Ozarks Transportation Organization



June 16, 2011 Board of Directors Meeting

Busch Municipal Building, Fourth Floor 840 Boonville, Springfield, MO 12:00 – 1:00 PM



Board of Directors Meeting Agenda, June 16, 2011 Busch Municipal Building Fourth Floor Conference Room

Call [·] I.		derNOON
1.		
		Introductions Approval of Board of Directors Meeting Agenda (2 minutes/Lapaglia)
		BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA
	C.	Approval of the April 21, 2011 Meeting Minutes
		BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MINUTES
	D.	Public Comment Period (5 minutes/Lapaglia) Individuals requesting to speak are asked to state their name and organization (if any) that they represent before making comments. Individuals and organizations have up to five minutes to address the Board of Directors.
	Е.	Executive Director's Report (5 minutes/Edwards) Sara Edwards will provide a review of the OTO staff activities since the April 21, 2011 Board of Directors meeting.
	F.	Legislative Reports (5 minutes/Lapaglia) Representatives from the OTO congressional delegation will give updates on current items of interest.
II.	<u>Ne</u>	w Business
	A.	Draft Operating Reserve Policy
		BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE DRAFT OPERATING RESERVE POLICY
	В.	Financial Statements for 3rd Quarter FY 2011
		BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE THIRD QUARTER FINANCIAL REPORT

C.	Office Relocation Discussion
	Technical Committee meetings, subcommittee meetings or training. The Executive Committee has been considering office space options.
	NO ACTION REQUIRED – INFORMATIONAL ONLY
D.	FY 2012-2016 Statewide Transportation Improvement Program
	BOARD OF DIRECTORS ACTION REQUESTED TO REVIEW AND APPROVE THE PROPOSED STATEWIDE TRANSPORTATION IMPROVEMENT PLAN
E.	Amendment Number Four to the FY 2011-2014 Transportation Improvement Program
	(2 minutes/Edwards) There is one change proposed to the FY 2011-2014 Transportation Improvement Program. Please see attached materials for more information.
	BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT NUMBER FOUR TO THE FY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM
F.	OTO FY 2012 Enhancement Funding Handbook and Application
	BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE 2012 OTO ENHANCEMENT APPLICATION
G.	OTO Long Range Transportation Plan (LRTP) Update
	NO ACTION REQUIRED – INFORMATIONAL ONLY
н.	Title VI Complaint Procedure Update
	BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE OTO TITLE VI POLICY AND COMPLAINT PROCEDURE

I.	MoDOT's Bolder Five-Year Direction	Tab	10
	(15 minutes/Baltz)		

MoDOT has proposed a new five year plan to decrease operating costs of the organization. A presentation will be made giving an overview of the proposal.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Board of Directors Member Announcements

(5 minutes/Board of Directors Members)

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

B. Transportation Issues For Board of Directors Member Review

(5 minutes/Board of Directors Members)

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

IV. Adjournment

Targeted for **1:15 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, August 18, 2011 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

Attachments

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

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

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

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

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

MEETING MINUTES

Attached for Board of Directors member review are the minutes from the April 21, 2011 Board of Directors meeting. Please review these minutes prior to our meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

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

OZARKS TRANSPORTATION ORGANIZATION BOARD OF DIRECTORS MEETING MINUTES APRIL 21, 2011

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

The following members were present:

Mr. Harold Bengsch, Greene County (a)
Mr. Tom Keltner, City of Willard
Mr. Phil Broyles, City of Springfield
Mr. Steve Childers, City of Ozark
Mr. Jerry Compton, City of Springfield
Mr. John Elkins, Citizen-at-Large (a)
Mr. Tom Keltner, City of Willard
Mr. Aaron Kruse, City of Battlefield
Mr. Lou Lapaglia, Christian County (Chair)
Ms. Lisa Officer, City Utilities
Mr. Bob Scheid, Airport Board
Mr. Tom Vicat, City of Strafford

Ms. Teri Hacker, Citizen-at-Large Mr. Jim Huntsinger, City of Republic

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

Mr. Jim Viebrock, Greene County

The following members were not present:

Mr. Mokhtee Ahmad, FTA
Mr. Bradley McMahon, FHWA
Mr. Jim O'Neal, City of Springfield
Mr. John Vicat, City of Strafford

Mr. John Rush, City of Springfield

Others Present: Senator Roy Blunt; Stacy Burks and Dan Wadlington, Senator Roy Blunt's Office; Dan Smith, Greene County Highway Department; Matt Baker, Congressman Billy Long's Office; Frank Miller and Kirk Juranas, MoDOT; Carl Carlson, Olsson & Associates; Sara Edwards, Sharon Davis, and Natasha Longpine, OTO; Shawn Schroeder, Springfield-Branson National Airport

Mr. Lapaglia began the meeting at 12:01 p.m.

I. <u>Administration</u>

A. Introductions

Mr. Lapaglia asked for member introductions.

B. Approval of Board of Directors Meeting Agenda

Mr. Lapaglia asked if any amendments were necessary to the agenda before making a motion. Ms. Officer made a motion to accept the agenda as presented and was seconded by Mr. Broyles. The motion carried unanimously.

C. Approval of the February 17, 2011 Meeting Minutes

Mr. Lapaglia asked for a motion to accept the February 17, 2011 meeting minutes as presented. Mr. Broyles made a motion and was seconded by Mr. Kruse. The motion carried unanimously.

D. Public Comment Period

None.

E. Executive Director's Report

Ms. Edwards stated OTO is working on the Transit Route Study using federal planning funds to evaluate current local transit routes as well as extending to surrounding jurisdictions outside of Springfield, with members matching the federal funds. OTO has attended several events promoting transportation. Staff worked with the City of Ozark providing Livable Streets Advocacy Training. The training taught citizens how to get involved in bicycling and pedestrian decision making within their community. Staff promoted various programs such as the Rideshare Program, Safe Routes to School and the Greenways Bicycling System by setting up booths at the Discovery Center and St. John's Energy Fair. OTO hosted a two-day Transportation Conformity Training explaining how the potential new EPA regulations will affect transportation projects and explained how to do modeling to meet regional emission goals. Staff attended the National APA Conference in Boston, MA.

Staff continues to serve on the Plug-In Readiness Task Force with CU discussing ways to have infrastructure in place for electric vehicle charging stations. Staff has been working with Springfield and Greene County on a Community Report reviewing transportation issues. Staff serves on the Missouri Coalition for Roadway Safety reviewing ways to reduce the fatality rates in Missouri.

Ms. Edwards stated Ms. Longpine was promoted to Principal Planner leaving the planner position open. Staff has been conducting interviews to fill the position. All candidates have Metropolitan or Regional Planning experience.

In updating, the Long Range Transportation Plan, staff identified \$1.2 billion in regional project needs with only \$600 million in funding between now and 2035.

Staff is currently working on the 2012 Missouri Census data evaluating the transportation analysis zones for the area.

F. Legislative Reports

Mr. Lapaglia introduced Senator Roy Blunt who will update the Board on current items of interest. Senator Blunt stated Ray LaHood, Secretary of Transportation, reported to the appropriation committee the same issues as Ms. Edwards discussed in her report. Mr. LaHood identified in his proposed transportation-funding bill, \$5.5 billion in project goals with only \$350 billion in funding available. From those discussions, Senator Blunt stated a Long Range Transportation Bill might not materialize in the near future. He suggested working with extensions on a state and local level. Senator Blunt stated the Nation is facing the same issues because

expectations are beyond what the government is willing to fund or what people are able to pay for. Senator Blunt stated that the U.S. Government needs to define what classifies an earmark and what does not. Senator Blunt and Bond have been effective in the past fighting for communities. Senator Blunt felt it would beneficial to plan for a different future not funded by gas tax. Senator Blunt stated transportation is a friend to Missouri because of the transportation routes used throughout Missouri. He is very optimistic of Missouri's future staying strong.

Mr. Childers asked Senator Blunt because of utilizing the same infrastructure at a higher cost if rail would be an option over highways as the main transportation source for moving goods in the future. Senator Blunt responded by saying it would depend on if the public would be open to expanding the rail infrastructure through a tax structure. Senator Blunt stated the Donald Danforth Plant Science Center predicts in 2050 that the world will consume as much food in that one year, equal to as much as consumed to date. Senator Blunt feels Missouri will be in a position to meet the world demand by planning to strengthen the current infrastructure in place.

Mr. Fisk asked Senator Blunt if he felt the China hub in St. Louis would be successful. Senator Blunt stated that St. Louis has been in negotiations with China for approximately 6 years to use their hub rather than one on the coast or Chicago. Senator Blunt stated the main concern is what freight would be going back to China. St. Louis has a strong advantage due to the fact it is a two-shift drive from 80 percent of the population in the country.

Mr. Juranas asked Senator Blunt, with the continuing resolutions and the issues with trust fund, did he see these revenues stabilizing? Senator Blunt felt there would be a lot of hesitation to using general revenues for this purpose. For the first time in history, the federal revenues did not meet all the entitlement programs. Senator Blunt does not anticipate the government using general revenues for infrastructure.

Ms. Officer asked Senator Blunt his concerns on the EPA regulations of the greenhouse gases. Senator Blunt replied there was a Senate vote last week to clarify that the Clean Air Act does not include Carbon. He said that 50 Senators voted for it.

Mr. Lapaglia introduced Mr. Matt Baker, Congressman Billy Long's Representative, to provide updates to the Board. Mr. Baker stated that Paul Ryan's budget was passed in the House on Friday, April 15th. Mr. Ryan's budget reflected a reduction of spending by 19.7% by 2018. Mr. Baker stated the House voted to approve the FAA Reauthorization Bill that would reauthorize the FAA's operations and programs for four years, covering Fiscal Years 2011–2014, at an overall funding level of \$59.7 Billion. Mr. Baker stated the Senate is currently working on a Highway Reauthorization Bill and a Pipeline Safety Bill that is in the early stages.

New Business

A. Amendment Number Three to the FY 2011-2014 Transportation Improvement Program

MoDOT and the City of Springfield requested a modification to include additional funding received by MoDOT for the sidewalk project on Kearney Street/Route 744 to include pedestrian improvements from Kansas Expressway to Glenstone Avenue. MoDOT was awarded statewide transportation enhancement funds to address ADA and pedestrian issues along Kearney Street, which was already slated for pavement improvements in FY 2012. The Technical Committee unanimously recommended approval of this amendment. Ms. Officer made a motion to approve Amendment Number Three to the FY 2011-2014 Transportation Improvement Program and was seconded by Mr. Fisk. The motion carried unanimously.

B. Administrative Modification Number Four to the FY 2011-2014 Transportation Improvement Program

Staff made two administrative changes to the FY 2011-2014 Transportation Improvement Program. The first modification was to change the funding source between the funding categories from STP to include STP and Enhancement Funding on the Chestnut Expressway Pavement Improvement. The second modification was for ATMS Deployment Phase II, adding \$29,000 in local funds.

C. OTO Long Range Transportation Plan (LRTP) Update

Ms. Longpine updated the Board on the Long Range Transportation Plan. Staff has finalized a list of roadway projects for the LRTP Committee to review for scoring. The scoring will be prioritized by High, Medium and Vision. The Bicycle and Pedestrian Committee has been working to establish goals, prioritize policies and regional projects for the Bike/Ped to be included in the Long Range Transportation Plan. BPAC is developing a database of local projects to use in conjunction with road projects, maximizing the use of funding available. Staff is working to develop performance measures, tracking how well the funding is being used. Staff continued public involvement by promoting the Rideshare program at Earth Day and getting more comments from the public. Staff is continuing to work on the LRTP draft chapters. Staff plans to have a final draft by the end of June with approval in August.

D. Office Relocation Discussion

Ms. Edwards explained the inadequate meeting room space at the current OTO office. She explained the hardships in currently finding meeting space, often with rental cost. OTO has had some safety concerns at their current location. Ms. Edwards stated that having a larger office space would allow easier access for Board Members and allow for a central meeting location. Ms. Edwards explained the additional costs associated with moving the OTO office, such as increased rent, utility cost, etc. Ms. Edwards stated, if approved, a budget amendment would be submitted to FHWA for approval prior to making any financial commitment. Ms. Officer suggested finding a location with better parking. Ms. Edwards asked the Board to refer review to the Executive Committee for a recommendation to the Board. Mr. Huntsinger suggested creating a

smaller group to evaluate sites available rather than getting the Executive Committee together as a whole. Ms. Edwards stated that five of the eight-committee members have agreed to review the suggested sites on May 10th. Mr. Compton asked if a funding source has been identified to cover the additional cost associated with the move. Ms. Edwards stated OTO receives approximately \$472,000 in federal funding with local jurisdiction at a 20% match. Ms. Edwards stated no additional local funding would be necessary to cover the cost. Mr. Fisk made a motion to refer the Office Relocation discussion to the Executive Committee for recommendation to the Board of Directors and was seconded by Mr. Kruse. The motion carried unanimously.

E. 2012 Insurance Allowance Increase

Ms. Edwards stated the OTO staff is requesting an annual \$500 employee insurance allowance increase for 2012 explaining the current allowance is \$4,500 per year. Mr. Broyles asked if OTO staff could attach to another organization associated with OTO. Ms. Edwards replied she has requested to have City Utilities possibly add the OTO Staff to their insurance plan. Mr. Compton asked if it would be possible to change the effective date to July 2011 rather than January 2012. Ms. Officer made a motion to approve a \$5,000 insurance allowance for OTO Employees effective July 1, 2011 and was seconded by Mr. Fisk. The motion carried unanimously.

F. FY 2012 Unified Planning Work Program

Ms. Edwards explained the OTO is required to prepare a Unified Planning Work Program annually that included plans and programs the MPO will undertake during the fiscal year. The UPWP is broken down into seven tasks. The budget is divided between 80% federal funding and 20% local contributions. OTO developed a financial plan to utilize In-Kind match, direct cost, and donated City Utility match funding. Because of this funding, OTO is able to maintain an operating fund balance. The UPWP Subcommittee voted via email to recommend the draft FY2012 UPWP to the Technical Planning Committee. During the last Technical Planning Committee meeting, the FHWA informed staff that the Rideshare program, which includes OzarksCommute.com, was not eligible for Consolidated Planning Grant funding. FHWA suggested the program could be funded through STP-Urban funds in lieu of the ONEDOT Planning Funds. This would require \$32,800 to be subtracted from the STP-Urban allocation prior to the distribution to OTO member jurisdictions. Ms. Edwards has requested a one-year reprieve from the FHWA on this ruling and is awaiting a response from FHWA. Ms. Edwards advised the Board that St. John's and Drury both have a portal on OzarksCommute.com and feels it is a very useful tool for citizens of Springfield. Mr. Juranas questioned how many people are using this program. Ms. Longpine suggested approximately 250 people are registered at this time, but felt more will register in the future because of rising gas prices.

Ms. Officer questioned some budget amounts. In researching the actual cost versus the budget amount, she questioned if some of the costs were going to be used later or if costs would be incurred at all. Ms. Edwards explained some budgeted items would be used later in this fiscal year. Ms. Edwards clarified if the budget was cut to reflect true actual cost spending; it would take approximately 60 days for approval if

additional funding were needed. Mr. Childers asked if one divided the cost of the Rideshare program among the users or if it was a fixed cost. Ms. Edwards explained it was a fixed cost and not based on the number of users. Ms. Hacker felt the cost associated with the Rideshare was not beneficial. She asked if it would be possible for the main entities using this program fund the cost of the program.

Ms. Officer stated that all local jurisdictions are paying 20% on the full budget. Ms. Edwards responded by saying the additional funding is allowing OTO to build a reserve in funds. Ms. Edwards would like to have a fund reserve of 3-6 months. She also explained that OTO has to spend the funds in order to be reimbursed for them. Mr. Childers asked if OTO has a line item in the budget for the reserve funds. Ms. Edwards responded that OTO currently does not separate those funds. Mr. Childers explained that he has had several discussions on this issue on a local level. He asked if it would be better over budget or set up a reserve fund line item. Ms. Officer agreed with Mr. Childers it would appropriate to have a policy for OTO have a reserve of funds. Mr. Lapaglia asked for a motion to either place a continuance on the discussion having Ms. Edwards come back after further review or vote to accept as is. Ms. Officer asked if there was a deadline to submit the UPWP. Ms. Edwards replied OTO has to have a contract in place by July 1 and she tries to submit the UPWP 60 days prior to give adequate time for review. Ms. Officer made a motion to approve the UPWP as presented and requested to revisit the budget issues once the amendment for the office space is requested and was seconded by Mr. Fisk. The motion carried unanimously.

G. Federal Functional Classification Change Application

The Federal Highway Administration has a federal functional classification system that determines the eligibility of federal funding criterion. OTO is required to have a process to request amendments to the federal functional classification. The FHWA requested that the OTO take ownership for developing and updating a statewide highway functional classification in rural and urban areas. OTO is proposing the federal functional classification change application to serve as the process by which changes are requested having the OTO Board review and approve all suggested changes. Mr. Broyles made a motion to approve this process and was seconded by Mr. Childers. The motion carried unanimously.

H. Federal Functional Classification Change for Farm Road 103/Hunt Road

The City of Willard is requesting to change the Federal classification of Farm Road 103/Hunt Road from local to collector from Division Street (EE) to US 160. The reason for the request results from an increase in traffic due to the new airport terminal access. Mr. Keltner stated this area is being used as a shortcut to the new airport terminal. Mr. Childers made a motion to approve the federal functional classification map change and was seconded by Mr. Bengsch. The motion carried unanimously.

I. Safe Routes To School Applications

Ms. Edwards informed the Board of four (4) Safe Routes To School Applications submitted. The grant cycle went from February 1, 2011 through April 15, 2011.

Funding was for infrastructure projects. The infrastructure projects would include the planning, design, and construction of the infrastructure related projects such as sidewalk improvements, bicycle and pedestrian crossing improvements, and traffic diversion improvements near schools. Greene County submitted two applications. One was a Harrison Elementary School trail connection creating two bicycle and pedestrian trail connections to neighborhoods located on the East side of Harrison School. The second was Carver Middle School trail connection creating three connections to the South Creek Trail. The City of Ozark submitted two applications. One was the Ozark Junior High Underpass. This project consists of an ADA compliant, concrete sidewalk that will cross underneath State Highway 14 on the East side of the bridge over the Finley River in Downtown Ozark, which would connect, to an existing sidewalk along the South side of Highway 14. The second was South Elementary School Sidewalk extending an existing sidewalk approximately 300 feet to nearby Oak Hill Subdivision. This project will consist of striping for two pedestrian street crossings and five pedestrian driveway crossings.

