

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
October 16, 2014**

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. Quinton Hamp, City of Battlefield
Mr. Brian Bingle, City of Nixa (a)	Mr. Kirk Juranas, City of Springfield (a)
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Lou Lapaglia, Christian County (Chair)
Mr. Steve Childers, City of Ozark (a)	Mr. J. Everett Mitchell, City of Willard (a)
Mr. Tom Finnie, Citizen-at-Large	Mr. Steve Stewart, City Utilities
Mr. Craig Fishel, City of Springfield	Mr. Jim Viebrock, Greene County
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Brian Weiler, Airport Board (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Steve Meyer, City of Springfield (a)
Mr. Mark Bechtel, FTA (a)	Mr. Andy Mueller, MoDOT (a)
Mr. Shawn Billings, City of Battlefield (a)	Mr. Shane Nelson, City of Ozark
Mr. Richard Bottorf, Airport Board	Ms. Robin Robeson, City Utilities
Mr. Brian Buckner, City of Republic	Mr. John Rush, City of Springfield
Mr. Jerry Compton, City of Springfield	Mr. Dan Salisbury, MoDOT (a)
Mr. John Elkins, Citizen-at-Large (a)	Mr. Mark Schenkelberg, FAA
Mr. Wendell Forshee, City of Willard	Mr. Tim Smith, Greene County (a)
Ms. Susan Krieger, City of Strafford	Mr. Brian Steele, City of Nixa
Mr. Jim Krischke, City of Republic (a)	Mr. Bob Stephens, City of Springfield
Mr. Bradley McMahan, FHWA	

Others Present: Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, Mr. Curtis Owens, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Dan Smith, Greene County Highway; Mr. Aaron Huey, Mr. Aaron Jaeger, Mr. Frank Miller, and Mr. Dave Nichols, MoDOT; Mr. Jeff Seifried, Springfield Chamber of Commerce; Mr. Kelly Turner, Olsson & Associates; Ms. Sherry Godfrey, Mr. Bill Lach, Mr. Ben McBride, Mr. Derek Patterson, Ms. Jennifer Patterson, Mr. Bart Pinkerton, Ms. Becky Pinkerton, Mr. Doug Pitt, Ms. Jaime Rudd, Mr. Jim Scott, Mr. Kerry Scott, Mr. Michael Sutton, Ms. Jennifer Swenson, and Mr. Andy Thomason, Citizens; Mr. Dan Waddlington, Senator Blunt's Office; Mr. David Rauch, Senator McCaskill's Office; Ms. Miranda Beadles, Christian County Highway Administrator; Mr. Ralph Rognstad, City of Springfield.

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

**I. Administration**

**A. Introductions**

**B. Approval of Board of Directors Meeting Agenda**

Mr. Viebrock made the motion to approve the Board of Directors October 16, 2014 meeting revised agenda. Mr. Fisk seconded and the motion was approved unanimously.

**C. Approval of the August 21, 2014 Meeting Minutes**

Mr. Viebrock made the motion to approve the August 21, 2014 meeting minutes. Mr. Fisk seconded and the motion carried unanimously.

**D. Public Comment Period**

Mr. Lapaglia informed the group that approximately 65 emails from members of the public had been received commenting on the pros and cons of the agenda items. Those emails have been distributed to the Board of Directors, and there are several members of the public who have requested to speak. Typically the Board allows 5 minutes for public comment. However, in anticipation of having more members of the public wishing to speak, the public comment period has been expanded to 15 minutes. Out of respect for time, members of the public might want to discuss items that have not already been said. OTO holds the Board of Directors meetings during the lunch hour to accommodate many different schedules. Targeting meetings to an hour has afforded has the OTO a high level of participation. Public comment will be taken at this time for all agenda items. Ms. Parks would announce each speaker and a timer would be used for each speaker. Ms. Fields stated she would like to make a modification since there were 6 people signed up. Each speaker would have 2 minutes to speak, that would allow a late-comer a chance to be added at the end.

Ms. Parks announced Mr. Doug Pitt:

Mr. Doug Pitt stated that items like this are continually biased and are seen all the time. Greene County wants to route traffic off of Plainview Road or Weaver and individuals are going to drive a mile to get onto a new intersection to travel north to get to Republic Road. If the individual had just stayed on Campbell, they would have already passed the James River Expressway Ramp and already be on the intersection of Republic Road and Campbell. All it is accomplishing, is diverting traffic for \$20 million dollars. That route can already be traveled now. People can already travel up Weaver and go down Kansas Road to get there, saving \$20 million by doing that. Mr. Pitt stated that he had recently met with many of the Board members and professionals. He had asked a simple question to those individuals. "What is the measure?" The OTO stated it is going to reduce traffic off of Campbell, so what is the number? Mr. Pitts said they could not produce a number or a ratio. A business cannot run without a metric. "I do not know" cannot be put on a spread sheet.

