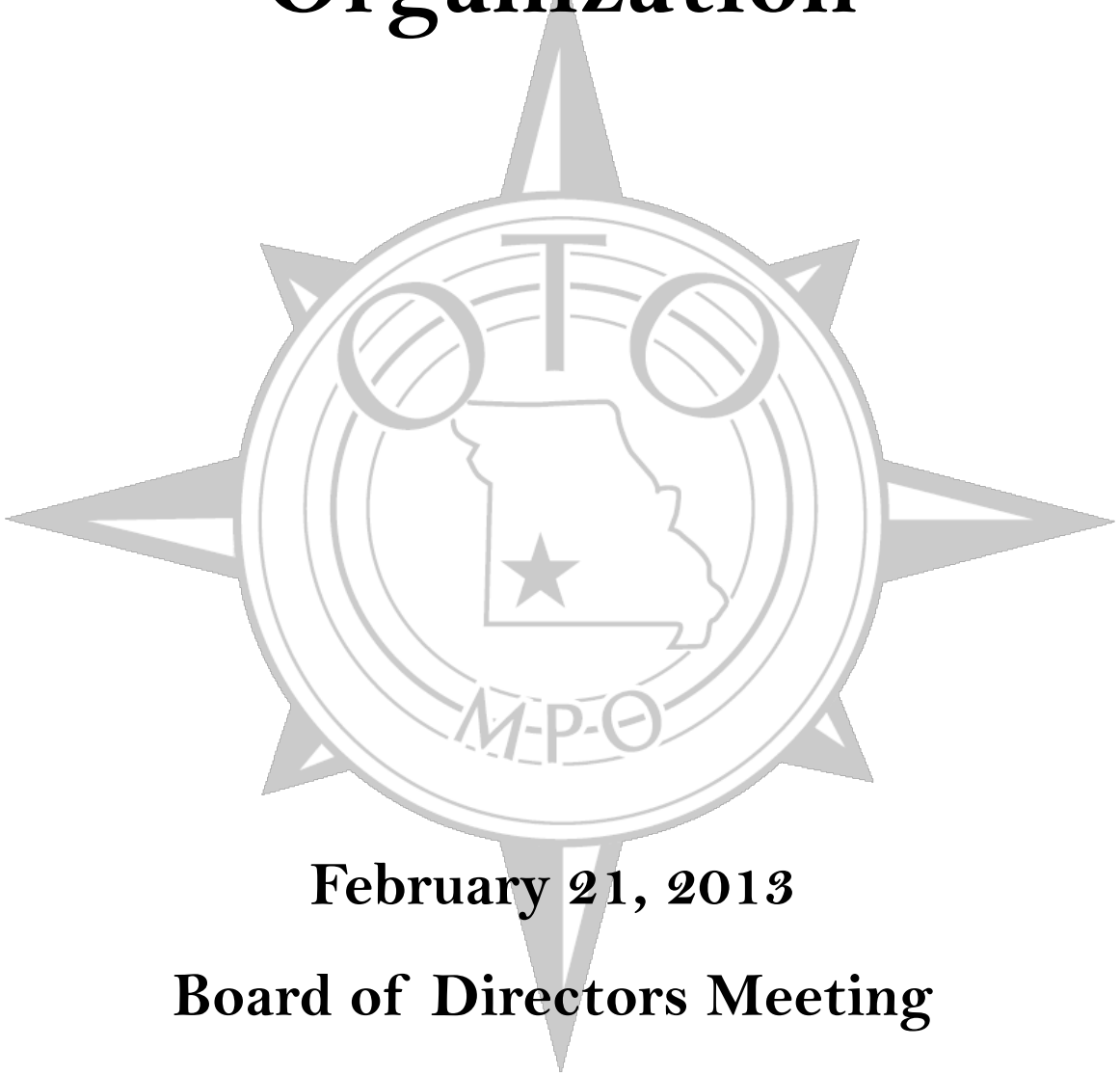


Ozarks Transportation Organization



February 21, 2013

Board of Directors Meeting

OTO Conference Room, Holland Building

205 Park Central East, Suite 212

12:00 – 1:30 PM



**Board of Directors Meeting Agenda, February 21, 2013
OTO Conference Room
205 Park Central Square, Suite 212**

Call to Order NOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the December 20, 2012 Meeting Minutes Tab 1
(2 minutes/Viebrock)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE DECEMBER
20, 2012 MINUTES**

D. Public Comment Period

(5 minutes/Viebrock)

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

E. Staff Report

(5 minutes/Longpine)

Natasha Longpine will provide a review of the OTO staff activities since the December 20, 2012 Board of Directors meeting.

F. Legislative Reports

(5 minutes/Viebrock)

Representatives from the OTO congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

A. MoDOT's On The Move Initiative

(15 minutes/MoDOT)

MoDOT staff will give an overview of MoDOT's On the Move initiative.

INFORMATIONAL ONLY- NO ACTION REQUIRED

- B. OTO In-Kind Match Letters.....Tab 2**
(3 minutes/Parks)
Staff will give an overview of the request that in-kind letters be submitted for each Board of Directors member.

INFORMATIONAL ONLY - NO ACTION REQUIRED

- C. OTO Board Appointment Letters.....Tab 3**
(3 minutes/Parks)
Staff will give an overview of the need for new official appointment letters for each member of the Board of Directors.

INFORMATIONAL ONLY- NO ACTION REQUIRED

- D. Financial Statements for Second Quarter 2012-2013 Budget YearTab 4**
(5 minutes/Krischke)
OTO Board Treasurer, Jim Krischke, will present the second quarter financial report.

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

- E. On-System Bridge (BRM) Selection Process.....Tab 5**
(5 minutes/Longpine)
Staff will provide an overview of the selection process which was conducted by the BRM Subcommittee in selecting the project to utilize the OTO allocated BRM funding. This project appears in TIP Amendment Number Three.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE BRM SELECTION PROCESS AND THE SELECTED PROJECT.

- F. FY2012 and FY2013 Enhancement Program Funding AwardsTab 6**
(5 minutes/Longpine)
Staff will provide an overview of the projects which were recommended by the Enhancement Subcommittee during the 2012/2013 round of enhancement applications. These projects appear in TIP Amendment Number Three.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE RECOMMENDED ENHANCEMENT FUNDING AWARDS.

- G. Amendment Number Three to the FY 2013-2016 TIP.....Tab 7**
(10 minutes/Longpine)
OTO is requesting review and approval of Amendment Number Three to the FY 2013-2016 Transportation Improvement Program (TIP). The request is for 12 items. Please see the attached materials for more information

BOARD OF DIRECTORS ACTION REQUESTED TO RECOMMEND APPROVAL OF TIP AMENDMENT NUMBER THREE TO THE FY 2013-2016 TIP

H. Functional Classification and Urbanized Area Boundary Changes Tab 8
(10 minutes/Longpine)

OTO is requesting review and approval of changes recommended by the Technical Planning Committee regarding OTO area functional classifications and the urbanized area boundary.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PROPOSED
URBANIZED AREA BOUNDARY AND FUNCTIONAL CLASSIFICATION
CHANGES**

I. Bylaws Amendments Tab 9
(5 minutes/Longpine)

Amendments to the OTO bylaws in relation to the Executive Committee and the Local Coordinating Board for Transit.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PROPOSED
BYLAWS CHANGES**

III. Other Business

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

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

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

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

C. Articles for Board of Directors Member Information Tab 10
(Articles attached)

IV. Adjournment

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, April 19, 2012 at 12:00 P.M. in OTO Offices at 205 Park Central East, Suite 212.

Attachments

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

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Debbie Parks al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Debbie Parks at (417) 865-3042 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) 865-3042.

TAB 1

MEETING MINUTES AGENDA 2/21/2013; ITEM I.C.

Attached for Board of Directors member review are the minutes from the December 20, 2012 Board of Directors meeting. Please review these minutes prior to the 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
December 20, 2012

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

The following members were present:

Ms. Becky Baltz, MoDOT	Ms. Teri Hacker, Citizen-at-Large
Mr. Harold Bengsch, Greene County	Mr. Rick Hess, City of Battlefield (a)
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Jim Krischke, City of Republic (a)
Mr. Phil Broyles, City of Springfield (a)	Mr. Lou Lapaglia, Christian County
Mr. Steve Childers, City of Ozark (a)	Mr. Jim Viebrock, Greene County
Mr. Jerry Compton, City of Springfield (Chair)	Mr. Brian Weiler, Airport Board (a)
Mr. J. Howard Fisk, Citizen-at-Large	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Ms. Susan Krieger, City of Strafford
Mr. Thomas Bieker, City of Springfield (a)	Mr. Aaron Kruse, City of Battlefield
Mr. Shawn Billings, City of Battlefield (a)	Mr. Bradley McMahon, FHWA
Mr. Brian Bingle, City of Nixa (a)	Mr. Steve Meyer, City of Springfield (a)
Mr. Richard Bottorf, Airport Board	Mr. Shane Nelson, City of Ozark
Mr. Brian Buckner, City of Republic	Ms. Robin Robeson, City Utilities
Mr. Sam Clifton, City of Nixa	Mr. John Rush, City of Springfield
Mr. John Elkins, Citizen-at-Large (a)	Mr. Dan Salisbury, MoDOT (a)
Mr. Tom Finnie, Citizen-at-Large	Mr. Mark Schenkelberg, FAA
Mr. Nick Heatherly, City of Willard (a)	Mr. Tim Smith, Greene County (a)
Mr. Tom Keltner, City of Willard	Mr. Bob Stephens, City of Springfield
Mr. Bill Kirkman, City Utilities (a)	

Others Present: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, Ms. Melissa Richards, Ozarks Transportation Organization; Mr. Ralph Rognstad, City of Springfield; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Frank Miller, MoDOT.

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

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Mr. Lapaglia made the motion to approve the December 20, 2012 Meeting Agenda. Mr. Viebrock seconded and the motion was carried unanimously.

C. Approval of the October 18, 2012 Meeting Minutes

Mr. Broyles made the motion to approve the October 18, 2012 Meeting Minutes. Mr. Weiler seconded and the motion was carried unanimously.

D. Public Comment Period

None.

E. Executive Director's Report

Ms. Fields informed the group that she is serving as chair of the Transportation Committee for the 2013 Community Focus Report. The committee begins work now but the report will come out in September/October of 2013. The committee looks at the Springfield/Greene County area and what issues need community support, funding, and recognition. The committee has coined the terms "Blue Ribbons" and "Red Flags." The report highlights blue ribbon awards for those areas that are doing well. It also recognizes red flag areas that need improvement.

Staff is continuing to work on the electronic TIP. The projects have been entered and it should be live in several weeks. Staff will also be sending out the RFP for the Travel Demand Model. That is a model that projects future travel volumes for the area. It is really a useful tool for consultants that are looking at the impact of development or new roadways in the area. The model has been delayed due to the fact that it hinges on the release of the Census Transportation Planning Package which gives the population and planning data for the model. The release of the census data has been delayed to May. The RFP will go out by the end of the year or first of January in order to select the consultant in advance of getting the data.

Staff has been working on the year-end inventory. Staff has also been looking at the Transit funding options with the new federal legislation. The transit funding has been changed in regards to how it can be allocated and what is now eligible. Staff is looking at that and what options there are for the future. Enhancement applications were due December 14 and are now in the office. Ms. Longpine stated that 14 applications were received for more than double the actual funding. There is \$1.3 million available. Ms. Fields stated that the subcommittee will be meeting January 3 to rank those applications and to make recommendations to the Technical Committee, then it will go to the Board of Directors for TIP Amendments.

Safe Routes to School funding applications were due back in November. There were two from the OTO area for infrastructure: one from the City of Willard and one from the City of Ozark, with those projects for sidewalk connections to elementary schools. There were fourteen applications statewide. There is only about \$1 million available, so the odds are not great.

MoDOT is making a proposal regarding the Off-System Bridge funding. MoDOT is proposing that instead of allocating it to the counties, it would be subject to a selection process just like the Enhancement funds. That funding would go to the Council of Governments/Regional Planning Commissions, which is SMOG for the OTO region. The reason is that there is a large balance statewide. The counties get very small allocations and are not able to spend the funds without accruing the funds for many years. MoDOT is recommending that an application be submitted through the regional planning commission. The big change is that not only counties would be eligible but also any city, special road district, or other public entities. Staff would like feedback on the jurisdictions thoughts on the proposed changes.

There is an article on the Blue Print for Safety. MoDOT has been working on a statewide basis to reduce fatalities in Missouri. The fatalities have been reduced to under 1,000 down to 850. MoDOT is now looking at a local approach looking at whether the fatalities are by age, drinking, or bicyclist, or any other trend.

Ms. Fields introduced Ms. Becky Baltz to present the new movement MoDOT is working on for the Statewide Transportation Vision.

Ms. Baltz presented MoDOT – Updating the Conversation and In Motion: A Four – Phased Approach. She stated that there has been a lot going on internally at MoDOT over the last year. Everyone is aware of the downsizing. That is now completed and it is time to look to the future. MoDOT is looking at the future of additional funding for transportation. MoDOT is looking at a four phased approach. MoDOT has a tentative time line for the process. The first part is building the foundation, which consists of internal meetings. The Highway Commission has had several conversations with leadership to talk about the approach moving forward.

MoDOT is looking to engage the community. That will be done in several different ways, with the stakeholders and with some engagement of the public as well. MoDOT is looking at having listening sessions and tentatively having two at the Southwest District. With the listening sessions, MoDOT is trying to do a better job getting the bigger businesses of the community involved. Every business has a reliance on transportation, so MoDOT wants more feedback from businesses that have not been as involved in the past. The listening sessions will be a combination of engaging businesses and having meetings at business locations, and having the businesses to help with the welcome and introduction part of the public meetings. MoDOT would also like the stakeholders to attend along with members of the business community. That is one way to engage people.

Another idea that is being looked into is having vans wrapped with some type of message. The new logo is called “Updating the Conversation.” Previously, the conversation was “To Move Missouri Forward.” This package is going to be called “On the Move.” MoDOT will be giving the updated materials out soon. MoDOT staff will also be attending community events in larger communities. Staff might have a booth at a business expo or a lawn and garden show in the more rural areas. Staff might also attend some school events. MoDOT really wants to get the message out to Missourians.

MoDOT in the past has talked about “falling off the cliff.” The consultants that are working with MoDOT did some focus groups. One group was held here in Springfield. When the focus groups were talked to about transportation and their priorities it did not come in at one or two. Everyone is interested in education and some other items as a higher priority. When the focus groups were shown pictures of old worn out highways and bridges compared with new highways and bridges they related to the new better. MoDOT will be talking to the public about what can happen rather than focusing on the problems.

Once the community engagement is complete, MoDOT will start packaging the conversation, which involves compiling everything that has been learned. MoDOT will look at a lot of different scenarios for what can be done with different funding types. In the end, MoDOT will inform Missourians about the outcome of all that. Hopefully another group will take it further and move the initiative forward to get additional funding for transportation.

There are a lot of things happening quickly. Mr. Dave Nichols, the Chief Engineer, came down earlier this week and talked about the possibility of tentatively scheduling monthly MPO meetings because there will be a lot of information to share. MoDOT is concerned about how to keep the stakeholders current. MoDOT would like to communicate regularly with OTO and offered to speak monthly to the Board.

Mr. Lapaglia inquired on some of the ideas that MoDOT was thinking of for additional funding and whether Ms. Baltz could share them with the group. Ms. Baltz stated MoDOT was taking a systematic approach and that information was not available yet. As the information becomes available, the MPO would be updated. Mr. Fisk inquired about the discussion of the bonding issue for the \$950 or \$980 million dollars in bonding. Ms. Baltz stated it had been introduced to the legislature. There have been no final decisions made on that as of yet. Mr. Fisk asked what the feeling was in Jefferson City on the passage of the bond. Ms. Baltz stated it was too early to tell.

Mr. Compton suggested that the Executive Committee meets the opposite month so several individuals already have that date on the monthly calendar. People would have to see if they could accommodate the additional meeting, though it is important. Ms. Baltz stated that it might be possible to tag onto the Executive Committee days. Mr. Compton stated the Executive Committee might be able to stretch the meeting out longer. Ms. Baltz stated that the meeting would not be called if there was no new

information. Ms. Hacker inquired if it was a situation where they would be asked for feedback or if it was just a matter of updating the group on what has happened. Ms. Baltz stated the group would be involved in some of the sessions that involved feedback, but MoDOT would also like to hear along the way if there are any issues or concerns. Mr. Compton thanked MoDOT for the update and stated that the Chair could look at the calendar to find a date where the committee could meet if needed.

F. Legislative Reports

Mr. Wadlington stated that the big news happened eight days ago with I-49. The Senator came in and shared the historic event for I-49. As far as what is happening in Washington D.C. the House is going to a vote tomorrow on the package that will be approved by the House. After that the House is going to go home and not reconvene until the new Congress in January, without a final solution on the “fiscal cliff.”

Mr. Lapaglia stated that when the Board returns all the old taxes will probably be in place. Mr. Wadlington stated that the Bush tax cuts would be wiped off the books effective December 31 at midnight if action is not taken. There would also be a lot of spending cuts to go into effect on January 2 including half that will come out of the Defense budget. The tax cut on Social Security would disappear as well. The benefit of the drastic changes is that the deficit would be cut in half.

II. New Business

A. Administrative Modification Number One, Two, & Three to the FY 2013-2016 TIP

Ms. Longpine stated that the OTO Public Participation Plan allows staff to make minor modifications to the TIP. This includes items that do not drastically change the scope or funding of a project. There are three items that are being presented for information. The first is correcting the funding source listed on a project for City Utilities. CU had partnered with MoDOT to look at pedestrian accommodations at transit stops so OTO needs to reflect funding appropriately for CU’s grants on that.

The second modification clarifies the description of the project for City Utilities Voice Annunciation System. As part of that system CU is going to have the Vehicle Locator system that has the GPS and lets people know where the buses are. That actually coordinates with the annunciations so it knows when to announce the stops. CU is also looking into getting customer feedback on that. The riders would be able to also know where the buses are.

The third modification reflects the addition of Enhancement funding for the North Glenstone Avenue sidewalk project. That project was already programmed in the TIP, but MoDOT has since received Enhancement funds. Staff was able to replace the local funding with the Enhancement funding.

Ms. Fields stated that the CU project is exciting because the vehicle locator system can use an app on the individual’s phones to let them know when the buses are coming. Signs can be added to the bus terminal that will have each bus listed just like

the Chicago Subway. There will be some technology on the bus system. Mr. Compton stated that was one of the items discussed in the Strategic Plan.

B. Amendment Number Two to the FY 2013-2016 TIP

Ms. Longpine stated that there are two new projects and two updated projects as part of Amendment Number Two. The first new project is a signal system upgrade through the TMC. This will update all the signals that have not been updated yet within Springfield and the surrounding area. The second new project is the safety improvements on Routes 125 and D in Greene and Christian Counties.

The Campbell and Plainview intersection project is currently in the TIP listed as design and now it is being updated to reflect construction costs. Then staff is also updating the programmed amount shown in the CU Transit and Fleet Maintenance Campus. CU did not get all the money spent last year so that has been moved to this year.

Mr. Broyles made the motion to approve Amendment Number Two to the FY 2013-2016 TIP. Ms Hacker seconded and the motion was approved unanimously.

C. Annual Listing of Obligated Projects

Ms. Longpine stated that the Annual Listing of Obligated Projects is published annually per federal law. It lists all funding that has been obligated through the fiscal year. Any project that had federal funds on it for transportation is required to be listed with the accompanying information. The list includes the project description, TIP number, when the funding was obligated, and how much was obligated out of the federal funds. It also shows what is shown in the TIP for programmed federal funding. This is required within 90 days of the end of the fiscal year. It will be on the OTO website by December 30 if approved.

Mr. Fisk made the motion to approve the Annual Listing of Obligated Projects. Mr. Lapaglia seconded and the motion was approved unanimously.

D. Financial Statements for 1st Quarter 2012-2013 Budget Year

Mr. Krischke presented the 1st Quarter 2012-2013 financial report. There is a Profit and Loss Statement, Balance Sheet, and Quarterly Expenditure Statement. In addition there is a Progress Report that is helpful in trying to keep track of where staff is in regards to the projects being worked on and the percentages that have been completed. There is nothing out of the ordinary on the report. Revenues exceeded that period by \$50,066.72. There are a couple of expenditures that came out in the first quarter that would normally come out in the second quarter, advance payments were made on certain items, as a staff member would be out of the office.

Mr. Fisk stated that he liked the additional information that was provided in the back. It is very thorough. Mr. Krischke stated that the largest expenditure of the quarter was the aerial photography in the amount of \$50,000.

Mr. Viebrock made the motion to accept the First Quarter Financial Report. Mr. Bengsch seconded and the motion was approved unanimously.

E. Nominating Committee Report

Mr. Childers stated that the Nominating Committee for next year's Executive Committee Officers was made up of Mayor Kruse, City of Battlefield, Mr. Childers, City of Ozark, and Mr. Broyles, City of Springfield. The committee met and Mr. Fisk and Mr. Krishcke have agreed to be nominated again – Mr. Fisk for Secretary and Mr. Krishcke for Treasurer – simplifying the process for the nominating committee. Mr. Viebrock of Greene County and Mr. Lapaglia would serve as Chair and Vice-Chair for 2013, respectively. All of the nominees have agreed to be placed on the slate of officers.

Mr. Bengsch made the motion to accept the slate of officers for the 2013 Chairman, Vice-Chairman, Treasurer and Secretary for the OTO Board of Directors. Mr. Weiler seconded and the motion was approved unanimously.

F. Welcome to New Chair and Vice-Chair

Mr. Compton welcomed the New Chair and Vice-Chair. He thanked the Officers for accepting the positions.

Mr. Lapaglia thanked Mr. Compton for serving during 2012 as the Chair. Ms. Fields presented a plaque to Mr. Compton for serving as the Chair. She also presented a plaque for Aaron Kruse who was not present at the meeting, for his service on the Executive Committee from 2010 to 2012. Mr. Hess accepted the plaque on Mr. Kruse's behalf.

G. OTO Board of Directors 2013 Meeting Schedule

Ms. Fields reviewed the 2013 Meeting Schedule, which will be on the third Thursday of every other month. Ms. Parks would be sending out calendar notices and lunch will be provided at the meetings.

III. Other Business

A. Board of Directors Member Announcements

Mr. Broyles stated that Springfield City Council approved putting the ¼-cent tax to the vote of the people on April 2, 2013. The City of Springfield will be moving forward with that ballot with the Chamber of Commerce after the first of the year.

Mr. Compton stated that Mr. Broyles will be acting City Manager a couple days in the next week.

Mr. Childers stated that the City of Ozark's Board of Aldermen voted on Monday night to place the question on the ballot to create a City of Ozark 3/8-cent sales tax with a five-year sunset. The City of Ozark is following the City of Springfield's lead and will try to educate the public about the needs in the City of Ozark. The City of Ozark does not have a dedicated source of funding for transportation currently. It has

been discussed for three years now. It will be on the April Ballot. The City of Ozark hopes to get it done and prove to the citizens that it will do what it says it will do.

Mr. Compton stated that the City of Springfield has been very successful with the sales tax. Springfield's City Council discussed earlier in a meeting with the legislature that informing the public that the City's tax dollars are the public's tax dollars has gone a long way to support the tax.

Ms. Fields announced her upcoming maternity leave from sometime in February to sometime in March. She announced that she would not be at the February BOD meeting, but that Natasha would be in charge during her absence.

B. Transportation Issues For Board of Directors Member Review

None.

C. Articles for Board of Directors Member Information

Ms. Fields stated that MoDOT was recognized by Forbes Magazine in the first article.

IV. Adjournment

Mr. Compton adjourned the meeting at 12:39 p.m.

TAB 2

BOARD OF DIRECTORS AGENDA 2/21/13; ITEM II.B.

OTO In-Kind Match Letters

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

AGENDA DESCRIPTION:

OTO is required to provide a 20 percent local match to all federal funding, however, in-kind time at OTO meetings can be used as match in lieu of a portion of local jurisdiction dues. This allows OTO to build a reserve of match funds for operating expenses. In order to report in-kind match, OTO must have a letter from each jurisdiction documenting the billable rate. Employees who derive a salary funded from federal funds cannot be included in the in-kind calculation.

BOARD OF DIRECTORS ACTION REQUESTED:

No official motion is needed, however, OTO is requesting that the in-kind letters be completed and returned no later than March 15, 2013.



Ozarks Transportation Organization
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2013

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO utilizes in-kind match as a source of match funds for the federal grant.

The proposed in-kind match will charge the time OTO Board and Committee members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and will not utilize any member positions that are funded with federal funds. In order to complete the request for in-kind match, OTO will need to know the hourly rate of the Board and Committee members who work in paid positions.

Please return the following salary information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: _____

Member Name: _____

Hourly Rate without benefits \$ _____ Hourly Rate with benefits \$ _____

I certify this is my hourly rate with and without benefits for FY 2013.

Signature

This information will be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks



Ozarks Transportation Organization
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2013

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO will utilize in-kind match as a source of match funding for the federal grant.

The proposed in-kind match will charge the time OTO Board and Committee Members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and volunteer positions. Please return the following information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: _____

Member Name: _____

Volunteer Hourly Rate 2013: \$ 18.80

Signature

This information will only be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks
Office Coordinator

TAB 3

BOARD OF DIRECTORS AGENDA 2/21/13; ITEM II.C.

OTO Board Appointment Letters

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO staff is requesting that each jurisdiction assist in updating records of official representation on the Board of Directors. The following is an excerpt from the OTO bylaws outlining the membership requirements.

Section 6.1: Membership

A. Board of Directors – Voting Members (provided entities listed below have joined the organization and are current in dues):

1. Two (2) Greene County Commissioner(s)
2. Three (3) Springfield City Council Member(s)
3. One (1) City Utilities Board Member
4. One (1) Springfield-Branson Regional Airport Board Member
5. Three (3) Citizen At-Large Representatives
 - One (1) Member Nominated by the Board of Directors and Appointed by the MPO
 - Two (2) Members Nominated by Springfield and Appointed by the MPO
6. One (1) Elected Official from the City of Republic
7. One (1) Elected Official from the City of Ozark
8. One (1) Elected Official from Christian County
9. One (1) Elected Official from the City of Nixa
10. One (1) Elected Official from the City of Willard
11. One (1) Elected Official from the City of Strafford
12. One (1) Elected Official from the City of Battlefield

B. Board of Directors – Non-Voting Members

1. Federal Highway Administration Representative
2. Federal Transit Administration Representative
3. Federal Aviation Administration Representative
4. District Engineer, Missouri Department of Transportation (MoDOT)

C. The voting members of the Board of Directors shall serve terms on the Board coinciding with the terms of their respective offices, as determined by the specific local jurisdiction(s). The Citizen-at-Large Representatives shall serve a term of

three (3) years, except for the inaugural year. The first years' Citizen-at-Large terms shall be the following:

- The member nominated by the Board of Directors and appointed by the MPO shall serve a term of one year.
- One member nominated by Springfield and appointed by the MPO shall serve a term of two years.
- One member nominated by Springfield and appointed by the MPO shall serve a term of three years.

The City of Springfield may determine which of their initial nominees will serve the two and three year positions.

Each elected representative or board representative shall name one (1) elected or appointed official as an alternate, in writing, who may exercise full member powers during their absence. Alternates for the Citizen-at-Large Representatives shall be nominated and appointed through the same process as the primary representative. The Alternate's term shall also correspond with the primary representative's term. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Committee.

BOARD OF DIRECTORS ACTION REQUESTED:

No official motion is needed, however, OTO is requesting appointment letters be returned no later than March 15, 2013.



Ozarks Transportation Organization
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2013

Ms. Sara Fields
Executive Director
205 Park Central East, Suite 205
Springfield, MO 65806

Dear Ms. Fields:

This letter is to notify you that the City of Everywhere, Missouri has appointed an official voting member and alternate for the Ozarks Transportation Organization Board of Directors.

Voting Member: **Ms. Jane Doe**

Contact Information: 1234 South Street
Everywhere, MO 65606
417-888-8888

Alternative Voting Member: **Mr. John Smith**

Contact Information: 1234 South Street
Everywhere, MO 65606
417-888-7777

Please forward any information regarding the BOD to Ms. Jane Doe and Mr. John Smith. If you have any questions regarding this letter please call the number listed below.

Sincerely,

Tom Davis
Mayor

TAB 4

BOARD OF DIRECTORS AGENDA 2/21/13; ITEM II.D.

Financial Statements for Second Quarter 2012-2013 Budget Year

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Included for consideration are the second quarter financial statements for the 2012-2013 Budget Year. This period includes July 1, 2012 through December 31, 2012. The *Profit and Loss Statement*, *Balance Sheet*, and *OTO Quarterly Expenditures Statement* (categorized to match the approved Unified Planning Work Program Budget) are included for Board member review. During this period, expenses exceeded revenues in the amount of \$14,692.18. Also included is the Operating Fund Balance Report which shows a fund balance of \$165,213.19.

The OTO was able to utilize \$21,483.07 of in-kind match income during the second quarter. \$19,544.62 of the in-kind match was from MoDOT staff time working on OTO area projects. Staff would like to thank all member jurisdictions and MoDOT for helping with the in-kind match documentation.

The OTO budgeted expenses in the amount of \$805,087.78 for the budget year. Actual expenses for the end of the second quarter are \$347,333.03. This is 41.9 percent of budgeted expenses.

