

Ozarks Transportation Organization



February 17, 2011

Board of Directors Meeting

Busch Municipal Building, Fourth Floor

840 Boonville, Springfield, MO

12:00 – 1:00 PM



**Board of Directors Meeting Agenda, February 17, 2011
Busch Municipal Building Fourth Floor Conference Room**

Call to Order NOON

I. Administration

A. Introductions

Please note that OTO has a new Chairman, Mr. Lou Lapaglia, who is the Presiding Commissioner of Christian County.

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the December 16, 2010 Meeting Minutes Tab 1
(2 minutes/Lapaglia)**

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period

(5 minutes/Lapaglia)

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

E. Interim Executive Director's Report

(5 minutes/Edwards)

Sara Edwards will provide a review of the OTO staff activities since the December 16, 2010 Board of Directors meeting.

II. New Business

**A. Financial Statements for 2nd Quarter FY 2011 Tab 2
(5 minutes/Officer)**

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

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

**B. Amendment Number Two to the FY 2011-2014 Transportation Improvement
Program Tab 3
(5 minutes/Edwards)**

There are four changes proposed to the FY 2011-2014 Transportation Improvement Program. Please see attached materials for more information.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT
NUMBER TWO TO THE FY 2011-2014 TRANSPORTATION IMPROVEMENT
PROGRAM**

- C. Administrative Modification Number Three to the FY 2011-2014 Transportation Improvement Program Tab 4**
(2 minutes/Edwards)

There is one change included as part of Administrative Modification Number Three that has been made by staff to move funds on the Route M Pavement Improvement project from FY2012 and FY2013 to FY2011.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- D. OTO Long Range Transportation Plan (LRTP) Update**
(3 minutes/Longpine)

Staff will provide an update to the Technical Planning Committee regarding the LRTP. Draft introductory chapters and an overview of project prioritization will be presented.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- E. Update on MoDOT Cost Share Program**
(5 minutes/Miller)

Mr. Frank Miller with MoDOT will provide an update regarding the MoDOT Statewide Cost Share Program.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

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

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

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

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

- C. Transportation Issues For Board of Directors Member Review..... Tab 5**
(Articles attached)

IV. Closed Session- Pursuant to RSMo 610.021(3), closed meetings are permitted for hiring decisions.

- A. Vote to Go into Closed Session**

**BOARD OF DIRECTORS ACTION REQUESTED TO CLOSE THE MEETING
PURSUANT TO RSMo 610.021(3) HIRING DECISIONS.**

B. Discussion of Recommendation from Executive Director Selection Committee
(20 minutes/Board of Directors Members)

Upon review of additional resumes, the Selection Committee has decided to interview Ms. Sara Edwards on February 11, 2011 and will make a recommendation to the full Board of Directors. The Selection Committee's recommendation will be emailed to Board members prior to the Board meeting.

BOARD OF DIRECTORS ACTION REQUESTED TO DECIDE IF AN OFFER IS TO BE EXTENDED TO THE EXECUTIVE DIRECTOR CANDIDATE AND THE TERMS OF SUCH OFFER.

PLEASE NOTE: ALL DECISIONS MADE IN CLOSED SESSION REQUIRE A ROLL CALL VOTE.

V. Adjournment

Targeted for **2:00 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, April 21, 2011 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

Attachments

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

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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 or call (417) 836-5442.

MEETING MINUTES

Attached for Board of Directors member review are the minutes from the December 16, 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 DIRECTOS MEETING MINUTES
December 16, 2010

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

The following members were present:

Mr. Harold Bengsch, Greene County (a)	Mr. John Grubaugh, Christian Co.
Mr. Brian Bingle, City of Nixa (a)	Ms. Teri Hacker, Citizen-at-Large
Mr. Phil Broyles, City of Springfield	Mr. Jim Huntsinger, City of Republic
Mr. Steve Childers, City of Ozark	Mr. Kirk Juranas, MoDOT
Mr. Jerry Compton, City of Springfield Council	Mr. Aaron Kruse, City of Battlefield
Mr. David Coonrod, Greene Co. Commission (Chair)	Ms. Lisa Officer, City Utilities
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Bob Scheid, Airport Board
Mr. Tom Finnie, Citizen-at-Large	

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

Mr. Mokhtee Ahmad, FTA	Mr. Bradley McMahon, FHWA
Ms. Roseann Bentley, Greene County (a)	Mr. Jim O'Neal, City of Springfield
Mr. Shawn Billings, City of Battlefield (a)	Ms. Joni Roeseler, FTA (a)
Mr. Jim Bresee, Christian Co. Rep.	Mr. John Rush, City of Springfield
Mr. Dan Chiles, City of Springfield (a)	Mr. Mark Schenkelberg, FAA
Mr. Gary Cyr, Airport Board (a)	Mr. Jamie Schoolcraft, City of Willard
Mr. John Elkins, Citizen-at-Large (a)	Mr. Matt Seiler, MoDOT (a)
Ms. Barbara Helvey, City of Strafford	Mr. Tim Smith, Greene County
Mr. Jim Krischke, City of Republic (a)	

Others present were: Ms. Stacy Burks, Senator Kit Bond's Office; Mr. Lou Lapaglia, Christian County; Mr. Dan Smith, Greene County Highway; Ms. Megan Hammer, Senator McCaskill's Office; Mr. Frank Miller, MoDOT; Ms. Sharon Davis, Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Chris Stueve, OTO Staff; Mr. Carl Carlson, Olsson Associates; Ms. Cinda Rogers, CPA; Ms. Ann Razer, City of Springfield; Mr. Ralph Rognstad, City of Springfield

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

I. Administration

A. Introductions

Ms. Officer introduced Ms. Cinda Rodgers of Rodgers CPA, and auditor for OTO.

B. Approval of Board of Directors Meeting Agenda

Section IV was removed and a new Item K, under Section II was added to discuss the Executive Director search. Mr. Finnie made a motion to accept the modified agenda and that was seconded by Mr. Fisk. The motion passed unanimously.

C. Approval of the October 21, 2010 Meeting Minutes

Mr. Broyles made a motion to approve the October 21, 2010 Minutes as presented and Mr. Finnie seconded. The motion passed unanimously.

D. Public Comment Period

None.

E. Interim Executive Director's Report

Ms. Edwards will serve as chair for the Transportation Committee for the Greene County and City of Springfield's 2011 Community Focus Report in January. Ms. Edwards is also on the City Utilities Electric Plug-In Readiness Task Force, planning the infrastructure changes necessary to support the Nissan Leaf in December 2011. Drury University has purchased a portal on OzarksCommute.com to utilize OTO's rideshare database. Ms. Longpine is on the Missouri Livable Streets Advisory Team, which is a statewide team that is writing a manual for communities to implement livable streets concepts. OTO has joined the Healthy Living Alliance. The Healthy Living Alliance's mission is to reduce obesity and tobacco use rates for schools and businesses within the community. Staff has completed the transportation portion of the Springfield Strategic Plan. Staff attended the MoDOT Partnering for Innovative Efficiencies meeting to discuss how local agencies and MoDOT can work together to improve federal-aid projects. Staff solicited local jurisdictions for projects to be selected for the Long Range Transportation Plan. Ms. Edwards advised the Board that OTO offices would be closed December 24th and 31st for the Christmas & New Year's holidays. OTO also recognized Mr. David Coonrod and Mr. John Grubaugh for their years of service and dedication to OTO.

II. New Business

A. Independent Financial Audit Report

Ms. Cinda Rodgers, CPA, gave a summary of the FY 2010 audit for OTO. Ms. Rodgers assessed OTO's accounting principles and evaluated the overall basic financial statements based on a modified cash basis of accounting. Ms. Rodgers reclassified \$217,000 as due to the City of Springfield. The profit and loss reflects two years of actual because of this reclassification. OTO showed a net loss of \$87,000 for the year. Ms. Rogers suggested OTO maintain a list of fixed assets to safe-guard OTO assets against loss. Ms. Rogers also suggested for next year's audit, the In-Kind documentations should reflect more details for the grant items. Ms. Rodgers stated OTO was in very good financial standing and advised the Board that OTO staff has very good controls in place for the financial records. Mr. John Grubaugh made the motion to accept the FY 2010 audit as presented by Ms. Rogers and was seconded by Mr. Steve Childers. The motion carried unanimously.

B. Financial Statements for 1st Quarter FY 2011

OTO Board Treasurer, Lisa Officer, presented the first quarter financial report. OTO utilized \$3,866.91 of In-Kind matching during the first quarter. During the first quarter, the expenses exceeded the revenue by \$11,949.35. Mr. Jim Huntsinger made a motion to accept the first quarter financial report as presented and was seconded by Mr. Bengsch. The motion carried unanimously.

C. Amendment Number One to the FY 2011-2014 Transportation Improvement Program

There were fifteen changes proposed to the FY 2011-2014 Transportation Improvement Program. The first five appeared on the November 17th Technical Committee agenda with all remaining appearing on the December 2nd e-meeting Technical Committee agenda. The Technical Committee made the following recommendations: Greene County is requesting to remove two existing bridges and realign Farm Road 186. This project would utilize Off System Bridge funding that is sub-allocated to Greene County through MoDOT. The next four projects would utilize STP-Urban funds sub-allocated to the City of Battlefield. The City of Battlefield is requesting an amendment to conduct an engineering study to extend Third Street to the Battlefield Municipal Complex. The City of Battlefield is requesting an amendment to construct a sidewalk along Elm Street from Cloverdale Land to the Battlefield Municipal Complex. The City of Battlefield is requesting an amendment to construct a missing sidewalk along Cloverdale Lane to complete the current gap. The City of Battlefield is requesting an amendment to conduct an engineering study and plans for a new bicycle and pedestrian trail along Highway M. The following nine projects are utilizing federal Enhancement funding allocated to the OTO for project selection and were recommended by the Enhancement Subcommittee. The City of Nixa would construct 1,911 feet of sidewalk along Nicholas Road and 350 feet of sidewalk along Butterfield Drive to provide pedestrian striping along Butterfield Drive and Verna Lane. The City of Ozark would construct 529 linear feet of sidewalk along the South side of Highway 14 from the Ozark Community Center to the beginning of the sidewalk along 65/14 interchange. The City of Republic would construct 3,200 linear feet of sidewalk along West Elm from Main Street to Sherman Street. The City of Springfield would construct 680 feet of streetscape improvements along Boonville Avenue from Court Street to Division Street. The City of Springfield would construct 375 feet of streetscape improvements on both sides of Commercial Street from Lyon Avenue to Campbell Avenue. The City of Springfield would construct 600 feet of streetscape improvements along both sides of Campbell from Olive Street to Mill Street. The City of Springfield would construct intermittent sidewalk improvements to meet ADA standards along South Campbell between Cherokee and Sunset Streets. The City of Springfield would construct 1,600 linear feet of trail along the Ward Branch Stream from East of Clay Avenue to West of the detention basin at 909 E. Republic Road. This project includes three trail connections and a crossing under U.S. 60. The City of Strafford would construct sidewalks along Chestnut Street, Washington Avenue and

Bumgarner Boulevard. The final project, from MoDOT, adds a thin pavement treatment from Blackman Road to Route 125. Ms. Officer made a motion to accept the recommendation and was seconded by Mr. Fisk. The recommendations were approved unanimously.

