OZARKS TRANSPORTATION ORGANIZATION

BOARD OF DIRECTORS MEETING MINUTES

December 15, 2011

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

The following members were present:

Ms. Becky Baltz, MoDOT Ms. Teri Hacker, Citizen-at-Large

Mr. Harold Bengsch, Greene County Mr. Jim Krischke, City of Republic (a)

Mr. Phil Broyles, City of Springfield (a) Mr. Aaron Kruse, City of Battlefield

Mr. Steve Childers, City of Ozark (a) Mr. Lou Lapaglia, Christian County (Chair)

Mr. Jerry Compton, City of Springfield Ms. Lisa Officer, City Utilities

Mr. J. Howard Fisk, Citizen-at-Large Mr. Brian Weiler, Airport Board (a)

1. *Denotes alternate given voting privileges as a substitute for voting member not present*

The following members were not present:

Mr. Mokhtee Ahmad, FTA Mr. Bradley McMahon, FHWA

Ms. Roseann Bentley, Greene County (a) Mr. Steve Meyer, City of Springfield (a)

Mr. Thomas Bieker, City of Springfield (a) Mr. Shane Nelson, City of Ozark

Mr. Shawn Billings, City of Battlefield (a) Mr. Jim O’Neal, City of Springfield

Mr. Brian Bingle, City of Nixa (a) Mr. Tom Rankin, City Utilities (a)

Mr. Brian Buckner, City of Republic Mr. John Rush, City of Springfield

Mr. Sam Clifton, City of Nixa Mr. Dan Salisbury, MoDOT (a)

Mr. John Elkins, Citizen-at-Large (a) Mr. Mark Schenkelberg, FAA

Mr. Jim Enyart, Airport Board Mr. Tim Smith, Greene County (a)

Mr. Tom Finnie, Citizen-at-Large Mr. John Vicat, City of Strafford

Mr. Nick Heatherly, City of Willard (a) Mr. Tom Vicat, City of Strafford (a)

Mr. Tom Keltner, City of Willard Mr. Jim Viebrock, Greene County

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

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

1. **Administration**
2. **Introductions**
3. **Approval of Board of Directors Meeting Agenda**

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

1. **Approval of the October 20, 2011 Meeting Minutes**

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

1. **Public Comment Period**

None

1. **Executive Director’s Report**

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

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

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

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

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

1. **Legislative Reports**

Mr. David Rauch provided an update on legislative activities. He stated that the Federal Highway Trust Fund had been extended to March 31. The House and Senate will need to either reach an agreement on a new extension or a completely new reauthorization. The Senate is currently working on a two-year extension with current funding levels, plus a cost of living adjustment. The challenge, though, is that the trust fund is not keeping up as far as revenue is concerned and funding will need to be found in addition to the gas tax for these next two years.

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

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

# New Business

1. MoDOT Airport Funding Discussion

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

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

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

Of the $3.5 billion authorized federally, Missouri receives about $70 million. This is divided among several programs, including passenger entitlement, state apportionment, non-primary entitlement, and non-discretionary. Some funding goes directly to the airports and other has more flexibility. Missouri did benefit from about an addition $30 million from ARRA projects, putting the 2009 total at about $100 million for the state.

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

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

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

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

1. Move to add the following recommendation to the OTO Long Range Transportation Plan, Journey 2035 –

* The OTO opposes the use of federal funds for airports in the OTO region that do not already receive federal funds.

1. Move to add a recommendation to the OTO Long Range Transportation Plan, Journey 2035, that addresses the following regarding federal funding of airports in the OTO region…

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1. Move not to add a recommendation to the OTO Long Range Trasnportation Plan, Journey 2035, at this time, instead requesting that staff monitor the issue, keeping the Board informed of future developments regarding the use of federal funding at airports within the region.

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

Mr. Fisk stated that he respects these two opinions while also wanting to preserve the $100 million that has been invested in the Springfield-Branson National Airport. He stated that a new airport asking for federal funds would take from the other airports around the state. He recommended Motion #1, opposing federal funds for other airports in the OTO region that do not currently receive federal funds.

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

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

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

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

1. Final Draft OTO Long Range Transportation Plan (LRTP)

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

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

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

Ms. Edwards described the proposed changes to the FY2012 to 2015 Transportation Improvement Program. All three projects appeared in the FY 211-2014 TIP. Two of the projects are located on South Campbell, one a streetscape improvement from Mount Vernon and the other from Walnut to McDaniel. The third project is also streetscaping, but on Boonville, between Chestnut and Tampa. These three projects were awarded to the City of Springfield in 2008. The City had intended to obligate the projects by September 30, 2011, but was unable to, creating the need to put them in the current TIP. These projects just need to be added to the TIP and will require no additional funds as those were identified with the original projects in 2008.

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

1. Annual Listing of Obligated Projects

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

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

1. Nominating Committee Report

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

Chair – Jerry Compton, City of Springfield

Vice-Chair – Jim Viebrock, Greene County

Secretary – Howard Fisk, Citizen-at-Large

Treasurer – Jim Krischke, City of Republic

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

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

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

1. OTO Board of Directors 2012 Meeting Schedule

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

1. **Other Business**
2. **Board of Directors Member Announcements**

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

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

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

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

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

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

1. Articles for Board of Directors Member Information

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

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

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

* 1. **Discussion of Executive Director’s Annual Performance Evaluation**

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

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

1. **Adjournment**

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