The OTO completed the following budgeted projects for the 2012-2013 Budget Year:

- Aerial Photography - \$50,000.00 (\$10,000 in-kind match from City of Springfield)
- Audit - \$4,750.00
- Travel Time Runs and Traffic Counts – \$9,189.35 (additional payments to be made in third quarter)
- Electronic TIP Software - \$24,100.00

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Second Quarter Financial Statements for the 2012-2013 Budget Year”

OR

“Move to return to staff the Second Quarter Financial Statements for the 2012-2013 Budget Year in order to _____”

3:30 PM
01/22/13
Cash Basis

Ozarks Transportation Organization

Profit & Loss

July through December 2012

	Jul - Dec 12
Ordinary Income/Expense	
Income	
Interest Income	278.51
Other Types of Income	
City of Sfld Aerial Photo Match	10,000.00
Consolidated Planning Grant CPG	222,484.53
Health Insurance Employee Match	1,320.00
In-Kind Match, Donated Direct C	23,072.71
Total Other Types of Income	256,877.24
Program Income	
Local Jurisdiction Match Funds	75,485.10
Total Program Income	75,485.10
Total Income	332,640.85
Expense	
Board of Director Insurance	2,395.00
Business Expenses	
Membership Dues	2,826.34
Total Business Expenses	2,826.34
Contract Services	
Consultant Services	3,399.40
Payroll Company Fee	991.60
Travel Time Runs and Traffic	9,189.35
Total Contract Services	13,580.35
Facilities and Equipment	
Building Rental	29,813.00
Copy Machine Lease	1,429.50
Total Facilities and Equipment	31,242.50
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	19,544.62
Member Attendance at Meetings	3,528.09
Total In-Kind Match Expense	23,072.71
Operations	
Advertising	858.17
Aerial Photos	50,000.00
Audit	4,750.00
Computer Software	1,149.00
Computer Upgrades	3,134.95
Data Storage/Backup	1,043.79
Food Supplies	1,305.10
IT Maintenance Contract	4,919.60
Mileage	960.79
Office Supplies/Furniture	2,358.23
Parking	400.00
Postage	1,578.89
Printing	2,600.10
Publications	195.90
Telephone	1,877.35
TIP Software	24,100.00
Web Hosting	450.00
Total Operations	101,681.87
Other Types of Expenses	
Insurance - Liability	981.00
Mobile Data Plans	889.25
Workmen's Compensation Ins	-278.00
Total Other Types of Expenses	1,592.25

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Cash Basis

Ozarks Transportation Organization
Profit & Loss
July through December 2012

	Jul - Dec 12
Salaries	
Health Insurance	5,402.62
Payroll Tax Expense	9,272.59
SEP-IRA Contribution	15,519.50
Salaries - Other	130,316.65
Total Salaries	160,511.36
Training/Travel/Education	
Employee Education	3,011.42
Hotel	2,075.35
Meals	647.31
Registration	1,094.00
Training	742.00
Transportation	2,605.57
Travel Miscellaneous	255.00
Total Training/Travel/Education	10,430.65
Total Expense	347,333.03
Net Ordinary Income	-14,692.18
Net Income	-14,692.18

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Cash Basis

Ozarks Transportation Organization **Profit & Loss Budget vs. Actual** July through December 2012

	Jul - Dec 12	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Interest Income	278.51			
Other Types of Income				
City of Sfld Aerial Photo Match	10,000.00	10,000.00	0.00	100.0%
Consolidated Planning Grant CPG	222,484.53	651,251.82	-428,767.29	34.2%
Health Insurance Employee Match	1,320.00			
In-Kind Match, Donated Direct C	23,072.71	23,977.00	-904.29	96.2%
Total Other Types of Income	256,877.24	685,228.82	-428,351.58	37.5%
Program Income				
Local Jurisdiction Match Funds	75,485.10	128,835.96	-53,350.86	58.6%
Total Program Income	75,485.10	128,835.96	-53,350.86	58.6%
Total Income	332,640.85	814,064.78	-481,423.93	40.9%
Expense				
Board of Director Insurance	2,395.00	2,300.00	95.00	104.1%
Business Expenses				
Membership Dues	2,826.34	4,200.00	-1,373.66	67.3%
Total Business Expenses	2,826.34	4,200.00	-1,373.66	67.3%
Contract Services				
Consultant Services	3,399.40	8,000.00	-4,600.60	42.5%
Payroll Company Fee	991.60	2,600.00	-1,608.40	38.1%
Travel Model Consultant	0.00	150,000.00	-150,000.00	0.0%
Travel Time Runs and Traffic	9,189.35	20,000.00	-10,810.65	45.9%
Total Contract Services	13,580.35	180,600.00	-167,019.65	7.5%
Facilities and Equipment				
Building Rental	29,813.00	55,367.00	-25,554.00	53.8%
Copy Machine Lease	1,429.50	4,000.00	-2,570.50	35.7%
Total Facilities and Equipment	31,242.50	59,367.00	-28,124.50	52.6%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	19,544.62	15,977.00	3,567.62	122.3%
Member Attendance at Meetings	3,528.09	8,000.00	-4,471.91	44.1%
Total In-Kind Match Expense	23,072.71	23,977.00	-904.29	96.2%

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Cash Basis

Ozarks Transportation Organization **Profit & Loss Budget vs. Actual** July through December 2012

	Jul - Dec 12	Budget	\$ Over Budget	% of Budget
Operations				
Advertising	858.17	3,800.00	-2,941.83	22.6%
Aerial Photos	50,000.00	50,000.00	0.00	100.0%
Audit	4,750.00	4,750.00	0.00	100.0%
Computer Software	1,149.00	2,000.00	-851.00	57.5%
Computer Upgrades	3,134.95	4,000.00	-865.05	78.4%
Data Storage/Backup	1,043.79	3,600.00	-2,556.21	29.0%
Food Supplies	1,305.10	4,500.00	-3,194.90	29.0%
GIS Maintenance	0.00	7,000.00	-7,000.00	0.0%
IT Maintenance Contract	4,919.60	12,000.00	-7,080.40	41.0%
Mapping/Drafting Supplies	0.00	1,500.00	-1,500.00	0.0%
Mileage	960.79	2,000.00	-1,039.21	48.0%
Office Equip Repair	0.00	500.00	-500.00	0.0%
Office Supplies/Furniture	2,358.23	16,000.00	-13,641.77	14.7%
Parking	400.00	1,000.00	-600.00	40.0%
Postage	1,578.89	4,000.00	-2,421.11	39.5%
Printing	2,600.10	13,000.00	-10,399.90	20.0%
Publications	195.90	1,000.00	-804.10	19.6%
Telephone	1,877.35	5,000.00	-3,122.65	37.5%
TIP Software	24,100.00	25,000.00	-900.00	96.4%
Web Hosting	450.00	550.00	-100.00	81.8%
Total Operations	101,681.87	161,200.00	-59,518.13	63.1%
Other Types of Expenses				
Insurance - Liability	981.00	1,400.00	-419.00	70.1%
Mobile Data Plans	889.25	1,620.00	-730.75	54.9%
Workmen's Compensation Ins	-278.00	1,400.00	-1,678.00	-19.9%
Total Other Types of Expenses	1,592.25	4,420.00	-2,827.75	36.0%
Salaries				
Health Insurance	5,402.62			
Payroll Tax Expense	9,272.59			
SEP-IRA Contribution	15,519.50			
Salaries	130,316.65			
Total Salaries	160,511.36	361,000.78	-200,489.42	44.5%
Training/Travel/Education				
Employee Education	3,011.42			
Hotel	2,075.35			
Meals	647.31			
Registration	1,094.00			
Training	742.00			
Transportation	2,605.57			

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Cash Basis

Ozarks Transportation Organization
Profit & Loss Budget vs. Actual
July through December 2012

	Jul - Dec 12	Budget	\$ Over Budget	% of Budget
Travel Miscellaneous	255.00			
Training/Travel/Education - Other	0.00	32,000.00	-32,000.00	0.0%
Total Training/Travel/Education	10,430.65	32,000.00	-21,569.35	32.6%
Total Expense	347,333.03	829,064.78	-481,731.75	41.9%
Net Ordinary Income	-14,692.18	-15,000.00	307.82	97.9%
Net Income	-14,692.18	-15,000.00	307.82	97.9%

2:31 PM
01/22/13
Cash Basis

Ozarks Transportation Organization
Balance Sheet
As of December 31, 2012

	<u>Dec 31, 12</u>
ASSETS	
Current Assets	
Checking/Savings	
Great Southern Bank	165,213.19
Total Checking/Savings	<u>165,213.19</u>
Total Current Assets	<u>165,213.19</u>
TOTAL ASSETS	<u>165,213.19</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	1,345.38
Total Credit Cards	<u>1,345.38</u>
Other Current Liabilities	
Employee Overage/Shortage	-0.06
Total Other Current Liabilities	<u>-0.06</u>
Total Current Liabilities	<u>1,345.32</u>
Total Liabilities	1,345.32
Equity	
Unrestricted Net Assets	178,560.05
Net Income	-14,692.18
Total Equity	<u>163,867.87</u>
TOTAL LIABILITIES & EQUITY	<u>165,213.19</u>

Ozarks Transportation Organization
July 2012 Through June 2013

	Budgeted Amount	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Salaries & Fringe	\$361,001.00	\$25,206.03	\$34,931.58	\$22,920.35	\$27,555.84	\$25,894.30	\$24,003.26							\$160,511.36	\$200,489.64
Springfield Contract for Staff & Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
TIP Software	\$25,000.00	\$0.00	\$0.00	\$0.00	\$24,100.00	\$0.00	\$0.00							\$24,100.00	\$900.00
Rideshare Software/Materials	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Publications	\$1,000.00	\$79.00	\$0.00	\$0.00	\$0.00	\$0.00	\$116.90							\$195.90	\$804.10
Office Supplies/Furniture	\$16,000.00	\$89.93	\$262.44	\$1,627.93	\$102.73	\$35.03	\$240.17							\$2,358.23	\$13,641.77
Mapping	\$1,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$1,500.00
Training	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Travel	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Training/Travel/Education	\$32,000.00	\$2,208.34	\$1,844.94	\$3,387.15	\$733.80	\$20.00	\$2,236.42							\$10,430.65	\$21,569.35
Dues	\$4,200.00	\$0.00	\$396.00	\$575.00	\$0.00	\$0.00	\$1,855.34							\$2,826.34	\$1,373.66
Postage	\$4,000.00	\$88.29	\$786.89	\$0.00	\$743.47	\$77.44	\$382.80							\$2,078.89	\$1,921.11
Telephone/Internet	\$5,000.00	\$357.35	\$432.76	\$250.30	\$251.33	\$292.19	\$293.42							\$1,877.35	\$3,122.65
Advertising	\$3,800.00	\$419.00	\$263.75	\$175.42	\$0.00	\$0.00	\$0.00							\$858.17	\$2,941.83
Printing	\$13,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,600.10							\$2,600.10	\$10,399.90
Food	\$4,500.00	\$176.44	\$319.10	\$44.56	\$330.94	\$96.98	\$337.08							\$1,305.10	\$3,194.90
Computer Upgrades	\$4,000.00	\$0.00	\$0.00	\$3,134.95	\$0.00	\$0.00	\$0.00							\$3,134.95	\$865.05
Software	\$2,000.00	\$0.00	\$0.00	\$0.00	\$1,149.00	\$0.00	\$0.00							\$1,149.00	\$851.00
GIS Licenses	\$7,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$7,000.00
Rent	\$55,367.00	\$8,518.00	\$4,259.00	\$8,518.00	\$0.00	\$4,259.00	\$4,259.00							\$29,813.00	\$25,554.00
Mileage	\$2,000.00	\$46.51	\$143.54	\$363.87	\$210.01	\$159.12	\$37.74							\$960.79	\$1,039.21
Copy Machine Lease	\$4,000.00	\$238.25	\$238.25	\$238.25	\$0.00	\$476.50	\$238.25							\$1,429.50	\$2,570.50
Parking	\$1,000.00	\$0.00	\$80.00	\$160.00	\$0.00	\$80.00	\$80.00							\$400.00	\$600.00
Aerial Photos	\$50,000.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00							\$50,000.00	\$0.00
Travel Model Consultant	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$150,000.00
Liability Insurance	\$1,400.00	\$981.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$981.00	\$419.00
Consultant Services (formerly legal and accounting)	\$8,000.00	\$40.00	\$1,925.00	\$787.50	\$106.90	\$0.00	\$540.00							\$3,399.40	\$4,600.60
Payroll Services	\$2,600.00	\$157.00	\$226.80	\$148.30	\$154.50	\$152.50	\$152.50							\$991.60	\$1,608.40
Audit	\$4,750.00	\$0.00	\$0.00	\$0.00	\$4,750.00	\$0.00	\$0.00							\$4,750.00	\$0.00
Infill Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Equipment Repair	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$500.00
Workers Comp	\$1,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$1,400.00
Web Hosting	\$550.00	\$479.99	(\$29.99)	\$0.00	\$0.00	\$0.00	\$0.00							\$450.00	\$100.00
Data Storage/Backup	\$3,600.00	\$0.00	\$675.97	\$155.88	\$0.00	\$77.94	\$134.00							\$1,043.79	\$2,556.21
IT Maintenance Contract	\$12,000.00	\$1,220.00	\$1,120.00	\$1,170.00	\$239.60	\$585.00	\$585.00							\$4,919.60	\$7,080.40
Mobile Data Plans	\$1,620.00	\$180.00	\$225.00	\$80.57	\$90.00	\$133.68	\$180.00							\$889.25	\$730.75
Fixed Route Transit Analysis	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Board of Director Insurance	\$2,300.00	\$0.00	\$0.00	\$2,395.00	\$0.00	\$0.00	\$0.00							\$2,395.00	(\$95.00)
Travel Time Runs and Traffic Counts	\$20,000.00	\$0.00	\$0.00	\$0.00	\$3,760.95	\$5,428.40	\$0.00							\$9,189.35	\$10,810.65
Statewide Passenger Rail Study (OTO Portion)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Presentation System	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Moving Expense	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Total	\$805,088.00	\$40,485.13	\$98,101.03	\$47,282.03	\$63,130.07	\$37,768.08	\$38,271.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$325,038.32	\$480,049.68

	Budgeted Amount	July In-Kind	Aug In-Kind	Sept In-Kind	Oct. In-Kind	Nov. In-Kind	Dec. In-Kind	Jan. In-Kind	Feb. In-Kind	Mar. In-Kind	Apr. In-Kind	May. In-Kind	June In-Kind	YTD In-Kind	Remaining
In-Kind Match, Direct Cost, Donated															
Member Attendance at Meetings	\$8,000.00	(\$27.28)	\$876.00	\$740.92	\$640.86	\$589.81	\$707.78							\$3,528.09	\$4,471.91
Direct Cost - MoDOT Salaries	\$15,977.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,544.62	\$0.00							\$19,544.62	(\$3,567.62)
Total In-Kind Match, Direct Cost Donated	\$23,977.00	-\$27.28	\$876.00	\$740.92	\$640.86	\$20,134.43	\$707.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$23,072.71	\$904.29

Total Expenditures Plus In-Kind Match	\$829,065.00	\$40,457.85	\$98,977.03	\$48,022.95	\$63,770.93	\$57,902.51	\$38,979.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$348,111.03	\$480,953.97
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Minus Non Reimbursable Expenses	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$778.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
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Adjusted Total Expenditures Plus In-Kind Match	\$829,065.00	\$40,457.85	\$98,977.03	\$48,022.95	\$63,770.93	\$57,902.51	\$38,201.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$347,333.03	\$481,731.97
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*July - credit of \$594.42 issued for overage of In-kind expense on March 12 invoice. Dec. non reimbursible expense of \$778.00 - \$500.00 postage expense double recorded in August and October MoDOT Submittal & \$278 Workers Comp policy reimbursement for expense charged to MoDOT in August 2012.

Ozarks Transportation Organization
Operating Fund Balance Report
2nd Quarter FY 12 - 13

Bank Statement Balance

Date	Previous Balance	Deposits	Interest	Withdrawals	Current Balance
6/30/2012	\$132,642.53	\$98,449.36	\$66.50	\$36,973.08	\$194,185.31
7/31/2012	\$194,185.31	\$0.00	\$62.14	\$48,823.03	\$145,424.42
8/31/2012	\$145,424.42	\$113,703.22	\$77.16	\$88,992.95	\$170,211.85
9/28/2012	\$170,211.85	\$111,547.90	\$44.49	\$49,827.31	\$231,976.93
10/31/2012	\$231,976.93	\$0.00	\$42.49	\$65,883.25	\$166,136.17
11/30/2012	\$166,136.17	\$0.00	\$29.70	\$37,935.69	\$128,230.18
12/31/2012	\$128,230.18	\$72,996.51	\$22.53	\$29,335.69	\$171,913.53

Checkbook Ledger Balance

Bank Balance 12/31/2012	\$171,913.53
Total Outstanding Withdrawals	\$6,700.34
Total available Balance 12/31/2012	\$165,213.19

The OTO Operating Balance Policy establishes a minimum balance of three months of expenses and a maximum balance of six months of expenses in order to maintain an adequate reserve. Based on the current budget year, the following amounts represent these limits.

FY 2013 Budget	\$805,087.78
3 months of expenses	\$201,271.95
6 months of expenses	\$402,543.89

OTO Federal Operating Funds Balance

OTO has two funding sources:

- Federal Consolidated Planning Grant (CPG) funds which flow through MoDOT (80%)
- Local Match Funds from Member Jurisdictions (in-kind match can also be used) (20%)

The Federal Consolidated Planning Grant funds are used for day to day operations of the OTO. This includes delivery of plans and studies to meet the federal planning requirements. These requirements must be met in order to receive federal transportation funding for the OTO area for any road, bridge, sidewalk or transit project. Other than the specific OTO required plans and processes, the CPG funds may be used for multimodal, systems-level corridor or subarea planning studies that are regional in scope.

The average annual allocation of CPG funds ranges from \$475,000 to \$525,000. There is a maximum balance of three years of funding allowed. As with all federal funds, these funds are subject to Congressional rescission. In the event that we do not spend the budgeted amount, these funds are added back into the balance.

Federal CPG Grant Balance

Federal Funds Balance FY12 and back	\$1,184,907.09
FY 13 Allocation	\$512,000.00
FY 13 Budgeted Amount (amended)	(\$663,251.00)
Remaining Federal Funds Balance	\$1,033,656.09

Ozarks Transportation Organization
Unified Planning Work Program Progress Report
Period: October 1, 2012 to December 31, 2012

010 General Administration 50% Complete

OTO continued to maintain Ozarkstransportation.org and posted all ONEDOT TIP approvals to the site.

Staff began work to redesign the website and create a new logo for OTO.

OTO prepared FY 12-13 first quarter financial reports and progress reports.

Staff attended:

- MPTA Board Meeting in October
- Blueprint for Safety Annual Conference
- Organizational Leadership Classes
- ESRI online training, on-going
- The Social Media Marketing Conference
- Missouri Chapter of the American Planning Association (APA)
- October Missouri Coalition For Roadway Safety Other Conferences
- October Livable Streets Advisory Team (Teleconference)
- AMPO - MPO Performance Based Planning Activities Webinar
- FTA Programs training video
- FTA Environmental Justice Webinar
- FTA Map-21 Stakeholders Webinar
- MAP-21 Webinar on Congestion and Performance Measures
- Ozarks Chapter of the Institute of Transportation Engineers Seminar
- American Planning Association Webinar – Reach the Ones who Don't Show Up
- FHWA Webinar – Effective Practices in Livability Planning for MPOs
- American Planning Association Webinar – Ethical Challenges
- FHWA MAP-21 Freight Provisions Webinar

The FY 11-12 audit was conducted. Results of the FY11-12 audit were presented to the Board of Directors in October with no significant findings.

An RFP for future audits was sent out.

Staff continues to monitor guidance and apportionments for MAP-21.

A mission statement with goals was approved by the Board of Directors.

Procurement manual amendments were approved by the Board of Directors.

A draft budget was developed for the FY 2013-14 Unified Planning Work Program

Work began to develop the Disadvantage Business Enterprise program and to update the Title VI program.

020 OTO Committee Support 50% Complete

Two Board of Directors and One Technical Committee meeting were conducted. The Board approved a merit raise policy, the purchase of group health insurance, a mission statement and Executive Committee appointments.

Staff attended a tour of Ozark Greenway activities in the region.

Staff also attended the SMCOG annual meeting in October.

One BPAC meeting was held in November. BPAC reviewed comments for bike/ped accommodations along the Campbell Avenue Corridor and discussed recommendations for a trail plan in Christian County. The Springfield person-powered mobility plan was reviewed as well.

Staff was involved with the Ozark Greenways Technical and Sustainable Transportation Committees. Updates on bicycle and pedestrian activities were provided to the Technical Planning Committee. Staff continued involvement with the Missouri Livable Streets Advisory Team, the Missouri Safe Routes to School Network, the Healthy Living Alliance, and the Childhood Obesity Action Group. Staff has continued to serve in an advisory role as the City of Springfield updates its policies regarding bicycling and pedestrians.

Staff attended the November Ozarks Clean Air Alliance meeting. The OCAA is working on the update to the Clean Air Action Plan, which will serve as the Ozone Advance document. Staff is serving on the update committee.

030 OTO General Planning and Plan Implementation 40% Complete

An STP- Balance Report was completed and reviewed by the Technical Committee and Board of Directors.

Staff attended a MoDOT Southwest District Planning Partners meeting and discussed proposed changes to the off-system bridge program, MoDOT's customer satisfaction survey, and the Southwest District bike/ped planning survey.

Data collection efforts have begun for the CMP. All data should be in next quarter. Travel time runs were completed with reports to be provided to OTO by January.

Research began on the Travel Demand Model update. An RFP is scheduled for release in January for consultant selection to build the model. The Census Transportation Planning Package release in May will delay completion into the next fiscal year.

A call for federal functional classification change was issued with several requests by MoDOT for changes. These changes were reviewed by the Major Thoroughfare Plan Subcommittee and will appear on the January Technical Committee meeting agenda.

Staff reviewed and met with the Major Thoroughfare Plan subcommittee about requested changes to the OTO urbanized area boundary, in line with smoothing changes allowed for MPOs. These changes will appear on the January Technical Committee Meeting agenda.

A Bicycle and Pedestrian plan Implementation Report was completed and reviewed by the Technical Committee and Board of Directors.

040 Transportation Improvement Program 30% Complete

Three Administrative Modifications to the FY 2013-2016 TIP were processed and one TIP Amendment was approved by the Board of Directors at its December meeting.

Projects from the FY 2013 to FY 2016 TIP were entered into the online TIP program. Updates should be available through the system in January.

The FY 12 and FY 13 enhancement funding rounds were opened and applications were received and distributed to the subcommittee for project selection decisions.

The On System Bridge (BRM) Subcommittee met to recommend project selection. A TIP amendment reflecting this will be processed next quarter.

The Annual Listing of Obligated Projects was completed and published.

060 OTO and City Utilities Transit Planning 40% Complete

The transit provider brochure continues to be available for distribution.

Discussions continue on the bus transfer facility.

The Local Coordinating Board for Transit met in November to discuss the Program Management Plan and how to manage the new requirements and program changes to transit programs resulting from MAP- 21.

Staff attended Senior Link Committee and Greene County Senior Board meetings.

070 OTO and MoDOT Special Studies and Projects 40% Complete

Staff sat on the project committee for the South Campbell/James River Freeway Interchange conceptual design study. Public meetings to look at alternatives were held in November. Suggested alternatives are expected in the Spring.

Staff sat on the committee to look at possible bluetooth solutions for travel time data and traffic signal timing planning. Anticipated purchase next year.

Staff continued involvement with the Missouri Coalition for Roadway Safety and the Southwest Missouri Council of Governments.

The Springfield-Greene County Community Focus Report is underway with committee meetings beginning in November. Staff chairs the Transportation Subcommittee. The final report is due next fall.

Travel time runs were completed with final deliverables due to OTO in January.

TAB 5

BOARD OF DIRECTORS AGENDA 2/21/13; ITEM II.E.

On-System Bridge (BRM) Selection Process

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO receives an annual allocation of On-System Bridge Replacement and Rehabilitation (BRM) funding for use in the OTO area. The funds are distributed based on the ratio of the replacement cost of the square footage of deficient bridge deck in the OTO area to the replacement cost of the square footage of deficient bridge deck in all TMAs (Springfield, Kansas City, and St. Louis) of the state. This program funds the replacement or rehabilitation of deficient bridges located on roads functionally classified as urban collectors, rural major collectors, and arterials per the federal aid classification system.

Few bridges in the OTO region are eligible for this funding. Through the OTO BRM Subcommittee, it has been recommended that OTO award this funding based upon a bridge's level of deficiency, with structural deficiencies outweighing those which are functionally obsolete.

Through FY2013, OTO has \$1,189,657 available for the region. The BRM Subcommittee met on November 19, 2012 to discuss how to award this funding. The City of Springfield and the Missouri Department of Transportation were the only two agencies with bridges currently eligible for BRM funding. The BRM Subcommittee voted at its November 19, 2012 meeting to recommend that Springfield and MoDOT work together to determine how best to use the funding. Martin Gugel made the motion and Duffy Mooney made the second, with the motion passing unanimously.

Springfield and MoDOT are proposing to share in the use of the BRM funds on the Battlefield and US 65 interchange project. This project has been awarded FY2015 statewide cost share funding. The amount of BRM funding available through FY2013 is \$1,189,657. This would be shared between Springfield and MoDOT based upon their original cost share agreement of 54.7 percent Springfield (\$651,010.61) and 45.3 percent MoDOT (\$538,646.39). These amounts offset the local share funds committed to this project.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee unanimously recommended that the Board of Directors approve the BRM Selection process and award \$1,189,657 in BRM funding to the Battlefield and US 65 interchange project.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the BRM Selection process and to award \$1,189,657 in BRM funding to the Battlefield and US 65 interchange project.”

OR

“Move to return to the BRM Selection process to the Technical Planning Committee in order to _____.”

TAB 6

BOARD OF DIRECTORS AGENDA 2/21/13; ITEM II.F.

FY2012 Transportation Enhancement and FY2013 Transportation Alternatives Program Funding Award

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO received funding for enhancements and transportation alternatives under SAFETEA-LU and MAP-21. Following the guidelines in the already approved Enhancement Application Guidebook, which had been updated to reflect MAP-21 requirements, OTO solicited applications for funding October 11, 2012 with applications due December 14, 2012. The OTO Enhancement Subcommittee met and reviewed the applications on January 3, 2013. Each committee member present scored the applications and points were averaged. The top 6 projects were recommended for funding with one additional project chosen on standby. Descriptions of each project are included with the agenda. Should additional funding become available or projects are completed under budget, the Enhancements Subcommittee has recommended Phelps Street Streetscape Phase 1 as an alternate project. As the available funding for this round spans two separate transportation bills, the funding has been distributed accordingly.

<u>Available funding in 2012:</u>	<u>\$753,371</u>
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Recommended Projects:

Willard Sidewalk Project	\$200,000
Jefferson Avenue Streetscape Phase 1	\$320,000
Commercial Street Streetscape Phase 5	\$220,413
City of Strafford Transportation Enhancement Project	\$12,958
<i>Alternate – Phelps Street Streetscape Phase 1</i>	<i>\$200,000</i>

<u>Available funding in 2013:</u>	<u>\$632,629</u>
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Recommended Projects:

City of Strafford Transportation Enhancement Project	\$227,042
Route 14 ADA Accommodations in Nixa and Ozark	\$165,587
Jordan Creek Trail at West Meadows	\$240,000

Staff has included these projects with TIP Amendment Number Three, which is listed later in the agenda.

ENHANCEMENT SUBCOMMITTEE RECOMMENDATION:

The Enhancement Subcommittee met on January 3, 2013 and recommended the above projects for funding with the following motion, “That the submitted applications be awarded funding based upon the order of ranking. It is up to Springfield to cover the shortage on the Mill Street Streetscape Phase 1. If Willard is awarded Safe Routes to School funding, then that \$200,000 will go to Commercial Street Streetscape Phase 5, again with any shortage of funding to be the responsibility of the City of Springfield.” This motion was made by David Brock, seconded by King Coltrin, and passed unanimously.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

Due to additional information regarding right-of-way availability, the City of Springfield requested at the Technical Planning Committee meeting to remove the Mill Street Streetscape Phase 1 project and replace it with Commercial Street Streetscape Phase 5, which was the chosen alternate. Phelps Street Streetscape Phase 1 was the next ranked project which Springfield requested to replace the Commercial Street Streetscape Phase 5. The Technical Planning Committee unanimously recommended that the Board of Directors approve the FY2012 Transportation Enhancement and FY2013 Transportation Alternatives Program funding awards with the City of Springfield requested changes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY2012 Transportation Enhancement and FY2013 Transportation Alternatives Program funding awards.”

OR

“Move to return to staff the Enhancement funding process in order to _____.”

PROJECT DESCRIPTIONS

Rank		Federal Award
1.	City of Strafford Transportation Enhancement Project	\$240,000
	Local Match	\$60,000
	Project Total Cost	\$300,000
	<i>Project Sponsors: City of Strafford and Strafford R-VI Schools</i>	
	Description: This project provides approximately 3,000 linear feet of 5-foot wide concrete sidewalks from OO to Osage along Madison, as well as along Bumgarner, and approximately 300 feet of 10-foot wide sidewalk on Pine Street. This project extends sidewalks along Madison Street, Bumgarner, and Pine Street. It provides 14 ADA ramps and 7 crosswalks to enhance safety. This project does not have lighting or landscaping involved.	
2.	Jordan Creek Trail at West Meadows	\$240,000
	Local Match	\$60,000
	Project Total Cost	\$300,000
	<i>Project Sponsors: City of Springfield and Ozark Greenways</i>	
	Description: This project consists of 2,900 linear feet of hard surface greenway trail from 400 feet west of Main Avenue to Fort Avenue. The trail will extend through open space being developed as woodland, prairie, and wetland, known as West Meadows. This project includes one stream crossing of Jordan Creek and one at-grade railroad crossing.	
2.	Willard Sidewalk Project	\$200,000
	Local Match	\$50,000
	Project Total Cost	\$250,000
	<i>Project Sponsor: City of Willard</i>	
	Description: Construction of new sidewalk along Farmer Road from the Jackson Street and Farmer Road intersection to the south side of Willey Street, where it will connect to existing sidewalk. The proposed project would complete a primary north/south corridor with a direct connection between Willard North Elementary and the Willard Recreation Center, while linking the sidewalk network to the Ozark Greenways Trail. If funding is available, additional sidewalk would be constructed along Miller Road from the south side of the Greenway Trail to the south side of Jackson.	
4.	Route 14 ADA Accommodations in Nixa and Ozark	\$165,587
	Local Match	\$70,966
	Project Total Cost	\$236,553
	<i>Project Sponsor: MoDOT – Southwest District</i>	
	Description: This project consists of new ADA curb ramps and replacement of non-standard ramps along the corridor – in Nixa, between Main and Ellen and in Ozark, between Walnut and Church.	

5. **Commercial Street Streetscape Phase 5**\$220,413
 Local Match\$179,587
 Project Total Cost\$400,000
Project Sponsor: City of Springfield
Description: This project includes approximately 900 feet of sidewalk located on both the north and south sides of Commercial Street from Benton Avenue to Washington Avenue. The overall project consists of streetscape improvements including decorative sidewalk, sidewalk widening, aesthetic lighting, and landscaping (about 5 trees on each side), as well as an overlay on Commercial Street.
6. **Jefferson Avenue Streetscape Phase 1**\$320,000
 Local Match\$80,000
 Project Total Cost\$400,000
Project Sponsor: City of Springfield
Description: This project includes approximately 100 feet of sidewalk located on both the east and west sides of Jefferson Avenue from Phelps Street to Water Street. The overall project consists of streetscape improvements, including decorative sidewalk, sidewalk widening, aesthetic lighting, and landscaping (about 6 trees on each side), as well as an overlay on Jefferson Avenue.
- Alt. **Phelps Street Streetscape Phase 1**\$200,000
 Local Match\$50,000
 Project Total Cost\$250,000
Project Sponsor: City of Springfield
Description: This project includes approximately 700 feet of sidewalk located on both the north and south sides of Phelps Street from Campbell Avenue to Boonville Avenue. The overall project consists of streetscape improvements including decorative sidewalk, sidewalk widening, aesthetic lighting, and an overlay on Phelps Street.

TAB 7

BOARD OF DIRECTORS AGENDA 2/21/13; ITEM II.G.

Amendment Number Three to the FY 2013-2016 Transportation Improvement Program

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

There are 12 items to be included as part of TIP Amendment Number Three to the FY 2013-2016 Transportation Improvement Program.

1. Bridge Replacement, Bridge #0660212 on Farm Road 66 (GR1311)
Remove existing bridge and approaches and replace for a total programmed amount of \$210,000.
2. Farm Road 141 Bridges #1410151 and #1410155 (GR1213)
Change in scope from rehabilitation of existing bridges to removing existing bridges and approaches and replacement for a total programmed amount of \$1,417,000.
3. Bridge Replacement, Bridge #1020164 on Farm Road 102 (GR1312)
Remove existing bridges and approaches and replace for a total programmed amount of \$464,000.
4. Improvements at Route 65 and Battlefield Road (SP1108)
Update programmed amount in 2015 to reflect addition of \$1,189,657 in BRM funding. No change in total programmed amount of \$13,549,767.
5. McDaniel Lake Bridge #0760180 (GR1313)
Dedication of the historic McDaniel Lake Bridge to Ozark Greenways according to Title 23, Article 144 (Historic Bridge Program) for a total programmed amount of \$200,000. The \$200,000 is the cost of what it would be to demolish the bridge. Instead, Ozark Greenways receives this money to maintain the bridge.

Items 6 through 12 – Addition of the following Enhancement projects as previously shown in the Agenda under Item II.D:

6. Strafford Sidewalk Project (EN1301) - \$300,000
7. Jordan Creek Trail at West Meadows (EN1302) - \$300,000
8. Willard Sidewalk Project (EN1303) - \$250,000
9. Route 14 ADA Accommodations in Nixa and Ozark (EN1304) - \$236,553
10. Commercial Street Streetscape Phase 5 (EN1305) - \$400,000
11. Jefferson Avenue Streetscape Phase 1 (EN1306) - \$400,000
12. Phelps Street Streetscape Phase 1 (EN1307) - \$250,000 (Alternate)

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee unanimously recommended that the Board of Directors approve Amendment Number Three to the FY 2013-2016 TIP.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment Number Three to the FY 2013-2016 TIP.”

OR

“Move to return to staff Amendment Number Three in order to _____.”