D. Administrative Modification Number Two to the FY 2011-2014 Transportation Improvement Program

OTO Staff made two administrative modifications to the FY 2011-2014 Transportation Improvement Program. The OTO staff moved the Ozarks Greenways Safe Routes Safety and Educational Initiative Phase II, for \$91,250 from the prior TIP to the current TIP. Staff also increased the MPO Area-Wide Operations and Maintenance project by less than four percent.

E. Annual Listing of Obligated Projects

OTO is required to submit an obligated projects list 90 calendar days after the end of the program year. The Technical Committee recommended the Board of Directors approve the obligated projects listing. OTO Staff ask each jurisdiction to review the report for any inaccuracies before it is published on December 30, 2010. Ms. Hacker moved to approve the 2010 Annual Listing of Obligated Projects and was seconded by Mr. Grubaugh. The motion carried unanimously.

F. Major Thoroughfare Plan Subcommittee

The Major Thoroughfare Plan Subcommittee sent letters to the City of Springfield and Greene County deferring review of the MTP amendment proposal to extend Republic Road east into Greene County until the update of the travel demand model following the release of the relevant 2010 Census data. OTO Staff expect the release of the Census data late in 2012. Once staff receives data it will take approximately one year to update the model. Mr. Coonrod stated the Greene County Commissioners have discussed the issues in length. The Greene County Commission felt it could cause problems down the road, but respected the decision made.

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

Ms. Longpine updated the Board of EPA's Ozone Standards. Ms. Longpine stated the EPA is delaying a decision on the standard until July 31, 2011. Ms. Longpine said the main reason for the delay was so that the EPA could gather more data from the science committee's recommendations. Ms. Longpine stated that the EPA recommendations should be between 60-70 ppb. Ms. Longpine stated the area is in non-attainment for SO₂, Sulfur Dioxide. This is due to the power plants within the area and is not a transportation issue.

H. Nominating Committee Report

The Officer Nominating Committee met on December 10th to nominate representatives for the 2010 – 2011 year. Each position shall serve for one year. The recommendations were Mr. Lou Lapaglia, Christian County Commissioner, Chair; Mr. Jerry Compton, City of Springfield City Council, Vice-Chairman; Mr. J. Howard Fisk, OTO-Citizen-at-Large, Secretary; Ms. Lisa Officer, City Utilities Board,

Treasurer. Mr. Bengsch made a motion to accept the recommendations as presented and was seconded by Mr. Fisk. The motion was carried unanimously.

I. Approval of Springfield Nominated Citizen Representatives

As required by OTO By-laws, the City of Springfield nominated two Citizen-at-Large Representatives, Teri Hacker and Tom Finnie, whose terms are to commence in 2011 through 2013. Mr. Bengsch made a motion to approve the recommendations by the City of Springfield and was seconded by Mr. Fisk. The motion carried unanimously.

J. OTO Board of Directors 2011 Meeting Schedule

The OTO Board of Directors meetings are to meet every other Third Thursday from Noon until 1:00 P.M. beginning on February 17, 2011. The meetings will be held in the 4th floor conference room of the Busch Municipal Building at 840 Boonville Avenue, Springfield, Missouri. OTO will provide lunch for those in attendance.

K. OTO Executive Director Search Update

Ms. Edwards updated the Board on the Executive Director search. The Executive Director Search Committee submitted job placement ads and received 18 interested candidates. The committee reviewed the resumes and gave four candidates a telephone interview. The committee selected one candidate for an in-person interview from the telephone interviews. The interview was scheduled for Thursday, December 16th. A few days prior to arriving, the candidate emailed Ms. Edwards to withdraw her resume for consideration. The committee was not interested in interviewing the remaining candidates. Ms. Edwards suggested that the committee review the qualifications and submit job placement ads after the first of 2011. Mr. Juranas stated he emailed Tim Conklin to get a better insight. After reviewing the ad, Mr. Conklin believed the time of year was a negative point in trying to get a better candidate. He also suggested waiting until the first of the year to regroup and begin the process again. Mr. Conklin also stated the health insurance provisions provided by OTO could be a hindrance. Currently, OTO staff receives \$4,500 annually to purchase individual insurance. Mr. Conklin suggested the Board consider placing OTO under another group insurance plan. Ms. Officer asked if the salary range was compatible with surrounding areas. Mr. Juranas stated that would be a consideration once the search committee met after the first of the year.

III. Other Business

A. Board of Directors Member Announcements

Frank Miller, MoDOT, gave the board some background on current MoDOT statewide enhancement funding. District 8 has been working with the Missouri Bike Federation on bike/pedestrian concerns. MoDOT asked each district to review upcoming projects for ADA or other bike/ped needs. These projects can compete for statewide enhancement funding. The project submitted from District 8 was Chestnut Expressway because of the need for pedestrian crossings and the upcoming resurfacing scheduled in the spring. The City of Springfield will also match some of the funding as well. The amount of the Chestnut improvements will be

approximately \$1 million. Mr. Miller wanted to give the board some background on this funding if an e-meeting was necessary to proceed with the project submission.

Mr. Juranas updated the Board on developments concerning the MoDOT Cost Share Application Prioritization Process. MoDOT has been working with the City of Springfield and St. John's concerning the Evans Road project. As a result, an alternate funding source was located to proceed with this project without having MoDOT submit the project through a Cost Share Application. Because of this change, the next project ready to submit is the Battlefield and Highway 65 diverging diamond interchange project.

Mr. Childers stated in 2006, the City of Ozark was working with a developer on the Third Street project, however, afterwards, the City of Ozark realized the traffic flow was not going to work as designed. Because of this, the City of Ozark began work with MoDOT through their Cost Share program to correct those problems without any additional financial restraints.

Mr. Juranas went on to discuss the Christian County project at Route CC and Highway 65. Mr. Juranas stated the current year funding is not available for this project, however, Christian County and MoDOT are reviewing additional funding options. This project will remain on the statewide list of projects to be reviewed once additional funding becomes available. Mr. Juranas stated that MoDOT found some district funding for the City of Nixa and their Highway 14 project. Mr. Bob Scheid commended Mr. Juranas and Mr. Miller for their efforts in assisting District 8 with funding.

Mr. Broyles highly praised Mr. Coonrod and Mr. Grubaugh for their years of service and dedication to the OTO Board of Directors. Mr. Coonrod invited everyone to a reception at Greene County for his years of service as Greene County Commissioner, Friday, December 17 from 1:00-3:00p.m.

B. Transportation Issues For Board of Directors Member Review

None.

IV. Adjournment

Mr. Coonrod adjourned the meeting at 12:54 P.M.

BOARD OF DIRECTORS AGENDA 02/17/11; ITEM II.A.

Financial Statements for 2nd Quarter Fiscal Year 2011

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Included for consideration are the second quarter financial statements for FY 2011. This period includes October 1, 2010 through December 31, 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, revenues exceeded expenditures by \$50,160.16.

The OTO was able to utilize \$21,132.17 of In-Kind Match Income during the second quarter. Staff would like to thank all member jurisdictions for helping with the in-kind match documentation.

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the second quarter financial statements for Fiscal Year 2011”

OR

“Move to return to staff the second quarter financial statements for Fiscal Year 2011 in order to
_____”

Ozarks Transportation Organization

Profit & Loss

October through December 2010

	Oct - Dec 10
Ordinary Income/Expense	
Income	
Interest Income	436.69
Other Types of Income	
Consolidated Planning Grant CPG	116,958.61
In-Kind Match, Donated Direct C	3,465.43
Other Types of Income - Other	980.75
Total Other Types of Income	121,404.79
Total Income	121,841.48
Expense	
Business Expenses	
Membership Dues	1,799.03
Total Business Expenses	1,799.03
Contract Services	
Payroll Company Fee	362.40
Total Contract Services	362.40
Facilities and Equipment	
Building Rental	3,161.00
Copy Machine Lease	662.52
Total Facilities and Equipment	3,823.52
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	1,506.35
Donated Ride Share Advertising	1,660.00
Member Attendance at Meetings	1,279.83
Total In-Kind Match Expense	4,446.18
Operations	
Data Storage/Backup	432.30
Food Supplies	731.06
Mileage	142.25
Office Supplies/Furniture	806.74
Postage	571.74
Printing	395.67
Publications	98.26
Rideshare Software/Materials	1,703.82
Telephone	913.99
Total Operations	5,795.83
Other Types of Expenses	
Mobile Data Plans	170.78
Total Other Types of Expenses	170.78
Salaries	
Payroll Tax Expense	3,351.20
SEP-IRA Contribution	4,758.30
Salaries - Other	44,748.27
Total Salaries	52,857.77
Travel	
Hotel	750.88
Meals	118.66
Transportation	1,556.18
Total Travel	2,425.72
Total Expense	71,681.23
Net Ordinary Income	50,160.25
Net Income	50,160.25

4:45 PM
02/07/11
Cash Basis

Ozarks Transportation Organization
Balance Sheet
As of December 31, 2010

	<u>Dec 31, 10</u>
ASSETS	
Current Assets	
Checking/Savings	
Great Southern Bank	132,614.87
Total Checking/Savings	<u>132,614.87</u>
Total Current Assets	<u>132,614.87</u>
TOTAL ASSETS	<u>132,614.87</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	495.55
Total Credit Cards	<u>495.55</u>
Other Current Liabilities	
Dependent FSA - Employee 002	-187.50
Dependent FSA - Employee 003	-161.84
Employee Overage/Shortage	0.10
Health FSA - Employee 003	<u>349.34</u>
Total Other Current Liabilities	<u>0.10</u>
Total Current Liabilities	<u>495.65</u>
Total Liabilities	495.65
Equity	
Unrestricted Net Assets	70,009.62
Net Income	<u>62,109.60</u>
Total Equity	<u>132,119.22</u>
TOTAL LIABILITIES & EQUITY	<u>132,614.87</u>

