

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
February 19, 2015**

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	Mr. Jim Krischke, City of Republic (a)
Mr. Harold Bengsch, Greene County	Mr. J. Everett Mitchell, City of Willard (a)
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Andy Mueller, MoDOT (a)
Mr. Steve Childers, City of Ozark (a)	Mr. James O’Neal, Citizen-at-Large
Mr. Bob Cirtin, Greene County	Mr. Dan Smith, City of Springfield
Mr. Jerry Compton, City of Springfield (Chair)	Mr. Steve Stewart, City Utilities
Mr. Craig Fishel, City of Springfield	Mr. Richard Walker, Citizen-at-Large
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Brian Weiler, Airport Board (a)
Mr. Quinton Hamp, City of Battlefield	Mr. Ray Weter, Christian County

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Bradley McMahon, FHWA
Mr. Mark Bechtel, FTA (a)	Mr. Steve Meyer, City of Springfield (a)
Mr. Shawn Billings, City of Battlefield (a)	Mr. Shane Nelson, City of Ozark
Mr. Brian Bingle, City of Nixa (a)	Mr. Dan Salisbury, MoDOT (a)
Mr. Brian Buckner, City of Republic	Mr. Mark Schenkelberg, FAA
Mr. John Elkins, Citizen-at-Large (a)	Mr. Brian Steele, City of Nixa
Mr. Wendell Forshee, City of Willard	Mr. Bob Stephens, City of Springfield
Ms. Susan Krieger, City of Strafford	

Others Present: Mr. Joshua Boley, Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Dan Wadlington, Senator Blunt’s Office; Mr. Frank Miller, MoDOT; Mr. Matt Hough, Congressman Long’s Office.

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. Bengsch made the motion to approve the February 19, 2015 Agenda. Mr. Weiler seconded and the motion was carried unanimously.

C. Approval of the December 18, 2014 Meeting Minutes

Mr. Fisk made the motion to approve the December 18 Meeting Minutes. Mr. Childers seconded and the motion was carried unanimously.

D. Public Comment Period

Ms. Fields stated that the public comment had been distributed. Public comment was received both via email and Facebook. The public comment all related to the agenda item for FF Highway in the City of Battlefield.

E. Executive Director's Report

Ms. Fields stated that a written report was distributed to preserve time. The OTO is starting a kick off for the OTO's 2040 Long Range Transportation Plan. The OTO will have booths at the Republic Business Expo on March 7, NIXPO on March 14, and Showcase Ozark Expo on March 28, in order to obtain public input for the Long Range Transportation Plan.

F. Legislative Reports

Mr. Hough stated that he did not have an update since there were no transportation-related issues in Congress at the moment.

Mr. Wadlington gave an update on discussion in the Senate about highway funding. There was a proposed tax increase for gasoline - 12 cents total over 2 years. There is another bipartisan proposal to repatriate \$2 trillion of corporate earnings overseas, by allowing corporations to cut the 35% tax down to 14%. The \$200 billion from that would go to the Trust fund and would help fund a 6 year highway bill. The President has indicated he would accept that proposal. There is also a group looking at taking an addition \$50 billion from the repatriated funds and create a revolving loan program for communities and states who could borrow loan money for major infrastructure programs for water, sewer, highways, and bridges. There is hope that one of the proposals will lead to long term highway and bridge funding. There is also philosophical debate between motorists and multimodal transit funding.

G. MoDOT Report

Ms. Roberta Broeker, Chief Financial Officer with MoDOT, gave a report on the current shortage in transportation funding and the tough choices being made by MoDOT. She talked about the 325 System Plan being proposed by MoDOT. She stated that MoDOT would only be able to maintain MoDOT roads that connect communities. She also explained the need for a 6 cent gas tax to be passed by the Legislature. The tax would be incremental at 2 cents per year for 3 years. This proposal would allow MoDOT to match all federal funds and reinstitute the Cost Share Program. She discussed other proposals for gas taxes and toll roads that people have brought up. She stated that most of the other proposals are hard to implement because of Missouri's Hancock Amendment.