PROGRAMMED IMPROVEMENTS

-Roadways-

GREENE COUNTY		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	BRIDGE REPLACEMENT, BRIDGE #0660212 ON FARM ROAD 66	ENG	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	BRO-B039		Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	GR1311		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Remove existing bridge and approaches and replace.	ROW	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (BRO)	\$ 168,000	\$ -	\$ -	\$ -	\$ 168,000
Federal Funding Category	BRO		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 42,000	\$ -	\$ -	\$ -	\$ 42,000
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 210,000							
Source of Local Funds: Greene County Road and Bridge Fund.								
			TOTAL	\$ 210,000	\$ -	\$ -	\$ -	\$ 210,000

PROGRAMMED IMPROVEMENTS

-Roadways-

GREENE COUNTY		Funding		Fiscal Year				
				2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	FARM ROAD 141 BRIDGES #1410151 AND #1410155	ENG	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	BRO-B039		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	GR1213		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Rehabilitate existing bridges #1410151 and #1410155 on Farm Road 141 north of Springfield.	ROW	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (BRO)	\$ 160,000	\$ -	\$ -	\$ -	\$ 160,000
Federal Funding Category	BRO		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
Source of MoDOT Funds:	Safety		Local	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$200,000							
Source of Local Funds: Greene County Highway Fund								
			TOTAL	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000

GREENE COUNTY		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	BRIDGE REPLACEMENT, BRIDGES #1410151 & #1410155 ON FARM RD 141	ENG	FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	BRO-B039		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	GR1213		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Remove existing brdiges and approaches and replace.	ROW	FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(BRO)	\$ 1,133,600	\$ -	\$ -	\$ -	\$ 1,133,600
Federal Funding Category	BRO		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 283,400	\$ -	\$ -	\$ -	\$ 283,400
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,417,000							
Source of Local Funds: Greene County Road and Bridge Fund.								
			TOTAL	\$ 1,417,000	\$ -	\$ -	\$ -	\$ 1,417,000

PROGRAMMED IMPROVEMENTS

-Roadways-

GREENE COUNTY		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	BRIDGE REPLACEMENT, BRIDGE #1020164 ON FARM ROAD 102	ENG	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	BRO-B039		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	GR1312		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Remove existing bridge and approaches and replace.	ROW	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (BRO)	\$ 371,200	\$ -	\$ -	\$ -	\$ 371,200
Federal Funding Category	BRO		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 92,800	\$ -	\$ -	\$ -	\$ 92,800
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 464,000							
Source of Local Funds: Greene County Road and Bridge Fund.								
			TOTAL	\$ 464,000	\$ -	\$ -	\$ -	\$ 464,000

PROGRAMMED IMPROVEMENTS

-Roadways-

CITY OF SPRINGFIELD		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
AMENDED - A1 (12/3/2012)								
Project Title:	IMPROVEMENTS AT ROUTE 65 & BATTLEFIELD RD	ENG	FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8U0500		MoDOT	\$ 25,000	\$ 174,892	\$ 842,044	\$ -	\$ 1,041,936
TIP #	SP1108		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Bridge and interchange improvements at Route 65 and Battlefield Road in Springfield.	ROW	FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ 25,751	\$ -	\$ -	\$ 25,751
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ -	\$ 3,295,436	\$ -	\$ 3,295,436
Federal Funding Category	STP		MoDOT	\$ -	\$ -	\$ 4,407,878	\$ -	\$ 4,407,878
MoDOT Funding Category	Cost Share Program		Local	\$ -	\$ -	\$ 4,778,766	\$ -	\$ 4,778,766
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 14,801,767							
Source of Funds: State transportation revenues in the statewide cost share program, City of Springfield 1/8 Transportation Sales tax and STP-Urban balances. City of Springfield STP-U of \$2,795,436; Greene County STP-U of \$500,000. Previously programmed funds of \$1,252,000. Advance construction with anticipated conversion beyond FY 2016.								
TOTAL			\$ 25,000	\$ 200,643	\$ 13,324,124	\$ -	\$ 13,549,767	

CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	IMPROVEMENTS AT ROUTE 65 & BATTLEFIELD RD	ENG	FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8U0500		MoDOT	\$ 25,000	\$ 174,892	\$ 842,044	\$ -	\$ 1,041,936
TIP #	SP1108		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Bridge and interchange improvements at Route 65 and Battlefield Road in Springfield.	ROW	Other	\$ -	\$ -	\$ -	\$ -	\$ -
			FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ 25,751	\$ -	\$ -	\$ 25,751
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(STP/BRM)	\$ -	\$ -	\$ 4,485,093	\$ -	\$ 4,485,093
Federal Funding Category	STP		MoDOT	\$ -	\$ -	\$ 3,869,232	\$ -	\$ 3,869,232
MoDOT Funding Category	Cost Share Program		Local	\$ -	\$ -	\$ 4,127,755	\$ -	\$ 4,127,755
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 14,801,767							
Source of Funds: State transportation revenues in the statewide cost share program, City of Springfield 1/8 Transportation Sales tax, STP-Urban balances, BRM. City of Springfield STP-U of \$2,795,436; Greene County STP-U of \$500,000. BRM funding of \$1,189,657. Previously programmed funds of \$1,252,000. Advance construction with anticipated conversion beyond FY 2016.								
			TOTAL	\$ 25,000	\$ 200,643	\$ 13,324,124	\$ -	\$ 13,549,767

PROGRAMMED IMPROVEMENTS

-Roadways-

GREENE COUNTY		Funding		Fiscal Year					
				2013	2014	2015	2016	TOTALS	
PROPOSED									
Project Title:	McDANIEL LAKE BRIDGE #0760180	ENG	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -	
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT #	BRO-B039		Local	\$ -	\$ -	\$ -	\$ -	\$ -	
TIP #	GR1313		Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Dedication of the historic McDaniel Lake Bridge to Ozark Greenways according to Title 23, Article 144 (Historic Bridge Program).	ROW	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -	
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ -	\$ -	\$ -	\$ -	\$ -	
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA	CON	FHWA(BRO)	\$ 160,000	\$ -	\$ -	\$ -	\$ 160,000	
Federal Funding Category	BRO		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT Funding Category			Local	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000	
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Cost	\$ 200,000								
Greene County Road and Bridge									
			TOTAL	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											\$ 284,000			\$ 284,000
MO1106											\$ 7,000			\$ 7,000
MO1107				\$ 27,000							\$ 3,000			\$ 30,000
MO1150											\$ 195,000			\$ 195,000
MO1201				\$ 900							\$ 100			\$ 1,000
MO1206											\$ 13,000			\$ 13,000
MO1303		\$ 260,000									\$ 451,000	\$ 65,000		\$ 776,000
MO1304											\$ 39,000			\$ 39,000
MO1306											\$ 4,000			\$ 4,000
MO1308											\$ 25,000			\$ 25,000
MO1309											\$ 25,000			\$ 25,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110											\$ 22,000			\$ 22,000
CC1201				\$ 288,000							\$ 32,000			\$ 320,000
CC1202				\$ 1,800							\$ 200			\$ 2,000
CC1203											\$ 447,000			\$ 447,000
CC1301											\$ 1,000			\$ 1,000
CC1302				\$ 504,000							\$ 56,000			\$ 560,000
CC1303											\$ 12,000			\$ 12,000
CC1304				\$ 11,700							\$ 1,300			\$ 13,000
CC1305				\$ 2,700							\$ 300			\$ 3,000
CC1306											\$ 2,984,000			\$ 2,984,000
CC1307											\$ 10,000			\$ 10,000
CC1401				\$ 11,700							\$ 1,300			\$ 13,000
GR0909		\$ 320,000										\$ 80,000		\$ 400,000
GR1010											\$ 2,000			\$ 2,000
GR1206								\$ 33,600			\$ 8,400			\$ 42,000
GR1212										\$ 960,000		\$ 240,000		\$ 1,200,000
GR1213										\$ 1,133,600		\$ 283,400		\$ 1,417,000
GR1302							\$ 160,000				\$ 40,000			\$ 200,000
GR1303											\$ 4,486,000			\$ 4,486,000
GR1304											\$ 2,000			\$ 2,000
GR1305											\$ 10,000			\$ 10,000
GR1306											\$ 2,000			\$ 2,000
GR1307											\$ 216,000			\$ 216,000
GR1308											\$ 2,000			\$ 2,000
GR1309		\$ 290,848									\$ 5,000	\$ 1,674,367		\$ 1,970,215
GR1310				\$ 861,000							\$ 1,047,000			\$ 1,908,000
GR1311										\$ 168,000		\$ 42,000		
GR1312										\$ 371,200		\$ 92,800		
GR1313										\$ 160,000		\$ 40,000		
NX0601		\$ 1,989,600										\$ 633,400		\$ 2,623,000
NX0701		\$ 301,920										\$ 75,480		\$ 377,400
NX1201												\$ 30,000		\$ 30,000
NX1301											\$ 189,000			\$ 189,000
OK1004								\$ 2,433,600			\$ 608,400			\$ 3,042,000
OK1006		\$ 723,000									\$ 767,000	\$ 20,000		\$ 1,510,000
OK1101								\$ 909,600			\$ 227,400			\$ 1,137,000
RP1201											\$ 272,000			\$ 272,000
RP1301											\$ 2,000			\$ 2,000
RP1302											\$ 1,187,000			\$ 1,187,000
RP1303		\$ 64,000										\$ 16,000		\$ 80,000
RP1304		\$ 50,000												\$ 50,000
RP1305											\$ 228,000			\$ 228,000

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2013 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 80,000			\$ 20,000			\$ 100,000
SP1021											\$ 825,000			\$ 825,000
SP1106	\$ 100,000										\$ 1,349,942	\$ 1,178,942		\$ 2,628,884
SP1107											\$ 830,000			\$ 830,000
SP1108											\$ 25,000			\$ 25,000
SP1109											\$ 2,000			\$ 2,000
SP1110											\$ 1,571,000			\$ 1,571,000
SP1112											\$ 5,000			\$ 5,000
SP1113							\$ 80,000				\$ 20,000			\$ 100,000
SP1115							\$ 160,000				\$ 40,000			\$ 200,000
SP1202											\$ 1,469,000			\$ 1,469,000
SP1203											\$ 1,024,000			\$ 1,024,000
SP1204											\$ 2,000			\$ 2,000
SP1206											\$ 120,000			\$ 120,000
SP1212							\$ 160,000				\$ 40,000			\$ 200,000
SP1213											\$ 100,000			\$ 100,000
SP1302							\$ 80,000				\$ 20,000			\$ 100,000
SP1303							\$ 160,000				\$ 40,000			\$ 200,000
SP1304							\$ 160,000				\$ 40,000			\$ 200,000
SP1305							\$ 160,000				\$ 40,000			\$ 200,000
SP1306							\$ 160,000				\$ 40,000			\$ 200,000
SP1307							\$ 160,000				\$ 40,000			\$ 200,000
SP1308							\$ 160,000				\$ 40,000			\$ 200,000
SP1309							\$ 160,000				\$ 40,000			\$ 200,000
SP1310											\$ 1,000			\$ 1,000
SP1311											\$ 2,000			\$ 2,000
SP1312											\$ 6,000			\$ 6,000
SP1313	\$ 2,135,742										\$ 2,669,677	\$ 533,936		\$ 5,339,355
SP1314											\$ 12,000			\$ 12,000
SP1315											\$ 2,000			\$ 2,000
SP1316											\$ 2,000			\$ 2,000
SP1317											\$ 2,000			\$ 2,000
SP1318											\$ 2,000			\$ 2,000
SP1319											\$ 4,000			\$ 4,000
SP1320	\$ 627,000										\$ 109,500	\$ 110,500		\$ 847,000
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1322											\$ 190,000	\$ 560,000		\$ 750,000
SP1401											\$ 2,000			\$ 2,000
ST1201											\$ 133,000			\$ 133,000
ST1204							\$ 400,000				\$ 100,000			\$ 500,000
WI1201		\$ 21,000									\$ 593,000			\$ 614,000
WI1301											\$ 2,000			\$ 2,000
TOTAL	\$ 2,862,742	\$ 4,030,368	\$ -	\$ 1,708,800	\$ -	\$ -	\$ 2,160,130	\$ 3,456,800	\$ -	\$ 2,792,800	\$ 25,496,519	\$ 5,679,809	\$ -	\$ 47,313,838

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
	FHWA Federal Funding Source													
MO1105											\$ 284,000			\$ 284,000
MO1107				\$ 13,500							\$ 1,500			\$ 15,000
MO1150											\$ 202,000			\$ 202,000
MO1201				\$ 900							\$ 100			\$ 1,000
MO1206											\$ 2,230,000			\$ 2,230,000
MO1306											\$ 2,000			\$ 2,000
MO1309											\$ 25,000			\$ 25,000
MO1401											\$ 29,000			\$ 29,000
MO1403		\$ 268,000									\$ 451,000	\$ 67,000		\$ 786,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110		\$ 238,000									\$ 166,000			\$ 404,000
CC1201				\$ 1,885,500							\$ 209,500			\$ 2,095,000
CC1202				\$ 274,500							\$ 30,500			\$ 305,000
CC1203											\$ 495,000			\$ 495,000
CC1301	\$ 105,000										\$ 264,000			\$ 369,000
CC1302				\$ 967,500							\$ 107,500			\$ 1,075,000
CC1303											\$ 1,808,000			\$ 1,808,000
CC1304				\$ 104,400							\$ 11,600			\$ 116,000
CC1305				\$ 146,700							\$ 16,300			\$ 163,000
CC1306	\$ 2,387,200										\$ (2,387,200)			\$ -
CC1401				\$ 180,900							\$ 20,100			\$ 201,000
GR1010											\$ 2,000			\$ 2,000
GR1104							\$ 80,000				\$ 20,000			\$ 100,000
GR1206								\$ 34,400			\$ 8,600			\$ 43,000
GR1303	\$ 3,588,800										\$ (3,588,800)			\$ -
GR1304											\$ 17,000			\$ 17,000
GR1305											\$ 1,574,000			\$ 1,574,000
GR1306											\$ 8,000			\$ 8,000
GR1308											\$ 2,000			\$ 2,000
GR1309											\$ 5,000			\$ 5,000
NX0801												\$ 175,000		\$ 175,000
NX0803												\$ 1,313,314		\$ 1,313,314
NX1401												\$ 188,700		\$ 188,700
OK1006	\$ 535,200										\$ (535,200)			\$ -
RP1201			\$ 217,600								\$ (217,600)			\$ -
RP1301											\$ 7,000			\$ 7,000
RP1302			\$ 949,600								\$ (949,600)			\$ -
RP1305			\$ 182,400								\$ (182,400)			\$ -
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 80,000			\$ 20,000			\$ 100,000
SP1021	\$ 660,000										\$ (660,000)			\$ -
SP1106	\$ 1,315,742										\$ (1,315,742)			\$ -
SP1108											\$ 174,892	\$ 25,751		\$ 200,643
SP1109	\$ 2,067,130										\$ 84,604	\$ 2,000,000		\$ 4,151,734
SP1110			\$ 1,256,800								\$ (1,256,800)			\$ -
SP1112											\$ 5,000			\$ 5,000
SP1202			\$ 1,175,200								\$ (1,175,200)			\$ -
SP1203	\$ 819,200										\$ (819,200)			\$ -
SP1204											\$ 2,000			\$ 2,000

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2014 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
SP1206											\$ 715,000			\$ 715,000
SP1213											\$ 100,000			\$ 100,000
SP1310											\$ 2,000			\$ 2,000
SP1311											\$ 2,000			\$ 2,000
SP1312											\$ 1,027,000			\$ 1,027,000
SP1313	\$ 3,105,079										\$ 3,881,350	\$ 776,269		\$ 7,762,698
SP1314											\$ 1,880,000			\$ 1,880,000
SP1315											\$ 2,000			\$ 2,000
SP1316											\$ 13,000			\$ 13,000
SP1317											\$ 2,000			\$ 2,000
SP1318											\$ 7,000			\$ 7,000
SP1319											\$ 748,000			\$ 748,000
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1322											\$ 125,000	\$ 375,000		\$ 500,000
SP1401											\$ 3,000			\$ 3,000
ST1201											\$ 549,000			\$ 549,000
WI1201	\$ 470,200										\$ (470,200)			\$ -
WI1301											\$ 3,000			\$ 3,000
TOTAL	\$ 15,053,551	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 3,791,604	\$ 4,925,018	\$ -	\$ 31,836,073

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 206,000			\$ 206,000
MO1201				\$ 900							\$ 100			\$ 1,000
MO1206											\$ 1,700,000			\$ 1,700,000
MO1306											\$ 4,246,000			\$ 4,246,000
MO1309											\$ 25,000			\$ 25,000
MO1501											\$ 22,000			\$ 22,000
MO1503		\$ 276,000									\$ 451,000	\$ 69,000		\$ 796,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110		\$ 2,072,000									\$ 4,740,000	\$ 1,557,000		\$ 8,369,000
CC1203			\$ 753,600								\$ (753,600)			\$ -
CC1301	\$ 212,000										\$ (212,000)			\$ -
CC1303	\$ 1,456,000										\$ (1,456,000)			\$ -
GR1010											\$ 2,000			\$ 2,000
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
GR1206								\$ 1,708,800			\$ 427,200			\$ 2,136,000
GR1304											\$ 2,880,000			\$ 2,880,000
GR1305	\$ 1,267,200										\$ (1,267,200)			\$ -
GR1306											\$ 1,663,000			\$ 1,663,000
GR1308											\$ 2,000			\$ 2,000
NX0801												\$ 1,530,000		\$ 1,530,000
NX0906	\$ 1,754,941										\$ (8,000)	\$ 1,746,941		\$ 3,493,882
NX1501												\$ 150,000		\$ 150,000
RP1301											\$ 1,422,000			\$ 1,422,000
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 5,639,200			\$ 1,409,800			\$ 7,049,000
SP1108	\$ 3,295,436								\$ 1,189,657		\$ 4,711,276	\$ 4,127,755		\$ 13,324,124
SP1109	\$ 658,533										\$ 5,329,258	\$ 1,190,415		\$ 7,178,206
SP1112											\$ 50,000			\$ 50,000
SP1114							\$ 160,000				\$ 40,000			\$ 200,000
SP1120							\$ 4,000				\$ 1,000			\$ 5,000
SP1204											\$ 2,000			\$ 2,000
SP1206			\$ 668,000								\$ (668,000)			\$ -
SP1310											\$ 241,000			\$ 241,000
SP1311											\$ 28,000			\$ 28,000
SP1312	\$ 821,600										\$ (821,600)			\$ -
SP1313	\$ 5,240,822										\$ (5,240,822)			\$ -
SP1314			\$ 1,427,920								\$ (1,427,920)			\$ -
SP1315											\$ 753,000			\$ 753,000
SP1316											\$ 2,361,000			\$ 2,361,000
SP1317											\$ 689,000			\$ 689,000
SP1318											\$ 1,453,000			\$ 1,453,000
SP1319	\$ 601,600										\$ (601,600)			\$ -
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1322											\$ 47,610	\$ 232,390		\$ 280,000
SP1401											\$ 5,000			\$ 5,000
ST1101	\$ 468,000										\$ (468,000)			\$ -
ST1201	\$ 546,800										\$ (546,800)			\$ -
WI1301											\$ 5,000			\$ 5,000
TOTAL	\$ 16,322,932	\$ 2,358,000	\$ 2,849,520	\$ 900	\$ -	\$ -	\$ 204,000	\$ 7,348,000	\$ 1,189,657	\$ -	\$ 21,741,702	\$ 10,607,485	\$ -	\$ 62,622,196

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 210,000			\$ 210,000
MO1201				\$ 2,700							\$ 300			\$ 3,000
MO1206											\$ 1,164,000			\$ 1,164,000
MO1306			\$ 3,401,600								\$ (3,401,600)			\$ -
MO1309											\$ 25,000			\$ 25,000
MO1601											\$ 21,000			\$ 21,000
MO1603		\$ 284,000									\$ 451,000	\$ 71,000		\$ 806,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110			\$ 3,862,400								\$ (3,862,400)			\$ -
GR1010											\$ 2,000			\$ 2,000
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
GR1304			\$ 2,319,200								\$ (2,319,200)			\$ -
GR1306	\$ 1,338,400										\$ (1,338,400)			\$ -
NX1502												\$ 1,500,000		\$ 1,500,000
RP1301	\$ 1,144,800										\$ (1,144,800)			\$ -
RG0901											\$ 2,000			\$ 2,000
RG01201											\$ 27,000			\$ 27,000
SP1112						\$ 166,134					\$ 1,911,866			\$ 2,078,000
SP1204											\$ 16,000			\$ 16,000
SP1310	\$ 195,200										\$ (195,200)			\$ -
SP1311	\$ 25,600										\$ (25,600)			\$ -
SP1315	\$ 605,600										\$ (605,600)			\$ -
SP1316	\$ 1,900,800										\$ (1,900,800)			\$ -
SP1317	\$ 554,400										\$ (554,400)			\$ -
SP1318	\$ 1,169,600										\$ (1,169,600)			\$ -
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1401											70,000.00			\$ 70,000
WI1301											50,000.00			\$ 50,000
TOTAL	\$ 6,934,400	\$ 294,000	\$ 9,583,200	\$ 2,700	\$ -	\$ 166,134	\$ 40,000	\$ -	\$ -	\$ -	\$ (12,269,434)	\$ 1,574,984	\$ -	\$ 6,325,984

FINANCIAL SUMMARY

- Roadways -

FINANCIAL CONSTRAINT

	FHWA Federal Funding Source															
	STP	STP-Urban	NHS	Safety	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2013 Funds Programmed	\$ 2,862,742	\$ 4,030,368	\$ -	\$ 1,708,800	\$ -	\$ 2,160,130	\$ 3,456,800	\$ -	\$ 2,792,800	\$ 17,011,640	\$ 25,496,519	\$ 6,245,959	\$ 48,754,118	\$ 5,679,809	\$ -	\$ 54,433,927
2014 Funds Programmed	\$ 15,053,551	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 23,119,581	\$ 3,791,604	\$ 6,439,584	\$ 33,350,769	\$ 4,925,018	\$ -	\$ 38,275,787
2015 Funds Programmed	\$ 16,322,932	\$ 2,358,000	\$ 2,849,520	\$ 900	\$ -	\$ 204,000	\$ 7,348,000	\$ 1,189,657	\$ -	\$ 30,273,009	\$ 21,741,702	\$ 6,639,211	\$ 58,653,922	\$ 10,607,485	\$ -	\$ 69,261,407
2016 Funds Programmed	\$ 6,934,400	\$ 294,000	\$ 9,583,200	\$ 2,700	\$ 166,134	\$ 40,000	\$ -	\$ -	\$ -	\$ 17,020,434	\$ (12,269,434)	\$ 6,838,387	\$ 11,589,387	\$ 1,574,984	\$ -	\$ 13,164,371
Total	\$ 41,173,625	\$ 7,198,368	\$ 16,214,320	\$ 5,286,300	\$ 166,134	\$ 2,484,260	\$ 10,919,200	\$ 1,189,657	\$ 2,792,800	\$ 87,424,664	\$ 38,760,391	\$ 26,163,141	\$ 152,348,196	\$ 22,787,296	\$ -	\$ 161,971,121

	Prior Year	2013	2014	2015	2016	TOTAL
Available State and Federal Funding	\$0	\$21,534,163	\$28,611,163	\$19,949,000	\$31,800,000	\$101,894,325
Available Operations and Maintenance Funding	\$0	\$ 6,245,959	\$ 6,439,584	\$ 6,639,211	\$ 6,838,387	\$26,163,141
Available Suballocated STP-U	\$20,641,220	\$4,346,528	\$4,346,528	\$4,346,528	\$4,346,528	\$38,027,332
Available Suballocated BRM	\$1,420,249	\$326,535.00	\$326,535.00	\$326,535.00	\$326,535.00	\$2,726,389
TOTAL AVAILABLE FUNDING	\$22,061,469	\$32,453,185	\$39,723,810	\$31,261,274	\$43,311,450	\$168,811,187
Programmed State and Federal Funding	\$0	\$ (48,754,118)	\$ (33,350,769)	\$ (58,653,922)	\$ (11,589,387)	(\$152,348,196)
TOTAL REMAINING	\$22,061,469	(\$16,300,934)	\$6,373,041	(\$27,392,648)	\$31,722,063	\$16,462,991

Remaining State and Federal Funding	(\$15,902,705)
Remaining Suballocated STP-Urban	\$30,828,964
Remaining Suballocated BRM	\$1,536,732
TOTAL REMAINING	\$16,462,991

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

ENHANCEMENTS - CITY OF STRAFFORD		Funding	Fiscal Year								
			2013	2014	2015	2016	TOTALS				
PROPOSED											
Project Title:	STRAFFORD SIDEWALK PROJECT	ENG	FHWA (STP)	\$	-	\$	-	\$	-	\$	-
			MoDOT	\$	-	\$	-	\$	-	\$	-
MoDOT #			Local	\$	-	\$	-	\$	-	\$	-
TIP #	EN1301		Other	\$	-	\$	-	\$	-	\$	-
Description:	Sidewalks along Madison Street, Bumgarner, and Pine Street, including crosswalks.	ROW	FHWA (STP)	\$	-	\$	-	\$	-	\$	-
			MoDOT	\$	-	\$	-	\$	-	\$	-
			Local	\$	-	\$	-	\$	-	\$	-
			Other	\$	-	\$	-	\$	-	\$	-
Federal Source Agency	FHWA	CON	FHWA (TE/TAP)	\$	240,000	\$	-	\$	-	\$	240,000
Federal Funding Category	TE/TAP		MoDOT	\$	-	\$	-	\$	-	\$	-
MoDOT Funding Category			Local	\$	60,000	\$	-	\$	-	\$	60,000
Work or Fund Category	Construction		Other	\$	-	\$	-	\$	-	\$	-
Total Project Cost	\$ 300,000										
Source of Local Funds: City of Strafford general fund of \$54,000 and Strafford R-VI School District of \$6,000.			TOTAL	\$	300,000	\$	-	\$	-	\$	300,000

ENHANCEMENTS - CITY OF SPRINGFIELD		Funding	Fiscal Year								
			2013	2014	2015	2016	TOTALS				
PROPOSED											
Project Title:	JORDAN CREEK TRAIL AT WEST MEADOWS	ENG	FHWA (STP)	\$	-	\$	-	\$	-	\$	-
			MoDOT	\$	-	\$	-	\$	-	\$	-
MoDOT #			Local	\$	-	\$	-	\$	-	\$	-
TIP #	EN1302		Other	\$	-	\$	-	\$	-	\$	-
Description:	Hard surface trail from 400 feet west of Main to Fort Avenue.	ROW	FHWA (STP)	\$	-	\$	-	\$	-	\$	-
			MoDOT	\$	-	\$	-	\$	-	\$	-
			Local	\$	-	\$	-	\$	-	\$	-
			Other	\$	-	\$	-	\$	-	\$	-
Federal Source Agency	FHWA	CON	FHWA (TAP)	\$	240,000	\$	-	\$	-	\$	240,000
Federal Funding Category	TAP		MoDOT	\$	-	\$	-	\$	-	\$	-
MoDOT Funding Category			Local	\$	60,000	\$	-	\$	-	\$	60,000
Work or Fund Category	Construction		Other	\$	-	\$	-	\$	-	\$	-
Total Project Cost	\$ 300,000										
Source of Local Funds: City of Springfield 1/8-cent transportation tax of \$57,000 and Ozark Greenways of \$3,000											
			TOTAL	\$	300,000	\$	-	\$	-	\$	300,000

PROGRAMMED IMPROVEMENTS
-Bicycle and Pedestrian-

ENHANCEMENTS - CITY OF WILLARD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	WILLARD SIDEWALK PROJECT	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN1303		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Sidewalk along Farmer Road from the Jackson Street/Farmer Road intersection to south side of Willey Street & along Miller Road from south side of the Greenway Trail to south side of Jackson.	ROW	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (TE)	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 250,000							
Source of Local Funds: City of Willard			TOTAL	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000

ENHANCEMENTS - MODOT		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	ROUTE 14 ADA ACCOMMODATIONS IN NIXA AND OZARK	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN1304		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	New ADA curb ramps and replacement of non-standard ramps along the corridor – in Nixa, between Main and Ellen and in Ozark, between Walnut and Church	ROW	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (TAP)	\$ 165,587	\$ -	\$ -	\$ -	\$ 165,587
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 70,966	\$ -	\$ -	\$ -	\$ 70,966
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 236,553							
Source of Local Funds: MoDOT Southwest District			TOTAL	\$ 236,553	\$ -	\$ -	\$ -	\$ 236,553

PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

ENHANCEMENTS - CITY OF SPRINGFIELD		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	COMMERCIAL STREET STREETScape PHASE 5	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN1305		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Streetscape improvements along the north and south sides of Commercial Street from Benton Avenue to Washington, including an overlay on Commercial Street.	ROW	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (TE)	\$ 220,413	\$ -	\$ -	\$ -	\$ 220,413
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 179,587	\$ -	\$ -	\$ -	\$ 179,587
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 400,000							
Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program								
			TOTAL	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000

ENHANCEMENTS - CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	JEFFERSON AVENUE STREETScape PHASE 1	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN1306		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Streetscape improvements on the east and west sides of Jefferson Avenue from Phelps to Water, including an overlay on Jefferson.	ROW	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (TE)	\$ 320,000	\$ -	\$ -	\$ -	\$ 320,000
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 80,000	\$ -	\$ -	\$ -	\$ 80,000
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 400,000							
Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program								
			TOTAL	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000

PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

ENHANCEMENTS - CITY OF SPRINGFIELD			Funding	Fiscal Year					
				2013	2014	2015	2016	TOTALS	
PROPOSED									
Project Title:	PHELPS STREET STREETSCAPE PHASE 1	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -	
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT #			Local	\$ -	\$ -	\$ -	\$ -	\$ -	
TIP #	EN1307		Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Streetscape improvements on north and south side of Phelps from Campbell to Boonville, including an overlay on Phelps.	ROW	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -	
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ -	\$ -	\$ -	\$ -	\$ -	
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA	CON	FHWA (TE)	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT Funding Category			Local	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Cost	\$ 250,000								
Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program. This project is an alternate in the event there is additional TE funding.			TOTAL	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	

FINANCIAL SUMMARY
- Bicycle and Pedestrian -

YEARLY SUMMARY
FY2013

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN0808	\$ 489,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,400	\$ -	\$ 612,000
EN0817	\$ 364,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 159,440	\$ -	\$ 524,240
EN0818	\$ 268,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,603	\$ -	\$ 343,403
EN1002	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 12,500	\$ -	\$ 62,500
EN1101	\$ 534,000	\$ -	\$ -	\$ -	\$ 75,200	\$ 175,300	\$ 156,500	\$ -	\$ 941,000
EN1102	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 50,000	\$ -	\$ 250,000
EN1111	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 178,286	\$ 2,500	\$ 380,786
EN1112	\$ 219,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,043	\$ -	\$ 456,883
EN1113	\$ 216,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,000	\$ -	\$ 270,000
EN1301	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 300,000
EN1302	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 300,000
EN1303	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 250,000
EN1304	\$ 165,587	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,966	\$ -	\$ 236,553
EN1305	\$ 220,413	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 179,587	\$ -	\$ 400,000
EN1306	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ 400,000
EN1307	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 250,000
TOTAL	\$ 3,679,040	\$ -	\$ -	\$ 250,000	\$ 275,200	\$ 175,300	\$ 1,595,325	\$ 2,500	\$ 5,977,365

FY2014

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

FY2015

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
None	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FY2016

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

	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
TOTAL PROGRAM	\$ 3,679,040	\$ -	\$ -	250,000.00	\$ 275,200	\$ 175,300	\$ 1,595,325	\$ 2,500	\$ 5,977,365

FINANCIAL SUMMARY
- Bicycle and Pedestrian -

FINANCIAL CONSTRAINTS

	Funding Source								
	Enhancement	SRTS	RTP	STP-U	STP	MoDOT	Local	Other	TOTAL
PRIOR YEAR									
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013									
Funds Anticipated	\$ 4,029,040	\$ -	\$ -	\$ 250,000	\$ 275,200	\$ 175,300	\$ 1,595,325	\$ 2,500	6,327,365
Funds Programmed	\$ (3,679,040)	\$ -	\$ -	\$ (250,000)	\$ (275,200)	\$ (175,300)	\$ (1,595,325)	\$ (2,500)	\$ (5,977,365)
Running Balance	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
2014									
Funds Anticipated	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	550,000
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Running Balance	\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000
2015									
Funds Anticipated	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	550,000
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0
Running Balance	\$1,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,450,000
2016									
Funds Anticipated	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	550,000
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0
Running Balance	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000

TAB 8

BOARD OF DIRECTORS AGENDA 2/21/13; ITEM II.H.

Functional Classification and Urbanized Area Boundary Changes

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Urbanized Area Boundary Changes:

The U.S. Census Bureau has released the urbanized area boundary for the OTO region, based on information from the 2010 US Census. This new boundary was presented to the Board of Directors at its June 2012 meeting. MPOs are allowed to smooth their U.S. Census Urbanized Area Boundaries to capture adjacent areas that are urban in nature, but not initially included in the Census released boundary. Information on smoothing the Urbanized Area Boundary is attached.

MoDOT has reviewed the urbanized area as released by the U.S. Census Bureau and has made several recommendations to OTO regarding boundary smoothing. The overall proposed urbanized area can be seen in the attached map, “Proposed Urbanized Area.”

Eight additional smoothing changes to the Urbanized Area Boundary have been recommended by the Technical Planning Committee and are shown on the attached map, “Proposed Changes to the Urbanized Area.” Changes 1-7 are to fill in the boundary, and Change 8 removes part of the boundary.

- 1 – southeast of 60/65 interchange
- 2 – northwest of 65/14 interchange
- 3 – southeast of 60/360 interchange
- 4 – at MM just north of 60
- 5 – northeast of Bennett and Farm Road 115
- 6 – southeast of West Gate and Farm Road 140
- 7 – at I-44 and 266
- 8 – along US 65 south of 2010 Census Urban Boundary

Functional Classification Changes:

Pursuant to §470.105.b, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e. those eligible for federal funding.

The Ozarks Transportation Organization makes an annual request of member jurisdictions for changes to the Federal Functional Classification System, though changes may be requested at any time throughout the year. MoDOT Southwest District has requested three changes:

1. MO 744 (Kearney Street) from West Bypass to western terminus (at former airport terminal)
Current Functional Classification – Principal Arterial
Requested Functional Classification – Minor Arterial
Major Thoroughfare Plan – Primary Arterial
2. MO 266 from Airport Boulevard to I-44
Current Functional Classification – Collector
Requested Functional Classification – Other Freeway/Expressway
Major Thoroughfare Plan – Expressway
3. Airport Boulevard from MO266 to Springfield-Branson National Airport
Current Functional Classification – Local
Requested Functional Classification – Principal Arterial
Major Thoroughfare Plan – Expressway

Along with the urbanized area boundary changes, eight additional Federal Functional Classification Changes have been requested by MoDOT Central Office. Roadway functional classification is also reviewed as part of the Urbanized Area Boundary smoothing process. Previously, functional classification changed based on whether a road was included within the urbanized area. That is no longer a requirement. The Major Thoroughfare Plan Subcommittee met and reviewed the requested changes. A recommendation was made for each request. These eight recommendations are shown on maps attached to the agenda.

4. Proposal is to downgrade from Principal Arterial to Minor Arterial between the US 65 northbound ramp and Blackman Road. OTO recommends maintaining the current functional classification of Principal Arterial.
5. The proposal is to downgrade National Avenue south of Republic Road to a minor arterial from a principal arterial. OTO concurs with this recommendation.
6. There were several options proposed here. OTO recommends the following:
Upgrade Norton Road from a Major Collector to a Minor Arterial between Kansas Expressway and Glenstone Avenue. Upgrade Grant to a Minor Arterial between I-44 and Norton. As for Grant north of Norton, downgrade to local.
- 7/8. In urban areas, the functional classification is just Collector, so no change is needed.
9. The recommendation was to downgrade Route P south of Miller Road from a Minor Arterial to a Collector. OTO recommends maintaining the current functional classification of Minor Arterial.
10. There were also several recommendations here. OTO recommends changing the functional classification of Route 174 between the west urban limit and Kansas Street from a Minor Arterial to Collector.
11. This was not a MoDOT recommendation, but the Major Thoroughfare Plan Subcommittee felt that Business Route 65 from US 65 to 14 should be upgraded to a Minor Arterial.

MAJOR THOROUGHFARE PLAN SUBCOMMITTEE RECOMMENDTION:

The Major Thoroughfare Plan Subcommittee met on November 30, 2012 and reviewed the recommendations from MoDOT. The recommendations included herein are a result of that meeting.

TECHNICAL COMMITTEE RECOMMENDTION:

The Technical Planning Committee reviewed the urbanized area boundary changes as well as the functional classification changes at its January 16, 2013 meeting and unanimously recommended that these be approved by 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 urbanized area boundary and federal functional classification changes.”

OR

“Move to return to the Technical Planning Committee to consider the following _____”

INFORMATION FOR REVISIONS TO URBANIZED AREAS AND FUNCTIONAL CLASS

SMOOTHING URBANIZED AREA BOUNDARIES (UZA)

MPOs are allowed to smooth their US Census Urbanized Area Boundaries to capture adjacent areas that are urbanized in nature, but not initially included in the UZA. These changes are usually minor in nature and result in a smoothing of the UZA. Federal transportation legislation allows adjustments to the Census-designated UZA boundaries, however, there is no federal requirement to do so. Currently, the Federal requirements for urban versus rural classifications are limited mostly to highway statistical reporting, highway functional classification, and regulation of outdoor advertising.

Federal transportation legislation specifically requires that any adjustments to UZA boundaries must include, at a minimum, the entire UZA designated by the Census Bureau. Although there is no specific FHWA policy on how often UZA boundaries can be adjusted, States are strongly encouraged to make such adjustments as infrequently as possible and only when deemed absolutely necessary.

THE FOLLOWING FHWA PROGRAMS DISTINGUISH BETWEEN URBAN AND RURAL:

- HIGHWAY FUNCTIONAL CLASSIFICATION

The highway functional classification system distinguishes both by type of roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation.