Ozarks Transportation Organization

Profit & Loss Budget vs. Actual

July through December 2010

	Jul - Dec 10	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Interest Income	646.00			
Other Types of Income				
City Utilities Match	0.00	14,000.00	-14,000.00	0.0%
Consolidated Planning Grant CPG	189,307.71	582,995.09	-393,687.38	32.5%
In-Kind Match, Donated Direct C	7,332.34	28,429.00	-21,096.66	25.8%
Other Types of Income - Other	980.75			
Total Other Types of Income	197,620.80	625,424.09	-427,803.29	31.6%
Program Income				
Local Jurisdiction Match Funds	73,132.11	103,319.78	-30,187.67	70.8%
Total Program Income	73,132.11	103,319.78	-30,187.67	70.8%
Total Income	271,398.91	728,743.87	-457,344.96	37.2%
Expense				
Board of Director Insurance	1,845.00	3,000.00	-1,155.00	61.5%
Business Expenses				
Business Registration Fees	425.00			
Membership Dues	2,555.03	3,700.00	-1,144.97	69.1%
Total Business Expenses	2,980.03	3,700.00	-719.97	80.5%
Contract Services				
Accounting Services	0.00	6,000.00	-6,000.00	0.0%
Legal Fees	0.00	4,000.00	-4,000.00	0.0%
Payroll Company Fee	1,380.30	2,000.00	-619.70	69.0%
Travel Model Consultant	0.00	50,000.00	-50,000.00	0.0%
Total Contract Services	1,380.30	62,000.00	-60,619.70	2.2%
Facilities and Equipment				
Building Rental	6,632.00	11,964.00	-5,332.00	55.4%
Copy Machine Lease	1,577.66	2,650.00	-1,072.34	59.5%
Total Facilities and Equipment	8,209.66	14,614.00	-6,404.34	56.2%
Fixed Route Transit Analysis	0.00	70,000.00	-70,000.00	0.0%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	1,506.35	15,429.00	-13,922.65	9.8%
Donated Ride Share Advertising	3,652.00	5,000.00	-1,348.00	73.0%
Member Attendance at Meetings	3,154.74	8,000.00	-4,845.26	39.4%
Total In-Kind Match Expense	8,313.09	28,429.00	-20,115.91	29.2%
Operations				
Advertising	2,397.72	5,380.00	-2,982.28	44.6%
Audit	0.00	7,000.00	-7,000.00	0.0%
Computer Software	0.00	5,000.00	-5,000.00	0.0%
Computer Upgrades	2,462.29	4,000.00	-1,537.71	61.6%
Data Storage/Backup	805.20	1,200.00	-394.80	67.1%
Food Supplies	1,224.25	3,000.00	-1,775.75	40.8%
GIS Maintenance	0.00	8,000.00	-8,000.00	0.0%
Infill Costs	1,375.00	1,375.00	0.00	100.0%
IT Maintenance Contract	9,480.00	10,000.00	-520.00	94.8%
Mileage	362.75	2,000.00	-1,637.25	18.1%
Office Equip Repair	0.00	500.00	-500.00	0.0%
Office Supplies/Furniture	2,264.72	10,500.00	-8,235.28	21.6%
Parking	0.00	3,000.00	-3,000.00	0.0%
Postage	1,190.35	4,000.00	-2,809.65	29.8%
Printing	4,983.49	21,000.00	-16,016.51	23.7%
Publications	142.22	1,000.00	-857.78	14.2%
Rideshare Software/Materials	1,703.82	15,000.00	-13,296.18	11.4%
Telephone	2,317.56	4,500.00	-2,182.44	51.5%
TIP Software	0.00	25,000.00	-25,000.00	0.0%
Training	537.00	5,800.00	-5,263.00	9.3%
Web Hosting	0.00	500.00	-500.00	0.0%
Total Operations	31,246.37	137,755.00	-106,508.63	22.7%
Other Types of Expenses				
Insurance - Liability	881.00	1,000.00	-119.00	88.1%
Mobile Data Plans	613.57	1,620.00	-1,006.43	37.9%
Workmen's Compensation Ins	0.00	1,112.00	-1,112.00	0.0%
Total Other Types of Expenses	1,494.57	3,732.00	-2,237.43	40.0%

4:46 PM

02/07/11

Cash Basis

Ozarks Transportation Organization

Profit & Loss Budget vs. Actual

July through December 2010

	Jul - Dec 10	Budget	\$ Over Budget	% of Budget
Salaries				
Payroll Tax Expense	9,203.00			
SEP-IRA Contribution	14,248.64			
Salaries - Other	124,137.83	351,012.87	-226,875.04	35.4%
Total Salaries	147,589.47	351,012.87	-203,423.40	42.0%
Statewide Passenger Rail Study	0.00	20,000.00	-20,000.00	0.0%
Travel				
Hotel	3,053.95			
Meals	686.24			
Registration	150.00			
Transportation	2,064.63			
Travel Miscellaneous	276.00			
Travel - Other	0.00	14,501.00	-14,501.00	0.0%
Total Travel	6,230.82	14,501.00	-8,270.18	43.0%
Travel Time Runs	0.00	20,000.00	-20,000.00	0.0%
Total Expense	209,289.31	728,743.87	-519,454.56	28.7%
Net Ordinary Income	62,109.60	0.00	62,109.60	100.0%
Net Income	62,109.60	0.00	62,109.60	100.0%

Second Quarter Financial Reporting
October 1, 2010 - December 31, 2010

	Budgeted Amount	July	August	September	October	November	December	YTD	Remaining
Salaries & Fringe	\$351,012.87	\$28,982.73	\$25,168.30	\$42,145.84	\$17,631.55	\$17,631.10	\$17,613.12	\$149,172.64	\$201,840.23
Springfield Contract for Staff & Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TIP Software	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
Rideshare Software/Materials	\$15,000.00	\$150.00	\$0.00	\$0.00	\$1,703.82	\$0.00	\$0.00	\$1,853.82	\$13,146.18
Publications	\$1,000.00	\$43.96	\$0.00	\$0.00	\$98.26	\$0.00	\$0.00	\$142.22	\$857.78
Office Supplies/Furniture	\$10,500.00	\$93.95	\$221.02	\$1,143.01	\$244.23	\$304.60	\$257.91	\$2,264.72	\$8,235.28
Mapping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Training	\$5,800.00	\$21.00	\$0.00	\$516.00	\$0.00	\$0.00	\$0.00	\$537.00	\$5,263.00
Travel	\$14,501.00	\$6.00	\$1,725.55	\$1,011.08	\$1,538.81	\$886.91	\$0.00	\$5,168.35	\$9,332.65
Dues	\$3,700.00	\$180.00	\$376.00	\$625.00	\$0.00	\$0.00	\$1,799.03	\$2,980.03	\$719.97
Postage	\$4,000.00	\$128.12	\$461.25	\$29.24	\$21.25	\$521.25	\$29.24	\$1,190.35	\$2,809.65
Telephone	\$4,500.00	\$360.27	\$521.65	\$521.65	\$0.00	\$367.53	\$552.89	\$2,323.99	\$2,176.01
Advertising	\$5,380.00	\$0.00	\$1,897.72	\$500.00	\$0.00	\$0.00	\$0.00	\$2,397.72	\$2,982.28
Printing	\$21,000.00	\$2,615.61	\$1,143.91	\$828.30	\$42.99	\$352.68	\$0.00	\$4,983.49	\$16,016.51
Food	\$3,000.00	\$40.19	\$377.00	\$76.00	\$281.20	\$115.86	\$334.00	\$1,224.25	\$1,775.75
Computer Upgrades	\$4,000.00	\$0.00	\$2,462.29	\$0.00	\$0.00	\$0.00	\$0.00	\$2,462.29	\$1,537.71
Software	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
GIS Maintenance	\$8,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,000.00
Rent	\$11,964.00	\$997.00	\$30.00	\$2,444.00	\$125.00	\$1,012.00	\$2,024.00	\$6,632.00	\$5,332.00
Mileage/Auto Allowance	\$2,000.00	\$38.50	\$3.00	\$179.00	\$33.25	\$70.50	\$38.50	\$362.75	\$1,637.25
Copy Machine Lease	\$2,650.00	\$220.84	\$694.30	\$0.00	\$220.84	\$220.84	\$220.84	\$1,577.66	\$1,072.34
Parking	\$3,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,000.00
Aerial Photos	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Travel Model Consultant	\$50,000.00	\$881.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$881.00	\$49,119.00
Liability Insurance	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00
Legal Fees	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,000.00
Payroll Services	\$2,000.00	\$0.00	\$171.10	\$194.10	\$120.80	\$120.80	\$120.80	\$727.60	\$1,272.40
Audit-City	\$7,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,000.00
Infilt Costs	\$1,375.00	\$1,375.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,375.00	\$0.00
Accounting Services	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,000.00
Equipment Repair	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00
Workers Comp	\$1,112.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,112.00
Web Hosting	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00
Data Storage/Backup	\$1,200.00	\$103.95	\$135.30	\$133.65	\$138.60	\$146.85	\$146.85	\$805.20	\$394.80
IT Maintenance Contract	\$10,000.00	\$0.00	\$9,480.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,480.00	\$520.00
Mobile Data Plans	\$1,620.00	\$114.50	\$114.34	\$213.95	\$0.00	\$84.40	\$86.38	\$613.57	\$1,006.43
Fixed Route Transit Analysis	\$70,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$70,000.00
Board of Director Insurance	\$3,000.00	\$0.00	\$1,845.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,845.00	\$1,155.00
Travel Time Runs and Traffic Counts	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00
Statewide Passenger Rail Study (OTO Portion)	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00
Total	\$700,314.87	\$36,352.62	\$44,982.73	\$52,405.82	\$22,200.60	\$21,835.32	\$23,223.56	\$201,000.65	\$499,314.22