Mr. O'Neal inquired if the gas tax that was referred to included diesel. He stated that the citizens have been pretty aggressive on taxing themselves for matching funds for infrastructure improvements. Those funds will have to sit idle because the funds from MoDOT are just sitting there. The City of Springfield has been able to get a lot done with a

little bit of money. Mr. Smith stated that there are still a lot of needs, so the funds would be used on local system if MoDOT could not leverage the funds. He stated that some of the funds could be used for storm water from the quarter cent tax, because that tax included capital improvements and not just transportation. The tax still does not provide enough to meet all the local needs.

Mr. Smith stated that OTO has partnered with MoDOT for years and MoDOT has been a great partner. This could be a solution to the problem, but on an interim basis it would make sense to use some of those local funds to match the federal funds that MoDOT is going to lose. Since it is Missouri tax dollars, he asked if there is a way for Missourians to retain them. Ms. Broecker stated that OTO, MARC, and East/West Gateway have asked that question. The areas with big funds are willing to match the federal dollars. She stated this would set up a system of the haves and have nots. The Metropolitan areas would have better infrastructure and the rural areas would have worse infrastructure. She stated it would be horrible to lose Missouri tax dollars, but the problem needs to be solved at a statewide level. If it is not fixed statewide, the state will suffer and the economy will suffer. She stated it is up to the Legislature to come up with tax solutions. MoDOT currently has less than one year reserve in the bank. The \$325 million plan is a glide path that would keep MoDOT operating the longest and gives the greatest amount of time to fix the problem.

Mr. Fisk stated he did not understand why if Kansas City, St. Louis, or Springfield (OTO) could generate local revenues, why those matching millions could not be used. Ms. Broecker stated they could be used. Mr. Fisk thought she had stated the funds could not be used, because it would create a have and have not situation. Ms. Broecker stated it will. Mr. Fisk stated that if a local tax was generated, then the funds could be used to match federal money. Ms. Broecker stated that it might be necessary to do that, but it is not where the state should be heading. This needs to be fixed for the state of Missouri.

Mr. Smith stated that the comprehensive approach to look at the entire state is right because as the state does well, we will all do well with the state. On a community level, if there is additional funding from MoDOT, there will be additional funding for the communities based on the formula right now. The operations of the City of Springfield have had the same issues as MoDOT, because the gas tax is heavily relied on. The City of Springfield has built more projects and more infrastructure, but does not have more money to take care of it. By solving the state problem, it will also help the City of Springfield. Ms. Broecker thanked him for that point, that for every increase in the gas tax it is split 70% to the state, 15% to counties, and 15% to cities.

Mr. Compton thanked her for her presentation.

II. New Business

A. Vice-Chairman Appointment

Ms. Fields stated that at the last meeting, the appointments were made, however Bob Cirtin had not taken over as Presiding Commissioner of Greene County yet. The appointment for Greene County was delayed. Greene County is next in line per the outlined OTO rotation schedule.

Mr. Fisk made the motion to appoint Mr. Bob Cirtin as Vice-Chair of the Ozarks Transportation Organization for 2015. Mr. Krischke seconded and the motion was carried unanimously. Mr. Cirtin abstained from the vote.

B. Amendment Number Three to the FY 2015-2018 TIP

Ms. Longpine stated there are 12 changes requested in the FY 2015-2018 TIP. Ten are from the Transportation Alternatives Program Awards, which replaced the Enhancements funding. She outlined the Transportation Alternatives Program projects. The two additional projects are for the City of Republic for a Street Assessment, now that the transportation plan has concluded, and a project for the City of Nixa, reprogramming Aldersgate to Tracker and adding some additional STP funding to that project. At the January TPC meeting, there was actually an additional project for high surface friction treatment in the Nixa area, but that project has been pulled. That will be reviewed later this year as MoDOT moves forward with the STIP.