Mr. Pitt stated that an OTO Executive Director had stated that it was going to increase traffic significantly north of James River Expressway. The question was asked how is this going to be dealt with. A Presiding Commissioner had told him side streets, and the Highway Administrator had stated it would work itself out. This item needs a hard no, because the metrics are not there to make the decision. A \$3 million decision, a \$20 million decision to get to Weaver or \$50 million plus to complete the whole project. A business cannot be run this way. The people spoke when Amendment 7 was voted down. The North-South Corridor Study stated that FF was first and Kansas Expressway is third. One of the reports states that Kansas Expressway is second but when the 6 criteria are added up it is actually third. This is old data from 2006. The decision is being made on old data and times have changed. It is a 20 year old plan.

At this point, Mr. Pitt's time was over.

Ms. Parks introduced Mr. Ben McBride:

Mr. Ben McBride thanked the Board for the opportunity to speak on the matter. It has recently become a concern to him. He hoped the Board had taken the time to review the number of pros versus cons in support of the Transportation Improvement Plan Amendment. The geography of this was much different in 1984. The stage for this has come and passed, so at this point, Greene County is reacting versus planning. The OTO needs to plan for the future. The 2006 or 2007 Study states it best. The second to last paragraph of the conclusion, Section 5.5, states that a focus on short-term economic opportunities by local government officials could jeopardize the ability of future local and state public officials to implement the study recommendations. The concern is that grasping at the \$2.4 million over the next 2 years is just that. It is putting the entire plan in jeopardy. He echoed what Mr. Pitt had said, there is no plan in place to move past Weaver. It will be a bottleneck. Campbell and National are already bottle necking. There will be a three-way bottle to Campbell that Christian County and the City of Nixa have no plan or intent to address.

At this point, Mr. McBride's time was over.

Ms. Parks introduced Ms. Jennifer Patterson.

Ms. Patterson stated she lived in Woodfield Park and her house backed up to the area that will be the proposed Kansas Expressway right on Plainview Road. She expressed that she was not well versed on tax revenue and logistics. She is a former science teacher and loves the green space behind her house. Her and her neighbors use the greenways trails on a daily basis and there are deer and all types of wild life. Her concern is that the one green space in south Springfield is going to be plowed through. There will be no place for the wild life in the area to go. The wildlife will be pushed out of the area. She had contacted the Department of Conservation, the Watershed Committee and the Greenways Trail. She would like to see the Greenways trail extended rather than a road. It would be a great use of the area. It would leave the tiny little green space that is left, rather than destroying it and would be a great addition to the area. She thought it was ridiculous to have three roads going to Nixa unless than a mile and a half of each other. It does not make sense. Especially to tear down the

wooded area that is back along the trail. There is also the Riverbluff Cave. She was not sure if there had been an investigation on the effects to the cave.

At this time Ms. Patterson's time was over.

Ms. Parks introduced Mr. Derek Patterson:

Mr. Derek Patterson respectfully yielded his time to a Tim who came in late and did not sign-in. No last name was given for Tim. Tim stated that he was grateful to the other resident citizens who had alerted him to the meeting and the information so he could share the distress the residents were feeling. He stated that 8 or 9 years ago his family made the decision to live in the Woodfield Park Community because of the experience available there; the green space, the neighborhood, and the aesthetics of the trail that have been referenced. His home would be put up for sale if these changes take place. The experiences are a blessing and something wonderful that his family wanted to hold onto. From a business perspective, echoing some of the previously referenced items, it does not make sense to accommodate the south bound Expressway to a destination and that he did not understand the purpose and the lack of support from Christian County. He did not understand the dynamics that will feed into this decision from a financial standpoint, from a traffic standpoint, and the disruption that will take place to a well-developed and beautiful space. In addition, there is the environmental impact that has been expressed. He stated he loved where he lived and hoped to hold on to that.

Tim concluded before time was over.