	Budgeted Amount	July In-Kind	Aug In-Kind	Sept In-Kind	Oct In-Kind	Nov In-Kind	Dec In-Kind	YTD In-Kind	Remaining
In-Kind Match, Direct Cost- Donated									
Member Attendance at Meetings	\$8,000.00	\$696.20	\$421.31	\$757.40	\$348.62	\$282.46	\$648.75	\$3,154.74	\$4,845.26
Direct Cost - ModDOT Salaries	\$15,429.00	\$0.00	\$0.00	\$0.00	\$1,506.35	\$0.00	\$0.00	\$1,506.35	\$13,922.65
Donated Ride Share Advertising	\$5,000.00	\$664.00	\$332.00	\$996.00	\$664.00	\$664.00	\$332.00	\$3,652.00	\$1,348.00
Total In-Kind Match, Direct Cost Donated	\$28,429.00	\$1,360.20	\$753.31	\$1,753.40	\$2,518.97	\$946.46	\$980.75	\$8,313.09	\$20,115.91
Total Expenditures Plus In-Kind Match	\$714,242.87	\$37,712.82	\$45,736.04	\$54,159.22	\$24,719.57	\$22,781.78	\$24,204.31	\$209,313.74	\$519,430.13

Minus Non Reimbursable Expenses	\$0.00	\$0.00	\$0.00	\$500.00	\$0.00	\$680.36	\$100.00	\$0.00	\$0.00
* Advertisement - Exec. Director Position Open									
Adjusted Total Expenditures Plus In-Kind Match	\$714,242.87	\$37,712.82	\$45,736.04	\$53,659.22	\$24,719.57	\$22,101.42	\$24,104.31	\$209,313.74	\$519,430.13

Ozarks Transportation Organization
Breakdown by Task Item

Breakdown by Task Item	FY 2011	2011%	July	August	September	October	November	December
TASK ITEM 10/ADMIN. MONTH CUMULATIVE	\$115,870.00	15.90%	\$5,996.32	\$7,272.01	\$8,531.79	\$3,930.40	\$3,511.25	\$3,832.58
TASK ITEM 20/COMM SUPPORT MONTH CUMULATIVE	\$92,639.00	12.71%	\$4,794.11	\$5,814.03	\$6,821.24	\$3,142.39	\$2,807.28	\$3,064.18
TASK ITEM 30/GEN PLAN MONTH CUMULATIVE	\$199,173.00	27.33%	\$10,307.29	\$12,500.12	\$14,665.60	\$6,756.10	\$6,035.62	\$6,587.95
TASK ITEM 40/TIP MONTH CUMULATIVE	\$105,824.00	14.52%	\$5,476.44	\$6,641.52	\$7,792.08	\$3,589.63	\$3,206.83	\$3,500.29
TASK ITEM 50/RIDESHARE MONTH CUMULATIVE	\$40,930.00	5.62%	\$2,118.15	\$2,568.77	\$3,013.78	\$1,388.38	\$1,240.32	\$1,353.82
TASK ITEM 60/TRANSIT MONTH CUMULATIVE	\$97,163.00	13.33%	\$5,028.23	\$6,097.96	\$7,154.36	\$3,295.85	\$2,944.37	\$3,213.81
TASK ITEM 70/SPEC TRANS MONTH CUMULATIVE	\$77,145.00	10.59%	\$3,992.29	\$4,841.63	\$5,680.38	\$2,616.82	\$2,337.76	\$2,551.68
TOTAL CUMULATIVE	\$728,744.00	100.00%	\$37,712.82	\$45,736.04	\$53,659.23	\$24,719.57	\$22,083.42	\$24,104.31

BOARD OF DIRECTORS AGENDA 02/17/11; ITEM II.B.

Amendment Number Two to the FY 2011-2014 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are four items included as part of TIP Amendment Number Two to the FY 2011-2014 Transportation Improvement Program.

- 1) The City of Springfield is requesting an amendment to increase the funding amount for the Boonville Phase II Streetscape Project. Staff incorrectly listed the project amount.
- 2) The City of Ozark and MoDOT are requesting to revise the Third Street Improvement project in Ozark to add final design, right-of-way, and construction funds. The project is currently listed as scoping only. The City of Ozark is primarily utilizing STP-Urban Funding and MoDOT is utilizing statewide cost share funding.
- 3) MoDOT is requesting to add a project to make pavement improvements on West Chestnut Expressway in Springfield from Haseltine Road to College Street.
- 4) MoDOT is requesting to modify a project to accelerate and expand pavement treatment on I-44 from Glenstone to US 65.

Please see the attached TIP pages for more information.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee unanimously recommended approval of the four (4) items included in Amendment Number Two to 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 Amendment Number Two (2) to the FY 2011-2014 Transportation Improvement Program.”

OR

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

PROGRAMMED IMPROVEMENTS
-Enhancements-

ORIGINAL

ENHANCEMENTS- CITY OF SPRINGFIELD		Fiscal Year				Funding		Fiscal Year				TOTALS	
		2011	2012	2013	2014			2011	2012	2013	2014		
Project Title:	BOONVILLE AVENUE NORTH PHASE II	\$ 9,600	\$ -	\$ -	\$ -	FHWA(ENH)	ENG	\$ 9,600	\$ -	\$ -	\$ -	\$ 9,600	
MoDOT #		\$ -	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	
TIP #	EN1109	\$ 2,400	\$ -	\$ -	\$ -	Local		\$ 2,400	\$ -	\$ -	\$ -	\$ 2,400	
Description:	Construction of 680 feet of streetscape improvements along Boonville Avenue from Court Street to Division Street.	\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	FHWA()	ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	Local		\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA	\$ 273,116	\$ -	\$ -	\$ -	FHWA(ENH)	CON	\$ 273,116	\$ -	\$ -	\$ -	\$ 273,116	
Federal Funding Category	Enhancements	\$ -	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT Funding Category		\$ 68,279	\$ -	\$ -	\$ -	Local		\$ 68,279	\$ -	\$ -	\$ -	\$ 68,279	
Work or Fund Category	Construction	\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Cost	\$353,395	\$ -	\$ -	\$ -	\$ -		TOTAL	\$ 353,395	\$ -	\$ -	\$ -	\$ 353,395	
Source of Local Funds: City of Springfield 1/4 cent sales tax													

PROPOSED

ENHANCEMENTS- CITY OF SPRINGFIELD		Fiscal Year				Funding		Fiscal Year				TOTALS	
		2011	2012	2013	2014			2011	2012	2013	2014		
Project Title:	BOONVILLE AVENUE NORTH PHASE II	\$ -	\$ -	\$ -	\$ -	FHWA(ENH)	ENG	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT #		\$ -	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	
TIP #	EN1109	\$ -	\$ -	\$ -	\$ -	Local		\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Construction of 680 feet of streetscape improvements along Boonville Avenue from Court Street to Division Street.	\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	FHWA()	ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	Local		\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA	\$ 353,395	\$ -	\$ -	\$ -	FHWA(ENH)	CON	\$ 353,395	\$ -	\$ -	\$ -	\$ 353,395	
Federal Funding Category	Enhancements	\$ -	\$ -	\$ -	\$ -	MoDOT		\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT Funding Category		\$ 88,349	\$ -	\$ -	\$ -	Local		\$ 88,349	\$ -	\$ -	\$ -	\$ 88,349	
Work or Fund Category	Construction	\$ -	\$ -	\$ -	\$ -	Other		\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Cost	\$353,395	\$ -	\$ -	\$ -	\$ -		TOTAL	\$ 441,744	\$ -	\$ -	\$ -	\$ 441,744	
Source of Local Funds: City of Springfield 1/4 cent sales tax													

PROGRAMMED IMPROVEMENTS

-Roadways-

ORIGINAL

CITY OF SPRINGFIELD									
Funding				2011	2012	2013	2014	TOTALS	
Project Title:	PAVEMENT TREATMENT ON I-44								
MoDOT #	812358			\$ -	\$ -	\$ -	\$ 24,000	\$ -	\$ 24,000
TIP #	SP1111			\$ -	\$ -	\$ 33,000	\$ 7,000	\$ -	\$ 40,000
Description:	Scoping for pavement treatment on the eastbound lanes of I-44 from Glenstone Avenue (Route H) to Route 65.			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		ENG	FHWA (I/M)						
			MoDOT						
			Local						
			Other						
		ROW	FHWA ()						
			MoDOT						
			Local						
			Other						
Federal Source Agency	FHWA								
Federal Funding Category	Interstate Maintenance								
MoDOT Funding Category	Interstate and Major Bridge								
Work or Fund Category	Construction								
Total Project Cost	\$494,000								
		CON	FHWA (I/M)						
			MoDOT						
			Local						
			Other						
		TOTAL							
				\$ -	\$ -	\$ 33,000	\$ 461,000	\$ -	\$ 494,000

PROPOSED CHANGE

CITY OF SPRINGFIELD									
Funding				2011	2012	2013	2016	TOTALS	
Project Title:	PAVEMENT TREATMENT ON I-44								
MoDOT #	812358			\$ -	\$ -	\$ -	\$ 45,000	\$ -	\$ 45,000
TIP #	SP1111			\$ 55,000	\$ -	\$ -	\$ (45,000)	\$ 10,000	\$ -
Description:	Pavement treatment on the eastbound lanes of I-44 from Glenstone Avenue (Route H) to Route 65.			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		ENG	FHWA (I/M)						
			MoDOT						
			Local						
			Other						
		ROW	FHWA ()						
			MoDOT						
			Local						
			Other						
Federal Source Agency	FHWA								
Federal Funding Category	Interstate Maintenance								
MoDOT Funding Category	Taking Care of the System								
Work or Fund Category	Construction								
Total Project Cost	\$789,000								
		CON	FHWA (I/M)						
			MoDOT						
			Local						
			Other						
		TOTAL							
				\$ 789,000	\$ -	\$ -	\$ -	\$ -	\$ 789,000
Advance Construction with anticipated conversion in 2016.									

