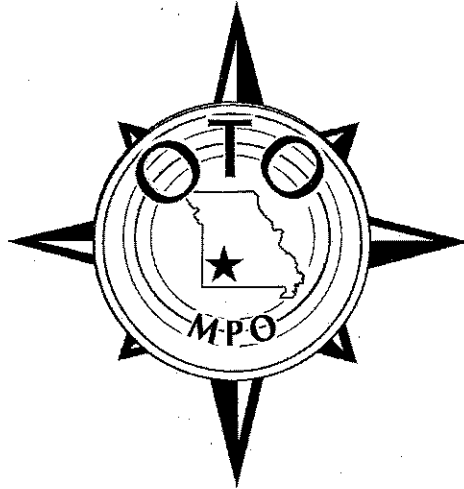


# **Ozarks Transportation Organization**



**August 19, 2010**

## **Board of Directors Meeting**

Busch Municipal Building, Fourth Floor

840 Boonville, Springfield, MO

12:00 – 1:00 PM



**Board of Directors Meeting Agenda, August 19, 2010  
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/Coonrod)**

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

**C. Approval of the June 17, 2010 Meeting Minutes ..... Tab 1  
(2 minutes/Coonrod)**

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

**D. Public Comment Period**

(5 minutes/Coonrod)

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

**E. Executive Director's Report**

(5 minutes/Conklin)

Tim Conklin will provide a review of the OTO staff activities since the June 17, 2010 Board of Directors meeting.

**II. New Business**

**A. Approval of the FY 2011-2014 Transportation Improvement Program..... Tab 2  
(10 Minutes/Edwards)**

OTO is requesting approval of the proposed FY 2011-2014 Transportation Improvement Program (TIP). The draft TIP is included as a separate document.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2011-  
2014 TIP**

- B. MoDOT's Transportation Investment Scenario for Transit..... Tab 3**  
(3 minutes/Conklin)  
MoDOT has requested that OTO submit a transit project list using potential funding based on a 10-Year Transportation Investment Scenario.  
(Materials Attached)

**BOARD OF DIRECTORS ACTION REQUESTED TO RECOMMEND THE  
PROPOSED TRANSIT PROJECT LIST FOR THE MODOT 10-YEAR  
INVESTMENT SCENARIO BASED ON THE 10%, 15%, AND 20% PROPOSED  
FUNDING LEVELS**

- C. Review and Endorsement of the OTO TIGER II projects..... Tab 4**  
(3 minutes/Conklin)  
OTO staff is requesting the Board of Directors review and endorse and certify the TIGER II grant application. OTO is preparing the grant application for MoDOT, Springfield, and Willard in order to meet the minimum grant request for TIGER II.

**BOARD OF DIRECTORS ACTION REQUESTED TO ENDORSE AND  
CERTIFY THE TIGER II GRANT APPLICATION**

- D. Quarterly Financial Report .....Tab 5**  
(2 minutes/Officer)  
OTO Board Treasurer, Lisa Officer, will present the fourth quarter financial report for OTO.

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

- E. STP-Urban Balance July 2010 Report Update .....Tab 6**  
(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**

**III. Other Business**

- A. Board of Directors Member Announcements**  
(5 minutes/Board of Directors Members)  
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.
- B. Transportation Issues For Board of Directors Member Review**  
(5 minutes/Board of Directors Members)  
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

#### **IV. Adjournment**

Targeted for **1:00 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, October 21, 2010 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

#### **Attachments**

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

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Sharon Davis 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 Sharon Davis 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](http://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 17, 2010 Board of Directors meeting. Please review these minutes prior to our meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

**BOARD OF DIRECTORS ACTION REQUESTED:** To make any necessary corrections to the minutes and then approve the minutes for public review.



# **OZARKS TRANSPORTATION ORGANIZATION BOARD OF DIRECTORS MEETING MINUTES**

**June 17, 2010**

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

The following members were present:

Mr. Harold Bengsch, Greene County	Ms. Debra Hickey, City of Battlefield (a)
Mr. Phil Broyles, City of Springfield (a)	Mr. Jim Huntsinger, City of Republic
Mr. Jerry Compton, City of Springfield	Mr. Bradley Jackson, City of Ozark
Mr. David Coonrod, Greene County – Chair	Mr. Kirk Juranas, MoDOT
Mr. Travis Cossey, City of Nixa (a)	Ms. Lisa Officer, City Utilities
Mr. Tom Finnie, Citizen-at-Large	Mr. Justin Reaves, City of Willard (a)
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Bob Scheid, Airport Board
Mr. John Grubaugh, Christian County – Vice-Chair	Mr. Tom Vicat, City of Strafford (a)
Ms. Teri Hacker, Citizen-at-Large	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Aaron Kruse, City of Battlefield (a)
Ms. Roseann Bentley (a)	Mr. Brad McMahon, FHWA
Mr. Jim Bresee, Christian County (a)	Mr. Daniel Nguyen (a)
Mr. Dan Chiles, City of Springfield (a)	Mr. Jim O'Neal, City of Springfield
Mr. Sam Clifton, City of Nixa	Mr. Tom Rankin, City Utilities (a)
Mr. David Coonrod, Greene County (a)	Mr. John Rush, City of Springfield (a)
Mr. Gary Cyr, Airport Board (a)	Mr. Mark Schenkelberg, FAA
Mr. John Elkins, Citizen-at-Large (a)	Mr. John Schmidt, FTA (a)
Ms. Barbary Helvey, City of Strafford	Mr. Jamie Schoolcraft, City of Willard
Mr. Rick Hess, City of Battlefield	Mr. Matt Seiler, MoDOT (a)
Mr. Jim Krischke, City of Republic (a)	Mr. Tim Smith, Greene County (a)

Others present were: Mr. Tim Conklin, Ms. Sara Edwards, Ms. Natasha Longpine, Ms. Debbie Parks, and Mr. Chris Stueve, Ozarks Transportation Organization; Dan Smith, Greene County; Ralph Rognstad, City of Springfield; Carl Carlson, Scott Consulting Engineers; Stacy Burks, Senator Christopher Bond's Office; David Rauch, Senator Claire McCaskill's Office; Mr. Frank Miller, MoDOT; Ms. Kate Gould, City of Willard.

Mr. Coonrod called the meeting to order.

## **I. Administration**

### **A. Introductions**

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

An amendment was made to the agenda. A new Item G, discussing a City of Springfield application for a HUD Sustainable Communities Grant, has been added. Tom Finnie made a motion to accept the agenda as amended and Lisa Officer seconded. The motion passed unanimously.

### **C. Approval of April 15, 2010 Meeting Minutes**

Harold Bengsch moved to approve the April 15, 2010 minutes as presented. Jim Huntsinger seconded and the minutes were approved unanimously.

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

None.

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

Tim Conklin updated the Board of Directors on staff activities since the previous Board meeting. Staff has continued to provide support to the Springfield Strategic Planning Committee for Transportation. OTO staff has conducted five Long Range Transportation Plan Public Input Meetings with one more in Willard.

The draft TIP is being developed. Staff has met with area agencies regarding projects and has held TIP subcommittee meetings. The TIP will go to the Technical Committee in July and the Board in August.

The first Fleet Management Subcommittee meeting will be held later in June. OTO staff will be working with area fleets to address air quality issues, as suggested at an earlier Board of Directors meeting. The audit committee will meet following the Board meeting to review proposals received by OTO. The Congestion Management Process Committee has met several times, with the report already having gone to the Technical Committee. This is also an item later on the agenda. An e-meeting of the Technical Committee was held earlier in June to approve Safe Routes to School Projects, which will be discussed later in the agenda.

Staff is monitoring legislation as it develops at the federal level. EPA will announce a new Ozone standard in August, one that is between 60 ppb and 70 ppb. The region's current level is 69 ppb. This can be attributed to cool summers. This has implications in regards to transportation conformity and changes that will be required of the OTO's travel demand model. The American Power Act contains requirements for MPOs to set greenhouse gas emission reduction targets. This would be an additional requirement set upon this region pertaining to air quality.

OTO hosted an informational meeting on TIGER II discretionary grants. This region could develop a competitive application. Up to \$600 million is available nationwide.

The pre-application deadline is in July. This will assess eligibility to move forward with the application process – reviewing match and environmental considerations on submitted projects. Urban projects are funded 80% federal and 20% local, while rural projects require no local match, though the more local match included with a project, the more competitive it will be. OTO has registered on Grants.gov in preparation to move forward on a grant application. Staff has been meeting with MoDOT and others in the region to develop a non-traditional project that follows the awardees from the first TIGER program.

Lisa Officer asked if the additional greenhouse gas monitoring would require additional staff, and how would that be funded? Mr. Conklin responded that CMAQ (Congestion Mitigation Air Quality) funds could be used, however, this funding is awarded to the state and is currently divided among Kansas City and St. Louis. The amount of that funding that would be available is unknown. Regardless of the source, additional staff and funding would be needed. Ms. Officer asked for clarification regarding source of CMAQ funding. Mr. Conklin responded that the CMAQ grant would come through MoDOT. Staff will be attending a training session in Jefferson City in the next week and should know more then.

Jerry Compton asked if there were other communities and regions that are similar in size, and are still in attainment, that could be used as a model moving forward. Mr. Conklin stated that this is unknown since the levels are being lowered, and it is not clear what regions will all be affected. OTO is currently working with the Ozarks Clean Air Alliance to be proactive and to develop a local program to deal with emissions. This is a moving target, one that is trending down. Harold Bengsch contributed that for a community of this size, the region has one of the best air quality rankings in the Midwest, however, the standard continues to be lowered and if there are hot summers, it will be difficult to stay ahead.

## **II. New Business**

### **A. Amendment Number Five (5) to the FY 2010-2013 Transportation Improvement Program**

Sara Edwards presented the eight items included as part of the 5<sup>th</sup> amendment to the Fy 2010-2013 TIP:

- 1) MoDOT is requesting the addition of a pavement treatment project on Route 174 in Republic in the amount of \$776,000. The project will begin at US 60 and continue into Lawrence County.
- 2) MoDOT is requesting to add engineering and construction funds to the James River Freeway (US 60)/Campbell Avenue (US 160) interchange improvement project. The total requested project cost is approximately \$7 million.
- 3) Christian County is requesting the addition of a project to build a new bridge to replace the Riverside Bridge and convert the existing bridge for pedestrian use.
- 4) The City of Ozark is requesting the addition of the preliminary design for improvements to 3rd Street including the Jackson and Church intersections.

- 5) Ozarks Regional YMCA is requesting the addition of a Walking School Bus Pilot Program to implement a walking school bus in four to five Springfield R-12 Elementary Schools in the amount of \$20,810.
- 6) Republic R-III School District is requesting the addition of the Republic Schools Bicycle/Walking Education Program to provide education to encourage more students to walk/bike to school in the amount of \$21,528.
- 7) Ozark R-VI School District is requesting the addition of the Ozark Schools Safe Trips to School to provide portable radar trailers as an educational tool to slow down traffic, educate on traffic safety for students who will be walking or biking to school and host bike safety assemblies in the amount of \$7,700.
- 8) City of Nixa and Nixa Schools are requesting the addition of a Walking School Bus program to develop educational information & establish programs at Mathews and Thomas Elementaries in the amount of \$3,000.