Ms. Parks Introduced Mr. Michael Sutton:

Mr. Michael Sutton stated he lived off of Weaver Road in Stone Meadows. He travels the roads every day, Weaver Road to Cox to Kansas Avenue. His question was where would the bottlenecking end. If Kansas Expressway is extended down to Weaver and stops there for 10 more years, would Weaver need to become a 4-lane road. The same issue will happen there. There are residences on both sides, so people's property will need to be taken to widen the road. The big problem here is that there is no tax revenue possible. All of these roads are going through residential areas. What is the benefit of that from a tax standpoint since businesses cannot be put along to generate tax revenue and that are going to bring people in to spend money. He had noticed in the handout that Highway FF is an option. He was not sure of that zoning, but there are already businesses along Highway FF, south of Highway 60 through Battlefield. He thought extending Highway FF along Christian County would more sense from a taxpayer standpoint.

He also thought that perhaps some individuals in Springfield were naïve at how big the city was. In Kansas City, the roads do not flow seamlessly on the 435 at 5:00 o'clock. St. Louis turns into a parking lot on the 270 and there are 6-lanes. He thought there would be the same problems extending Kansas Expressway down with 4 lanes to Weaver for the time being. It will just be moved down the road a little bit. There is a photo in the News-Leader of Cox and Weaver where the traffic was all backed up. There will be traffic, how many cars does it take for a 4-lane road to line up that way? He thought

that the logistics of getting people down Cox Road quicker should be looked at to relieve traffic. Perhaps by putting in a light at Weaver or Plainview.

At this point, Mr. Sutton's time was over.

Ms. Parks introduced Ms. Sherry Godfrey:

Ms. Godfrey stated that she did not live on the proposed road. She currently lives east of Campbell, but she lives in the area and travels the roads every day. She has lived in the area for probably 20 years. She was concerned about the commitment of \$3 million dollars to do the engineering studies on a project based on data from 10 years ago. She was questioning whether the whole system needed to be reevaluated, to update the study. A lot has happened since the study. There have been Campbell, Plainview, and Republic Road improvements. The impact on traffic and the changing driving habits of the residents out there is not known. She suggested putting it on the table, postpone it for a while to do a study before committing \$3 million towards a \$30 million dollar project that does not get the road all the way to the proposed East-West Corridor. There is going to be more money on top of that to get it to the East-West Corridor.

Ms. Godfrey concluded before time ran out.

Mr. Lapaglia stated that there was about 2 to 4 minutes left on the clock if anyone else would like to speak.

Mr. Pitt volunteered further comments:

He stated that in the morning when he was traveling up Kansas Expressway he went up Republic Road to Kansas Expressway. He did not make it to Battlefield and was at Walnut Lawn. Yesterday morning, he was 22 cars back with 2 rows. Today, he could not count the cars and sat through 2 light cycles. He would go through the full green light cycle to make it only to the 5<sup>th</sup> car in line. That is the traffic that is happening now. The question needs to be asked what is going to be done to the traffic that is going to be thrown down that way. He stated that the original engineer that he talked to who was involved with the project 20 years ago had stated that Kansas was stupid. Those were his words. He talked to the Christian County Director of Planning and Development, who has a stake in the game, and he stated that Kansas would not divert traffic from Campbell. Kansas Expressway affects 4 times as many residential districts and 2 times as many schools as Highway FF. A lot of this is in the North-South Corridor Study that the OTO did. There are things that would speak very loudly on just safety issues in general. There is a new Presiding Commissioner coming up. There is an Administrator of the Highway Department that could be leaving. There are a lot of changes there, it is not fair to saddle the new people with something like this. There is also old data and no metrics to make this decision. That is a discussion in itself. At a minimum this needs to be tabled. A business case has not been presented to make a good financial decision.

Ms. Becky Pinkerton thanked the Board for giving her the opportunity to speak.

She stated that she realized the Board was ready to vote. The outcome of that vote is going to impact things significantly. As a taxpayer, citizen, and a business person, she made the appeal for the Board's to reflect on the Amendment 7 vote, and proposals for the various routes of Kansas Expressway, and to respect those votes in the same way that the Boards vote would be respected.

Ms. Godfrey stated she had heard that there were 65 comments. She inquired how many were pro/con. Ms. Fields stated there were 65 comments and that at last count there were 8 pro and the rest were con.

Mr. McBride requested to speak again:

He stated that going back to the 2007 report the study recommended construction on Kansas Express Extension as one of the top 2 project options. He thought that the whole study considered the Kansas Expressway Extension in tandem with the Highway FF Extension itself to Nixa. None of this conversation has been addressed or focuses with this in tandem. He stated that there was a need to plan and finish the Highway FF Extension first and see what relief that brings before addressing the Kansas Expressway Extension.

Mr. Lapaglia thanked the speakers for participating.

