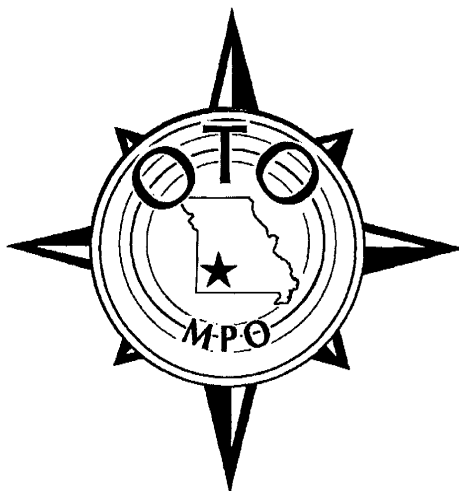


Ozarks Transportation Organization



October 21, 2010

Board of Directors Meeting

Busch Municipal Building, Fourth Floor

840 Boonville, Springfield, MO

12:00 – 1:00 PM



**Board of Directors Meeting Agenda, October 21, 2010
Busch Municipal Building Fourth Floor Conference Room**

Call to OrderNOON

I. Administration

A. Introductions

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

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

**C. Approval of the August 19, 2010 Meeting Minutes Tab 1
(2 minutes/Coonrod)**

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

**D. Public Comment Period
(5 minutes/Coonrod)**

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

**E. Interim Executive Director's Report
(5 minutes/Edwards)**

Sara Edwards will provide a review of the OTO staff activities since the August 19, 2010 Board of Directors meeting.

II. New Business

**A. Ratify the Actions of the Executive Committee Tab 2
(5 minutes/Edwards)**

The Executive Committee met in September, prior to the departure of the Executive Director to authorize necessary items to proceed in the absence of a Director.

**BOARD OF DIRECTORS ACTION REQUESTED TO RATIFY THE
ACTIONS OF THE EXECUTIVE COMMITTEE**

- B. Listing of Administrative Modifications to the FY 2011-2014 Transportation Improvement Program..... Tab 3**
(5 minutes/Edwards)
There are 7 Administrative Modifications to the Transportation Improvement Program that have been made. Please see attached items for more information.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- C. Enhancement Funding Handbook and Application..... Tab 4**
(5 minutes/Edwards)
The Enhancement Funding Handbook has been revised by the Enhancement Subcommittee for the upcoming round of enhancement funding. The revised handbook is attached.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE 2010
ENHANCEMENT FUNDING HANDBOOK AND APPLICATION**

- D. MoDOT Cost Share Application Prioritization Process Tab 5**
(5 minutes/Miller)
OTO is being requested to approve the Cost Share Application Prioritization Process that MoDOT District 8 is using to prioritize the cost share applications from the OTO area.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE
MODOT DISTRICT 8 COST SHARE APPLICATION PRIORITIZATION
PROCESS**

- E. OTO Appointment of a Nominating Committee Tab 6**
(5 Minutes/Edwards)
OTO staff is recommending the appointment of a nominating committee to nominate a slate of officers for the 2011 calendar year.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPOINT A
NOMINATING COMMITTEE**

III. Other Business

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

IV. Adjournment

Targeted for **1:00 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, December 16, 2010 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

Attachments

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

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Sharon Davis al teléfono (417) 836-5442, cuando menos 48 horas antes de la junta.

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

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

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

MEETING MINUTES

Attached for Board of Directors member review are the minutes from the August 19, 2010 Board of Directors meeting. Please review these minutes prior to our meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

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

OZARKS TRANSPORTATION ORGANIZATION BOARD OF DIRECTORS MEETING MINUTES

August 19, 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	Mr. Jim Huntsinger, City of Republic
Mr. Shawn Billings, City of Battlefield (a)	Mr. Bradley Jackson, City of Ozark
Mr. Dan Chiles, City of Springfield (a)	Mr. Kirk Juranas, MoDOT
Mr. Jerry Compton, City of Springfield	Ms. Lisa Officer, City Utilities
Mr. David Coonrod, Greene County – Chair	Mr. Ralph Rognstad, City of Springfield
Mr. Tom Finnie, Citizen-at-Large	Mr. Bob Scheid, Airport Board
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Tom Vicat, City of Strafford (a)
Mr. John Grubaugh, Christian County – Vice-Chair	

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

The following members were not present:

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

Others present were: Mr. Tim Conklin, Ms. Sara Edwards, Ms. Natasha Longpine, Ms. Sharon Davis, Ozarks Transportation Organization; Ralph Rognstad, City of Springfield; Stacy Burks, Senator Christopher Bond's Office; David Rauch, Senator Claire McCaskill's Office; Mr. Frank Miller, MoDOT

Mr. Coonrod called the meeting to order at 12:00 P.M.

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Harold Bengsch made a motion to approve the August 19, 2010 Agenda as presented. Howard Fisk seconded and the agenda was approved unanimously.

C. Approval of June 17, 2010 Meeting Minutes

A correction was made to show that David Coonrod was present at the June 17, 2010 Board meeting. Jim Huntsinger moved to approve the June 17, 2010 minutes as amended. John Grubaugh seconded and the minutes were approved unanimously as modified.

D. Public Comment Period

None.

E. Executive Director's Report

Tim Conklin updated the Board of Directors on staff activities since the previous Board meeting. Staff continued to provide support in completing work with the Springfield Strategic Planning Committee for Transportation. The project is being monitored completely by the City of Springfield and will be incorporated into OTO's Long Range Transportation Plan.

Tim thanked all jurisdictions for paying their membership dues for FY 2010 – 2011. OTO is continuing to use in-kind match with MoDOT to help build up the OTO operational fund balance.

OTO met with several agencies regarding TIP projects which will be potentially approved in today's meeting.

Tim Conklin signed the engagement letter with CPA, Cinda Rogers, to perform the annual audit for FY 2009 – 2010, which will begin within a couple of months.

OTO has an RFP out for visualization graphics to be incorporated into the Long Range Transportation Plan. The Unified Planning Work Program budgeted \$5,000 for these services.

Debbie Parks, OTO Office Coordinator, resigned at the beginning of July. OTO advertised the position, conducted interviews and replaced Ms. Parks with Ms. Sharon Davis at the beginning of August.

OTO has been working on the Tiger II grant which needs to be submitted by Monday, August 23, 2010 at 4:00 p.m. through Grants.gov. The DOT has been authorized to award \$600 million in Tiger II Discretionary Grants.

The MoDOT Cost Share Committee has approved the Chestnut Expressway at grade rail separation cost share for 2015. MoDOT also advised OTO of \$1.6 million available for enhancement funding. OTO is currently working with the TPC to review the criteria for awarding those funds. MoDOT is working closely with OTO to establish a timeline to make sure those funds are programmed and obligated in a very short time frame.

EPA will announce the new ozone level, between 60 to 70 ppb by the end of August. In talking with MDNR, Springfield has an ozone level less than 70 ppb. The current level for the area is 69 ppb. MDNR will use the 2010 data to determine the ozone levels. EPA will also be announcing the implementation rule, though the announcements may not be made together. MDNR has been responsible in the past to run the MOVES model. They are also responsible for the SIP in this area. Staff attended training concerning transportation conformity last December in Kansas City. EPA has invited OTO staff to attend training on their air quality model, MOVES, in September. MDNR also plans to host an informational meeting the first part of September in Springfield. Based on the EPA announcement, this region could potentially become a non-attainment area.

On the federal level, there is still a lot of discussion on surface transportation reauthorization and how to pay for it. The current continuing resolution is valid through December 31, 2010.

In the questions presented to Mr. Conklin after his executive report, Jerry Compton wanted to thank staff for their help with the strategic planning as well as keeping on track with the minutes and so forth.

Lisa Officer asked Tim to report on the Executive Committee meeting. A meeting was held with four members present to discuss three items.

The first item was discussion on defining what “100 percent vote of the membership” meant. The Executive Committee decided this didn’t require further explanation.

The second item was to determine when staff should accept a jurisdiction request to study an issue. Staff is currently reviewing criteria and will bring this back for further discussion.

The third item was further discussion on a partnership between OTO and SMOG. A 2001 study shows how the organizations could share resources. Mr. Conklin provided this study and information on OTO’s transition to an independent organization to SMOG. SMOG will continue to discuss the issue and the OTO Board will be kept informed.

II. New Business

A. Approval of the FY 2011-2014 Transportation Improvement Program

Ms. Edwards presented an overview of the FY 2011-2014 TIP. Ms. Edwards stated that on an annual basis, the MPO’s staff develops a four-year Transportation Improvement

Program (TIP) document that provides details on proposed transportation which includes actual cost, fund sources, and expected project phasing over each of the four-year time frame for the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process. Letters were sent in April requesting projects with a project submittal deadline of May 1. The subcommittee met on June 9, 2010 and unanimously recommended the TIP for full Technical Committee review and forwarding to the OTO Board of Directors. The Technical Planning Committee met on July 22, 2010 and unanimously recommended approval of the FY 2011-2014 Transportation Improvement Program.

The TIP is not a wish list, rather it must be fiscally constrained. Transportation Projects using Federal or State funds within the OTO area to complete approved projects. The projects listed below are utilizing previously awarded funding. Currently there is \$2.5 million in total projects programmed. There is also \$1.7 million made available for continuing resolution.

The breakdown for the FY 2011-2014 TIP:

Ms. Edwards made a presentation to the Board of Directors on the FY 2011-2014 TIP. The TIP is smaller than in prior years. It is divided into sections by mode, then acronyms, then process. It is a four-year improvement program, in which any project with state or federal funding is required to be included and it must be fiscally constrained. The Enhancement projects listed are utilizing previously awarded funding and total \$2.5 million.

The Roads section mostly contains ITS, Safety, Maintenance, and Scoping projects. Ms. Edwards outlined several of these projects. Greene County is purchasing right-of-way for NN and J. Nixa has programmed funding for Main Street, Gregg and 14, and Northview Road. Projects from the Springfield area include James River Freeway and Campbell, Chestnut and 65, the US 65 Sound Walls, Chestnut and Sherman, and the Eastgate Relocation.

Transit includes programming for Human Service Vehicles and several City Utilities projects. CU has programmed \$9.7 million, \$2 million of which is federal, for fixed route and paratransit operations and maintenance. CU is requesting funding to purchase replacement buses at \$10 million. Also programmed are the transfer station and the maintenance campus extension. MSU has requested discretionary funding for IDEA Commons and the JQH transit way, while OATS has programmed maintenance funding for vehicle replacements and \$3.4 million for an operations facility.

Ms. Edwards next reviewed the financial constraint portion of the TIP. The total available funding was over \$135 million. Programmed funding, including Operation and

Maintenance, Suballocated, and Earmarks/Costshares, totaled \$64.5 million, leaving \$10 million unprogrammed.

Public comment for the TIP was solicited through a notice in the News-Leader for a 45 day public comment period. Copies of the TIP were available at the OTO offices, the Library Center, and CU Transit. FHWA should approve the TIP by September 30.

Mr. Kirk Juranas commented the US 65 sound walls. There is \$5.1 million appropriated for this project, which will be widening 8 miles, 4 miles of which are sound walls. The apartments did not elect to have sound walls.

Ms. Sara Edwards addressed funding one to two vehicles for human service agencies with funding allocated by the state.

Mr. Dan Chiles questioned the use of the 10 million leftover. Ms. Edwards responded that this is a reserve for a project going over cost, or paving and bridge projects not programmed in out years.

Tom Finnie made a motion to accept the FY2011-2014 TIP as presented and Jim Huntsinger seconded. The motion passed unanimously.

B. MoDOT's Transportation Investment Scenario –Transit

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

The TPC and Board of Directors adopted the OTO Priority Projects submitted to MoDOT for transit improvements and enhancements which include the following amounts for OTO projects:

Annual program to sustain and expand transit service in OTO	\$14,450,000
Various bicycle and pedestrian enhancement projects in OTO	\$10,000,000
Additional bicycle and pedestrian enhancements – Priority Projects	<u>\$15,550,000</u>
Total	\$40,000,000

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

The City Utility Transit developed a program of how the money would be spent.

The first scenario is based on 10% state investment of \$15,745,848. The City Utility Transit would have a Fixed Route Bus Replacement. The Bus Replacement would include a voice annunciation system, real-time passenger information and would maintain the campus expansion-Boonville expansion. The funding of scenario one is \$1,528,000 annually for ten years.

The second scenario is based on 15% state investment of \$23,521,378. Scenario two would be based on scenario one with the addition of a Bus Rapid Transit to include five BRT buses. The cost of scenario two is \$2,283,000 annually for ten years.