- HIGHWAY PERFORMANCE MONITORING SYSTEM

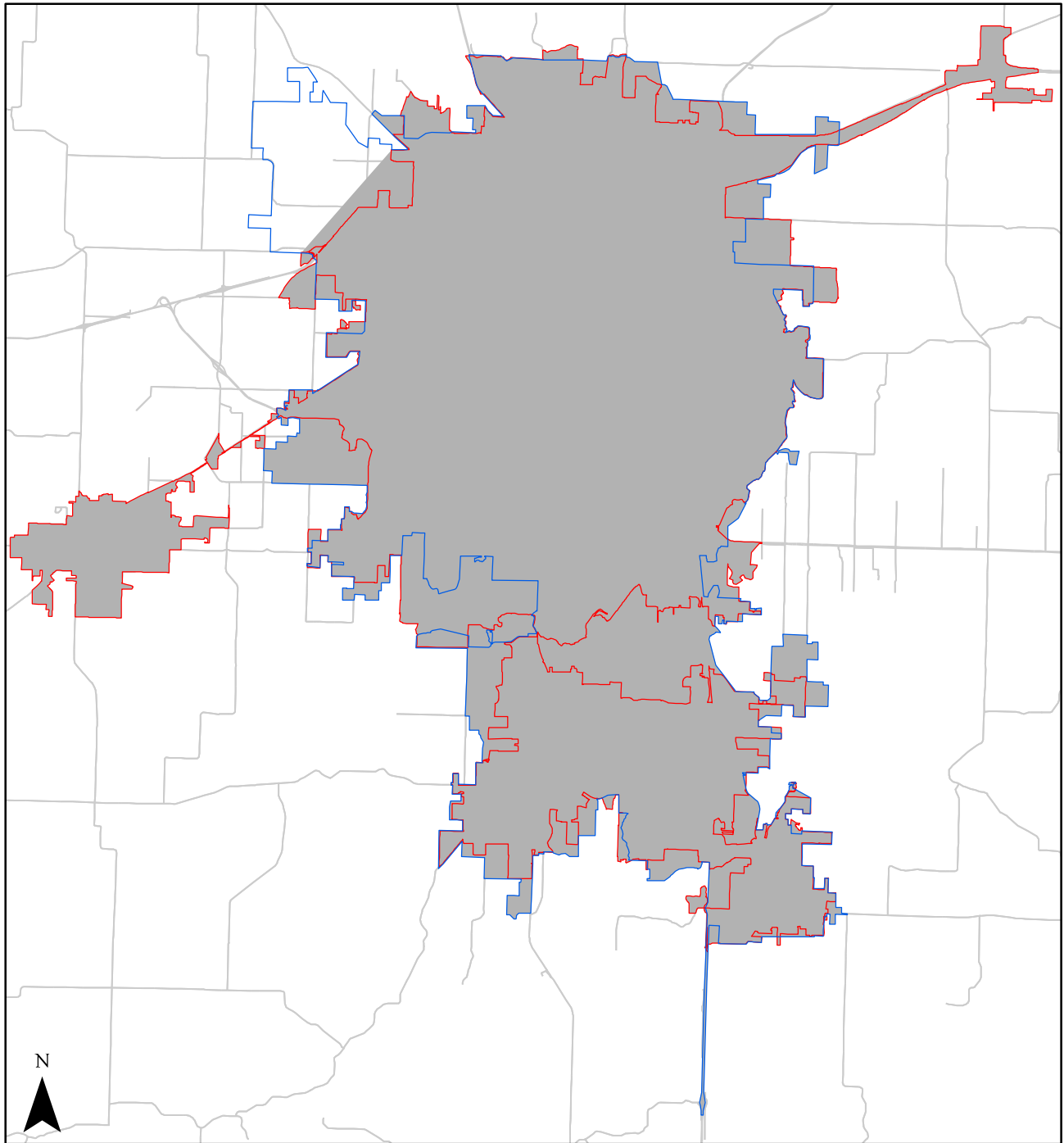
- DISTRIBUTION OF SURFACE TRANSPORTATION PROGRAM (STP) FUNDS

23 USC 133 guarantees that a minimum amount of funds apportioned must be spent in rural areas. A rural area is defined as any area of the State that is outside of the Adjusted UZA. This provision only affects where funds may be spent within a state, not how much money the state receives.

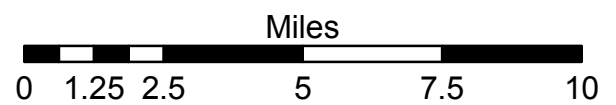
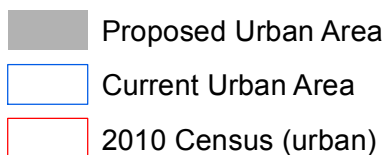
- STP APPORTIONMENT FORMULA

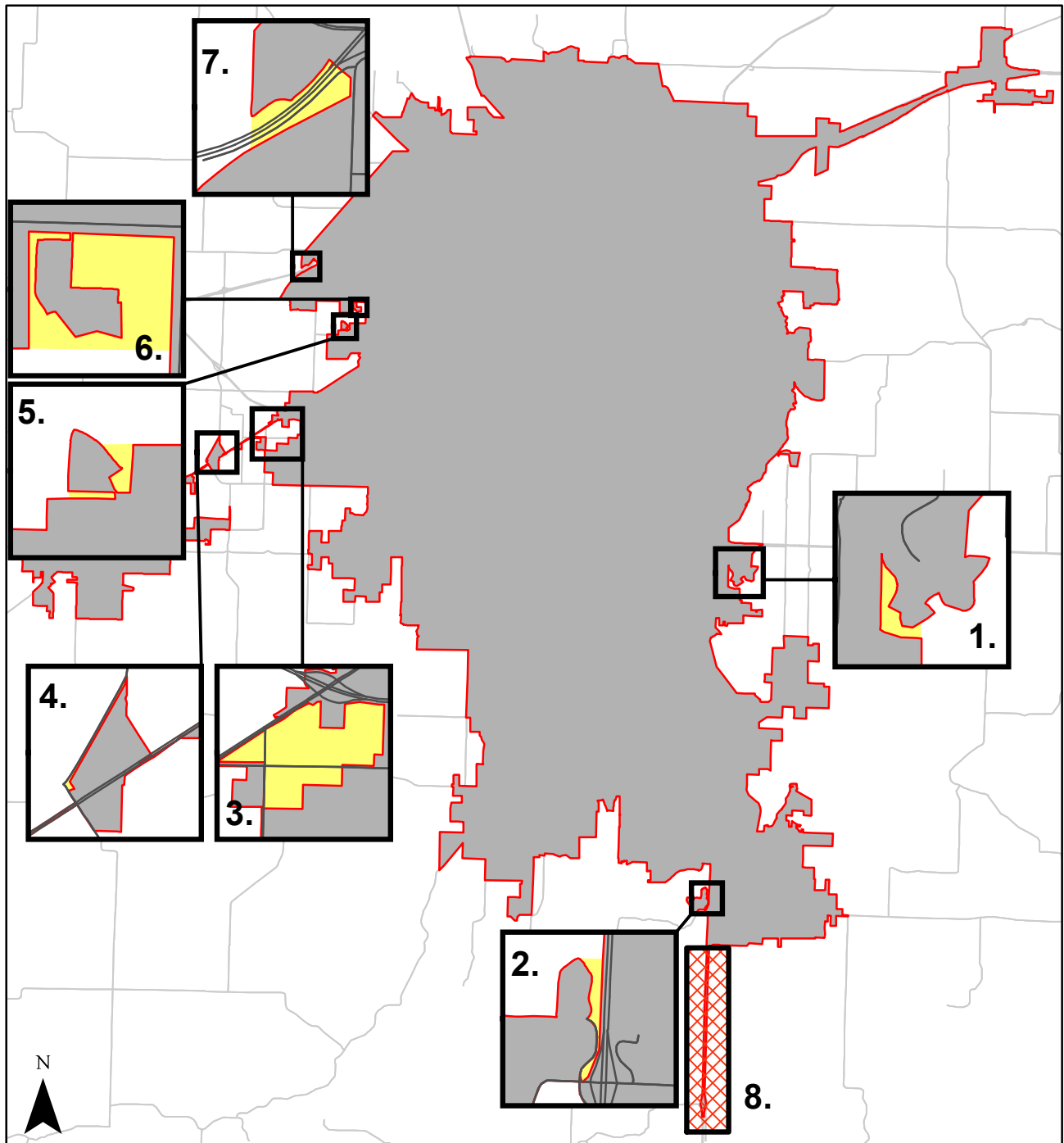
23 USC 104 includes, as part of the apportionment formula for STP funding, lane-miles and VMT on Federal-Aid highways within the state. Federal-Aid highways include all highway functional classifications except local roads and rural minor collectors. Expanding the boundary of urban areas within the state may change some rural minor collectors to urban collectors, making them eligible as Federal-Aid highways. The impact on apportionment of federal aid funding is insignificant.

- CONTROL OF OUTDOOR ADVERTISING

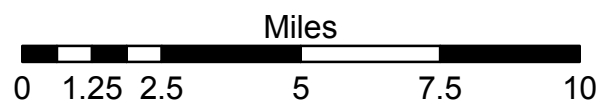
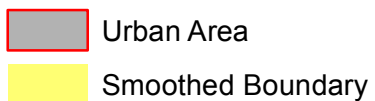


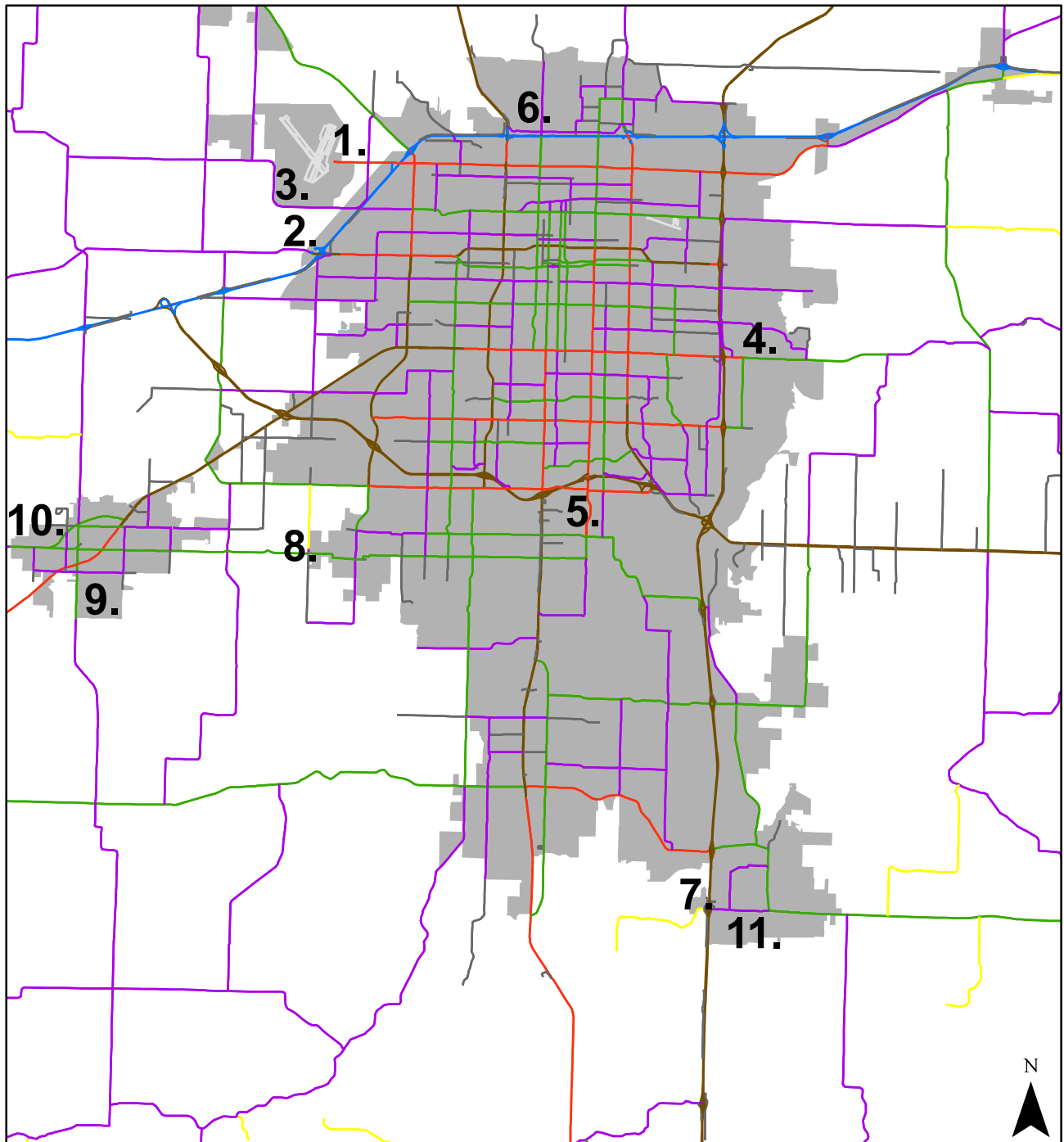
Proposed Urbanized Area





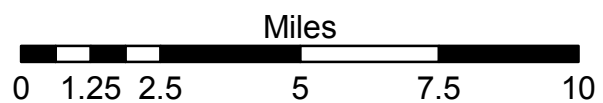
Proposed Changes to Urbanized Area

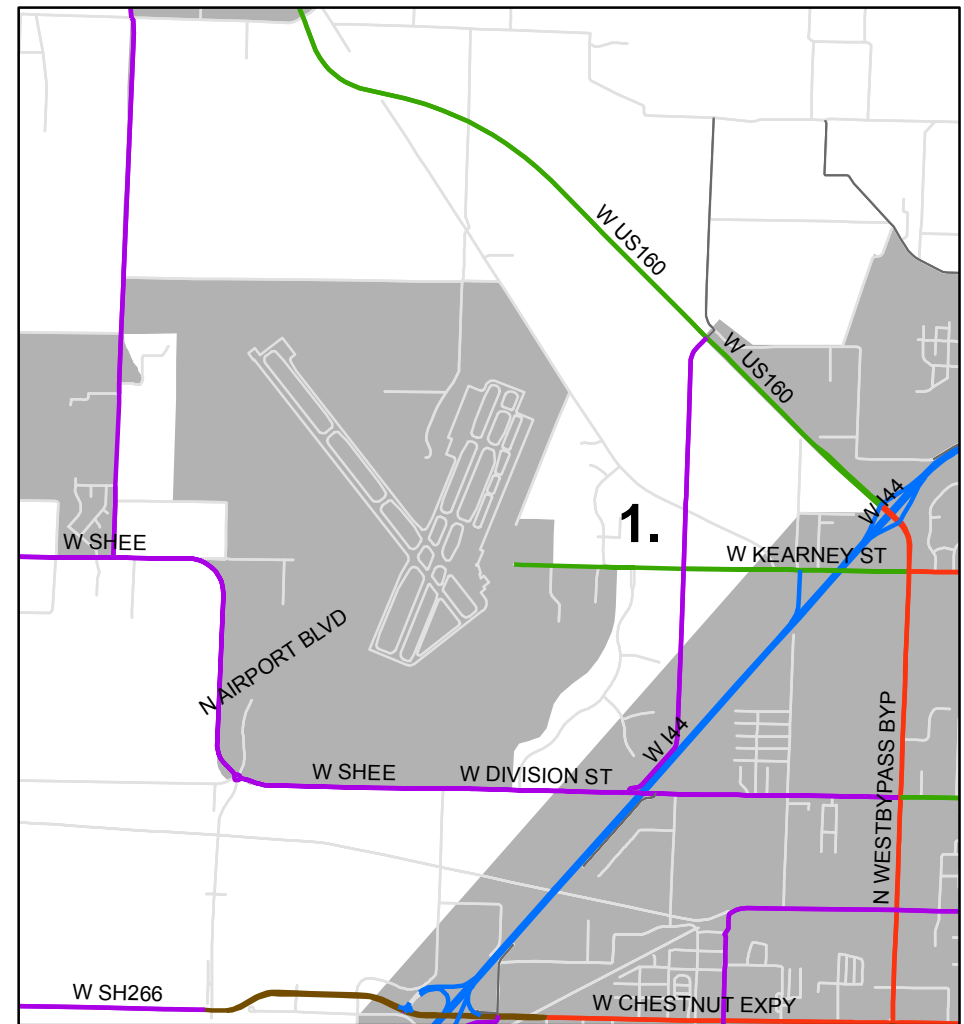
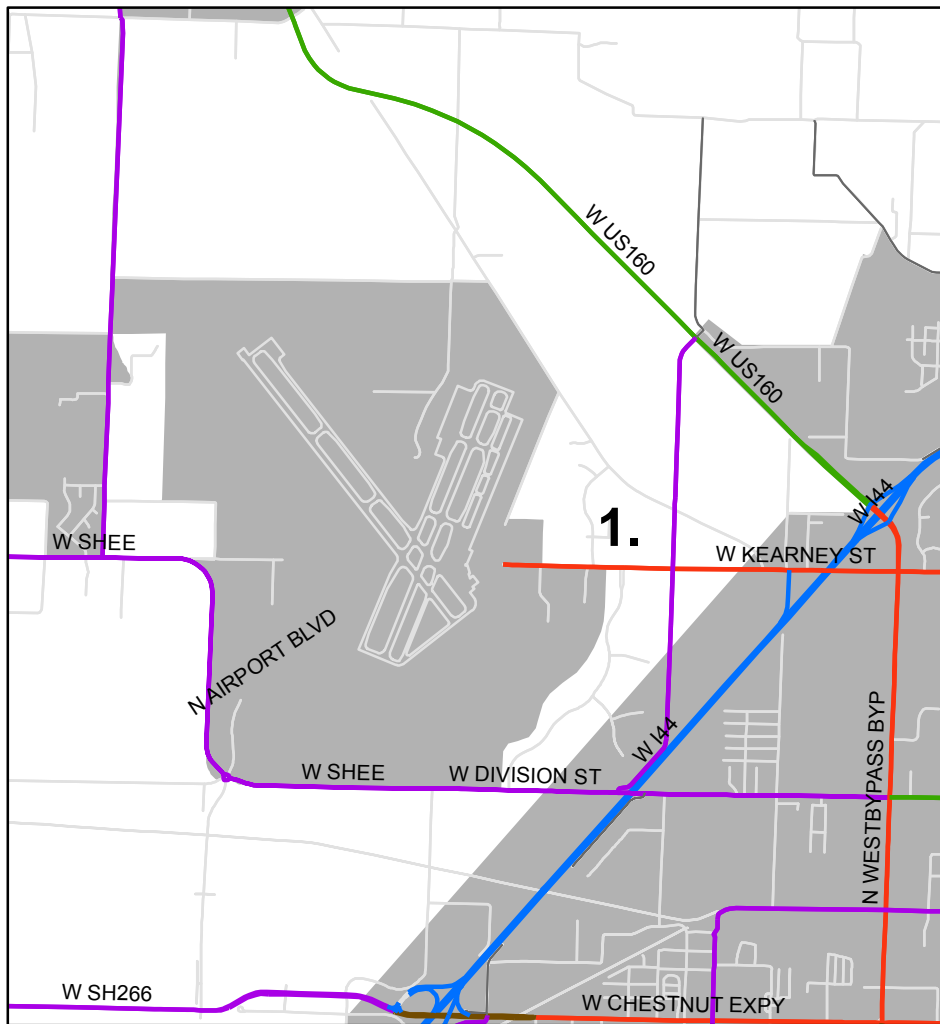




- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

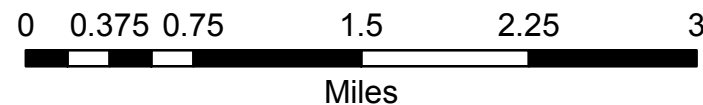
Functional Class Change Overview





Functional Class

- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

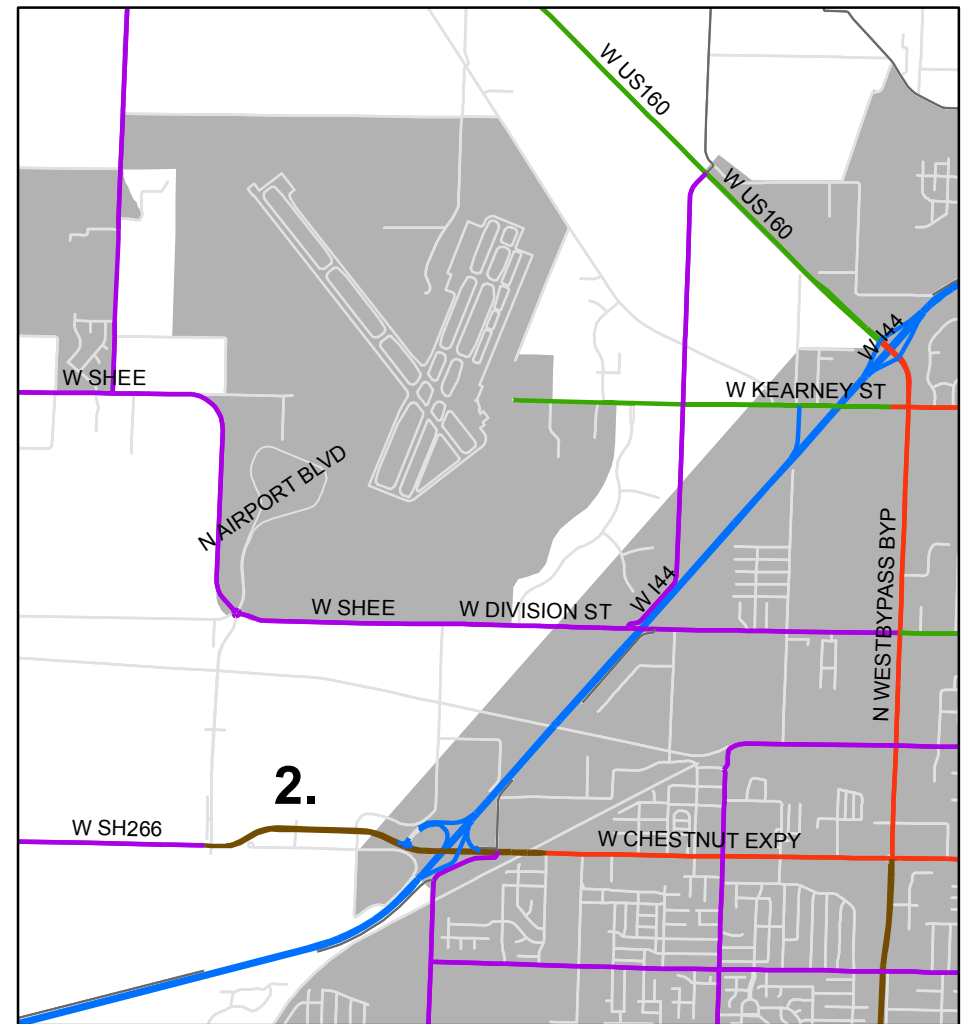
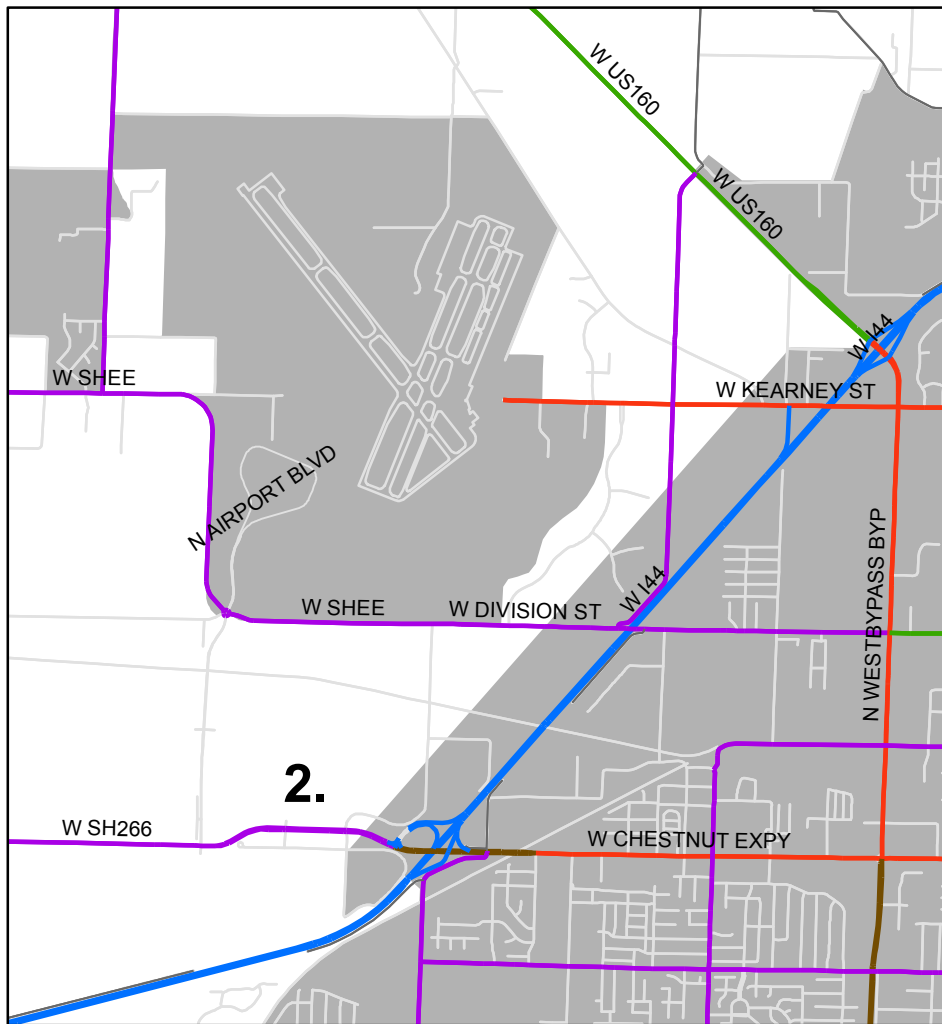


Functional Class Change 1

MO 744 (Kearney Street) from West Bypass to western terminus (at former airport terminal)

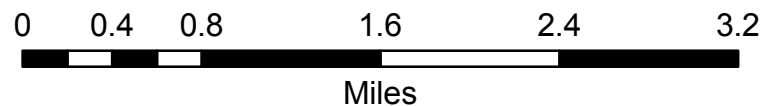
Current Functional Classification - Principal Arterial

Requested Functional Classification - Minor Arterial



Functional Class

- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

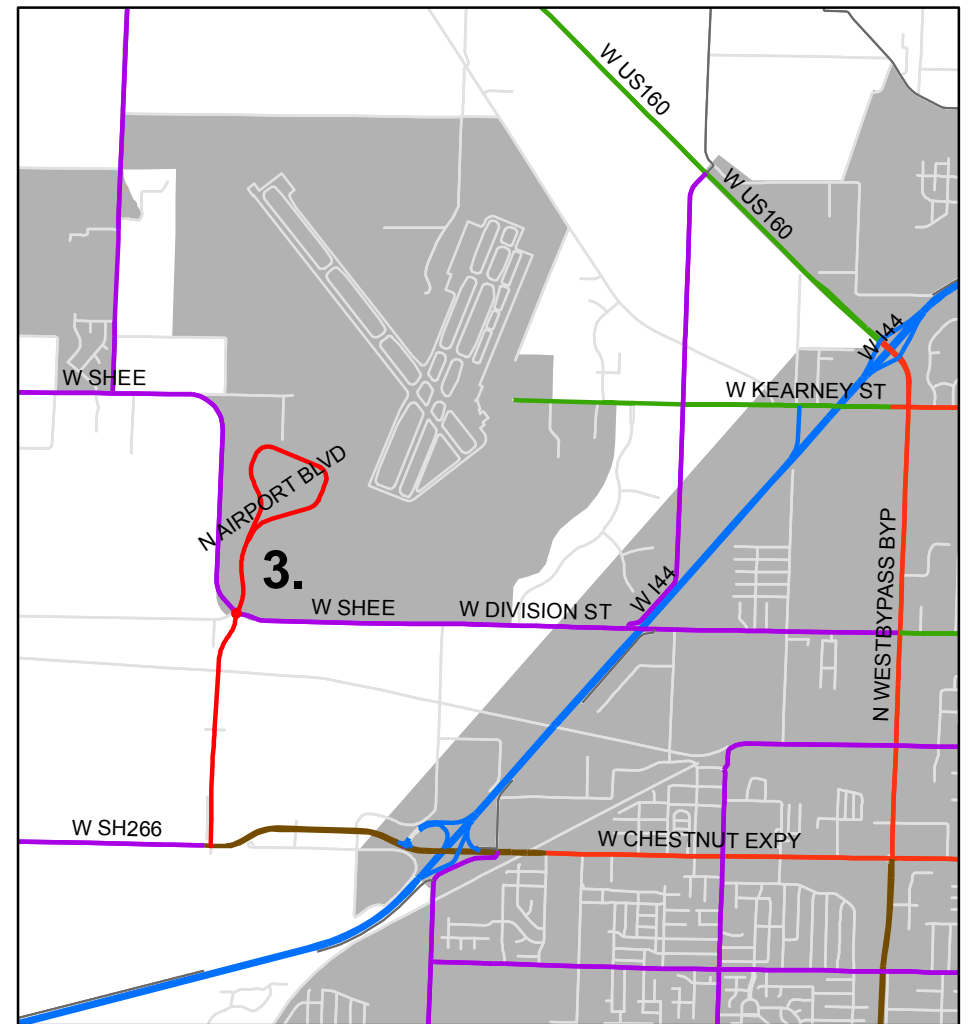
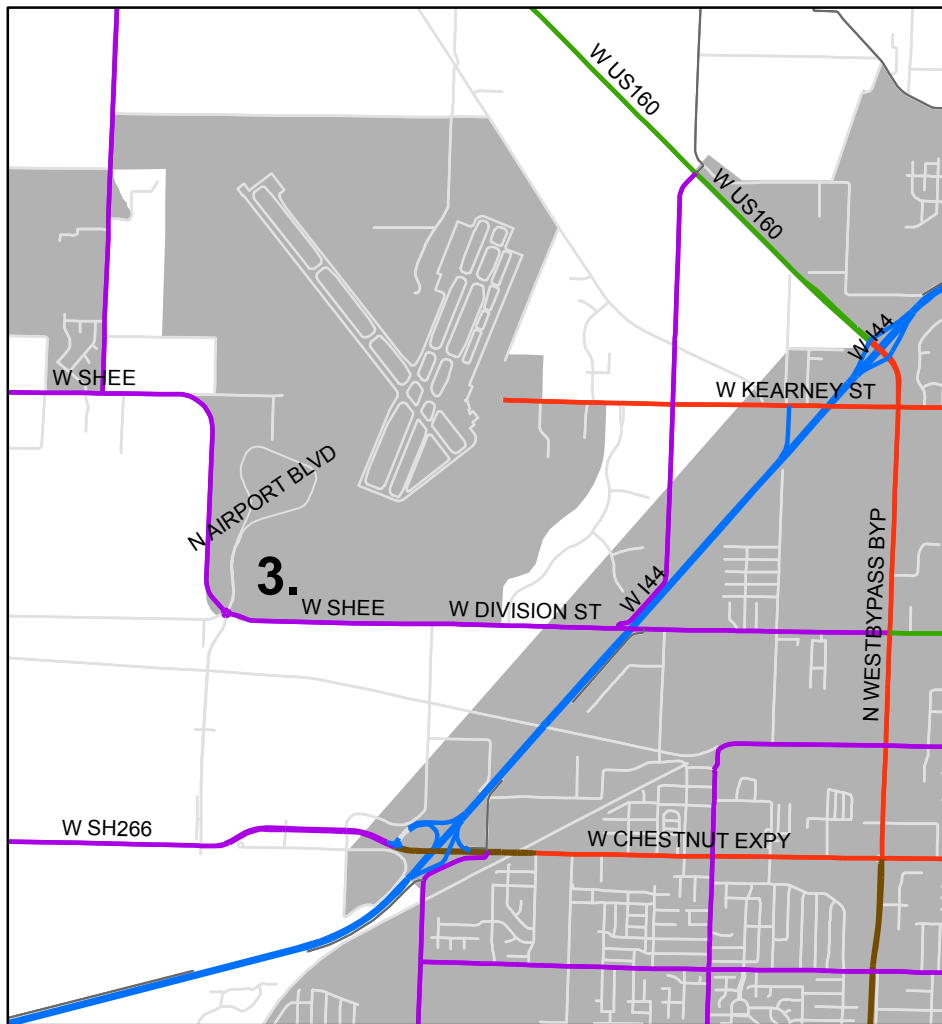


Functional Class Change 2

MO 266 from Airport Boulevard to I-44

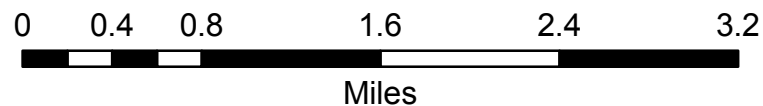
Current Functional Classification - Collector

Requested Functional Classification - Freeway/Expressway



Functional Class

- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL

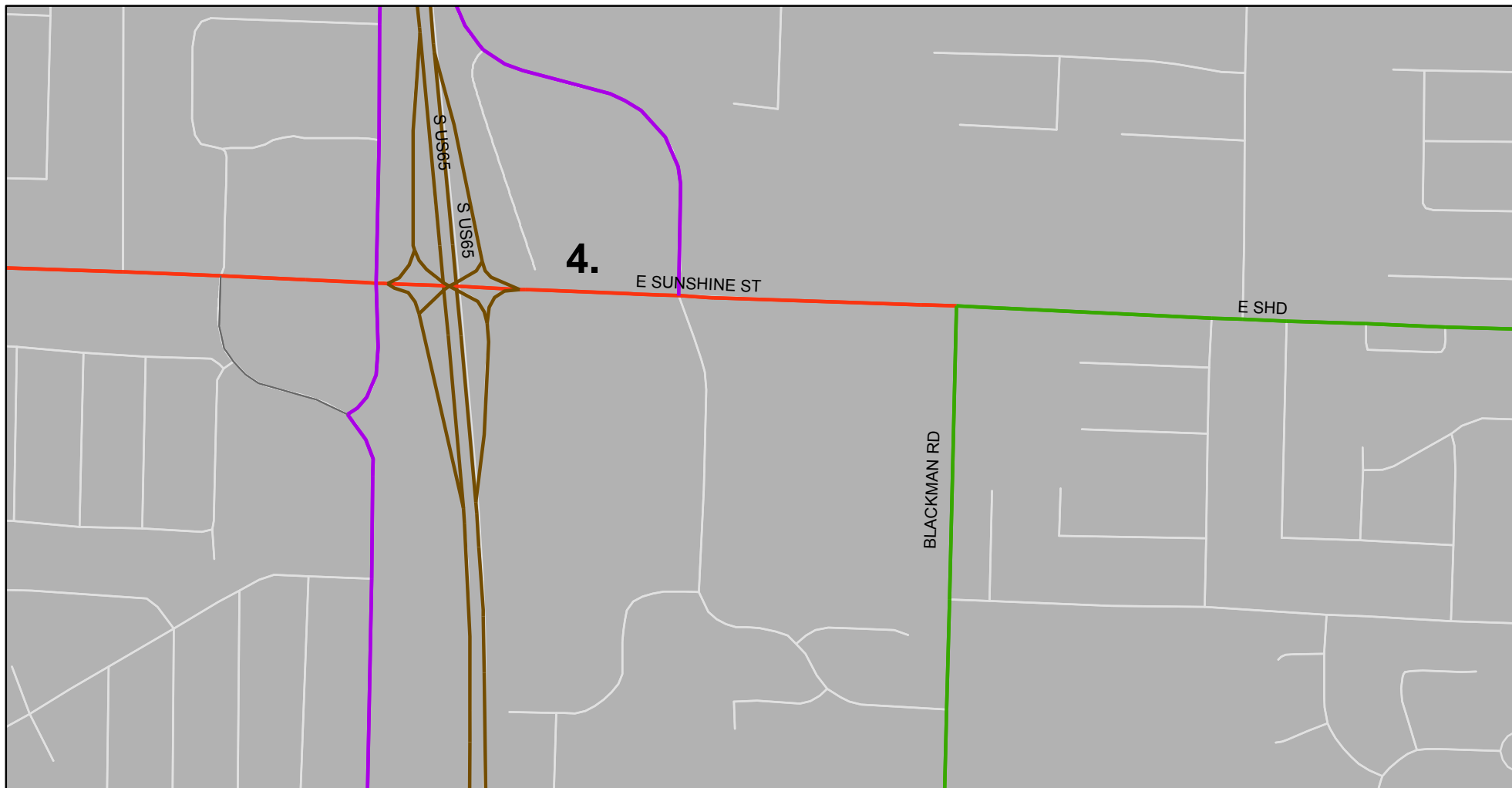


Functional Class Change 3

Airport Boulevard from MO 266 to Springfield-Branson National Airport

Current Functional Classification - Local

Requested Functional Classification - Principal Arterial



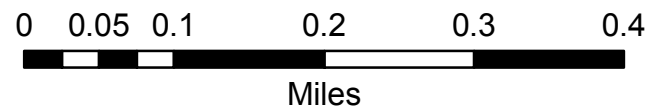
Functional Class

- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL



Functional Class Request 4 (No Change)

Proposal is to downgrade from Principal Arterial to Minor Arterial between US 65 northbound ramp and Blackman Road. OTO recommends maintaining the current functional classification of Principal Arterial.