III. Other Business

J. Board of Directors Member Announcements

Mr. Juranas advised the Board that the application for CC was approved for a diverging diamond interchange to begin FY 2015.

K. Transportation Issues For Board of Directors Member Review None.

L. Articles for Board of Directors Member Information

Members were given informational transportation related articles.

IV. Adjournment

Mr. Lapaglia advised everyone that the next Board of Directors regular meeting is scheduled for Thursday, June 16, 2011 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

Mr. Fisk made a motion to adjourn and was seconded by Mr. Scheid. The motion carried unanimously.

The meeting adjourned at 1:12 p.m.

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.A.

Draft Operating Reserve Policy

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

During the April Board of Director's meeting there was discussion regarding the need for an operating reserve policy. The Executive Committee is recommending the attached policy.

The proposed policy proposes a minimum of three months of expenses in order to maintain an adequate balance between paying an expense and being reimbursed by MoDOT. All eligible expenses are reimbursed at 80%.

FY 2012 Budget (minus \$140 k transit study)	\$569,763.87
3 months of expenses	\$142,440.97
6 months of expenses	\$284,881.94

The policy also requires that a report of the operating fund balance be included with the quarterly report to the Board of Directors. This report is attached.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"To approve the Draft Operating Fund Reserve Policy."

OR

"To approve the Draft Operation Fund Reserve Policy with the following amendments....."

Draft Operating Fund Balance Policy

Purpose

To build and maintain a certain level of positive unrestricted net assets that accommodate day to day fluctuations in normal cash flow requirements and unusual and/or unforeseen emergency cash requirement an operating fund balance policy shall be established.

Organizational Cash Flow Needs

A minimum of three months of expenses is needed in order to accommodate the time it takes to bill and receive reimbursement of expenses from MoDOT. On average it takes two months from the first day of the month to receive reimbursement.

Established minimum and maximum reserves

The reserve balance shall not fall below three months of average operating expenses and shall not exceed six months of average operating expenses. This maximum shall be waived in the event a specific project has been identified for use of additional funds.

Calculation of Operating Reserves

The operating reserve balance shall be the actual OTO bank balances.

Investment of Operating Fund Balance

All reserves shall be invested in an interest bearing account.

Reporting of Operating Fund Balance

Reporting of the Operating Fund Balance shall be made to the Board of Directors along with the quarterly report.

How to replenish operating reserves

In the event that operating reserves exceed the six month maximum, the Board of Directors may elect to define a future purpose of these funds or reduce the annual dues amount billed to local jurisdictions.

Ozarks Transportation Organization Operating Fund Balance Report

Date	Previous Balance	Deposits	Interest	Withdrawals	Current Balance
7/30/2010	\$87,790.59	\$115,410.41	\$83.36	\$48,536.60	\$154,747.76
8/31/2010	\$154,747.76	\$30,170.26	\$125.95	\$47,028.83	\$138,015.14
9/30/2010	\$138,015.14	\$0.00	\$106.35	\$50,705.81	\$87,415.68
10/31/2010	\$87,415.68	\$79,516.21	\$91.40	\$26,042.69	\$140,980.60
11/30/2010	\$140,980.60	\$19,775.66	\$123.07	\$22,093.16	\$138,786.17
12/31/2010	\$138,786.17	\$17,673.08	\$115.87	\$21,455.38	\$135,119.74
1/31/2011	\$135,119.74	\$500.09	\$97.40	\$26,087.17	\$109,630.06
2/28/2011	\$109,630.06	\$46,190.83	\$83.93	\$31,402.23	\$124,502.59
3/31/2011	\$124,502.59	\$74,164.97	\$101.64	\$42,451.28	\$156,317.92
4/29/2011	\$156,317.92	\$28,015.14	\$102.07	\$23,812.90	\$160,622.23
5/31/2011	\$160,622.23	\$1,388.84	\$96.34	\$25,383.64	\$136,723.77

Beginning Balance	\$87,790.59
Ending Balance	\$136,723.77
Total Deposits	\$412,805.49
Total Interest	\$1,127.38
Total Withdrawals	\$364,999.69

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.B.

Financial Statements for 3rd Ouarter Fiscal Year 2011

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Included for consideration are the third quarter financial statements for FY 2011. This period includes January 1, 2011 through March 31, 2011. The reports included are the *Profit and Loss Statement, Balance Sheet*, and *OTO Profit & Loss Budget vs. Actual* (categorized to match the approved Unified Planning Work Program Budget). During this period, revenues exceeded expenditures by \$22,205.66.

The OTO was able to utilize \$2,212.31 of In-Kind Match Income during the third quarter. Staff would like to thank all member jurisdictions for helping with the in-kind match documentation.

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to accept the third quarter financial statements for Fiscal Year 2011"

OR

"Move to return to staff the third quarter financial statements for Fiscal Year 2011 in order to

11:55 AM 06/10/11 Cash Basis

Ozarks Transportation Organization **Profit & Loss**

January through March 2011

	Jan - Mar 11
Ordinary Income/Expense	
Income Interest Income Other Types of Income	282.97
Consolidated Planning Grant CPG In-Kind Match, Donated Direct C Miscellaneous Revenue	68,687.80 2,212.31 500.00
Total Other Types of Income	71,400.11
Program Income Local Jurisdiction Match Funds	47,131.96
Total Program Income	47,131.96
Total Income	118,815.04
Expense	
Business Expenses Business Registration Fees Membership Dues	410.00 954.00
Total Business Expenses	1,364.00
Contract Services Payroll Company Fee Travel Model Consultant	610.70 1,100.00
Total Contract Services	1,710.70
Facilities and Equipment Building Rental Copy Machine Lease	3,506.00 883.36
Total Facilities and Equipment	4,389.36
In-Kind Match Expense Donated Ride Share Advertising Member Attendance at Meetings	996.00 1,216.31
Total In-Kind Match Expense	2,212.31
Operations .	
Advertising Audit Data Storage/Backup Food Supplies Mileage Office Supplies/Furniture Postage Printing Rideshare Software/Materials Telephone Training	250.00 3,600.00 523.05 398.88 477.10 2,353.21 640.56 1,075.50 7,825.00 1,089.17 83.00
Total Operations	18,315.47
Other Types of Expenses Mobile Data Plans	341.28
Total Other Types of Expenses	341.28
Salaries Payroll Tax Expense SEP-IRA Contribution Salaries - Other	5,653.59 5,782.53 54,211.20
Total Salaries	65,647.32

11:55 AM 06/10/11 Cash Basis

Ozarks Transportation Organization **Profit & Loss**

January through March 2011

	Jan - Mar 11
Travel	
Hotel	132.86
Meals	64.48
Registration	1,419.00
Transportation	1,012.60
Travel Miscellaneous	0.00
Total Travel	2,628.94
Total Expense	96,609.38
Net Ordinary Income	22,205.66
Net Income	22,205.66

Ozarks Transportation Organization Profit & Loss Budget vs. Actual

July 1, 2010 through March 1, 2011

	Jul 1, '10 - Mar 1, 11	Budget	\$ Over Budget	% of Budget	
Ordinary Income/Expense Income					
City Utilities Donated Services Interest Income	0.00 827.33	0.00 0.00	0.00 827.33	10	0.0% 00.0%
Other Types of Income City of Sfld Aerial Photo Match City Utilites Match Consolidated Planning Grant CPG In-Kind Match, Donated Direct C Miscellaneous Revenue Other Types of Income - Other	0.00 0.00 227,930.76 9,739.39 500.00 0.00	0.00 14,000.00 582,995.09 28,429.00 0.00 0.00	0.00 -14,000.00 -355,064.33 -18,689.61 500.00 0.00	0.0% 0.0% 39.1% 34.3% 100.0% 0.0%	
Total Other Types of Income	238,170.15	625,424.09	-387,253.94		38.1%
Program Income Local Jurisdiction Match Funds Program Income - Other	94,740.75 0.00	103,319.78 0.00	-8,579.03 0.00	91.7% 0.0%	
Total Program Income	94,740.75	103,319.78	-8,579.03		91.7%
Uncategorized Income	0.00	0.00	0.00		0.0%
Total Income	333,738.23	728,743.87	-395,005.64		45.8%
Expense Bank Fees Board of Director Insurance	0.00 1,845.00	0.00 3,000.00	0.00 -1,155.00		0.0% 61.5%
Business Expenses Business Registration Fees Membership Dues Business Expenses - Other	800.00 3,309.03 0.00	0.00 3,700.00 0.00	800.00 -390.97 0.00	100.0% 89.4% 0.0%	
Total Business Expenses	4,109.03	3,700.00	409.03	1	11.1%
Contract Services Accounting Services Legal Fees Payroll Company Fee Travel Model Consultant Contract Services - Other	0.00 0.00 1,768.40 0.00 0.00	6,000.00 4,000.00 2,000.00 50,000.00 0.00	-6,000.00 -4,000.00 -231.60 -50,000.00 0.00	0.0% 0.0% 88.4% 0.0% 0.0%	
Total Contract Services	1,768.40	62,000.00	-60,231.60		2.9%
CU Donated Services Expense Facilities and Equipment Building Rental Copy Machine Lease Depr and Amort - Allowable Facilities and Equipment - Other	0.00 9,141.00 2,240.18 0.00 0.00	0.00 11,964.00 2,650.00 0.00 0.00	0.00 -2,823.00 -409.82 0.00 0.00	76.4% 84.5% 0.0% 0.0%	0.0%
Total Facilities and Equipment	11,381.18	14,614.00	-3,232.82		77.9%
Fixed Route Transit Analysis In-Kind Match Expense Direct Cost - MoDOT Salaries Donated Ride Share Advertising Member Attendance at Meetings In-Kind Match Expense - Other	0.00 1,506.35 4,316.00 3,917.04 0.00	70,000.00 15,429.00 5,000.00 8,000.00 0.00	-70,000.00 -13,922.65 -684.00 -4,082.96 0.00	9.8% 86.3% 49.0% 0.0%	0.0%
Total In-Kind Match Expense	9,739.39	28,429.00	-18,689.61		34.3%
Advertising Aerial Photos Audit Computer Software Computer Upgrades Data Storage/Backup Food Supplies GIS Maintenance Infill Costs IT Maintenance Contract Mapping/Drafting Supplies Mileage Office Equip Repair Office Supplies/Furniture Parking Postage Printing Publications Rideshare Software/Materials	2,647.72 0.00 3,600.00 0.00 2,462.29 1,112.10 1,516.50 0.00 1,375.00 9,480.00 0.00 744.48 0.00 4,170.78 0.00 1,797.93 5,952.18 142.22 9,503.82	5,380.00 0.00 7,000.00 5,000.00 4,000.00 1,200.00 3,000.00 8,000.00 1,375.00 10,000.00 2,000.00 500.00 10,500.00 3,000.00 4,000.00 21,000.00 1,000.00 1,000.00 1,000.00	-2,732.28 0.00 -3,400.00 -5,000.00 -1,537.71 -87.90 -1,483.50 -8,000.00 0.00 -520.00 0.00 -1,255.52 -500.00 -6,329.22 -3,000.00 -2,202.07 -15,047.82 -857.78 -5,496.18	49.2% 0.0% 51.4% 0.0% 61.6% 92.7% 50.6% 0.0% 100.0% 94.8% 0.0% 37.2% 0.0% 39.7% 0.0% 44.9% 28.3% 14.2% 63.4%	
Telephone TIP Software Training	3,047.63 0.00 620.00	4,500.00 25,000.00 5,800.00	-1,452.37 -25,000.00 -5,180.00	67.7% 0.0% 10.7%	

3:42 PM 06/01/11 Cash Basis

Ozarks Transportation Organization Profit & Loss Budget vs. Actual

July 1, 2010 through March 1, 2011

	Jul 1, '10 - Mar 1, 11	Budget	\$ Over Budget	% of Budget		
Web Hosting Operations - Other	0.00 0.00	500.00 0.00	-500.00 0.00	0.0% 0.0%		
Total Operations	48,172.65	137,755.00	-89,582.35	35.0%		
Other Types of Expenses Insurance - Liability Mobile Data Plans Workmen's Compensation Ins Other Types of Expenses - Other	881.00 783.63 0.00 0.00	1,000.00 1,620.00 1,112.00 0.00	-119.00 -836.37 -1,112.00 0.00	88.1% 48.4% 0.0% 0.0%		
Total Other Types of Expenses	1,664.63	3,732.00	-2,067.37	44.6%		
Reconciliation Discrepancies Salaries	0.00	0.00	0.00	0.0%		
Business Expense Reimbursement Health Ins Premium Reimb 001 Health Ins Premium Reimb 002 Payroll Tax Expense SEP-IRA Contribution Salaries - Other	0.00 0.00 0.00 12,540.91 17,420.84 154,148.77	0.00 0.00 0.00 0.00 0.00 0.00 351,012.87	0.00 0.00 0.00 12,540.91 17,420.84 -196,864.10	0.0% 0.0% 0.0% 100.0% 100.0% 43.9%		
Total Salaries	184,110.52	351,012.87	-166,902.35	52.5%		
Spfld Contract for Staff Statewide Passenger Rail Study Travel	0.00 0.00	0.00 20,000.00	0.00 -20,000.00	0.0% 0.0%		
Hotel Meals Phone Registration Transportation Travel Travel Miscellaneous Travel - Other	3,186.81 750.72 0.00 1,569.00 2,556.43 0.00 276.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 14,501.00	3,186.81 750.72 0.00 1,569.00 2,556.43 0.00 276.00 -14,501.00	100.0% 100.0% 0.0% 100.0% 100.0% 0.0% 100.0% 0.0%		
Total Travel	8,338.96	14,501.00	-6,162.04	57.5%		
Travel Time Runs Uncategorized Expenses	0.00 0.00	20,000.00 0.00	-20,000.00 0.00	0.0% 0.0%		
Total Expense	271,129.76	728,743.87	-457,614.11	37.2%		
Net Ordinary Income	62,608.47	0.00	62,608.47	100.0%		
Other Income/Expense Other Expense Ask My Accountant	0.00	0.00	0.00	0.0%		
Total Other Expense	0.00	0.00	0.00	0.0%		
Net Other Income	0.00	0.00	0.00	0.0%		
Net Income	62,608.47	0.00	62,608.47	100.0%		

11:56 AM 06/10/11 Cash Basis

Ozarks Transportation Organization Balance Sheet

As of March 31, 2011

	Mar 31, 11
ASSETS Current Assets	
Checking/Savings Great Southern Bank	154,514.72
Total Checking/Savings	154,514.72
Total Current Assets	154,514.72
TOTAL ASSETS	154,514.72
LIABILITIES & EQUITY Liabilities Current Liabilities Credit Cards US Bank Purchasing Card	1,132.46
Total Credit Cards	1,132.46
Other Current Liabilities Dependent FSA - Employee 002 Dependent FSA - Employee 003 Health FSA - Employee 003 Health FSA - Employee 004	-187.50 227.47 -1,043.54 60.85
Total Other Current Liabilities	-942.72
Total Current Liabilities	189.74
Total Liabilities	189.74
Equity Unrestricted Net Assets Net Income	70,009.72 84,315.26
Total Equity	154,324.98
TOTAL LIABILITIES & EQUITY	154,514.72