The third scenario is based on 20% state investment of \$31,296,907. Scenario three would be based on scenario two with the addition of BRT Bus Stations, Center City Shuttle to include two trolley style buses, operating cost associated with the BRT bus stations and City Shuttle. Scenario three would also include increased headways for the fixed routes.

Mr. Dan Chiles asked about the fuel type for the buses. Mr. Tim Conklin responded saying at this point that has not been fully discussed.

OTO looked to CU for help in prioritizing how this money should be spent. Mr. Tim Conklin stated he realizes and understands that OTO does have goals set in place for the region of looking how to expand transit beyond the City of Springfield; however OTO does not have any dedicated revenue source to operate that at this time. The best approach was to review the current needs of the fixed route transit provider and see how to best improve on what is available at this time. Staff and CU felt this was the best scenario to present to MoDOT for review on improving our current transit system development.

OTO has also talked long term about creating a Regional Transit Authority or some kind of Transportation District to look for additional revenues to expand the current transit service. For any expansion, local and county jurisdictions would have to provide some kind of financing mechanism. Transit funding currently relies on CU electric and gas rates and requires about \$8 million to operate.

Ms. Lisa Officer questioned if a fuel tax was to be used for funding and would it be presented as a state vote? Mr. Kirk Juranas stated MoDOT is currently working with the Missouri Transportation Alliance, a privately funded organization, who is looking to survey the public for their input to see what the popular mix of funds (whether it be sales tax, fuel tax, or user tax based on miles traveled) would be to create a unified balance of need and want from the public. MTA believes the only way to move this forward is an initiative petition.

Mr. Dan Chiles had two questions. Where is work on redesign of CU's bus system? Is that continuing? Mr. Conklin responded that OTO has budgeted \$70,000 for a route

study in this FY 2010-2011 Unified Planning Work Program. Staff is working with Carol Cruise to develop the RFP.

Mr. Dan Chiles mentioned that not everyone has access to a vehicle, but help contribute to sales taxes which help pay for roads. He wondered if other modes had been taken into consideration. Mr. Conklin stated that MTA understands the need to include other modes of transportation for this to be passed. They appreciate how St. Louis used education and project lists to pass their Metro tax. They will be evaluating how much revenue can be raised and how the public would like to see the money spent.

Tom Finnie responded by saying it is a real concern for this group as evidenced by OTO's BPAC and Transit subcommittees.

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

Howard Fisk made a motion to accept the proposed scenarios as presented and Tom Finnie seconded. The motion passed unanimously.

C. Review and Endorsement of the OTO TIGER II Projects

OTO is an eligible applicant for the TIGER II grant. Staff has been working diligently with MoDOT, the City of Springfield, and the City of Willard to package a \$10 million grant. Separately each jurisdiction could not move forward on the projects, because of the minimum required grant size.

There are four projects in the proposal. A minimum 20 percent match must be provided by project sponsors. One project is the BNSF West wye, and it is supported by Springfield City Council. The City of Springfield will match 20 percent of funding for this project. The City of Springfield has already received a \$500K grant to begin this project.

The second project is to work with MoDOT to leverage funds for the Sherman redesign and Chestnut paving, installing adaptive signal technology at 21 intersections, creating a green tunnel (Smart Signal) from US 65 to College, plus adding enhancements from National to Grant to connect the Universities and area businesses through sidewalks and lighting.

The third project is the construction of bike and pedestrian improvements as well as signalization at the US 160 and Hunt Lane.

The final project is the Link which connects the greenway system through the center area, including a multi-use trail under Chestnut Expressway viaduct.

OTO met the pre-approval deadline in July. OTO will submit the final grant application on Monday, August 23 by the deadline at 4:00 p.m. if approved by Board of Directors. Mr. Tim Conklin thanked MoDOT for their assistance in preparing the grant application. The TPC recommended unanimously for OTO to apply for the TIGER II grant as presented.

Ms. Lisa Officer made a motion to endorse and certify the TIGER II Grant Proposal as presented and Harold Bengsch seconded. The motion passed unanimously.

D. Financial Statements for 4th Quarter – Fiscal Year 2010

Ms. Lisa Officer presented the 4th Quarter Financial Statement for FY 2010. She addressed that not much has changed since year end in June 30, 2010. As of June 30, 2010, OTO had a bank balance of about \$73,000. OTO ended FY 2010 with \$616,000 income; salaries were at about \$34,000 under budget, total expenses of about \$400,000, resulting in 10 percent under the projected budget figures.

Ms. Lisa Officer thanked those jurisdictions who paid their dues early as it helped with cash flow.

Mr. John Grubaugh made a motion to accept the Financial Statement as presented and Tom Finnie seconded. The motion passed unanimously.

E. STP-Urban Balance July 2010 Report

Ms. Sara Edwards provided an update on the STP-Urban Balance Report. Each year OTO is allocated STP-Urban funds through MoDOT in the amount of approximately \$4.2 million. MoDOT has a policy that does not allow more than three years of this STP-Urban allocation to accrue due to requirements by FHWA. If a balance greater than 3 years accrues, funds will expire and will be placed in other areas. OTO currently has an unobligated balance of \$13,600,544. MoDOT allows a maximum unobligated balance of \$12,780,045. After the MoDOT Cost Share projects of \$4.2 million were deducted, the balance is \$9,320,435, well within the allowed balance of unobligated funds. However, this does not protect the funding from a federal rescission.

Ms. Lisa Officer asked if the Board needed to talk with member jurisdictions about getting the funding obligated. Ms. Edwards responded that Staff and MoDOT work closely with the jurisdictions to monitor the funding and project progress.

Mr. Harold Bengsch expressed concern about money reserved for statewide cost sharing. He pointed out that money approved for cost sharing does not mean it has been obligated for Federal purposes. Mr. Juranas stated that a new reauthorization bill would manage their risks. One way to reduce this risk would be to use State Infrastructure Bank funds now, which would be repaid with the Economic Development cost share funds in 2015, once available. The public would be paying three to four percent interest to accelerate

the cost-share funds. The next deadline to meet with MoDOT funds lapse policy is September 30, 2010.

III. Other Business

A. Board of Director Member Announcements

Mr. Dan Chiles announced the City of Springfield Mayor, Jim O'Neal, has appointed a finance administrative panel to look into electric car infrastructure. The federal government is currently providing a \$7,500 incentive toward the purchase of an electric vehicle. The options available to re-charge the vehicle are an issue. The makers of the electric cars will not make the cars available without the area making a minimal investment to provide drivers with charging options. The finance administrative committee will evaluate the associated cost to put this infrastructure into place. Mr. Chiles asked if OTO will have an interest in the discussions. Mr. Conklin stated that CU requested that OTO include this item on the next Fleet Management subcommittee meeting agenda. The Fleet Management subcommittee will also be reviewing the ozone levels within Springfield region, as well as information-sharing concerning electric, CNG, fueling stations and other activities available in this region.

There will be a ribbon cutting Friday, August 27, 2010 at 10:00 a.m. for the diverging diamond interchange on National and James River Freeway (on the Westside of the tunnel). This intersection has been very successful. The diverging diamond located at Kansas and I-44 won the Mississippi Valley AASHTO Award. It has been selected for a vote of People's Choice Award. It is a national award given for the innovative construction of a small project.

IV. Adjournment

Mr. Coonrod adjourned the meeting at 1:58 p.m.

BOARD OF DIRECTORS AGENDA 10/21/10; ITEM II.A.

Ratify the Actions Executive Committee Action

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Executive Committee met on September 10, 2010 in order to act quickly so that the Ozarks Transportation Organization could continue day-to-day operation in the absence of an Executive Director and to begin the process to fill the vacant position.

The following actions were taken and require ratification by the full Board of Directors.

- Sara Edwards was appointed as Interim Executive Director and authorized a 10% salary increase for added duties effective September 27, 2010.
- A Search Committee was created to be reviewed by the full Board. The Search Committee is proposed to be comprised of:
 - Mr. Pat Lloyd, City of Willard Alderman
 - Mr. Dan Smith, Greene County Highway Administrator
 - Mr. Kirk Juranas, MoDOT District Engineer
 - Mr. Jerry Compton, City of Springfield Councilman
 - Mr. Steve Childers, City of Ozark City Manager
 - Mr. Jim Huntsinger, City of Republic Alderman
 - Mr. Jim Bresee, Christian County Representative
 - Ms. Carol Cruise, City Utilities Transit Manager
- Ms. Edwards was given check signing authority and her purchasing card limit was increased from \$2,500 to \$5,000.
- A job ad was authorized to be placed with the Association of MPOs, American Planning Association and Institute of Traffic Engineers, with a salary range of \$71,000 to \$90,000, and required qualifications were set at 10 years of progressive responsibility with four years of management experience.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to ratify the actions of the Executive Committee at the September 10, 2010 meeting.”

OR

“Move to ratify the actions of the Executive Committee at the September 10, 2010 meeting with the following proposed additions.....”

Ozarks Transportation Organization - Executive Director

Salary range: \$71,000 to \$90,000 annually, DOQ.

Located in Springfield, Missouri, the Ozarks Transportation Organization (OTO) is the Metropolitan Planning Organization (MPO) serving Greene and Christian Counties in Southwest Missouri. The City of Springfield, with a population of 160,000, is the third largest city in Missouri and is the central city in a metropolitan statistical area of over 430,000 people. The MPO became a Transportation Management Area (TMA) after the 2000 Census, when its urbanized area exceeded a population of 200,000. In 2002 the MPO expanded its boundaries and hired its first independent Executive Director. The organization transitioned from the City of Springfield to become an independent stand alone agency in 2008. The Ozarks Transportation Organization currently has four full time employees and an annual budget of approximately \$650,000. The OTO offices are located in downtown Springfield.

The MPO structure includes a seventeen member Board of Directors and a twenty-five member Technical Committee. The Executive Director will be hired by the OTO Board of Directors.

The area has had consistent growth over the past 20 years with no indication of change in the future. Springfield is the regional medical and retail center with 5 hospitals and several million square feet of regional shopping. In addition, Springfield serves as a center for higher education with a student population of over 30,000. The local public school system routinely ranks among the top in the state with respect to test scores. Nearby National Forests provide hiking, climbing and other outdoor activities year-round, and several thousand miles of Lake Shoreline within 1 hour of Springfield provide ample opportunity for fishing and water sports. Spectator and participatory sports abound with Division I teams at Missouri State University, national softball tournaments, a professional tennis team, 15 area golf courses, extensive youth soccer, baseball, and basketball programs. Planning and development of a 100-mile greenway system is underway and is receiving strong support from the public and private sectors. A nationally recognized art museum, several theater companies, ballet, opera, and an active community arts council round out the numerous benefits and opportunities available in the Springfield area.

Community web site: <http://www.springfieldmo.org>

Minimum qualifications include a Bachelor's Degree in urban planning or related field plus ten (10) years of progressively responsible professional experience in transportation planning for a local government, MPO, state or federal transportation agency. A minimum of four (4) years of management experience is requested. Experience is required in project administration and implementation, supervision of staff and meeting facilitation with demonstrated skill in effective communication, and interpersonal relations. A Master's Degree may be substituted for 2 years of required experience. AICP certification and transportation conformity experience is preferred.

Applications may be reviewed for qualifications beyond the minimum. The recruitment for this position is Open Until Filled but may close at any time without prior notice. Resumes received by 5:00 p.m. Central Standard Time on October 13, 2010, will definitely be considered.

This is an exciting opportunity for a candidate with strong executive-level management skills, experience in meeting facilitation, negotiation expertise, and political savvy.

Send resume and transcript to: Ozark Transportation Organization, Re: MPO Executive Director Position, 117 Park Central Square, Suite 107, Springfield, MO 65806 or send a resume, as attached text, via e-mail to: staff@ozarkstransportation.org or FAX resume to 417-862-6013. EOE/AA/M/F/V/D. For further information contact Sara Edwards at 417-836-5543, or access www.ozarkstransportation.org.

OTO Executive Committee Minutes

Friday, September 10, 2010, Noon
Greene County Commission's office
933 N. Robberson
Springfield, Missouri 65806

Members Present:

Mr. Dave Coonrod; Greene County Commissioner
Ms. Lisa Officer; City Utilities
Mr. Aaron Kruse; City of Battlefield, Mayor
Mr. Steve Childers; City of Ozarks; City Administrator
Mr. John Grubaugh Christian County Presiding Commissioner
Mr. Tim Conklin; OTO, Executive Director
Ms. Sara Edwards; OTO, Principal Planner
Ms. Sharon Davis; OTO, Office Coordinator

Mr. Coonrod called the meeting to order at noon.