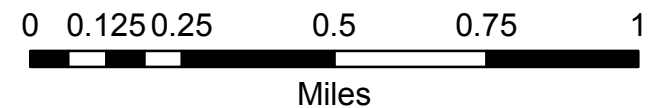
Functional Class

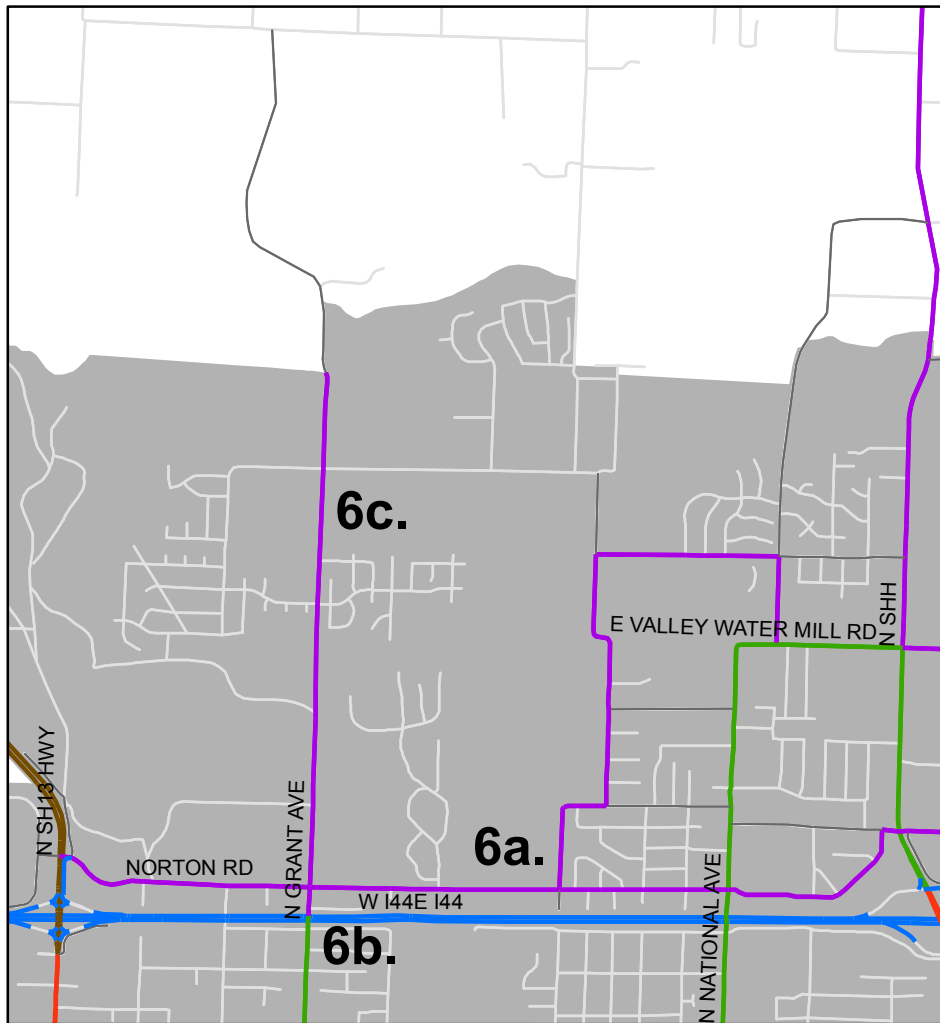
- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL



Functional Class Change 5

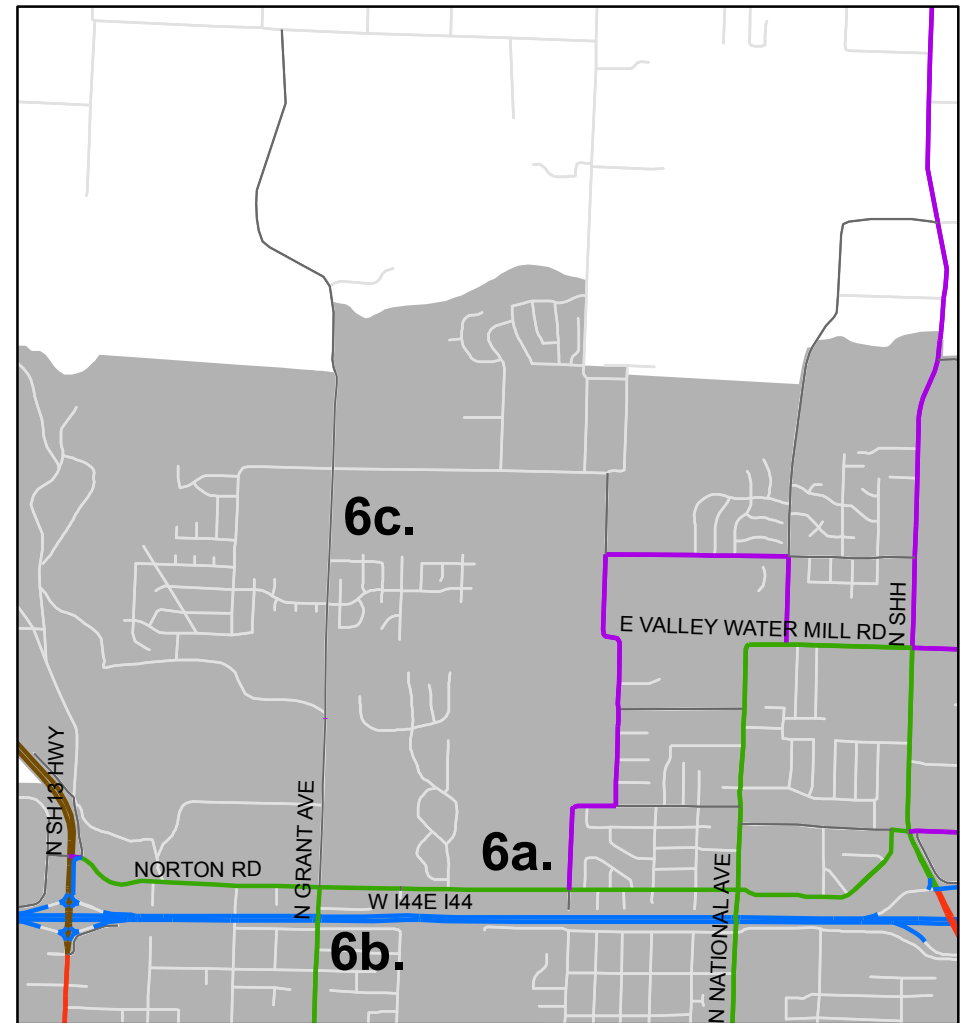
Proposal is to downgrade National Avenue south of Republic Road to a Minor Arterial from a Principal Arterial. OTO concurs with this recommendation.





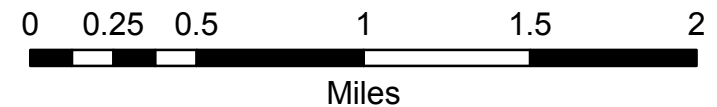
Functional Class

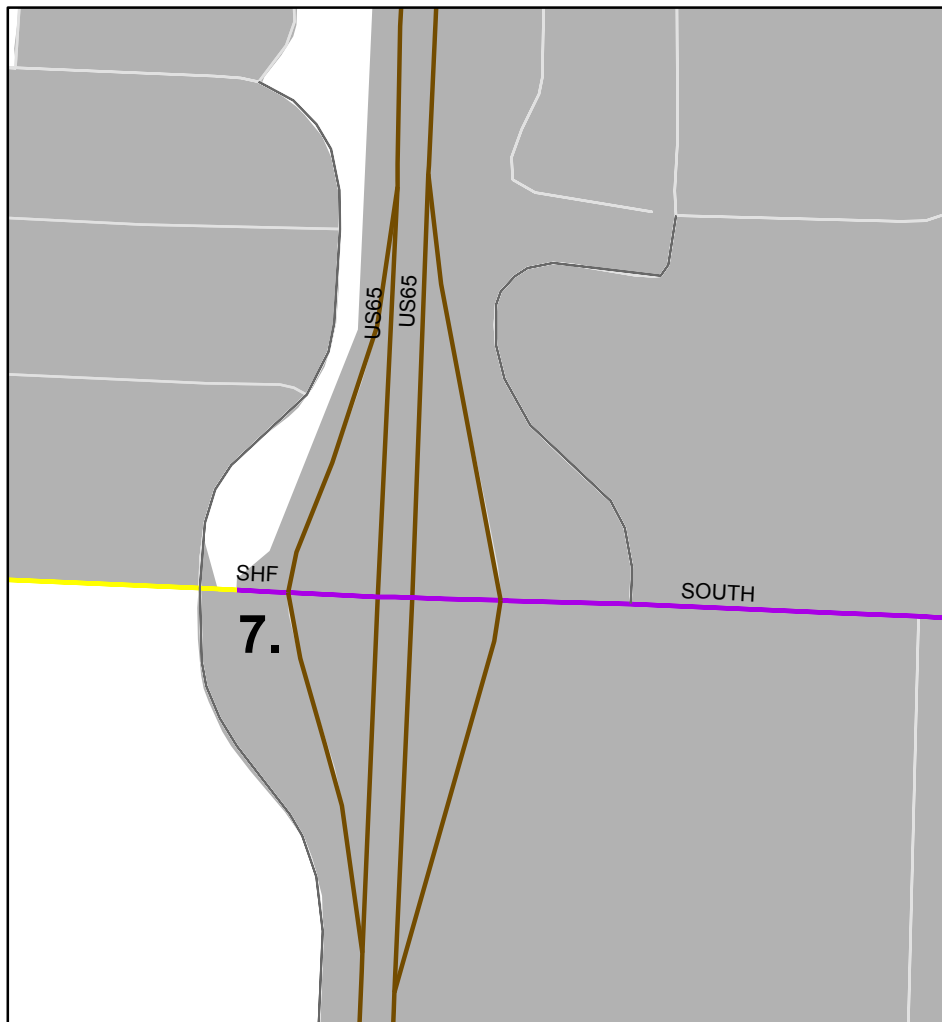
- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL



Functional Class Change 6

MoDOT proposed several options here. OTO recommends the following: (6a) Upgrade Norton Road from a Major Collector to a Minor Arterial between Kansas Expressway and Glenstone Avenue. (6b) Upgrade Grant to a Minor Arterial between I-44 and Norton. (6c) As for Grant north of Norton, downgrade to local.





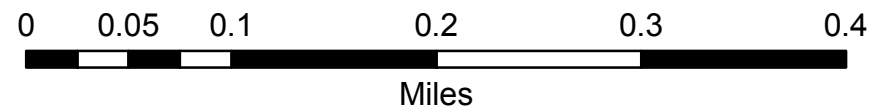
Functional Class

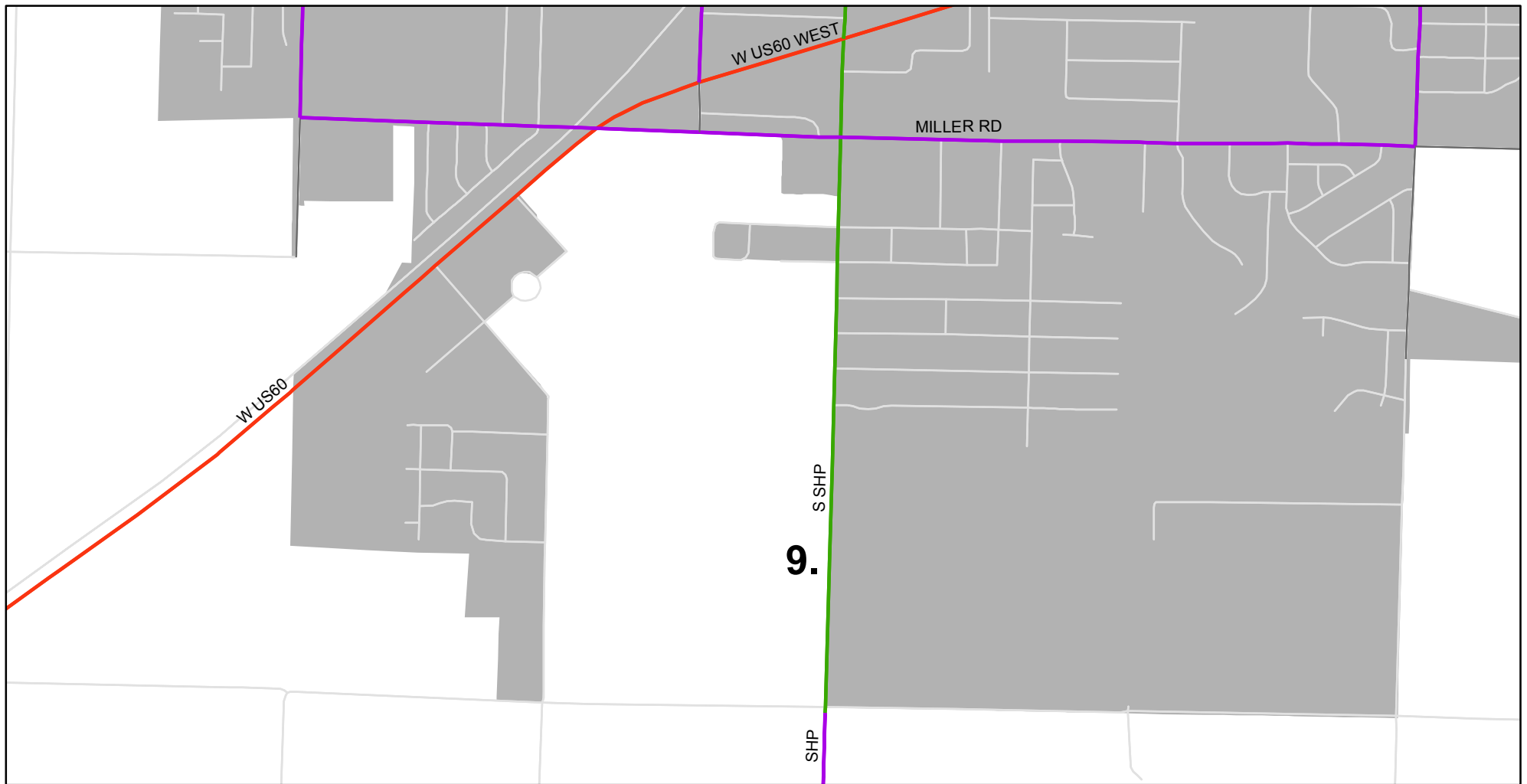
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- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL



Functional Class Request 7/8 (No Change)

Proposal is to downgrade from Major Collector to Minor Collector, but in Urban areas, the classification is just Collector, so OTO recommends that no change is needed.





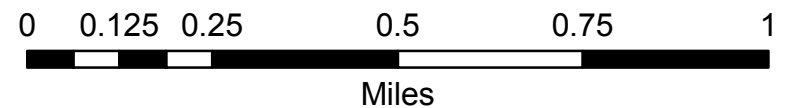
Functional Class

- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL



Functional Class Request 9 (No Change)

MoDOT proposed downgrading P south of Miller Road from a Minor Arterial to a Collector. OTO recommends maintaining the current functional classification of Minor Arterial.





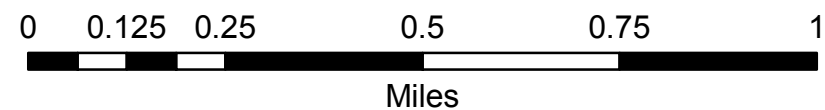
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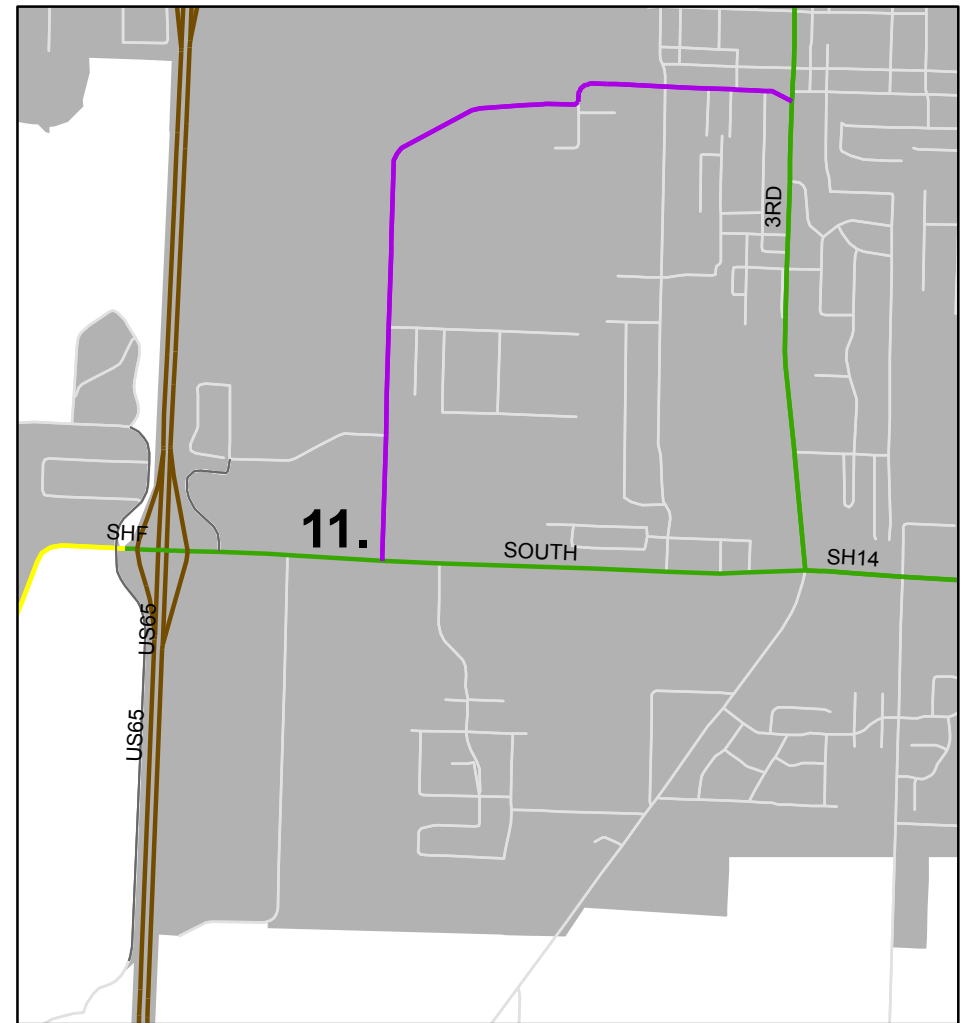
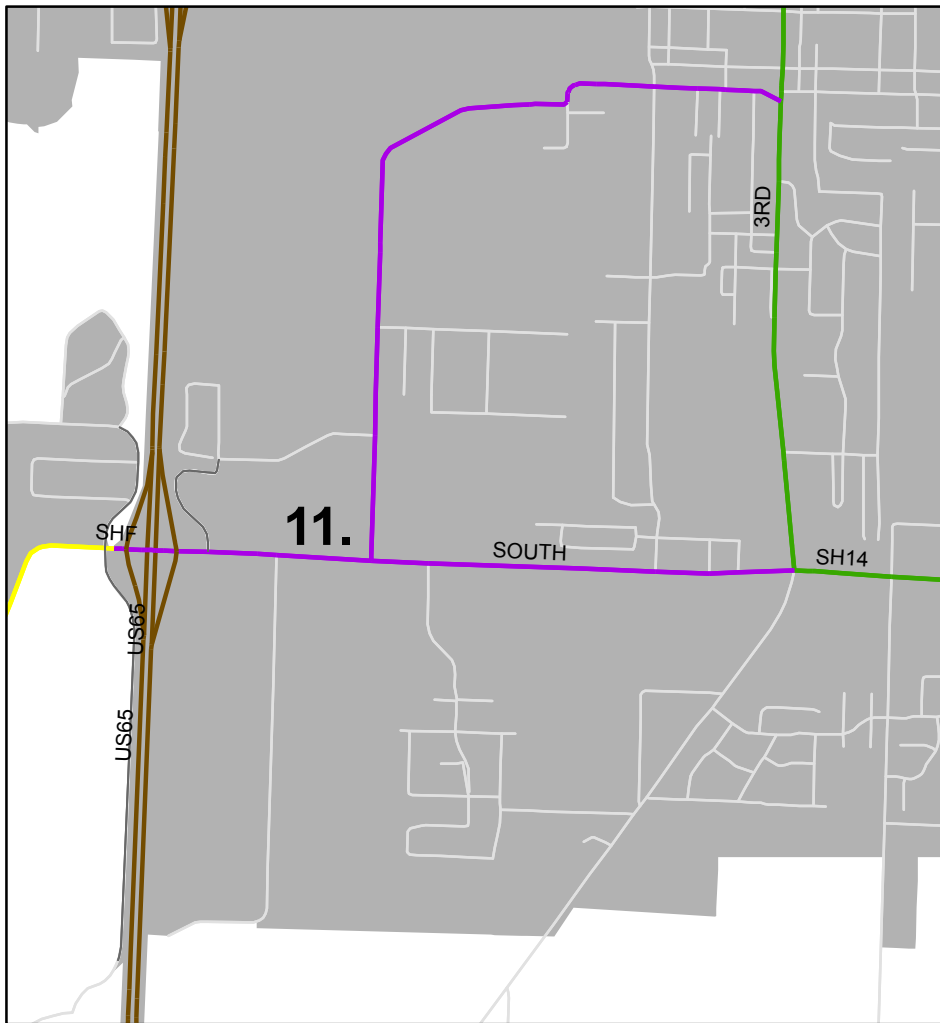
- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL



Functional Class Change 10

There were also several recommendations here. OTO recommends changing the functional classification of Route 174 between the west urban limit and Kansas Street from a Minor Arterial to Collector.





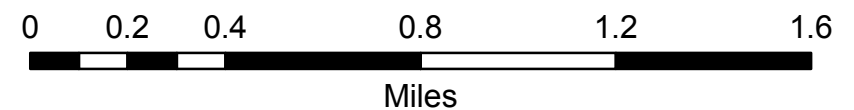
Functional Class

- INTERSTATE
- FREEWAY and EXPRESSWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL



Functional Class Change 11

This was not a MoDOT recommendation, but the Major Thoroughfare Plan Subcommittee felt that Business Route 65 from US 65 to 14 should be upgraded to a minor Arterial.



TAB 9

BOARD OF DIRECTORS AGENDA 02/21/13; ITEM II.I.

Bylaws Amendments

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Two changes are being requested for the OTO Bylaws. One is regarding Executive Committee Membership and the other relates to the Local Coordinating Board for Transit.

Change A:

Membership for the Executive Committee is currently comprised of the Chair, Vice-Chair, Secretary, Treasurer, and three appointed positions. In reviewing this membership, it was noted that the immediate past-chair does not have a position on the Executive Committee. As the Chair position rotates between Springfield, Greene, and Christian County, this means that a member would serve two years on the Executive Committee and one year off (Vice-Chair, Chair, then off). To maintain congruency of the Executive Committee, it has been proposed that one of the three appointed positions be changed to the immediate past-Chair. This also means there would always be a Christian County, Greene County, and Springfield representative. An additional advantage would be that signatories on the bank account would not need to change every year.

Proposed bylaws changes:

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. Following expiration of the one-year term, the Chairman shall become the immediate past-Chair and will continue in that capacity as an officer of the Board.
- H. Executive Committee. All ~~four (4)~~ five (5) officers plus ~~three (3)~~ two (2) appointed Board members shall act as the Executive Committee for the Board of Directors. In the event an officer is unable or unwilling to serve on the Executive Committee, the Board of Directors can appoint another member to fill the vacancy.

Change B:

With the passage of MAP-21, the bylaws for the Local Coordinating Board for Transit needed updating to reflect changes in transportation funding programs. Along with this review, the LCB for Transit found several additional changes that also needed to be made. These changes were reviewed at both the November 20, 2012 and January 16, 2013 LCB for Transit meetings and were recommended unanimously to the OTO Board of Directors at the meeting on January 16th.

Proposed bylaws changes:

Section 9.1: Membership

- A. Local Coordinating Board for Transit membership will be comprised of area human services and transportation agencies. The Local Coordinating Board for Transit shall contain no fewer than seven (7) members, but no greater than fifteen (15) members. Membership shall be consistent with federal guidance.
- C. Terms of service will be two (2) year terms ~~three (3) years with staggered terms. Initial members will serve a one (1) year, two (2) year, or three (3) year term accordingly.~~

Section 9.5: Responsibilities

- C. The Local Coordinating Board for Transit shall make recommendations to the MPO Board of Directors on appropriate federal transit funding allocations and project selection, ~~including, but not limited to, FTA Section 5310, 5316, and 5317 funding programs.~~

Section 9.6: Order of Business

- A. The business of the Local Coordinating Board for Transit shall be taken up for consideration and disposition in the following order, unless the order shall be suspended by unanimous consent.
 - 1. Call to Order
 - 2. Approval of agenda for current meeting(s) ~~Approval of minutes of previous meeting(s)~~
 - 3. Approval of minutes of previous meeting(s) ~~Approval of agenda for current meeting(s)~~
 - 4. Unfinished business
 - 5. New business
 - 6. Presentation of other communications to the Local Coordinating Board for Transit
 - 7. Adjournment

LOCAL COORDINATING BOARD FOR TRANSIT RECOMMENDATION:

At its January 16, 2013 meeting, the Local Coordinating Board for Transit recommended that the OTO Board of Directors approve the bylaws changes listed for Article IX of the OTO Bylaws.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the bylaws amendments as presented.”

OR

“Move to return the proposed bylaws amendments back to OTO staff to consider the following..”

Ozark Transportation Organization Procedures and By-Laws

The following constitutes the By-Laws, procedures, and responsibilities which will serve to establish, organize, and guide the proper functioning of the Ozarks Transportation Organization. The intent is to provide for an organization which will be responsible for fulfilling the requirements of the Federal Aid Highway Act of 1962, as amended, the Urban Mass Transportation Act of 1964, as amended, the Airport and Airway Development Act of 1970 and other subsequent laws setting forth requirements for transportation planning for all modes of travel. This planning task will be accomplished within a cooperative framework properly related to comprehensive planning on a continual basis. This cooperative-comprehensive-continuing planning process is known as the 3-C Planning Process. Further, this organization shall carry out any other transportation planning and programming functions as set forth in any agreements entered into by this organization and the Missouri Department of Transportation, the United States Department of Transportation, or in such manner as events shall dictate.

ARTICLE I

Section 1.0: Organization Name

- A. The name of this organization shall be the Ozarks Transportation Organization.

ARTICLE II

Section 2.0: Organizational Structure

- A. This organization shall be incorporated by the City of Springfield and any eligible governmental unit may join the organization upon passage of an ordinance or resolution, whichever is appropriate, adopting these bylaws and payment of the applicable dues to the organization. The organization shall consist of four permanent (or standing) committees: the Board of Directors, Technical Planning Committee, Bicycle and Pedestrian Advisory Committee, and the Local Coordinating Board for Transit.
- B. Ad hoc committees or study groups may be appointed from time to time by the Board of Directors as needs arise. Such ad hoc committees or study groups shall have specific charge and operate for a defined period of time as stated in the motion(s) creating them.
- C. The Board shall employ an executive director who shall have the power to carry out the day to day functions of the Organization as directed by the Board including, but not limited to, the power to execute contracts and approve expenditures as budgeted by the Board.

ARTICLE III

Section 3.0: Transportation Planning Area

- A. A description of the Ozarks Transportation Organization's transportation planning area is shown in Attachment A at the end of this document. The Board of Directors will periodically review the transportation planning area based on existing and projected urban development trends. Any changes to the transportation planning area should be based on Comprehensive Plan recommendations. Any needed modification to Attachment A of the bylaws shall adhere to the procedure outlined in Section 6.10.

Section 3.1 Transportation Study Goals

The transportation goals that will guide this study will be broadly defined as:

- A. A system of facilities that provides an efficient and adequate capacity for the safe movement of people and goods to and from and within the area.
- B. A choice of mode of transport providing access and circulation to and from and within the area and adequate terminal facilities.
- C. A system flexible enough to accommodate social, technological, and other changes.
- D. A system of facilities which is realistically and functionally associated with sound growth and development policies for the area.

ARTICLE IV

Section 4.0: Transportation Study Objectives

The transportation study objectives are based on achieving an efficient transportation system and one that provides satisfactory service to the area and its member communities. These objectives are:

- A. Promotion of appropriate land uses in the planning area.
- B. Innovations in addressing transportation issues.
- C. Publicly oriented transportation.
- D. Increase in individual mobility or transportation opportunities in select target groups (e.g. elderly, indigent persons, etc.).
- E. An effective transportation system.

- F. Increased safety.
- G. Lower operating costs.
- H. Economy in construction of new facilities.
- I. Increased marketing and public information.

ARTICLE V

Section 5.0: General Policies

- A. All development policies, reports, programs, and plans affecting regional transportation issues within the planning area should be coordinated with the Ozarks Transportation Organization.
- B. All committees shall proceed with their respective responsibilities and duties with proper consideration, at all times, for all modes of transportation and associated facilities.
- C. Individual modal planning programs should be designed to be coordinated with planning for all other transportation modes and with comprehensive planning for the urban area.
- D. Transportation planning activities should be used to promote an efficient urban development pattern. Reasonable forecasts of future land use and socio-economic conditions shall be made to guide these activities.
- E. All published data and/or reports may be released to individuals or agencies. Participating jurisdictions and agencies shall follow their own procedures when requests are made for their own data.
- F. Transportation planning activities are prioritized annually in the Unified Planning Work Program (UPWP). The amount of MPO planning funds is based on the population in the urbanized area. Although many of the planning activities focus on tasks within the urbanized boundary, there will be consideration of the planning needs of member jurisdictions outside the urbanized boundary. Planning activities will be undertaken within the entire planning area. Specific planning projects will be prioritized based on need, development pressures, transportation issues, etc. MPO staff shall assist MPO member jurisdictions outside the urbanized area with potential funding source information for transportation planning project needs that are not included in the MPOs UPWP.
- G. Use of Missouri Department of Transportation funds that are allocated directly to MPO members that lie outside the urbanized boundary shall remain at the discretion of that jurisdiction, subject to the funds legal requirements. These projects shall be reported for transportation planning purposes in the annual Transportation Improvement Program

(TIP).

Section 5.01 Funding

- A. The MPO shall have its administrative costs funded by dues paid by political subdivision members on an annual basis in the amount of forty-one cents per capita population based on the latest U.S. Census Estimates and payable July 31st of each year. Dues shall be prorated based on the number of months of a year a jurisdiction is a member the first year of membership. Thereafter the dues shall be owed for a full twelve months. Dues shall be set, either decreased or increased, each year by April 30th of such that there are sufficient funds to cover all expenses including salaries of employees, benefits if any, and reimbursement to employees for travel and work expenses. Expenses may also include office space, equipment and any other lawful expense to be incurred in furtherance of the objectives of the organization. Any change in the per capita rate from previous year's dues shall require a seventy-five percent affirmative vote of the membership on the board representing dues paying members. If no change is made in the amount of dues owing, the dues from the previous year shall be the dues for the following year.
- B. The annual budget of the organization shall be adopted by April 30th of each year. In the event a budget is not adopted by April 30th, the prior year's budget shall continue in full force and effect until another budget is adopted by a majority of the membership of the board representing dues paying members.