-Roadways-

PROPOSED CHANGE (Addition to the TIP)

CITY OF SPRINGFIELD					Funding							
					2011	2012	2013	2016	TOTALS			
Project Title:	PAVEMENT IMPROVEMENT ON WEST CHESTNUT				FHWA(STP)	-	\$	-	\$	59,200	\$	59,200
MoDOT #	8P2371				MoDOT	79,000	\$	-	\$	(59,200)	\$	19,800
TIP #	SP1121				Local	-	\$	-	\$	-	\$	-
Description:	Pavement improvement on Chestnut Expressway (Loop 44) from Haseltine Road to College Street				Other	-	\$	-	\$	-	\$	-
					FHWA()	-	\$	-	\$	-	\$	-
					MoDOT	-	\$	-	\$	-	\$	-
					Local	-	\$	-	\$	-	\$	-
					Other	-	\$	-	\$	-	\$	-
Federal Source Agency	FHWA				FHWA(STP)	-	\$	-	\$	864,000	\$	864,000
Federal Funding Category	STP				MoDOT	1,080,000	\$	-	\$	(864,000)	\$	216,000
MoDOT Funding Category	Taking Care of the System				Local	-	\$	-	\$	-	\$	-
Work or Fund Category	Construction				Other	-	\$	-	\$	-	\$	-
Total Project Cost	\$1,159,000											
Advance Construction with anticipated conversion in 2016. PE funds from MoDot District 8 operating budget.					TOTAL	\$ 1,159,000	\$	-	\$	-	\$	1,159,000
					TOTAL	\$			\$		\$	

ORIGINAL

CITY OF OZARK				Funding						
				2011	2012	2013	2014	TOTALS		
Project Title:	SCOPING TO IMPROVE THIRD STREET IN OZARK			FHWA (STP-U)						
MoDOT #	8P2146			MoDOT	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
TIP #	OK1006			Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Scoping to improve roadway capacity and safety of Third Street from the Finley River to Oak Street in downtown Ozark.			Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				FHWA (STP-U)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA			FHWA (STP-U)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category				MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Major Projects and Emerging Needs			Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Scoping			Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$301,000 - \$1,000,000									
				TOTAL	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000

PROPOSED CHANGE

CITY OF OZARK						Funding				
						2011	2012	2013	2016	TOTALS
Project Title:	THIRD STREET IMPROVEMENTS									
MoDOT #	8P2146					FHWA (STP-U)	\$ 72,767	\$ -	\$ 87,940	\$ 160,707
TIP #	OK1006					MoDOT	\$ 26,858	\$ 109,925	\$ (87,940)	\$ 48,843
Description:	Final design, right-of-way and construction of improvements from the Finley River to Church Street; scoping to Oak Street.					Local	\$ 18,192	\$ -	\$ -	\$ 18,192
						Other	\$ -	\$ -	\$ -	\$ -
						FHWA (STP-U)	\$ -	\$ -	\$ 283,760	\$ 283,760
						MoDOT	\$ 354,700	\$ -	\$ (283,760)	\$ 70,940
						Local	\$ -	\$ -	\$ -	\$ -
						Other	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA					FHWA (STP-U)	\$ -	\$ 901,304	\$ 228,556	\$ 1,129,860
Federal Funding Category	STP-Urban					MoDOT	\$ -	\$ 491,021	\$ (228,556)	\$ 262,465
MoDOT Funding Category	Major Projects and Emerging Needs					Local	\$ -	\$ 20,000	\$ -	\$ 20,000
Work or Fund Category	Construction					Other	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$2,065,009									
STP-Urban funds allocated to Ozark: \$72,767 in 2011 and \$841,304 in 2012. Advance Construction with anticipated conversion year of 2016. Local Funds from City of Ozark General Fund.						TOTAL	\$ 472,517	\$ 1,522,250	\$ -	\$ 1,994,767

Previously programmed funds of \$70,241 in 2010. New funds are: \$26,858 MoDOT Operations Budget; \$109,925 MoDOT Operations budget for Advance Construction; \$845,721 MoDOT Cost Share

FINANCIAL SUMMARY
- Enhancements -

YEARLY SUMMARY
FY2011

PROJECT	Federal Funding Source					MoDOT	Local		Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP					
EN0606	\$ 195,200						\$ 62,800		\$	258,000
EN0707	\$ 227,916						\$ 65,584		\$	293,500
EN0711	\$ 291,036						\$ 77,364		\$	368,400
EN0802	\$ 480,000						\$ 120,000		\$	600,000
EN0808	\$ 489,600						\$ 122,400		\$	612,000
EN0809	\$ 58,000			\$ 106,000		\$ 296,000			\$	480,000
EN0817	\$ 364,800						\$ 91,200		\$	456,000
EN0818	\$ 268,800						\$ 67,200		\$	336,000
EN0906	\$ 73,000						\$ 18,250		\$	91,250
EN1002				\$ 50,000			\$ 12,500		\$	62,500
EN1006	\$ 20,812								\$	20,812
EN1008	\$ 7,700								\$	7,700
EN1101						\$ 3,000			\$	3,000
EN1102						\$ 3,000			\$	3,000
EN1103				\$ 16,800			\$ 4,000		\$	20,800
EN1104				\$ 8,000			\$ 2,000		\$	10,000
EN1105				\$ 2,000			\$ 400		\$	2,400
EN1106	\$ 119,840						\$ 29,960		\$	149,800
EN1107	\$ 25,078						\$ 6,269		\$	31,347
EN1108	\$ 147,232						\$ 36,808		\$	184,040
EN1109	\$ 353,395						\$ 88,349		\$	441,744
EN1110	\$ 256,000						\$ 60,000	\$ 4,000	\$	320,000
EN1111	\$ 200,000						\$ 47,500	\$ 2,500	\$	250,000
EN1112	\$ 100,000						\$ 25,000		\$	125,000
EN1113	\$ 216,000						\$ 54,000		\$	270,000
EN1114	\$ 199,967						\$ 24,992	\$ 25,000	\$	249,959
TOTAL	\$ 4,065,864	\$ 28,512	\$ -	\$ 182,800	\$ -	\$ 302,000	\$ 1,016,576	\$ 31,500	\$	\$ 5,627,252

FY2012

PROJECT	Federal Funding Source					MoDOT	Local		Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP					
EN1102						\$ 537,000			\$ -	\$ 537,000
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 537,000	\$ -	\$ -	\$ -	\$ 537,000

FY2014

PROJECT	Federal Funding Source					MoDOT	Local		Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP					
EN0809					\$ 361,600	\$ (361,600)			\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 361,600	\$ (361,600)	\$ -	\$ -	\$ -	\$ -

FINANCIAL SUMMARY
- Enhancements -

FY2015

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN1102					\$ 428,000	\$ (428,000)			\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 428,000	\$ (428,000)	\$ -	\$ -	\$ -

	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
TOTAL PROGRAM	\$ 4,065,864	\$ 28,512	-	182,800.00	\$ 789,600	\$ 49,400	\$ 1,016,576	\$ 31,500	\$ 6,164,252

FINANCIAL SUMMARY
- Roadways -

YEARLY SUMMARY
FY 2011

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRÖ					
MO0908										\$ 1,447,000	\$ 161,000		\$ 1,608,000	
MO1007										\$ 215,000			\$ 215,000	
MO1010										\$ 285,000			\$ 285,000	
MO1022				\$ 200,742						\$ 40,148	\$ 40,148		\$ 281,038	
MO1103		\$ 250,000								\$ 532,000	\$ 62,500		\$ 844,500	
MO1104										\$ 159,000			\$ 159,000	
MO1105										\$ 284,000			\$ 284,000	
MO1106												\$ 34,000	\$ 34,000	
MO1107										\$ 2,000			\$ 2,000	
MO1150										\$ 191,000			\$ 191,000	
BA1001										\$ 251,000			\$ 251,000	
BA1101		\$ 8,000									\$ 2,000		\$ 10,000	
CC0901										\$ 10,000			\$ 10,000	
CC1001									\$ 396,800		\$ 99,200		\$ 496,000	
CC1101										\$ 500,000			\$ 500,000	
CC1102										\$ 5,000			\$ 5,000	
CC1110										\$ 2,000			\$ 2,000	
GR1010		\$ 320,000								\$ 5,000		\$ 80,000	\$ 405,000	
GR1100										\$ 214,000			\$ 214,000	
GR1101										\$ 1,000			\$ 1,000	
GR1102										\$ 1,000			\$ 1,000	
GR1103										\$ 140,000			\$ 140,000	
GR1105									\$ 805,600	\$ 201,400			\$ 1,007,000	
GR1106										\$ 886,000			\$ 886,000	
NX0602		\$ 36,928									\$ 9,232		\$ 46,160	
NX0701		\$ 226,055									\$ 56,313		\$ 282,368	
NX0901		\$ 633,955								\$ 15,000	\$ 143,489		\$ 792,444	
NX0905		\$ 217,134									\$ 73,384		\$ 290,518	
NX0906		\$ 119,913								\$ 5,000	\$ 49,737		\$ 174,650	
OK1004										\$ 100,000			\$ 100,000	
OK1006		\$ 72,767								\$ 381,558	\$ 18,192		\$ 472,517	
OK1101										\$ 5,000			\$ 5,000	
RG0901										\$ 5,000			\$ 5,000	
RP1002										\$ 5,000			\$ 5,000	
RP1101										\$ 272,000			\$ 272,000	
RP1102										\$ 109,000			\$ 109,000	
RP1103						\$ 28,800				\$ 3,200	\$ 8,000	\$ 8,000	\$ 48,000	
RP1104										\$ 5,000			\$ 5,000	
SP0911										\$ 6,494,000	\$ 1,000,000		\$ 7,494,000	
SP1015		\$ 1,800,000	\$ 999,829							\$ 4,763,171	\$ 200,000		\$ 7,763,000	
SP1016		\$ 307,200								\$ 282,000	\$ 76,800		\$ 666,000	
SP1018			\$ 100,000										\$ 100,000	

FINANCIAL SUMMARY
- Roadways -

FY 2011 continued

PROJECT	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO	FHWA Federal Funding Source			MoDOT	Local	Other	TOTAL
SP1019													\$ 5,000			\$ 5,000
SP1020													\$ 5,060,000			\$ 5,060,000
SP1021													\$ 73,000			\$ 73,000
SP1101													\$ 405,000			\$ 405,000
SP1102													\$ 569,000			\$ 569,000
SP1103													\$ 1,000,000			\$ 1,000,000
SP1104													\$ 1,660,000			\$ 1,660,000
SP1105													\$ 200,000			\$ 200,000
SP1106													\$ 5,000			\$ 5,000
SP1108													\$ 150,000			\$ 150,000
SP1109													\$ 340,000			\$ 340,000
SP1111													\$ 789,000			\$ 789,000
SP1112													\$ 5,000			\$ 5,000
SP1113													\$ 10,000			\$ 10,000
SP1120						\$ 40,000							\$ 600			\$ 600
SP1121						\$ 2,400							\$ 1,159,000			\$ 1,159,000
ST1101													\$ 1,000			\$ 1,000
ST1102													\$ 281,000			\$ 281,000
WI1001													\$ 3,000			\$ 3,000
TOTAL	\$	\$ 3,991,952	\$ 1,099,829	\$ 200,742	\$	\$ 71,330	\$	\$	\$ 1,202,400	\$	\$	\$ 29,330,677	\$ 2,201,395	\$	\$ 122,000	\$ 38,220,325