Mr. Krischke made the motion to approve Amendment Number Three to the FY 2015-2018 TIP. Mr. Bengsch seconded and the motion was carried unanimously.

C. Reasonable Progress Policy Enforcement

Ms. Fields gave an update on the Reasonable Progress Policy Enforcement. She stated that with MAP-21, the Transportation Alternative Projects are suballocated directly to the OTO. All the applicants in this last round of funding have been made aware that the reasonable progress policy in the application packet will be better enforced. The procedure will be once the federal agency issues approval of these projects, there will be a timeline letter issued. The programming data form will then need to be submitted. If the deadline is not met then the OTO will send a letter stating that the reasonable progress was not complied with and the project needs to be back on track. The second deadline that is missed will result in a letter giving the project 30 days to get back on track. The third letter will state that the project was not back on track and the funds have been awarded to another jurisdiction. MARC and East/West Gateway allow a one-time change in schedule. The OTO will allow a one-time extension. The entity would need to submit a new timeline with an explanation. This would be a onetime continuation. This has been the adopted policy for a while at the OTO, but now it will be enforced.

Mr. Weiler inquired if that was one time per year or one time per project. Ms. Fields clarified it was once per project. Ms. Baltz brought up the importance of getting the projects in a timely manner. When asking the federal government for funds, the question is are the funds needed if there are still unspent funds. It is really important to have projects on time and on track.

D. 2015 STP-Urban Update

Ms. Longpine stated that in light of the Reasonable Progress Policy Enforcement discussion staff has produced an additional report on the OTO STP-Urban funding. A report was presented last winter showing the OTO funding through September 30, 2014. Staff has gone through the TIP and added all the projects that are programmed using STP-Urban Funding. Estimated allocations for FY 2015 and FY 2016 have been included to show the communities where the balances will be at the end of FY 2016 (September 30, 2016). It is important for the local communities to spend the money since there is no longer a MoDOT

Cost Share Program. MoDOT has a funds lapse policy that if there is more than 3 years, the region could lose the funding to the other parts of the State.

Mr. Compton stated he thought it was important to take this back to share with the individual communities and counties, to ensure that none of the funding is lost.

E. Travel Demand Model Report

Ms. Longpine stated the work on the Travel Demand Model Report has concluded after 2 years. The Travel Demand model has some innovative features, such as using cell phone data to purchase network data. This resulted in a larger sample than using individual surveys of drivers on the road. Olsson, the project consultant, and staff were able to present this at the National Association of Metropolitan Planning Organization Conference last October. Staff produced a report that summarizes all the different activities that went into producing the model. The OTO worked with the Bureau of Economic Analysis at Missouri State University to produce the OTO demographics and socioeconomic projections.

Olsson produced two separate reports. The first report is the calibrated base 2012 model. The second is a report that highlights the scenarios for 2040. The Travel Demand Model Report summarizes both reports together with the socioeconomic report from MSU. The report was mailed separate from the agenda. She highlighted a few of the report details. Mr. O’Neal inquired if the referred to fuel price increases meant fuel tax increases. Ms. Longpine stated, no it meant the actual price of fuel.

Ms. Longpine concluded that there would still be a lot of congestion in the urban areas. The improvements would improve the areas that were targeted, but not necessarily provide an overall improvement to the network. A future analysis that may be considered is what set of improvements would be the most important to the region.

F. Major Thoroughfare Plan Amendment Request

Ms. Longpine stated that the City of Battlefield has requested for an amendment to the Major Thoroughfare Plan to reduce the classification of FF in the City of Battlefield from an expressway to a primary arterial. This would reduce the right-of-way requirements from 180 to 110 feet. It does not require outer roads. It would limit access to right-in/right-out driveways every 660 feet. Full intersections would be permitted every quarter, while an expressway would require half-mile intersections. The request is for 2.3 miles. The agenda contains a map illustrating the difference between 110 and 180 feet. A lot of the public comments received were concerned with a narrow roadway. The road would still be wider than the existing roadway. It would allow for four-lanes through the City of Battlefield. It would allow the City of Battlefield to not request most of people’s land when it is developed.