#### **E. Executive Director's Report**

Ms. Fields stated that her Executive Director report had been handed out in respect for time. She mentioned that the Missouri Highway and Transportation Committee would be in town on November 5. She stated she would be giving a presentation along with Mr. Jeff Seifried. She would send the Board the time when it is known.

#### **F. Legislative Reports**

Mr. Rauch stated that there was not a lot to report. Transportation was operating on a federal extension on the Trust Fund until next May. The long-term solution for federal funding is elusive as the State's long-term solution, but the election might have some impact. It might have to wait until the Presidential Election in 2016.

Mr. Wadlington stated that a lot did depend on the election. The Senate would have all new Chairmen if the Republicans take over. There might be an effort to work out a compromise on funding on several different committees. It may take a Presidential Election to come up with a compromise or new thinking on how fund highways long-term. Right now, there is no consensus on what tax or fee mechanism would fund the highways and bridges in the state. Senator Blunt is a major proponent of the Off-System Bridge Program and he wants to assure the counties that when it comes down the pipe he would fight to keep it fully funded. He stated Mr. Schumer of New York realized that New York has 2,000 bridges that are substandard. He would like to put more money in the Off-System Bridge Program.

Mr. Lou Lapaglia introduced Mr. Dave Nichols, Director of MoDOT.

Mr. Dave Nichols thanked the Board of Directors and members of the public. He gave an update on where MoDOT and the Highway Commission stood after the Amendment 7 vote.

There has to be another mechanism other than a sales tax, but there is no consensus of what that is. There is no easy solution for solving the Transportation funding challenge. There are challenges in Washington and in the State of Missouri. There are declining budgets as opposed to growing and there are needs like education and social services.

Mr. Nichols continued that there are transportation needs that continue to grow, but the funding mechanisms continue to decline. The fuel tax revenues are going down, even though the price of fuel is going down. Hopefully, there will be a robust dialogue in the next legislative session. In May 2015, the short term fix runs out. Hopefully, Congress is going to address the issue. The hope is that Congress will solve the problem in the short-term with a continuing resolution at current revenue levels. If Congress does that, then the problem that Missouri will have is matching the federal funds. It will happen as soon as 2018. In 2018, Missouri would not be able to match federal funds at the current \$41 Billion Highway level. That does not include the transit funding.

The means that those federal funds would be redistributed around Greene County. Missouri benefits from this redistribution process on a typical year, since other states cannot match their funds. It does not happen a lot, but there is usually \$20 to \$30 million that Missouri receives, due to other states not matching funds. Missouri has always been able to match the federal funds. Missouri has to find a way to match the federal funds. There are a lot of issues that are happening at the federal level that could have positive ramifications for additional revenue, but Missouri would have to match the funds to solve the problems.

MoDOT's focus is on keeping the system in Missouri in good condition for as long as it can. There is a gap between what it takes to maintain it and the revenue. There is a need to invest more in preservation as well as expansion. The other focus is on the continuing improvements that have been made in reducing fatalities and disabling injuries on the transportation system all over the state. The effort through the coalition has helped reduce fatalities to the lowest level since 1940. The third focus is on customer service. Solving transportation issues is a community effort. That is why the MPO is here. MoDOT is committed to do that through the Commission, leadership of MoDOT, and staff here in the region. The partnership here is the model. That model here is a national model and it works. Tough decisions have to be made here, but that is the way it should be done, open and transparent. Mr. Fishel stated he had the opportunity to drive from Springfield to Pittsburg, Pennsylvania. He stated that the roads in Missouri were superior to the other states he drove through. Mr. Nichols thanked Mr. Fishel for the compliment on behalf of all Missourians. He was impressed with the efficiency of the dollars that are received. Missouri has the 7<sup>th</sup> largest highway system in the United States and are the 41<sup>st</sup> in the level of funding for lane miles of road. Some of the surrounding states have more revenue, but the efficiency is not as good.

Mr. Fisk wanted to thank Director Nichols for making the trip's down to Springfield. Becky Baltz has always been a great engineer. He stated that he knew he was a true partner.

## II. New Business

### A. **Amendment Number 1A to the FY 2015-2018 TIP**

Ms. Longpine stated that there was a new front page handout for the amendment. The amendments have been split into two items. The City of Willard requested an amendment to the Transportation Improvement Program. This is the 2015-2018 TIP and covers all the projects that the OTO plans to spend federal dollars on and projects that are regionally significant over the next four years. This project was in last year's TIP. It was amended toward the end of the year and the timing did not work to get it constructed before the October 1 start of the new TIP. It is for sidewalks along Jackson and Main in Willard for a programmed cost of \$52,500.00

Mr. Finnie made the motion to approve Amendment Number 1A to the FY 2015-2018 Transportation Improvement Program. Ms. Hacker seconded and the motion was carried unanimously.