A. Appointment of an Interim Executive Director and associated salary adjustment

Mr. Conklin opened the meeting to discuss the appointment of an Interim Executive Director. Ms. Edwards excused herself from the room before the discussion began.

Ms. Officer made a motion to appoint Ms. Edwards as Interim Executive Director. The motion was seconded by Mr. John Grubaugh.

Mr. Coonrod questioned the associated salary adjustment whether it would be brought up separately from the above motion. Ms. Lisa Officer amended her motion to include the salary adjustment. She felt that the salary increase needed to be addressed, but was not sure of the percentage to use. Mr. Conklin stating the City of Springfield's policy gives a 10% increase in salary while the person is filling in the position to be adjusted back to original salary once the position is filled. The committee agreed this was a fair increase. The effective date would be September 27, 2010.

The motion was approved unanimously.

B. Discussion to create a Search Committee for the Executive Director position

After talking internally and with Howard Fisk, everyone felt it best to create a search committee to find an Executive Director replacement. Because of the interaction with elected officials as well as city administrators and county officials it would be best to include both members of the Technical Planning Committee and Board of Directors in the search committee members. Ms. Edwards addressed prior search methods used by OTO. Prior telephone interviews were done by

both the Technical Committee and Board of Directors with recommendations given to a full panel of the Board for review and decision.

Ms. Officer asked Ms. Edwards what she felt worked best in the past. Mr. Childers felt the last process was well balanced and worked well. It was suggested by Mr. Childers to keep the committee small to include approximately 5 or 6 members.

Mr. Conklin suggested that the OTO staff prepare a list of possible candidates to be placed on the search committee to be presented to the Board in the October meeting. Mr. Coonrod recommended that Jim Bresee be placed on the committee because of his experience and knowledge of the position. Mr. Grubaugh agreed that Mr. Bresee would be an ideal candidate to be placed on the committee because of his past experience in this process. Mr. Grubaugh said he would contact Mr. Bresee about being on the committee. Ms. Officer suggested that OTO staff send an email to the Board of Directors and Technical Committee to find out who would be interested in serving on the search committee. Mr. Coonrod agreed the email would also be a good idea. Ms. Edwards suggested if the committee approves the job ad to posted and leave it open prior to the Board of Directors meeting in October. This would give approximately a month for potential candidates to apply and also would include the wording "open until filled." Mr. Coonrod agreed with the recommendation.

Ms. Officer questioned where the ad would be placed? Mr. Conklin replied it would be placed in various national job placement publications such as AMPO, ITE and APA with low cost ratio for the advertisement.

The Executive Committee was in agreement of sending an email to all Technical Committee Members and Board of Director Members to see who would be willing to serve on the search committee.

C. Administrative Changes – Great Southern Bank Signature Card/Check Signing Authority and U.S. Bank P-Card Limit

Mr. Conklin stated the OTO policy for signing checks requires two signatures (Executive Director and a Board Member signature). Currently, Ms. Edwards is not listed as a person who is able to sign the checks. Once Mr. Conklin is gone, the checks would require two signatures from board members. It would be difficult to accomplish this each time we needed to have a check signed. Mr. Grubaugh made a motion to give Ms. Edwards check signing authority. Mr. Coonrod seconded that motion.

The motion was approved unanimously.

Ms. Edwards explained the process of going to Great Southern to create a new signature card to have everyone sign. Ms. Officer asked what branch they would have to go to get that finished. Ms. Edwards stated she would let everyone know once that had been established.

Mr. Conklin addressed the P-Card issues once he has left employment with OTO. Currently, OTO has 3 cards in circulation with a total limit of \$10,000. Mr. Conklin is the authorized

contact with a limit of \$5,000, Ms. Edwards and Ms. Natasha Longpine has limits of \$2,500 each. Once Mr. Conklin's card is canceled the limits would show \$5,000. Mr. Conklin suggested that Ms. Edwards have her limit increased to \$5,000 to cover any cost that may be incurred while in the process of looking for the next Executive Director.

Mr. Grubaugh made a motion to increase Ms. Edwards's limit to \$5,000. Ms. Officer seconded the motion.

The motion was approved unanimously.

D. Review of Draft Job Ad and Salary Range

The Executive Committee was presented with a draft job ad showing a bi-weekly salary range. The committee asked to show the range as an annual salary.

Ms. Officer suggested we find a survey to make sure our salary is in line with the national range for cities within our size. Ms. Edwards agreed to email a survey to the Executive Committee for review of what salaries are being offered for a city the size of Springfield. The committee increased the salary range and amount of desired experience to get a better quality of candidates and to be competitive with comparable cities of our size. It was changed to reflect 10 years experience and 4 years management skills.

Mr. Coonrod suggested that a statement be put into the ad stating that OTO is a standalone independent entity. Ms. Officer suggested we also add AICP certification and transportation conformity experience preferred.

Mr. Conklin stated he was grateful for the opportunities presented to him over his time with OTO and MoDOT. He has been very pleased with the cooperation in the region. He thoroughly enjoyed working with everyone associated with OTO and the OTO staff.

Ms. Officer questioned about the interviewing process. She asked if telephone interviews would be the only thing done before candidates were presented to the board for review. Mr. Coonrod suggested we use the video conference equipment available through the chamber. Everyone felt this would be a great option to utilize in selecting the candidates. He agreed that once the Executive Committee reviewed the salary survey they would decide on a salary range. This was done at a later date via email. The salary range was increased to \$90,000 annually.

E. Other Business

Mr. Conklin stated that he will be here for the audit on September 20 – 24 with Cinda Rogers.

Ms. Officer addressed concerns from FR 170/Republic Road. Mr. Conklin answered by advising the committee that on Wednesday, September 15, 2010 the TPC will discuss whether or not this issue should be part of OTO's transportation plan update to consider as a whole rather than just the extension of the Republic Road alone.

Ms. Officer questioned if FR 170/Republic Road was going to a major issue for the new executive director. Mr. Conklin responded by saying the new executive director should have experience dealing with controversial issues and should be expected with their past years of experience.

Meeting adjourned at 1:36 P.M.

BOARD OF DIRECTORS AGENDA 10/21/10; ITEM II.B.

Listing of Administrative Modifications to the FY 2011-2014 Transportation Improvement Program

Ozarks Transportation Organization (Metropolitan Planning Organization)

BACKGROUND

There are 7 Administrative Modifications that have been made to the FY 2011-2014 Transportation Improvement Program listed below. Staff is authorized to make administrative modifications that involve minor changes including moving projects from a prior TIP to a current TIP and changing the project amount by less than 15%.

FY 2011-2014 Administrative Modification

Revision: Moving the following six projects from prior years TIPs to current TIP:

Ozarks Regional YMCA - Walking School Bus Pilot Program
Ozark R-VI School District- Safe Routes to School
Greene County- Bicycle Destination Plan Phase I
Springfield-Greene County Park Board- South Dry Sac Greenway
Springfield-Greene County Park Board- Wilson Creek Greenway Phase III
Springfield-Greene County Park Board- Fassnight Creek Greenway Trail

Revision: Change the following one project's programmed amount less than 15%

City of Nixa- Gregg Road and Route 14 Intersection. Increasing total project amount by 14.99%

RECOMMENDATION

NO ACTION REQUIRED – INFORMATIONAL ONLY

GREENE COUNTY					
Funding		Fiscal Year			
		2011	2012	2013	2014
Project:					TOTALS
MoDOT #	SPRINGFIELD/GREENE COUNTY BICYCLE DESTINATION PLAN PHASE I	\$ 50,000	\$ -	\$ -	\$ 50,000
TIP #	EN1002	\$ 12,500	\$ -	\$ -	\$ 12,500
Description:	Plan to develop improvements to facilitate the movement of bicyclists and pedestrians from the existing trail and on street network to popular destinations within Greene County.	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	STP-U	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category		\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$62,500	\$ -	\$ -	\$ -	\$ -
Local funding from CART funds.		\$ 62,500	\$ -	\$ -	\$ 62,500
	TOTAL	\$ -	\$ -	\$ -	\$ -

SPRINGFIELD/GREENE COUNTY PARK BOARD					
Funding		Fiscal Year			
		2011	2012	2013	2014
Project:					TOTALS
MoDOT #	SOUTH DRY SAC GREENWAY	\$ 3,950	\$ -	\$ -	\$ 3,950
TIP #	EN0707	\$ 1,050	\$ -	\$ -	\$ 1,050
Description:	Provide walking/biking trail for pedestrians and bicyclists along South Dry Sac River from State Highway 13 to Fulbright Landfill.	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	Enhancement	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category		\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction/Engineering	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$293,500	\$ 223,966	\$ -	\$ -	\$ 223,966
Project was originally approved in 2007. Local Funding is from Springfield 1/4 cent Sales Tax.		\$ 64,534	\$ -	\$ -	\$ 64,534
	TOTAL	\$ 293,500	\$ -	\$ -	\$ 293,500

ORIGINAL

CITY OF NIXA									
Funding				2011	2012	2013	2014	TOTALS	
Project Title:	GREGG ROAD AND ROUTE 14 INTERSECTION	ENG	FHWA()	\$ -	\$ -	\$ -	\$ -	\$ -	-
MoDOT #			MoDOT	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	-
TIP #			Local	\$ -	\$ -	\$ -	\$ -	\$ -	-
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	-
Description:	NX0901 North side of the intersection; widening and signalization upgrades, along with the installation of a NB right-turn lane south of Route 14 on Gregg Road	ROW	FHWA(STP-U)	\$ 32,000	\$ -	\$ -	\$ -	\$ 32,000	-
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	-
			Local	\$ 8,000	\$ -	\$ -	\$ -	\$ 8,000	-
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	-
Federal Source Agency	FHWA		FHWA(STP-U)	\$ 515,395	\$ -	\$ -	\$ -	\$ 515,395	-
Federal Funding Category	STP Urban		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	-
MoDOT Funding Category	N/A		Local	\$ 128,849	\$ -	\$ -	\$ -	\$ 128,849	-
Work or Fund Category	Engineering		Other	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total Project Cost	\$689,244	TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	-
Source of Local Funds: Transportation Sales Tax				\$ 689,244	\$ -	\$ -	\$ -	\$ 689,244	-

AMENDED

CITY OF NIXA									
Funding				2011	2012	2013	2014	TOTALS	
Project:	GREGG ROAD AND ROUTE 14 INTERSECTION	ENG	FHWA(STP-U)	\$ 50,960	\$ -	\$ -	\$ -	\$ 50,960	-
MoDOT #	8P2357		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	-
TIP #			Local	\$ 12,740	\$ -	\$ -	\$ -	\$ 12,740	-
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	-
Description:	NX0901 North side of the intersection; widening and signalization upgrades, along with the installation of a NB right-turn lane south of Route 14 on Gregg Road	ROW	FHWA(STP-U)	\$ 73,040	\$ -	\$ -	\$ -	\$ 73,040	-
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	-
			Local	\$ 18,260	\$ -	\$ -	\$ -	\$ 18,260	-
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	-
Federal Source Agency	FHWA		FHWA(STP-U)	\$ 509,955	\$ -	\$ -	\$ -	\$ 509,955	-
Federal Funding Category	STP Urban		MoDOT	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	-
MoDOT Funding Category	N/A		Local	\$ 112,489	\$ -	\$ -	\$ -	\$ 112,489	-
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total Project Cost	\$792,444	TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -	-
Source of Local Funds: Transportation Sales Tax				\$ 792,444	\$ -	\$ -	\$ -	\$ 792,444	-