The first four items appeared on the Technical Committee Agenda in May and the last four were approved through an e-meeting of the Technical Committee in June. All eight have been recommended for approval. The four Safe Routes to School projects are 100 percent funding, with no local match. Ms. Edwards asked the Board of Directors to note some minor corrections that were handed out at this meeting. These included number of the projects and some changes to state versus federal funding, though the final project costs remained the same as what was sent with the agenda packets.

Phil Broyles motioned to accept TIP Amendment Number Five and Howard Fisk seconded. The motion was approved unanimously.

#### **B. OTO Congestion Management Process Phase III**

Ms. Edwards presented the findings of the Congestion Management Process Phase III report to the Board of Directors. All MPOs that serve a metropolitan area with a population greater than 200,000 are required by federal law to develop a Congestion Management Process (CMP). The CMP is a multi-phased program that examines ways in which MPOs can provide congestion relief without necessarily expanding roadway capacity.

Two previous phases have been completed. Phase I consisted of determining what would be measured when analyzing congestion. Phase II consisted of assessing congestion levels on the CMP roadways, determining which segments must be addressed using CMP strategies, and selecting which strategies should be used to address that congestion. Using five separate indicators, congested corridors and intersections were reviewed to determine the extent of the congestion problem and what measures would be most effective in dealing with the congestion.

Phase III consists of data collection to monitor congestion compared with the prior period in order to evaluate implemented strategies. The OTO area jurisdictions along with MoDOT, City Utilities Transit and others have made measurable progress in implementing the congestion mitigation strategies that have been identified. Congestion

along the freeway corridors did not measure an increase. Congestion on the arterial network did increase, however.

Phase III compares 2005 data and 2008 data to determine improvements in congestion. The CMP does not include the entire road network, but instead focuses on the National Highway system and then several local roads which greatly impact the NHS system, including Sunshine, National, Campbell, and Battlefield.

The following measures were used in the analysis: peak hour volume-to-capacity ratio, accident rates, average travel speed, and intersection level of service. From these indicators, a list of congested facilities was developed. These included Kansas Expressway and intersections along Kansas Expressway; James River Freeway at National, Glenstone, and Campbell; Route CC from 23<sup>rd</sup> Street to US 65; Glenstone Avenue from I-44 to Battlefield Road; 14<sup>th</sup> Street from 25<sup>th</sup> Street to Route 65; Route 14 and Route 160; Campbell Avenue at Battlefield Road, at Walnut Lawn, and at Primrose; National Avenue at Battlefield Road and at Montclair; Sunshine at National, at US 65, and at Fort; and then Chestnut Expressway.

Implemented strategies that helped to improve congestion since 2005 include improved road operations, reductions in VMT at peak times, shifting trips to other modes, shifting trips to high occupancy vehicles, and adding capacity. Since 2005, there have been 70 interchange or intersection geometric improvements and turn lanes. Numerous signals have been added, including signal timing improvements. Seventy bus turnouts have been constructed. Incident management has also been utilized. Land use regulations, employer flex-time, and compressed workweeks can help reduce VMT at peak times. Trips have been shifted due to bus fleet and service expansion, improved bicycle network and storage, and an improved pedestrian network, as well as the implementation of the OzarksCommute.com website and use of vanpools and shuttles.

Capacity has been added through 4-lanes on West Bypass, the 4-laning of US 65 north of I-44, the 5-laning of Kearney from US 65 to LeCompte, capacity additions on south Campbell in front of Sam's, the 4-laning of Route 14 from 22<sup>nd</sup> to 18<sup>th</sup> Streets, and other miscellaneous improvements on the non-CMP network.

The Congestion Mitigation Process is ongoing. Further improvements will be made through continued operational improvements, continued focus on programs that decrease system demand, and continued focus on capacity improvements.

This document went through a subcommittee of the Technical Committee, who then recommended approval in May. This report, if approved by the Board, will be forwarded to FHWA, in keeping with their requirements.

John Grubagh made the motion to approve the Congestion Mitigation Process Phase III. The second was made by Teri Hacker. The motion was approved unanimously.

### **C. OTO STP-Urban Funding By-Law Amendment**

Before discussion began on this topic, staff checked to see if there was any word from the City of Ozark. Since this by-law amendment requires a 100 percent vote of the jurisdictions in the urbanized area, it would be good to have them all present before moving forward. Ms. Edwards was asked to continue trying to reach Ozark, and in the meantime, the Board would move to the next item on the agenda.

**D. Hiring Incentives to Restore Employment (HIRE) Act**

As presented at the April Board of Directors meeting, the HIRE Act restored to OTO the rescinded STP-Urban and BRO funding. At the time, staff was unsure if the rescinded amount would be returned in the same way it was taken. MoDOT did return the funding in the same manner, and OTO has returned that funding to the jurisdictions, undoing the rescission of funds from each jurisdiction in December. This was informational.

**E. OTO Long Range Transportation Plan Update**

As mentioned earlier, staff is wrapping up the public input meetings. The meetings were arranged geographically around the region. Already, staff has received a variety of comments regarding rail and transit improvements, and road improvements, as well. Attendees to the Public Input Meetings were provided a number of ways to comment – through a survey, a comment card, dots on the map, and a mail-in card for later thoughts. In July, the Technical Committee will be selecting members for a subcommittee specifically for the Long Range Plan. The subcommittee will review the background information and planning assumptions, will develop plan objectives and will conduct the call for projects that will need to be prioritized through the travel demand model. The next step will be to get those high priority projects, which are things that can be funded through the TIP over the next five years. The plan should be ready for adoption by the OTO Board of Directors in April of 2011, in line with the update requirements, as the previous plan was adopted in April of 2006.

Mr. Coonrod asked how the extension of Republic Road would integrate with the Long Range Plan process. Ms. Longpine responded that the public input process would provide insight to the regional effects of this. If updates are recommended to the Major Thoroughfare Plan as part of the update to the LRTP, then those will be addressed, however, the MTP itself will not be completely started over from scratch.

Mr. Conklin added that the discussion of the Republic Road extension has been referred to OTO. Staff will conduct a separate meeting to discuss the issue, likely at a different place and time than traditional OTO meetings, in order to accommodate the level of interest. About 200 people attended the most recent Greene County meeting on the issue. This issue will also take more time to discuss than the timeline for adoption of the Long Range Transportation Plan. Once a decision has been made, though, the Major Thoroughfare Plan can be amended, if necessary, and that process does not have to be contained within the LRTP update.

Tom Finnie asked if there was a process for accepting assignments from member jurisdictions. Mr. Conklin outlined the update process for the Major Thoroughfare Plan and how it starts with a recommendation from a jurisdiction, and then is reviewed by the



Technical Committee and the Board of Directors. Mr. Conklin stated that in the past staff has not asked the Board to approve Major Thoroughfare Plan amendment requests before processing the amendments. Mr. Finnie asked if a process had been developed for handling this request, especially regarding Board involvement ahead of the Board meeting, and the public input opportunities. Mr. Conklin responded that he is working on that process and will involve all of the jurisdictions. This will start with a subcommittee and then will go to the Technical Committee.

Mr. Finnie recommended that the Executive Committee develop a policy for accepting requests from jurisdictions. This will become especially more important as the area becomes more urbanized and more people are involved in the process.

Mr. Coonrod offered that he and Mr. Bengsch would likely need to recuse themselves because the issue will ultimately come back to the County.

Mr. Finnie made a motion that the Executive Committee review proposals from the staff and approve or modify regarding a final decision on a policy for how to accept assignments from the jurisdictions. Howard Fisk seconded and the motion passed unanimously.

#### **C. OTO STP-Urban Funding By-Law Amendment (REVISITED)**

Bradley Jackson was able to join the meeting by phone, meaning that all of the jurisdictions needed for a vote were present.

Mr. Conklin reviewed that last December, OTO received a letter from Willard, Republic, and Strafford requesting that OTO look at the by-laws for the purposes of distributing STP-Urban funding to all jurisdictions, including those outside of the urban area, whereas the current by-laws only allow for distribution to those inside the urbanized area. Willard, Republic, and Strafford are the OTO jurisdictions that are not within that boundary.

Upon receipt of the letter, the Board of Directors appointed a subcommittee of Technical Committee and Board of Directors members to discuss the matter. The subcommittee met on March 24 and made the recommendation that STP-Urban funding be distributed by formula to all nine jurisdictions based upon the decennial census population. Three scenarios arose out of that recommendation – 1) Distribute funding to all OTO jurisdictions by population; 2) Distribute 50 percent of the funding by population with the remaining used to fund priority projects; or 3) Divide the OTO area into thirds and distribute funding by percentage of population within each geographic area.

The final recommendation, as approved by the Technical Committee, was to change the by-laws to say “With the exception of congressional earmarks, which are designated for specific transportation projects or programs and cannot be suballocated, a Surface Transportation Program (STP) Funding Formula shall be established by the MPO, based on jurisdiction decennial census population within the MPO urbanized area. This funding formula would be used to distribute

funds to jurisdictions within the MPO urbanized area. MoDOT Small Urban funding received by a jurisdiction shall count towards the STP-Urban suballocation a jurisdiction may receive. A jurisdiction may choose to suballocate part of their allocated STP funds to another MPO jurisdiction on a project that lies outside their boundaries but it is at their discretion. This type of deviation from the Funding Formula shall also require a 75% vote of the MPO urbanized area jurisdictions. Provided however, no allocation shall be paid to any jurisdiction unless such jurisdiction is an active member and current in dues payments for the year the allocation is to be made.

“Formal changes in the Funding Formula must be approved by a 100% vote of the MPO urbanized area jurisdictions.”

Mr. Fisk asked when the change in allocation would take place. The change would happen with the next year’s funding distribution. If the 2010 Census numbers are not yet out, the 2000 Census would be used to make the allocation.

Mr. Fisk moved to accept the by-law changes as recommended by the Technical Committee. Mr. Finnie seconded.

Mr. Finnie asked if the recommendation from the Technical Committee was unanimous. Mr. Conklin responded yes. Then Mr. Finnie asked about how the 100 percent vote of jurisdictions worked and whether it was one vote per jurisdiction, or if everyone representing that jurisdiction had a vote. Mr. Conklin stated that his reading of the bylaws indicated that each jurisdiction represented would have one vote. Mr. Finnie commented that it might be helpful to get a legal opinion on the issue. He identified three issues that should be addressed in getting a legal opinion – 1) does each group of representatives vote, and the majority of their vote counts; 2) does everyone have a veto vote; or 3) is there one representative who is a “super-delegate” who then votes?

Mr. Bengsch recommended giving this to the By-laws Committee as there have been other things that have come up in the past that should be addressed. If this is cleaned up now, then it won’t be an issue next time it comes up.

The vote was called, and the motion passes by unanimous 100 percent vote of all MPO jurisdictions in the urbanized area.

#### **F. Quarterly Financial Report**

Lisa Officer reviewed the financial report. The balance sheet shows over \$87,000 in the bank. Ms. Officer expressed appreciation for those members who have pre-paid their match, as that helps with cash flow. The budget-to-actual shows that the OTO is under budget. If this is annualized, it appears that OTO might end the year \$60,000 under budget, though that could change by year end.

Jim Huntsinger moved to accept the Quarterly Financial Report as presented. Mr. Bengsch seconded and the motion passed by a unanimous vote.