### B. **Amendment Number 1B to the FY 2015-2018 TIP**

Ms. Longpine stated that Greene County had requested to add the final design and environmental work for the Kansas Expressway Extension from Republic Road to the East-West Arterial, which is about Farm Road 190. The total programmed amount is \$3 million. There were a lot of questions on the projects, so Mr. Dan Smith was invited to make a presentation to address the concerns.

Mr. Smith stated that a short presentation on the questions and concerns had been put together to explain background information:

The Kansas Expressway project started in the 1980s because the community was growing and it was realized that as the area grew there would need to be facilities in place to accommodate that. An Urban Services Area was planned around the City of Springfield. That is where the City provides sewer and other utilities. Dense growth results from the provision of sewer and other utilities. There needs to be a transportation system to support the growth. The Major Thoroughfare Plan was developed for the OTO area. This plan lays out a grid of roads that would accommodate urban growth. The Major Thoroughfare Plan was done as a grid since it was known through experience that it would be beneficial and there were planning principals that were followed. He presented the current grid for Springfield and focused on the North-South Corridors for the purpose of this meeting. There is U.S. 65, Glenstone, Campbell, National, Kansas Expressway, and West Bypass. It is a system that works well, but the roads are all busy. There not too many north-south roads. In fact, the preference is that there would be another one or two. As the area continues to grow south and as Nixa and Ozark continue to grow north, the day will come when the communities will meet. There will need to be a transportation system in place to accommodate that. If the grid is not continued then there will be problems. The OTO, with all the partners, looked at the north-south corridors and planned out a general route and what would be needed to accommodate the growth that would occur. He presented some population information on the area south of Republic Road. In 2000, there were 17,000 people, by 2010 it jumped up to 25,000 and in 2040 it is projected to be 36,000. If the economy picks up, that number could be low. That brings up this project. The project is not thought about in isolation. It is in conjunction with all the other projects. The entire system

is needed. Greene County is not building the 4-lane section in the beginning. Over time, as more money becomes available, it will be widened.

The history of the project starts with the planning in the 1980s. There were a lot of discussion about this network. There was a significant amount of public meetings and comment. There was a lot of communication with the public. There were various alignments that were brought to the public and through the public comment period, design work, and environmental work, it was narrowed down to one corridor.

Governments are not known for being proactive, but in this case the government actually planned ahead, and as expressed in the comments, problems and concerns do not go away. There have been some good comments that appear frequently. There is a top 10 list that will be addressed briefly out of respect for time. Mr. Smith went through the most common questions and answered each.

1. What in the world is Greene County planning a roadway that is costing a significant amount of money? Mr. Smith stated that was a good question. The Greene County Road and Bridge Fund is not the area that is facing the biggest financial challenge. The General Fund has issues with public safety and the public jail being overcrowded. Greene County has some significant financial issues, but fortunately, Greene County has finances for road projects that are necessary. The request for federal funds allows Greene County to leverage those local funds to make the funds go further. The estimate is that in a ten-year horizon, the whole project could be built, if not faster.
2. A. If it extends to Weaver Road is it going to stay there for 10 years? Mr. Smith stated it was not the County's intent to have it stay at Weaver. The intent is to finish the whole project in 10 years or less.  
  
B. Will this staging create congestion and safety problems? Mr. Smith stated that once again, the federal funding would enable Greene County to move it beyond Weaver quicker. The goal is to have the system in place with the East-West Corridor to redistribute traffic. There will be a redistribution of traffic patterns. As the project moves through final design it will be looked at. The final staging has not been setup yet. The cost and traffic patterns will be examined.
3. So if Kansas is already congested north of Republic Road, how will it handle additional traffic volume? Mr. Smith stated that the traffic division at the City of Springfield and MoDOT did some modeling of the intersection at Republic and Kansas, as well as the interchange of Kansas and James River Freeway. That was converted to a diverging diamond not too long ago. There was a service level B at those intersections. "A" is really good and "F" is really bad. A B-level of service is pretty decent for an urban area. The traffic modeling that was done indicated that 50 percent more volume could be added and it would degrade to a C. There is already the right-of-way in place to expand Kansas going north.