Mr. Hamp mentioned it was challenging to go backwards in the planning. But realistically, the City of Battlefield Board and the Planning and Zoning came to a consensus that it is unlikely that there will be a huge need for an expressway. It is a good strategy to go back to a primary arterial which can still support a huge amount of traffic, while allowing economic growth to proceed.

Mr. Weter asked if the City of Battlefield had considered that FF would become landlocked if it is changed and if the City was satisfied that future traffic flow was not a consideration. Mr. Hamp stated that was what the discussion has been. He stated he was glad to have a Board like the OTO to make the final decision, because it has been discussed on both sides and it is really hard to project. The general thought was that ZZ is not far away. Then Kansas Expressway will be going through. There will be enough other traffic coming through the area, that it should not be a permanent bind.

Mr. Bengsch inquired about the difference between the yellow and red dotted lines on the map. Ms. Longpine stated that the dotted yellow line represents the 110 foot right-of-way required for the primary arterial and the red is the expressway requirements.

Mr. Childers inquired if the majority of the public comments were in favor or against reducing the right-of-way. Mr. Boley summarized the public comment, the one on Facebook said it was a great idea. He stated that most of the emails received were speaking out against it, for a variety of different reasons. It appears there is some confusion over what is going to happen to the roadway. A news story that was published, stated that the road was going to be narrowed, so people were upset not wanting a narrower road than the current road. Mr. O'Neal asked if FF was still being expanded, just 1 step not the full 2 steps. Ms. Longpine replied that is correct.

Mr. Compton inquired if the road was approved would it be more like Glenstone as opposed to Kansas Expressway. Ms. Fields stated it would be more like Kansas Expressway in the City of Springfield versus 160 South to the City of Nixa, where there are connecting outer roads and a wide median. Mr. Bengsch reiterated that it would be like Kansas Expressway is now. Ms. Fields stated yes, without the outer roads.

Mr. Childers made the motion to approve the proposed Major Thoroughfare Plan Amendment. Mr. Krischke seconded and the motion was approved unanimously.

G. Transportation Demand Management Report

Mr. Owens presented the Transportation Demand Management Report. He stated that this report was only on the carpooling part of the Transportation Demand Management program. The OTO partnered with the City of Springfield to promote the Rideshare Program. It is hard to track the carpool numbers, since once a carpool is found, on the website, people do not return to update the website. Once the carpool is found the numbers appear to drop however, carpooling appears to be still active. The goal of the program is to have people carpooling and fewer cars on the road. Ms. Fields stated that the updates are given since \$10,000 is taken of the top of the STP-Urban allocation to fund Ozarkscommute.com and the City of Springfield's promotion of the program.

Mr. Compton stated that this report is also related to the Air Quality Letter item on the agenda. Mr. Fisk stated that when fuel was increasing a couple years ago, there were real issues with employment. There were problems maintaining good employees because there was not access to transportation. There was a combination of things that helped create this project. The OTO was trying to determine what could be done to clean air and provide people who could not afford multiple vehicles with transportation. The program has been accepted by major employers, several large employers with thousands of employees. When

the people find a ride they do not need the website anymore. That is good news, since it is great that they can find a connection. It was a responsible opportunity to address clean air and financial issues for wage earners in the area who needed access to large employers in the City of Springfield.

H. Addendum to Memorandum of Understanding

Ms. Fields stated that City Utilities has begun the Federal Transit Administration review of their funds and compliance with federal laws. In the initial review packet, it was discovered that the way the OTO handles public participation for City Utilities programs was not specifically outlined in the MOU. An addendum to the MOU has been added to outline that, so it would be in compliance with federal guidelines. The OTO is already doing the public participation. The OTO handles the project selection process for all federal transit funds. The OTO also runs the public participation process for that project selection process. City Utilities will allow the OTO to display notices in the buses for free. The OTO also will put the public notice in the paper every year. City Utilities will report to the OTO on the system performance. These items are all already being done, but they needed to be put in writing so that it could be submitted up to FTA that the region was in compliance.