### **G. Springfield "LINK" Presentation**

As mentioned at the April Board of Directors meeting, HUD is offering a Sustainable Communities Planning Grant. The City of Springfield has been working on developing a project that could be submitted. Mr. Conklin asked if the Board could endorse the project and provide a certification that it would be added to the relevant planning documents prior to award, if awarded.

Ralph Rognstad presented more specifics about Springfield's proposal. The grant is for \$2 million. Originally, this concept started with a bike boulevard on King's Street to create a north-south connection between the greenways. Now, it has been expanded to develop a system that would connect from Doling Park to the Ward Branch Greenway at Cox South Medical Center. This would include a spur to the east to Galloway, and then another to the west to the Frisco Highline Trail at the airport. Match for this will be provided with 1/4-cent money that originally would have been used for neighborhood assessments, but these have not been done due to staffing.

The northern portion of the Link would be easier to complete because of the grid system, but may be more difficult going south. Mr. Rognstad showed an example of what the signs would look like along the Link. Each Link would be a different color. The Green Link would start at Doling and connect at Jordan Valley. The Red Link Would go from Jordan Valley to Fassnight. As part of the Link, "Stations" would be created where the Link crosses a bus route. These would be enhanced bus shelters with bike racks and water fountains, with a distinct look to the station. These could be personalized in respect to their location. For example, the one by Drury could be "Panther Station." This corresponds with congestion management, as more people would be encouraged to bike or ride the bus to games on Campus.

The initial stages of the project will include signage, and then deciding what can enhance the streets to make them more comfortable, especially in regards to landscaping. Public Works may also be able to do some small storm water projects, such as rain gardens. The sidewalks would be pervious pavement. New sidewalks would be wider than what might normally be installed, and over time, others could be retrofitted.

The goal is to get a concept plan going, to build the Center City portion, and then over time, review how this can connect to the outlying jurisdictions, especially as more greenways continue to be built.

Mr. Rognstad is working on getting endorsements for this project. Everyone seems excited. Endorsements include Ozark Greenways, Conco, and the North Springfield Betterment Association. He would appreciate if OTO would be a planning partner in this project.

Teri Hacker stated that she was impressed with the project, that the core of economic development is a livable city. She has two daughters, one in Portland and one in Hamburg, Germany, and they both ride and walk everywhere. In Germany, they have extra wide sidewalks that are marked for bikers on one side and walkers on the other.

Mr. Finnie made the motion to support Springfield's Link Project. Ms. Officer seconded and the motion was approved by a unanimous vote.

### **III. Other Business**

#### **A. Board of Director Member Announcements**

Ms. Longpine announced on behalf of City Utilities that the week was "Communities in Motion" across the country. June 17<sup>th</sup> is "Dump the Pump" day where the bus is free. CU is also giving out prizes all day on the bus.

Mr. Fisk made a comment on behalf of the airport. The numbers, for the first time in many months, will show a 4 percent downturn in ridership for this month. The next month, though, will be skewed high, as the seasonal carriers will be adding more flights. There should be 42 more flights added, between Allegiant and Delta.

Teri Hacker asked if Northwest Arkansas or Branson affected the numbers. Mr. Fisk stated that it is possible, but that they also help keep the Springfield flights competitive. Current rate reductions, though, are due to the airlines taking capacity out of the system. Last year, over 12 percent of the total domestic airline capacity was removed. St. Louis lost over 40 percent of their American flights. That results in more passengers on each flight. Since the new terminal opened, Springfield-Branson's prices rates have fallen 22 percent.

Kirk Juranas mentioned that the diverging diamond at James River Freeway and National would be opened on July 10. It looks to be the second in the Nation. The middle still won't be completely finished, but after some additional striping, everything should be ready by Monday.

#### **B. Transportation Issues for Board of Directors Member Review**

None.

### **IV. Adjournment**

Mr. Coonrod adjourned the meeting.

# TAB 2



## **BOARD OF DIRECTORS AGENDA 08/19/10; ITEM II.A.**

### **FY 2011–2014 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 1, 2010.

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

The subcommittee met on June 9, 2010 and unanimously recommended the TIP for full Technical Committee review and forwarding to the OTO Board of Directors.

The Technical Planning Committee met on July 22, 2010 and unanimously recommended approval of the FY 2011–2014 Transportation Improvement Program.

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

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

“Move to approve the FY 2011–2014 Transportation Improvement Program as presented.”

OR

“Move to return the FY 2011–2014 Transportation Improvement Program to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”





# TAB 3



## **BOARD OF DIRECTORS AGENDA 08/19/10; ITEM II.B.**

### **MoDOT's Transportation Investment Scenario - Transit**

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

#### **AGENDA DESCRIPTION:**

MoDOT is currently developing scenarios outlining what could be accomplished with additional state transportation investment. MoDOT's scenario assumes \$7.53 billion in funding with a 10-year planning horizon. The proposed scenario is equivalent to a 1 percent statewide transportation sales tax which equates to approximately \$289 million available to the OTO area for additional transportation projects; specifically, \$40 million for "Other Modes" was identified earlier this year.

The OTO Technical Planning Committee and Board of Directors adopted the OTO Priority Projects to submit to MoDOT for transit improvements and enhancements and included the following amounts for OTO projects:

Annual program to sustain and expand transit service in OTO	\$14,450,000
Various bicycle and pedestrian enhancement projects in OTO	\$10,000,000
Additional bicycle and pedestrian improvements to priority projects	<u>\$15,550,000</u>
TOTAL	\$40,000,000

MoDOT has requested OTO provide a project list for three scenarios utilizing additional funding for transit within the OTO area. The scenarios include using 10%, 15% and 20% of the additional statewide investment for transit. MoDOT has asked OTO to apprise them of how this additional funding would be allocated. They are not asking for a recommendation on the percentage to be utilized for transit investment.

These scenarios would generate the following amounts for the OTO area:

Percent	Amount
10%	\$15,745,848
15%	\$23,521,378
20%	\$31,296,907

OTO has attached a spreadsheet prepared by C.U. Transit that shows three different project scenarios based on each funding level.

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

The Technical Planning Committee recommended the proposed transit project list as shown for the MoDOT 10-year transit investment scenario based on 10%, 15%, and 20% funding levels.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the transit investment scenario as presented.”

OR

“Move to return the requested transit investment scenario to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”

### Scenario 1 - \$1,528,000 annually for 10 years

[illegible]

**Scenario 2 - \$2,283,000 annually for 10 years**

[illegible]

**Scenario 3 - \$3,036,000 annually for 10 years**

[illegible]



# TAB 4





## **BOARD OF DIRECTORS AGENDA 08/19/10; ITEM II.C.**

### **Endorsement and Certification of Projects to be Included in the Relevant Planning Documents Prior to Award of a TIGER II Planning Grant**

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

#### **AGENDA DESCRIPTION:**

Ozarks Transportation Organization intends to submit a TIGER II Grant Application to the US Department of Transportation. OTO staff is requesting the OTO Board of Directors endorse and certify that the proposed grant projects be included in the relevant planning documents prior to award of a TIGER II Grant. Current projects being considered for inclusion in the TIGER II Grant Application are:

- BNSF New West Wye – New west connection and turning wye between the Fort Scott and Cherokee Subdivisions of the BNSF Railway.
- Chestnut Expressway Enhancements and Adaptive Signal Technology – Pedestrian and bicycle enhancements along Chestnut Expressway, including adaptive signal technology from College Street to US 65.
- The Link – Plan and construct a series of on-street links between existing and planned linear park trails to provide a more comprehensive bicycle and pedestrian system on streets with low-volume vehicular traffic. The project also includes a multi-use trail under the Chestnut Expressway Railroad Viaduct to connect Jordan Valley to Ozarks Technical Community College and Drury University.
- US 160 and Hunt Lane Signalization – Signalization and pedestrian and bicycle improvements at US 160 and Hunt Lane in Willard.

The pre-application deadline to determine eligibility was July 26, 2010. TIGER II Applications are due August 23, 2010. Projects within the urbanized area must provide a minimum 20 percent match, while rural projects have no minimum match requirement. Competitive applications, however, will be those that can demonstrate significant non-federal contributions as part of the overall funding package. OTO staff is working with applicant partners to identify all potential sources of match funding for the listed projects.

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

The Technical Planning Committee unanimously recommended OTO apply for the TIGER II grant as presented.

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

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

“Move to endorse the OTO TIGER II projects and certify the OTO TIGER II projects will be included in the relevant planning documents prior to award of a TIGER II planning grant.”



**US Department of  
Transportation Tiger II  
Pre-Application**

This Site: US Department of Trans

US Department of Transportation Tiger II Pre-Application > U.S. DOT TIGER II Grant Pre-Application > Springfield Region  
Multi-Modal System Enhancements**U.S. DOT TIGER II Grant Pre-Application: Springfield Region  
Multi-Modal System Enhancements**[New Item](#) | [Edit Item](#) | [Workflows](#)**Project Name** Springfield Region Multi-Modal System Enhancements**Was a TIGER I  
application submitted for  
this project?** No**DUNS** 830464397**Applicant / Organization  
Name** Ozarks Transportation Organization**Applicant / Organization  
Contact Person** Tim Conklin**Applicant / Organization  
Contact Business Phone  
Number** 417-836-5482**Applicant / Organization  
Contact Business E-mail** tconklin@ozarkstransportation.org**Applicant / Organization  
Contact Business Street  
Address** 117 Park Central Square, Suite 107**Applicant / Organization  
Contact City** Springfield**Applicant / Organization  
Contact State** MO-MISSOURI**Applicant / Organization  
Contact Zip** 65806**Primary Applicant Type** Metropolitan Planning Org.**Co-Applicant Type****Is the Project  
Multimodal?** Yes**Primary Project Type** Bicycle & Pedestrian**Secondary Project Type** Rail**Additional Project Type  
Information** Road & Bridge**Is this application for a  
Planning Grant?** No**If Planning Grant, please  
select the related funding  
opportunity****Primary Planning Grant  
Type**

---

**Secondary Planning Grant  
Type****Additional Planning Grant  
Type****Additional Planning Grant  
information****Project Description**

Construct wye between BNSF Fort Scott/Cherokee Subdivisions.

Bike/ped enhancements and paving along Chestnut Expressway from Grant to National. Adaptive signal technology from College to US65.

Plan/design/construct on-street bike/ped/transit (Link) improvements between greenways, including trail under Chestnut Railroad Viaduct.

Signalization and bike/ped improvements at US160/Hunt.

---

**Total Amount Requested  
from TIGER II Funds**

\$11,431,748.00

---

**Total Project Cost**

\$15,596,241.00

**Cities Impacted by  
Proposed Project**

Springfield, Willard

**Counties Impacted by  
Proposed Project**

Greene

**Primary Proposed Project  
State**

MO-MISSOURI

**Additional Project State  
(1)****Additional Project State  
(2)****Additional Project State  
(3)****Additional Project State  
(4)****Additional Project State  
(5)****Additional Project State  
(6)****Primary Congressional  
District**

MISSOURI - 7th District

**Additional Congressional  
District (1)****Additional Congressional  
District (2)****Additional Congressional  
District (3)****Additional Congressional  
District (4)****Additional Congressional  
District (5)****Additional Congressional  
District (6)****Additional Congressional  
District (7)**

---

**Additional Congressional District (8)****Additional Congressional District (9)****Additional Congressional District (10)**

---

**Type of Jurisdiction** Urban/Rural

---

**Economically Distressed Area** Yes

---

**Federal Wage Rate Certificate** Yes

---

**Requesting TIGER II TIFIA Payment** No

---

**NEPA Status** CE Expected

---

**NEPA Comment** BNSF New West Wye should meet criteria for a Categorical Exclusion under FRA Procedures for Considering Environmental Impacts. US DOT is reviewing a draft CE Worksheet.