4. Is the spacing too close? Mr. Smith stated that the OTO has the Major Thoroughfare Plan that was discussed that lays out spacing on the primary arterials. The spacing is between 1 and 2 miles. That is ideal for primary arterials in an urbanized area. There is a suggestion that Cox Road be used instead. Cox was designed as a minor arterial, which is not intended to handle as much traffic. The intersections are different. There are more intersections on it that there will be on Kansas. Widening Cox to a 4-or 5-lane section would have a tremendous impact on existing homes than would have to be purchased and removed. There is a need for Cox, but it is not wise to change its classification.
5. So why not focus on improving Highway FF or National to provide traffic relief? Mr. Smith stated that it already extends to the Christian/Greene County line. Greene County believes that, ultimately Highway FF will extend to Highway 14 and receive improvements to meet the traffic that it needs. Greene County is not against it, but it is already down to the Christian/Greene County line. National has had a lot of money invested in it, with the widening to 5 lanes. It is in good shape down to Farm Road 192, which is the southernmost Greene County road. The place that can now make the biggest difference is Kansas Expressway. Building that corridor or providing that parallel route in conjunction with these other roads is going to help move traffic. Moving traffic in a community is good for the overall economy.
6. Can the funds be better used to finish widening Campbell down to Nixa? Mr. Smith stated that one of the things that people sometimes do not realize is how much money has been invested into Campbell from James River Freeway Intersection down to Plainview. In fact, there is work going on there now. The City of Springfield and MoDOT have been great partners there. Greene County has invested several million dollars in that portion. It shows the commitment that the region has to Campbell. Greene County has invested quite a lot of money there in Campbell, in fact, before working on Kansas.
7. Will the new road be disruptive to the residential neighborhood? Mr. Smith stated that if a corridor is preserved and the road is fully put in, it could not be said there would not be some impact. There is no way to say that. The thing that Greene County is working on, to minimize that, is to begin with 2 lanes.
8. Will the environmental impact to the roadway be harmful and how do you prevent the ecosystem from being damaged? Mr. Smith stated that one of the things that will be done with the federal funds is an environmental study. There will be an environmental assessment that will allow Greene County to make sure that the environment is not damaged while the roadway is being built. There are good engineering solutions to provide the transportation needs, but protect the environment at the same time. Greene County has been a partner in providing green space in southern Greene County. It is important to the region.

9. Why not complete the East-West Arterial Roadway? Mr. Smith stated that is the roadway that Greene County believes needs to be built. It is at a point that it is ready to move. The East-West Arterial is going to take more time to get there. Greene County has most of the right-of-way on Kansas, but very little on the East-West Arterial. Cox Road to the north is a very busy road. The people that would go north on Kansas currently have to make a right turn at Republic Road and then left turn at Kansas. To get the maximum benefit from the East-West there needs to be a less congested north-south corridor. Having Kansas in place would provide that.
10. Why spend Greene County tax dollars to make it easier for Christian County residents to commute into Greene County? Mr. Smith stated it is important to recognize that improvements do not just benefit Christian County. It benefits all of southwest Greene County and southwest Springfield. It is beneficial to this region but regarding Christian County. When connections are made to neighbors where people can commute back and forth, do business, work and have entertainment, it improves the economy. It is like how rising tides lift all ships. A regional approach is very important. It is one of the reasons that the OTO was formed, for a look regionally at the overall good. It is important to keep the big picture view.

Ms. Hacker inquired what the status was on the East-West Corridor and where it was going. She wondered if federal funds could be used on it. Mr. Smith replied that the East-West Corridor is ultimately expected to extend from U.S. 65 over to Cox Road. Greene County has been working with the City of Springfield on designing it from U.S. 65 to Kissick Road. The City of Springfield did that portion, which is now Farm Road 169. Greene County has under design right now an environmental work from Kissick Road to Campbell Avenue, so that is the east side of Campbell. There has been conceptual work done between Cox Road and Campbell Road on the west side. The East-West Arterial needs to be ready as soon as the Kansas project starts construction. The ultimate plan is to put it under design for environmental work so it will be preserved so it will be ready for construction. It is not under design contract yet, nor are the federal funds allocated to it at this time. Ms. Hacker inquired if the federal funds that were to be used for Kansas could be instead used for the East-West Corridor. Mr. Smith stated that the funds could be used for the East-West Corridor, Greene County has saved enough to allocated additional funds for the East-West Corridor. Ms. Hacker asked what would be ideal, to have one or the other constructed first or both at the same time. Mr. Smith stated that it was Greene County's opinion that it would start with Kansas Expressway. That is something that can be built in phases and bring benefit while it is built. The East-West Arterial tying into Cox Road will create a lot of problems and would require a lot of money without solving problems. There will be more problems solved with Kansas Expressway. The preference would be to do both at the same time. If Amendment 7 had passed, that would have been accomplished. Ms. Hacker asked if it was anticipated that the East-West Arterial would be constructed east to west or if there was another way. Mr. Smith stated that with Kansas in place, it would be built from Cox Road to Kansas to provide a connection to Cox. Then it would proceed from Kansas to Campbell. The next piece would be the section from Campbell to National. Ms. Hacker inquired if there had been discussion about National going south over the river. Mr. Smith stated that is Christian County so he could not speak to that.