Section 5.02 Powers

The Organization shall have all powers that are lawful for a not-for-profit corporation to possess under Missouri and federal laws including the power to contract, sue and be sued.

ARTICLE VI

Board of Directors By-Laws

Section 6.0: Authorization and Purpose

- A. The Board of Directors is established under the authority of Instructional Memorandum 50-3-71 from the Federal Highway Administration. This memorandum states that the Regional Federal Highway Administrator, on the recommendation of the State Transportation Department and the Division Engineer, shall certify annually that a continuing, comprehensive, cooperative (3C) transportation planning process is being conducted based on a number of considerations including establishment of a policy board with appropriate representation from the state and affected local jurisdictions, and the existence of an area wide organization under which transportation planning is being conducted on a continuing basis. This certification is necessary under Section 134,

Chapter I, Title 23, United States Code which provides that no project in an urban area of over 50,000 population shall be approved unless it is based on such a 3C transportation planning process.

- B. The purpose of the Board of Directors will be to serve as the designated Metropolitan Planning Organization (MPO) for the approved Transportation Planning Area (TPA), in order to provide official decision making responsibility for the Ozarks Transportation Organization. The coordination of elected officials and policy makers at this decision making level allows for a broad geographical impact on transportation planning decisions.

Section 6.1: Membership

- A. Board of Directors – Voting Members (provided entities listed below have joined the organization and are current in dues):

1. Two (2) Greene County Commissioner(s)
2. Three (3) Springfield City Council Member(s)
3. One (1) City Utilities Board Member
4. One (1) Springfield-Branson Regional Airport Board Member
5. Three (3) Citizen At-Large Representatives
 - One (1) Member Nominated by the Board of Directors and Appointed by the MPO
 - Two (2) Members Nominated by Springfield and Appointed by the MPO
6. One (1) Elected Official from the City of Republic
7. One (1) Elected Official from the City of Ozark
8. One (1) Elected Official from Christian County
9. One (1) Elected Official from the City of Nixa
10. One (1) Elected Official from the City of Willard
11. One (1) Elected Official from the City of Strafford
12. One (1) Elected Official from the City of Battlefield

- B. Board of Directors – Non-Voting Members

1. Federal Highway Administration Representative
2. Federal Transit Administration Representative
3. Federal Aviation Administration Representative
4. District Engineer, Missouri Department of Transportation (MoDot)

- C. The voting members of the Board of Directors shall serve terms on the Board coinciding with the terms of their respective offices, as determined by the specific local jurisdiction(s). The Citizen-at-Large Representatives shall serve a term of three (3) years, except for the inaugural year. The first years' Citizen-at-Large terms shall be the following:

- The member nominated by the Board of Directors and appointed by the MPO shall serve a term of one year.

- One member nominated by Springfield and appointed by the MPO shall serve a term of two years.
- One member nominated by Springfield and appointed by the MPO shall serve a term of three years.

The City of Springfield may determine which of their initial nominees will serve the two and three year positions.

Each elected representative or board representative shall name one (1) elected or appointed official as an alternate, in writing, who may exercise full member powers during their absence. Alternates for the Citizen-at-Large Representatives shall be nominated and appointed through the same process as the primary representative. The Alternate's term shall also correspond with the primary representative's term. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Committee.

- D. Additional voting and non-voting members shall be appointed as is deemed essential or necessary by the members of the Board of Directors, through the amendment of the bylaws.

Section 6.2: STP-Urban Funding Allocation

- A. With the exception of congressional earmarks, which are designated for specific transportation projects or programs and cannot be suballocated, a Surface Transportation Program (STP) Funding Formula shall be established by the MPO, based on jurisdiction decennial census population within the MPO. This funding formula would be used to distribute funds to jurisdictions within the MPO. MoDOT Small Urban funding received by a jurisdiction shall count towards the STP-Urban suballocation a jurisdiction may receive. A jurisdiction may choose to suballocate part of their allocated STP funds to another MPO jurisdiction on a project that lies outside their boundaries but it is at their discretion. This type of deviation from the Funding Formula shall also require a 75% vote of the MPO jurisdictions. Provided however, no allocation shall be paid to any jurisdiction unless such jurisdiction is an active member and current in dues payments for the year the allocation is to be made.

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

Section 6.3: Meeting Procedure

- A. The rules of order herein contained shall govern deliberations and meetings of the Board of Directors. Any point of order applicable to the deliberations by this Board and not contained herein shall be governed by Roberts Rules of Parliamentary Procedure.
- B. Meetings of the Board of Directors shall be held at least annually.

- C. The Board shall establish and approve an annual meeting schedule. Meeting notices and committee function(s) will normally be initiated by the MPO Staff. When providing notification for a meeting at least five days notice will be provided describing the time and location. A proposed agenda should also be provided to ensure that adequate preparation can occur. The five days notice may be waived if extenuating circumstances require an emergency meeting, provided that all members have received actual notice of such meeting.
- D. A quorum shall consist of at least one half of the voting members or alternates.
- E. All meetings of the Board shall be open to the general public who may participate at the discretion of the Chairman. Electronic and telephonic meetings and votes may take place as authorized by law.

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. Following expiration of the one-year term, the Chairman shall become the immediate past-Chair and will continue in that capacity as an officer of the Board.
- B. The Board of Directors shall elect a Vice Chairman. The Vice Chairman shall assume the responsibilities of the Chairman in his or her absence.
- C. The Board of Directors shall elect a Treasurer. The Treasurer shall be in charge of funds of the corporation and approve payments and expenses as authorized by the Board of Directors. The treasurer shall be responsible to coordinate with the audit committee for financial reporting as may be desired.
- D. The Board of Directors shall elect a Secretary. The secretary shall be responsible for all permanent records of the corporation, its minutes, contracts and other documents and for official notifications and correspondence as may be required.
- E. Any appointed positions on the Board of Directors shall commence and/or conclude at the first meeting of the calendar year after the term expiration.
- F. A modification of the Board of Directors members may occur mid-year if there are elections, resignations or changes in representative board memberships.
- G. Authorized Signatures. All the officers may be authorized to sign or attest documents,

checks, or other legal instruments of the corporation.

H. Executive Committee. All ~~four (4)~~ five (5) officers plus ~~three (3)~~ two (2) appointed Board members shall act as the Executive Committee for the Board of Directors. In the event an officer is unable or unwilling to serve on the Executive Committee, the Board of Directors can appoint another member to fill the vacancy.

1. Powers. The Executive Committee shall have limited powers, duties, and responsibilities of the Board to address administrative and organizational issues to carry out the functions and purposes of Ozarks Transportation Organization. All actions of the Executive Committee would be considered for ratification by the Board of Directors. The Executive Committee may act on behalf the Board on administrative and organizational items as follows:

- Administrative TIP Amendments (e.g. Items currently programmed in the TIP)
- Budget adjustments of \$2,500 or less for items not shown in the adopted UPWP
- Act as the OTO Audit Committee. The Audit Committee shall be responsible for monitoring the financial reporting process, overseeing the internal control system, overseeing the external audit and independent public accounting functions and reporting findings to the Board of Directors.

2. The Executive Committee may make recommendations to the Board on the following issues:

- Human Resource Issues
- Employee Handbook Amendments (e.g. Leave Policy and Benefits)

3. A quorum shall constitute four (4) members and all actions approved by the Executive Committee shall require at least four (4) affirmative votes.

Section 6.5: Responsibilities

- A. Review and approve the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Long-Range Transportation Plan (LRTP), the Public Involvement Policy, Bylaws, any changes to the Memorandum of Understanding, and any other MPO related policy, report, or programs that affect transportation issues within the Transportation Planning Area (TPA).
- B. Through the By-Law process, determine the jurisdictional representation of the Technical and Board of Directors.
- C. Take official action on any committee recommendations and other matters pertaining to

furthering the planning process.

- D. Adopt transportation goals and objectives to guide the Ozarks Transportation Organization.
- E. Adopt a short-range transportation improvement program that is updated annually.
- F. Insure that citizen participation is achieved in transportation planning.
- G. Establish Federally funded project priorities consistent with Federal mandates.
- H. Establish an annual Unified Planning Work Program (UPWP) that outlines the MPO urban area planning projects for the fiscal year.

Section 6.6: Staff Support

- A. Staff support for the Ozarks Transportation Organizations Board of Directors function(s) shall be provided as identified in the annual Unified Planning Work Program. This support would include assistance with:
 - a). Coordination of the transportation planning program;
 - b). The Transportation Improvement Plan (TIP); and,
 - c). Various transportation related work plan tasks.

Section 6.7: Order of Business

- A. The business of the Board shall be taken up for consideration and disposition in the following order, unless the order shall be suspended by unanimous consent.
 - 1. Roll Call
 - 2. Approval of minutes of previous meetings
 - 3. Communications from the presiding officer
 - 4. Unfinished business
 - 5. New business
 - 6. Presentation of other communications to the committee
 - 7. Adjournment

Section 6.8: Motions

- A. No motion shall be debated or put to a vote unless seconded. When seconded, the proposer shall have the floor.
- B. The motion shall be reduced to writing by the proposer when required by the presiding officer, or any members of the Board.
- C. When a question is under debate, the following motion shall be in order and shall have precedence over each other in the order stated:

1. To adjourn to a certain day
2. To adjourn
3. To postpone to a certain time
4. To take a recess
5. To lay on the table
6. To previous question
7. To amend

Motions 1-5 shall be decided without debate.

Section 6.9: Rules of Debate

The presiding officer may move, second, and debate from the Chair and shall not be deprived of any of the rights and privileges of a member by reason of their acting as the presiding officer. Roberts Rules of Order shall control all aspects of debate non-inconsistent with any provision of these By-Laws.

Section 6.10: Amendments of By-Laws

Any section herein contained may be amended at any meeting of the Board of Directors provided such amendment be delivered to the Chairman of this committee at least five (5) days prior to the meeting at which the amendment is to be presented to the committee. It shall be the duty of the MPO staff to include in the notice of such meeting, notice of the proposed amendment setting out the exact form of the proposed amendment. Such amendment shall be adopted if it receives the affirmative vote of a majority of at least a quorum of the voting members present.

Section 6.11: Amendments to Federally-Mandated Transportation Documents

The United States Department of Transportation mandates that every Metropolitan Planning Organization adopt specific transportation documents in order to maintain eligibility for federal transportation funds. For the Ozarks Transportation Organization these documents include, but are not limited to The Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Congestion Management Process (CMP), Unified Planning Work Program (UPWP), the Public Involvement Policy, and the Major Thoroughfare Plan (MTP). Any section of any of these required documents may be amended at any meeting of the Board of Directors provided such amendment(s) have first been reviewed and a recommendation made by the Ozarks Transportation Organization's Technical Committee. In emergency situations, amendments to these documents can be made without Technical Committee review provided that such amendments are delivered to the Chairman of the Board of Directors who has discretion in determining whether the request is an emergency. Such amendments must be delivered to the Chair with enough lead-time to allow staff to conduct the required public comment process as specified in the Public Involvement Policy. It shall be the duty of the MPO staff to ensure that any such amendment(s) shall fulfill the requirements of the public comment process as provided for in the Public Involvement Policy, and that staff shall include in the

notice of such meeting the proposed amendment(s) setting out the form of the proposed amendment(s). Any emergency amendment(s) shall be adopted if they receive the affirmative vote of at least 2/3rds of the voting members present, provided that a quorum has been declared at the beginning of the meeting by the Chairman of the Board of Directors.

ARTICLE VII

Technical Planning Committee By-Laws

Section 7.0: Authorization and Purpose

- A. The Technical Planning Committee is established under the authority of Instructional Memorandum 50-3-71 from the Federal Highway Administration. This memorandum states that the Regional Federal Highway Administrator, on the recommendation of the Missouri Department of Transportation and the Division Engineer, shall certify annually that a continuing, comprehensive, cooperative (3C) transportation planning process is being conducted based on a number of considerations including establishment of a policy board with appropriate representation from the state and affected local jurisdictions, and the existence of an area wide organization under which transportation planning is being conducted on a continuing basis. This certification is necessary under Section 134, Chapter I, Title 23, United States Code which provides that no project in an urban area of over 50,000 population shall be approved unless it is based on such a transportation planning process.
- B. The purpose of the Technical Planning Committee is to analyze issues arising during the conduct of the Springfield Area Transportation Study from a technical perspective and make recommendations to the Board of Directors. The purpose is also to provide a linkage between planning and implementation.

Section 7.1: Membership

The Technical Planning Committee shall be composed of people involved in planning, engineering, public policy, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

A. Technical Planning Committee - Voting Members

- 1. MoDot (Jeff City), Urban Planning Engineer
- 2. MoDot District 8 Office, District Engineer
- 3. Springfield/ Branson Airport Director of Aviation
- 4. Administrator, Greene County Highway Department
- 5. Traffic Engineer, Springfield Department of Public Works
- 6. City Utilities Director of Transit Services
- 7. Director, Greene County Planning Department

8. MoDot (Jeff City), Assistant Administrator of Transit
9. MoDot District 8 Office, Transportation Planning Manager
10. A representative of the Springfield Area Chamber of Commerce
11. A transit representative of Missouri State University
12. A representative of Ozark Greenways
13. Greene County Highway Department Chief Engineer
14. Springfield Director of Public Works
15. Springfield Director of Planning and Development
16. Representative from the City of Willard
17. Representative from the City of Strafford
18. Representative from the City of Republic
19. Burlington-Northern Representative
20. Trucking Representative
21. Private Transportation/Transit Provider Representative
22. R-12 School District Representative
23. Representative from Christian County
24. Representative from the City of Nixa
25. Representative from the City of Ozark
26. Representative from the City of Battlefield

B. Technical Committee - Non-Voting Members

1. Federal Transit Administration Representative
2. Federal Aviation Administration Representative
3. Federal Highway Administration Representative
4. Southwest Missouri Council of Governments Staff Member

C. Appointment of Alternates

Each representative may name one (1) member of their staff or a representative of their jurisdiction as an alternate, in writing, who may exercise full member powers during their absence. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Committee.

Section 7.2: Meeting Procedure

- A. The rules of order herein contained shall govern deliberations of the Technical Planning Committee. Any point of order or rule on debate applicable to the deliberations by this committee and not contained herein shall be governed by Roberts Rules of Parliamentary Procedure.
- B. The Committee shall establish and approve an annual meeting schedule. Meeting notices and committee function(s) will normally be initiated by MPO Staff. When providing notification for a meeting at least five days notice will be provided describing the time and location. A proposed agenda should also be provided to ensure that adequate preparation can occur. The five days notice may be waived if extenuating circumstances require an

emergency meeting and provided that all members have received actual notice of such meeting.

- C. All meetings of the committee shall be open to the general public who may participate at the discretion of the Chairman.
- D. A quorum shall consist of at least one-half of the voting members.

Section 7.3: Officers

- A. The Technical Committee 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.
- B. The Technical Committee shall elect a Chairman Elect. The Chairman Elect position shall assume the duties of Chairman following his or her respective term. The newly elected position shall assume the Chairman Elect's duties. Chairman Elect will assume the responsibilities of the Chairman in his or her absence.
- C. Any appointed positions on the Technical Committee shall commence and/or conclude at the first meeting of the calendar year after the term expiration.
- D. A modification of the Technical Committee members may occur mid-year if there are changes in staff or resignations.

Section 7.4: Responsibilities

- A. The Technical Planning Committee shall discuss options, facilitate cooperation among operating departments, review proposals, and recommend technical methods, procedures, and standards on all policies, reports, programs, and plans related to development and transportation issues within the planning area of the Ozarks Transportation Organization.
- B. The Technical Planning Committee shall discuss and recommend alternative transportation plans and programs to the Board of Directors.

Section 7.5: Staff Support

- A. Staff support for the Ozarks Transportation Organization's Technical Committee function(s) shall be provided as identified in the annual Unified Planning Work Program. This support would include assistance with:
 - a). Coordination of the transportation planning program;

- b). Review and approval of the Transportation Improvement Plan (TIP); and,
- c). Various transportation related work plan tasks.

Section 7.6: Order of Business

- A. The business of the committee shall be taken up for consideration and disposition in the following order, unless the order shall be suspended by unanimous consent.
 - 1. Roll call
 - 2. Approval of minutes of previous meeting(s)
 - 3. Communications from the presiding officer
 - 4. Unfinished business
 - 5. New business
 - 6. Presentation of other communications to the committee
 - 7. Adjournment

Section 7.7: Motions

- A. No motion shall be debated or put to a vote unless seconded. When seconded, the proposer shall have the floor.
- B. The motion shall be reduced to writing by the proposer when required by the presiding officer or any members of the committee.
- C. When a question is under debate, the following motion shall be in order and shall have precedence over each other in the order stated:
 - 1. To adjourn to a certain day
 - 2. To adjourn
 - 3. To postpone to a certain time
 - 4. To take a recess
 - 5. To lay on the table
 - 6. To previous question
 - 7. To amend

Motions 1-5 shall be decided without debate.

Section 7.8: Rules of Debate

The presiding officer may move, second, and debate from the Chair and shall not be deprived of any of the rights and privileges of a member by reason of their acting as the presiding officer.

ARTICLE VIII

Bicycle and Pedestrian Advisory Committee By-Laws

Section 8.0: Authorization and Purpose

- A. The Bicycle and Pedestrian Advisory Committee is established under the authority of the Ozarks Transportation Organization. The committee will use the 3-C (comprehensive, cooperative, continuing) transportation planning process while considering policies and studies appropriate to the committee.
- B. The purpose of the Bicycle and Pedestrian Advisory Committee is to improve bicycling and pedestrian conditions for commuters, children and recreational bicyclists and walkers of the area. The goals of the Committee will be the same of those established in the Regional OTO Bicycle and Pedestrian Plan. In addition the committee will analyze issues arising within the planning area of the Ozarks Transportation Organization from a bicycle and pedestrian perspective and make recommendations to the Technical Planning Committee.

Section 8.1: Membership

The Bicycle and Pedestrian Advisory Committee shall be composed of people involved in planning, bicycle/pedestrian advocacy, safety, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

- A. Bicycle and Pedestrian Advisory Committee
 - 1. Representative from the City of Willard
 - 2. Representative from the City of Strafford
 - 3. Representative from the City of Republic
 - 4. Representative from the City of Nixa
 - 5. Representative from the City of Ozark
 - 6. Representative from the City of Battlefield
 - 7. Representative from the City of Springfield
 - 8. Representative from City Utilities
 - 9. Representative from MODOT
 - 10. Representative from the Springfield/Greene Co. Parks and Rec. Department
 - 11. Representative from Missouri State University
 - 12. Representative from Ozark Greenways
 - 13. Representative from Greene County Highway Department
 - 14. Representative from Christian County
 - 15. Representative from Missouri Bicycle Federation
 - 16. Representative from the Springfield/Greene Co. Health Department

Section 8.2: Meeting Procedure

- A. The rules of order herein contained shall govern deliberations of the Bicycle and Pedestrian Advisory Committee. Roberts Rules of Parliamentary Procedure herein shall govern any point of order or rule on debate applicable to the deliberations by this committee and not

contained.

- B. The Committee shall establish and approve an annual meeting schedule. MPO Staff will normally initiate meeting notices and committee function(s). When providing notification for a meeting at least five days notice will be provided describing the time and location. A proposed agenda should also be provided to ensure that adequate preparation can occur. The five days notice may be waived if extenuating circumstances require an emergency meeting and provided that all members have received actual notice of such meeting.
- C. All meetings of the committee shall be open to the general public who may participate at the discretion of the Chairman.
- D. A quorum shall consist of at least one-half of the voting members.

Section 8.3: Officers

- A. The Bicycle and Pedestrian Advisory Committee 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. The position of Chairman will be filled using the rotation system set-up by the MPO Executive Director.
- B. The Bicycle and Pedestrian Advisory Committee shall elect a Vice-Chairman at their initial meeting. The Vice-Chairman position shall assume the duties of Chairman following his or her respective term. The Vice-Chairman will assume the responsibilities of the Chairman in his or her absence.
- C. Any appointed positions on the Bicycle and Pedestrian Advisory Committee shall commence and/or conclude at the first meeting of the calendar year after the term expiration.
- D. A modification of the Bicycle and Pedestrian Advisory Committee members may occur mid-year if there are changes in staff or resignations.
- E. The Chairperson shall convene and conduct meetings, appoint committees, establish agenda items, with the assistance of the MPO staff, and serve to represent the interests and consensus of the Committee. The Vice-Chairperson shall fulfill all the Chairperson's duties when the Chairperson is not present.

Section 8.4: Responsibilities

- A. The Bicycle and Pedestrian Advisory Committee shall discuss options, review proposals, and recommend technical methods, procedures, and standards on all policies, reports, programs, and plans related to bicycle and pedestrian issues within the planning area of the Ozarks Transportation Organization.

- B. The Bicycle and Pedestrian Advisory Committee shall discuss and recommend alternative transportation plans and programs to the Technical Planning Committee.

Section 8.5: Staff Support

- A. Staff support for the Ozarks Transportation Organization's Bicycle and Pedestrian Advisory Committee function(s) shall be provided to the committee. This support would include assistance with:
 - a). Facilitating meetings, including preparing agendas, meetings, meeting location,
 - b). Review and approval of the Regional OTO Bicycle and Pedestrian Plan; and,
 - c). Various transportation related work plan tasks.

Section 8.6: Order of Business

- A. The business of the committee shall be taken up for consideration and disposition in the following order, unless the order shall be suspended by unanimous consent.
 - 1. Call to Order
 - 2. Approval of minutes of previous meeting(s)
 - 3. Approval of agenda for current meeting(s)
 - 4. Unfinished business
 - 5. New business
 - 6. Presentation of other communications to the committee
 - 7. Adjournment

Section 8.7: Motions

- A. No motion shall be debated or put to a vote unless seconded. When seconded, the proposer shall have the floor.
- B. The motion shall be reduced to writing by the proposer when required by the presiding officer or any members of the committee.
- C. When a question is under debate, the following motion shall be in order and shall have precedence over each other in the order stated:
 - 1. To adjourn to a certain day
 - 2. To adjourn
 - 3. To postpone to a certain time
 - 4. To take a recess
 - 5. To lay on the table
 - 6. To previous question
 - 7. To amend

Motions 1-5 shall be decided without debate.

Section 8.8: Rules of Debate

The presiding officer may move, second, and debate from the Chair and shall not be deprived of any of the rights and privileges of a member by reason of their acting as the presiding officer.

ARTICLE IX

Local Coordinating Board for Transit

Section 9.0: Authorization and Purpose

- A. The Local Coordinating Board for Transit is an advisory board established under the authority of the Ozarks Transportation Organization (OTO), which serves as the federally designated metropolitan transportation planning organization (MPO) for the Springfield, Missouri Transportation Management Area. The Local Coordinating Board for Transit will use the 3-C (comprehensive, cooperative, continuing) transportation planning process while considering policies and studies appropriate to the Local Coordinating Board for Transit.
- B. The purpose of the Local Coordinating Board for Transit is to confer with and advise on the effectiveness of coordinating transportation in the Ozarks Transportation Organization study area, and to be a problem-solving entity, where possible. The goals of the Local Coordinating Board for Transit will be the same as those established in the OTO Transit Coordination Plan. In addition, the Local Coordinating Board for Transit will analyze issues arising within the planning area of the Ozarks Transportation Organization from a human services transit perspective and make recommendations to the MPO Board of Directors.

Section 9.1: Membership

The Local Coordinating Board for Transit shall be composed of people involved in planning, transit, human services, safety, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

- A. Local Coordinating Board for Transit membership will be comprised of area human services and transportation agencies. The Local Coordinating Board for Transit shall contain no fewer than seven (7) members, but no greater than fifteen (15) members. Membership shall be consistent with federal guidance.
- B. Initial Local Coordinating Board for Transit membership will be based upon the Transit Coordination Plan Advisory Team membership with members added or subtracted based upon criteria developed by the Local Coordinating Board for Transit.

- C. Terms of service will be two (2) year terms ~~three (3) years with staggered terms. Initial members will serve a one (1) year, two (2) year, or three (3) year term accordingly.~~

Section 9.2: Meeting Procedure

- A. The rules of order herein contained shall govern deliberations of the Local Coordinating Board for Transit. Roberts Rules of Parliamentary Procedure herein shall govern any point of order or rule on debate applicable to the deliberations by this Local Coordinating Board for Transit and not contained.
- B. The Local Coordinating Board for Transit shall establish and approve an annual meeting schedule. MPO Staff will normally initiate meeting notices and Local Coordinating Board for Transit function(s). When providing notification for a meeting at least five days notice will be provided describing the time and location. A proposed agenda should also be provided to ensure that adequate preparation can occur. The five days notice may be waived if extenuating circumstances require an emergency meeting and provided that all members have received actual notice of such meeting.
- C. All meetings of the Local Coordinating Board for Transit shall be open to the general public who may participate at the discretion of the Chairman.
- D. A quorum shall consist of at least one-half of the voting members.

Section 9.3: Officers

- A. The Local Coordinating Board for Transit 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. The position of Chairman will be filled using the rotation system set-up by the Local Coordinating Board for Transit.
- B. The Local Coordinating Board for Transit shall elect a Vice-Chairman at their initial meeting. The Vice-Chairman position shall assume the duties of Chairman following his or her respective term. The Vice-Chairman will assume the responsibilities of the Chairman in his or her absence.
- C. Any appointed positions on the Local Coordinating Board for Transit shall commence and/or conclude at the first meeting of the calendar year after the term expiration.
- C. A modification of the Local Coordinating Board for Transit members may occur mid-year if there are changes in staff or resignations.
- D. The Chairperson shall convene and conduct meetings, appoint committees, establish agenda items with the assistance of the MPO staff, and serve to represent the interests and

consensus of the Local Coordinating Board for Transit. The Vice-Chairperson shall fulfill all the Chairperson's duties when the Chairperson is not present.

Section 9.4: Committees

The Chair shall appoint the following standing committees from among qualified voting members of the Local Coordinating Board for Transit, as well as external parties as may be necessary.

- A. Funding Application Committee. The Funding Application Committee shall be responsible for recommending application requirements as well as successful applications to the full membership of the Local Coordinating Board for Transit.
- B. Other Committees. The Chair shall appoint such other committees as required to carry out the goals of the Local Coordinating Board for Transit.

Section 9.5: Responsibilities

- A. The Local Coordinating Board for Transit shall discuss options, review proposals, and recommend technical methods, procedures, and standards on all policies, reports, programs, and plans related to transit coordination issues, specifically relating to implementing recommendations from the Transit Coordination Plan within the planning area of the Ozarks Transportation Organization.
- B. The Local Coordinating Board for Transit shall discuss and recommend transit coordination plans and programs to the MPO Board of Directors.
- C. The Local Coordinating Board for Transit shall make recommendations to the MPO Board of Directors on appropriate federal transit funding allocations and project selection, ~~including, but not limited to, FTA Section 5310, 5316, and 5317 funding programs.~~

Section 9.5: Staff Support

- A. Staff support shall be provided to the Local Coordinating Board for Transit. This support would include assistance with:
 - a). Facilitating meetings, including preparing agendas, meetings, meeting location;
 - b). Review and approval of the OTO Transit Coordination Plan;
 - c). Various transportation related work plan tasks; and,
 - d). Staff for all committees.

Section 9.6: Order of Business

- A. The business of the Local Coordinating Board for Transit shall be taken up for consideration and disposition in the following order, unless the order shall be suspended by unanimous consent.
 - 1. Call to Order
 - 2. Approval of agenda for current meeting(s) ~~Approval of minutes of previous meeting(s)~~
 - 3. Approval of minutes of previous meeting(s) ~~Approval of agenda for current meeting(s)~~
 - 4. Unfinished business
 - 5. New business
 - 6. Presentation of other communications to the Local Coordinating Board for Transit
 - 7. Adjournment

Section 9.7: Motions

- A. No motion shall be debated or put to a vote unless seconded. When seconded, the proposer shall have the floor.
- B. The motion shall be reduced to writing by the proposer when required by the presiding officer or any members of the Local Coordinating Board for Transit.
- C. When a question is under debate, the following motion shall be in order and shall have precedence over each other in the order stated:
 - 1. To adjourn to a certain day
 - 2. To adjourn
 - 3. To postpone to a certain time
 - 4. To take a recess
 - 5. To lay on the table
 - 6. To previous question
 - 7. To amend

Motions 1-5 shall be decided without debate.

Section 9.8: Rules of Debate

The presiding officer may move, second, and debate from the Chair and shall not be deprived of any of the rights and privileges of a member by reason of their acting as the presiding officer.

Adopted by the Coordinating Committee, Ozarks Transportation Organization,
February 4, 1993

Revised by the Coordinating Committee, Ozarks Transportation Organization
December 16, 1993

Revised by the Coordinating Committee, Ozarks Transportation Organization
August 1 , 1996

Amended by the Coordinating Committee, Ozarks Transportation Organization
October 3, 1996

Amended by the Coordinating Committee, Ozarks Transportation Organization
May 29, 1997

Amended by the Coordinating Committee, Ozarks Transportation Organization
August 7, 1997

Amended by the Coordinating Committee, Ozarks Transportation Organization
June 4, 1998

Amended by the Coordinating Committee, Ozarks Transportation Organization
October 7, 1999

Draft Bylaws for the proposed MPO Expansion, approved by the MPO Coordinating
Committee on December 7, 2000.

Final Changes to the Draft Bylaws for the proposed MPO Expansion, May 11, 2001.

Amended by the Board of Directors, Ozarks Transportation Organization, June 14, 2007.

Amended by the Board of Directors, Ozarks Transportation Organization, August 16, 2007.

Adopted by the Incorporators of the Ozarks Transportation Organization, April 30, 2008

Adopted by the Board of Directors, Ozarks Transportation Organization, June 19, 2008

Amended by the Board of Directors, Ozarks Transportation Organization, August 21, 2008

Amended by the Board of Directors, Ozarks Transportation Organization, October 16, 2008

Amended by the Board of Directors, Ozarks Transportation Organization, February 19, 2009

Amended by the Board of Directors, Ozarks Transportation Organization, June 17, 2010

Amended by the Board of Directors, Ozarks Transportation Organization, February 21, 2013

TAB 10



Ozarks Transportation Organization
205 Park Central East, Suite 205, Springfield, MO 65806

January 17, 2013

Mr. Kenny Voss
Local Programs Administrator
Missouri Department of Transportation
105 W. Capitol Avenue
Jefferson City, Missouri 65102

Dear Mr. Voss,

We value the partnership between the Missouri Department of Transportation and the Ozarks Transportation Organization. Together, we have a long history of working together to ensure that important projects are funded and constructed. We understand the importance of teamwork and working together to make the local public agency program successful and are committed to continuing that partnership.

We have recently learned of a proposal by MoDOT to change the process by which Off-System Bridge (BRO) funds are allocated. We understand the difficulties of maintaining such a large statewide balance and have recently begun the process to program several bridges in Greene County. Additional projects are being identified to decrease the balance over the next two years.

We are not in support of the proposal to allow the Regional Planning Commissions to make project selection decisions regarding Off-System Bridge funding. We believe that for the two counties, Christian and Greene, within the OTO planning area, this would be a backward step requiring more paperwork and review.

However, we would like to assist MoDOT in reaching a solution to decrease the statewide Off-System Bridge balance. We support an administration fee derived from the BRO program to fund a MoDOT position to monitor the balances. We also recommend a database of soft-match credit providing contact information for those counties interested in trading soft match credit. We support consideration of a policy in which there is a cap on the maximum balance allowed for each county.

We are very pleased with the work being done by the LPA Committee and appreciate your work with the LPA program. Please let us know if we can be of any assistance as the discussions continue regarding the Off-System Bridge and other LPA programs.

Sincerely,

Jim Viebrock
Presiding Greene County
Commissioner
OTO Chairman

Lou Lapaglia
Presiding Christian County
Commissioner
OTO Vice-Chairman

Sara Fields
OTO Executive Director

2012 Safe Routes to School
Funded Projects List

Infrastructure Funded:

Agency	City	County	Project Title	Funded Amount
City of Ozark	Ozark	Christian	East Elementary - 2012 Infrastructure	\$152,972.50
City of New Haven	New Haven	Franklin	New Haven Middle School Sidewalk	\$74,850.00
St. Louis County	Clayton	St. Louis	SRTS Infrastructure on Larimore Road	\$250,000.00
Great Rivers Greenway District	St. Louis	St. Louis	Tesson Ferry Connector	\$250,000.00
City of St. Charles	St. Charles	St. Charles	Blackhurst / Hardin Sidewalks	\$250,000.00
City of Arnold	Arnold	Jefferson	Tenbrook Sidewalk	\$250,000.00
City of Ellsinore	Ellsinore	Carter	Ellsinore SRTS	\$233,750.00
City of Williamsville	Williamsville	Wayne	Williamsville Elementary School	\$237,280.00
City of Steele	Steele	Pemiscot	Steele 2012 - Sidewalk Infrastructure	\$110,585.60
City of Licking	Licking	Texas	Hwy. 137 & Deer Lick Street Sidewalks	\$250,000.00
City of Houston	Houston	Texas	Houston SRTS Phase 2	\$248,688.00
City of Bethany	Bethany	Harrison	Bethany SRTS	\$199,223.13
City of Lathrop	Lathrop	Clinton	City of Lathrop - 2012 Infrastructure	\$223,500.00
Hosea Elementary/MoDOT	St. Joseph	Buchanan	Hosea Elementary - Alabama Crossing	\$15,600.00
City of Warrenton	Warrenton	Warren	City of Warrenton - 2012 Infrastructure	\$241,080.52
City of Kirksville	Kirksville	Adair	LaHarpe Street SRTS	\$250,000.00
City of Canton	Canton	Lewis	City of Canton - SRTS Sidewalks	\$232,549.00
City of Alma	Alma	Lafayette	City of Alma	\$91,345.00
City of Platte City	Platte City	Platte	Plat City - 2012 Infrastructure	\$249,370.00
City of Sedalia	Sedalia	Pettis	SRTS Horace Mann - Infrastructure	\$246,354.75
City of Kearney	Kearney	Clay	Kearney Elementary - 2012 Infrastructure	\$40,065.00
City of Lebanon	Lebanon	Laclede	Signalization Improvements	\$56,835.00
County of Cole	Jefferson City	Cole	Pioneer Trail School Sidewalk Project	\$250,000.00
City of Eldon	Eldon	Miller	SRTS Application for Imprving Safety	\$203,266.00

Infrastructure Alternates:

Only funded if addition money becomes available via project under-runs, cancellations, ect.