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	BRO							
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				\$ 34,000	\$ 284,000
MO1106											\$ 2,000					\$ 2,000
MO1107											\$ 191,000					\$ 191,000
MO1150											\$ 251,000					\$ 251,000
BA1001											\$ 10,000					\$ 10,000
CC0901																\$ 496,000
CC1001																\$ 1,000
CC1101									\$ 396,800		\$ 99,200					\$ 1,000
CC1102											\$ 1,000					\$ 5,000
CC1110											\$ 5,000					\$ 2,000
GR1010		\$ 320,000									\$ 2,000					\$ 2,000
GR1100											\$ 5,000				\$ 80,000	\$ 405,000
GR1101											\$ 214,000					\$ 214,000
GR1102											\$ 1,000					\$ 1,000
GR1103											\$ 1,000					\$ 1,000
NX0602		\$ 36,928									\$ 140,000					\$ 140,000
NX0701		\$ 226,055												\$ 9,232		\$ 46,160
NX0901		\$ 633,955												\$ 56,313		\$ 282,368
NX0905		\$ 217,134									\$ 15,000			\$ 143,489		\$ 792,444
NX0906		\$ 119,913												\$ 73,384		\$ 290,518
OK1004											\$ 5,000			\$ 49,737		\$ 174,650
OK1006											\$ 100,000					\$ 100,000
OK1101											\$ 5,000					\$ 5,000
RG0901											\$ 5,000					\$ 5,000
RP1002											\$ 5,000					\$ 5,000
RP1101											\$ 5,000					\$ 5,000
RP1102											\$ 272,000					\$ 272,000
RP1103											\$ 109,000					\$ 109,000
RP1104						\$ 28,800					\$ 3,200			\$ 8,000	\$ 8,000	\$ 48,000
SP0911											\$ 5,000					\$ 5,000
SP1015		\$ 1,800,000	\$ 999,829								\$ 6,494,000			\$ 1,000,000		\$ 7,494,000
SP1016		\$ 307,200									\$ 4,763,171			\$ 200,000		\$ 7,763,000
SP1018			\$ 100,000								\$ 282,000			\$ 76,800		\$ 666,000
SP1019											\$ 5,000					\$ 100,000
																\$ 5,000

FINANCIAL SUMMARY
- Roadways -

FY 2011 continued

PROJECT	FHWA Federal Funding Source										ModOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
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	
SP1112										\$ 5,000			\$ 5,000	
SP1113						\$ 40,000				\$ 10,000			\$ 50,000	
SP1120						\$ 2,400				\$ 600			\$ 3,000	
ST1101										\$ 1,000			\$ 1,000	
ST1102										\$ 281,000			\$ 281,000	
WI1001										\$ 3,000			\$ 3,000	
TOTAL	\$ -	\$ 3,911,185	\$ 1,099,829	\$ 200,742	\$ -	\$ 71,330	\$ -	\$ -	\$ 396,800	\$ 25,621,119	\$ 1,979,803	\$ 122,000	\$ 33,402,808	

FINANCIAL SUMMARY
- Roadways -

FY2012

PROJECT	STP	STP-Urban	NHS	ITS	I/M	FHWA Federal Funding Source				130	Bridge	BRM	BRO	MoDOT	Local	Other	TOTAL
MO1007														\$ 221,000		\$ 27,000	\$ 221,000
MO1106														\$ 196,000			\$ 196,000
MO1150														\$ 701,000	\$ 64,500		\$ 1,023,500
MO1203		\$ 258,000												\$ 44,000			\$ 44,000
MO1204														\$ 284,000			\$ 284,000
MO1205														\$ 1,000			\$ 1,000
MO1206														\$ 2,000			\$ 2,000
CC1101														\$ 5,000			\$ 5,000
CC1102														\$ 1,000			\$ 1,000
CC1110														\$ 1,000			\$ 1,000
GR1101														\$ 70,000			\$ 70,000
GR1102														\$ 20,000			\$ 20,000
GR1104										\$ 80,000					\$ 410,494		\$ 410,494
NX0601		\$ 1,641,975													\$ 21,200		\$ 2,052,469
NX0801		\$ 84,800												\$ 428,000			\$ 428,000
OK1004														\$ 5,000			\$ 5,000
OK1101														\$ 2,917,000	\$ 1,203,091		\$ 6,017,000
SP1016		\$ 1,896,909												\$ 5,000			\$ 1,203,000
SP1018			\$ 1,203,000											\$ 72,000			\$ 72,000
SP1019														\$ 1,125,406			\$ 3,675,030
SP1021											\$ 2,549,624			\$ 918,000	\$ 1,246,600		\$ 2,164,600
SP1105														\$ 4,305,000			\$ 4,305,000
SP1106														\$ 140,000			\$ 140,000
SP1107														\$ 10,000			\$ 10,000
SP1109														\$ 5,000			\$ 5,000
SP1110														\$ 15,000			\$ 15,000
SP1112																	
ST1101																	
TOTAL	\$ -	\$ 3,881,684	\$ 1,203,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 2,549,624	\$ -	\$ -	\$ 11,491,406	\$ 2,945,885	\$ 27,000	\$ 22,178,599

FINANCIAL SUMMARY
- Roadways -

FY2013

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO					
MO1007											\$ 227,000			\$ 227,000
MO1106													\$ 7,000	\$ 7,000
MO1150											\$ 202,000			\$ 202,000
MO1206											\$ 5,000			\$ 5,000
MO1303		\$ 266,000									\$ 722,000	\$ 66,500		\$ 1,054,500
MO1304											\$ 39,000			\$ 39,000
MO1305											\$ 284,000			\$ 284,000
MO1306											\$ 20,000			\$ 20,000
CC1101											\$ 525,000			\$ 525,000
GR1101											\$ 1,396,000			\$ 1,396,000
GR1104						\$ 40,000					\$ 10,000			\$ 50,000
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
SP1111											\$ 33,000			\$ 33,000
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	\$ -	\$ 16,617,000	\$ 85,500	\$ 7,000	\$ -	\$ 19,383,500

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
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)			\$ -
SP1111					\$ 368,000						\$ 93,000			\$ 461,000
SP1112											\$ 5,000			\$ 5,000
TOTAL	\$ 7,263,800	\$ 344,000	\$ 8,760,200	\$ -	\$ 453,600	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ (9,971,600)	\$ 68,500	\$ -	\$ 6,948,500

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)			\$ -	
TOTAL	\$ 3,928,200	\$ 1,857,600	\$ 5,410,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (11,196,200)	\$ -	\$ -	\$ -	

FINANCIAL CONSTRAINT

	Prior Year	2011	2012	2013	2014	TOTAL
Available State and Federal Funding						
Available Operations and Maintenance Funding	\$1,480,000	\$24,220,000	\$17,630,820	\$17,381,800	\$16,590,230	\$77,302,850
Available Suballocated STP-U	\$0	\$5,676,000	\$6,058,156	\$6,245,959	\$ 6,439,584	\$24,619,699
Available Suballocated BRM	\$13,725,068	\$4,081,943	\$4,081,943	\$4,081,943	\$4,081,943	\$30,052,842
TOTAL AVAILABLE FUNDING	\$1,051,368	\$299,406,62	\$299,406,62	\$299,406,62	\$299,406,62	\$2,248,995
Programmed, State and Federal Funding	\$16,256,436	\$34,477,350	\$28,070,326	\$28,009,109	\$27,411,164	\$134,224,385
	\$0	\$ (37,177,005)	\$ (25,263,870)	\$ (25,536,959)	\$ (13,319,584)	\$ (101,297,418)
TOTAL REMAINING	\$16,256,436	(\$2,698,655)	\$2,806,456	\$2,472,150	\$14,091,560	\$32,926,967

Remaining State and Federal Funding	\$10,210,000
Remaining Suballocated STP-Urban	\$21,467,973
Remaining Suballocated BRM	\$1,248,995
TOTAL REMAINING	\$12,926,967

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			\$ 460,000
EN0817	\$ 364,800						\$ 91,200		\$ 456,000
EN0818	\$ 268,800						\$ 67,200		\$ 336,000
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
TOTAL	\$ 1,661,200	\$ 28,512	\$ -	\$ 156,000	\$ -	\$ 302,000	\$ 413,300	\$ -	\$ 2,561,012

FY2012

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN1102						\$ 537,000			\$ 537,000
TOTAL	\$ -	\$ 28,512	\$ -	\$ 156,000	\$ -	\$ 537,000	\$ -	\$ -	\$ 721,512

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)	\$ -	\$ -	\$ -

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)	\$ -	\$ -	\$ -

TOTAL PROGRAM	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
	\$ 1,661,200	\$ 28,512	\$ -	\$ 156,000.00	\$ 789,600	\$ 49,400	\$ 413,300	\$ -	\$ 3,098,012

FINANCIAL SUMMARY
-Enhancements-

FINANCIAL CONSTRAINTS

		Funding Source						
	Enhancement	SRTS	RTP	STP-U	MoDOT	Local	Other	TOTAL
PRIOR YEAR								
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
2011								
Funds Anticipated	\$ 1,661,200	\$ -	\$ -	\$ 156,000	\$ 302,000	\$ 413,300	\$ -	2,532,500
Funds Programmed	\$ (1,661,200)	\$ -	\$ -	\$ (156,000)	\$ (302,000)	\$ (413,300)	\$ -	\$ (2,532,500)
Running Balance	\$ -	\$0	\$0	\$0	\$0	\$0	\$0	0
2012								
Funds Anticipated	\$ 600,000	\$ -	\$ -	\$ -	\$ 537,000	\$ -	\$ -	1,137,000
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ (537,000)	\$ -	\$ -	\$ (537,000)
Running Balance	\$ 600,000	\$0	\$0	\$0	\$0	\$0	\$0	600,000
2014								
Funds Anticipated	\$ 600,000			\$ 361,600	\$ (361,600)			600,000
Funds Programmed	\$ -			\$ (361,600)	\$ 361,600			0
Running Balance	\$ 1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	1,200,000
2015								
Funds Anticipated	\$ 600,000	\$ -	\$ -	\$ 428,000	\$ (428,000)	\$ -	\$ -	600,000
Funds Programmed	\$ -	\$ -	\$ -	\$ (428,000)	\$ 428,000	\$ -	\$ -	0
Running Balance	\$ 1,800,000	\$0	\$0	\$0	\$0	\$0	\$0	1,800,000

BOARD OF DIRECTORS AGENDA 10/21/10; ITEM II.C.

Enhancement Funding Handbook and Application

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO was notified in August that enhancement funding would be available for FY10 and FY11 and that MoDOT was awarding both years together and requires a list of projects no later than January 1, 2010. The total amount available is \$1,617,512. Furthermore, mandatory deadlines were placed upon projects that require an accelerated project delivery timeline.

In June, the Enhancement Subcommittee membership was selected by the Technical Planning Committee in order to revise the Enhancement Funding Handbook and Application that contains the selection criteria for selecting enhancement projects. The subcommittee met on August 27, 2010 to review the selection criteria. There are several changes included in the attached handbook when compared with past handbooks. These changes are:

- The points available for partnering was decreased from six to three and a minimum 1% funding was required from each partner to receive points.
- The point available was increased from one to two for having all the right-of-way acquired at time of application.
- Clarifications were made for the points awarded for meeting multiple eligible enhancement activities to the safety/education and landscaping/beautification categories.
- The criteria for redevelopment was changed to exclude the word “urban,” and an additional point was made available.
- The available point for was increased from one to two for removing barriers to mobility.
- The available points for improving the natural environment were decreased from three to two.
- The public input points were increased from one to three and modified to encourage project incorporation into a multi-modal plan.
- The available points for projects near a school were increased from two to four points.
- The points available for providing additional local match were removed.
- The criteria for number of users served was changed from staff to the applicant providing the analysis.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee recommended approval to the Board of Directors.

BOARD OF DIRECTORS ACTION REQUESTED:

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

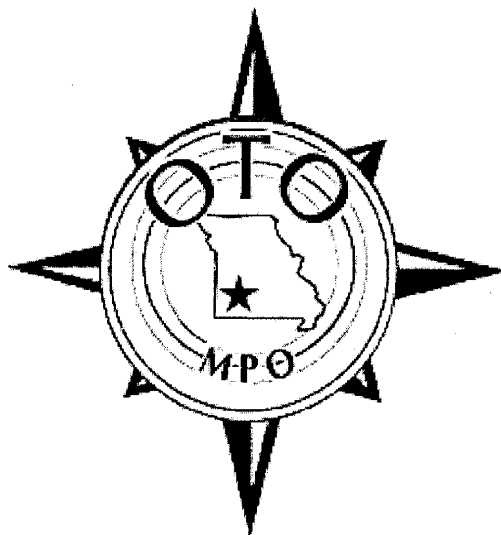
“Move to approve the 2010 Enhancement Funding Handbook and Application.”

OR

“Move to return the 2010 Enhancement Funding Handbook Application to the Technical Planning Committee at a special meeting and ask that the Technical Planning Committee consider the following...”

Note: This will require an additional Board of Directors meeting as OTO must have project applications in by November to meet the required MoDOT deadline.