Ozarks Transportation Organization July 2010 Through June 2011

Section of Friend \$2,000,000 \$2,000 \$2,000 \$0.00 \$		Budgeted	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Springsplant Convertor Start & Services 5.00 5.		Amount														
Process 19	<u> </u>		. ,		. ,	. ,	. ,	. ,			. ,				. ,	. ,
Methods 15,000		1			-											-
Second Content								I							·	
Fifte Supplies/Humbure \$19,0000 \$919,000 \$1919 \$271107 \$1,145.01 \$344.25 \$394.00 \$20.00 \$30.	· ·															
Marging Substitution Substitut					•											
Training S. S. BODO D. S. S. 12.00 S. SOD SIS. DO S. SOD S									***	. ,						. ,
Traver \$14,900,00 \$500,00 \$17,255.00 \$1,910.00															-	
Date Springer Springe	_	. ,														
Passage 9,000 00 1319.11 5461.25 529.24 521.25 529.24 521.25 528.24 521.25 528.24 521.25 528.23 528.25 528.					. ,										. ,	
Second S															. ,	
Second Content	_				-											
Friending S21,000.00 \$5,615.61 \$1,141.91 \$282.830 \$12.99 \$352.85 \$50.00 \$0.00 \$986.89 \$108.81 \$106.85 \$50.00 \$50.0	•															
Second S															. ,-	
Computer Upgrades	S .		. ,	. ,												. ,
Software \$5,00000 \$0.00																
Six Maintenance		. ,			•											. ,
Second Continue								I							-	
Sample S					•						-					
Septemble Sept																
***Parking** \$3,0000 \$0.00	— ·															
Serial Photos So.00 So.0																
Second S	_			· ·											·	. ,
Sability Insurance															,	
Separage																
Payrolle Say,000.00 S0,00 S171.10 S194.10 S120.80 S120.80 S120.80 S267.30 S120.80 S222.60 S120.80 S1	•				· ·											
Audit-City	-															
nfill Costs										· ·						
Accounting Services \$5,000.00 \$0.00	1	. ,							. ,							. ,
Sequest			. ,													
Morkers Comp S1,112.00 S0.00 S	_				•											. ,
Septiment Sept				· ·				· ·							·	
Data Storage/Backup \$1,200.00 \$103.95 \$135.30 \$133.65 \$138.60 \$146.85 \$146.85 \$153.45 \$153.45 \$216.15 \$ \$132.25 \$132.2	•														·	
T Maintenance Contract \$10,000.00 \$0.00 \$9,480.00 \$0.0																
Mobile Data Plans \$1,620.00 \$114.50 \$114.50 \$114.54 \$213.95 \$0.00 \$84.40 \$86.38 \$84.80 \$85.18 \$171.22 \$954.85 \$665.15 \$iked Route Transit Analysis \$70,000.00 \$0.																
Fixed Route Transit Analysis \$70,000.00 \$0																
Soard of Director Insurance \$3,000.00 \$0.0		. ,														
Travel Time Runs and Traffice Counts \$20,000.00 \$0.00	•														-	
Statewide Passenger Rail Study (OTO Portion) \$20,000.00 \$0.0																
Synolidar Synolidaria Sy																
Budgeted Amount July In-Kind Aug In-Kind Amount Sept In-Kind Oct. In-Kind Dec. In-Kind Jan. In-Kind Feb. In-Kind Mar. In-Ki												\$0.00	\$0.00	\$0.00		
n-Kind Match, Direct Cost, Donated Amount \$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Total	\$700,314.07	\$30,332.0Z	Ş44,302.73	<i>\$32,</i> 403.02	\$22,200.00	Q21,017.32	\$25,225.50	\$25, 42 0.20	\$30,300.07	\$34,232.32	\$0.00	Ç0.00	Ş0.00	Q233,344.72	\$304,770.13
n-Kind Match, Direct Cost, Donated Amount \$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		Rudgeted	July In-Kind	Aug In-Kind	Sent In-Kind	Oct In-Kind	Nov In-Kind	Dec In-Kind	lan In-Kind	Feh In-Kind	Mar In-Kind	Anr In-Kind	May In-Kind	lune In-Kind	VTD In-Kind	Remaining
Member Attendance at Meetings \$8,000.00 \$696.20 \$421.31 \$757.40 \$348.62 \$282.46 \$648.75 \$422.23 \$340.07 \$454.01 \$2,500.00 \$345	In-Kind Match Direct Cost Donated	_	July III-Killu	Aug III-NIIIu	Jept III-Killu	Oct. III-KIIIU	NOV. III-KIIIU	Dec. III-Killu	Jan. III-Kiilu	reb. III-Killu	iviai. III-Killu	Apr. III-KIIIU	iviay. III-KIIIU	Julie III-Killu	17D III-KIIIU	Remaining
Direct Cost - MoDOT Salaries \$15,429.00 \$0			\$696.20	\$421.21	\$757.40	\$348.62	\$282.46	\$648.75	\$422.22	\$340.07	\$454.01				\$4.371.05	\$3,628.05
Solution															, ,	
Total In-Kind Match, Direct Cost Donated \$28,429.00 \$1,360.20 \$753.31 \$1,753.40 \$2,518.97 \$946.46 \$980.75 \$754.23 \$672.07 \$786.01 \$0.00 \$0.00 \$0.00 \$10,525.40 \$17,903.60 \$17,90			-													. ,
Minus Non Reimbursable Expenses \$0.00 \$0.00 \$0.00 \$500.00 \$0.00 \$680.36 \$100.00 \$0.0	Total In-Kind Match, Direct Cost Donated								·			\$0.00	\$0.00	\$0.00		\$17,903.60
Minus Non Reimbursable Expenses \$0.00 \$0.00 \$0.00 \$500.00 \$0.00 \$680.36 \$100.00 \$0.0	Total Evnenditures Plus In-Kind Match	\$729 7/12 97	\$37 712 02	\$45 736 04	\$54 150 22	\$24 710 57	\$22 762 70	\$24 204 21	\$24 174 51	\$37 580 04	\$35,019,02	\$0.00	\$0.00	\$0.00	\$306.070.12	\$422 672 75
*Advertisement - Exec. Director Position Open	Total Experience of the mi-falle Match	<i>٦١٤٥,١</i> 43.0 <i>1</i>	37,/12.02	ÿ 4 3,/30.04	,,±J,5.22	γ∠ ч ,/13.3/	722,703.76	724,204.31	-,1/4.31	,57,560.94	,555,010.33	Ş0.00	Ş0.00	Ş0.00	,300,070.1Z	J422,013.13
	Minus Non Reimbursable Expenses	\$0.00	\$0.00	\$0.00	\$500.00	\$0.00	\$680.36	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Adjusted Total Expenditures Plus In-Kind Match \$728,743.87 \$37,712.82 \$45,736.04 \$53,659.22 \$24,719.57 \$22,083.42 \$24,104.31 \$24,174.51 \$37,580.94 \$35,018.93 \$0.00 \$0.00 \$0.00 \$306,070.12 \$422,673.75	*Advertisement - Exec. Director Position Open															
	Adjusted Total Expenditures Plus In-Kind Match	\$728,743.87	\$37,712.82	\$45,736.04	\$53,659.22	\$24,719.57	\$22,083.42	\$24,104.31	\$24,174.51	\$37,580.94	\$35,018.93	\$0.00	\$0.00	\$0.00	\$306,070.12	\$422,673.75

Ozarks Transportation Organization Operating Fund Balance Report

Date	Previous Balance	Deposits	Interest	Withdrawals	Current Balance
7/30/2010	\$87,790.59	\$115,410.41	\$83.36	\$48,536.60	\$154,747.76
8/31/2010	\$154,747.76	\$30,170.26	\$125.95	\$47,028.83	\$138,015.14
9/30/2010	\$138,015.14	\$0.00	\$106.35	\$50,705.81	\$87,415.68
10/31/2010	\$87,415.68	\$79,516.21	\$91.40	\$26,042.69	\$140,980.60
11/30/2010	\$140,980.60	\$19,775.66	\$123.07	\$22,093.16	\$138,786.17
12/31/2010	\$138,786.17	\$17,673.08	\$115.87	\$21,455.38	\$135,119.74
1/31/2011	\$135,119.74	\$500.09	\$97.40	\$26,087.17	\$109,630.06
2/28/2011	\$109,630.06	\$46,190.83	\$83.93	\$31,402.23	\$124,502.59
3/31/2011	\$124,502.59	\$74,164.97	\$101.64	\$42,451.28	\$156,317.92
4/29/2011	\$156,317.92	\$28,015.14	\$102.07	\$23,812.90	\$160,622.23
5/31/2011	\$160,622.23	\$1,388.84	\$96.34	\$25,383.64	\$136,723.77

Beginning Balance	\$87,790.59
Ending Balance	\$136,723.77
Total Deposits	\$412,805.49
Total Interest	\$1,127.38
Total Withdrawals	\$364,999.69

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.C.

Office Relocation Discussion

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

The OTO offices currently have insufficient meeting room space to hold Board, Technical Committee, subcommittee meetings and training. These meetings are currently held at various locations, some of which charge for the space. Many of the jurisdictions have representatives that participate in different committees that move around depending on room availability.

OTO has had some safety concerns in the existing location with items being stolen. The University does have a security patrol that locks the building at night. However, the only bathrooms are located in the basement, which make it more hazardous to work alone in the building. There has been an issue with indigent persons attempting to live in the basement.

Finally, having a separate larger office space that is more easily identifiable will allow for OTO to have a more recognizable name and presence. It is currently difficult for the public to find our offices. The preference would be for a front door with a logo that can be seen from the street or to be in a recognizable building with easy access.

Associated Costs:

Increased Rent to \$2000-\$3000 per month (current cost \$1000)
Utilities
Janitorial
Phone System Purchase
Additional Long Distance/Internet
Conference Room Furniture

OTO would have to process a budget amendment to be approved by FHWA prior to making any financial commitment.

UPDATE: The Executive Committee continues to meet to research and view possible properties. At this time, the Committee is awaiting information to make a recommendation.

BOARD OF DIRECTORS ACTION REQUESTED:

NONE

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.D.

FY 2012-2016 Statewide Transportation Improvement Program (STIP)

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The FY 2012 to 2016 Draft STIP was presented at the May 4, 2011 Missouri Highways and Transportation Commission Meeting and will be considered at the July 13, 2011 Missouri Highways and Transportation Commission Meeting.

The projects listed in the (STIP) for the OTO area (attached) will be incorporated into the Draft OTO 2012-2015 Transportation Improvement Program. MoDOT is requesting approval of the 2012-2016 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program.

TECHNICAL COMMITTEE RECOMMENDATION:

The Technical Planning Committee unanimously recommended approval of the Draft 2012-2016 Statewide Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"To approve the Draft 2012-2016 Statewide Transportation Improvement Program and to incorporate the listed projects into the OTO 2012-2015 Transportation Improvement Program."

OR

"To approve the Draft 2012-2016 Statewide Transportation Improvement Program and to incorporate the listed projects into the OTO 2012-2015 Transportation Improvement Program with the following items to be addressed....."

Summary: 2012 – 2016 Draft STIP

Funds Programmed

- \$222 million (\$228 million inflated) of projects programmed 2012-2016 (\$147 million rural, \$81 million urban).
- District 8 is programmed 105% for the first three years of the STIP (District Tracker goal: 95%-105%).

Taking Care of the System

- Bridges: 32 projects worth \$50 million. \$14 million for Safe and Sound payments.
- Taking Care of Major Routes: 27 projects, \$27.2 million.
- Taking Care of Minor Routes: 67 projects, \$61.5 million (including \$3.6 million for safety enhancements from the Open Container Penalty and High Risk Rural Roads programs).
- Signal replacement program: 8 projects, \$5.2 million.
- \$168.5 million spent on Taking Care of the System projects.

Safety

- Safety Projects: 9 projects, \$6.3 million.
- Guardrail and Guardcable replacement and upgrades: \$5.2 million.
- Clear Zone improvements: \$2.6 million
- Work Zone enforcement: \$190,000
- \$14.3 million spent on Safety projects.

Regional and Emerging Needs

- Regional Projects: 22 projects, \$25.9 million. 9 projects are cost shares with cities or counties. 2 projects have congressional earmarks.
- ITS (Mostly Operations and Management): \$3 million
- Pedestrian improvements: 4 projects, \$2.5 million. All 4 projects are cost shares with cities or counties; 3 utilize transportation enhancement funds.
- \$31.4 million spent on Regional projects.

High Profile Projects

Taking Care of the System

- Route 76 Bull Shoals Bridge in Forsyth
- Route 13 Table Rock Lake Bridge near Kimberling City
- Route 65 Resurfacing from Route EE to Route 465
- \$3.6 million of Open Container and High Risk Rural Roads funds spent on seven resurfacing projects in Stone County (and partly into Christian, Barry and Lawrence counties).

Safety Projects

- Safety improvements to curves on Route 14 west of Nixa and on Route 125 near the Finley River
- Intersection safety improvements at Route 65 and Rochester Road in Taney County.
- Intersection safety improvements at Route 13 and Routes U/Y near Bolivar.
- Turn lanes on Kearney Street at Mustard Way and Mulroy Road.
- Christian County Route CC realignment near Fremont Hills and intersection improvements at Cheyenne Road.

Regional Projects

- Turn lane improvements on Route 160 between Nixa and Route 248 near Reeds Spring (including at Spokane Road)
- Turn lane improvements on Route 65 between Preston and Buffalo (including at Skyline School).
- Route 14 (Third Street) Improvements in downtown Ozark (cost share with Ozark).
- Route 65 and Chestnut Expressway Interchange Improvements (cost share with Springfield and Greene County).
- Payment for Route 160 (Campbell) and Weaver Road Intersection Improvements to Springfield and Greene County for cost share project.
- Payment to Nixa for a cost share project to improve the intersection of Route 14 and Gregg Road
- Minor turn lane improvements at Glenstone and Peele.
- Turn lane improvements on Kansas Expressway at the James River Freeway interchange.
- Turn lane improvements at Route 125 and Washington Street in Strafford.
- Intersection improvements at Route 60 and Oakwood in Republic (cost share with Republic).
- Intersection improvements at Chestnut and Sherman (cost share with Springfield).
- Intersection improvements, signal at Route 160 and Hunt Road in Willard.
- Minor operational improvements to various freeway ramps on Route 60 (James River Freeway).
- Intersection improvements on Route 14 at Cheyenne Road.

- Minor ramp and pedestrian improvements at the I-44 and Route 5 interchange in Lebanon.
- Realignment of Route 76 from Route 265 to Route 465/Ozark Mountain Highroad.
- Minor turn lane improvements on Route 160 from Route F to Route 76 in the Forsyth area.
- Intersection improvements and signal at Business 65 and St. James St. in Hollister (cost share with Hollister).
- Turn lane improvements at Route 76 and Route T (cost share with Taney County).
- Intersection improvements, signal at Route F and the Route 65 East Outer Road north of Branson.

Pedestrian Projects

- Sidewalks and ADA improvements on Kearney from Kansas Expressway to Glenstone Avenue. (cost share with Springfield for statewide Transportation Enhancement funds).
- Various sidewalk and ADA improvements throughout the City of Branson (cost share with Branson for statewide Transportation Enhancement funds).
- Sidewalk and ADA improvements on Route 5 in Ava (cost share with the City of Ava for district Transportation Enhancement funds).
- Funds for City Utilities Transit to upgrade sidewalks to bus stops on state highways in Springfield (Springfield 1/8 Cent Commitment).

ITS Project

• Adaptive signal upgrades on Route 60 in Republic.



2012 - 2016 Scoping and Design Projects

Transportation Planning

2217 St. Marys Blvd. P.O. Box 270

Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

								SCAL YEAR I	
							Prior Prog.	7/2011- 6/2012	7/2012- 6/2016
County: Christian	Scoping to improve the Rte. 160 (Massey Boulevard) and Rte. 14 (Mount Vernon Street) intersection in						10	10	0
Route: MO 14 Job No: 8P2219	Nixa.				Q				
Anticipated Federal Category: S.T.P.			AC-Sta	te	State	Local			
			8		2	Future Cost: 2,001 - 5,000			
County: Christian	Scoping for interchang	no improvom	onte at Dto 6	5 and Ptoe (C and Lin Ozark	<u> </u>	2	10	0
Route: US 65 Job No: 8P2356	Scoping for interchang	ge improvem	AC-Sta		State	Local		10	"
Anticipated Federal Category: N.H.S.			AC-51a	ic	2	0			
Anticipated rederal outegory. N. 11.0.			0		4	Future Cost: 5.001 - 10.000			
County: Greene	Scoping for improvem	ents for Rtes	s. 60/J/NN inte	erchange with	n corresponding ou	iter roads from west of	90	200	0
	Highland Springs Roa								
Anticipated Federal Category: N.H.S.			AC-Sta		State	Local			
			160		40	0			
					F	uture Cost: 25,001 - 50,000			
County: Greene	Scoping for improvements for interchange at Rte. 125 and outer roads from FR 213 to FR 247.					90	200	0	
Route: US 60 Job No: 8P0683E			AC-Sta	te	State	Local			
Anticipated Federal Category: N.H.S.			160		40	0			
						Future Cost: 2,001 - 5,000			
County: Greene		rossing grad	de separation	at Chestnut E	expressway and the	e BNSF railway 0.2 mile	360	140	0
Route: BU 65 Job No: 8P2196	west of Rte. 65.								
Anticipated Federal Category: S.T.P.			AC-Sta	te	State	Local			
			112		28	0			
						Future Cost: 5,001 - 10,000			
County: Greene	Design for bridge and	interchange					171	1,081	0
Route: US 65 Job No: 8U0500			AC-Sta	te	State	Local			
Anticipated Federal Category: N.H.S.			865		216	0			
	100	ъ.	Gr. i	Y 1	F	future Cost: 15,001 - 25,000		1	
	AC-State 1,313	Fed 0	State 328	Local 0	District F	Engineering Total:	723	1,641	0
	1,313	U	340	U	DISTRICT	inginiculing rutai.	120	1,071	



2012 - 2016 Scoping and Design Projects

Transportation Planning

2217 St. Marys Blvd.
P.O. Box 270
Jefferson City, MO 65102
Phone (573) 526-8058 Fax (573) 526-8052

_	2012	2013	2014	2015	2016
State	328	0	0	0	0
AC-State	1,313	0	0	0	0
Local	0	0	0	0	0
Sub-total State	1,641	0	0	0	0

Federal		2012	2013	2014	2015	2016	
	Sub-total Federal	0	0	0	0	0	
	Grand Total	1,641	0	0	0	0	





2012-2016 Highway and Bridge Construction Schedule

2217 St. Marys Blvd.

P.O. Box 270

Jefferson City, MO 65102

Phone (573) 526-8058 Fax (573) 526-8052

STATE FISCAL YEAR PROJECT BUDGETING

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

	is applied to the Funding From Other Sources (FFOS) or Payments. g includes PE costs, CE costs and R/W incidentals.	Prior Prog.	7/2011- 6/2012	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016	
County: Route:	Christian Safety improvements between Smyrna Road and Rte. JJ. MO 125	Engineering:	10	10	0	19	0	(
Job No.:	8P2292	R/W:	0	0	0	0	0	(
Length:	2.00 MPO: Y	Construction:	0	0	0	288	0	(
Fund Cat: Sec Cat:	Safety Fed: 285 State: 32 Local: 0 Safety Awd Date: 2014 Anticipated Fed Cat: Safety	FFOS:	0	0	0	0	0	
TIP #:	Future Cost: 0 Estimate Total: 327	Payments:	0	0	0	0	0	(
County:	Christian Intersection improvements at Cheyenne Road between Nixa and Ozark.	Engineering:	0	40	20	65	0	
Route: Job No.:	MO 14 8P0588G	R/W:	0	0	412	0	0	
Length:	0.30 MPO: Y	Construction:	٥	0	0	476	0	
Fund Cat:	Major Projects & Emerging Needs AC-State: 811 State: 202 Local: 0	-	0	0		0	0	
Sec Cat:	System Expansion Awd Date: 2014 Anticipated Fed Cat: N.H.S.	FFOS:	0		0	Ü	· ·	,
TIP #:	Future Cost: 0 Estimate Total: 1,013	Payments:	0	0	0	0	0	(
County: Route:	Christian Roadway capacity and safety improvements on Third Street from the Finley River to MO 14 north of Church Street in downtown Ozark. Cost share project with Ozark. To be	Engineering:	15	97	0	0	0	(
Job No.:	8P2146 designed by Ozark. MoDOT to acquire right of way and let the project.	R/W:	0	355	0	0	0	(
Length:	0.51 MPO: Y	Construction:	0	1,412	0	0	0	(
Fund Cat:	• •	FFOS:	0	1,767	0	0	0	
Sec Cat: TIP #:	Regional Awd Date: Spring 12 Anticipated Fed Cat: S.T.P. OK1006 Future Cost: 0 Estimate Total: 1,879	Payments:	0	0	0	0	0	
County:	Christian Payment to Nixa for intersection improvements at Rte. 14 and Gregg Road in Nixa. To	Engineering:	1	81	0	0	0	
Route: Job No.:	MO 14 be let by Nixa. Payment reflects STP-Urban funding only. MoDOT payback to occur 8P2357 with project 8S2357Z. \$398,000 from STP-Urban funding.	R/W:		0	0	0	0	Ì
Length:	0.50 MPO: Y			•	v	0	v	
Fund Cat:		Construction:	0	398	0	0	0	
Sec Cat:	System Expansion Awd Date: Let by Others Anticipated Fed Cat: S.T.P.	FFOS:	0	398	0	0	0	(
TIP#:	Future Cost: 0 Estimate Total: 480	Payments:	0	0	0	0	0	(
County:	Christian Signal improvements at various locations in Christian County. MO 14	Engineering:	0	183	0	0	0	(
Route: Job No.:	NIO 14 8S2380	R/W:	0	0	0	0	0	
Length:	29.36 MPO: Y	Construction:	0	969	0	0	0	
Fund Cat:	•	FFOS:	0	0	0	0	0	
Sec Cat:	Systems Operations Awd Date: Spring 12 Anticipated Fed Cat: S.T.P.	Payments:	۵	n	n	n	n	Ì
TIP #:	Future Cost: 0 Estimate Total: 1,152	i ayıncınıs.	· ·	U	U	U	U	,