The adaptive signalization and bike/ped projects meet criteria (23CFR§771.117.C) for a Categorical Exclusion and all improvements are located within existing right-of-way.

---

**Project has secured 20% Matching Funds** Yes

---

**20% Matching Funds Comment** Match is 24% from MoDOT (\$983,624), City of Springfield (\$2,384,313), City of Willard (\$40,000), and Missouri State University (\$200,000). Wye is 80/20. Chestnut is 80/20. Link is 67/33. US160/Hunt is 70/30, but is rural and requires no match. Additional leverage from \$500,000 FRA Grant and City of Springfield match (\$56,556).

---

**Application ID** ozarkstrans-1463

---

**Full Application ID** aspnetsqlmembershipprovider:ozarkstrans-1463

---

Created at 7/23/2010 10:50 AM by ozarkstrans

Last modified at 7/26/2010 3:34 PM by ozarkstrans



## OTO TIGER II Application - Funding Summary

<b>Project Title</b>	
Burlington Northern Santa Fe (BNSF) New West Wye (Jordan Valley Off-site Project)	
<b>Lead Agency</b>	
City of Springfield	
<b>Description</b>	
New west connection and turning wye between the Fort Scott and Cherokee Subdivisions of the Burlington Northern Santa Fe (BNSF) Railway	
<b>Funding Sources</b>	
Federal Railroad Administration - Rail Line Relocation and Improvement Program	\$500,000
Rail Local Match - City of Springfield	\$56,556
TIGER II	\$3,110,756
TIGER II Local Match - City of Springfield	\$777,689
Total Project Cost	\$4,445,001
<b>TIGER II Grant Request</b>	<b>\$3,110,756</b>
<b>Percentage Local Match for TIGER II</b>	<b>20.0%</b>

<b>Project Title</b>	
Chestnut Expressway Adaptive Signal Technology and Enhancements (21 intersections)	
<b>Lead Agency</b>	
MoDOT	
<b>Description</b>	
Chestnut Expressway adaptive signal technology from College Ave. to US 65 including improved intersections	
<b>Funding Sources</b>	
TIGER II	\$5,040,992
TIGER II Local Match - City of Springfield	\$356,624
TIGER II Local Match - MoDOT	\$903,624
Total Project Cost	\$6,301,240
<b>TIGER II Grant Request</b>	<b>\$5,040,992</b>
<b>Percentage Local Match for TIGER II</b>	<b>20.0%</b>

<b>Project Title</b>	
The Link	
<b>Lead Agency</b>	
City of Springfield	
<b>Description</b>	
Plan and construct a series of on-street links between existing and planned linear park trails (greenways) to provide a more comprehensive bicycle and pedestrian system on streets with low-volume vehicular traffic	
<b>Funding Sources</b>	
TIGER II	\$3,000,000
TIGER II Local Match - City of Springfield	\$1,250,000
TIGER II Local Match - Missouri State University	\$200,000
Total Project Cost	\$4,450,000
<b>TIGER II Grant Request</b>	<b>\$3,000,000</b>
<b>Percentage Local Match for TIGER II</b>	<b>32.6%</b>

<b>Project Title</b>	
160 and Hunt Lane Signalization	
<b>Lead Agency</b>	
City of Willard	
<b>Description</b>	
Signalization and Pedestrian and Bicycle improvements at U.S. 160 and Hunt Lane	
<b>Funding Sources</b>	
TIGER II	\$280,000
TIGER II Local Match - City of Willard	\$40,000
TIGER II Local Match - MoDOT	\$80,000
Total Project Cost	\$400,000
<b>TIGER II Grant Request</b>	<b>\$280,000</b>
<b>Percentage Local Match for TIGER II</b>	<b>30.0%</b>

<b>TOTAL TIGER II GRANT REQUEST</b>	<b>\$11,431,748</b>
<b>TOTAL TIGER II LOCAL MATCH</b>	<b>\$3,607,937</b>
<b>TOTAL TIGER II PROJECT COST</b>	<b>\$15,039,685</b>
<b>TOAL TIGER II LOCAL MATCH PERCENTAGE</b>	<b>24.0%</b>
<b>ADDITIONAL LEVERAGE (FRA and SPRINGFIELD)</b>	<b>\$556,556</b>
<b>TOTAL PROJECT COST</b>	<b>\$15,596,241</b>



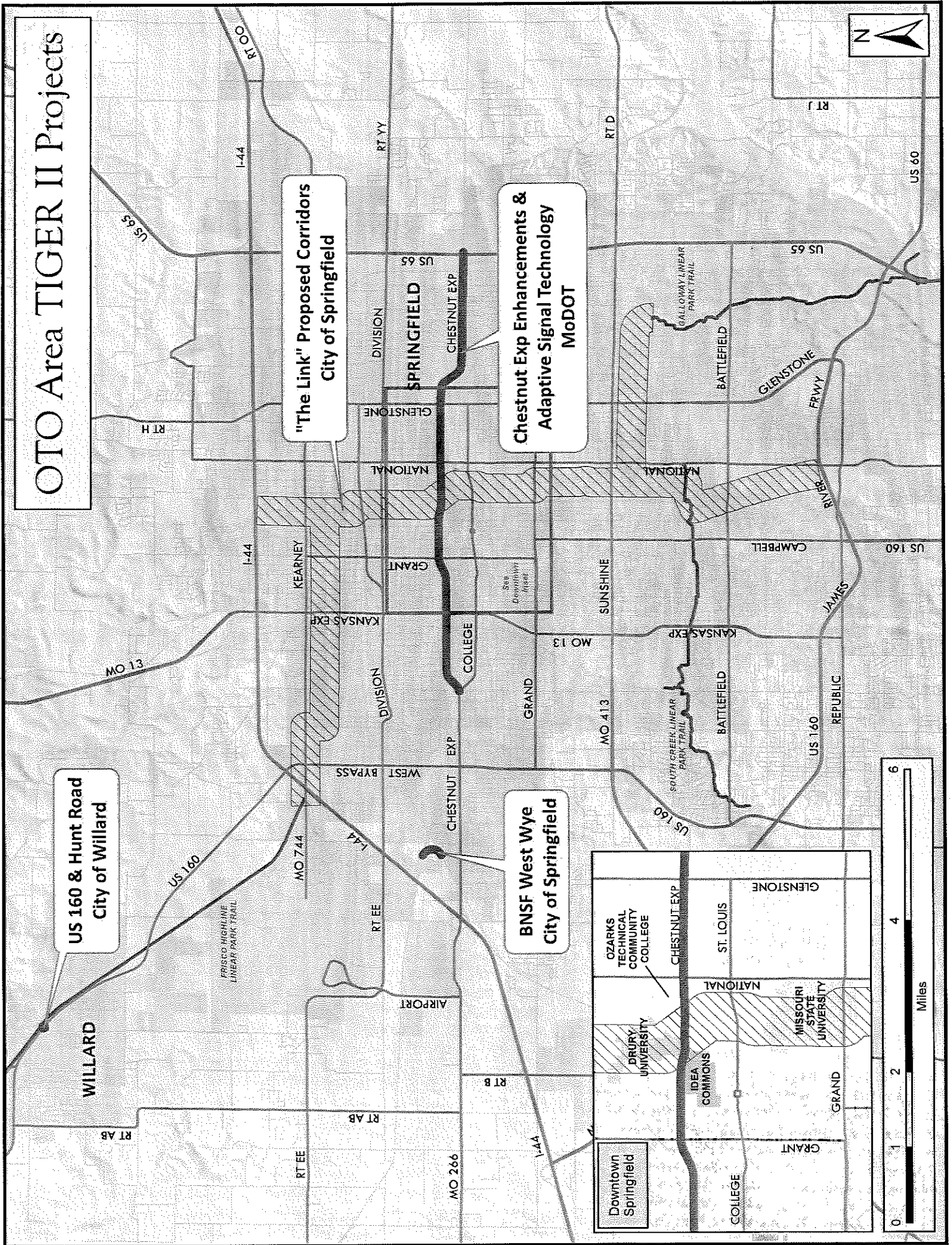
# OTO Area TIGER II Projects

US 160 & Hunt Road  
City of Willard

"The Link" Proposed Corridors  
City of Springfield

BNSF West Wye  
City of Springfield

Chestnut Exp Enhancements &  
Adaptive Signal Technology  
MoDOT





# TIGER II Evaluation

---

## Primary Selection Criteria

### State of Good Repair

DOT will assess

- (i) whether the project is part of, or consistent with, relevant State, local, or regional efforts and plans to maintain transportation facilities or systems in a state of good repair;
- (ii) whether an important aim of the project is to rehabilitate, reconstruct, or upgrade surface transportation assets that, if left unimproved, threaten future transportation network efficiency, mobility of goods or people, or economic growth due to their poor condition;
- (iii) whether the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure; and
- (iv) the extent to which a sustainable source of revenue is available for long-term operations and maintenance of the project.

The application should include any quantifiable metrics of the facility or system's current condition and performance and, to the extent possible, projected condition and performance, with an explanation of how the project will improve the facility or system's condition, performance and/or long term cost structure, including calculations of avoided operations and maintenance costs and associated delays.

### Economic Competitiveness

DOT will assess whether the project will measurably contribute over the long term to growth in the productivity of the American economy.

Applicants should provide evidence of how improvements in transportation outcomes (such as time savings and operating costs savings) translate into long-term economic productivity benefits. (These long term economic benefits that are provided by the completed project are different from the near-term economic benefits of construction that are captured in the Job Creation and Economic Stimulus criterion.)

Applicants should describe how the project supports increased long-term efficiency and productivity.

Priority consideration will be given to projects that:

- (i) Improve long-term efficiency, reliability, or cost-competitiveness in the movement of workers or goods, or
- (ii) Make improvements that increase the economic productivity of land, capital or labor at specific locations, particularly in Economically Distressed Areas

Applicants should estimate National-level or region-wide economic benefits on productivity and production, and should net out those benefits most likely to result in transfers of economic activity from one localized area to another.

Applicants should consider net increases in economic productivity and benefits, and should take care not to include economic benefits that are being shifted from one location in the United States to another. Highly localized benefits will receive the most consideration under circumstances where such benefits are most likely to improve an Economically Distressed Area or otherwise improve access to more productive employment opportunities for under-employed and disadvantaged populations.

Applicants should also provide evidence that the project will achieve the goals of this outcome in an environmentally sustainable manner.

Applicants should reference the fourth criterion in this Section II(B) "Environmental Sustainability" for more information on what features promote sustainable growth and to be sure to address the extent to which sustainability features are incorporated into the proposed project's impact.

### **Livability**

Descriptions of how projects enhance livability should include a description of the affected community and the scale of the project's impact as measured in person-miles traveled or number of trips affected.