Mr. Hamp inquired if there were concerns about STP funding, if it was removed, if the project could move forward over the next 10 years, if the federal government was to no longer fund the STP program. Mr. Smith stated that one of the things Greene County was trying to do was stay under the threshold. If there is too much in the bank, there is a risk of losing it. It is important to use it. There is enough saved up to handle what is being requested.

Mr. Finnie stated that there was discussion about going from Kansas Expressway to Cox, but the real issue is going east to west from Kansas to M. That is the opportunity. He stated he was not in favor of the project. He thought all the studies supported FF, but if the Board is going to move ahead with the final design and environmental, he thought that it was imperative to include final design and final environmental to Campbell so the project can proceed in a timely manner. The intent originally was that the East-West Arterial would be built before any more connections were made so people could move around.

Mr. Finnie made an amendment that the project include final design and final environments of the section of the East-West Arterial between the proposed Kansas and Campbell. Ms. Hacker seconded.

Mr. Viebrock asked for clarification. He stated he was not opposed to the concept, rather the motion was open ended, because the amount to add the East-West Arterial final design and environmental impact was not known. He expressed concern about an open ended motion. He wanted clarification if the motion was to approve the amendments to allow the final design and the final environmental study for the Greene County portion of Kansas to move forward without knowing the dollar amount adding on to it for the East-West Arterial. Mr. Finnie stated that in all due respect, the precise cost is not known right now, but an estimate could be made. In conversations in the past with potential contractors, it was stated it could be done. Mr. Viebrock stated that Mr. Smith's presentation showed that Greene County is not opposed to the East-West Arterial in any way. In fact, Greene County would like to have it in conjunction with the Kansas extension. The difference is that Kansas Expressway is ready to start, while the East-West Arterial is behind in its design. He hoped the motion was to move both projects along and not stall one. Mr. Finnie stated he was opposed to the project, so did not want anyone to be surprised by that, but was offering up an amendment. If the amendment is approved then the vote is made for the overall project.

Ms. Fields stated that the concern was that the environmental on the East-West Arterial might take a while because three alignments must be considered. Mr. Finnie stated that was his point. Right now the project stops in the middle of nowhere. It will stop in reality at Weaver. He was unsure if the people on Weaver knew there would be the extra traffic. The purpose of the amendment is to get the East-West Arterial on a similar schedule. Ms. Fields stated that her other concern was that the East-West Arterial was not out for public comment. The federal requirements were that it would have to go out for public comment before it is added. Ms. Hacker asked what would need to happen to make this amendment happen, would it need to be tabled and have the public come in so it could be voted on at the next meeting. Mr. Lapaglia answered yes, but with Mr. Finnie's amended motion which was seconded, it could not be voted on today. That would be up to the Board.

There was further discussion with the Board members on the procedural way to resolve the amended motion. Mr. Finnie was requested by Mr. Viebrock to withdraw the amended motion. Mr. Finnie declined. Mr. Smith offered the suggestion to move forward on Kansas and have an amendment on the East-West Arterial from Cox Road to Campbell brought to the next possible meeting, since it would need to go through the Technical Planning Committee.

Mr. Fisk made a motion to approve Amendment Number 1B of the FY 2015-2018 TIP for final design and environmental study of the Kansas Expressway extension. Ms. Hacker requested a point of order, since another issue cannot be discussed until the first issue was resolved. Mr. Viebrock agreed that there was motion and a second on the floor and procedurally the vote would need to be made before Mr. Fisk's motion could be seconded. Ms. Fields stated that if the vote was to take place she advised that it would be in violation of the OTO's Public Participation Policy since the East-West Arterial had not gone out for public comment. Mr. Lapaglia stated that objection would be noted in the minutes. Mr. Lapaglia requested Mr. Finnie withdraw his vote. Mr. Finnie stated it would not be withdrawn. Mr. Viebrock moved for a roll call vote.