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2217 St. Marys Blvd. P.O. Box 270

Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

STATE FISCAL YEAR PROJECT BUDGETING

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments

	is applied to the Funding gincludes PE costs, CE co	From Other Sources (FFOS) or Payments. sts and R/W incidentals.	Prior Prog.	7/2011- 6/2012	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016
County: Route:	MO 14	Safety improvements on various curves 0.8 mile west of Nixa. Engineering:	0	0	0	29	0	
Job No.:	8S2414	R/W:	0	0	0	0	0	
Length: Fund Cat:	1.02 MPO: Y	Construction: Fed: 427 State: 48 Local: 0	0	0	0	446	0	
Sec Cat:	Safety	Awd Date: 2014 Anticipated Fed Cat: Safety FFOS:	0	0	0	0	0	
TIP #:		Future Cost: 0 Estimate Total: 475 Payments:	0	0	0	0	0	
County:	Christian	Pavement improvements from the Ozarks Transportation Organization's boundary to Engineering:	0	0	2	8	0	
Route: Job No.:	MO 14 8S2443	Rte. M in Nixa.	اُ	0	0	0	0	
Length:	2.62 MPO: Y		ا	0	0	167	0	
Fund Cat:	Taking Care Of System	Construction: AC-State: 142 State: 35 Local: 0	U					
Sec Cat:	Thin Lift Overlay	Awd Date: 2014 Anticipated Fed Cat: S.T.P.	0	0	0	0	0	
TIP#:		Future Cost: 0 Estimate Total: 177 Payments:	0	0	0	0	0	
County:	Christian	Turn lane improvements at various locations between South Main Street and the Finley Engineering:	0	41	47	0	0	
Route: Job No.:	US 160 8P2438	River south of Nixa.	0	0	0	0	0	
Length:	3.00 MPO: Y	Construction:	0	0	710	0	0	
Fund Cat:	Major Projects & Emer		0	0	0	0	0	
Sec Cat:	Regional	Awd Date: 2013 Anticipated Fed Cat: S.T.P.	Ĭ			v	Ů	
TIP #:		Future Cost: 0 Estimate Total: 798 Payments:	0	0	0	0	0	
County: Route:	Christian US 65	Bridge improvement for northbound bridge over Farmer's Branch, 1.5 miles north of Rte. J. \$1,000,000 from Ozarks Transportation Organization BRM funds. Project	135	137	330	0	0	
Job No.:	8P2156	involves bridge A0570. R/W:	0	0	0	0	0	
Length:	0.20 MPO: Y	Construction:	0	0	2,885	0	0	
Fund Cat:	Taking Care Of System	Fed: 2,682 State: 670 Local: 0 FFOS:	0	0	1,000	0	0	
Sec Cat:	Rehab And Reconst	Awd Date: 2013 Anticipated Fed Cat: Bridge	ا	0	0	0	0	
TIP #:	OK1004	Tuttie Cost. V Estimate Form. 5	U		U		U	
County: Route:	Christian US 65	Northbound bridge improvement over Finley River in Ozark. Project involves bridge Engineering: A0646.	25	239	160	0	0	
Job No.:	8P2161	R/W:	0	0	0	0	0	
Length:	0.20 MPO: Y	Construction:	0	0	2,060	0	0	
Fund Cat:	Taking Care Of System	Fed: 1,967 State: 492 Local: 0 FFOS:	0	0	0	0	0	
Sec Cat:	Rehab And Reconst	Awd Date: 2013 Anticipated Fed Cat: Bridge	٥	0	0	0	0	
TIP #:	OK1101	Future Cost: 0 Estimate Total: 2,484 Payments:	۷	U	Ū	Ū	U	

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments

No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.		Prior Prog.		7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016
County: Christian Intersection improvements at Cheyenne Road in Nixa. Route: RT CC	Engineering:	0	0	50	67	0	(
Job No.: 8S0736B	R/W:	0	0	515	0	0	(
Length: 0.20 MPO: Y	Construction:	0	0	0	1,028	0	(
Fund Cat: Major Projects & Emerging Needs Fed: 1,493 State: 167 Local:	FFOS:	0	0	0	0	0	
Sec Cat: System Expansion Awd Date: 2014 Anticipated Fed Cat: Safety	Payments:		0	0	0	0	
TIP #: Future Cost: 0 Estimate Total: 1,0	1 ayments.	1		-			
County: Christian Roadway realignment from Cheyenne Road to Rolling Hills Road in Fremont Hills. Route: RT CC	Engineering:	0	153	25	115	0	(
Job No.: 8S0736 C	R/W:	0	0	302	0	0	(
Length: 0.58 MPO: Y	Construction:	0	0	0	2,037	0	(
Fund Cat: Major Projects & Emerging Needs Fed: 2,368 State: 264 Local:	0 FFOS:	0	0	0	0	0	
Sec Cat: Safety Awd Date: 2014 Anticipated Fed Cat: Safety			0	0	0	0	
TIP #: Future Cost: 0 Estimate Total: 2,0	32 rayments.	1	•	•	•	-	
County: Greene Turn-lane improvements at Washington Avenue in Strafford. Route: MO 125	Engineering:	0	39	19	0	0	(
Job No.: 8S2426	R/W:	0	87	0	0	0	(
Length: 0.30 MPO: Y	Construction:	0	0	323	0	0	(
Fund Cat: Major Projects & Emerging Needs AC-State: 374 State: 94 Local:	0 FFOS:	0	0	0	0	0	
Sec Cat: Safety Awd Date: 2013 Anticipated Fed Cat: S.T.P.			0	0	0	0	Ì
	Payments:	0	U	U	U	U	
County: Greene Signal improvements on Kansas Expressway at Sunset Street and Walnut Lawn Street Route: MO 13 Springfield.	in Engineering:	0	0	0	85	152	(
Job No.: 8P2390	R/W:	0	0	0	0	0	(
Length: 0.20 MPO: Y	Construction:	0	0	0	0	926	
Fund Cat: Taking Care Of System AC-State: 931 State: 232 Local:	0 FFOS:	0	0	0	0	0	
Sec Cat: Systems Operations Awd Date: 2014 Anticipated Fed Cat: N.H.S.			,	-	v	· ·	,
TIP #: Future Cost: 0 Estimate Total: 1,1	Payments:	0	0	0	0	0	(
County: Greene Bridge improvements over Jordan Creek on Kansas Expressway in Springfield. Project involves bridges A3258 and A3259.	t Engineering:	0	100	0	0	0	(
Job No.: 8P2395	R/W:	0	0	0	0	0	
Length: 24.20 MPO: Y	Construction:	0	561	0	0	0	
Fund Cat: Taking Care Of System AC-State: 529 State: 132 Local:	0 FFOS:	•	0	0	0	0	
Sec Cat: Rehab And Reconst Awd Date: Spring 12 Anticipated Fed Cat: N.H.S.		"	"	U	U	U	,
TIP #: Future Cost: 0 Estimate Total:	Payments:	0	0	0	0	0	(

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STATE FISCAL YEAR PROJECT BUDGETING

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Greene Intersection improvements at Hunt Road in Willard. Engineering: 55 110 **US 160** Route: 8P2425 R/W: Job No.: 0 Length: 0.20 MPO: Y Construction: 468 0 Fund Cat: Major Projects & Emerging Needs AC-State: 506 State: 127 Local: FFOS: 0 0 0 0 Sec Cat: Safety Awd Date: 2013 Anticipated Fed Cat: S.T.P. Payments: 0 TIP#: Future Cost: Estimate Total: Greene Payment to Springfield for relocation of west outer road and Weaver Road intersection. County: 74 140 0 Engineering: 0 0 Route: US 160 1 mile south of Rte. 60 (James River Freeway) at Weaver Road. Cost Share with Greene 8S0758 R/W: 600 Job No.: County and Springfield. Right of way acquired by Greene County and Springfield. 1.01 MPO: Y Length: Construction: 4,949 0 Fund Cat: Major Projects & Emerging Needs AC-State: **4.071** State: 1.018 Local: FFOS: 5,549 0 0 0 **System Expansion** Awd Date: Let by Others Anticipated Fed Cat: S.T.P. 0 0 0 O Payments: TIP#: GR0512 Estimate Total: 5,763 Future Cost: County: Greene Job Order Contracting for pavement repair in Greene County. 0 0 0 Engineering: 14 IS 44 Route: Job No.: 2I2164O R/W Length: 31.07 MPO: Y 200 0 Construction: Fund Cat: Statewide Interstate And Major Bridge Fed: State: 214 Local: FFOS: 0 0 0 Sec Cat: **Preventative Maint** Awd Date: Spring 12 Anticipated Fed Cat: State Payments: TIP #: Future Cost: Estimate Total: County: Greene Pavement improvements from the Ozarks Transportation Organization's boundary near 0 Engineering: 110 0 0 Route: IS 44 Rte. 60 to west of Chestnut Expressway in Springfield. 8I2198B R/W Job No.: Length: 2.60 MPO: Y Construction: 1,213 Fund Cat: Statewide Interstate And Major Bridge AC-State: 1.191 132 State: Local: FFOS: 0 0 0 Sec Cat: Rehab And Reconst Awd Date: Winter 12 Anticipated Fed Cat: I/M Payments: 0 0 0 TIP#: GR1101 Future Cost: Estimate Total: Greene Intersection improvements at Chestnut Expressway and Sherman Avenue in Springfield. County: 88 0 0 Engineering: 10 Route: LP 44 8P2230 Job No.: R/W: 60 9.94 MPO: Y Length: Construction: 918 Fund Cat: Major Projects & Emerging Needs AC-State: 839 State: 210 Local: FFOS: 0 0 0 Sec Cat: System Expansion Awd Date: **2013** Anticipated Fed Cat: N.H.S. 0 0 Payments: TIP#: SP1021 0 Estimate Total: 1.13 Future Cost:

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TIP#:

2012-2016 Highway and Bridge Construction Schedule

2217 St. Marys Blvd. P.O. Box 270

Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

0

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

STATE FISCAL YEAR PROJECT BUDGETING No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Greene Rehabilitate southbound bridge over I-44 in Springfield. Project involves bridge A2071. 142 Engineering: 212 0 **IS 44** Route: 8P2293 R/W: Job No.: 0 0 Length: 0.01 MPO: Y Construction: 0 1,879 0 Fund Cat: Taking Care Of System AC-State: 2,010 State: 223 Local: FFOS: 0 0 0 0 Sec Cat: Rehab And Reconst Awd Date: 2014 Anticipated Fed Cat: I/M Payments: TIP#: SP1112 Future Cost: Estimate Total: 2.238 Greene Pavement improvements on Glenstone Avenue from Evergreen Street to the railroad County: 150 68 0 Engineering: 0 Route: LP 44 bridge south of Chestnut Expressway in Springfield. 8P2455 R/W: Job No.: 0 0 2.15 MPO: Y Length: Construction: 1.426 0 Fund Cat: Taking Care Of System AC-State: 1.315 State: 329 Local: FFOS: 0 0 0 0 Thin Lift Overlay 2013 Anticipated Fed Cat: Awd Date: N.H.S. 0 0 0 O Payments: TIP#: Future Cost: Estimate Total: 1,644 County: Greene Intersection improvements at Oakwood Avenue/County Road 93 in Republic. Cost 110 0 0 0 Engineering: 126 US 60 Participation with Republic. Route: Job No.: 8P2154 R/W 80 Length: 0.06 MPO: Y Construction: 645 0 0 Fund Cat: Major Projects & Emerging Needs AC-State: 589 State 41 Local: 221 FFOS: 394 0 0 0 Sec Cat: Awd Date: Winter 12 Anticipated Fed Cat: N.H.S. Safety 0 Payments: TIP #: RP1104 Future Cost: Estimate Total: 961 County: Greene Signal improvements at Rte. 125. 0 Engineering: 30 55 0 Route: **US 60** 8P2381 R/W: Job No.: 0 Length: 0.20 MPO: Y Construction: 315 Fund Cat: Taking Care Of System AC-State: 320 State: 80 Local: FFOS: 0 0 Sec Cat: **Systems Operations** Awd Date: 2013 Anticipated Fed Cat: N.H.S. Payments: 0 0 0 TIP#: Future Cost: Estimate Total: 400 Greene Pavement repairs at various locations from Rte. 65 to Rte. 125. County: 7 0 0 0 Engineering: Route: **US 60** 8P2411 Job No.: R/W: 6.39 MPO: Y Length: Construction: 56 Fund Cat: Taking Care Of System AC-State: 50 State: 13 Local: FFOS: 0 0 0 Sec Cat: Rehab And Reconst Awd Date: Winter 12 Anticipated Fed Cat: N.H.S.

Future Cost:

Estimate Total:

Payments:

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TIP#:

SP1106

2012-2016 Highway and Bridge Construction Schedule

2217 St. Marys Blvd.

P.O. Box 270 Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

STATE FISCAL YEAR PROJECT BUDGETING

Construction contingency applied to construction cost in the year the project is awarded.

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Greene Signal improvements from Rte. P to County Road 93 in Republic. Engineering: 5 15 **US 60** Route: 8P2421 R/W Job No.: 0 Length: 2.23 MPO: Y Construction: 220 0 Fund Cat: Major Projects & Emerging Needs AC-State: 192 State: 48 Local: FFOS: 0 0 0 0 **Systems Operations** Awd Date: 2013 Anticipated Fed Cat: N.H.S. Payments: 0 TIP#: Future Cost: Estimate Total: 240 Greene County: Ramp improvements at various locations on James River Freeway in Springfield. 113 0 Engineering: 114 0 Route: US 60 8P2423 R/W: Job No.: 0 8.75 MPO: Y Length: Construction: 1.674 0 Fund Cat: Major Projects & Emerging Needs AC-State: 1,520 State: 381 Local: FFOS: 0 0 0 0 2013 Anticipated Fed Cat: **Systems Operations** Awd Date: N.H.S. 0 0 0 O Payments: TIP#: Future Cost: Estimate Total: 1,901 County: Greene Bridge improvements over Rte. 65 on Evans Road. Project involves bridge A3107. 60 0 0 0 Engineering: US 65 Route: Job No.: 802397 R/W 0.02 MPO: Y Length: 359 Construction: 0 0 Fund Cat: Taking Care Of System AC-State: 335 State Local: FFOS: 0 0 0 Sec Cat: Rehab And Reconst Awd Date: Spring 12 Anticipated Fed Cat: N.H.S. Payments: TIP #: Future Cost: Estimate Total: County: Greene Cost share project with Springfield and Greene County for interchange improvements at 0 Engineering: 535 362 0 0 Route: US 65 Rte. 65 / Bus. 65 (Chestnut Expressway). 8P0850 R/W 384 Job No.: Length: 0.41 MPO: Y Construction: 4,273 Fund Cat: Major Projects & Emerging Needs AC-State: 3.615 State: 948 72 Local: FFOS: 384 4,273 0 0 Sec Cat: System Expansion Awd Date: Winter 12 Anticipated Fed Cat: N.H.S. Payments: 0 0 0 0 TIP#: SP1016 Future Cost: Estimate Total: 5,554 Greene Relocate Eastgate Avenue (outer road) intersection east of Rte. 65. County: 55 0 0 0 Engineering: 62 Route: OR 65 8P0850B R/W: Job No.: 0.02 MPO: Y Length: Construction: 831 Fund Cat: Major Projects & Emerging Needs AC-State: 715 State: 178 Local: FFOS: 0 0 0 Anticipated Fed Cat: Sec Cat: System Expansion Awd Date: Winter 12 S.T.P. 0 Payments:

Future Cost:

948

Estimate Total:

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Greene Northbound bridge improvement over Lake Springfield, 0.6 mile south of Rte. 60. Engineering: 125 303 729 **US 65** Project involves bridge A0649. Route: 8P2158 R/W Job No.: 0 Length: 0.16 MPO: Y Construction: 6.376 0 Fund Cat: Taking Care Of System Fed: **5.927** State: 1,481 Local: FFOS: 0 0 0 0 Sec Cat: Rehab And Reconst Awd Date: 2013 Anticipated Fed Cat: **Bridge** Payments: 0 TIP#: SP1018 Future Cost: Estimate Total: 7.533 Greene Southbound turn-lane improvements at Glenstone Avenue and Peele Street in County: 37 0 Engineering: 25 0 Route: BU 65 Springfield. 8P2424 R/W: Job No.: 0 0 0.10 MPO: Y Length: Construction: 562 0 Fund Cat: Major Projects & Emerging Needs AC-State: 500 State: 124 Local: FFOS: 0 0 0 2013 Anticipated Fed Cat: **Systems Operations** Awd Date: N.H.S. 0 0 0 O Payments: TIP#: Future Cost: Estimate Total: County: Greene Shoulder improvements from I-44 to 0.1 mile north of Rte. KK. 71 0 0 0 Engineering: US 65 Route: Job No.: 8P2428 R/W 0 Length: 6.53 MPO: Y 745 0 0 Construction: Fund Cat: Taking Care Of System AC-State: 653 State: 163 Local: FFOS: 0 0 0 Sec Cat: Rehab And Reconst Awd Date: Spring 12 Anticipated Fed Cat: N.H.S. Payments: TIP #: Future Cost: Estimate Total: County: Greene Provide continuous sidewalk on both sides of Kearney Street from Kansas Expressway 3 0 Engineering: 146 0 0 MO 744 (Rte. 13) to Glenstone Avenue (Loop 44) in Springfield. \$534,000 Statewide Enhancement Route: 8P2236 funds. To be let in combination with project 8P2250. R/W: Job No.: Length: 0.20 MPO: Y Construction: 847 794 Fund Cat: Major Projects & Emerging Needs 199 Local: State: Fed: FFOS: 0 0 534 Sec Cat: **Enhancements** Awd Date: Spring 12 Anticipated Fed Cat: S.T.P. Payments: 0 0 0 0 TIP#: EN 1101 Future Cost: Estimate Total: Greene Pavement improvements from Rte. 13 (Kansas Expressway) to Bus. 44 (Glenstone County: 0 0 0 Engineering: 115 Route: MO 744 Avenue) in Springfield. To be let in combination with project 8P2236. 8P2250 Job No.: R/W: 2.76 MPO: Y Length: Construction: 1,456 Fund Cat: Taking Care Of System AC-State: 1.257 State: 314 Local: FFOS: 0 0 0 Sec Cat: Thin Lift Overlay Awd Date: **Spring 12** Anticipated Fed Cat: N.H.S. 0 Payments: TIP#: SP1110 Estimate Total: 1,571 Future Cost:

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Greene Safety improvements on Kearney Street at Mustard Way and Mulroy Road in 34 Engineering: 54 MO 744 Route: Springfield. **8S2449** R/W: 70 Job No.: 0 Length: 0.30 MPO: Y Construction: 572 0 Fund Cat: Major Projects & Emerging Needs AC-State: 585 State: 145 Local: FFOS: 0 0 0 0 Sec Cat: Safety Awd Date: 2013 Anticipated Fed Cat: N.H.S. Payments: 0 TIP#: Future Cost: Estimate Total: 730 Greene Bridge improvements over I-44 west of Springfield. Project involves bridge A0231. County: 103 71 0 Engineering: 0 Route: RT B 8S2396 R/W: Job No.: 0 3.95 MPO: Y Length: Construction: 1,060 0 Fund Cat: Taking Care Of System State: 247 Local: FFOS: 0 0 0 Sec Cat: Rehab And Reconst Awd Date: **2013** Anticipated Fed Cat: Bridge 0 0 0 O Payments: TIP#: Future Cost: Estimate Total: 1,234 County: Greene Pavement improvements from Rte. 125 to end of route. 21 0 0 0 Engineering: RT DD Route: Job No.: 8S2466 R/W Length: 2.75 MPO: Y 138 Construction: 0 0 Fund Cat: Taking Care Of System AC-State: 127 State: 32 Local: FFOS: 0 0 0 Sec Cat: Thin Lift Overlay Awd Date: Spring 12 Anticipated Fed Cat: S.T.P. 0 Payments: TIP #: Future Cost: Estimate Total: County: Greene Pavement improvements on various interchanges on I-44 in Greene County. 0 Engineering: 38 0 0 Route: IS 44 812445 R/W: Job No.: Length: 0.00 MPO: Y Construction: 513 Fund Cat: Taking Care Of System AC-State: 440 State: 111 Local: FFOS: 0 0 0 Sec Cat: Thin Lift Overlay Awd Date: Winter 12 Anticipated Fed Cat: S.T.P. Payments: 0 0 0 0 TIP#: Future Cost: Estimate Total: Greene Pavement improvements from Rte. D to end of route. County: 0 0 0 Engineering: 51 Route: RT J 8S2467 Job No.: R/W: 0 5.77 MPO: Y Length: Construction: 325 Fund Cat: Taking Care Of System AC-State: 301 State: 75 Local: FFOS: 0 0 0 0 Thin Lift Overlay Sec Cat: Awd Date: **Spring 12** Anticipated Fed Cat: S.T.P. 0 Payments: TIP#: Future Cost: 0 Estimate Total: 376

^{*} Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.





2217 St. Marys Blvd.

P.O. Box 270

Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. STATE FISCAL YEAR PROJECT BUDGETING No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Greene Pavement improvements from Rte. 60 in Greene County to Rte. J in Christian County. Engineering: 39 0 RT NN Route: 8S2468 R/W: Job No.: 0 Length: 5.01 MPO: Y Construction: 251 0 0 57 Local: Fund Cat: Taking Care Of System AC-State: 233 State: FFOS: 0 0 0 0 Sec Cat: Thin Lift Overlay Awd Date: Spring 12 Anticipated Fed Cat: S.T.P. Payments: 0 TIP#: Future Cost: Estimate Total: Greene Pavement improvements from Rte. 744 (Mulroy Road) to the Webster County line. To be County: 74 0 Engineering: 14 0 RT OO Route: let in combination with 8S2340. 8P2265 R/W: Job No.: 6.46 MPO: Y Length: Construction: 1.098 0 Fund Cat: Taking Care Of System AC-State: 948 State: 238 Local: FFOS: 0 0 0 2013 Anticipated Fed Cat: Sec Cat: Thin Lift Overlay Awd Date: S.T.P. 0 0 0 O Payments: TIP#: ST1101 Future Cost: Estimate Total: 1,187 County: Greene Payment for pedestrian accommodations at transit stops on state highways in 2 0 0 0 Engineering: Various Springfield. To be let by City Utilities of Springfield. Route: Job No.: 8P2280 R/W 0 0.00MPO: Y Length: 500 0 Construction: Fund Cat: Major Projects & Emerging Needs AC-State: 402 State: 100 Local: FFOS: 0 0 0 Sec Cat: Regional Awd Date: Let by Others Anticipated Fed Cat: S.T.P. 0 Payments: TIP #: EN 1102 Future Cost: Estimate Total: County: Greene Deck sealing on various bridges in and around Springfield. 0 Engineering: 22 0 0 Route: Various 8P2394 R/W: Job No.: Length: 0.00 MPO: Y Construction: 200 Fund Cat: Taking Care Of System AC-State: 178 State: 44 Local: FFOS: 0 0 0 Sec Cat: Preventative Maint Awd Date: Winter 12 Anticipated Fed Cat: S.T.P. Payments: 0 0 0 0 TIP#: Future Cost: Estimate Total: 222 Various Job Order Contracting for guardrail repair in urban District 8. County: 0 0 0 Engineering: 15 Route: Various 8P2186 Job No.: R/W: 0 0.00MPO: Y Length: Construction: 175 Fund Cat: Taking Care Of System Fed: State: 190 Local: FFOS: 0 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: Spring 12 Anticipated Fed Cat: State 0 Payments: TIP#: MO1150 Estimate Total: 191 Future Cost:

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STATE FISCAL YEAR PROJECT BUDGETING

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Various Job Order Contracting for guardrail repair in urban District 8. 3 Engineering: 12 Various Route: 8P2241 R/W: Job No.: 0 Length: 0.00 MPO: Y Construction: 180 0 Fund Cat: Taking Care Of System Fed: State: 195 Local: FFOS: 0 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2013 Anticipated Fed Cat: State Payments: 0 TIP#: MO1150 Future Cost: Estimate Total: 196 Various Job Order Contracting for guardrail repair in urban District 8. County: 12 Engineering: 4 0 Route: Various 8P2242 R/W: Job No.: 0 0.00 MPO: Y Length: Construction: 0 186 Fund Cat: Taking Care Of System Fed: State: 202 Local: FFOS: 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: **2014** Anticipated Fed Cat: State 0 0 0 O Payments: TIP#: MO1150 Future Cost: Estimate Total: 202 County: Various Job Order Contracting for guardrail repair in urban District 8. 0 4 12 Engineering: Various Route: Job No.: 8P2243 R/W 0 0 0.00MPO: Y Length: 191 0 Construction: Fund Cat: Taking Care Of System Fed: 207 Local: FFOS: 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2015 Anticipated Fed Cat: State 0 Payments: TIP #: MO1150 Future Cost: Estimate Total: 207 County: Various Job Order Contracting for guardrail repair in urban District 8. 0 Engineering: 0 1 3 12 Route: Various 8P2245 R/W: Job No.: Length: 0.00 MPO: Y Construction: 197 Fund Cat: Taking Care Of System Fed: 213 State: Local: FFOS: 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2016 Anticipated Fed Cat: State Payments: 0 0 0 TIP#: Future Cost: Estimate Total: 213 Various On-call asphalt pavement improvements on major routes in urban District 8. County: 0 0 0 Engineering: 15 Route: Various 8P2255 Job No.: R/W: 0.00MPO: Y Length: Construction: 200 Fund Cat: Taking Care Of System Fed: State: 215 Local: FFOS: 0 0 0 0 Anticipated Fed Cat: Sec Cat: **Routine Maintenance** Awd Date: Winter 12 State 0 Payments: TIP#: MO1007 0 Estimate Total: 215

Future Cost:

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STATE FISCAL YEAR PROJECT BUDGETING

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Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Various On-call asphalt pavement improvements on major routes in urban District 8. Engineering: 15 Various Route: 8P2257 R/W: Job No.: 0 Length: 0.00 MPO: Y Construction: 206 0 Fund Cat: Taking Care Of System Fed: 221 Local: State: FFOS: 0 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2013 Anticipated Fed Cat: State Payments: 0 TIP#: MO1007 Future Cost: Estimate Total: 221 Various County: On-call asphalt pavement improvements on major routes in urban District 8. 15 Engineering: 0 0 Route: Various 8P2259 R/W: Job No.: 0 0.00 MPO: Y Length: Construction: 0 212 0 Fund Cat: Taking Care Of System Fed: State: **227** Local: FFOS: 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: **2014** Anticipated Fed Cat: State 0 0 0 O Payments: TIP#: MO1007 Future Cost: Estimate Total: 227 County: Various On-call asphalt pavement improvements on major routes in urban District 8. 0 0 15 Engineering: Various Route: Job No.: 8P2261 R/W 0 0 0.00MPO: Y Length: 219 0 Construction: Fund Cat: Taking Care Of System Fed: 234 Local: FFOS: 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2015 Anticipated Fed Cat: State Payments: TIP #: Future Cost: Estimate Total: County: Various Pavement improvements on various major routes in urban District 8. 0 Engineering: 20 215 0 Route: Various 8P2263 R/W: Job No.: 0 Length: 0.00 MPO: Y Construction: 0 3,183 Fund Cat: Taking Care Of System AC-State: 2,734 State: 684 Local: FFOS: 0 0 Sec Cat: Thin Lift Overlay Awd Date: 2014 Anticipated Fed Cat: S.T.P. Payments: 0 0 TIP#: MO1306 Future Cost: Estimate Total: 3,418 Various Pavement improvements on various major routes in urban District 8. County: 0 142 Engineering: 35 Route: Various 8P2264 Job No.: R/W: 0 0 0.00MPO: Y Length: Construction: 0 2,185 Fund Cat: Taking Care Of System AC-State: 1.890 State: 472 Local: FFOS: 0 0 0 Sec Cat: Thin Lift Overlay Awd Date: **2015** Anticipated Fed Cat: 0 Payments: TIP#: 0 Estimate Total: 2,362 Future Cost:

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Construction contingency applied to construction cost in the year the project is awarded.

Three perce	ent project growth factor con	npounded annually is a			program years	2, 3, 4, and 5.	STATE I	ISCAL YI	EAR PRO	JECT B	JDGETIN	NG
	is applied to the Funding F g includes PE costs, CE costs		OS) or Payments.				Prior Prog.	7/2011- 6/2012	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016
County: Route:	Various	moval of obstructions	at various locations in ur	ban District 8.		Engineering:	0	5	34	0	0	0
Job No.:	8P2383					R/W:	0	0	0	0	0	(
Length: Fund Cat:	0.00 MPO: Y Safety		Fed:	498 State: 56	Local:	Construction:	0	0	515	0	0	(
Sec Cat:	Safety	Awd Date: 2013	Anticipated Fed Cat:	Safety	Local.	FFOS:	0	0	0	0	0	(
TIP #:	Sarcty	Future C	-	Estimate Total:	55	4 Payments:	0	0	0	0	0	(
County:	Various Pa		on various routes in urba			Engineering:	0	15	76	0	0	
Route: Job No.:	Various 8P2452					R/W:	0	0	0	0	0	(
Length:	0.00 MPO: Y					Construction:		0	1,112	0	0	(
Fund Cat:	Taking Care Of System		AC-State:	963 State: 240	Local:	0	- °					
Sec Cat:	Rehab And Reconst	Awd Date: 2013	Anticipated Fed Cat:	S.T.P.		FFOS:	0	0	0	0	0	U
TIP#:		Future C	Cost: 0	Estimate Total:	1,20	Payments:	0	0	0	0	0	0
County: Route:	Various Pa Various	vement improvements	on various minor routes	in urban District 8.		Engineering:	1	5	1	137	0	0
Job No.:	8S1300					R/W:	0	0	0	0	0	0
Length:	0.00 MPO: Y		4.0.0	1.010		Construction:	0	0	0	2,122	0	0
Fund Cat: Sec Cat:	Taking Care Of System Thin Lift Overlay	Awd Date: 2014	AC-State:	1,813 State: 452 S.T.P.	Local:	FFOS:	0	0	0	0	0	0
TIP #:	MO1206	Future C	Anticipated Fed Cat:	Estimate Total:	2,26	Payments:	0	0	0	0	0	0
County:			on various minor routes		_,	Engineering:	0	0	10	5	103	
Route:	Various	<u>r</u>										0
Job No.: Length:	8S2266 0.00 MPO: Y					R/W:	"	0	0	0	0	U
Fund Cat:	Taking Care Of System		AC-State:	1,405 State: 352	Local:	Construction:	0	0	0	0	1,639	0
Sec Cat:	Thin Lift Overlay	Awd Date: 2015	Anticipated Fed Cat:	S.T.P.		FFOS:	0	0	0	0	0	0
TIP#:	MO1206	Future C	-	Estimate Total:	1,75	Payments:	0	0	0	0	0	0
County:		vement improvements	on various minor routes	in urban District 8.		Engineering:	0	0	0	30	5	69
Route: Job No.:	Various 8S2267					R/W:	0	0	0	0	0	0
Length:	0.00 MPO: Y					Construction:	0	0	0	0	0	1,126
Fund Cat:	Taking Care Of System		AC-State:	984 State: 246	Local:	0 FFOS:	0	0	0	0	0	
Sec Cat:	Thin Lift Overlay		Anticipated Fed Cat:	S.T.P.	,	D .		0	0	0	0	
TIP #:	MO1206	Future C	Cost: 0	Estimate Total:	1,23	o rayments:	<u> </u>	<u> </u>			U	

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Transportation Planning

2217 St. Marys Blvd. P.O. Box 270

Jefferson City, MO 65102

Phone (573) 526-8058 Fax (573) 526-8052

7/2011- 7/2012- 7/2013- 7/2014- 7/2015-

STATE FISCAL YEAR PROJECT BUDGETING

	_
Construction contingency applied to construction cost in the year the project is awarded.	Γ
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.	H
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.	ı
Engineering includes PE costs, CE costs and R/W incidentals.	ı

	Prior P	rog.	6/2012	6/2013	6/2014	6/2015	6/2016
FFOS:	384	12	,915	1,000	0	0	0
Total R/W:	984		652	1,229	0	0	0
Total Construction:	0	26	,744	22,680	13,647	5,160	1,323
Paybacks:	0		0	0	0	0	0
Sub-Total:	984	27	,396	23,909	13,647	5,160	1,323
Total Engineering:	1,429	4	,569	2,311	1,190	432	81
Grand Total:	2,413	31	.965	26.220	14.837	5.592	1.404

_	2012	2013	2014	2015	2016
State	5,355	5,434	2,708	1,470	448
AC-State	23,468	8,553	8,505	4,122	956
Local	1,189	0	0	0	0
Sub-total State	30,012	13,987	11,213	5,592	1,404

Federal		2012	2013	2014	2015	2016
	Sub-total Federal	1,953	12,233	3,624	0	0
	Grand Total	31,965	26,220	14,837	5,592	1,404

May-2-2011 Section 4 - 46 District 8 TMA Dollars in Thousands

 $^{{\}bf *Subject\ to\ the\ approval\ of\ the\ Transportation\ Improvement\ Plan\ by\ the\ governing\ Metropolitan\ Planning\ Organization.}$

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.E.

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

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

There is one item included as part of TIP Amendment Number Four to the FY 2011-2014 Transportation Improvement Program.

Missouri State University is requesting to add a project for an acceleration lane on Kansas Expressway at Broadmoor. MSU received an earmark for intersection improvements at Kansas and Broadmoor. A project to add a left and right turn lane at the intersection, completed in 2009, did not utilize the entire earmark amount. This new project will utilize the remaining earmark.

Please see the attached TIP pages for more information.

TECHNICAL COMMITTEE RECOMMENDATION:

The Technical Planning Committee unanimously recommended approval of the amendment to add the intersection improvement project at Kansas Expressway and Broadmoor

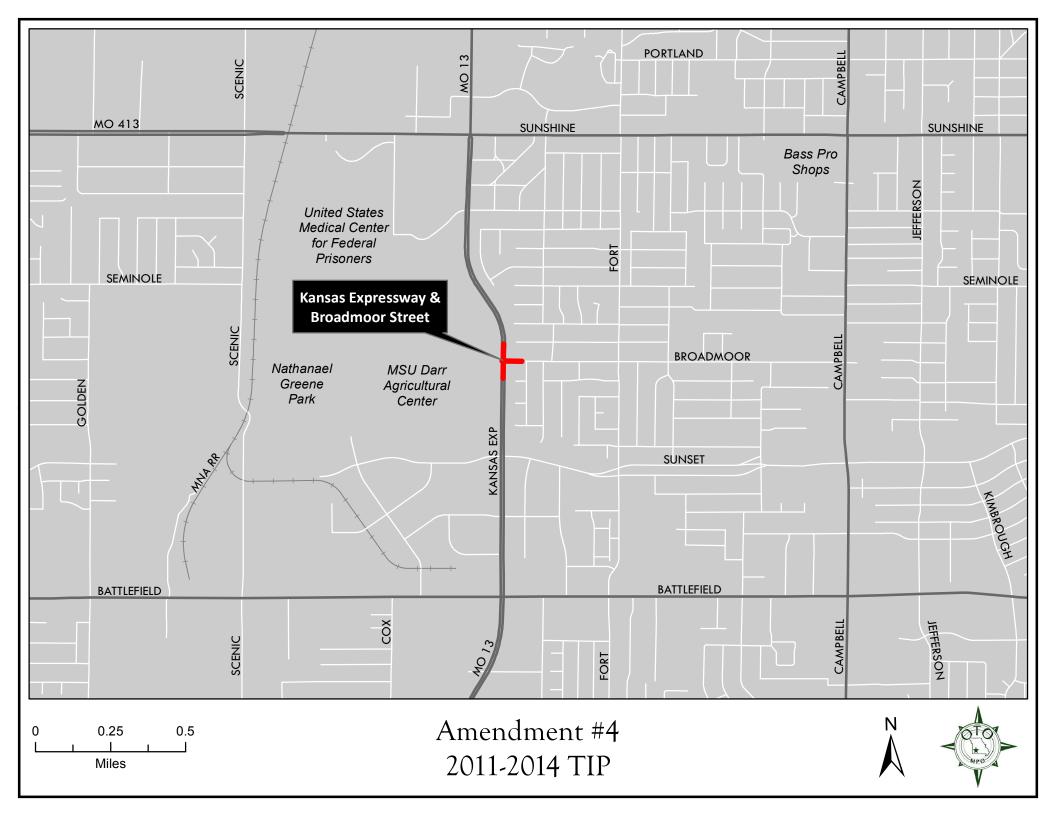
BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to approve Amendment Number Four (4) to the FY 2011-2014 Transportation Improvement Program."