DOT will consider whether the project furthers the six livability principles. For this criterion, the Department will give particular consideration to the first principle, which prioritizes the creation of affordable and convenient transportation choices.

Specifically, DOT will qualitatively assess whether the project:

- (i) Will significantly enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers;
- (ii) Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets;

- (iii) Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or will make goods, commodities, and services more readily available to these groups; and/or
- (iv) Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process.

Particular attention will be paid to the degree to which such projects contribute significantly to broader traveler mobility through intermodal connections, enhanced job commuting options, or improved connections between residential and commercial areas.

### **Environmental Sustainability**

DOT will assess the project's ability to:

- (i) Improve energy efficiency, reduce dependence on oil and/or reduce greenhouse gas emissions; applicants are encouraged to provide quantitative information regarding expected reductions in emissions of CO<sub>2</sub> or fuel consumption as a result of the project, or expected use of clean or alternative energy; projects that demonstrate a projected decrease in the movement of people or goods by less energy-efficient vehicles or systems will be given priority under this factor; and
- (ii) Maintain, protect or enhance the environment, as evidenced by its avoidance of adverse environmental impacts and/or by its environmental benefits.

Applicants are encouraged to provide quantitative information that validates the existence of substantial transportation-related costs related to energy consumption and adverse environmental effects and evidence of the extent to which the project will reduce or mitigate those costs.

### **Safety**

DOT will assess the project's ability to reduce the number, rate and consequences of surface transportation-related crashes, and injuries and fatalities among drivers and/or non-drivers in the United States or in the affected metropolitan area or region, and/or the project's contribution to the elimination of highway/rail grade crossings, the protection of pipelines, or the prevention of unintended release of hazardous materials.

### **Evaluation of Expected Project Costs and Benefits**

DOT believes that benefit-cost analysis, including the monetization and discounting of costs and benefits in a common unit of measurement in present day dollars, is an important discipline.

BCA should attempt to measure the indirect effects of transportation investments on land use and on the portions of household budgets spent on transportation.

Infrastructure investments should be based on systematic analysis of expected benefits and costs, including both quantitative and qualitative measures.

Applicants are generally required to identify, quantify, and compare expected benefits and costs, subject to:

- (i) Smaller projects will be given greater latitude to estimate benefits subjectively. However, even smaller projects will be expected to quantify these subjective estimates of benefits and costs, and to provide whatever evidence they have available to lend credence to their subjective estimates
- (ii) Estimates of benefits should be presented in monetary terms whenever possible. If a monetary estimate is not possible, then at least a quantitative estimate (in physical, non-monetary terms, such as ridership estimates, emissions levels, etc.) should be provided.

If it is not clear to the DOT that the total benefits of a project are not reasonably likely to outweigh the project's costs, DOT will not award a TIGER II Discretionary Grant.

Detailed guidance for the preparation of benefit-cost analysis is provided in Appendix A. Benefits should be presented, whenever possible, in a tabular form showing benefits and costs in each year for the useful life of the project.

Benefits and costs should both be discounted to the year 2010 and present discounted values of both the stream of benefits and the stream of costs should be calculated. If the project has multiple parts, each of which has independent utility, the benefits and costs of each part should be estimated and presented separately.

The benefit-cost analysis should be summarized in the text of the application itself, but the details may be presented in an attachment to the application.

DOT recognizes that some categories of costs and benefits are more difficult to quantify or monetize than others. In presenting benefit-cost analyses, applicants should include qualitative discussion of the categories of benefits and costs that they were not able to quantify, noting that these benefits and costs are in addition to the other benefits and costs that were quantified.

In the event of an unreasonable absence of data and analysis, or poor applicant effort to put forth a robust quantification of benefits and costs, the application is unlikely to receive further consideration. In general, the lack of a useful analysis comparing benefits and costs for any such project is ground for denying the award of a TIGER II Discretionary Grant.

### **Job Creation and Economic Stimulus**

DOT will assess whether the project promotes the short- or long-term creation or preservation of jobs and whether the project rapidly promotes new or expanded business opportunities during construction of the project or thereafter. Demonstration of a project's rapid economic impact is critical to a project's alignment with this criterion.

Applicants are encouraged to provide information to assist DOT in making these assessments, including the total amount of funds that will be expended on construction and construction-related activities by all of the entities participating in the project and, to the extent measurable, the number and type of jobs to be created and/or preserved by the project by calendar quarters during construction and annually thereafter.

Applicants should also identify any business enterprises to be created or benefited by the project during its construction and once it becomes operational.

Applicants are encouraged to provide information to assist DOT in assessing

- (i) Whether the project will promote the creation of job opportunities for low-income workers through the use of best practice hiring programs and utilizing of apprenticeship programs;
- (ii) Whether the project will provide maximum practicable opportunities for small businesses and disadvantaged business enterprises, including veteran-owned small businesses and service disabled veteran-owned small businesses;
- (iii) Whether the project will make effective use of community-based organizations in connecting disadvantaged workers with economic opportunities;
- (iv) Whether the project will support entities that have a sound track record on labor practices and compliance with Federal laws ensuring that American workers are safe and treated fairly; and
- (v) Whether the project implements best practices, consistent with our Nation's civil rights and equal opportunity laws, for ensuring that all individuals benefit from TIGER II grant funding.

Applicants should indicate whether the populations most likely to benefit from the creation or preservation of jobs or new or expanded business opportunities are from Economically Distressed Areas.

In addition, applicants should indicate whether the project's procurement plan is likely to create follow-on jobs and economic stimulus for manufacturers and suppliers that support the construction industry. A key consideration in assessing projects under this criterion will be how quickly jobs are created.

In evaluating a project's alignment with this criterion, DOT will assess whether a project is ready to proceed rapidly upon receipt of a TIGER II Discretionary Grant, as evidenced by:

- (i) Project Schedule – a feasible and sufficiently detailed project schedule demonstrating that the project can begin construction quickly upon receipt of a TIGER II Discretionary Grant and that the grant funds will be spent steadily and expeditiously once construction starts; the schedule should show how many direct, on-project jobs are expected to be created or sustained during each quarter after the project is underway;
- (ii) Environmental Approvals – receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline specified in the project schedule, including satisfaction of all Federal, State and local requirements and completion of the NEPA process;

An applicant must provide a reasonable justification for why NEPA review was not initiated with a Federal agency prior to the date of this notice, and an assurance that the necessary environmental reviews can be completed at least 90 days in advance of the September 20, 2012 deadline.

An applicant seeking to justify an exception to this requirement should submit the information listed below with its application:

- a. The information required under Sections VIII(C)(2)(V) and VIII(F)-(G) (Contents of Applications) of this notice;
- b. Environmental studies or other documents that describe in detail known potential project impacts and possible mitigation of these impacts;
- c. A description completed, or planned and anticipated coordination with Federal and State regulatory agencies for permits and approvals;
- d. An estimate of the time required for completion of NEPA and all other required Federal, State or local environmental approvals; and



- e. An identification of the proposed NEPA class of action.
- (iii) Legislative Approvals – Receipt of all necessary legislative approvals and evidence of support from State and local elected officials; evidence of support from all relevant State and local officials is not required, however, the evidence should demonstrate that the project is broadly supported;
- (iv) State and Local Planning – the inclusion of the project in the relevant State, metropolitan, and local planning documents, or a certification from the appropriate agency that the project will be included in the relevant planning document prior to award of a TIGER II Discretionary Grant; any MPO that is applying for a TIGER II Discretionary Grant should provide evidence that the owner of the project supports the application and will cooperate in carrying out the activities to be supported by the TIGER II Discretionary Grant;
- (v) Technical Feasibility – The technical feasibility of the project, including completion of substantial preliminary engineering work;
- (vi) Financial Feasibility – The viability and completeness of the project’s financing package, including evidence of stable and reliable financial commitments and contingency reserves, as appropriate, and evidence of the grant recipient’s ability to manage grants.

## **Secondary Selection Criteria**

### **Innovation**

DOT will assess the extent to which the project uses innovative technology to pursue one or more long-term outcomes outlined above and/or to significantly enhance the operational performance of the transportation system.

DOT will also assess the extent to which the project incorporates innovations that demonstrate the value of new approaches to, among other things, transportation funding and finance, contracting, project delivery, congestion management, safety management, asset management, or long-term operations and maintenance.

The applicant should clearly demonstrate that the innovation is designed to pursue one or more of the long-term outcomes outlined above and/or significantly enhance the transportation system.

DOT will consider the extent to which innovative projects might be difficult to fund under other programs and will give priority to projects that align with the Primary Selection Criteria but are unlikely to receive funding under traditional programs.

## **Partnership**

- (i) Jurisdictional and Stakeholder Collaboration – in order to measure a project’s involvement of non-Federal entities and the use of non-Federal funds, including the scope of involvement and share of total funding.

DOT will give priority to projects that receive financial commitments from, or otherwise involve, State and local governments, other public entities, or private or non-profit entities, including projects that engage parties that are not traditionally involved in transportation projects, such as non-profit community groups.

DOT will give priority to projects that make effective use of community-based organizations in connecting disadvantaged people with economic opportunities.

DOT will give priority to projects for which a TIGER II Discretionary Grant will help to complete an overall financing package. An applicant should clearly demonstrate the extent to which the project cannot be readily and efficiently completed without Federal assistance, and the extent to which other sources of Federal assistance are or are not readily available for the project.

DOT will assess the amount of private debt and equity to be invested in the project or the amount of co-investment from State, local or other non-profit sources.

DOT will also assess the extent to which the project demonstrates collaboration among neighboring or regional jurisdictions to achieve National, regional or metropolitan benefits.

- (ii) Disciplinary Integration – in order to demonstrate the value of partnerships across government agencies that serve various public service missions and to promote collaboration on the objectives outlined in this notice, DOT will give priority to projects that are supported, financially or otherwise, by non-transportation public agencies that are pursuing similar objectives.

In addition, DOT will consider whether a project has a negative effect on any of the selection criteria.

# TAB 5



**BOARD OF DIRECTORS AGENDA 08/19/10; ITEM II.D.**

**Financial Statements for 4th Quarter Fiscal Year 2010**

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

**AGENDA DESCRIPTION:**

Included for consideration are the fourth quarter financial statements for FY 2010. This period includes April 1, 2010 through June 30, 2010. The reports included are the *Profit and Loss Statement, Balance Sheet, and OTO Profit & Loss Budget vs. Actual* (categorized to match the approved Unified Planning Work Program Budget). During this period, expenditures exceeded revenues by \$14,850.30

The OTO was able to utilize \$6,914.71 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:**

Board of Directors action requested to accept the financial statements for Fiscal Year 2010 Fourth Quarter.