Alternate 1	City of Potosi	Potosi	Washington	Potosi SRTS - 2012 Infrastructure	\$228,088.00
Alternate 2	City of Greenville	Greenville	Wayne	Greenville SRTS	\$248,825.00
Alternate 3	St. Louis County	Clayton	St. Louis	SMMA - 2012 Infrastructure	\$236,455.00
Alternate 4	City of Kearney	Kearney	Clay	Southview Elementary - 2012 Elementary	\$156,431.00
Alternate 5	New Bloomfield R-III	New Bloomfield	Callaway	New Bloomfield SRTS	\$21,000.00
Alternate 6	City of Blue Springs	Blue Springs	Jackson	Blue Springs SRTS 2012	\$200,191.00
Alternate 7	City of Sugar Creek	Sugar Creek	Jackson	Sugar Creek Elementary School	\$250,000.00
Alternate 8	Bootheel Rgnl Planning & Economic Devlmt Comm	Dexter	Stoddard	Sikeston R-6 2012 Infrastructure	\$250,000.00

Non-Infrastructure Funded:

Pednet/MoDOT	Columbia	Boone	SRTS Workshops for Underserved schools	\$25,000.00
Pednet/MoDOT	Columbia	Boone	Safe Routes to Bus Stops - Pilot Program	\$25,000.00
Pednet/MoDOT	Columbia	Boone	Staging Post - Walking School Bus	\$25,000.00
Pednet/MoDOT	Columbia	Boone	Middle School Bike Clubs & Bike Brigades	\$25,000.00
BikeWalk KC	Kansas City	Jackson	Local Spokes Bike/Ped Education	\$24,440.00
City of Sedalia	Sedalia	Pettis	SRTS Horace Mann - Non-Infrastructure	\$20,992.30
City of Sedalia	Sedalia	Pettis	SRTS Parkview Non-Infrastructure	\$23,967.30
City of Kirksville	Kirksville	Adair	Kirksville Walking School Bus	\$13,100.00
Southeast MO State University	Cape Girardeau	Cape Girardeau	Cape Girardeau Walking School Bus	\$12,260.00
Charleston Dept. of Public Safety	Charleston	Mississippi	Speed Enforcement & Safety	\$8,975.00
Reynolds County Health Center	Centerville	Reynolds	Lesterville/Centerville - 2012 NI	\$25,000.00
Trailnet/MoDOT	St. Louis	St. Louis	SRTS Non-Infrastructure - Webster Groves	\$24,999.19

Trailnet/MoDOT	St. Louis	St. Louis	SRTS Non-Infrastructure - Dutchtown	\$24,969.86
Trailnet/MoDOT	St. Louis	St. Louis	SRTS Non-Infrastructure - Training	\$24,719.10
Lake St. Louis Police Dept.	Lake St. Louis	St. Charles	Green Tree Elementary - 2012 NI	\$11,382.00
MoDOT Bicycle & Pedestrian	Springfield	Greene	Mobile Classroom for Bike Ped Education	\$24,989.50
MoDOT Bicycle & Pedestrian	Springfield	Greene	Bike Helmets & Safety Promo Items	\$25,000.00
MoDOT Bicycle & Pedestrian	Springfield	Greene	School Guard Crossing Training & Equipment	\$25,000.00
The Alliance of Southwest Missouri	Joplin	Jasper	Biking & Pedestrian Safety Program	\$25,000.00



Springfield - 91.1
Branson - 90.5
West Plains - 90.3
Mountain Grove - 88.7
Joplin - 98.9
Neosho - 103.7

Travelling Through Time: Springfield's Transit History

ARTICLE | JANUARY 6, 2013 - 11:06PM | BY EMMA WILSON



1 / 5 **STC trolley car No77** Photo credit: City Utilities

In our local history series, Sense of Place, we examine the happenings of the past to discover how they have shaped the modern culture and landscape of the Ozarks region. In the first of two installments about Springfield's transit history, Emma Wilson explores the evolution of the Queen City's public transportation system.

Imagine a map of Springfield. If you drive a car and are from the area, you're probably envisioning a grid of roads bordered by major streets or highways like James River Freeway or West Bypass. If you're from north or central Springfield you may see the empty swaths where the railroads pass east and west. This city has been shaped by how people travel to it and through it.

With the arrival of the predecessor to the Frisco Railroad in 1870, the value of a light rail line system also became apparent and the first streetcar lines were laid in the early 1880s, says John Rutherford. He's a local history associate at the Springfield-Greene County Library.

"It primarily ran between Commercial Street down to the public square; and then they saw that it had even more value than that so then they started building branches so it would go out in the neighborhoods instead of just between the two major commercial areas of the city."

Did you ever wonder why some neighborhood streets are far wider than those just a block away, such as Pickwick Avenue? Or why Grant, just north of Commercial, has a smaller, separate tunnel to one side as you drive under the train tracks? These are the remnants of the streetcar system that once ran through town. The first streetcars that moved along Springfield streets were powered by mules and horses.

"Then, around 1890, it was electrified," says Rutherford

"In 1900 there were only 50 cities in the United States that had electric trolleys."

That's Dave Fraley, the director of environmental affairs at City Utilities.

"They wanted Springfield to be progressive and they went out and solicited outside investment from St. Louis and Chicago.

Places like that," Fraley said.

The various companies running streetcars consolidated and were purchased by the Springfield Traction Company in 1895—that business was owned by investors in New York. Fraley says it was Springfield Traction that built the first powerhouse in town and would rent out space to the burgeoning electric light company, resulting in utilities and transportation being operated from under the same roof.

"That wasn't unusual back in the day but City Utilities is the last, *the last* utility company where that situation persists," Fraley said

So the streetcars in Springfield advanced industry and business, but they also allowed people participating in commerce to live further from the city center. By the 1920s, the electric streetcar lines ran all the way to three city boundaries along Talmage, Glenstone, and West Ave, and south to Catalpa. This was at a time that the southern boundary of Springfield was Sunshine Street. Neighborhoods were built to accommodate these new commuters, such as the Pickwick Place subdivision. Around that same time, automobiles for personal and public use were becoming more and more common. Springfield Traction bought out busses that were competing for their customers.

"So from 1923 to '38 you had streetcars and busses sharing the streets and in 1938 they made the move to go all-bus and retired the trolley system completely," Fraley said.

The people of Springfield saw busses as more modern and versatile and the umbrella company that owned Springfield Traction saw an opportunity for more profit in oil and gas. This transition took place all over the country and accelerated in the post-World War Two era as Springfield was undergoing another major transformation as infrastructure was built to accommodate the exploding number of personal motor vehicles on the roads. Dr. Andrew Cline teaches in the Media, Journalism and Film Department at Missouri State University and has been doing research about public transportation in the region.

"This immediate post-war era, say 1945-1960, was an era of the explosive growth of suburbs and the building of the interstate highway system which was the largest public works project in the world," Cline said.

The result is a southern city boundary five miles further from the town center than in the 1930s. Once cars became affordable and the infrastructure existed to support them, people in Springfield and across the country stopped relying on public transportation. Dave Fraley says that in 1945 there were 13 million people riding the bus, now ridership is typically less than 1.5 million.


"It has gone from a necessity for the many to a necessity for the few. There are fewer people today that ride the busses because they want to rather than the fact they have to. Back in the day, it was the only way to get around conveniently and quickly," Fraley said.

Around the country, municipalities are re-establishing electric streetcar systems and re-vamping their bus transit. But in Springfield, and others, it's not always easy to convince folks to invest money in a system that hasn't paid for itself since the 1950s. So, will the streetcars of the past be the future of public transportation in Springfield? Probably not, but they did have an impact on the infrastructure of the present. To see a map of the streetcar routes and photos of the streetcars, view this story at our website, KSMU.org and click on the Sense of Place link.

For KSMU's Sense of Place, I'm Emma Wilson.

About the Author »

Emma Wilson



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1-cent sales tax proposed for Missouri transportation

Jan 25, 2013 | 5 Comments

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Written by
CHRIS BLANK, Associated Press

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JEFFERSON CITY, Mo. (AP) — Missouri's transportation commission chairman proposed Thursday the creation of a dedicated 1-cent sales tax to confront funding shortfalls for roads, bridges and other infrastructure needs.

The plan calls for the 1-cent sales tax to last 10 years with hopes of raising an estimated \$7.9 billion during the life of the tax. Missouri Highways and Transportation Commission Chairman Rudy Farber said he is seeking a "sustainable, long-term fix for Missouri's transportation problems." He said voter approval would be needed to enact the tax and — if approved — to renew it after a decade.

The plan calls for freezing the state gas tax rate and requiring the transportation commission to develop and publish a list of specific projects and timelines before voters would consider approving the sales tax. If the tax passed, the transportation commission then would produce an annual report to the Legislature and governor.

The sales tax would not be levied on medicine and groceries.

Farber said there would about \$1 billion set aside for aging Interstate 70, which would include adding an eastbound and westbound lane between Independence in suburban Kansas City and Wentzville near St. Louis. Widening the highway, repaving it, and rebuilding bridges and interchanges have an estimated price tag of about \$1.5 billion.

In all, officials estimated cities and counties each could receive \$396 million over the 10-year period. The state Transportation Department would have about \$5.2 billion for road, bridge, transit, rail, waterway, aviation and other transportation projects in addition to the I-70 project.

Farber said the 1-cent sales tax increase could support as many as 270,000 jobs in Missouri for the next decade. He outlined the proposal during a transportation conference sponsored by the Missouri Chamber of Commerce and Industry. The commission has not voted on the proposal, but fellow transportation commission member Grace Nichols said the others serving on the commission are enthusiastic.

1-cent sales tax proposed for Missouri transportation

(Page 2 of 2)

“Whether you’re a soccer mom or whether you’re the CEO of a major company, transportation is important,” Farber said.

There has been growing concern about funding for Missouri’s transportation system. Since at least 2006, Pete Rahn, then the Transportation Department director, said the annual highway construction budget would decline significantly by 2010 as bond payments for past projects came due. Rahn frequently used the metaphor that Missouri’s funding would fall off a cliff. The funding decline was delayed because of federal economic stimulus money that was approved in 2009, but in the last year, the state’s highway construction funding has fallen from \$1.2 billion to less than \$700 million.

A special transportation task force said in a report released this month that Missouri should be spending an additional \$600 million to \$1 billion annually on transportation projects.

Legislative leaders have signaled support this year for a possible bond package that could include construction at state facilities and college campuses. It also could include a component for transportation projects. However, a state sales tax increase likely would need approval from the state Legislature, and majority party Republicans generally have resisted tax increases while supporting tax cuts.

Sen. Mike Kehoe, who has been working on a transportation funding measure, said there were no significant conceptual differences between what he could propose and what Farber outlined. He was among three Republican lawmakers who attended a news conference with Farber about the sales tax.

Kehoe served on the transportation commission previously and last year filed legislation that would have allowed toll roads on I-70. He said the discussion about transportation funding has been a good thing.

“We have an infrastructure need. We’ve got problems,” said Kehoe, R-Jefferson City.

[HOME >> NEWSANDINFO >> MODOT NEWS RELEASE](#)

MoDOT News Release

January 18, 2013

MoDOT Launches "On The Move"

JEFFERSON CITY - What kind of transportation system do you want to see for Missouri? That's the question the Missouri Department of Transportation will be asking of Missourians over the next few months with a new statewide initiative called "On The Move."

The effort will update Missouri's long-term transportation plan through a series of listening sessions, a mobile tour and virtual forums. The "On The Move" website launched today at www.missourionthemove.org. Visitors to the site can learn about the assets of Missouri's transportation system, track what MoDOT is hearing from Missourians, keep track of "On The Move" events, and comment on the specific projects they think are needed.

"Missouri transportation begins with Missouri citizens - the very people who use our roads and bridges, railways, greenways, waterways and airways to travel to and from work, to the doctor, to soccer practice and everywhere in between," says MoDOT Chief Engineer Dave Nichols. "Engaging Missourians to provide input is a critical step to ensure that MoDOT outlines a sustainable and economically viable transportation vision that serves the growing needs of Missourians well into the future."

The first two listening sessions are scheduled for February 5 in Columbia from 6-8 p.m. at the Reynolds Alumni Center, and February 19 in Cape Girardeau from 5-7 p.m. at the Osage Center. The general public and transportation stakeholders are invited to attend, but due to limited seating, interested persons must register to secure a seat by RSVPing at missourionthemove.org/community-engagement/schedule-of-events. Registration closes at noon the day prior to each listening session.

Details on the remaining events will be forthcoming.

Feb. 5	Columbia
Feb. 19	Cape Girardeau
Feb. 21, 26, 28	St. Louis/St. Charles
March 5	Joplin
March 7	Springfield
March 12, 13, 14	Kansas City
March 19	Lebanon
March 21	Poplar Bluff
April 3	Kirksville
April 4	Hannibal
April 9	Maryville
April 11	St. Joseph



Missouri DOT, FHWA Officials Re-Designate Major Highway

Missouri Department of Transportation officials were joined by local and federal partners, including Federal Highways Administrator Victor Mendez, last week in Joplin to re-designate 180 miles of US 71 to Interstate 49 after rebuilding the road to meet interstate standards. The roadway's upgrade allows for additional capacity, increased safety for motorists, and the ability to more easily move freight traffic, boosting the state's economy.

The \$314.6 million project was built in two segments. The first segment was started in 1993 and ran from I-44 south to Pineville (located near the border to Arkansas). The second segment, located from I-44 north to Kansas City, began in 2009. Just more than \$250 million of the project cost was paid by the federal government. MoDOT reports that about 16,000 drivers use the route each day, but that they expect that number to increase to roughly 30,000 within the next 20 years.

"We are very proud that we have been able to complete the US-71 to I-49 conversion," said MoDOT Director Kevin Keith. "Opening 180 miles of new interstate highway is a big achievement. It will improve safety, enhance development opportunities, and greatly improve the movement of freight, which was already such a significant portion of traffic in this corridor."

MoDOT will rebuild the "Bella Vista Bypass," a five-mile stretch of US 71, to interstate standards to complete the project in Missouri. Both Arkansas and Louisiana are in the process of rebuilding major portions of their own highways to connect and complete I-49. Once finished, I-49 will encompass 1,600 miles to improve the movement of freight from Canada through the central portion of the United States to the Gulf of Mexico.

"This is one of the most visible examples of how the region is recovering from last year's tornado," said Mendez in a statement. "Improving traffic flow along one of the nation's most important economic corridors will make a big difference to those living in and traveling through the region."

Additional information on MoDOT's I-49 project is available at bit.ly/MoDOTi49.

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



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Weekly Transportation Report

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February 1, 2013

USDOT Secretary LaHood to Step Down

U.S. Department of Transportation Secretary Ray LaHood announced Tuesday he will not be serving in his current role during President Obama's second term in office.

"I have let President Obama know that I will not serve a second term as Secretary of the U.S. Department of Transportation," LaHood announced in a [letter to DOT employees](#). "It has been an honor and a privilege to lead the Department, and I am grateful to President Obama for giving me such an extraordinary opportunity."

LaHood was confirmed as USDOT secretary by the Senate on Jan. 22, 2009. He previously served in the U.S. House of Representatives from 1995-2009, representing Illinois's 18th congressional district. During his time at USDOT, LaHood focused on safety and curbing distracted driving, among other initiatives. He also championed the American Recovery and Reinvestment Act of 2009, Transportation Investment Generating Economic Recovery (TIGER) grants, and the passage of MAP-21, the nation's current surface transportation bill.

Transportation industry leaders praised LaHood's work after learning of his departure, including American Association of State Highway and Transportation Officials recently retired Executive Director John Horsley.

"We at AASHTO applaud U.S. Transportation Secretary Ray LaHood for four years of dedicated leadership, especially on safety," Horsley said in a statement. "On his watch, highway fatalities have dropped by about 5,000 deaths per year. Distracted driving is a national priority today because of his personal zeal. He also helped states create thousands of jobs through investments in highways, transit, and high-speed rail. The Secretary's announcement today that he plans to step down from his position comes at a crucial time for the industry. AASHTO looks forward to continuing to work with Secretary LaHood and his successor to fully implement the reforms included in MAP-21 and to identify a long-term, sustainable funding source for our nation's transportation system. It has been a pleasure working with Secretary LaHood and we wish him well."

LaHood said he plans on staying on at USDOT until his replacement is confirmed.

Additional information from LaHood on his departure can be found on his blog at bit.ly/LaHoodBlog.

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February 8, 2013

Transportation Congestion Worsens, Cost Rises to \$121 Billion Annually, Report Says

Congestion on our nation's transportation infrastructure costs each commuter about \$818 per year, according to a report released Tuesday by the Texas A&M Transportation Institute (TTI). That adds up to \$121 billion per year nationally.

TTI's "[2012 Urban Mobility Report](#)" highlights the cities that experience the most congestion, finding that Washington, D.C.; Los Angeles; San Francisco/Oakland; New York/Newark; Boston; Houston; Atlanta, Chicago; Philadelphia; and Seattle made up the top 10 list of the nation's most congested cities.

Authors of the report this year introduced a new measure called Planning Time Index (PTI), which helps determine travel reliability by showing the amount of extra time needed to arrive on time for big events, such as getting to the airport for a flight, important shipments, and medical appointments. For example, a 3.0 PTI for a trip means an individual should allow 60 minutes to ensure arriving on time for a trip that should take 20 minutes when there is little traffic. For the most congested city (D.C.), TTI found a PTI of 5.72, meaning a commuter would need to plan on almost three hours to be certain of arriving on time at the end of a journey that might take only a half hour if traffic is light.

"We understand that trips take longer in rush hour, but for really important appointments, we have to allow increasingly more time to ensure an on-time arrival," said Bill Eisele, co-author of the report, in a statement. "As bad as traffic jams are, it's even more frustrating that you can't depend on traffic jams being consistent from day-to-day. This unreliable travel is costly for commuters and truck drivers moving goods."

Environmental concerns also grow along with the economic problems of congestion. TTI estimates that 56 billion pounds of additional carbon dioxide were emitted because of traffic congestion in 2011, or 380 pounds per driver. About 2.9 billion gallons of fuel were wasted during that period, which TTI compares to filling the New Orleans Superdome four times (a number which is the same as 2010, but down from 2005's 3.2 billion).

Other findings by TTI regarding the effects of congestion include:

- 5.5 billion hours of total time wasted due to congestion
- The average commuter spent 38 extra hours traveling in 2011
- 22 percent of the delay cost comes from the effect of congestion on truck operations (not including value for the goods transported in those trucks)

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January 18, 2013

Transportation Infrastructure Must Address Investment Gap Now, ASCE Report Says

If the nation doesn't soon address the investment gap in its infrastructure, especially transportation, there will be a "cascading impact" on the economy of the nation, according to a report released this week by the American Society of Civil Engineers.

The report, "Failure to Act: The Impact of Current Infrastructure Investment on America's Future," is the final report in a series that shows the economic consequences of under-investing in U.S. infrastructure. There were four previous reports focused on investment gaps in separate infrastructure areas: surface transportation; airports, inland waterways, and marine ports; electricity; and water and wastewater.

The latest report, a summary of the previous four, reiterates that all the infrastructure areas are connected and that all must be well-funded in order to work at all and help the nation prosper economically.

"It is clear that there is an interactive effect between different infrastructure sectors and a cumulative impact of an ongoing investment gap in multiple infrastructure systems," according to the report. "For example, regardless of how quickly goods can be offloaded at the nation's ports, if highway and rail infrastructure needed to transport these goods to market is congested, traffic will slow and costs to business will rise, creating a drag on the U.S. economy that is ultimately reflected in a lower GDP."

ASCE's Failure to Act report on surface transportation found that deteriorating surface transportation infrastructure would prove costly to the country. The report said the country is currently facing a funding gap of about \$94 billion a year at current funding levels, which means that under-investment would cost the economy upwards of 876,000 jobs and slow the growth of U.S. GDP by \$897 billion by 2020. The Failure to Act report on airports, inland waterways, and marine ports found that aging infrastructure and congestion in these areas was making shipping more expensive and increasing the cost of goods for customers. Upgrades are needed through additional investment in order to keep the economy moving forward and to stop the loss of 1 million jobs by 2020, according to the report released last September.

"Overall, if the investment gap is not addressed throughout the nation's infrastructure sectors, by 2020, the economy is expected to lose almost \$1 trillion in business sales, resulting in a loss of 3.5 million jobs," according to the report. "Moreover, if current trends are not reversed, the cumulative cost to the U.S. economy from 2012-2020 will be more than \$3.1 trillion in GDP and \$1.1 trillion in total trade."

The full 28-page report is available at bit.ly/ASCEfailuretoact.

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

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Highway Trust Fund to Remain Solvent until 2015, Says Congressional Budget Office

[Previous](#) [Next](#)

The Congressional Budget Office this week released its latest forecast of the Highway Trust Fund through fiscal year 2023, showing that the HTF will be able to fulfill its obligations through FY 2014.

Similar to its last forecast in August 2012 (see related AASHTO Journal story: bit.ly/AJHTFstory), CBO expects both the Highway and Mass Transit Accounts of the Highway Trust Fund to be unable to meet all obligations incurred at some point in FY 2015. In the near term, CBO estimates that the Highway Account will finish the current fiscal year (ending in September) with a balance of more than \$5 billion, while the Mass Transit Account will end the year with a balance of just under \$3 billion.

The CBO Highway Trust Fund estimates are available at bit.ly/CBOHTF.

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January 11, 2013

Missouri Transportation Infrastructure Needs \$1 Billion More Per Year to Address Needs, Report States

In order to address the needs of Missouri's aging transportation infrastructure, the state needs to find a way to invest between \$600 million and \$1 billion more per year, according to a report released Tuesday by the [Blue Ribbon Citizens Committee on Missouri's Transportation Needs](#).

The committee drafted the report after holding various meetings with transportation professionals and community members across the state to talk about transportation needs and whether or not those needs were being met. Through the process, the committee reached hundreds of people and took testimony from more than 200 for the report.

It was through that testimony that the panel found several key themes regarding the transportation in Missouri, including:

- The current transportation system needs to be maintained,
- Safety needs to stay a priority,
- Transportation needs in Missouri are multi-modal,
- Missouri isn't financially positioned to expand the system,
- A strong transportation system is necessary for the state's economy and future growth, and
- Missouri DOT stands in good favor of its citizens.

Working from the testimony given through the last nine months, the committee then highlighted six recommendations it believed the state needed to acknowledge in order to address the transportation issues across the state. According to the report, Missouri should:

- Invest an additional \$600 million to \$1 billion annual in transportation,
- Understand it would not be able to "cut" its way to meeting transportation demands, no matter how efficient it is,
- Know that the solution will likely not be single, but a combination of various solutions (such as bonds, tolling, sales tax increases, and/or fuel tax increases),
- Come up with a plan that is fair, accountable, and transparent, and
- Agree that any new revenue should be dedicated to transportation.

"A lasting observation of the committee was that the average Missourian, including some who are very dependent upon transportation, lacked some basic knowledge of our state's transportation challenges and responsibilities," according to the report. "It became clear that anyone who cares about transportation issues that an education component would be extremely helpful."

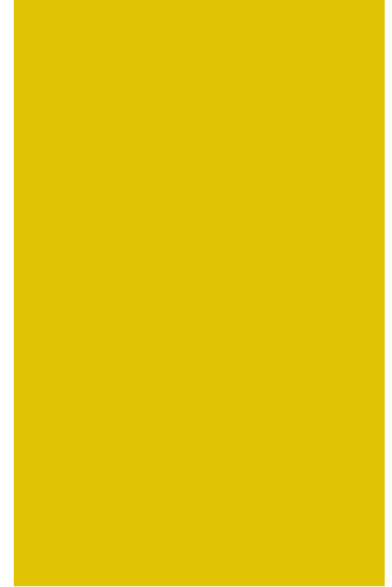
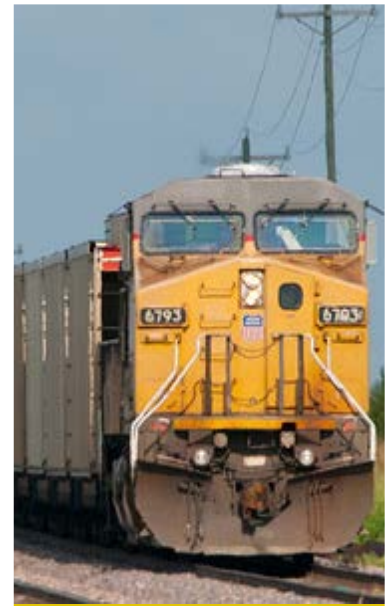
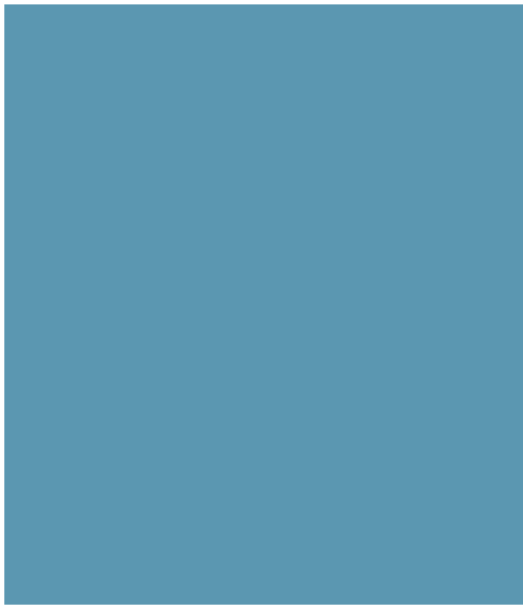
The Blue Ribbon Citizens Committee on Missouri's Transportation Needs was created by the Missouri House of Representatives in 2012 to examine current and future transportation needs across the state and find solutions to address them.

The full 112-page report is available at bit.ly/MoTranspoReport.

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

Previous

Next



The Blue Ribbon Citizens Committee on Missouri's Transportation Needs

Final Report

December 2012



The Blue Ribbon Citizens Committee Final Report

INTRODUCTION

Missouri's transportation system plays a vital part in the lives of the State's citizens. It safely and reliably links people with jobs and services, businesses with suppliers and customers, students with schools and visitors with destinations. By efficiently allowing the flow of people and freight, the transportation system supports job creation, moves products to market, fosters economic growth and saves lives.

The State's transportation system is so critical that in March of 2012 the Speaker of the Missouri House of Representatives appointed a 22 member committee to "examine Missouri's current and future transportation needs and explore possible solutions." The membership was geographically diverse and reflected a broad range of private and public sector experience.

The Committee held seven regional meetings throughout the state. A total of 818 citizens attended and 208 separate individuals testified about a host of transportation issues. All modes of transportation were presented and welcomed.



As the Committee traveled across the state, they heard testimony about a wide and diverse range of transportation needs. Although it was clear that not every community or region has the same exact challenges, six themes were consistently heard. They were:

- **The existing system must be maintained.** Good transportation is vital and Missourians have invested too much already to allow our existing system to deteriorate.
- **Safety must continue to be a priority** when prioritizing transportation investments.
- **Missouri's transportation needs are multi-modal.** Although roadways remain a major priority for Missourians, other modes such as public transit, aviation, rail, ports, bicycles and pedestrians are also important.

BLUE RIBBON CITIZENS COMMITTEE MEMBERS

...

- > Mr. Rod Jetton, Co-chair
- > Mr. Bill McKenna, Co-chair
- > Mr. Jim Anderson
- > Mrs. Becky Cleveland
- > Mr. Tom Crawford
- > Mr. Joe DeLong
- > Mr. Ed DeSoignie
- > Mr. Tom Dunne
- > Mr. Estil Fretwell
- > Mr. Blake Hurst
- > Mr. Ben Jones
- > Mr. Dan Mehan
- > Mr. Brian Meisel
- > Mr. Duane Michie
- > Mr. John Nations
- > Mr. Rick Neubert
- > Mr. Scott Smith
- > Mr. Neal St. Onge
- > Mr. Mark Stidham
- > Mr. Tony Thompson
- > Mr. Len Toenjes
- > Mr. Randy Verkamp

...

- **Missouri does not have the financial resources to strategically expand the transportation system** and respond to emerging transportation needs, especially those related to economic opportunities.
- **A healthy and improved transportation system is critical to the State's future economic growth.**
- **MoDOT is well regarded by the State's citizens.** The department operates in an open and transparent manner and has made several organizational and operational improvements in recent years.

These recurring themes and the vast number of transportation needs that were identified during the meetings, provided the basis for the Committee's recommendations for addressing the State's transportation needs. They are:

- **The State of Missouri needs to invest an additional \$600 million to \$1 billion annually in transportation** in order to address Missouri's critical transportation needs.
- **MoDOT cannot "cut" its way to meeting the needs of the future** and the Committee recognizes that the Department has made substantial steps to save money and find efficiencies, including cutting more than 1,200 jobs.
- **Meeting these needs will likely require a combination of solutions.** The Committee cannot recommend any one solution for increasing Missouri's transportation revenues. However, this report will touch on a number of possible solutions for citizens and state leaders to consider.
- **Missouri should adopt a solution that is fair, accountable and transparent.** The State's transportation system benefits all Missourians and thus all citizens should play a role in its upkeep and improvement.
- **Any new revenue should be dedicated to transportation.** Taxpayers should feel confident that the resources are spent precisely as intended and not diverted to other uses.

A lasting observation of the committee was that the average Missourian, including some who are very dependent on transportation, lacked some basic knowledge of our State's transportation challenges and responsibilities. It became clear that an education component would be extremely helpful to anyone who cares about transportation issues. The Committee began passing out two information pieces to all in attendance beginning with the 3rd meeting, which can be found in Appendix A.

The Committee does not want this report to be like many past reports that have been distributed, perused and put on a shelf never to be seen again. Transportation is too important to be kicked down the road any longer. With this in mind, the report that follows is presented in such a way as to hopefully serve as an eye opening education piece about transportation in Missouri. It is intended to address: how MODOT is funded, how and where dollars are distributed throughout the state, who really makes these decisions, what should constitute transportation in Missouri, why history is important to the future, and finally what is needed to address the myriad of needs and opportunities presented at the meetings.

All meetings were held in compliance with Missouri's Sunshine laws and were conducted in an open manner. All meeting minutes are available on websites for the House of Representatives (www.house.mo.gov) and MoDOT (www.modot.mo.gov). In addition all handouts received by the committee are also available from either organization.

The Committee sincerely hopes that this report will help Missouri's citizens understand the impact, importance and opportunity that a good transportation system can offer to people in all stages and walks of life. It became obvious to all members of the committee that transportation in Missouri truly touches everyone.

• • •

A lasting observation of the committee was that the average Missourian, including some who are very dependent upon transportation, lacked some basic knowledge of our State's transportation challenges and responsibilities. It became clear to anyone who cares about transportation issues that an education component would be extremely helpful.

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• • •

“Before we can seek a solution, we have to understand the need”

—John Nations,
President & CEO,
Metro Transit St. Louis

• • •

TRANSPORTATION IN MISSOURI

Missouri's multi-modal transportation system is maintained and managed by a wide variety of partners. Local city and county governments work through and in collaboration with their Regional Planning Commissions (RPCs) and Metropolitan Planning Organizations (MPOs), who in turn work closely with the Missouri Department of Transportation (MoDOT). These groups also work cooperatively with other partners, such as transit providers, railroad, airport and river port operators to deliver transportation infrastructure and services to the State's citizens.



33,702 Miles of State Highways.

In Missouri, these major roads have seen much improvement since the passage of Amendment 3 and the Federal Recovery Act expenditures, although upkeep is an ongoing struggle. 26,250 miles of roads lack adequate shoulders.



10,405 Bridges

Missouri has the 7th most bridges in the Nation. Over 2,200 are deficient and in need of repair. Each year, due to age, at least another 100 bridges are deemed deficient. Maintaining safe bridges is not only extremely important, but also very expensive.



Economic Development

The Missouri Highways and Transportation Commission sets aside dollars each budget cycle for local governments. Cities and counties can match those funds and use them to invest in infrastructure improvements to attract new businesses. Businesses can also partner directly with MoDOT.



Highway Safety

There is compelling data showing reductions in traffic fatalities and incidents on state roadways since the passage of Amendment 3, when more dollars were available for safety.



Other Transportation Modes

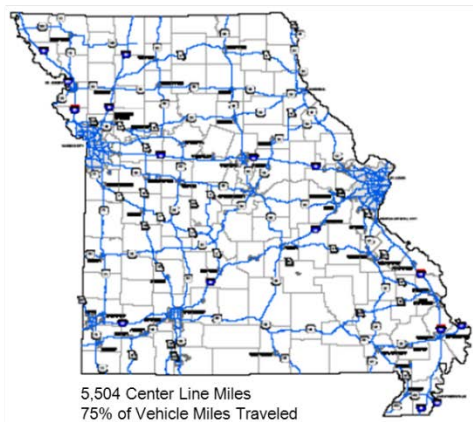
MoDOT's mission also includes responsibility for other modes of transportation within the state, including public transit, river ports, air, passenger rail, bicycles and pedestrians.