FINANCIAL SUMMARY
- Roadways -

FY2012

PROJECT	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO	FHWA Federal Funding Source			MoDOT	Local	Other	TOTAL
MO1007													\$ 221,000		\$ 27,000	\$ 221,000
MO1106																\$ 27,000
MO1150													\$ 196,000			\$ 196,000
MO1203		\$ 258,000											\$ 701,000	\$ 64,500		\$ 1,023,500
MO1204													\$ 44,000			\$ 44,000
MO1205													\$ 284,000			\$ 284,000
MO1206													\$ 1,000			\$ 1,000
CC1102													\$ 5,000			\$ 5,000
CC1110													\$ 1,000			\$ 1,000
GR1101													\$ 1,000			\$ 1,000
GR1102													\$ 70,000			\$ 70,000
GR1104						\$ 80,000							\$ 20,000			\$ 100,000
NX0601		\$ 1,641,975												\$ 410,494		\$ 2,052,469
NX0801		\$ 84,800												\$ 21,200		\$ 106,000
OK1004													\$ 428,000			\$ 428,000
OK1006		\$ 901,304											\$ 600,946	\$ 20,000		\$ 1,522,250
OK1101													\$ 5,000			\$ 5,000
SP1016		\$ 1,896,909											\$ 2,917,000	\$ 1,203,091		\$ 6,017,000
SP1018			\$ 1,203,000													\$ 1,203,000
SP1019													\$ 5,000			\$ 5,000
SP1021													\$ 72,000			\$ 72,000
SP1105							\$ 2,549,624						\$ 1,125,406			\$ 3,675,030
SP1106													\$ 918,000	\$ 1,246,600		\$ 2,164,600
SP1107													\$ 4,305,000			\$ 4,305,000
SP1109													\$ 140,000			\$ 140,000
SP1110													\$ 10,000			\$ 10,000
SP1112													\$ 5,000			\$ 5,000
ST1101													\$ 15,000			\$ 15,000
TOTAL	\$ -	\$ 4,782,988	\$ 1,203,000	\$ -	\$ -	\$ 80,000	\$ 2,549,624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,090,352	\$ 2,965,885	\$ 27,000	\$ 23,698,849

FINANCIAL SUMMARY
- Roadways -

FY2013

PROJECT	STP	STP-Urban	NHS	ITS	FHWA Federal Funding Source					MaDOT	Local	Other	TOTAL
					I/M	130	Bridge	BRM	BRO				
MO1007										\$ 227,000		\$ 7,000	\$ 227,000
MO1106										\$ 202,000			\$ 202,000
MO1150										\$ 5,000			\$ 5,000
MO1206										\$ 722,000	\$ 66,500		\$ 1,054,500
MO1303		\$ 266,000								\$ 39,000			\$ 39,000
MO1304										\$ 284,000			\$ 284,000
MO1305										\$ 20,000			\$ 20,000
MO1306										\$ 1,396,000			\$ 1,396,000
GR1101										\$ 10,000			\$ 10,000
GR1104						\$ 40,000							\$ 40,000
NX0703		\$ 76,000								\$ 19,000			\$ 95,000
OK1004								\$ 1,000,000		\$ 2,096,000			\$ 3,096,000
OK1101										\$ 5,000			\$ 5,000
SP1018			\$ 492,000							\$ 6,242,000			\$ 6,734,000
SP1021										\$ 1,006,000			\$ 1,006,000
SP1107										\$ 1,252,000			\$ 1,252,000
SP1110										\$ 1,699,000			\$ 1,699,000
SP1112										\$ 5,000			\$ 5,000
SP1114						\$ 80,000				\$ 20,000			\$ 100,000
SP1115						\$ 80,000				\$ 20,000			\$ 100,000
SP1116						\$ 160,000				\$ 40,000			\$ 200,000
SP1117						\$ 160,000				\$ 40,000			\$ 200,000
SP1118						\$ 160,000				\$ 40,000			\$ 200,000
SP1119						\$ 160,000				\$ 40,000			\$ 200,000
ST1101										\$ 649,000			\$ 649,000
TOTAL	\$ -	\$ 342,000	\$ 492,000	\$ -	\$ -	\$ 840,000	\$ -	\$ 1,000,000	\$ -	\$ 16,059,000	\$ 85,500	\$ 7,000	\$ 18,825,500

FINANCIAL SUMMARY
- Roadways -

FY2014

PROJECT	FHWA Federal Funding Source											MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO						
MO0908	\$ 1,156,400										\$ (1,156,400)				\$ -
MO1007											\$ 234,000				\$ 234,000
MO1103	\$ 531,000										\$ (531,000)				\$ -
MO1150											\$ 207,000				\$ 207,000
MO1206											\$ 2,260,000				\$ 2,260,000
MO1306			\$ -								\$ 2,327,000				\$ 2,327,000
MO1403		\$ 274,000									\$ 744,000	\$ 68,500			\$ 1,086,500
MO1404											\$ 29,000				\$ 29,000
MO1405											\$ 284,000				\$ 284,000
BA1001	\$ 130,000	\$ 70,000									\$ (200,000)				\$ -
GR1103	\$ 109,000										\$ (109,000)				\$ -
GR1104						\$ 40,000					\$ 10,000				\$ 50,000
OK1101											\$ 5,000				\$ 5,000
OK1006	\$ 600,256										\$ (600,256)				\$ -
RP1102					\$ 85,600						\$ (85,600)				\$ -
SP0911			\$ 5,815,200								\$ (5,815,200)				\$ -
SP1015			\$ 2,935,000								\$ (2,935,000)				\$ -
SP1020	\$ 3,811,000										\$ (3,811,000)				\$ -
SP1101	\$ 314,400										\$ (314,400)				\$ -
SP1102	\$ 428,000										\$ (428,000)				\$ -
SP1103	\$ 784,000										\$ (784,000)				\$ -
SP1112											\$ 5,000				\$ 5,000
TOTAL	\$ 7,864,056	\$ 344,000	\$ 8,750,200	\$ -	\$ 85,600	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ (10,664,856)	\$ 68,500	\$ -	\$ -	\$ 6,487,500

FINANCIAL SUMMARY
- Roadways -

FY2015

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
MO1203	\$ 700,000									\$ (700,000)				\$ -
GR1101					\$ 1,233,000					\$ (1,233,000)				\$ -
GR1102	\$ 54,000									\$ (54,000)				\$ -
SP1018			\$ 4,993,600							\$ (4,993,600)				\$ -
SP1106			\$ 710,453							\$ (710,453)				\$ -
TOTAL	\$ 754,000	\$ -	\$ 5,704,053	\$ -	\$ 1,233,000	\$ -	\$ -	\$ -	\$ -	\$ (7,691,053)	\$ -	\$ -	\$ -	\$ -

FY2016

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
MO1303	\$ 1,164,000									\$ (1,164,000)				\$ -
MO1206		\$ 1,857,600								\$ (1,857,600)				\$ -
MO1306			\$ 1,857,600							\$ (1,857,600)				\$ -
OK1004			\$ 1,396,800							\$ (1,396,800)				\$ -
SP1016	\$ 2,764,200									\$ (2,764,200)				\$ -
SP1021			\$ 800,800							\$ (800,800)				\$ -
SP1110			\$ 1,355,200							\$ (1,355,200)				\$ -
SP1111					\$ 705,000					\$ (705,000)				\$ -
SP1121	\$ 923,200									\$ (923,200)				\$ -
TOTAL	\$ 4,851,400	\$ 1,857,600	\$ 5,410,400	\$ -	\$ 705,000	\$ -	\$ -	\$ -	\$ -	\$ (12,824,400)	\$ -	\$ -	\$ -	\$ -

BOARD OF DIRECTORS AGENDA 02/17/11; ITEM II.C.

Administrative Modification Number Three to the FY 2011-2014 Transportation Improvement Program

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

AGENDA DESCRIPTION:

Staff has made one administrative modification to the FY 2011-2014 Transportation Improvement Program. This modification known as Administrative Modification Number Three, is listed below:

Revision: Moving a project's funds to another Fiscal Year providing that they are not being moved into or out of the first four FY's of a TIP -

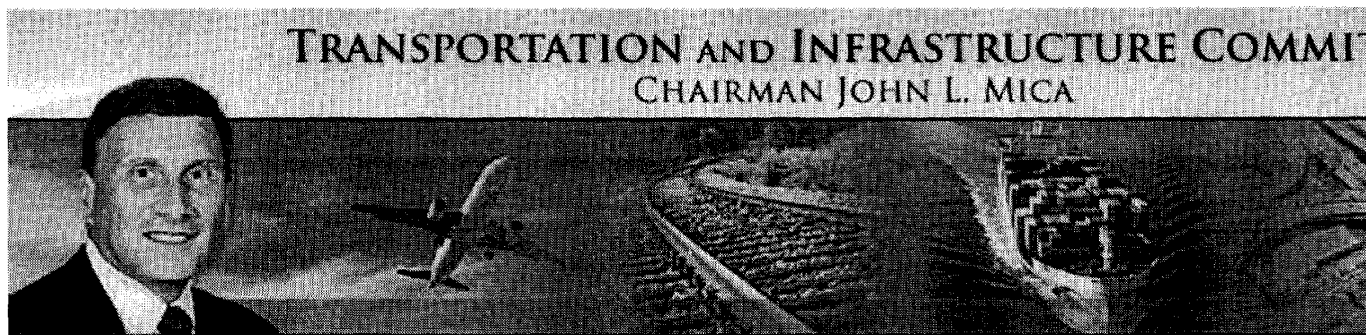
Route M Pavement Improvement - all funding moved from FY2012 and FY2013 to FY2011.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATIONAL ONLY

INFORMATION ITEMS

Attached for Board of Directors member review are various information items regarding transportation in our region, state, and nation. These information items are typically drawn from newspapers, special reports, and mailings received by MPO staff. They are provided for the sole purpose of keeping MPO Board of Directors members apprised of transportation issues currently under review by MPO staff and/or other transportation organizations. The focus is on information that may have a direct impact on the Ozarks Transportation Organization study area.