OR

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



PROGRAMMED IMPROVEMENTS -Roadways-

PROPOSED

C	ITY OF SPRINGFIELD		Funding		2011		2012	:	2013	2	2014	7	TOTALS
Project Title:	KANSAS EXPRESSWAY AND BROADMOOR	<u>5</u>	FHWA(STP) MoDOT	\$ \$	29,480	\$	-	\$ \$		\$	- -	\$	29,480
MoDOT #		一后	Local	\$	-	\$	-	\$	-	\$	-	\$	-
TIP #	SP1122		Other	\$	-	\$	-	\$	=	\$	-	\$	-
Description:	Construction of an acceleration lane on Kansas Expressway at Broadmoor.	ROW	FHWA() MoDOT Local Other	\$ \$ \$	- - -	\$ \$ \$	- - -	\$ \$ \$	- - -	\$ \$ \$	- - -	\$ \$ \$ \$	- - -
Federal Source Agency	FHWA		FHWA(STP)	\$	-	\$	238,568	\$	-	\$	-	\$	238,568
Federal Funding Category	STP-Discretionary	Ιz	MoDOT	\$	-	\$	-	\$	-	\$	-	\$	-
MoDOT Funding Category	N/A	ე წ	Local	\$	-	\$	=	\$	-	\$	-	\$	-
Work or Fund Category	Engineering/Construction	1	Other	\$	-	\$	-	\$	-	\$	-	\$	-
Total Project Cost Source of Local Funds: Fede	\$268,048 ral Earmark is 100%. Demo ID MO203	TOTAL	TOTAL	\$	29,480	\$	238,568	\$	_	\$	_	\$	268,048

- Roadways -

YEARLY SUMMARY FY 2011

PROJECT		_				Funding Source			1		MoDC	T	Local		Other		TOT	AL
	STP	STP-Urban	NHS	ITS	I/M	130	ENH	Bridge	BRM	BRO								
MO0908												447,000	\$ 190	,000			\$	1,637,00
MO1007												215,000					\$	215,00
MO1010											\$:	285,000					\$	285,00
MO1022				\$ 200,742							\$	40,148	\$ 40	,148			\$	281,03
MO1103		\$ 250,000									\$	532,000	\$ 62	,500			\$	844,50
MO1104											\$	159,000					\$	159,00
MO1105											\$:	284,000					\$	284,00
MO1106															\$	34,000	\$	34,00
MO1107											\$	2,000					\$	2,00
MO1150											\$	191,000					\$	191,00
BA1001											\$:	251,000					\$	251,000
BA1101		\$ 8,000											\$ 2	,000			\$	10,000
CC0901											\$	10,000					\$	10,000
CC1001										\$ 396,800			\$ 99	,200			\$	496,00
CC1101											\$	500,000					\$	500,000
CC1102											\$	5,000					\$	5,000
CC1110											\$	2,000					\$	2,00
GR1010		\$ 320,000									\$	5,000			\$	80,000	\$	405,00
GR1100											\$:	214,000					\$	214,00
GR1101											\$	1,000					\$	1,00
GR1102											\$	1,000					\$	1,000
GR1103											\$	140,000					\$	140,000
GR1105										\$ 805,600			\$ 201	,400			\$	1,007,000
GR1106											\$	886,000					\$	886,000
NX0602		\$ 36,928											\$ 9	,232			\$	46,160
NX0701		\$ 226,055											\$ 56	,313			\$	282,368
NX0901		\$ 633,955									\$	15,000	\$ 143	,489			\$	792,444
NX0905		\$ 217,134										·		,384			\$	290,518
NX0906		\$ 119,913									\$	5,000	\$ 49	,737			\$	174,650
OK1004											\$	100,000					\$	100,000
OK1006		\$ 72,767									\$:	381,558	\$ 18	,192			\$	472,517
OK1101											\$	5,000		,			\$	5,000
RG0901											\$	5,000					\$	5,00
RP1002											\$	5,000					\$	5,00
RP1101											\$:	272,000					\$	272,00
RP1102				1		1					<u> </u>	109,000					\$	109,00
RP1103						\$ 28,800					\$,	\$ 8	,000	\$		\$	48,00
RP1104											\$	5,000	,	,	-		\$	5,00
SP0911				1								,	\$ 1,000	.000			•	7,494,00
SP1015		\$ 1,800,000	\$ 999,829	1		1					Ŧ -,			,000				7,763,00
SP1016		\$ 307,200	÷ 000,020	1		1								,800			\$	666,00
SP1018		\$ 001,200	\$ 100,000	†		†					Ψ .	_52,555	<i>y</i> 70	,500			\$	100,00

- Roadways -

FY 2011 continued

PROJECT					FHWA Federal	Funding	Source)				MoDOT	Local	Other	то	TAL
	STP	STP-Urban	NHS	ITS	I/M	130	0	ENH	Bridge	BRM	BRO					
SP1019												\$ 5,000			\$	5,000
SP1020												\$ 5,060,000			\$	5,060,000
SP1021												\$ 73,000			\$	73,000
SP1101												\$ 405,000			\$	405,000
SP1102												\$ 569,000			\$	569,000
SP1103								\$ 227,000				\$ 773,000			\$	1,000,000
SP1104												\$ 1,660,000			\$	1,660,000
SP1105												\$ 200,000			\$	200,000
SP1106												\$ 5,000			\$	5,000
SP1108												\$ 150,000			\$	150,000
SP1109												\$ 340,000			\$	340,000
SP1111												\$ 789,000			\$	789,000
SP1112												\$ 5,000			\$	5,000
SP1113						\$ 4	0,000					\$ 10,000			\$	50,000
SP1120						\$	2,400					\$ 600			\$	3,000
SP1121												\$ 1,159,000			\$	1,159,000
SP1122	\$ 29,480														\$	29,480
ST1101												\$ 1,000			\$	1,000
ST1102												\$ 281,000			\$	281,000
ST1103		\$ 52,000											\$ 13,000		\$	65,000
WI1001												\$ 3,000			\$	3,000
TOTAL	\$ 29,480	\$ 4,043,952	\$ 1,099,829	\$ 200,742	\$ -	\$ 7	1,330	\$ 227,000	\$	\$ -	\$ 1,202,400	\$ 29,103,677	\$ 2,243,395	\$ 122,000	\$	38,343,805

- Roadways -

PROJECT					FHWA Federal	Funding Sourc	e				MoDOT	Local	Other	TOTA	AL.
	STP	STP-Urban	NHS	ITS	I/M	130	ENH	Bridge	BRM	BRO					
MO1007											\$ 221,000			\$	221,000
MO1106													\$ 27,000	\$	27,000
MO1150											\$ 196,000			\$	196,000
MO1203		\$ 258,000									\$ 701,000	\$ 64,500		\$ 1	1,023,500
MO1204											\$ 44,000			\$	44,000
MO1205											\$ 284,000			\$	284,000
MO1206											\$ 1,000			\$	1,000
CC1102											\$ 5,000			\$	5,000
CC1110											\$ 1,000			\$	1,000
GR1101											\$ 1,000			\$	1,000
GR1102											\$ 70,000			\$	70,000
GR1104						\$ 80,000					\$ 20,000			\$	100,000
NX0601		\$ 1,641,975										\$ 410,494		\$ 2	2,052,469
NX0801		\$ 84,800										\$ 21,200		\$	106,000
OK1004											\$ 428,000			\$	428,000
OK1006		\$ 901,304									\$ 600,946	\$ 20,000		\$ 1	1,522,250
OK1101											\$ 5,000			\$	5,000
SP1016		\$ 1,896,909									\$ 2,917,000	\$ 1,203,091			5,017,000
SP1018			\$ 1,203,000											\$ 1	1,203,000
SP1019											\$ 5,000			\$	5,000
SP1021											\$ 72,000			\$	72,000
SP1105								\$ 2,549,624			\$ 1,125,406			\$ 3	3,675,030
SP1106											\$ 918,000	\$ 1,246,600			2,164,600
SP1107											\$ 4,305,000			\$ 4	1,305,000
SP1109											\$ 140,000			\$	140,000
SP1110											\$ 10,000			\$	10,000
SP1112											\$ 5,000			\$	5,000
SP1122	\$ 238,568													\$	238,568
ST1101											\$ 15,000			\$	15,000
TOTAL	\$ 238,568	\$ 4,782,988	\$ 1,203,000	\$ -	\$ -	\$ 80,000		\$ 2,549,624	-	\$ -	\$ 12,090,352	\$ 2,965,885	\$ 27,000	\$ 23	3,937,417

- Roadways -

PROJECT					FHWA Federal	Fundi	ing Source	е				MoDOT	Local	Other	TO	TAL
	STP	STP-Urban	NHS	ITS	I/M		130	ENH	Bridge	BRM	BRO					
MO1007												\$ 227,000			\$	227,000
MO1106														\$ 7,000	\$	7,000
MO1150												\$ 202,000			\$	202,000
MO1206												\$ 5,000			\$	5,000
MO1303		\$ 266,000										\$ 722,000	\$ 66,500		\$	1,054,500
MO1304												\$ 39,000			\$	39,000
MO1305												\$ 284,000			\$	284,000
MO1306												\$ 20,000			\$	20,000
GR1101												\$ 1,396,000			\$	1,396,000
GR1104						\$	40,000					\$ 10,000			\$	50,000
NX0703		\$ 76,000											\$ 19,000		\$	95,000
OK1004										\$ 1,000,000		\$ 2,096,000			\$	3,096,000
OK1101												\$ 5,000			\$	5,000
SP1018			\$ 492,000									\$ 6,242,000			\$	6,734,000
SP1021												\$ 1,006,000			\$	1,006,000
SP1107												\$ 1,252,000			\$	1,252,000
SP1110												\$ 1,699,000			\$	1,699,000
SP1112												\$ 5,000			\$	5,000
SP1114						\$	80,000					\$ 20,000			\$	100,000
SP1115						\$	80,000					\$ 20,000			\$	100,000
SP1116						\$	160,000					\$ 40,000			\$	200,000
SP1117						\$	160,000					\$ 40,000			\$	200,000
SP1118						\$	160,000					\$ 40,000			\$	200,000
SP1119						\$	160,000					\$ 40,000			\$	200,000
ST1101												\$ 649,000			\$	649,000
TOTAL	\$	- \$ 342,000	\$ 492,000	\$ -	\$ -	\$	840,000		\$	- \$ 1,000,000	\$ -	\$ 16,059,000	\$ 85,500	\$ 7,000	\$	18,825,500

- Roadways -

PROJECT					FHWA Federa	al Funding Sour	ce				MoDOT	Local	Other	TO	TAL
	STP	STP-Urban	NHS	ITS	I/M	130	ENH	Bridge	BRM	BRO					
MO0908	\$ 1,156,400										\$ (1,156,400)			\$	-
MO1007											\$ 234,000			\$	234,000
MO1103	\$ 531,000										\$ (531,000)			\$	-
MO1150											\$ 207,000			\$	207,000
MO1206											\$ 2,260,000			\$	2,260,000
MO1306			\$ -								\$ 2,327,000			\$	2,327,000
MO1403		\$ 274,000									\$ 744,000	\$ 68,500		\$	1,086,500
MO1404											\$ 29,000			\$	29,000
MO1405											\$ 284,000			\$	284,000
BA1001	\$ 130,000	\$ 70,000									\$ (200,000)			\$	-
GR1103	\$ 109,000										\$ (109,000)			\$	-
GR1104						\$ 40,000)				\$ 10,000			\$	50,000
OK1101											\$ 5,000			\$	5,000
OK1006	\$ 600,256										\$ (600,256)			\$	-
RP1102					\$ 85,60)					\$ (85,600)			\$	
SP0911			\$ 5,815,200								\$ (5,815,200)			\$	
SP1015			\$ 2,935,000								\$ (2,935,000)			\$	-
SP1020	\$ 3,811,000										\$ (3,811,000)			\$	-
SP1101	\$ 314,400										\$ (314,400)			\$	-
SP1102	\$ 428,000										\$ (428,000)			\$	
SP1103	\$ 773,000			<u> </u>			\$ 11,00	00			\$ (784,000)			\$	-
SP1112											\$ 5,000			\$	5,000
TOTAL	\$ 7,853,056	\$ 344,000	\$ 8,750,200	\$ -	\$ 85,60	\$ 40,000)	\$	- \$	- \$	- \$ (10,664,856)	\$ 68,500	\$	- \$	6,487,500

- Roadways -

FY2015

PROJECT		FHWA Federal Funding Source											Local	Other	TOTAL
	STP	•	STP-Urban	NHS	ITS	I/M	130		Bridge	BRM	BRO				
MO1203	\$	700,000										\$ (700,000)			\$ -
GR1101						\$ 1,233,000						\$ (1,233,000)			
GR1102	\$	54,000										\$ (54,000)			\$ -
SP1018				\$ 4,993,60	0							\$ (4,993,600)			\$ -
SP1106				\$ 710,45	3							\$ (710,453)			\$ -
TOTAL	\$	754,000	\$ -	\$ 5,704,05	3 \$	- \$ 1,233,000	\$ -		\$ -	\$ -	\$ -	\$ (7,691,053)	\$ -	\$ -	\$ -

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

FINANCIAL CONSTRAINT

	FHWA Federal Funding Source																								
		STP	s	STP-Urban		NHS		ITS		I/M		130	ı	ENH	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Projects	erations and aintenance	TOTAL	Local		Other	TOTAL
2011 Funds Programmed	\$	29,480	\$	4,043,952	\$	1,099,829	\$	200,742	\$	-	\$	71,330	\$	227,000	\$ -		\$ 1,202,400	\$ 6,874,733	\$ 29,103,677	\$ 5,876,000	\$ 41,854,410	\$ 2,243,	395	\$ 122,000	\$ 44,219,805
2012 Funds Programmed	\$	238,568	\$	4,782,988	\$	1,203,000	\$	-	\$	-	\$	80,000			\$ 2,549,624		\$ -	\$ 8,854,180	\$ 12,090,352	\$ 6,058,156	\$ 27,002,688	\$ 2,965,	885	\$ 27,000	\$ 29,995,573
2013 Funds Programmed	\$	-	\$	342,000	\$	492,000	\$	-	\$	-	\$	840,000			\$ -	\$ 1,000,000	\$ -	\$ 2,674,000	\$ 16,059,000	\$ 6,245,959	\$ 24,978,959	\$ 85,	500	\$ 7,000	\$ 25,071,459
2014 Funds Programmed	\$	7,853,056	\$	344,000	\$	8,750,200	\$		\$	85,600	\$	40,000			\$ -	\$ -	\$ -	\$ 17,072,856	\$ (10,664,856)	\$ 6,439,584	\$ 12,847,584	\$ 68,	500	s -	\$ 12,916,084
Total	\$	7,853,056	\$	9,512,940	\$	11,545,029	\$	200,742	\$	85,600	\$	1,031,330	\$	227,000	\$ 2,549,624	\$ 1,000,000	\$ 1,202,400	\$ 35,475,769	\$ 46,588,173	\$ 24,619,699	\$106,683,641	\$ 5,363,	280	\$ 156,000	\$112,202,921

	Prior Year	2011	2012	2013	2014	TOTAL
Available State and						
Federal Funding						
	\$1,480,000	\$24,220,000	\$17,630,820	\$17,381,800	\$16.590.230	\$77,302,850
Available	, , , ,	, , , , , , , , , , , , , , , , , , , ,	, , , ,	, , , , , , , , , , , , , , , , , , , ,	,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Operations and						
Maintenance						
Funding	\$0	\$5,876,000	\$6,058,156	\$6,245,959	\$ 6,439,584	\$24,619,699
Available						
Suballocated STP-U						
	\$13,725,068	\$4,081,943	\$4,081,943	\$4,081,943	\$4,081,943	\$30,052,842
Available						
Suballocated BRM						
	\$1,051,368	\$299,406.62	\$299,406.62	\$299,406.62	\$299,406.62	\$2,248,995
TOTAL AVAILABLE						
FUNDING						
	\$16.256.436	604 477 050	\$00.070.00C	600 000 400	607 444 464	\$404.004.00E
Programmed State	\$10,250,436	\$34,477,350	\$28,070,326	\$28,009,109	\$27,411,164	\$134,224,385
and Federal						
Funding						
i dildilig	\$0	\$ (41.854.410)	\$ (27,002,688)	\$ (24 978 959)	\$ (12,847,584)	\$(106 683 641)
	ΨΟ	Ψ (+1,004,410)	Ψ (21,002,000)	Ψ (24,370,333)	Ψ (12,047,304)	ψ(100,000,041)
TOTAL						
REMAINING	\$16,256,436	(\$7,377,060)	\$1,067,638	\$3,030,150	\$14,563,580	\$27,540,744

Remaining State	
and Federal	
Funding	\$5,857,848
Remaining	
Suballocated STP-	
Urban	\$20,433,902
Remaining	
Suballocated BRM	
	\$1,248,995
TOTAL	
REMAINING	\$27,540,744

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.F.

OTO FY 2012 Enhancement Funding Handbook and Application

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

During the prior Enhancement Application round, additional changes were requested for consideration to the Enhancement Funding Handbook and Application for future funding cycles. The Enhancement Subcommittee met on April 28, 2011 to review and recommend changes to the Handbook and Application. Though the next funding amount and timing is unknown, staff wanted to complete this update before such funding became available again.