HIGHWAYS AND BRIDGES

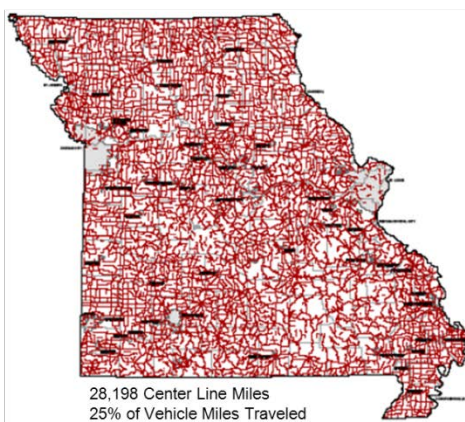
MoDOT is responsible for the 7th largest road system in America. In every corner of the State the Committee was told that taking care of this highway system was a top priority. It was widely acknowledged that the condition of Missouri's highways had seen a marked improvement and it was recognized that protecting that investment is extremely important.

Missouri has **33,702 miles of state highways**. Of these, 5,500 miles are considered to be major roadways – they carry 80 percent of the State's traffic and 88 percent of them are rated in good condition. The remaining 28,000+ miles are classified as minor routes. These highways, which are generally in rural areas, need more attention and improvements – 72 percent are rated in good condition. One of the unique challenges facing Missouri is that many of these less frequently traveled rural roads, such as the lettered routes, are maintained at the State level rather than at the local or county level as in many other states.

Major Missouri Highways



Minor Missouri Highways

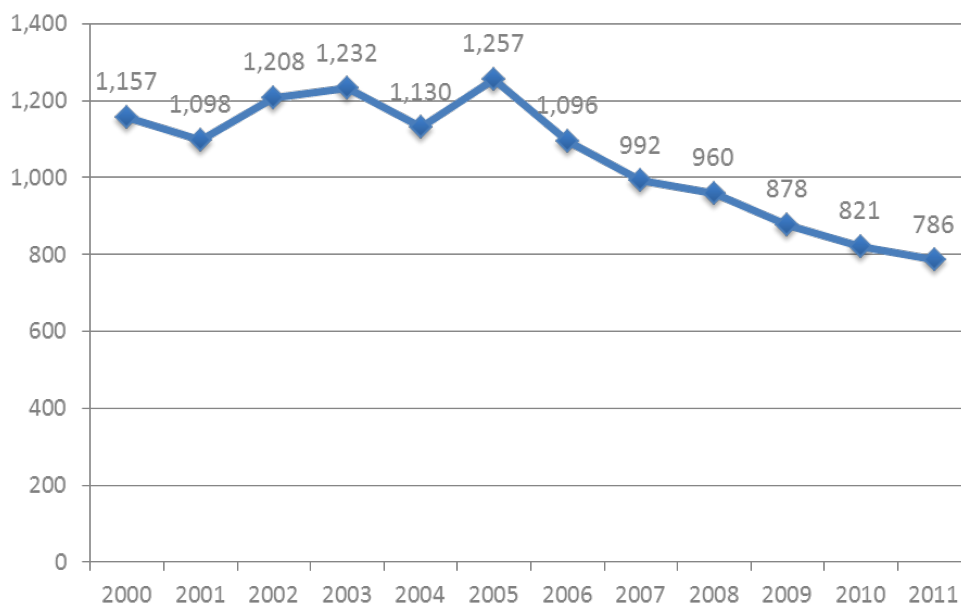


Missouri has **10,405 bridges on the State system**. The average bridge is 46 years old and over 2,200 are deficient and in need of repair or replacement. Maintaining safe bridges is not only extremely important, but also very expensive. Replacing them all would cost \$5 billion and each year, at least another 100 bridges are added to this deficient category.

As a result of our large river system and topography, Missouri also has more major bridges, 213, than any other state. These major bridges span over 1,000 feet or longer and 53 of the 213 cross the Missouri or Mississippi River.

Improving safety on Missouri's highways is another top priority of MoDOT's and was a point made to the Committee from a large number of citizens. Since more funding was made available for safety with the passage of Amendment 3, Missouri has seen significant reductions in traffic fatalities and incidents on state roadways. For more information about Missouri's safety efforts, see Appendix B.

Annual Fatal Crashes in Missouri



The average bridge in Missouri is 46 years old and over 2,200 are deficient and in need of repair or replacement.

“Maintaining safety and bridge infrastructure is a vital issue which represents an opportunity to return our economy to a healthy condition if resources are allocated in a responsible manner.”

—Bob Zick, Route 47
Missouri River
Committee Member

Specially designed guard rails, cables in the medians of many interstates, wider and more reflective striping and signage and rumble strips along pavement edges and centerlines are having a big impact. As one citizen group put it, however, “Don’t stop now, MoDOT. There is more to do.” The most common observation was the need for more shoulders on rural roads where 26,250 miles of minor highways are still without adequate shoulders.

In addition to capital improvements, electronic message boards have been deployed to remind drivers to be aware of their surroundings, and inform them of road and weather conditions. It was noted by some that public awareness of the benefits of seat belt usage and the dangers associated with texting and talking on the cell phone while driving also are important.

System expansion is required if MoDOT is going to keep up with population growth and the emerging needs that result. At each meeting, a list of necessary major projects identified by local officials and projects in the area’s long-range plans were presented. Funding is not identified to address any of these projects and additional revenue would be required to address these projects. Five years ago, it was estimated that the system expansion needs would require approximately \$1 billion a year in additional investment for the next 20 years.

A draft of the projects identified in each district is included in Appendix C and can also be found on MoDOT’s website. Although these projects must be vetted through the formal planning processes, the list provides a sense of the scope of the statewide road and bridge needs, as all of the projects are important.

MODES

MoDOT's mission also includes responsibility for other modes of transportation within the State, such as rail, river, air, and public transportation. The success of these other modes of transportation has the potential to support economic growth and to alleviate future traffic on our already stressed road and bridge system. At every meeting, testimony was given that MoDOT should also be investing more in other transportation areas along with roads and bridges.

In these areas, most of MoDOT’s funding comes from Federal sources. In order to spend State funds, because the State Road Fund revenues are constitutionally required to be spent on roads and bridges, the Department must seek general revenue dollars from the General Assembly during the annual budgetary process. Historically, this has not been very successful, as the General Assembly struggles to support other worthwhile state programs. During fiscal year 2012:

- Transit received \$1.2 million. At it’s height in 2002, State Transit Assistance was more than \$8 million.
- Ports received \$97,768.
- Rail received \$7.9 million of a \$8.7 million request of for Amtrak passenger service.
- Airports received \$8 million, all of which came directly from the aviation fuel tax.



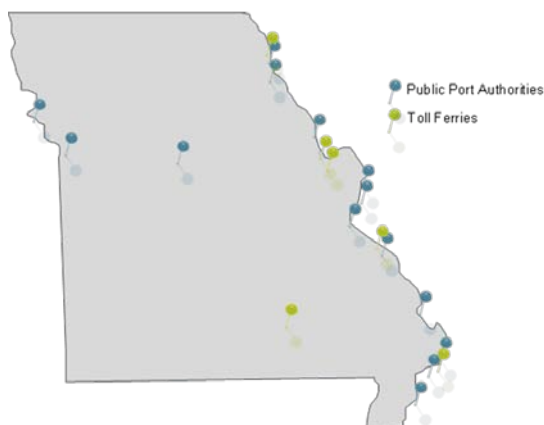
Public transit helps to move people to and from jobs, schools, retail centers and health care and is a driver in any successful economy. This important mode also is underfunded in Missouri. The issue was brought up at most meetings, but testimony was particularly emphatic in Springfield, Hannibal, Kansas City, and St. Louis.

Many of Missouri's workforce, elderly and lower-income residents rely on public transit – more than 78 million passenger trips are taken each year. Missouri's existing public transportation network consists of a range of transit systems, from light rail transit in St. Louis to rural Paratransit services across the state.

Missouri's larger cities typically offer better transit services in terms of hours, number of routes and service levels – in some cases offering transportation nearly 24-hours a day, seven days a week. Transit dependent residents in smaller communities and rural areas typically rely on limited scheduled trips (specific days per week or month) or on-demand services that must be scheduled in advance. During the meetings, testimony was given that many people and businesses looking to relocate are often concerned about good public transit services. More on public transportation in Missouri can be found in Appendix D.

River ports, when they are adequate and accessible, offer an excellent economic benefit for Missouri. There are 14 public river ports currently, and St. Louis is the third largest inland port in the United States. Having the two largest rivers in America at our doorstep presents a sizeable opportunity for the State. Growth is expected as the changes at the Panama Canal will push many goods away from the coasts.

Missouri's Public River Ports



Air cargo sites are partially funded by MoDOT because the Department acts as the conduit for federal dollars and a state fuel tax levy on jet fuel helps fund current

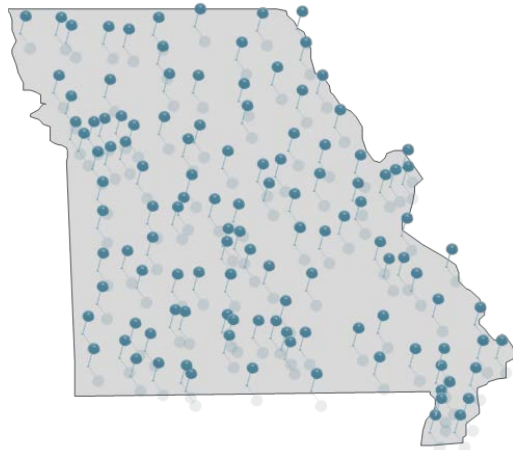
● ● ●
“In today's economy,
manufacturing
requires on-time
delivery and air cargo
plays an essential
role.”

—Steve Stockam,
Joplin Regional Airport

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aviation requests. Many smaller communities lack the dollars needed to expand runway capacity needed to lure industry effectively. The needs far exceed any dollars available to MoDOT. Missouri has 126 public use airports and 34 business capable airports.

Missouri's Public-Use Airports



Passenger Rail in Missouri is limited, but the Missouri General Assembly does help Amtrak run trains between Kansas City and St. Louis. The train stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, and Independence as well as in the terminus cities of St. Louis and Kansas City. The ridership is up considerably and the on time performance is much improved.

Freight Rail plays an important role in Missouri as well. Kansas City has the second largest rail hub in the country and St. Louis is the third largest. The State has 4,400 miles of mainline track, 2,500 miles of yard track, and 7,000 grade crossings. Opportunities exist to make our state the distribution center for many areas.

Bike and Pedestrian is usually handled locally but Missouri does have about 600 miles of shared use roadway and the Department has begun to aggressively work with their planning partners to create opportunities to accommodate this vital sector.

TRANSPORTATION AND THE ECONOMY

Economic Development and Jobs are key to growing Missouri and transportation is the lynchpin in this process. It was clear from the testimony that local communities can readily see the positive impacts that result from transportation investments. Studies show that every dollar invested in transportation in Missouri generates \$4 in new economic activity and that for every billion dollars spent on transportation an excess of 27,000 jobs is generated. These jobs are mostly local to Missouri and include not just the workers on the worksite but also those in the local cement plants, rock quarries, steel manufacturers, truckers, asphalt companies, and many others. This is just the construction end, and does not include the businesses that support these jobs, such as equipment manufacturers, hotels, restaurants, etc. Nor does it capture the long-term opportunities generated because of the new asset, such as when an industry takes advantage of a new port or a new business locates next to a new interchange. This committee strongly believes that this is an excellent way to create good local jobs and grow our state's economy.

The Missouri Highways and Transportation Commission sets aside dollars each budget cycle to assist communities in seizing economic development opportunities. These matching funds are made available to cities and counties to lure new

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“Our company traveled 1.9 million miles to distribute merchandise to our customers last year. We depend on a good transportation system – it helps the economy and it helps rural areas of the state grow.”

—C.W. Williams,
O'Reilly Automotive

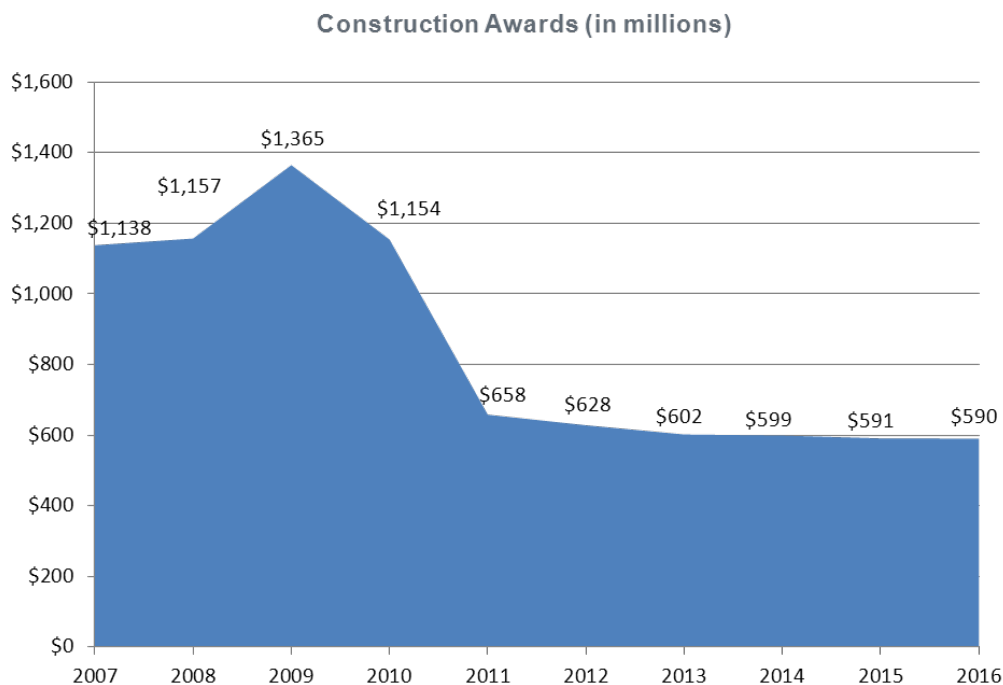
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businesses. This program has proven highly successful and the dollars are spoken for years in advance. In addition to the obvious economic development tool, it has also enhanced the State highway system at half the normal costs.

THE NEEDS

The Committee received volumes of ideas and suggestions related to investment needs in all modes of transportation. Appendix E includes a short synopsis presented by each district engineer as it relates to roads and bridges.

It is conservatively estimated that the required additional revenue to address Missouri's transportation system needs fall in the range of \$600 million to \$1 billion per year. As seen in the figure below, MoDOT's construction program has fallen from more than \$1.3 billion in 2010 to just over \$600 million today. This is barely enough to maintain the State's existing system, much less tackle the projects that create jobs, increase safety, ease congestion and foster economic development.



“MoDOT's \$1.2 billion construction program has effectively been cut in half. This is barely enough to maintain the State's existing system.”

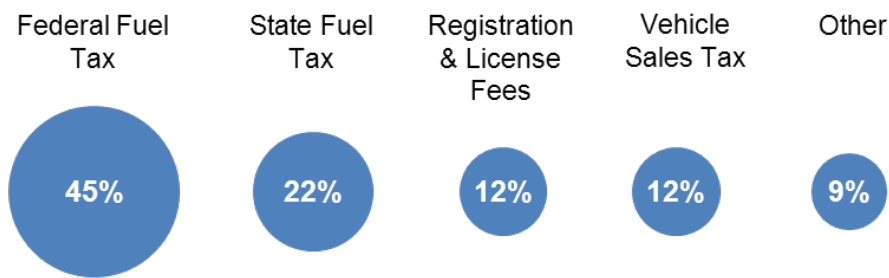
—Kevin Keith,
Director of MoDOT

The vast majority of presenters were satisfied with the spending levels of 2007 through 2010 as time and time again citizens referenced the progress seen during that time. Just to match the expenditures and accomplishments between 2006 and 2010 would require an additional \$650 million to \$750 million per year. During his testimony, MoDOT Director Kevin Keith estimated that the Department's needs easily approach an additional \$1 billion per year for 20 years. This type of commitment would protect the investment that Missourians have made in their infrastructure, continue the progress of making the State's roads safer, allow the State to capitalize on economic development opportunities as they emerge, and provide support for other transportation modes.

TRANSPORTATION FUNDING IN MISSOURI

FUNDING SOURCES

MoDOT is responsible for the 7th largest road system in America and is funded with the 6th lowest State fuel tax in the country. Funding flows to MoDOT through four main sources:



The Federal Fuel Tax makes up 45 percent of MoDOT's revenue. These dollars come from the Federal Highway Trust Fund (HTF). The federal fuel tax is 18.4 cents per gallon for gasoline and 24.4 cents for diesel fuel. Federal fuel tax rates have not been raised since 1993. The HTF does not currently generate enough money to keep up with the federal appropriations. For the past few years, Congress has filled the gap with federal general revenue. This is becoming a challenge as the federal deficit grows.

State Fuel Tax revenues account for 22 percent of MoDOT's revenue and flow into the State Road Fund for use on roads and bridges. Today the State's fuel tax rate is 17 cents per gallon and it was last raised in 1992 when the General Assembly passed a 6-cent increase phased in over four years (2 cents in 1992, 2 cents in 1994, and 2 cents in 1996). A history of state fuel taxes can be found in Appendix F.

Motor Vehicle and License Fees account for 12 percent of MoDOT's revenue. These fees were last increased in 1984.

State Sales Tax on Vehicles generates 12 percent of MoDOT's revenue. The voters last raised the State sales tax in the 1980s. A 1-cent increase was earmarked for education in 1983 and a 1/10-of-a-cent increase for state parks and soil and water conservation was passed in 1984. At that time only half of the vehicle sales tax came to MoDOT. In 2004, voters adopted Amendment 3, giving the other half to the Department. Amendment 3 also prevented any future divergence of MoDOT dollars to other state agencies and required that the new one-half of vehicle sales tax be dedicated to bond indebtedness. This constitutionally mandated that MoDOT sell bonds to build projects and use the one-half vehicle sales tax to pay the debt on the bonds.

The remaining 9 percent of MoDOT's revenue is generated from other sources, including interest earnings, a small state general revenue appropriation, and other miscellaneous revenues such as cost share reimbursements from other entities.

FUNDING DISTRIBUTION

Not all transportation revenue comes directly to MoDOT. Cities and counties receive a portion of the State's fuel tax and funding for the State's Highway Patrol is paid out

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"In 2009, we did 93% of our work in Missouri. Now we do less than 32% in Missouri. We've had to go to other states where transportation funding is more readily available."

—Tom Hayes,
AGC – Fred Weber, Inc

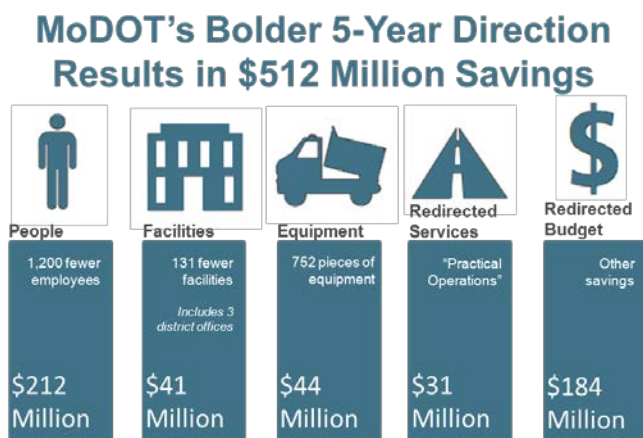
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of existing highway funds. Additionally, the Department of Revenue receives funding from transportation sources. For more details on MoDOT's revenues and expenditures, see Appendix G.

After MoDOT pays salaries and benefits, buys supplies, materials and equipment, pays for operating expenses and bond indebtedness, the remaining dollars go into the construction program. This money is allocated through a funding distribution formula that was adopted by the Missouri Highways and Transportation Commission in 2006. (For more about the Commission, see Appendix H). Using data-driven and measurable criteria, dollars are designated to each of MoDOT's seven districts.

Each MoDOT district collaborates with its local planning partners such as Metropolitan Planning Organizations and Regional Planning Commissions to make regional funding and project prioritization decisions. In simple terms, this approach allows local people to make local decisions. More information on the funding allocation and decision making process can be found in Appendix I.

The general public also has a role in the transportation decision making process. Through the public involvement process during the planning, programming, and project development phases, Missourians have an important voice in how transportation dollars are spent in their region. The process begins several years before construction begins on a project. There are four basic steps, including developing a vision and a plan to accomplish it, identifying and prioritizing needs, developing solutions and design, and finally selecting projects for the construction schedule. For more information about this public involvement process, see Appendix J and visit www.modot.org/plansandprojects/index.htm



THE VIABILITY OF THE MOTOR FUEL TAX

The motor fuel tax has provided the bulk of transportation revenues in the U.S. and in Missouri for decades. Unfortunately, for a variety of reasons the fuel tax will be less reliable in the future than it has been historically.

There has been mild growth in fuel tax revenues since the General Assembly last voted to raise the tax in 1992 - more than 20 years ago - in large part because Missourians drive more miles and use more fuel than they did then. However, these increases have not kept up with inflation, especially when compared to the costs of

MoDOT is reducing expenses by \$512 million over 5 years. The savings realized have been put back into the construction award program and will be used for transportation improvements.

The department has assured the public and elected officials that the actions taken are to "right size" the department and will not compromise safety or quality.

In addition to the Bolder Plan, MoDOT has been nationally recognized for its Practical Design Program and for collaborative working relationships with its contractors.

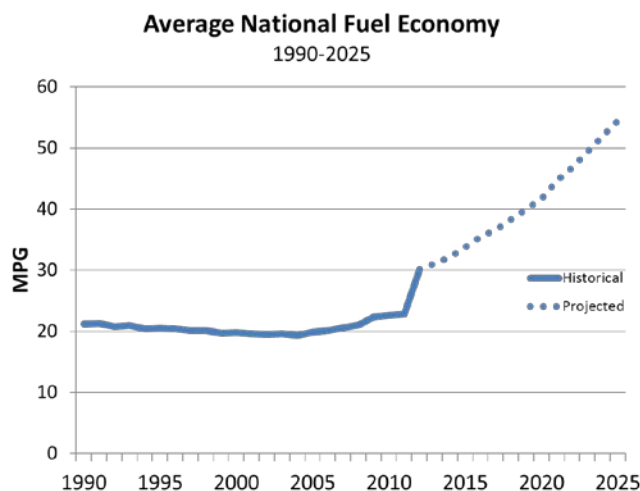
the materials that are vital to building and maintaining highways and bridges. The figure below demonstrates how concrete and asphalt cost have increased nearly three times faster than motor fuel tax revenues.

Comparison of motor fuel revenue growth with the increase in concrete and asphalt prices			
	1992	2011	% increase
Fuel Tax Revenues	\$368M	\$686M	86%
Concrete	\$51.30 per yd ³	\$153.60 per cu yd ³	199%
Asphalt	\$21.52 per ton	\$59.31 per ton	176%

The motor fuel tax has not kept up with rising costs.

Americans also are driving less now than they were five years ago. This is at least in part due to rising energy prices. Many assume that transportation revenues must increase as the price of gas goes up, but this is not the case. Fuel taxes are collected by the gallon instead of as a percentage of the price, meaning that although gas prices have increased from \$1.13 per gallon in 1992 to \$3.69 per gallon in 2012, the portion of the price that is tax has remained flat at 35.4 cents per gallon in Missouri.

The biggest challenge to the reliability of motor fuel revenues in the future is due to the increase in average fuel economy of vehicles. As vehicles become more fuel efficient, they use less fuel and, as a result, users pay less tax. For years, the average fuel efficiency in the U.S. hovered around 20 miles per gallon. As new federal fuel efficiency standards are implemented, the average vehicle is expected to get 54.5 miles per gallon by 2025. Without a significant increase in the fuel tax, the result will be severely diminished transportation revenues from motor fuel taxes.



FILLING THE GAP

At the public meetings, the vast consensus was that more dollars were necessary to move Missouri forward and meet the State's transportation challenges. The Committee encouraged discussion and suggestions on how to raise the funds to address the myriad of needs presented. Below is a list, in no particular order, of what the Committee heard and their thoughts on each suggestion.

It is noted that in Missouri there is a Constitutional requirement that any significant increase in taxes or new revenue source must be approved by a public vote. Public votes can occur by either an Initiative Petition (a designated number of signatures from registered voters) or by action taken by the General Assembly known as a Joint Resolution. The Committee makes no recommendation regarding which way is best, but merely wants to state the options, as these decisions will be made by others in the future.

POSSIBLE SOLUTIONS

The following are the suggested ways to raise revenue that were presented to the Committee:

General Fund Revenues. The General Assembly could begin appropriating general revenue dollars toward transportation. Knowing the scope of the needs (estimated between \$600 million to \$1 billion annually), the Committee asked those members of the General Assembly who testified about this possibility. All indicated that under the current funding structure, there is a struggle each year to fund existing state programs and suggested that funding from general revenue sources would be difficult to appropriate to transportation as long as other high priority needs like education are also under-funded. The Committee asked if any new growth in general revenue could be set aside for transportation and received the same doubtful prospect.

Bonding. Bonding is often thought of as an opportunity to raise funds for transportation. It worked well with Amendment 3. The cost of money is very attractive in today's bond market and Missouri and MoDOT have excellent credit ratings. For this to work, however, there needs to be a new dedicated source of revenue for the length of the bond payments. The Missouri Highways and Transportation Commission does have bonding authority that they were given in 2004 through the approval of Amendment 3, but stopped using it because they lack a source of revenue to repay the bonds. The Committee feels that this is a viable option, but comes back to the same question "Where does the payback revenue come from?" MoDOT needs funding, not financing.

Tolling and/or Public Private Partnerships (P3s). These are viable options for certain interstates in Missouri, but not for the myriad of transportation issues brought before this Committee. Senate testimony last year indicated that this option would most likely work on I-70 and I-44. Questions arose, however, as to the size of the toll fees required and whether the General Assembly has the authority to approve these without a public vote. This Committee is unable to answer these questions. Testimony before the Committee indicated that there is little consensus – many supported the idea but it had its share of detractors as well.

Sales Tax. An additional state sales tax, earmarked for transportation was brought up at every meeting, often in a positive light and sometimes with cautions. As shown in the figure on the following page, Missouri state sales tax rates are lower than its neighboring states. The plus side to a sales tax is that it is broad based and has significant revenue generating capability. A one-cent sales tax is estimated to

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“This is the show-me
state, and when
Missourians know
what they’re getting
for their money they
always seem to step
up to the plate.”

—Bill McKenna,
Blue Ribbon
Committee Co-Chair
• • •

generate \$700 million per year and keeps up with inflation. Likewise a one half-cent sales tax would generate about \$350 million a year. It is simple to explain and easy to collect. It is paid by people who buy items in Missouri and those items most likely got to their destination because of our transportation system. The cautions raised usually came from cities or counties who rely on sales taxes as one of their main sources of revenue. There was concern that when state and local sales taxes are added together that the rates, in some areas, could make Missouri uncompetitive. In addition, MoDOT shares its gas tax revenue with cities and counties, but general sales tax revenue would not automatically be allocated to cities and counties. This last objection could be addressed if this option were pursued and allow local entities to address their infrastructure issues as well.

Fuel Tax. Missouri has the sixth lowest fuel tax in the country. Testimony was given that Missouri's very low fuel tax provides a competitive advantage with surrounding states. These comparisons are shown in the figure below. It was mentioned that if the federal fuel tax was raised that advantage would remain as gas taxes would go up nationwide. This Committee has no sway over the federal decision making process and, in fact, heard testimony that Missouri should not look to Washington for any solutions. The upside of fuel tax is that it is a user tax and it has historically been how transportation is funded, but the downside is that it is no longer a sustaining way to fund transportation in the long run. As stated before, cars are getting much more fuel efficient, car manufacturers are looking to the future with more electric models or non-internal combustion engine vehicles. The Committee learned that a one cent increase in fuel tax would generate \$30 million dollars for the State, a two cent increase - \$60 million and so on. To reach the level suggested to address the shortfall, fuel taxes would have to be raised somewhere between 20 to 30 cents a gallon. A marginal increase could be a part of a larger funding package.

License and Registration Fees. Since license and registration fees have not been raised in almost 30 years, suggestions were brought forward to increase these fees. Per the Department's calculations, such fees would have to be raised to a very high level to achieve the revenue sought. This figure would require raising all license fees around \$210.00 annually, but a smaller increase could be a part of a larger funding package.

Illustrative Revenues Generated from Increases to Existing State Sources

Option	Current Level	Change	Annual Incremental Revenue
Fuel Tax	17¢ per gallon	1¢ per gallon	\$30 million
Sales Tax	4.225%	1 %	\$700 million
License and Registration Fees	Ranges from \$32 to \$65	50% increase	\$140 million

Vehicular Mile Tax. This mileage-based concept was also brought before the Committee. Although this has some potential to ensure everyone who uses the systems pays for their use, the logistics seem difficult to achieve and should probably be addressed at the national level. This option did not get much traction.

Transportation Districts. A proposal dubbed "Plan B" was brought before the Committee. It would break the State into "transportation taxing districts" (for lack of a better word), to allow each area of the State to address their specific needs. Georgia made a recent attempt to do this. The down side is that many transportation issues are not confined by district boundaries and are better recognized at the statewide

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"If the citizens raised the State sales tax for transportation, we could generate jobs, spur economic development, and improve safety, all while keeping our tax rate lower than nearly all of our surrounding states."

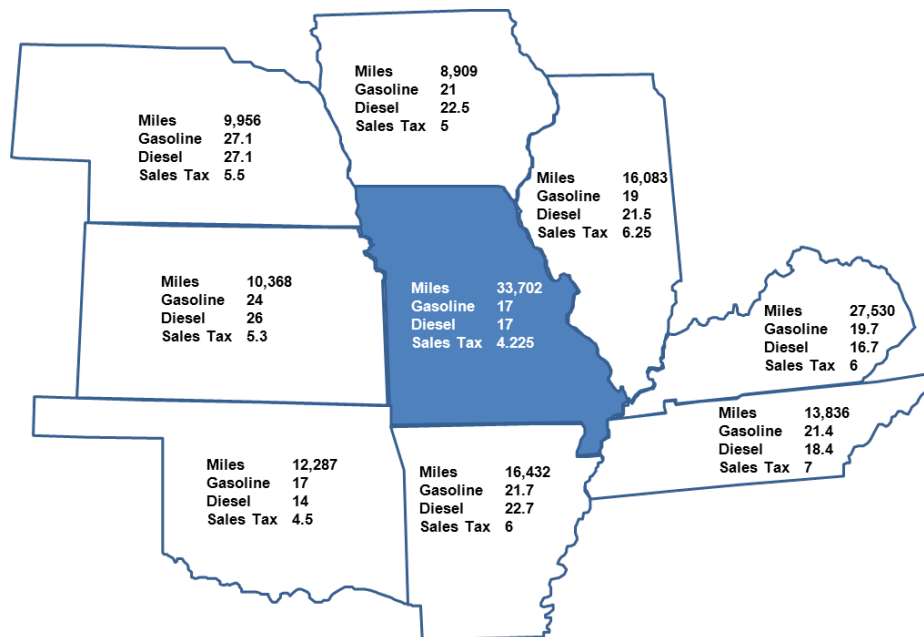
—Joe DeLong,
Blue Ribbon
Committee Member

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level. The presenter cautioned that this was NOT the preferred way to address transportation but merely an alternative. It would take legislative action to create these districts and then eventually a public vote in each district to raise new revenue.

Border State Revenue and Highway Miles Comparison

(Tax rates shown are State rates)



ADDITIONAL GUIDANCE ON ANY REVENUE PROPOSAL

In addition to the proposed possible funding solutions outlined above, several principles to guide the development of any new proposals were suggested. The Committee considered the following to be very relevant:

- **Clearly indicate the intentions.** It was reiterated that if a proposal was presented to the citizens of the State, the plan should indicate where and how the revenue would be used (i.e. project lists).
- **Ensure it is measureable.** Any proposal should be measurable and transparent so that the citizens can review progress.
- **Include a sunset provision.** Many that testified, although not all, felt that any proposal should have a sunset provision, so voters could also judge progress and commitment.
- **Dedicate the funds to transportation.** Restrictions should be in any proposal to guarantee that the new dollars go to transportation and cannot be diverted to other state programs.

CONCLUSION

The Committee's conclusions are that an additional \$600 million to \$1 billion per year will more adequately address our State's growing transportation needs and that the voters of Missouri should be given the opportunity to make that investment. Making this investment is extremely vital to Missouri's economic growth. Missouri cannot prosper without a strong and diverse transportation system. Missouri, at the center of the nation with two major rivers and unrivalled rail potential, excellent interstates, should be the distribution center for America. The Commission and Department have taken the necessary steps and sacrifices to right size itself and cannot further cut its way to fixing our roads. Safety cannot take a break and must be continued at a high level because even though fatalities are at historic lows, one death is one too many.

We conclude that Missouri cannot continue to kick this issue down the road any longer. We conclude that building and maintaining our infrastructure creates jobs---lots of them! By the variety of testimony in all parts of the state, the Committee has concluded that transportation is one issue that unites both political parties. It unites business and labor, urban and rural constituencies, manufacturing and farming interests. Transportation is important to cities and counties of all sizes. It is a tangible issue and asset that every Missourian experiences in some form and it benefits everyone, everywhere.

We conclude that transportation is more than just roads and bridges - other modes of transportation are also important to Missourians and to our State's economy. The Committee feels that the safeguards and planning procedures are in place, that the department is professional and that the Commission has a well thought out distribution system that allows local project prioritizing and, when adequately funded, addresses taking care of our existing system and allowing effective growth.

The Committee recommends that our elected state officials in the Executive branch and in both the House and Senate take an ownership in the incredible investment this state currently has and must make in its infrastructure. And we encourage them to work together for the future of Missouri.

Our Committee is committed to seeing this effort through to fruition because the state has too much at stake. All members will be happy to remain a part of this dialogue and we are willing to work alongside the Governor, the General Assembly and any supporting group that wants to make this a reality. History has shown that the public, as well as the General Assembly, will support transportation tax increases when the issue is understood and the appropriate leadership steps up in a bipartisan manner. We look forward to a better and safer tomorrow.

Finally, the Committee wants to thank former and current leadership in the Missouri House of Representatives for having the foresight to appoint and support this Committee's efforts to make Missouri a safer and better place to live.

COMMITTEE CHAIR SIGNATURES

The signatures of the co-chairs below illustrate the concurrence and support of the 22 committee members.



Rod Jetton, Co-Chairman



Bill McKenna, Co-Chairman