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THE COMMITTEE](#)[NEWS &
INFORMATION](#)[MULTIMEDIA](#)[HEARINGS &
LEGISLATION](#)**NEWS » PRESS RELEASES****MICA ANNOUNCES MAJOR TRANSPORTATION BILL FIELD HEARINGS & PUBLIC FORUMS**

February 2, 2011

Washington, DC – Transportation and Infrastructure Committee Chairman John L. Mica (R-FL) today announced the locations for a series of national field hearings and public forums on pending major surface transportation legislation.

The nationwide meetings with state and local officials and transportation stakeholders will help inform the Committee's drafting of a long-term reauthorization of the nation's highway, transit, and highway safety programs. The legislation will help improve our transportation infrastructure and promote job creation in the nation's hard-hit construction industry.

The Committee will seek input on how to consolidate and improve the performance of programs, cut government red tape and streamline the project delivery process, increase private sector investment in our infrastructure, identify creative financing alternatives, and other ideas for writing the legislation. The previous multi-year law (SAFETEA- LU) expired in September 2009.

"The best ideas to improve and streamline government programs often come from outside of Washington, and before we draft any legislation these meetings will provide the Committee with valuable insight and information," Mica said.

Chairman Mica, Members of the Committee and other lawmakers will participate in the hearings and meetings, which will begin on February 14, 2011 in West Virginia, home state of the Committee's Ranking Democrat Member Nick J. Rahall. At least a dozen other sessions across numerous states are currently planned for February 17-25, including a joint House-Senate hearing in Los Angeles in cooperation with Senator Barbara Boxer, Chairman of the Senate Environment and Public Works Committee. (Further details regarding meetings will be announced at a later date.)

The Committee will travel to the following communities to gather information for the transportation reauthorization bill:

Beckley, West Virginia; Charleston, West Virginia; the Philadelphia Metropolitan area; Scranton, Pennsylvania; Rochester, New York; Columbus, Ohio; Indianapolis, Indiana; the Chicago Metropolitan area; Vancouver, Washington; Fresno, California; Los Angeles; Oklahoma City, Oklahoma; Jonesboro, Arkansas; the Memphis Metropolitan area.

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EIA: Oil Prices to Average \$99 per Barrel by Late 2012

Crude oil prices are projected to steadily increase over the next two years and will average \$99 per barrel in the fourth quarter of 2012, according to DOE's Energy Information Administration (EIA). The EIA's "Short-Term Energy Outlook," released on January 11, projects a continued tightening of world oil markets over the next two years, with consumption growing by an annual average of 1.5 million barrels per day. At the same time growth in supply from countries that are not members of the Organization of Petroleum Exporting Countries (OPEC) will average less than 0.1 million barrels per day each year. The EIA expects oil markets to rely on OPEC production increases and to draw down inventories to fill the demand gap. As a result, crude oil is expected to average \$93 per barrel in 2011 and \$98 per barrel in 2012, although these figures depend heavily on the rate of economic growth and on the magnitude of OPEC production increases. Crude oil spot prices averaged more than \$89 per barrel in December 2010, about \$5 per barrel higher than the November average.

In the United States, the primary impact of increasing crude oil prices will be on the price of motor fuels. The EIA expects retail prices for regular-grade gasoline to rise from an average of \$2.78 per gallon in 2010 to \$3.17 per gallon in 2011 and \$3.29 per gallon in 2012. Likewise, retail prices for on-highway diesel fuel will rise from \$2.99 per gallon in 2010 to \$3.40 per gallon in 2011 and \$3.52 per gallon in 2012. But because of increased demand, summer prices tend to rise above the average, so the EIA is anticipating that this year's peak monthly average price for gasoline will be reached in July, when it is projected to crest at \$3.27 per gallon. However, the EIA estimates a 7% chance that the retail price of gasoline will exceed \$4 per gallon in July. And although an increased consumption of motor fuels will increase carbon dioxide emissions, projected declines in fossil-fuel consumption for generating electricity are expected to cause energy-related carbon dioxide emissions to decline by 0.6% in 2011. In 2012, projected economic growth will cause a 2.4% increase in energy-related carbon dioxide emissions. See the EIA's "Short-Term Energy Outlook."

The International Energy Agency (IEA) confirms in its latest Oil Market Report that oil markets are indeed following the trends noted by the EIA, namely, that higher oil demand is being met with a drawdown of inventories and greater production from OPEC countries. The IEA notes that OPEC oil production increased by 250,000 barrels per day in December 2010, reaching 29.58 million barrels per day, while inventories in developed countries (those belonging to the Organisation for Economic Co-operation and Development, or OECD) dropped by 8.3 million barrels in November 2010, reaching 2,742 million barrels. See the highlights from the report on the IEA's Oil Market Report Web site.

URBAN MOBILITY REPORT**Media Information**

Press Release

Answers to Many of Your Questions

Glossary

Photographs

Report and Appendices

Summary Tables – Levels and Trends

Congestion Data for Your City

How We Got The Numbers

What is Being Done About Congestion

MMUT Research Project

Press Release**FOR RELEASE:**12:01 a.m. CDT,
Thursday, January 20, 2011**For more information:**Rick Davenport
(979) 862-3763
<http://mobility.tamu.edu>**Economic recovery bringing renewed congestion growth**

The recession has helped some of us forget about our national traffic problem, but the recovery should help us remember it.

The 2010 Urban Mobility Report, published by the Texas Transportation Institute at Texas A&M University, paints the most accurate picture yet of traffic congestion in the 439 U.S. urban areas.

Thanks to the wealth of speed data provided by INRIX, a leading private-sector provider of travel time information, the current report offers a greatly enhanced picture of congestion on a city-by-city basis.

"This *Urban Mobility Report* begins an exciting new era for comprehensive national congestion measurement," noted researcher Tim Lomax. "By combining the traffic speed data from INRIX with the traffic volume data from the states, we are now able to provide a much better and more detailed picture of the problems facing urban travelers."

After two years of slight declines in overall traffic congestion – attributable to the economic downturn and high fuel prices – leading indicators suggest that as the economy rebounds, traffic problems are doing the same. While 2008 was the best year for commuters in at least a decade, the problem again began to grow in 2009.

Highlights from the research illustrate the effects of the nation's traffic problems:

- Congestion costs continue to rise: measured in constant 2009 dollars, the cost of congestion has risen from \$24 billion in 1982 to \$115 billion in 2009.
- The total amount of wasted fuel in 2009 topped 3.9 billion gallons – equal to 130 days of flow in the Alaska Pipeline.
- Cost to the average commuter: \$808 in 2009, compared to an inflation-adjusted \$351 in 1982.
- Yearly peak delay for the average commuter was 34 hours in 2009, up from 14 hours in 1982.

"We have a great deal more confidence in the numbers we now have for the chaotic years of 2007, 2008 & 2009," researcher Shawn Turner said. "Thanks to technology, we are using data that simply could not have been gathered a few years ago."

The methodology used to calculate congestion has been improved more than a dozen times since the Urban Mobility Report was first published in 1984, but the changes made possible by access to hour-by-hour speed data are the most significant improvement yet, researchers say.

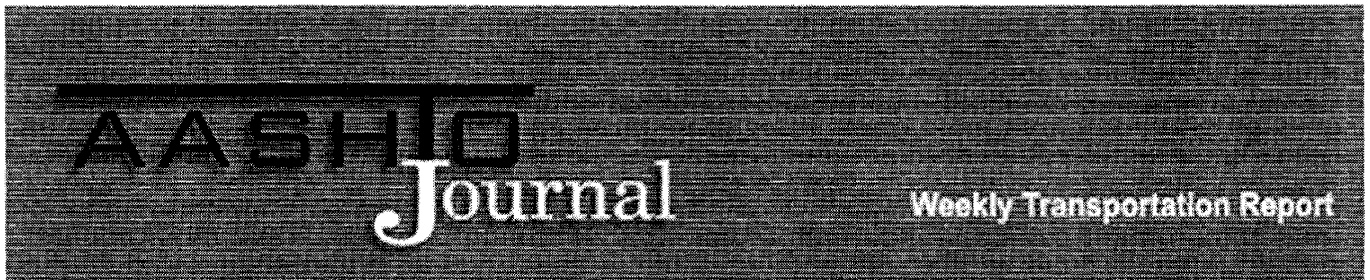
"This year's report is a remarkable game changer," researcher David Schrank explained. "The new data address the biggest shortcoming of previous reports. The data show conditions for every day of the year and include the effect of weather problems, traffic crashes, special events, holidays, work zones and other factors directly impacting traffic flow."

As a result of the new data, a revised congestion trend has been constructed for each urban region from 1982 to 2009. Eleven new urban regions have been added, including San Juan, Puerto Rico. Finally, three new measures of congestion are calculated for the 2010 report: delay per auto commuter, delay per non-peak traveler, and a Commuter Stress Index (CSI), which is calculated for the worst direction in each peak period to show the time penalty to those who travel in the peak direction.

The congestion reduction benefits of two significant solutions are discussed—public transportation and roadway operations. Without public transportation services, travelers would have suffered an additional 785 million hours of delay and consumed 640 million more gallons of fuel—a savings of \$19 billion in congestion costs. Roadway operational treatments save travelers 320 million hours of delay and 265 million gallons of fuel for a congestion cost savings of \$8 billion.

Researchers recommend a balanced and diversified approach to reducing traffic congestion – one that focuses on more of everything. Their strategies include:

- Get as much use as possible out of the transportation system we have.
- Add roadway and public transportation capacity in the places where it is needed most.
- Change our patterns, employing ideas like ridesharing and flexible work times to avoid traditional "rush hours."
- Provide more choices, such as alternate routes, telecommuting and toll lanes for faster and more reliable



February 4, 2011

Census Data Shows Fewer Americans Riding to Work Together

The percentage of workers who carpool has dropped by almost half since 1980, the first time the U.S. Census Bureau started systematically tracking the numbers, according to new data released by the bureau.

This sharp decline in ridesharing has confounded efforts by urban planners, who over the years have tried to encourage the practice by setting aside highway lanes for carpoolers as well as offering incentives such as discounted parking, The New York Times reported.

Carpool advocates note the recent increase in social-networking tools makes it easier than ever to identify potential ridesharing mates. Yet the national carpooling rate continues to fall. The Census Bureau reported it is now below 12% of all commuters.