2010 Enhancement Funding Handbook and Application



Ozarks Transportation Organization

117 Park Central Square, Suite 107, Springfield, MO 65806

**(417) 836-5542
Fax(417) 862-6013**

Table of Contents

Introduction.....	3
Schedule.....	4
Application Requirements	5
Important Information for Applicants	5
Project Selection	6
Evaluation Criteria.....	6
Funding Guidelines.....	6
Selection Committee.....	7
Funding Levels	8
Reasonable Progress Policy	8
Application Instructions.....	9
Application	12
Enhancement Funding Score Sheet	19



OTO BOUNDARY MAP

TO BE INSERTED



Introduction

The Transportation Enhancements Program was a component of the Transportation Equity Act for the 21st Century (TEA-21) and continues with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This law and its accompanying regulations guide project development practices, programming procedures, and funding mechanisms. The Transportation Enhancements Program is a set-aside of 10% of each state's Surface Transportation Program funding. The Missouri Transportation Enhancement Funds Program is administered by the Missouri Department of Transportation (MoDOT). In accordance with the Missouri Department of Transportation's, "A Guide to Transportation Enhancements" funds are distributed to Transportation Management Areas (TMAs) for use within the metropolitan planning area. The Ozarks Transportation Organization (OTO) is the designated TMA for parts of Greene and Christian Counties. Please see TMA Boundary Map for specific boundaries.

Using their own evaluation criteria, the Ozarks Transportation Organization selects projects for the metropolitan region in agreement with MoDOT. This handbook provides the evaluation criteria and the application to be used for enhancement funding. Additional information may be found in the Missouri Department of Transportation's Transportation Enhancement Funds Program booklet.

NOTE: This application handbook is for use in applying for funds allocated to the Ozarks Transportation Organization for projects located within the OTO area (see page 2).

Additional Information Available Through:

Sara Edwards
Ozarks Transportation Organization
117 Park Central Square, Suite 107
Springfield, MO 65806
(417) 836-5543
sedwards@ozarkstransportation.org

Dawne Gardner
MoDOT District 8
PO Box 686
3025 E. Kearney
Springfield, MO 65801
(417) 895-7662
Dawne.Gardner@modot.mo.gov



**Ozarks Transportation Organization
Timeline for FY 2010-2011 Enhancement Projects**

OTO Process

August 27, 2010	Enhancement Subcommittee to rewrite criteria
September 3, 2010	Enhancement Subcommittee to finalize criteria
September 15, 2010	TPC meeting to recommend criteria
October 21, 2010	Selection Criteria approved by Board of Directors
October 22, 2010	Application posted
November 15, 2010	Application Deadline
November 22, 2010	Enhancement Selection Committee to select projects
November 29, 2010	TPC e-meeting to recommend TIP amendments for selected projects
December 16, 2010	Board of Directors meeting to approve TIP amendments for selected projects
December 30, 2010	OTO submits eligible selected projects to MoDOT Central Office. MANDATORY DEADLINE

MODOT Process

These are the suggested latest dates to meet the required November PS&E Deadline. You may proceed with the consultant selection process as early as December 17th.

January 15, 2011	If seeking federal reimbursement for PE (Professional Engineering) services, local agency submits RFQ (Request for Qualifications) to MoDOT for posting. (May be submitted anytime after December 16 th)
January 31, 2011	RFQ proposals due to local agency.
February 15, 2011	Local agency selects consultant
March 15, 2011	Local agency submits executed standard ESC (Engineering Services Contract) contract to MoDOT District Office for funds obligation.
April 1, 2011	PE funds obligated. Local agency notified to begin design.
May 1, 2011	If easements or right of way is needed, right of way plans submitted to District Office.
October 1, 2011	Final PS&E (Plans, Specifications and Estimates) submitted to MoDOT District Office. MANDATORY DEADLINE
November 1, 2011	PS&E submittal to MoDOT Central Office for bid review. MANDATORY DEADLINE
January 1, 2012	Construction Authorization request submitted to MoDOT Central Office. MANDATORY DEADLINE



Application Requirements

- Must meet at least one of the twelve enhancement categories. (see list on page 14).
- Must have a direct relationship to the surface transportation system in terms of function, proximity, or impact.
- Involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance.
- Must be open for public access in perpetuity.
- Local match of at least 20% of the total project cost.
- The sponsor must be a local, state, or federal government or public agency.
- The minimum federal funding request is \$25,000. The maximum federal funding request is limited by the availability of funds. However, the intent of the Ozarks Transportation Organization is to do as many projects as possible.
- Photographs of the proposed project site are required.
- A project implementation schedule must be submitted with each application.
- An adopted local resolution of support is required from the sponsoring agency.
- ROW shall have already been acquired or can be acquired by August 2011.
- Project must be in accordance with the Ozarks Transportation Organization's Long Range Transportation Plan.

Important Information for Applicant

- This program **reimburses** the project sponsor for costs incurred. It does not provide money up front.
- A very large or expensive project may be split into phases. Each phase must be applied for and approved individually. Each phase is subject to the annual allocation available to the Ozarks Transportation Organization.
- The funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess of the funding allocated to the project. Therefore, it is important to develop a good estimate for the project application.
- The majority of projects will go through a competitive bid process for construction. In some cases, volunteer or public forces may do construction.
- All projects (including right of way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right of Way published by MoDOT. These may be found at:
<http://www.modot.mo.gov/business/manuals/localpublicagency.htm#LocalPublicAgencyManual>
http://epg.modot.org/index.php?title=236.18_Local_Public_Agency_Land_Acquisition
- Once approved by the Ozarks Transportation Organization Board of Directors and placed on the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Form and submit it to MoDOT. The programming form may be found at <http://www.modot.mo.gov/business/manuals/documents/FIG3-1-1-2010.pdf>
- No work may begin on the project until MoDOT and FHWA or FTA approves the project and a notice to proceed is issued.
- All projects must comply with MoDOT's Reasonable Progress Policy (See page 9). In the event a project is not progressing in accordance with the reasonable progress policy, the funds may be reallocated to the next highest rated project that has not yet received funding.
- All projects are required to have a project maintenance plan for a minimum of 25 years.



Project Selection

All project applications which are received by the application deadline will be considered for funding. The Ozarks Transportation Organization Enhancement Subcommittee will review and select projects in accordance with the evaluation criteria and funding guidelines for recommendation to the Technical Planning Committee and Board of Directors. The OTO Board of Directors will make the final project selection.

Evaluation Criteria

The evaluation criteria used in rating enhancement-funding applications was based on several factors. In late 2003, the Ozarks Transportation Organization staff conducted a series of eight public meetings where the public was asked in the form of a survey what types of alternative transportation projects they considered to be the most important in the next 25 years. Approximately, **40% of respondents identified sidewalks and crosswalks to be the most important.** Of the 40% who felt sidewalks were the most important: 7% thought that sidewalks on school routes were the most important and 13% thought that sidewalks to transit stops were most important. Other survey results revealed, **29% thought the expansion of the trail system was most important,** with 13% of those identifying intercity trails. An additional, **15% felt the removal of bicycle and pedestrian barriers was most important.** Also, **10% felt that the provision of bicycle lanes was most important.**

Due to the identified need of additional bicycle and pedestrian facilities within the Ozarks Transportation Organization study area, the Ozarks Transportation Organization decided that bicycle and pedestrian improvements should be the primary use of enhancement funds. It is for that reason the evaluation criteria are weighted to give priority to projects which accommodate bicycles and pedestrians.

Other factors used in the evaluation criteria stem from federal and state requirements. The criteria are also weighted to reward partnerships and cost sharing between multiple public agencies.

The specific criteria that are used to evaluate projects may be found in on the Enhancement Funding Score Sheet at the end of this document.

Funding Guidelines

In the event that projects receive exactly the same rating, the project will be awarded to the jurisdiction that has not had a project in the past 2 years.

Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the Ozarks Transportation Organization's desire to spend all of the allocated funds, projects may be selected which will best obligate the funds available.

Projects which do not meet the intent of the Ozarks Transportation Organization to fund bike and pedestrian improvements may not be funded.



Selection Committee

The Enhancement Selection Committee shall be comprised of representatives from the following organizations/ agencies:

City of Nixa Technical Committee Representative or Designee

City of Ozark Technical Committee Representative or Designee

City of Republic Technical Committee Representative or Designee

City of Springfield Technical Committee Representative or Designee

City Utilities Bicycle and Pedestrian Advisory Committee Representative or Designee

Greene County Bicycle and Pedestrian Advisory Committee Representative or Designee

MoDOT Bicycle and Pedestrian Advisory Committee Representative or Designee

Missouri State University Technical Committee Representative or Designee

Ozarks Greenways Bicycle and Pedestrian Advisory Committee Representative or Designee

City of Willard Technical Committee Representative or Designee

Citizen Representative from the OTO Bicycle and Pedestrian Advisory Committee

Representative from Springfield Public School District

City of Battlefield Technical Committee Representative or Designee

City of Strafford Technical Committee Representative or Designee

Christian County Technical Committee Representative or Designee



Funding Levels

Current funding

Remaining Balance FY 06	\$ 100,000
Available Funding FY10	\$ 758,756
<u>Available Funding FY 11</u>	<u>\$ 758,756</u>
TOTAL	\$ 1,617,512

All projected funding levels are subject to federal law and appropriations.

Reasonable Progress Requirements

This policy is to ensure the State of Missouri is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown on page 4.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of MoDOT or the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then only with the approval of MoDOT.

In the event that a project does not meet the required deadlines, funds will be suspended and awarded to another project with a different project sponsor.



Application Instructions

Section A Project Sponsor

It is important to accurately list the project sponsors contact information so that they may be contacted with questions relating to the project proposal.

Section B Project Partners

Please list all of the project partners contributing to this project including local, state, federal and non-profit agencies. Additional points (up to 3) will be granted for those partners contributing at least one percent of the project cost.

Section C Basic Information

Please list the information requested and answer all questions completely. Please note right-of-way must be able to be acquired by August 2011. Additional points will be granted for projects with right-of-way already acquired.

Section D Project Location

1. A general description of the project location is needed as well as a project map, which shows the projects location in reference to specific roads, water features and public buildings.
2. If a previous phase of the project was funded with federal enhancement funds, a STP number has been assigned. Basic right of way acquisition and utility relocation information is needed.

Section E Enhancement Categories

Please check all Enhancement Categories that apply. More information regarding Enhancement Categories may be found at the following websites:

<http://www.fhwa.dot.gov/environment/te/guidance.htm>

<http://www.modot.mo.gov/business/manuals/documents/Final%20Enhancement%20Guide.pdf>

Section F Project Description

A project description should be attached to the project application with any supporting maps and photos. All projects are required to comply with the Americans with Disabilities Act.

Project Length, Width and Material Type. Provide Description.



Link to Surface Transportation. All projects funded through the Transportation Enhancements Program must have a link to the surface transportation system – highways and roads, railroads and bicycle or pedestrian facilities. A project must have a strong link to surface transportation in order to adequately compete for this funding. The relationship that the project has to surface transportation may be a combination of function, proximity and/or impact. One point will be awarded for each of the three categories listed below.

- **Function** – The project will serve as a functional part of the transportation system, for example the construction of bicycle and pedestrian facilities.
- **Proximity** – The project is located within the immediate vicinity of the transportation system, and may be visible to the general public, such as the acquisition of scenic easements or landscaping. Proximity alone is not enough to establish the relationship to surface transportation. For example, a hotel located adjacent to a state highway would not automatically be eligible to receive enhancement funds just because it is located within the view of the highway.
- **Impact** – The project has a physical impact on the transportation system, such as retrofitting an existing highway by creating a wetland to filter runoff from the highway. In this example, the enhancement funds would be used to mitigate the pollution from the runoff.

Connection to other modes of transportation or Connectivity with other transportation facilities. Please describe how the project connects to other transportation modes or transportation facilities. For example a sidewalk might connect with a transit stop, a trail might connect with a commuter lot or a trail project might connect two existing trails.

Promotion of Redevelopment or Revitalization. If applicable, please describe how the project will promote redevelopment or revitalization. A project will earn points if it will foster further development or revitalization around it.

Addresses Potential or Existing Safety Problem. If applicable, please describe how this project will help an existing or potential safety problem. For example building a pedestrian overpass will help to correct the problems of car/pedestrian conflicts.

Addresses barriers to mobility. If applicable, please describe how this project will address a barrier to mobility. For example, the project might remove a barrier preventing people from getting across a river, major roadway, or railroad. Another type of barrier might be to connect underserved populations with an employment center via an alternative transportation project.

Enhances/ Improves the Natural Environment. Please describe how the project enhances or improves the natural environment. Points will be dependent upon the degree of improvements above federal requirements.



Users Served. Please describe the number of users served. This might be based on population or the number of users expected to benefit from the facility. Points may be awarded in quarters.