Mr. Weiler made the motion to approve the proposed Addendum to the current Memorandum of Understanding. Mr. Fisk seconded and the motion was carried unanimously.

I. Program Management Plan Revision

Mr. Owens stated that the Board approved the Program Management Plan in June 2014. The plan lays out how the OTO manages the FTA 5310 Program, Enhanced Mobility of Seniors and Individuals with Disabilities. After the Board approved the plan, it was sent to FTA for final approval. FTA requested a few changes, which included clarification on the Designated Recipient. The plan was revised and also included an update requested from MoDOT clarifying eligible recipients. The FTA has provided a letter of approval for the revised Program Management Plan.

Mr. Fisk made the motion to approve the proposed Program Management Plan Revision. Mr. Hamp seconded and the motion was carried unanimously.

J. OTO Board Appointment Letters

Ms. Parks stated that the Board member appointment letters are requested every year. The OTO By-laws required an official letter on file stating who the official representative and alternative are for the Board of Directors and Technical Planning Committee. She requested that the jurisdictions turn in their appointment letters if the letters had not already been turned in.

Mr. Weter inquired about the elected official from Christian County outlined in the by-laws. He wondered if that was an additional position or his position. Ms. Parks stated that was his position, but he is able to designate an alternate.

K. OTO In-Kind Match Letters

Ms. Parks stated that the OTO was funded from a Consolidated Planning Grant. This provides 80 percent of the budget, but the OTO is required to have a 20 percent match. The

OTO works with MoDOT and Federal Highway to have an In-kind Program. She explained that an official signed letter stating the hourly rate of pay or volunteer rate of pay was required to have on file. The forms were distributed and turned back in at the meeting.

L. FY 2015 UPWP Amendment Two

Ms. Fields stated that the City of Willard applied for and received a Transportation Engineering Assistance Program (TEAP) grant from MoDOT in the amount of \$4,720. The total project cost \$5,900. The project is to look at Miller Road and what geometric improvements could be made and maybe do some traffic counts. Instead of adding to the TIP, MoDOT decided the approval process is much easier to add it to the Unified Planning Work Program. The UPWP already contains funding for City Utilities, not just the OTO. The easiest is to add it to the UPWP.

Mr. O'Neal made the motion to approve Amendment Number Two to the FY 2015 UPWP. Mr. Stewart seconded and the motion carried unanimously.

M. Financial Statements for 2nd Quarter 2014-2015 Budget Year

Mr. Krischke presented the 2nd Quarter 2014-2015 Financial Statements. He stated that the second quarter had negative revenue in the amount of \$92,289. However, revenues do not come in at the right quarter. A larger amount of revenue came in the first quarter versus the second quarter. The bottom line is that the first half of the year the OTO was running right in line with the projections. The revenue was close to what was projected as well as the expenses. There is nothing really that stands out on the financial statements. There were two larger expense that were paid. One was for the Travel Demand Model consultant. The contract is not yet 100 percent, but it is getting close. The audit was the second big expense.

The OTO financial statements also show two bank balances. The OTO is in the process of changing over from Great Southern Bank to US Bank. At the end of the financial section there is a follow up report on the UPWP. It is a report of progress completed in each task area. A couple tasks are 25 percent to 35 percent complete. Those are being worked on and will be completed later on.

Mr. Hamp made the motion to accept the Second Quarter Financial Report. Mr. Weiler seconded and the motion carried unanimously.