4:54 PM  
07/15/10  
Cash Basis

**Ozarks Transportation Organization**  
**Profit & Loss**  
April through June 2010

	Apr - Jun 10
Ordinary Income/Expense	
Income	
Interest Income	229.07
Other Types of Income	
Consolidated Planning Grant CPG	107,997.67
In-Kind Match, Donated Direct C	6,914.71
Total Other Types of Income	114,912.38
Program Income	
Local Jurisdiction Match Funds	15,677.17
Total Program Income	15,677.17
Total Income	130,818.62
Expense	
Business Expenses	
Membership Dues	245.00
Total Business Expenses	245.00
Contract Services	
Accounting Services	2,300.00
Payroll Company Fee	491.20
Travel Model Consultant	4,200.00
Total Contract Services	6,991.20
Facilities and Equipment	
Building Rental	3,988.00
Copy Machine Lease	883.36
Total Facilities and Equipment	4,871.36
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	4,270.05
Donated Ride Share Advertising	1,380.12
Member Attendance at Meetings	1,264.54
Total In-Kind Match Expense	6,914.71
Operations	
Advertising	1,651.15
Computer Software	742.89
Computer Upgrades	1,118.50
Data Storage/Backup	336.60
Food Supplies	1,488.54
Mileage	165.15
Office Supplies/Furniture	3,225.78
Parking	39.00
Postage	848.82
Printing	269.49
Rideshare Software/Materials	2,618.47
Telephone	1,085.79
Training	1,391.00
Web Hosting	479.99
Total Operations	15,461.17
Other Types of Expenses	
Mobile Data Plans	343.77
Workmen's Compensation Ins	1,165.00
Total Other Types of Expenses	1,508.77
Salaries	
Payroll Tax Expense	5,686.08
SEP-IRA Contribution	7,908.76
Salaries - Other	68,827.06
Total Salaries	82,421.90
Spfld Contract for Staff	24,000.00

4:54 PM  
07/15/10  
Cash Basis

**Ozarks Transportation Organization**  
**Profit & Loss**  
April through June 2010

	Apr - Jun 10
Travel	
Hotel	1,861.64
Meals	361.37
Transportation	890.30
Travel Miscellaneous	141.50
Total Travel	3,254.81
Total Expense	145,668.92
Net Ordinary Income	-14,850.30
Net Income	-14,850.30



4:54 PM  
07/15/10  
Cash Basis

**Ozarks Transportation Organization**  
**Balance Sheet**  
As of June 30, 2010

	<u>Jun 30, 10</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
Great Southern Bank	<u>72,632.66</u>
Total Checking/Savings	<u>72,632.66</u>
Total Current Assets	<u>72,632.66</u>
<b>TOTAL ASSETS</b>	<u><b>72,632.66</b></u>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	<u>2,720.38</u>
Total Credit Cards	<u>2,720.38</u>
Other Current Liabilities	
Employee Overage/Shortage	0.16
Health FSA - Deborah Parks	-128.60
Health FSA - Natasha Longpine	-258.14
Health FSA - Sara Edwards	-358.35
Health FSA - Tim Conklin	<u>1,018.13</u>
Total Other Current Liabilities	<u>273.20</u>
Total Current Liabilities	<u>2,993.58</u>
Total Liabilities	<u>2,993.58</u>
Equity	
Unrestricted Net Assets	-63,211.90
Net Income	<u>132,850.98</u>
Total Equity	<u>69,639.08</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<u><b>72,632.66</b></u>



5:06 PM

07/15/10

Cash Basis

# Ozarks Transportation Organization Profit & Loss Budget vs. Actual July 2009 through June 2010

	Jul '09 - Jun 10	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Interest Income	950.03			
Other Types of Income				
Consolidated Planning Grant CPG	453,380.68	499,019.00	-45,638.32	90.9%
In-Kind Match, Donated Direct C	24,552.70	28,429.00	-3,876.30	86.4%
Miscellaneous Revenue	500.00			
Total Other Types of Income	478,433.38	527,448.00	-49,014.62	90.7%
Program Income				
Local Jurisdiction Match Funds	136,224.51	96,328.00	39,896.51	141.4%
Total Program Income	136,224.51	96,328.00	39,896.51	141.4%
Total Income	615,607.92	623,776.00	-8,168.08	98.7%
Expense				
Bank Fees	2.00			
Business Expenses				
Business Registration Fees	25.00			
Membership Dues	3,764.03	3,000.00	764.03	125.5%
Total Business Expenses	3,789.03	3,000.00	789.03	126.3%
Contract Services				
Accounting Services	3,500.00	6,000.00	-2,500.00	58.3%
Legal Fees	0.00	4,000.00	-4,000.00	0.0%
Payroll Company Fee	1,814.75	2,000.00	-185.25	90.7%
Travel Model Consultant	4,200.00	10,000.00	-5,800.00	42.0%
Total Contract Services	9,514.75	22,000.00	-12,485.25	43.2%
Facilities and Equipment				
Building Rental	12,961.00	11,000.00	1,961.00	117.8%
Copy Machine Lease	2,650.08	2,500.00	150.08	106.0%
Total Facilities and Equipment	15,611.08	13,500.00	2,111.08	115.6%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	12,223.47			
Donated Ride Share Advertising	5,000.00			
Member Attendance at Meetings	7,329.23			
Total In-Kind Match Expense	24,552.70			

5:06 PM

07/15/10

Cash Basis

# Ozarks Transportation Organization

## Profit & Loss Budget vs. Actual

### July 2009 through June 2010

	Jul '09 - Jun 10	Budget	\$ Over Budget	% of Budget
<b>Operations</b>				
Advertising	2,721.07	1,000.00	1,721.07	272.1%
Aerial Photos	0.00	14,333.33	-14,333.33	0.0%
Audit - City of Springfield	0.00	6,000.00	-6,000.00	0.0%
Computer Software	742.89	5,000.00	-4,257.11	14.9%
Computer Upgrades	3,683.49	4,000.00	-316.51	92.1%
Data Storage/Backup	933.90	693.00	240.90	134.8%
Food Supplies	3,053.29	2,500.00	553.29	122.1%
GIS Maintenance	11,683.29	3,841.45	7,841.84	304.1%
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%
Mapping/Drafting Supplies	0.00	2,000.00	-2,000.00	0.0%
Mileage	586.77	2,000.00	-1,413.23	29.3%
Office Equip Repair	0.00	500.00	-500.00	0.0%
Office Supplies/Furniture	4,934.44	9,000.00	-4,065.56	54.8%
Parking	39.00	3,000.00	-2,961.00	1.3%
Postage	2,609.60	3,000.00	-390.40	87.0%
Printing	5,211.64	15,000.00	-9,788.36	34.7%
Publications	245.30	1,000.00	-754.70	24.5%
Rideshare Software/Materials	11,986.47	24,000.00	-12,013.53	49.9%
Telephone	4,049.44	5,799.45	-1,750.01	69.8%
TIP Software	0.00	25,000.00	-25,000.00	0.0%
Training	5,077.00	6,000.00	-923.00	84.6%
Web Hosting	509.98	450.00	59.98	113.3%
<b>Total Operations</b>	<b>68,922.57</b>	<b>145,492.23</b>	<b>-76,569.66</b>	<b>47.4%</b>
<b>Other Types of Expenses</b>				
Insurance - Liability	964.00	1,000.00	-36.00	96.4%
Mobile Data Plans	1,225.50	1,620.00	-394.50	75.6%
Workmen's Compensation Ins	1,165.00	1,112.00	53.00	104.8%
<b>Total Other Types of Expenses</b>	<b>3,354.50</b>	<b>3,732.00</b>	<b>-377.50</b>	<b>89.9%</b>
<b>Salaries</b>				
Payroll Tax Expense	20,454.47			
SEP-IRA Contribution	29,185.24			
Salaries - Other	262,343.44			
		346,121.77	-83,778.33	75.8%
<b>Total Salaries</b>	<b>311,983.15</b>	<b>346,121.77</b>	<b>-34,138.62</b>	<b>90.1%</b>
<b>Spfld Contract for Staff</b>	<b>37,000.00</b>	<b>47,000.00</b>	<b>-10,000.00</b>	<b>78.7%</b>

# Ozarks Transportation Organization Profit & Loss Budget vs. Actual July 2009 through June 2010

	Jul '09 - Jun 10	Budget	\$ Over Budget	% of Budget
Travel				
Hotel	4,514.99			
Meals	794.12			
Registration	425.00			
Transportation	2,089.55			
Travel Miscellaneous	203.50			
Travel - Other	0.00	14,501.00	-14,501.00	0.0%
Total Travel	8,027.16	14,501.00	-6,473.84	55.4%
Total Expense	482,756.94	595,347.00	-112,590.06	81.1%
Net Ordinary Income	132,850.98	28,429.00	104,421.98	467.3%
Net Income	132,850.98	28,429.00	104,421.98	467.3%