Section G Public Outreach

Please list a local or regional multi-modal plan in which the project is included. Describe any methods the project sponsor has used to involve the public and how the sponsor has solicited public input. Projects submitted without a public involvement component may be disqualified.

Section H Distance From School

Please fill out as requested.

Section I Cost Estimates

In the cost estimate section of the application, several categories have been set up in which to enter information pertaining to the project. Most project costs will fall into these categories. Try to break down the project costs into the specific cost categories. For example, "\$80,000 for landscaping" without stating how much is for materials, labor or equipment is not acceptable. If information submitted in a proposal is unclear, the application may not be scored correctly. Break down the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match) or a third party donation (as non-federal match). Attach one additional sheet that details the costs. Remember the transportation enhancement funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant's non-federal match. Non-federal match may come from private fund donations, city or county funds, force account or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must sign in the space provided at the bottom of the page.

Section I Signature

All applications must be signed to be considered.

IMPORTANT SUBMITTAL INSTRUCTIONS

17 copies of each application with all attachments must be submitted to:

Ozarks Transportation Organization
117 Park Central Square
Suite 107
Springfield, MO 65806
(417) 836-5442

Application Deadline NOVEMBER 15, 2010, 5:00 p.m.



TRANSPORTATION ENHANCEMENT FUNDS PROGRAM APPLICATION

Project Name: _____
Application Date: _____

A. PROJECT SPONSOR INFORMATION

First Sponsor Name: _____
Contact Person: _____
Title: _____
Address: _____
Phone: _____
Fax: _____
Email: _____

Second Sponsor Name: _____
Contact Person: _____
Title: _____
Address: _____
Phone: _____
Fax: _____
Email: _____

B. PROJECT PARTNERS

Please list all local federal, state or nonprofit partners whom are contributing money to this project.



C. BASIC PROJECT INFORMATION

MoDOT District # _____

County _____

Total Federal Funds Requested \$ _____

Will the project be open to the public for at least 25 years? Yes ☐ No ☐

Will a fee be charged for public access? If yes, how much? _____ Yes ☐ No ☐
If yes, explain how the fees charged will be used.

What governmental entity will be responsible for the short- and long-term project maintenance?

Identify all maintenance participation and the source of funds supporting long-term maintenance.

Has the right of way for the project been acquired in its entirety? Yes ☐ No ☐

Can the right of way be acquired by August 2011? Yes ☐ No ☐

Attach supporting documentation to this application.

D. PROJECT LOCATION INFORMATION

1. Where is the project located? Attach a map no larger than 8 ½ inches by 11 inches.

2. Please check the appropriate box for each question.

➤ Is the project a component or extension of a previously awarded transportation enhancement project?
If so, give the project number: STP-_____ Yes ☐ No ☐

➤ Does all right of way necessary for the project fall within public ownership or lease? Yes ☐ No ☐



- Does the project sponsor own the right of way? Yes ☐ No ☐
- If no, does the applicant have an option on the property executable by August 2010 ? Yes ☐ No ☐
- Have utilities been cleared or considered for the project? Yes ☐ No ☐
- If right of way acquisition is necessary, is the applicant willing to exercise condemnation authority to acquire? Yes ☐ No ☐
-

E. ENHANCEMENT CATEGORIES BY GROUP - 1 point for each activity met. A maximum of 3 points is available. Check all that apply. A project may overlap groups. A project may be awarded additional points if multiple categories apply, provided the applicant effectively demonstrates how the project will be successful and how the multiple categories will complement one another.

- ☐ Transportation facilities for pedestrians and bicycles.
 - ☐ Safety and educational activities for pedestrians and bicyclists. This consists of Non-construction safety-related activities, such as a safety promotional campaigns;
 - Bicycle and pedestrian safety training;
 - Training materials such as videotapes, brochures, and maps;
 - Rent for leased space and limited/short-term staff salaries.
 - ☐ Preservation of abandoned railway corridors, including conservation and use thereof for pedestrian and bicycle trails
 - ☐ Scenic and/or historic highway programs, including the provision of tourist and welcome centers
 - ☐ Acquisition of scenic easements and scenic or historic sites
 - ☐ Landscaping and other scenic beautification. In order for this category to be checked for streetscape projects, street trees must be incorporated into the streetscape in sufficient quantity to provide shade for pedestrians.
 - ☐ Control and removal of outdoor advertising
 - ☐ Mitigation of water pollution due to highway runoff, including projects that reduce vehicle-caused wildlife mortality, while maintaining habitat connectivity
 - ☐ Historic preservation
 - ☐ Rehabilitation and operation of historic transportation buildings, structures or facilities.
 - ☐ Archaeological planning and research
 - ☐ Establishment of transportation museums
-

F. PROJECT DESCRIPTION

Please provide a concise overview of the project. Include major components such as project width, length and material types. Describe the project's link to surface transportation, connection to other modes of transportation, connectivity with other transportation facilities, if and how the



project promotes redevelopment, addresses an existing or potential safety problem, addresses barriers to mobility and enhances or improves the natural environment and the number of users served. Drawings no larger than 8 ½ inches by 11 inches may be attached to the back of this application.

You must include a project plan showing the details of the projects. The plan should include the length and width of the project, the landscaping details, lighting details, etc.

Please see the Enhancement Funding Score Sheet for available points.

G. PUBLIC OUTREACH AND INPUT

Please provide documentation detailing the local or regional multi-modal plan that the project appears in and describe how the public has been involved and how the project sponsor has demonstrated public outreach and input.

H. DISTANCE FROM SCHOOL

If the project is within 1½ miles of a school (measured by radius), please fill out the following information.

Nearest School _____

Type of School (public, private, etc) _____

Project distance from school _____

I. GENERAL COST ESTIMATE

List the cost of the applicant's project components in the table provided below. Not all budget categories may apply to all projects. Transportation enhancement funds can reimburse up to 80 percent of the total project cost. Non-federal matching funds may come from the applicant's resources or from a third-party donation to the applicant for cash, materials or labor.

The minimum federal share request is \$25,000. (Tip: Add the rows across and then add the columns down. Both sums should be the same and equal the total project cost in the bottom right-hand corner of the grid).



LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH		Other Funding	TOTAL (ADD EACH ROW)
		Applicant Budget	Donation		
1. Right of Way Acquisition	\$	\$	\$	\$	\$
2. Design/Preliminary Engineering (No more than 10% of items 3-5 below)	\$	\$	\$	\$	\$
3. Utility Relocation	\$	\$	\$	\$	\$
4. Materials	\$	\$	\$	\$	\$
5. Labor/Construction	\$	\$	\$	\$	\$
6. Construction Engineering (No more than 15% of items 3-5 above)	\$	\$	\$	\$	\$
7. Construction Contingency (No more than 10% of items 3-5 above)	\$	\$	\$	\$	\$
8. Value of any land already acquired	\$	\$	\$	\$	\$
TOTALS	\$	\$	\$	\$	\$

Note: Please attach an additional sheet detailing the costs described above. Describe all local groups/agencies identified to complete work as part of the applicant's plan. Please document all funding sources that will be utilized in the project.

This project is phased _____ YES _____ NO

This project represents Phase _____.

Other phases include _____



Complete for the phase represented on this application only.

TOTAL FEDERAL SHARE: \$	_____	____%
TOTAL LOCAL SHARE: \$	_____	____%
TOTAL PROJECT COST: \$	_____	100%

Complete for previous or future phases.

Phase _____

TOTAL FEDERAL SHARE: \$	_____	____%
TOTAL LOCAL SHARE: \$	_____	____%
TOTAL PROJECT COST: \$	_____	100%

Phase _____

TOTAL FEDERAL SHARE: \$	_____	____%
TOTAL LOCAL SHARE: \$	_____	____%
TOTAL PROJECT COST: \$	_____	100%

Phase _____

TOTAL FEDERAL SHARE: \$	_____	____%
TOTAL LOCAL SHARE: \$	_____	____%
TOTAL PROJECT COST: \$	_____	100%

Phase _____

TOTAL FEDERAL SHARE: \$	_____	____%
TOTAL LOCAL SHARE: \$	_____	____%
TOTAL PROJECT COST: \$	_____	100%



SECTION I

We, the Undersigned:

- * *Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.*
- * *Understand that the transportation enhancement funds program is not a grant program, and that enhancement funds are administered by MoDOT.*
- * *Understand that enhancement funds payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.*
- * *Hereby assure OTO and MoDOT that the required match will be available for all enhancement funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).*
- * *Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in enhancement- funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.*
- * *Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.*
- * *By signing this application, your organization (local government, state agency or federal agency or department) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding.*

Name

/

Title

Date



Enhancement Funding Score Sheet

Evaluation Criteria	Maximum Points Available	Points Received
Project has more than one local, federal, state or non-profit partner contributing to the match dollars (1 point for each partner providing at least 1% of the project cost) Section B	3	
Right of Way for the project has already been acquired in its entirety. Section C	2	
Project meets one or more of the 12 transportation enhancement activities (1 point for each activity met per requirements on page 14) Section E	3	
Project provides a Transportation facility or safety or educational activity for pedestrians or bicycles (2 points) Section E	2	
Projects degree of linkage to transportation (1 point for each of three criteria met on page 10) Section F	3	
Project is multimodal, connects other modes of transportation or provides connectivity with other transportation facilities (1-3 point) Section F	3	
Project promotes redevelopment/revitalization (1-2 points) Section F	2	
Does the Project address an Existing or Potential Safety Problem (1-3 points) Section F	3	
Is the project helping to remove a barrier to mobility? (1-2 points) Section F	2	
Is the project enhancing or improving the natural environment? (1-2 point) Section F	2	
Number of Users Served. (.25 to 1 point) Section F	1	
Project appears in a local or regional multimodal plan or project sponsor has demonstrated significant public outreach and input (1-3 points) Section G	3	
Does the project help promote safe routes to school? (Must be within 1 1/2 mile of a public or private educational institution or an educational program) (4 points if project is within 1/2 mile or is on a designated school walking route, 2 points if within 1 mile and 1 point within 1 1/2 miles) (1-4 points) Section H	4	
TOTAL	33	

BOARD OF DIRECTORS AGENDA 10/21/10; ITEM II.D.

MoDOT Cost Share Application Prioritization Process

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

MoDOT District 8 is requesting that OTO approve the cost share application prioritization process that they will be utilizing to prioritize cost share applications in the OTO area. The OTO Region currently has six applications that were submitted on October 5, 2010 for Statewide Cost Share funding. MoDOT Central Office has requested each district office prioritize the projects within that district.

Statewide cost share funding is available for projects which improve the state system. The applicant must provide a minimum of 50% of the project funding.

MoDOT District 8 is proposing a tiered process that places Economic Development projects in the first tier and those projects that are not Economic Development projects in the second tier. The process gives points for the number of jobs created, the priority OTO places on the projects, the Functional Needs Score and if the project meets a Taking Care of the System Need.

The OTO priority score is based on where the project appears in the Long Range Transportation Plan. If the project is on the High Priority List it receives a higher score than on the Medium Priority or Vision List.

The Functional Needs Scores come from the MoDOT internal prioritization process that evaluates the project based on several predetermined factors such as congestion relief, economic competitiveness, quality of communities, safety and taking care of the system.

Please see the attached materials for further information on the proposed process.

TECHNICAL PLANNING COMMITTEE ACTION:

The Technical Committee is holding a special meeting on October 13, 2010 to review this item.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board make one of the following motions:

“Move to approve the MoDOT Cost Share Application Prioritization Process as recommended by the Technical Planning Committee”

OR

“Move to return MoDOT Cost Share Application Prioritization Process to the Technical Planning Committee and ask that they consider the following.....”

Methodology

Points Allocation	
OTO LRTP/D8 Rural Prioritization	
High = 5	
Medium = 3	
Vision/Low = 1	
None/Not on Priority List = 0	
Functional Needs Score	
0-10 = 0	
11-20 = 1	
21-30 = 2	
31-40 = 3	
41-50 = 4	
51-60 = 5	
60+ = 6	
Addresses a TCOS Need?	
Yes = 3	
No = 0	
Economic Development (Based on DED/MERIC analysis)	
Less than 75 jobs = 2	
76 - 100 jobs = 3	
101 - 150 jobs = 4	
151 - 250 jobs = 6	
250 - 500 jobs = 8	
501 - 1000 jobs = 10	
more than 1000 jobs = 12	
First Tiebreaker	= Number of Jobs Created
Second Tiebreaker	TO LRTP/D8 Rural Prioritization
Third Tiebreaker	= Functional Needs Score

Prioritization Tiers: Economic Development (DED Letter) projects first; then cost shares

Tier I: Economic Development with DED Letter, Cost/Benefit Ratio greater than 1

Tier II: All other projects, including cost share projects.