N. Comment Letter on EPA Ozone Standards

Ms. Longpine stated that every five years the EPA is required to review the standard for the ozone levels across the United States. This was done in 2008. The process resumed in 2012. There is a scientific committee that reviews all the research on ozone and its impact on health. The committee met and came to the conclusion that ozone should be reduced between 60 and 70. The EPA shelved the review. There have been some court cases and now the EPA is reviewing the standard again and is taking public comment. The current standard is set at 70. The public comment is for a standard between 65 and 70, though additional input can be submitted for as low as 60. She explained the ozone levels in the OTO region.

She stated that the OTO has drafted a letter that will be submitted through FTA's online comments through the Federal Register. The letter will point out that the OTO has worked hard in the OTO area, that the OTO encouraged all efforts and volunteer work that has been done and that this should be encouraged elsewhere across the nation rather than following a regulatory model to reduce ozone. The letter outlines the work that the Ozarks Clean Air Alliance has done. The OTO has been involved with that from the beginning. She explained about the effects of transportation mobile emissions on ozone and the impact to the OTO if the OTO was to reach non-attainment. She stated that the Ozarks Clean Air Alliance will also submit a letter.

Mr. O'Neal brought up the previous Rideshare discussion. He stated he did not see a reference to the Rideshare Program in the letter. He wondered how the OTO could do a better job of marketing the Rideshare Program and make it part of a program to keep emissions lower to stay in attainment. He wanted to make sure that the Rideshare Program was added to the letter. He also inquired about the significant ramifications for being classified non-attainment. He recalled that it included banning gas powered lawn mowers and charcoal fire.

Ms. Longpine stated that the OTO would highlight the Rideshare program more specifically in the letter. She explained in detail the ramifications and extra work required if the area was to go into non-attainment. She also talked about what the City of Springfield is already doing to reduce emissions. The OTO would likely be moderately non-attainment, so more drastic measures would likely not be necessary.

Mr. Weter stated that he had looked at the proposed target bench marks. He assumed every Metropolitan Planning Organization would have different benchmarks. That everyone was not held to the same standard. Ms. Longpine stated everyone is on the same standard countrywide. There are different classifications of levels of non-attainment. She explained the different levels of non-attainment. She stated that the OTO would probably considered Moderate if it was to go non-attainment.

Mr. Compton stated that in addition to industry, it affects tourism and other things. He inquired if he remembered correctly, that it is impacted by prevailing winds, dust and decaying vegetation. Ms. Longpine stated it is largely impacted by heat and the emissions of VOCs and nitrous oxides. She stated it is the vehicles that tend to produce most of the nitrous oxides. There are many VOCs in the area and that it is not something that the OTO could control. Heat makes a difference. There is some transport from Northwest Arkansas, Texas, and Oklahoma. The highest ozone days are usually when the wind is stagnant.

Ms. Longpine stated that she would clarify the letter to add the Rideshare Program. Mr. Compton stated it needed to be submitted by March, which would be before the next Board meeting. Ms. Fields requested for the Board to allow staff to add the Ozarkscommute to the official letter.

Mr. Bodenhammer made the motion to approve the proposed comments. Mr. Bengsch seconded and the motion was carried unanimously.

Mr. O’Neal clarified that the draft letter would include a few more projects. Ms. Longpine stated that the revised letter would be sent out to everyone.

III. Other Business

A. Board of Directors Member Announcements

Ms. Baltz announced that a few Cost Share projects are being completed. One of the projects is Battlefield/65 and it is under construction right now.

Mr. Weiler announced that the Springfield Chamber will be hosting the State of the Airport address on March 19. There are many items that the membership will be updated on. There will also be a ribbon cutting ceremony for the General Aviation Redevelopment project on March 20. That project is from a MoDOT grant funded by aviation fuel taxes and it has been completed.

B. Transportation Issues For Board of Directors Member Review

None.

C. Articles for Board of Directors Member Information

None.

IV. Adjourn meeting.

Mr. Fisk made the motion to adjourn at 1:33 p.m. Mr. Weiler seconded and the meeting was adjourned.