Ozarks Transportation Organization  
July Through May 2010 Expenditures

	Budgeted Amount	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Salaries & Fringe	\$346,121.77	\$13,333.55	\$27,492.22	\$27,360.71	\$27,139.32	\$26,317.06	\$27,028.17	\$27,086.55	\$27,067.45	\$26,716.22	\$27,764.53	\$27,135.78	\$27,521.59	\$311,983.15	\$94,138.62
Springfield Contract for Staff & Services	\$47,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,000.00	\$0.00	\$7,000.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$37,000.00	\$10,000.00
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	\$24,000.00	\$0.00	\$0.00	\$225.00	\$0.00	\$0.00	\$408.00	\$8,735.00	\$0.00	\$0.00	\$867.27	\$0.00	\$1,751.20	\$11,986.47	\$12,013.53
Publications	\$1,000.00	\$0.00	\$19.95	\$200.00	\$25.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$245.30	\$754.70
Office Supplies/Furniture	\$9,000.00	\$0.00	\$94.32	\$0.00	\$137.26	\$1,009.30	\$0.00	\$142.35	\$281.85	\$43.58	\$1,763.13	\$296.38	\$1,166.27	\$4,934.44	\$4,065.56
Mapping	\$2,000.00	\$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	\$2,000.00
Training	\$6,000.00	\$15.00	\$1,205.00	\$1,080.00	\$540.00	\$60.00	\$0.00	\$1,435.00	\$260.00	\$63.00	\$515.00	\$58.00	\$818.00	\$5,077.00	\$923.00
Travel	\$14,501.00	\$0.00	\$240.82	\$1,148.33	\$42.48	\$0.00	\$1,308.47	\$1,005.83	\$0.00	\$1,028.42	\$1,542.24	\$1,676.30	\$36.27	\$8,029.16	\$6,471.84
Dues	\$9,000.00	\$25.00	\$0.00	\$416.00	\$200.00	\$440.00	\$1,419.03	\$99.00	\$975.00	\$0.00	\$245.00	\$0.00	\$0.00	\$3,789.03	(\$789.03)
Postage	\$3,000.00	\$176.00	\$271.04	\$0.00	\$243.22	\$39.60	\$211.83	\$290.00	\$0.00	\$529.09	\$182.35	\$237.23	\$425.24	\$2,609.60	\$390.40
Telephone	\$5,799.45	\$125.10	\$291.37	\$0.00	\$564.32	\$456.75	\$161.78	\$375.52	\$795.40	\$193.41	\$368.67	\$357.17	\$559.95	\$4,049.44	\$1,750.01
Advertising	\$1,000.00	\$0.00	\$437.24	\$442.70	\$0.00	\$189.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$746.00	\$905.15	\$2,721.07	(\$1,721.07)
Printing	\$15,000.00	\$0.00	\$1,281.67	\$1,149.31	\$69.93	\$424.01	\$62.74	\$0.00	\$0.00	\$1,954.49	\$0.00	\$269.49	\$0.00	\$5,211.64	\$9,788.36
Food	\$2,500.00	\$0.00	\$248.50	\$127.82	\$280.20	\$88.89	\$358.81	\$35.40	\$248.50	\$206.63	\$1,171.75	\$59.54	\$257.25	\$3,053.29	(\$553.29)
Computer Upgrades	\$4,000.00	\$2,485.00	\$0.00	\$79.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,185.90	\$67.40	\$0.00	\$3,683.49	\$316.51
Software	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25.00	\$60.00	\$857.89	\$742.89	\$4,257.11
GIS Maintenance	\$3,841.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,500.00	\$0.00	\$0.00	\$0.00	\$11,683.29	(\$7,841.84)
Rent	\$11,000.00	\$987.00	\$997.00	\$997.00	\$1,994.00	\$0.00	\$997.00	\$997.00	\$1,994.00	\$0.00	\$1,994.00	\$997.00	\$997.00	\$12,961.00	(\$1,961.00)
Mileage/Auto Allowance	\$2,000.00	\$18.37	\$40.54	\$42.90	\$18.15	\$208.56	\$19.25	\$24.35	\$9.00	\$40.50	\$68.50	\$30.00	\$66.65	\$586.77	\$1,413.23
Copy Machine Lease	\$2,500.00	\$220.84	\$220.84	\$0.00	\$0.00	\$0.00	\$0.00	\$883.36	\$441.68	\$0.00	\$441.68	\$220.84	\$220.84	\$2,650.08	(\$150.08)
Parking	\$3,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39.00	\$0.00	\$0.00	\$39.00	\$2,961.00
Aerial Photos	\$14,333.33	\$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	\$14,333.33
Travel Model Consultant	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,200.00	\$0.00	\$0.00	\$4,200.00	\$5,800.00
Liability Insurance	\$1,000.00	\$964.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$964.00	\$36.00
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	\$99.90	\$125.90	\$152.90	\$125.90	\$125.90	\$125.90	\$306.35	\$130.40	\$130.40	\$230.40	\$130.40	\$130.40	\$1,814.75	\$185.25
Audit-City	\$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	\$0.00	\$0.00	\$5,000.00
Infill Costs	\$1,375.00	1375	\$0.00	\$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
Accounting Services	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,200.00	\$0.00	\$0.00	\$2,300.00	\$0.00	\$0.00	\$3,500.00	\$2,500.00
Equipment Repair	\$900.00	\$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	\$900.00
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	\$450.00	\$0.00	\$29.99	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$479.99	\$509.98	(\$59.98)
Data Storage/Backup	\$693.00	\$0.00	\$0.00	\$0.00	\$32.80	\$90.85	\$87.45	\$174.90	\$97.95	\$103.95	\$118.80	\$108.90	\$108.90	\$933.90	(\$240.90)
IT Maintenance Contract	\$10,000.00	\$0.00	\$0.00	\$9,480.00	\$0.00	\$0.00	\$0.00	\$0.00	\$87.95	\$0.00	\$0.00	\$0.00	\$0.00	\$9,480.00	\$520.00
Mobile Data Plans	\$1,620.00	118.5	\$90.00	\$90.00	\$85.14	\$84.95	\$84.62	\$84.95	\$129.22	\$114.35	\$114.33	\$114.57	\$114.87	\$1,225.50	\$394.50
<b>Total</b>	<b>\$595,347.00</b>	<b>\$19,953.26</b>	<b>\$40,269.69</b>	<b>\$42,020.66</b>	<b>\$31,538.07</b>	<b>\$29,495.85</b>	<b>\$38,273.05</b>	<b>\$42,845.86</b>	<b>\$39,429.85</b>	<b>\$35,624.04</b>	<b>\$45,137.55</b>	<b>\$45,595.20</b>	<b>\$48,021.46</b>	<b>\$458,204.24</b>	<b>\$137,142.76</b>

	Budgeted Amount	1st Quarter 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	\$2,195.82	\$471.04	\$748.52	\$625.40	\$819.47	\$603.86	\$594.58	\$435.63	\$448.99	\$379.92	\$7,329.23	\$670.77
Direct Cost - ModOT Salaries	\$15,429.00	\$0.00	\$0.00	\$0.00	\$2,784.32	\$0.00	\$0.00	\$5,169.10	\$0.00	\$0.00	\$4,270.05	\$12,223.47	\$3,205.53
Donated Ride Share Advertising	\$5,000.00	\$888.91	\$332.00	\$332.00	\$332.00	\$406.97	\$664.00	\$664.00	\$664.00	\$664.00	\$52.12	\$5,000.00	\$0.00
<b>Total In-Kind Match, Direct Cost Donated</b>	<b>\$28,429.00</b>	<b>\$3,088.73</b>	<b>\$803.04</b>	<b>\$1,080.52</b>	<b>\$3,741.72</b>	<b>\$1,226.44</b>	<b>\$1,269.86</b>	<b>\$5,427.68</b>	<b>\$1,099.63</b>	<b>\$1,118.99</b>	<b>\$4,702.09</b>	<b>\$24,552.70</b>	<b>\$3,876.30</b>
<b>Total Expenditures Plus In-Kind Match</b>	<b>\$623,776.00</b>	<b>\$105,332.34</b>	<b>\$32,341.11</b>	<b>\$30,576.37</b>	<b>\$42,014.77</b>	<b>\$44,072.00</b>	<b>\$40,699.71</b>	<b>\$42,051.72</b>	<b>\$46,237.18</b>	<b>\$46,708.19</b>	<b>\$52,723.55</b>	<b>\$482,756.94</b>	<b>\$141,019.06</b>





# TAB 6



## **BOARD OF DIRECTORS AGENDA 08/19/10; ITEM ILE.**

### **STP-Urban Balance July 2010 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, 2010.

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. 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 by \$3,459,610.07 for FY 2010.

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. OTO has an ending balance of \$13,600,543.93 for FY 2010. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$9,320,434.93. This is well within the balance allowed to be carried by MoDOT.

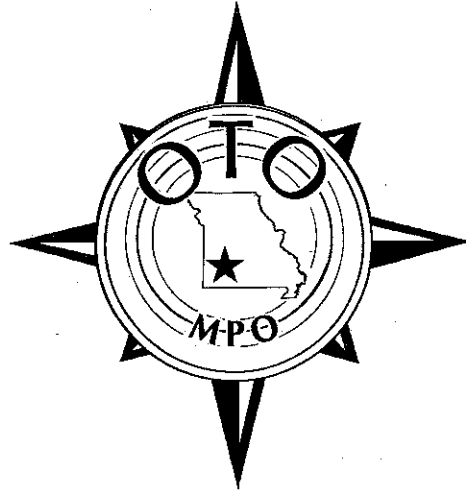
Just this past year, \$3.5 million in STP-U funding was rescinded when SAFETEA-LU expired and then was restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance that is subject to rescission is \$13,600,543.93.

It is recommended that this funding be obligated as quickly as possible to protect against further rescissions.

**BOARD OF DIRECTORS ACTION:**

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

# **Ozarks Transportation Organization**



## **STP-Urban Obligation Report**

**July 2010**



## **STP-Urban Obligation Report**

### **Table of Contents**

Obligation Summary Report	1
Projects Programmed in STIP	4
Bridge Balance	5
Jurisdiction Balances	6
MPO Population by Jurisdiction	13
STP Funding Allocation by Jurisdiction	14
STP Urban Balance Sheet	15
STP Urban Running Balance Sheet	16





# Obligation Summary Report

June 2010

## Balance Sheet

TOTAL APPROPRIATIONS (See Pg 2)	\$33,036,120.73
TOTAL OBLIGATIONS (See Pg 2)	<u>(\$19,435,576.80)</u>
TOTAL UNOBLIGATED BALANCE	\$13,600,543.93
MoDOT COST SHARES (See Pg 4)	<u>(\$4,280,109.00)</u>
BALANCE AFTER COST SHARES	\$9,320,434.93
 TOTAL BALANCE	 <u>\$9,320,434.93</u>
MAXIMUM BALANCE ALLOWED	\$ 12,780,045.00
<b>REMAINING TO BE OBLIGATED BY SEPT 2010</b>	<b>\$0.00</b>

Projected 2010 Appropriation provided by MoDOT.

### Total Unobligated Balance

OTO Obligation Limitation (See page 15)	\$14,352,505.36
BRM	(\$751,961.43)
<b>TOTAL</b>	<b>\$13,600,543.93</b>

Accurate as of June 2010

# Obligation Summary Report

June 2010

Appropriations and Obligations

## APPROPRIATIONS

TOTAL STP-URBAN (2003-2009)	\$25,268,423.89
TOTAL STP-URBAN (2010)	\$4,260,015.00
TOTAL REMAINING SMALL URBAN (Thru 2002)	\$3,507,681.84
<b>TOTAL APPROPRIATIONS</b>	<b>\$33,036,120.73</b>

## 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 and Weaver	(\$124,524.56)
<b>TOTAL Small Urban Obligations</b>	<b>(\$3,507,681.84)</b>

### STP-Urban

Chestnut and National	(\$20,056.73)
JRF/Glenstone	(\$946,611.27)
TMC Staff	(\$112,000.00)
Terminal Access Road	(\$1,993,062.73)
Terminal Access Road	(\$2,461,290.27)
Glenstone/Primrose	(\$134,432.60)
Terminal Access Road	\$1,069,858.00
Terminal Access Road	(\$508,570.80)
CC	(\$236,800.00)
Glenstone/Primrose	\$22,101.02
Campbell/Weaver	(\$124,524.56)
17th street/65	(\$244,800.00)
Scenic Sidewalks	(\$74,642.40)
Roadway Prioritization	(\$14,681.60)
Main Street	(\$53,822.02)
Gregg/14	(\$38,133.92)
Scenic Sidewalks	\$18,089.16
Glenstone (I-44 to Valley Water Mill)	(\$2,700,000.00)
TMC Salaries	(\$128,800.00)
Chestnut and 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 Road	(\$17,386.10)
Glenstone/Primrose	(\$312,694.65)
13/44	(\$978,000.00)
CC Study	(\$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 Battlefield	(\$14,399.22)
Scenic Sidewalks	(\$7,350.46)
Battlefield Elm Street Sidewalks	(\$1,998.24)
Cloverdale Lane Sidewalks	(\$795.68)
<b>TOTAL STP-Urban Obligations</b>	<b>(\$15,927,894.96)</b>

### TOTAL OBLIGATIONS

**(\$19,435,576.80)**

# Obligation Summary Report

June 2010

*Ending Balance by Jurisdiction FY 10*

Jurisdiction	Allocations	Obligations	Balance	MoDOT Cost Shares	Balance after Cost Shares
Ozark	\$1,199,448.21	(\$405,996.49)	\$793,451.72		\$793,451.72
Nixa	\$1,466,032.34	(\$346,142.04)	\$1,119,890.30		\$1,119,890.30
Battlefield	\$229,841.81	(\$17,193.14)	\$212,648.67	(\$70,000.00)	\$142,648.67
Springfield	\$21,375,975.78	(\$13,730,771.84)	\$7,645,203.94	(\$2,261,339.00)	\$5,383,864.94
Greene	\$6,958,728.17	(\$4,431,249.29)	\$2,527,478.88	(\$1,948,770.00)	\$578,708.88
Christian	\$1,621,870.42	(\$320,000.00)	\$1,301,870.42		\$1,301,870.42
north south corridor	\$184,224.00	(\$184,224.00)			
<b>TOTAL</b>	<b>\$33,036,120.73</b>	<b>(\$19,435,576.80)</b>	<b>\$13,600,543.93</b>	<b>(\$4,280,109.00)</b>	<b>\$9,320,434.93</b>