Projects are assigned points based on:

1) Economic development and job creation, per the Missouri Department of Economic Development's REMI Model (for economic development projects).

2) The projects ranking category (high, medium, low or none) in either the OTO Long-range Transportation Plan or District 8's rural planning projects list.

3) The functional needs score from the MoDOT rural functional needs prioritization process or the OTO functional needs prioritization process.

4) Projects get a bonus point if they also address a Taking Care of the System (TCOS) need, meaning that project provides new pavement where resurfacing is scheduled or where a bridge replacement or repair is needed.

The first purpose of the economic development/cost share program is to facilitate economic development. Therefore, projects that meet the criteria to be economic development projects (i.e. MoDED letter of support and REMI model) will automatically rank ahead of standard cost share projects.

When there are multiple applicants from District 8, District 8 is now required to rank these applications with OTO and non-MPO projects compared on the same list for the district. How the project ranks at the district level is one of the criteria used to rank all of the projects submitted for the economic development/cost share program

EXAMPLE RANKING - Utilizing previously-funded cost share projects, OTO and non-MPO areas

Rank	Project	Economic Development		OTO L RTP/D8 Rural		MoDOT Functional Needs		TCOS Need?		Total
		Eligible/DED Letter?	Jobs Score	Priority	Points	Score	Points	Y/N	Points	
1	8S0919: Route 744 (East Kearney) widening at from 65 to LeCompte (Springfield Underground Expansion)	Yes	6	High	5	60.8	6	No	0	17
2	8P0799: Route 76 Taneycomo Bridge and Roundabout in Branson and Hollister	No	0	High	5	60.7	6	No	0	11
3	Glenstone and I-44 Interchange in Springfield	No	0	High	5	58.2	5	Yes	1	11
4	8P0791: National and James River Freeway in Springfield	No	0	High	5	59.0	5	No	0	10
5	8P2184: Routes 60 and B/VV intersection in Rogersville	No	0	High	5	51.9	5	No	0	10
6	8P2146: Route 14 (Third Street), Downtown Ozark	No	0	High	5	48.5	4	No	0	9

EXAMPLE RANKING - Pending Cost Share/Economic Development Projects

Rank	Project	Economic Development		OTO LRTP/D8 Rural Prioritization		MoDOT Functional Needs Prioritization		TCOS Need?		Total
		Eligible/DED Letter?	Jobs Score	Priority	Points	Score	Points	Y/N	Points	
1	8P2366: Route 65 and Evans Road Interchange	Yes	8	High	5	59.2	5	No	0	18
2	Strafford Route 00 and Route 125 Improvements (DED Letter Pending; estimating 50 +/- jobs)	Yes	2	Vision/Low	1	44.9	4	Yes	1	8
3	8U0500: Route 65 and Battlefield Road Interchange (Springfield)	No	0	High	5	44.0	4	Yes	1	10
4	8P2356: Route 65 and CC/J Interchange (Christian County)	No	0	High	5	34.3	3	No	0	8
5	8P2199: Route 160 and Route 14 Intersection (Nixa)	No	0	Medium	3	46.7	4	No	0	7
6	8P2357: Route 14 and Gregg Road Intersection (Nixa)	No	0	Medium	3	47.3	4	No	0	7

Functional Needs

US 65 N

From 43.307
To 43.82

Need ID: 241 65 @ Evans Road, interchange improvement

Project_number:

Estimated cost: \$0.00

9/15/2010

Process Points Section

Access to Opportunity	5% wt	0.00 value	Quality of Communities	5% wt	5.00 value
Vehicle Ownership: Eliminate Bike/Ped Barriers: District Flexible Factors: Total:	100 pts 0 0 100	score 0.00 0.00 0.00	Complies With Land Use Plans: Complies With Transportation Plans: Connectivity : District Flexible Factors: Total:	0 pts 45 55 0 100	0.00 score 45.00 55.00 0.00 100.00
Congestion Relief	20% wt	13.04 value	Environmental Protection	0% wt	0.00 value
Level of Service: Daily Usage: Functional Classification: System Efficiency: District Flexible Factors: Total:	25 50 25 0 0 100	15.00 25.18 25.00 0.00 0.00 65.18	Environmental Impact: District Flexible Factors: Total:	0 100 100	0.00 0.00 0.00
Economic Competitiveness	15% wt	10.88 value	Safety	30% wt	7.91 value
Strategic Economic Corridor: Level Economic Distress: Supports Regional Economic Plans: District Flexible Factors: Total:	0 50 50 0 100	0.00 22.50 50.00 0.00 72.50	Safety Index: Safety Concern: Safety Enhancements: Accident Rate: Accident Severity: District Flexible Factors: Total:	95 5 0 0 0 0 100	21.37 5.00 0.00 0.00 0.00 0.00 26.37
Efficient Movement of Freight	5% wt	2.33 value	Taking Care of the System	20% wt	20.00 value
Truck Volume: Freight Bottle Necks: Intermodal Freight Connectivity: District Flexible Factors: Total:	60 20 20 0 100	46.6 0.00 0.00 0.00 46.57	Pavement Bridge Condition: Pavement Condition: Pavement Smoothness Daily Usage: Truck Usage: Functional Classification: Exceptional Bridge: Substandard Road and Bridge: District Flexible Factors: Total:	0 0 0 0 0 0 0 100 0 100	0.00 0.00 0.00 0.00 0.00 0.00 0.00 100.00 0.00 100.00

Data and Comments Section

County: GREENE Miles: 2.099 Planning Partner: OTO MPO

Purpose and Need Statement:

Data

Data Score 59.15
AADT: 24638.60
Daily Usage: 12419.30
Truck Volume: 2409.34
Safety Index: 4.10033
Property Damage Only: 16.33
Injury: 8.00
Fatal: 0.00
3 yr avgs
Total Crashes per Year: 24.33
Pavement Condition: 19.30
Condition Text: Very Good
Pavement Smoothness: 75.15
Smoothness Text: Good
Min Bridge Rating:

Comment Area

Functional Needs

RT00 E

From 2.823 @ 125

To 3.023

Need ID: 325 OO @ 125 - Intersection improvements.

Project number:

Estimated cost \$0.00

9/30/2010

Process Points Section

Access to Opportunity	5% wt	0.00 value	Quality of Communities	5% wt	5.00 value
Vehicle Ownership:	100	pts	Complies With Land use Plans:	0	pts
Eliminate Bike/Ped Barriers:	0	0.00	Complies With Transportation Plans:	45	45.00
District Flexible Factors:	0	0.00	Connectivity :	55	55.00
Total:	100	0.00	District Flexible Factors:	0	0.00
			Total:	100	100.00

Congestion Relief	20% wt	4.89 value	Environmental Protection	0%wt	0.00 value
Level of Service:	25	11.02	Environmental Impact:	0	0.00
Daily Usage:	50	0.92	District Flexible Factors:	100	0.00
Functional Classification:	25	12.50	Total:	100	0.00
System Efficiency:	0	0.00			
District Flexible Factors:	0	0.00			
Total:	100	24.44			

Economic Competitiveness	15% wt	10.88 value			
Strategic Economic Corridor:	0	0.00			
Level Economic Districts:	50	22.50			
Supports Regional Economic Plans:	50	50.00			
District Flexible Factors:	0	0.00			
Total:	100	72.50			

Efficient Movement of Freight	5% wt	1.87 value	Taking Care of the System	20% wt	20.00 value
Truck Volume:	60	17.5	Pavement	0	0.00
Freight Bottle Necks:	20	20.00	Bridge Condition:	0	0.00
Intermodal Freight Connectivity:	20	0.00	Pavement Condition:	0	0.00
District Flexible Factors:	0	0.00	Pavement Smoothness	0	0.00
Total:	100	37.47	Daily Usage	0	0.00
			Truck Usage:	0	0.00
			Functional Classification:	0	0.00
			Exceptional Bridge:	0	0.00
			Substandard Road and Bridge:	100	100.00
			District Flexible Factors:	0	0.00
			Total:	100	100.00

Data and Comments Section

County:	Miles	Planning Partner:
GREENE	1.375	OTO MPO

Purpose and Need Statement:

Data	Data Score	44.90
AADT:	4318.65	
Daily Usage:	2159.33	
Truck Volume:	370.76	
Safety Index	4.68173	
Property Damage Only:	2.00	
— 3 yr avg	Injury: 0.67	
Total Crashes per Year	Fatal: 0.00	
Pavement Condition	17.28	
Condition Text	Fair	
Pavement Smoothness	92.20	
Smoothness Text	Good	
Mile Bridge Rating:		

Comment Area

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Functional Needs

From 265.11 North Battlefield ramps
To 265.54 South Battlefield ramps

US 65 S

9/30/2010

Need ID: 263 65 @ Battlefield, Interchange improvements

Project_number: 8U0500

Estimated cost: \$0.00

Process Points Section

Access to Opportunity	5% wt	0.00 value	Quality of Communities	5% wt	5.00 value
Vehicle Ownership:	100	pts	Complies With Land use Plans:	0	pts
Eliminate Bike/Ped Barriers:	0	0.00	Complies With Transportation Plans:	45	45.00
District Flexible Factors:	0	0.00	Connectivity :	55	55.00
Total:	100	0.00	District Flexible Factors:	0	0.00
			Total:	100	100.00

Congestion Relief	20% wt	11.43 value	Environmental Protection	0% wt	0.00 value
Level of Service:	25	5.97	Environmental Impact:	0	0.00
Daily Usage:	50	26.16	District Flexible Factors:	100	0.00
Functional Classification:	25	25.00	Total:	100	0.00
System Efficiency:	0	0.00			
District Flexible Factors:	0	0.00			
Total:	100	57.13			

Economic Competitiveness	15% wt	10.88 value			
Strategic Economic Corridor:	0	0.00			
Level Economic District:	50	22.50			
Supports Regional Economic Plans:	50	50.00			
District Flexible Factors:	0	0.00			
Total:	100	72.50			

Efficient Movement of Freight	5% wt	2.83 value	Taking Care of the System	20% wt	0.00 value
Truck Volume:	60	56.6	Pavement	0	0.00
Freight Bottle Necks:	20	0.00	Bridge Condition:	0	0.00
Intermodal Freight Connectivity:	20	0.00	Pavement Condition:	0	0.00
District Flexible Factors:	0	0.00	Pavement Smoothness	0	0.00
Total:	100	56.64	Daily Usage	0	0.00
			Truck Usage	0	0.00
			Functional Classification:	0	0.00
			Exceptional Bridge:	0	0.00
			Substandard Road and Bridge:	100	0.00
			District Flexible Factors:	0	0.00
			Total:	100	0.00

Data and Comments Section

County: GREENE Miles: 1.216 OTO MPO: Planning Partner:

Purpose and Need Statement:

Data

Data Score 43.97
 AADT: 25294.52
 Daily Usage: 12647.26
 Truck Volume: 3566.53
 Safety Index: 3.05946
 Property Damage Only: 12.67
 Injury: 7.67
 Fatal: 0.67
 Total Crashes per Year: 21.00
 Pavement Condition: 19.40
 Condition Text: Very Good
 Pavement Smoothness: 119.86
 Smoothness Text: Fair
 Min Bridge Rating:

Comment Area

Functional Needs

US 65 N

From 41.335 North CC ramps
To 41.698 South CC ramps

9/30/2010

Need ID: 266 65 @ CC/J, Interchange improvements
Project_number: 8P2356
Estimated cost: \$0.00

Process Points Section

Access to Opportunity		Quality of Communities	
5% wt	0.00 value	5% wt	5.00 value
Vehicle Ownership:			
Eliminate Bike/Ped Barriers:	100 pts	0 pts	0.00 score
District Flexible Factors:	0	45	45.00
Total:	100	55	55.00
District Flexible Factors:			
	0	0	0.00
Total:	100	100	100.00

Congestion Relief		Environmental Protection	
20% wt	12.64 value	0% wt	0.00 value
Level of Service:			
Daily Usage:	25	0	0.00
Functional Classification:	50	100	0.00
System Efficiency:	25	100	0.00
District Flexible Factors:	0	0	0.00
Total:	100	100	63.22

Economic Competitiveness		Safety	
15% wt	7.50 value	30% wt	6.84 value
Strategic Economic Corridor:			
Level Economic Distress:	0	95	22.79
Supports Regional Economic Plans:	50	5	0.00
District Flexible Factors:	50	0	0.00
Total:	100	100	22.79