Ms. Parks recorded the following roll call vote:

Member	YEA	NAY	Jurisdiction	Alternate	YEA	NAY
Bensch, Harold		X	Greene County Commissioner			
Viebrock, Jim		X	Greene County Presiding Commissioner	Coulter, Chris		
Compton, Jerry			City of Springfield City Council Member (Vice Chair)	Meyer, Steve		
Stephens, Bob			City of Springfield City Council	Juranas, Kirk		X
Fishel, Craig		X	City of Springfield City Council Member			
Stewart, Steve	X		City Utilities Board Member	Robeson, Robin		
Vacant			Springfield-Branson National Airport Board Member	Weiler, Brian		X
Fisk, J. Howard		X	Board of Directors Citizen-at-Large Representative			
Finnie, Tom	X		City of Springfield Citizen-at-Large Representative			
Hacker, Teri	X		City of Springfield Citizen-at-Large Representative			
Buckner, Brian			City of Republic Elected Official	Krischke, Jim		
Nelson, Shane			City of Ozark Elected Official	Childers, Steve		X
Lapaglia, Lou			Christian County Elected Official (Chair)			
Steele, Brian		X	City of Nixa Elected Official	Bingle, Brian		X
Forshee, Wendell			City of Willard Elected Member	Mitchell, J. Everett		X
Krieger, Susan			City of Strafford Elected Official	Bodenhamer, Steve		X
Hamp, Quinton		X	City of Battlefield Elected Member	Griffith, Warren		

Mr. Lapaglia stated the motion dies for lack of support. There were 12 Nays and 3 Yeas. Mr. Viebrock stated if there was no further discussion, he would like to second Mr. Fisk's previous motion. The roll call vote was taken below and the motion carried with 12 Yeas and 3 Nays.

Member	YEA	NAY	Jurisdiction	Alternate	YEA	NAY
Bengsch, Harold	X		Greene County Commissioner			
Viebrock, Jim	X		Greene County Presiding Commissioner	Coulter, Chris		
Compton, Jerry			City of Springfield City Council Member (Vice Chair)	Meyer, Steve		
Stephens, Bob			City of Springfield City Council	Juranas, Kirk	X	
Fishel, Craig	X		City of Springfield City Council Member			
Stewart, Steve	X		City Utilities Board Member	Robeson, Robin		
Vacant			Springfield-Branson National Airport Board Member	Weiler, Brian	X	
Fisk, J. Howard	X		Board of Directors Citizen-at-Large Representative			
Finnie, Tom		X	City of Springfield Citizen-at-Large Representative			
Hacker, Teri		X	City of Springfield Citizen-at-Large Representative			
Buckner, Brian			City of Republic Elected Official	Krischke, Jim		
Nelson, Shane			City of Ozark Elected Official	Childers, Steve	X	
Lapaglia, Lou	X		Christian County Elected Official (Chair)			
Steele, Brian			City of Nixa Elected Official	Bingle, Brian	X	
Forshee, Wendell			City of Willard Elected Member	Mitchell, J. Everett	X	
Krieger, Susan			City of Strafford Elected Official	Bodenhamer, Steve		
Hamp, Quinton		X	City of Battlefield Elected Member	Griffith, Warren		

**C. Nominating Committee**

Ms. Fields stated she would need volunteers to serve on the nominating committee to present a slate of officers for the 2015 Board of Directors. That would include the four officers, as well as the OTO appointed Citizen-at-Large Representative. Mr. Hamp, Mr. Weiler, and Mr. Bengsch volunteered for the nominating committee.

Mr. Fisk made the motion to approve the Mr. Hamp, Mr. Weiler, and Mr. Bengsch for the nominating committee. Mr. Viebrock seconded and the motion was carried unanimously.

### **III. Other Business**

#### **A. Board of Directors Member Announcements**

Ms. Baltz stated that there was a ceremonial ground breaking for the U.S. 60 Crossing project in Rogersville.

#### **B. Transportation Issues For Board of Directors Member Review**

None.

#### **C. Articles for Board of Directors Member Information**

None.

Mr. Fishel requested that something be added to the next agenda concerning Mr. Finnie's amendment. He stated he also had concerns that it would dead end. He wondered if the individuals who live on Weaver Road were aware of what would happen if the road ended at Weaver Road. Mr. Lapaglia stated that there was no problem adding it to the December Board meeting. Ms. Fields stated that she understood there would be a TIP Amendment proposed for the East-West Arterial. Mr. Smith stated that would be good to add the amendment. Mr. Fisk stated it would still need to go through the Technical Planning Committee. Mr. Fishel inquired if it could get through the TPC in time. Ms. Fields stated that the TPC met in the off months, so it should work out.

### **IV. Adjourn.**

Mr. Viebrock made the motion to adjourn the meeting. Mr. Fisk seconded and the meeting was adjourned at 1:25 p.m.