# Obligation Summary Report

June 2010

## MoDOT Cost Shares

### Projects Currently Programmed in the STIP

	Springfield	Greene	Battlefield	
Chestnut/65	(\$1,255,339.00)	(\$948,770.00)		(\$2,204,109.00)
Glenstone Sidewalks	(\$106,000.00)			(\$106,000.00)
JRF/Campbell	(\$800,000.00)	(\$1,000,000.00)		(\$1,800,000.00)
60/65 Enhancements	(\$100,000.00)			(\$100,000.00)
FF resurfacing			(\$70,000.00)	\$0.00
				\$0.00
TOTAL	(\$2,261,339.00)	(\$1,948,770.00)	(\$70,000.00)	(\$4,280,109.00)

## Obligation Summary Report

June 2010

### *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
<b>TOTAL</b>	<b>\$751,961.43</b>

Maximum allowance \$755,244

## STP-Urban Balance Based on Current Obligations

### City of Battlefield

<u>Allocation/ Project</u>	<u>Amount</u>	<u>Running Balance</u>
<b>Allocation FY 03 &amp; 04</b>	<b>\$63,402.45</b>	<b>\$63,402.45</b>
Transfer to Greene County	(\$45,000.00)	\$18,402.45
<b>Allocation FY 05</b>	<b>\$38,209.72</b>	<b>\$56,612.17</b>
<b>Allocation FY 06</b>	<b>\$32,118.88</b>	<b>\$88,731.05</b>
<b>Allocation FY 07</b>	<b>\$37,332.34</b>	<b>\$126,063.39</b>
<b>Allocation FY 08</b>	<b>\$39,960.94</b>	<b>\$166,024.33</b>
<b>Allocation FY 09</b>	<b>\$41,014.13</b>	<b>\$207,038.46</b>
Transfer to Greene County	(\$20,000.00)	\$187,038.46
<b>Projected Allocation FY10</b>	<b>\$42,803.34</b>	<b>\$229,841.81</b>
Highway M Study	(\$14,399.22)	\$215,442.59
Elm Street Sidewalks	(\$1,998.24)	\$213,444.35
Cloverdale Sidewalks	(\$795.68)	\$212,648.67
FF Resurfacing	(\$70,000.00)	\$142,648.67
 Balance	 <b>\$142,648.67</b>	
 TOTAL AVAILABLE	 \$142,649	
Maximum Balance Allowed	\$123,042	
<b>Need to obligate an additional</b>	<b>\$19,606</b>	

## STP-Urban Balance Based on Current Obligations

### 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
Projected Allocation FY 10	\$ 235,453.30	\$1,301,870.42
<b>TOTAL AVAILABLE</b>	<b>\$1,301,870.42</b>	

TOTAL AVAILABLE	\$1,301,870
Maximum Balance Allowed	\$706,360
<b>Need to obligate an additional</b>	<b>\$595,511</b>

## STP-Urban Balance Based on Current Obligations

### 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
Projected Allocation FY 10	\$944,501.51	\$3,988,147.78
Campbell and Weaver	(\$124,524.56)	\$3,863,623.22
Campbell and Weaver	(\$1,328,793.88)	\$2,534,829.34
Scenic Avenue Sidewalks	(\$7,350.46)	\$2,527,478.88
<b>TOTAL AVAILABLE</b>	<b>\$2,527,478.88</b>	
 TOTAL AVAILABLE	 \$2,527,478.88	
MoDOT Cost Shares		
Chestnut/65	(\$948,770.00)	
JRF/Campbell	(\$1,000,000.00)	
Total Available after MoDOT Cost Shares	\$578,708.88	
Maximum Balance Allowed	\$2,715,062.10	
Need to obligate an additional	\$0.00	



## STP-Urban Balance Based on Current Obligations

### 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
Projected Allocation FY 10	\$174,128.61	\$793,451.72
TOTAL AVAILABLE	\$793,451.72	
TOTAL AVAILABLE	\$793,451.72	
Maximum Balance Allowed	\$500,549.74	
Need to obligate an additional	\$292,901.98	

## STP-Urban Balance Based on Current Obligations

### City of Nixa

Allocation/ Project	Amount	Running Balance
<i>Allocation FY 03 &amp; 04</i>	\$315,253.93	\$315,253.93
<i>Allocation FY 05</i>	\$189,988.95	\$505,242.87
<i>Allocation FY 06</i>	\$159,703.67	\$664,946.54
<b>CC Realignment</b>	(\$236,800.00)	\$428,146.54
<b>Main Street</b>	(\$53,822.02)	\$374,324.52
<i>Allocation FY 07</i>	\$185,626.40	\$559,950.93
<i>Allocation FY 08</i>	\$198,696.47	\$758,647.39
<b>Gregg/ 14</b>	(\$38,133.92)	\$720,513.47
<i>Allocation FY 09</i>	\$203,933.25	\$924,446.72
<b>Northview</b>	(\$17,386.10)	\$907,060.62
<b>Projected Allocation FY 10</b>	\$212,829.68	\$1,119,890.30
<b>Balance</b>	<b>\$1,119,890.30</b>	

<b>TOTAL AVAILABLE</b>	<b>\$1,119,890.30</b>
<b>Maximum Balance Allowed</b>	<b>\$611,799.75</b>
<b>Remaining to be Obligated by Sept 2010</b>	<b>\$508,090.55</b>

## STP-Urban Balance Based on Current Obligations

### 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
National/Chestnut	(\$20,056.73)	\$16,135,556.26
National/Chestnut	(\$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 Staff	(\$112,000.00)	\$11,020,550.45
Weaver and 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 and 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
Projected Appropriation FY 10	\$2,650,298.55	\$10,269,050.51
65	(\$7,570.99)	\$10,261,479.52
65	(\$1,061,000.00)	\$9,200,479.52
TMC Salaries	\$659.24	\$9,201,138.76
TMC Salaries	\$859.06	\$9,201,997.82
TMC Salaries	(\$228,000.00)	\$8,973,997.82
Campbell/Weaver	(\$1,328,793.88)	\$7,645,203.94
TOTAL AVAILABLE	\$7,645,203.94	
MoDOT Cost Shares		
Chestnut/65	(\$1,255,339.00)	
Glenstone Sidewalks	(\$106,000.00)	
JRF/Campbell	(\$800,000.00)	
60/65 Enhancements	(\$100,000.00)	
Total Available after MoDOT Cost Shares	\$5,383,864.94	
Maximum Balance Allowed	\$7,618,542.72	
Need to obligate an additional	\$0.00	

## Small STP-Urban Balance Based on Current Obligations

### City of Republic

Date	Amount Available	Amount Obligated	Balance
10/1/2003	\$303,436.03	\$ -	\$ 303,436.03
3/19/2004	\$33,077.66	\$ (303,436.00)	\$33,077.69
2005	\$33,077.66	\$ -	\$66,155.35
2006	\$33,077.66	\$ -	\$99,233.01
2007	\$33,077.66	\$ -	\$132,310.67
2008	\$33,077.66	\$ -	\$165,388.33
2009	\$33,077.66	\$ -	\$198,465.99
2009		\$ (198,465.00)	\$0.99

Maximum Allowed                      \$99,233

MPO Population Distribution

<u>Jurisdiction</u>	<u>Population in</u>		<u>% of MPO</u>	<u>% of Urbanized</u>
	<u>MPO Area</u>	<u>Urbanized Area</u>	<u>Population</u>	<u>Area Pop.</u>
Christian County	13488	13488	5.24%	5.53%
Greene County	54106	54106	21.01%	22.17%
Battlefield	2452	2452	0.95%	1.00%
Nixa	12192	12192	4.73%	5.00%
Ozark	9975	9975	3.87%	4.09%
Republic	8461	0	3.29%	0.00%
Springfield	151823	151823	58.96%	62.21%
Strafford	1834	0	0.71%	0.00%
Willard	3179	0	1.23%	0.00%
<b>Totals</b>	<b>257510</b>	<b>244036</b>	<b>100.00%</b>	<b>100.00%</b>

STP Funding Allocation By Jurisdiction

<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

	Projected FY 2010	Projected 2011
Christian County	\$ 235,453.30	\$ 223,133.40
Greene County	\$ 944,501.51	\$ 895,081.25
Battlefield	\$ 42,803.34	\$ 40,563.69
Nixa	\$ 212,829.68	\$ 201,693.54
Ozark	\$ 174,128.61	\$ 165,017.47
Republic	\$ -	\$ 139,971.21
Springfield	\$ 2,650,298.55	\$ 2,511,623.85
Strafford	\$ -	\$ 30,340.05
Willard	\$ -	\$ 52,590.53
Special Earmarks	\$ -	\$ -
	\$ 4,260,015.00	\$ 4,260,015.00

# Surface Transportation Program (STP) Springfield Urban Area

Balance as of September 30, 2009	\$10,551,796.98
----------------------------------	-----------------

Restoration of SAFETEA-LU Rescission	\$3,517,877.42
--------------------------------------	----------------

Fiscal Year 2010 Apportionment (90% obligation limitation)	\$4,260,015.00
--	----------------

Obligations:

0652(058)	Route 65, Greene County, J8P0789	-\$7,570.99
0652(067)	Route 65, Greene County, J8P0880	-\$1,061,000.00
5905(804)	City of Springfield, TMC	\$659.24
5905(805)	City of Springfield, TMC	\$859.06
5905(806)	City of Springfield, TMC	-\$228,000.00
5907(801)	Route 160 and Weaver Road, Greene County, J8S0758	-\$2,657,587.76
5916(806)	City of Battlefield, Highway M Corridor Study	-\$14,399.22
9900(846)	Scenic Avenue Sidewalk Extension	-\$7,350.46
9900(866)	City of Battlefield, Elm Street Sidewalks	-\$1,998.24
9900(867)	City of Battlefield, Cloverdale Lane Sidewalks	-\$795.68

Balance as of June 30, 2010

<u>\$14,352,505.35</u>
------------------------

# 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	\$4,260,015.00					\$18,329,689.41
	2010 65				(\$7,570.99)		\$18,322,118.42
	2010 65				(\$1,061,000.00)		\$17,261,118.42
	2010 TMC Salaries				\$659.24		\$17,261,777.66
	2010 TMC Salaries				\$859.06		\$17,262,636.72
	2010 TMC Salaries				(\$228,000.00)		\$17,034,636.72
	2010 160/ Weaver				(\$2,657,587.76)		\$14,377,048.96
	2010 Highway M Battlefield				(\$14,399.22)		\$14,362,649.74
	2010 Scenic Sidewalks				(\$7,350.46)		\$14,355,299.28
	2010 Battlefield Elm Street Sidewalks				(\$1,998.24)		\$14,353,301.04
	2010 Cloverdale Lane Sidewalks				(\$795.68)		\$14,352,505.36

TOTAL STP-U Balance is **\$13,600,543.93** (\$14,352,505.36 -\$751,961.43 (Bridge funding= \$1,531,961.43 minus \$780,000))

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.