Efficient Movement of Freight		Taking Care of the System	
5% wt	2.29 value	20% wt	0.00 value
Truck Volume:			
Freight Bottle Necks:	60	0	0.00
Intermodal Freight Connectivity:	20	0	0.00
District Flexible Factors:	20	0	0.00
Total:	100	0	0.00

Bridge Condition:		Pavement	
Pavement Condition:		0	
Pavement Smoothness		0	
Daily Usage		0	
Truck Usage:		0	
Functional Classification:		0	
Exceptional Bridge:		0	
Substandard Road and Bridge:		100	
District Flexible Factors:		0	
Total:		100	

Data and Comments Section

County: CHRISTIAN
Miles: 3.074
Planning Partner: OTO MPO

Purpose and Need Statement:

Data

Data Score 34.27
AADT: 23983.41
Daily Usage: 11991.71
Truck Volume: 2226.39
Safety Index: 4.04059
Property Damage Only: 14.67
Injury: 7.00
Fatal: 0.00
Total Crashes per Year: 21.67
Pavement Condition: 19.00
Condition Text: Very Good
Pavement Smoothness: 75.15
Min Bridge Rating: Good

Comment Area

Functional Needs

US 160 W

From 216.97
To 217.17

Need ID: 143 160 @ 14 Intersection

Project_number: 8P2199

Estimated cost: \$0.00

9/30/2010

Process Points Section

Access to Opportunity		5% wt	0.00 value	Quality of Communities		5% wt	2.75 value
Vehicle Ownership:	100 pts	score		Complies With Land use Plans:	0 pts	0.00 score	
Eliminate Bike/Ped Barriers:	0	0.00		Complies With Transportation Plans:	45	0.00	
District Flexible Factors:	0	0.00		Connectivity :	55	55.00	
Total:	100	0.00		District Flexible Factors:	0	0.00	
				Total:	100	55.00	

Congestion Relief		20% wt	7.48 value	Environmental Protection		0%wt	0.00 value
Level of Service:	25	7.94		Environmental Impact:	0	0.00	
Daily Usage:	50	4.48		District Flexible Factors:	100	0.00	
Functional Classification:	25	25.00		Total:	100	0.00	
System Efficiency	0	0.00					
District Flexible Factors:	0	0.00					
Total:	100	37.42					

Economic Competitiveness		15% wt	7.50 value	Safety		30% wt	6.82 value
Strategic Economic Corridor:	0	0.00		Safety Index:	95	17.74	
Level Economic Distress:	50	0.00		Safety Concern:	5	5.00	
Supports Regional Economic Plans:	50	50.00		Safety Enhancements:	0	0.00	
District Flexible Factors:	0	0.00		Accident Rate:	0	0.00	
Total:	100	50.00		Accident Severity:	0	0.00	
				District Flexible Factors:	0	0.00	
				Total:	100	22.74	

Efficient Movement of Freight		5% wt	2.16 value	Taking Care of the System		20% wt	20.00 value
Truck Volume:	60	23.3		Pavement			
Freight Bottle Necks:	20	20.00		Bridge Condition:	0	0.00	
Intermodal Freight Connectivity:	20	0.00		Pavement Condition:	0	0.00	
District Flexible Factors:	0	0.00		Pavement Smoothness	0	0.00	
Total:	100	43.25		Daily Usage	0	0.00	
				Truck Usage:	0	0.00	
				Functional Classification:	0	0.00	
				Exceptional Bridge:	0	0.00	
				Substandard Road and Bridge:	100	100.00	
				District Flexible Factors:	0	0.00	
				Total:	100	100.00	

Data and Comments Section

County: CHRISTIAN Miles: 0.442 Planning Partner: OTO MPO

Purpose and Need Statement:

Data

Data Score 46.72
 AADT: 10174.47
 Daily Usage: 5087.24
 Truck Volume: 610.47
 Safety Index: 4,25293
 Property Damage Only: 3.67
 Injury: 1.67
 Fatal: 0.00
 Total Crashes per Year: 5.33
 Pavement Condition: 19.11
 Condition Text: Very Good
 Pavement Smoothness: 106.79
 Smoothness Text: Fair
 Min Bridge Rating:

Comment Area

Functional Needs

MO 14 E

From 23.571 @ Gregg Road in Nixa

To 23.771

Need ID: 137 14 @ Gregg in Nixa

Project_number: 8P2357

Estimated cost: \$0.00

9/30/2010

Process Points Section

Access to Opportunity		Quality of Communities	
5% wt	0.00 value	5% wt	5.00 value
Vehicle Ownership: Eliminate Bike/Ped Barriers: District Flexible Factors: Total:		Complies With Land use Plans: Complies With Transportation Plans: Connectivity : District Flexible Factors: Total:	
100 pts	score	0 pts	0.00 score
0	0.00	45	45.00
0	0.00	55	55.00
100	0.00	0	0.00
		100	100.00

Congestion Relief		Environmental Protection	
20% wt	5.90 value	0% wt	0.00 value
Level of Service: Daily Usage: Functional Classification: System Efficiency: District Flexible Factors: Total:		Environmental Impact: District Flexible Factors: Total:	
25	15.00	0	0.00
50	4.48	100	0.00
25	10.00	100	0.00
0	0.00		
0	0.00		
100	29.48		

Economic Competitiveness		Safety	
15% wt	7.50 value	30% wt	7.20 value
Strategic Economic Corridor: Level Economic Distress: Supports Regional Economic Plans: District Flexible Factors: Total:		Safety Index: Safety Concern: Safety Enhancements: Accident Rate: Accident Severity: District Flexible Factors: Total:	
0	0.00	95	19.00
50	0.00	5	5.00
50	50.00	0	0.00
0	0.00	0	0.00
0	0.00	0	0.00
100	50.00	100	24.00

Efficient Movement of Freight		Taking Care of the System	
5% wt	1.71 value	20% wt	20.00 value
Truck Volume: Freight Bottle Necks: Intermodal Freight Connectivity: District Flexible Factors: Total:		Pavement Bridge Condition: Pavement Condition: Pavement Smoothness: Daily Usage: Truck Usage: Functional Classification: Exceptional Bridge: Substandard Road and Bridge: District Flexible Factors: Total:	
60	34.2	0	0.00
20	0.00	0	0.00
20	0.00	0	0.00
0	0.00	0	0.00
100	34.20	0	0.00
		100	100.00
		0	0.00
		100	100.00

Data and Comments Section

County: CHRISTIAN
Miles: 0.547
Planning Partner: OTO MPO

Purpose and Need Statement:

Data

Data Score	47.31
AADT:	20962.00
Daily Usage:	5240.50
Truck Volume:	1299.64
Safety Index	4.2
Property Damage Only:	6.67
Injury:	2.33
3 yr avgs	0.00
Fatal:	0.00
Total Crashes per Year	9.00
Pavement Condition	18.89
Condition Text	Very Good
Pavement Smoothness	62.61
Smoothness Text	Good
Min Bridge Rating:	

Comment Area

Partnership Funding Options

Cost Share / Economic Development Program

- Project must be on the state highway system.
- Local metropolitan planning organization (MPO) or regional planning commission (RPC) must support the project.
- District engineer must agree to the need and the proposed solution before the project can be considered.
- Agreement must be approved by the Missouri Highways and Transportation Commission (MHTC) and the project sponsor for each project. The MHTC agreement identifies project expenses to be included and each party's responsibility for project costs. These agreed upon expenses are called participation costs.
- At a minimum, the agreement between the MHTC and the project sponsor will include expenses for construction inspection, construction and any construction change orders. Other expenses in the agreement included could be preliminary engineering, right of way acquisition, right of way incidental costs and utility relocations.
- Project sponsors must contribute at least 50 percent of participation costs unless project creates new jobs.
- Projects creating jobs, as verified by the state Department of Economic Development, may be funded up to 100 percent of participation costs with the MHTC approval. Retail development projects are not eligible for higher participation.
- Funds available for Missouri Department of Transportation's (MoDOT's) participation are based on uncommitted revenue. This amount is determined based on MoDOT's debt management policy and funds necessary to keep State Transportation Improvement Program (STIP) commitments. No project will be moved out of the STIP to increase revenue available for cost share projects.
- MoDOT's funding for proposed projects will be considered based on the following hierarchy of funding sources.
 - Remaining balance of \$30 million annually set aside for cost share/economic development - Projects limited to \$5 million annually for a maximum of four years for this allocated funding.
 - Rural major corridor funding allocation remaining balance - Projects must be improvement to a major rural corridor. Since each Transportation Management Area (TMA) region receives its portion of major project funding directly, projects within its boundaries are not eligible for rural major corridor funding.

- Funds distributed to districts for regional concerns or flexible funding - Project must have concurrence of district engineer and district must have an available balance. TMA must agree to use of district funding allocation for project.
- Prior to the Cost Share Committee meeting, concurrence on project funding between the district engineer and the director of transportation planning is necessary for cost share / economic development projects to proceed.

BOARD OF DIRECTORS AGENDA 10/21/10; ITEM II.E.

OTO Appointment of a Nominating Committee

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Pursuant to OTO By-Laws, the OTO Board of Directors shall elect the following four positions for the 2011 OTO Board of Directors. A nominating committee needs to be appointed to select a slate of candidates to be presented at the December meeting. Please find below a listing of the current officers.

Position	2010 Officers	Jurisdiction
Chairman	David Coonrod, Presiding Commissioner	Greene County
Vice-Chairman	John Grubaugh	Christian County
Secretary	J. Howard Fisk	Citizen At-Large
Treasurer	Lisa Officer	Springfield City Utilities Board Chairman

Position	2011 Officers	Jurisdiction
Chairman	Lou Lapaglia, Presiding Commissioner-Elect	Christian County
Vice-Chairman	_____	_____
Secretary	_____	_____
Treasurer	_____	_____

ROTATION OF CHAIRMAN:

Pursuant to the OTO Bylaws, a Christian County Board member is next in line to serve as Chair of the OTO Board of Directors for the 2010 calendar year.

Section 6.4: Officers

A. The Board of Directors shall elect a representative from their membership to serve as Chairman at their initial meeting. The Chairman shall serve a one (1) year term to expire the first meeting of the calendar year following the first full-year of the position. Thereafter, each one (1) year term shall commence at the first meeting of the calendar year and end at the first meeting of the following calendar year. There must be a majority of the voting members present to vote on the Chairman position. The Chairman shall follow the adopted rotation schedule between Springfield, Greene County and Christian County as approved by the Board of Directors on December 18, 2003.

BOARD OF DIRECTORS ACTION REQUESTED: That a member of the Board of Directors makes one of the following motions:

“Move to appoint _____ to the OTO Board nominating committee”

December 18, 2003 Minutes

Mayor Carlson voiced his concern that the three options for the Board of Directors Chair-Elect rotation schedule as presented in the agenda package behind tab 7 were too broad. Mayor Carlson suggested that Springfield, Greene County, and then maybe one other entity as chosen by the Board at the proper time, could make up the rotation schedule. Commissioner Decker suggested that the representation from Republic, Willard, Battlefield and Strafford come through the Greene County representation, as far as Chairmanship. He also suggested that Christian County, Ozark, and Nixa also combine together as one entity and decide among themselves who will serve as the Chair-Elect when it is their turn on the rotation. A brief discussion followed.

Commissioner Coonrod made a motion that the Chair-Elect rotation include Springfield, Greene County, and one of the three Christian County jurisdiction representatives. Donna McQuay seconded the motion. Mayor Carlson called the question and the motion passed unanimously.

June 19, 2008 Minutes

Mr. Conklin stated that staff is requesting the Ozarks Transportation Organization, an incorporated entity, to approve a resolution confirming the appointment of the Officers and Board of Directors as set out in the OTO procedures and By-Laws. Later in the meeting more will be discussed in item II (M) about the officers. There currently is not a provision in the by-laws for the secretary or treasurer. In the incorporation articles, those officers were set out.

Mr. Fisk asked if this would be an executive committee that is independent of the political give and take that has been experienced in years past as far as the chair. Ms. Hacker asked if the chair rotation was in writing. Ms. Edwards stated that in 2003 there was a Board approved rotation schedule. Ms. Hacker asked if this would change that schedule. Mr. Conklin stated that the current officer's terms end on December 31, 2008. Mr. Fisk stated that he just didn't want the rotation to be thrown out because of the older agreement that was approved due to the issues that have occurred in the past.

Mr. Fisk motioned to accept as presented with the understanding that there will be a nominating committee that will appoint next year's officers based on the rotation agreement as it was approved previously. Mr. Coonrod seconded, and the motion was carried unanimously.