The drop has occurred in cities across the country. For example, the carpooling rate fell by more than half since 1980 in the Rochester, New York, metropolitan area as well as in Worcester County, Massachusetts and in the suburbs of Kansas City, Missouri. In San Diego County, California, the rate was down by more than a third.

In the fast-growing suburbs of Washington, the number of people driving alone has more than doubled since 1980. That is a sharp contrast from a generation ago, when Washington had one of the highest carpooling rates in the nation, with one person carpooling for every two driving to work alone. Today, for every one carpooler, there are six solo drivers.

This trend crawls to life every weekday morning before dawn, when a stretch of Interstate 95 in northern Virginia turns into a river of headlights moving so slowly that drivers need to allow up to two hours to cover a 30-mile trip.

The population of the Washington suburbs has exploded in recent years, up by more than 60% since 1980. Still, the congestion has not served as an impetus for carpoolers, whose numbers, as a portion of all drivers, have fallen.

Some state transportation departments are looking for new ways to encourage and incentivize carpooling. For example, the Washington State Department of Transportation recently announced a pilot project with a private company to pay commuters to give rides to strangers across a Seattle-area bridge. (see related story)

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

Beyond SAFETEA-LU – More TDM in the Mix

By Georgia Gann

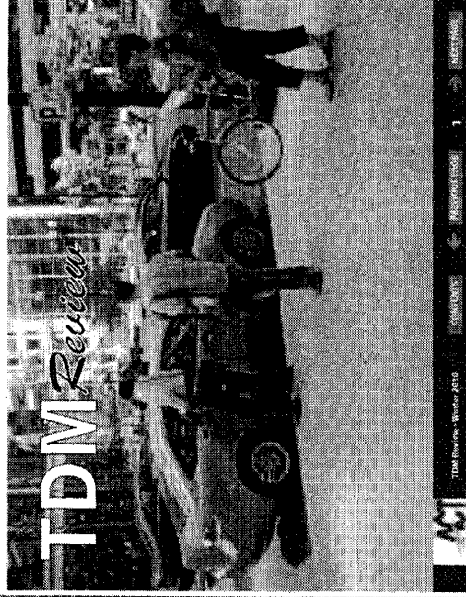
The law directing federal surface transportation programs and policies (SAFETEA-LU) expired in September 2009. In the absence of a new transportation authorization, SAFETEA-LU has been extended several times. Legislation introduced last year in the House sets broad goals for congestion relief, community livability, and performance-based measures, but lacks a funding mechanism to pay for the \$450 billion bill. Both the Senate and the Administration are currently crafting their surface transportation authorization legislative proposals—debating federal transportation objectives, policy goals, and drafting legislative language. Without active movement on developing policy principles and legislative language, there is little chance that a comprehensive six-year authorization bill will be passed by the time the current extension of SAFETEA-LU expires on December 31st, 2010. An even larger obstacle to passage of a long-term authorization is the absence of an agreed-upon funding mechanism that would pay for the comprehensive bill. Both Congress and the Administration are hesitant to impose a gas tax increase, and other funding strategies have yet to gain sufficient support. Inaction would result in a fifth extension of the current law.

In June 2009, the House narrowly passed a broad energy and climate change bill with

a cap-and-trade provision. Soon after, a number of Democratic Senators produced an outlines of various bills, with changes aimed at attracting Republican support. The proposed legislation included provisions aimed at reducing greenhouse gas emissions from the transportation sector broadly through increasing transportation options and improving overall transportation efficiency. Specifically, these measures include a focus on transportation demand management (TDM) and increased usage of intelligent transportation systems (ITS) technologies. However, the effort to pass comprehensive energy and climate change legislation stalled amid competing priorities, such as health care and financial regulation. Late last month Congress shelved comprehensive legislation and instead offered a narrower energy bill to respond to the Gulf oil spill.

Although enactment of comprehensive transportation and energy and climate bills has been indefinitely postponed, draft legislation indicates broad policy objectives that include goals of reducing greenhouse gas emissions, decreasing congestion, and improving mobility. Congress, the Obama Administration, and transportation and environmental stakeholders have focused on transportation efficiency as one of the means for achieving these policy objectives. In coordination with TDM, infrastructure, and planning policies, ITS is increasing in importance as an alternative to improve transportation efficiency. Not only

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is there a push for extended deployment of established ITS methods of traffic flow maintenance through increased use of traffic signal control, container management systems, variable message signs etc., there is an increased recognition that not only do these systems need to be deployed but the information and data they produce need to be better disseminated to the commuting public by working with employers, developers and utilizing social media. As such new technologies are expanding and being applied outside traditional realms.

For example, the recently introduced Carpool Equity Act combines aspects of TDM with ITS to promote mobility options, decrease

congestion, and reduce emissions through encouraging carpooling as an alternative to driving alone to work. The Carpool Equity Act (HR 5129), sponsored by Congressman Hodes from New Hampshire, expands the transit portion of the transportation fringe benefit to include carpooling. Transit fringe benefits include a subsidized or pre-tax benefit offered by employers to their employees that can be applied to transit, vanpool, or bicycling costs incurred on their commute to and from work. By providing a monetary incentive, this legislation encourages carpooling to work. When the transit fringe benefit was originally written, technology was unavailable to provide accurate payment

records and substantiation for those who carpool. However, with advances in technology employers can verify when employees carpool and identify and quantify specific costs for reimbursement. The Carpool Equity Act is an example of the expanded role of TDM and ITS in addressing broad policy objectives through improving transportation efficiency.

ACT and the Public Policy Council are working with Congress and the Obama Administration to provide guidance, technical assistance and other support.

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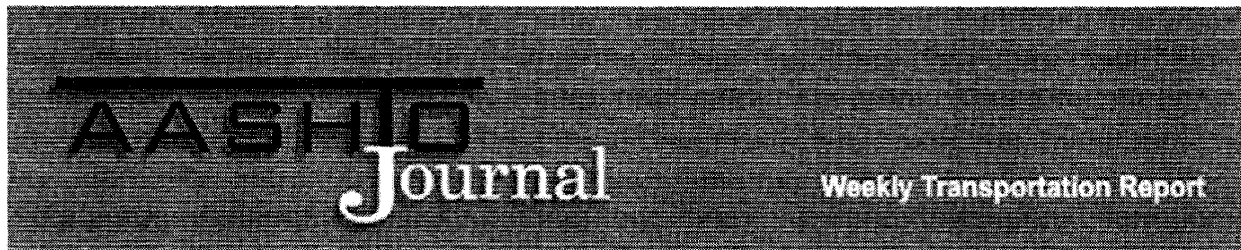


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January 14, 2011

Study: Regions with Large Job Centers & Transit Make Best Corridors

A new study released Tuesday by America 2050 identifies the high-speed-rail corridors with the greatest potential to attract ridership in each of the nation's "megaregions" -- networks of metropolitan areas that collectively contain more than 70% of U.S. population and jobs.

Corridors connecting populous regions with large job centers, rail transit networks, and existing air travel markets scored best in the report by America 2050, a national urban planning advocacy group.

The study also recommends that the federal government adopt a more systematic approach to evaluating future investment in high-speed rail.

"America 2050 strongly believes that investments in high-speed rail will be essential to the long-term economic success and mobility of the nation and its megaregions," Robert Yaro, president of Regional Plan Association and co-chair of America 2050, said in a statement. "The report recommends, however, that the federal government adopt a data-driven, ridership-based approach to choosing rail corridors for federal investment in the future in order to direct funding toward projects with the greatest market demand."

The study, "High-Speed Rail in America," cites ridership potential as the top factor in determining if a corridor is suitable for investment, identifies the specific conditions that generate ridership demand, and scores each corridor according to strength in those areas.

Top-performing corridors determined to have the greatest potential demand for high-speed-rail ridership include New York-Washington, Chicago-Milwaukee, Los Angeles-San Diego, Tampa (via Orlando) to Miami, Dallas-Houston, Atlanta-Birmingham, Portland-Seattle, and Denver-Pueblo.

Scoring was based on factors that have contributed to rail ridership in other systems around the world: regional and city population size and density, employment concentrations, rail transit accessibility, air travel markets, and the composition of job markets by sector.

Based on the analysis, the report proposes that the federal government adopt a similar approach to evaluating and prioritizing future investments based on the greatest potential ridership demand. It also calls for a new nationwide study of long-distance travel in America, the majority of which takes place by automobile. The last nationwide study of this kind was completed in 1995 and is outdated, according to America 2050.

The report acknowledges that while ridership is an important factor in selecting potential rail investments, it is not the only consideration. American 2050 contends the federal government must also weigh factors such as project readiness, ability to acquire rights of way, and local political support for rail projects.

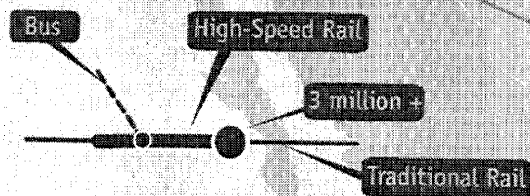
The report is a follow-up study to America 2050's 2009 report, "Where High-Speed Rail Works Best," which analyzed 27,000 potential corridors or "city pairs" and ranked them according to a weighted average of the six survey criteria, but did not consider the alignment of the corridors or the cities between each pairing. This new report refines the 2009 analysis by accounting for the network benefits of having multiple stations along a corridor.

A key advantage of rail over air is that it can make intermediate stops and pick up additional passengers without expending the time or fuel that would be required of airplanes to make stops.

"Now that the initial rush of high-speed rail stimulus grants have been awarded to regions such as California, Florida, and the Midwest, it's time to build the foundation for a program that will have long-term sustainability and gain public support," said Petra Todorovich, director of America 2050. Collecting data on long-distance travel and identifying the most promising markets for high-speed rail is essential to ensuring our money is well spent."

The 56-page report, an executive summary, interactive maps, and more information are available at bit.ly/Am2050HSR. AASHTO's high-speed-rail information center is available at www.highspeed-rail.org.

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



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When complete, this high-speed intercity passenger rail network will be an important part of a larger comprehensive passenger network, which includes air travel, intercity rail and bus services. An emphasis on coordinating these services and enhancing links between intercity, regional, and local networks will leverage the government's investments, maximize ridership, and enhance mobility options for the 440 million Americans that will inhabit the country by mid century.

Hover over megaregions to learn about regional demography and economy.