The following changes are shown in the attached Enhancement Funding Handbook and Application:

- Section F has been divided into subsections. This is shown in the Application Handbook, the Application, and on the Score Sheet.
- A landscaping drawing requirement has been included on page 5 and under the main Section F.
- Additional points were given for projects with 80 percent or more new sidewalk. This is shown under main Section F and on the Score Sheet.
- The Number of Users Served has been removed from Section F and the Score Sheet.
- A request to show local match source has been added to the cost estimate table and to the outline on the following page.
- The maximum allowance for Preliminary Engineering and Construction Engineering has been removed.
- The Score Sheet has been revised to clearly show the corresponding section and reflects the recommended changes to how variable scores are applied.
- Some additional formatting

TECHNICAL COMMITTEE RECOMMENDATION: The Technical Planning Committee unanimously recommended the Board of Directors approve the OTO FY2012 Enhancement Funding Handbook and Application.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"To approve the OTO FY2012 Enhancement Funding Handbook and Application."

OR

"To return the OTO FY2012 Enhancement Funding Handbook and Application to the Technical Committee in order to consider the following....."

2012 Enhancement Funding Handbook and Application



Ozarks Transportation Organization

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

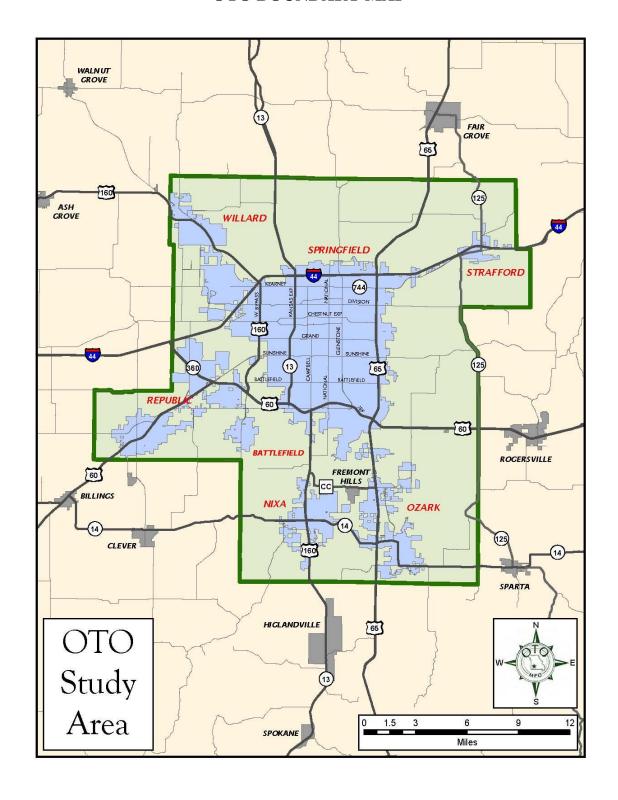
(417) 836-5542 Fax (417) 862-6013

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OTO BOUNDARY MAP





Introduction

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

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

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

Additional Information Available Through:

Natasha Longpine
Ozarks Transportation Organization
117 Park Central Square, Suite 107
Springfield, MO 65806
(417) 836-5545
nlongpine@ozarkstransportation.org

Dawne Gardner
MoDOT District 8
PO Box 868
3025 E. Kearney
Springfield, MO 65801
(417) 895-7662
Dawne.Gardner@modot.mo.gov



Ozarks Transportation Organization Timeline for FY 2012 Enhancement Projects

OTO Process

Done Enhancement Subcommittee to rewrite criteria

Done Enhancement Subcommittee to finalize criteria

May 18, 2011 TPC meeting to recommend criteria

June 16, 2011 Selection Criteria approved by Board of Directors

TBD Application posted
TBD Application Deadline

TBD Enhancement Selection Committee to select projects

TBD TPC e-meeting to recommend TIP amendments for selected projects

TBD Board of Directors meeting to approve TIP amendments for selected projects

TBD OTO submits eligible selected projects to MoDOT Central Office. MANDATORY

DEADLINE

MODOT Process

These are the suggested latest dates to meet the required November PS&E Deadline. Recipients may proceed with the consultant selection process as early as **TBD**.

TBD If seeking federal reimbursement for PE (Professional Engineering) services,

local agency submits RFQ (Request for Qualifications) to MoDOT for posting.

(May be submitted anytime after **TBD**)

TBD RFQ proposals due to local agency.

TBD Local agency selects consultant

TBD Local agency submits executed standard ESC (Engineering Services Contract)

contract to MoDOT District Office for funds obligation.

TBD PE funds obligated. Local agency notified to begin design.

TBD If easements or right-of-way is needed, right-of-way plans submitted to District

Office.

TBD Final PS&E (Plans, Specifications and Estimates) submitted to MoDOT District

Office. MANDATORY DEADLINE

TBD PS&E submittal to MoDOT Central Office for bid review. MANDATORY

DEADLINE

TBD Construction Authorization request submitted to MoDOT Central Office.

MANDATORY DEADLINE



Application Requirements

- Must meet at least one of the twelve enhancement categories (see page 15).
- Must have a direct relationship to the surface transportation system in terms of function, proximity, or impact.
- Involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance.
- Must be open for public access in perpetuity.
- Local match of at least 20% of the total project cost.
- The sponsor must be a local, state, or federal government or public agency.
- The minimum federal funding request is \$25,000. The maximum federal funding request is limited by the availability of funds; however, the intent of the Ozarks Transportation Organization is to do as many projects as possible.
- Photographs of the proposed project site are required.
- A landscaping drawing showing type and location of street trees/other landscaping.
- A project implementation schedule must be submitted with each application.
- An adopted local resolution of support is required from the sponsoring agency.
- ROW shall have already been acquired or can be acquired by **TBD**.
- Project must be in accordance with the Ozarks Transportation Organization's Long Range Transportation Plan.

Important Information for Applicant

- This program <u>reimburses</u> the project sponsor for costs incurred. It does not provide money up front.
- A very large or expensive project may be split into phases. Each phase must be applied for and approved individually. Each phase is subject to the annual allocation available to the Ozarks Transportation Organization.
- The funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess of the funding allocated to the project; therefore, it is important to develop a good estimate for the project application.
- The majority of projects will go through a competitive bid process for construction. In some cases, volunteer or public forces may do construction.
- All projects (including right-of-way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at:
 - http://www.modot.mo.gov/business/manuals/localpublicagency.htm#LocalPublicAgency Manual
 - http://epg.modot.org/index.php?title=236.18 Local Public Agency Land Acquisition
- Once approved by the Ozarks Transportation Organization Board of Directors and placed in the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Form and submit it to MoDOT. The programming form may be found at http://www.modot.mo.gov/business/manuals/documents/FIG3-1-1-2010.pdf
- No work may begin on the project until MoDOT and FHWA or FTA approves the project and a notice to proceed is issued.
- All projects must comply with MoDOT's Reasonable Progress Policy (see page 8). In the
 event a project is not progressing in accordance with the reasonable progress policy, the
 funds may be reallocated to the next highest rated project that has not yet received
 funding.
- All projects are required to have a project maintenance plan for a minimum of 25 years.



Project Selection

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

Evaluation Criteria

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

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

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

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

Funding Guidelines

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

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

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



Selection Committee

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

- City of Battlefield Technical Committee Representative or Designee
- Citizen Representative from the OTO Bicycle and Pedestrian Advisory Committee
- Christian County Technical Committee Representative or Designee
- City Utilities Bicycle and Pedestrian Advisory Committee Representative or Designee
- Greene County Bicycle and Pedestrian Advisory Committee Representative or Designee
- Missouri State University Technical Committee Representative or Designee
- MoDOT Bicycle and Pedestrian Advisory Committee Representative or Designee
- City of Nixa Technical Committee Representative or Designee
- Ozark Greenways Bicycle and Pedestrian Advisory Committee Representative or Designee
- City of Ozark Technical Committee Representative or Designee
- City of Republic Technical Committee Representative or Designee
- City of Springfield Technical Committee Representative or Designee
- Representative from Springfield Public School District
- City of Strafford Technical Committee Representative or Designee
- City of Willard Technical Committee Representative or Designee



Funding Levels

Current funding

TOTAL	\$?,???,???
Available Funding FY12	\$???,???
Remaining Balance FY	\$???,???

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

Reasonable Progress Requirements

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

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

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

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



Application Instructions

Section A Project Sponsor

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

Section B Project Partners

Please list all of the project partners contributing to this project including local, state, federal and non-profit agencies. One additional point (up to 3) will be granted for each partners contributing at least 1 percent of the project cost.

Section C Basic Information

Please list the information requested and answer all questions completely. Please note right-of-way must be able to be acquired by **TBD**. The full 2 points will be awarded to projects with the right-of-way already acquired. If the project sponsor has a written letter of intent to provide right-of-way, one point will be awarded. If there is no formal evidence of right-of-way acquisition, then no points will be awarded.

Section D Project Location

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

Section E Enhancement Categories

Please check all Enhancement Categories that apply. One point, with a maximum of 3, will be awarded for each category met. More information regarding Enhancement Categories may be found at the following websites: http://www.fhwa.dot.gov/environment/te/guidance.htm

 $\underline{\text{http://www.modot.mo.gov/business/manuals/documents/Final\%20Enhancement\%20Guide.pdf}$

Section F Project Description

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



Project Length, Width and Material Type. Provide Description. Two points will be awarded if the project is comprised of more than 80 percent new sidewalk. Please include a landscaping drawing which shows the type and placement of street trees/other landscaping.

Section F.1

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

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

Section F.2

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

Section F.3

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

Section F.4

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



Section F.5

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

Section F.6

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

Section G Public Outreach

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

Section H Distance from School

Please fill out as requested.

Section I Cost Estimates

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

Section J Signature

All applications must be signed to be considered.



IMPORTANT SUBMITTAL INSTRUCTIONS

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

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

Application Deadline TBD



TRANSPORTATION ENHANCEMENT FUNDS PROGRAM APPLICATION

Project Name	
Application Date:	
A. PROJECT SPONSOR INFORMATION	
First Sponsor Name:	
Contact Person:	
Title:	
Address:	-
Phone:	
Fax:	
Email:	
Second Sponsor Name:	_
Contact Person:	
Title:	_
Address:	-
Phone:	
Fax:	
Email:	_
B. PROJECT PARTNERS Please list all local federal, state or nonprofit partners whom are contributing money to this project.	_
	_



C. BASIC PROJECT INFORMATION

Will a fee be charged for public access? If yes, how much?	Will a fee be charged for public access? If yes, how much? Yes □ No If yes, explain how the fees charged will be used. What governmental entity will be responsible for the short- and long-term project maintenance. Identify all maintenance participation and the source of funds supporting long-term maintenance. Has the right-of-way for the project been acquired in its entirety? Yes □ No If no, does the applicant have an option on the property executable by TBD? Yes □ No If no, does the applicant have a written letter of intent	oDOT District # ounty otal Federal Funds Requested \$			
What governmental entity will be responsible for the short- and long-term project maintenance. Identify all maintenance participation and the source of funds supporting long-term maintenance. Has the right-of-way for the project been acquired in its entirety? Yes No If no, does the applicant have an option on the property executable by TBD? Yes No If no, does the applicant have a written letter of intent to provide the right-of-way? Yes No Attach supporting documentation to this application.	What governmental entity will be responsible for the short- and long-term project maintenance. Identify all maintenance participation and the source of funds supporting long-term maintenance. Has the right-of-way for the project been acquired in its entirety? Yes No If no, does the applicant have an option on the property executable by TBD? Yes No No If no, does the applicant have a written letter of intent	ill the project be open to the public for at leas	st 25 years?	Yes□	No □
Identify all maintenance participation and the source of funds supporting long-term maintenance. Has the right-of-way for the project been acquired in its entirety? If no, does the applicant have an option on the property executable by TBD? Yes \Boxet No \Boxet If no, does the applicant have a written letter of intent to provide the right-of-way? Yes \Boxet No \Boxet Attach supporting documentation to this application.	Identify all maintenance participation and the source of funds supporting long-term maintenance. Has the right-of-way for the project been acquired in its entirety? Yes No If no, does the applicant have an option on the property executable by TBD? Yes No If no, does the applicant have a written letter of intent			Yes □	No 🗆
Has the right-of-way for the project been acquired in its entirety? Yes No In no, does the applicant have an option on the property executable by TBD? Yes No In no, does the applicant have a written letter of intent to provide the right-of-way? Yes No In	Has the right-of-way for the project been acquired in its entirety? Yes □ No If no, does the applicant have an option on the property executable by TBD ? Yes □ No If no, does the applicant have a written letter of intent	hat governmental entity will be responsible for	or the short- and long	-term project mai	intenance?
If no, does the applicant have an option on the property executable by TBD ? If no, does the applicant have a written letter of intent to provide the right-of-way? Attach supporting documentation to this application. D. PROJECT LOCATION INFORMATION	If no, does the applicant have an option on the property executable by TBD ? Yes □ No If no, does the applicant have a written letter of intent	entify all maintenance participation and the se	ource of funds suppor	rting long-term m	aintenance.
executable by TBD ? If no, does the applicant have a written letter of intent to provide the right-of-way? Attach supporting documentation to this application. D. PROJECT LOCATION INFORMATION	executable by TBD ? Yes \(\square \) No If no, does the applicant have a written letter of intent	as the right-of-way for the project been acquir	red in its entirety?	Yes □	No □
If no, does the applicant have a written letter of intent to provide the right-of-way? Yes No Attach supporting documentation to this application. D. PROJECT LOCATION INFORMATION	If no, does the applicant have a written letter of intent	no, does the applicant have an option on the p	property		
Attach supporting documentation to this application. D. PROJECT LOCATION INFORMATION		ecutable by TBD ?		Yes □	No □
D. PROJECT LOCATION INFORMATION		**	intent	Yes □	No □
	Attach supporting documentation to this application.	tach supporting documentation to this applica	ation.		
1. Where is the project located? Attach a map no larger than 8 ½ inches by 11 inches.	D. PROJECT LOCATION INFORMATION	PROJECT LOCATION INFORMATION	N		
	1. Where is the project located? Attach a map no larger than 8 ½ inches by 11 inches.	Where is the project located? Attach a map i	no larger than 8 ½ inc	hes by 11 inches.	



2. Ple	ease check the appropriate box for each question.		
>	Is the project a component or extension of a previously awarded enhancement project?	d transportati	on
	If so, give the project number: STP-	Yes □	No □
>	Does all right-of-way necessary for the project fall within public ownership or lease?	Yes □	No □
	public ownership of lease:	168 🗆	NO L
>	Have utilities been cleared or considered for the project?	Yes □	No □
>	If right-of-way acquisition is necessary, is the applicant willing to exercise condemnation authority to acquire?	Yes □	No 🗆
maxi proje effect	NHANCEMENT CATEGORIES BY GROUP - 1 point for eamum of 3 points is available. Check all that apply. A project meet may be awarded additional points if multiple categories apply, tively demonstrates how the project will be successful and how the dement one another.	ay overlap gr provided the	roups. A applicant
	Transportation facilities for pedestrians and bicycles.		
	Safety and educational activities for pedestrians and bicyclists. construction safety-related activities, such as a safety promotion		
	Bicycle and pedestrian safety training; Training materials such as videotapes, brochures, and maps; Rent for leased space and limited/short-term staff salaries.		
	Preservation of abandoned railway corridors, including conserve pedestrian and bicycle trails	ation and use	e thereof for
	Scenic and/or historic highway programs, including the provision centers	on of tourist	and welcome
	Acquisition of scenic easements and scenic or historic sites		
	Landscaping and other scenic beautification. In order for this c streetscape projects, street trees must be incorporated into the si- quantity to provide shade for pedestrians.		
	Control and removal of outdoor advertising		
	Mitigation of water pollution due to highway runoff, including		reduce
_	vehicle-caused wildlife mortality, while maintaining habitat con	nnectivity	
	Historic preservation Rehabilitation and operation of historic transportation buildings	e etriicturae e	or facilities
	Archaeological planning and research	s, siructures (n racinges.
_	Establishment of transportation museums		



F. PROJECT DESCRIPTION

Please provide a concise overview of the project. Include major components such as project width, length and material types. 2 points for projects which are comprised of more than 80 percent new sidewalk

Also, specifically address the following –

- F.1 Link to Surface Transportation 1 point for each category met
- F.2 Connection to Other Modes of Transportation or Connectivity with Other Transportation Facilities **1 point for each connection provided**
- F.3 Promotion of Redevelopment or Revitalization 2 points if Yes
- F.4 Address Potential or Existing Safety Problem 3 points if Yes
- F.5 Address Barriers to Mobility **2 points if Yes**
- F.6 Enhances/Improves the Natural Environment **2 points if Yes**

You must include a project plan showing the details of the projects. The plan should include the length and width of the project, the landscaping details/drawing, lighting details, etc. Drawings no larger than 8 ½ inches by 11 inches may be attached to the back of this application.

G. PUBLIC OUTREACH AND INPUT

Please provide documentation detailing the local or regional multi-modal plan that the project appears in and describe how the public has been involved and how the project sponsor has demonstrated public outreach and input. 2 points if in either a local or regional plan, 1 additional point available if in OTO plan.

H. DISTANCE FROM SCHOOL
If the project is within 1½ miles of a school (measured by radius), please fill out the following
information.
Nearest School
Type of School (public, private, etc)
Project distance from school

I. GENERAL COST ESTIMATE

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

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



LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON	I-FEDERA	OTHER FUNDING	TOTAL (ADD EACH ROW)	
		Applicant Budget	Donation	Source		
1. Right-of-Way Acquisition	\$	\$	\$		\$	\$
2. Design/Preliminary Engineering (Application through Bid Opening)	\$	\$	\$		\$	\$
3. Utility Relocation	\$	\$	\$		\$	\$
4. Materials	\$	\$	\$		\$	\$
5. Labor/Construction	\$	\$	\$		\$	\$
6. Construction Engineering (Only after Bid Opening)	\$	\$	\$		\$	\$
7. Construction Contingency (No more than 10% of items 3-5 above)	\$	\$	\$		\$	\$
8. Value of any land already acquired	\$	\$	\$		\$	\$
TOTALS	\$	\$	\$		\$	\$

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

This project is phased	_YES	 _NO	
This project represents Phase _	•		
Other phases include			
		 _	

Complete for the phase represented on this application only.



TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	%
TOTAL PROJECT COST: \$	100%
SOURCE(S) LOCAL FUNDS:	
Complete for previous or future phases.	
Phase	
TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	
TOTAL PROJECT COST: \$	
Phase	
TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	%
TOTAL PROJECT COST: \$	<u></u>
Phase	
TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	%
TOTAL PROJECT COST: \$	100%
Phase	
TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	
TOTAL PROJECT COST: \$	100%



SECTION J

We, the Undersigned:

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

Name	Title	Date



Enhancement Funding Score Sheet

Relevant Section	Evaluation Criteria	Maximum Points Available	Points Received
В	Project has more than one local, federal, state or non-profit partner contributing to the match dollars (1 point for each partner providing at least 1% of the project cost)	3	
D	Right-of-Way for the project has already been acquired in its entirety (Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)	2	
Е	Project meets one or more of the 12 transportation enhancement activities (1 point for each activity met per requirements on page 15)	3	
Е	Project provides a Transportation facility or safety or educational activity for pedestrians or bicycles (Yes = 2pts, No = 0pts)	2	
F	Project is comprised of more than 80% new sidewalk (Yes = 2pts, No = 0pts)	2	
F.1	Projects degree of linkage to transportation (1 point for each of three criteria met on page 10)	3	
F.2	Project is multimodal, connects other modes of transportation or provides connectivity with other transportation facilities (1-3 points)	3	
F.3	Project promotes redevelopment/revitalization (Yes = 2pts, No = 0pts)	2	
F.4	Does the Project address an Existing or Potential Safety Problem (Yes = 3pts, No = 0pts)	3	
F.5	Is the project helping to remove a barrier to mobility? (Yes = 2pts, No = 0pts)	2	
F.6	Is the project enhancing or improving the natural environment? (Yes = 2pts, No = 0pts)	2	
G	Project appears in a local or regional multimodal plan (Local or Regional Plan = 2pts, OTO Plan = +1 add'l pt, Not in a Plan = 0pts)	3	
Н	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution or an educational program) (4 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles)	4	
	TOTAL	34	

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.G.

OTO Long Range Transportation Plan (LRTP) Update

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Included for Board of Director member review are the bicycle and pedestrian recommendations to be included in the Long Range Transportation Plan. The Goals, Objectives, and Priorities provided herein, have been approved by the Bicycle and Pedestrian Advisory Committee and have been reviewed by the LRTP Subcommittee and Technical Planning Committee.

In addition to these lists which have a long-term perspective, OTO will be maintaining a database of all identified bicycle and pedestrian projects in the region. These will be mapped and identified by mode, but not prioritized. As many of these projects are more local and short-term in nature, OTO felt identification of these projects was an important first step. OTO intends to review this list periodically to ensure it is current.

From the previous plan, OTO will also be including the bicycle and pedestrian design standards, as well as a set of best practices, to guide future project design and construction.

The next step for this portion of the Plan, will be to finalize the Bicycle/Pedestrian Map. This map will work to be more comprehensive than the existing one, but will also contain a disclaimer that it is representative of the priorities, policies, and projects contained in the plan. In this way, the map is not the only source of information on priorities in the region.

For the roadway prioritization, the LRTP Subcommittee has selected those projects to be included on the fiscally constrained list. Staff identified just over \$600 million in available funding through 2035. The total list of submitted roadway projects added to \$1.7 billion. The constrained list contains projects, with inflated costs, totaling that \$600 million, leaving \$1.1 billion worth of projects on the unconstrained list. These recommendations will be modeled to determine the impact on the transportation network in 2035. Staff will also compare selected projects against environmental justice areas, as well as environmentally sensitive areas, within the region, identifying areas of concern for future review.

In addition to prioritization, staff and the LRTP Subcommittee are developing performance measures which can help to monitor the performance and success of the recommendations contained within the plan. These will be tied back to the Major Goals identified within the plan and will be based upon known trends of each measure.

Staff continues to work on the various elements of the plan and intends to have a final draft completed by the end of June, with public hearings scheduled in July for Board of Directors Approval in August.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED - INFORMATIONAL ONLY

Chapter 8 – Bicycle/Pedestrian

Vision

Improve the safety, access, connectivity, convenience, and prevalence of bicycling and walking as a transportation choice supporting livability within the Ozarks Transportation Organization (OTO) region.

Goal 1

Develop a comprehensive regional bicycle and pedestrian network by identifying both on-street and off-street facilities within the OTO.

Objectives

- Identify the safe and efficient bicycle/pedestrian routes that connect existing and planned bicycle routes, major destinations, attractions, and neighborhoods in the OTO planning area, minimizing vehicular trips, especially within a 1-mile radius of residential areas.
- Identify facilities which can facilitate community connections.
- Promote a bicycle/pedestrian system that maximizes the use of all bicycle and pedestrian facilities.
- Target the preservation of open space, such as floodways, utility corridors, rail corridors, neighborhood common space, etc., for future development or multipurpose trails, and multi-modal commuter routes
- Encourage land use development patterns that promote and accommodate bicycle and pedestrian use.
- Encourage compliance with ADA standards, such as pavement markings, surface grade, ramps, etc., for all bicycle and pedestrian facilities.
- Provide a bicycle and pedestrian system that promotes bicycling and walking as a mode of transportation for employment, school, shopping, social, recreation, and other trip purposes.
- Encourage the OTO member jurisdictions to implement their internal bicycle/pedestrian component of their comprehensive or long range plan, which complements the regional OTO bike/ped plan and is consistent with OTO's design standards.

Goal 2

Integrate the bicycle and pedestrian network with the existing transportation system.

Objectives

- Encourage and promote a policy of a complete street system that accommodates all users including trucks, automobiles, buses, bicycles, and pedestrians within the street network.
- Establish safe, direct routes that connect to desired destinations.
- Encourage review of all bicycle and pedestrian facilities for consistency with the regional bicycle/pedestrian system plan.
- Unify design standards for bicycle and pedestrian facilities among OTO member jurisdictions.
- Use road and trail infrastructure to create a functional bicycle/pedestrian system that is continuous and coordinated among OTO member jurisdictions.
- Connect existing and planned linear park trails using on-street bicycle and pedestrian facilities to foster a multi-modal transportation network.
- Improve the connectivity of the bicycle and pedestrian network to transit stops and transfer stations.
- Continue to allow, encourage and promote the use of bicycles in conjunction with transit vehicles.
- Provide bicycle and pedestrian facilities at frequent intervals across barriers, especially on all bridges, where space allows.
- Provide sufficient and safe bicycle parking to complement the bicycle network.
- Provide suitable crosswalks for pedestrians at all intersections.
- Promote safety measures such as medians and refuge areas near major intersections, particularly where there are wide streets.
- Integrate bicycle and pedestrian travel into all roadway planning, design, and construction.
- Maintain a Bicycle/Pedestrian Advisory Committee, consisting of OTO representatives and residents of the OTO member
 jurisdictions as appointed by their respective City Councils or Board of Aldermen, which will advise OTO on all matters related
 to bicycle and pedestrian issues.

Goal 3

Enhance and promote bicycling and pedestrian safety.

Objectives

- Encourage development of safe direct routes that connect to area schools.
- Support the coordination of education programs for bicyclists, pedestrians, and motorists.
- Encourage enforcement of laws and ordinances related to safe bicycle operation and pedestrian safety.
- Support safe routes to school programs in the OTO member jurisdictions.
- Explore partnerships with other organizations to promote safe bicycling and walking in the OTO region.
- Encourage training of law enforcement officers regarding pedestrian safety and law.
- Be aware of technologies that may impact future trail users.

Goal 4

Identify and target sources to fund pedestrian and bicycle facilities and programs.

Objectives

- Identify and pursue funds for improvements to the bicycle and pedestrian system.
- Provide for the effective administration of a bicycles and pedestrian system and policy including the creation and support of a bicycle/pedestrian coordinator(s) in partnership with and within the OTO region.
- Use this plan as a tool to access possible public and private funding sources.
- Seek and encourage funding for education, encouragement, and promotion activities.
- Encourage local communities to designate continuing funding to be spent on the construction and maintenance of bicycle and pedestrian facilities.

Goal 5

Promote bicycling and walking as a means of transportation integral to daily activities.

Objectives

- Encourage provision of shower and changing facilities and end-of-trip services at work or at trail facilities for cyclists.
- Develop model ordinances to require provision of bicycle parking where auto parking is required. This should be considered for all new development, and for existing developments, jurisdictions should consider requiring compliance by a set date.
- Promote bicycling and walking as transportation to and from school at all levels.
- Encourage local jurisdictions to offer incentives that promote bicycling and walking to employers that offer employee incentives.
- Increase awareness of the availability of bicycle and pedestrian facilities.
- Involve the media in the promotion of bicycling and walking as a transportation alternative.
- Promote the economic, health, and environmental benefits of bicycling and walking.
- Facilitate member jurisdictions with Bicycle Friendly Community status, as well as other designations and opportunities that exist.

Goal 6

Support bicycling and walking for the promotion of tourism in the OTO region.

- Encourage bicycling for tourism, focusing on historical and natural attractions and destinations within the OTO region.
- For route development, use an inventory of possible attractions within cycling distance that may be of interest to local and visiting cyclists.
- Support the development and signage of the Trans-America Trail cycle route and Historic Route 66 as cycling attractions.
- Promote improvements such as signage, for themed local bike routes which access or connect attractions, i.e., historic schools and sites, Wilson's Creek National Battlefield, State Parks, and local landscape.

Regional Bike/Ped Priorities

(not in any prioritized order)

Support the Goals and Objectives of the OTO Bike/Ped Element of the Long Range Transportation Plan through –

Top 5 Policy Priorities

- Sidewalks on School Walking Routes
- Sidewalks on Streets with Commercial, especially High Volume Bus Routes
- ❖ Emphasize Projects that Extend from Communities and Enhance the Regional System
- Completing Bike/Ped Projects with appropriate Roadway Projects
- Develop Implementation Plan for Bike/Ped Plan, including details such as easements

Additional Policy Priorities

- North-South Connections between Trails, including The Link in Springfield
- Streetscapes in Urban Centers
- Trail Connections between Communities
- Development of a Trail Loop around Springfield
- Reclamation of Rail Bed including following the status of active rail
- Educational Campaign
- Focus on bringing Trails toward Wilson's Creek National Battlefield at a Designated Access Point
- Support the Goals and Objectives of the OTO Bike/Ped Element of the Long Range Transportation Plan

Top Project Priorities

- Wilson Creek/Jordan Valley Creek from South Creek to Smith Park
- Trail of Tears from Close Memorial Park to City of Battlefield
- Republic Shuyler Creek and North Fork Shuyler Creek Trails
- Strafford Route 66 Trail from Springfield to Farm Road 249 (the ball fields)
- Ozark Finley River Trail and other Future Linear Trails as shown on the OTO Bike/Ped Map in Christian County
- Greene County Destination Plan with the addition of a Christian County/Regional addendum
- James River Trail from Crighton Landing east of Springfield to Delaware landing west of Nixa

In addition to this list of regional priorities, OTO will maintain a needs database of all bike/ped projects for the region. This list will be reviewed and added to as needed. Including information such as mode and location, this list will allow OTO to be better prepared should such a list, or subset thereof, is requested.

Journey 2035 Sorted by Roadway

PROJECT ID	MODOT ID	LOCATION	PROJECT NAME	ROADWAY	PROJECT START	PROJECT END	DESCRIPTION	INFL	ATED COST	COI	NSTRAINT
R10	N/A	REPUBLIC, GREENE COUNTY	BAILEY AVENUE EXTENSION	BAILEY AVENUE	WADE STREET	ROUTE 60	NEW ROADWAY	\$	1,877,569	\$	1,877,569
R11	N/A	REPUBLIC, GREENE COUNTY	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE	FARM ROAD 186	WADE STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$	1,945,417	\$	3,822,985
SP28	N/A	SPRINGFIELD	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD	BATTLEFIELD ROAD	FREMONT AVENUE	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	\$	7,164,314	\$	10,987,299
M56	302	SPRINGFIELD	BUSINESS 65 (CHESTNUT EXPRESSWAY) RAILROAD OVERPASS	BUSINESS 65	INGRAM MILL	BELCREST (EAST OF)	RAILROAD OVERPASS OVER BNSF RAILWAY WEST OF ROUTE 65	\$	9,671,000	\$	20,658,299
M95	167	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) ACCESS IMPROVEMENTS	BUSINESS 65	PEELE STREET	REPUBLIC COURT	INTERSECTION IMPROVEMENTS AT INDEPENDENCE STREET/LUSTER AVENUE CONNECTION AND REPUBLIC COURT	\$	2,388,105	\$	23,046,404
SP24	N/A	SPRINGFIELD	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE	CAMPBELL AVENUE	REPUBLIC ROAD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	\$	19,104,837	\$	42,151,241
M88	45, 46	SPRINGFIELD, GREENE COUNTY	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160	BATTLEFIELD ROAD	FARM ROAD 192	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	\$	7,140,608	\$	49,291,849
G11	N/A	GREENE COUNTY	EAST/WEST ARTERIAL - KANSAS EXPRESSWAY TO CAMPBELL AVENUE	EAST/WEST ARTERIAL	KANSAS EXPRESSWAY	CAMPBELL AVENUE	NEW ROADWAY	\$	6,000,000	\$	55,291,849
G13	N/A	GREENE COUNTY	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL	CAMPBELL AVENUE	NATIONAL AVENUE	NEW ROADWAY	\$	21,492,941	\$	76,784,790
R16	N/A	REPUBLIC, GREENE COUNTY	EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS	ELM STREET, FARM ROAD 182	ROUTE 60	ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$	4,275,742		81,060,532
R12		REPUBLIC	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET	OAKWOOD AVENUE	ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$	2,388,330	\$	83,448,862
R6	N/A	REPUBLIC	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET	HINES STREET	LYNN AVENUE	INTERSECTION IMPROVEMENTS AT LYNN AVENUE	\$	254,431	\$	83,703,292
R9	N/A	REPUBLIC	HINES STREET AND OAKWOOD AVENUE INTERSECTION IMPROVEMENTS	HINES STREET	HINES STREET	OAKWOOD AVENUE	INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE	\$	84,413	\$	83,787,705
M35	476	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	1-44	1-44	ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	\$	33,051,836	\$	116,839,541
G6	365	SPRINGFIELD, GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY	REPUBLIC ROAD	WEAVER ROAD	NEW ROADWAY	\$	14,806,248	\$	131,645,790
G7	366	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY	WEAVER ROAD	PLAINVIEW ROAD	NEW ROADWAY	\$	7,128,804	\$	138,774,594
G8	308	GREENE COUNTY	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO EAST/WEST ARTERIAL	KANSAS EXPRESSWAY	PLAINVIEW ROAD	EAST/WEST ARTERIAL (FARM ROAD 190)	NEW ROADWAY	\$	7,841,685	\$	146,616,279
R17	N/A	REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE	ELM STREET	SHUYLER LANE	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$	1,097,836	\$	147,714,115
R5	N/A	REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET	REPUBLIC CITY LIMITS	ROUTE 60	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$	3,124,748	\$	150,838,863
W5	N/A	WILLARD	MILLER ROAD WIDENING PROJECT	MILLER ROAD	ROUTE 160	JACKSON STREET	LANE ADDITION INCLUDING BICYCLE LANE	\$	477,621	\$	151,316,484
R18	N/A			MILLER ROAD, FARM ROAD 186	LYNN AVENUE	ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$	5,191,756	\$	156,508,240
SP30	N/A	SPRINGFIELD	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A	N/A	N/A	FUNDING OF ONGOING OPERATIONS	\$	28,676,486	\$	185,184,726
M175	284	SPRINGFIELD	ITS	N/A	N/A	N/A	ATMS PHASE 2B	\$	1,598,836	\$	186,783,562
M176	34	SPRINGFIELD, NIXA	ITS	N/A	N/A	N/A	ATMS PHASE 3	Ś	2,152,279	Ś	188,935,841
M177		SPRINGFIELD, NIXA, REPUBLIC		N/A	N/A	N/A	ATMS PHASE 4	\$	1,430,038	\$	190,365,879
M179	284		EIS FOR NORTH-SOUTH CONNECTIVITY ENHANCEMENT AND REGIONAL SYSTEM CAPACITY EXPANSION	N/A	N/A	N/A	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	\$	1,074,647	\$	191,440,526
R8	N/A	REPUBLIC	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE	ROUTE 60	ELM STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$	1,913,365	\$	193,353,891
SP23	N/A	SPRINGFIELD	REPUBLIC ROAD BRIDGES OVER JAMES RIVER FREEWAY (ROUTE 60)	REPUBLIC ROAD	REPUBLIC ROAD	ROUTE 60	BRIDGE IMPROVEMENTS FOR REPUBLIC ROAD BRIDGES OVER ROUTE 60 (JAMES RIVER FREEWAY)	\$	2,388,105	\$	195,741,996
M17	475	SPRINGFIELD		ROUTE 13	1-44	ROUTE 744	IMPROVED ACCESS MANAGEMENT FROM I-44 TO ROUTE 744 (KEARNEY STREET)	\$	1,934,365	\$	197,676,360
M66	64, 466	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13	COLLEGE STREET	ROUTE 60	SAFETY AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	\$	5,489,179	\$	203,165,540
M85	194	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13	ROUTE 13	SUNSET STREET	INTERSECTION IMPROVEMENTS AT SUNSET STREET	\$	417,918	\$	203,583,458
M86	276, 278	SPRINGFIELD		ROUTE 13	ROUTE 60	ROUTE 13	INTERCHANGE IMPROVEMENTS AT ROUTE 60 (JAMES RIVER FREEWAY)	\$	5,373,235	\$	208,956,693
M145	418	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	MAYNARD ROAD	ROUTE M	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M	\$	1,390,706	\$	210,347,399
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PROJECT ID	MODOT ID	LOCATION	PROJECT NAME	ROADWAY	Sorted by Roadway	DROJECT END	DESCRIPTION	INC	ATED COST	-	ONSTRAINT
M146		NIXA, CHRISTIAN COUNTY	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON	ROUTE 14	PROJECT START ROUTE 14	PROJECT END ROUTE M	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND	ć	1,425,761	ć	211,773,160
			STREET) INTERSECTION IMPROVEMENTS				ROUTE 14 (MT. VERNON STREET)	,		· ·	
M147	420	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	ROUTE M	GREGG ROAD	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD	\$	2,440,903	\$	214,214,063
M150	421	NIXA	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	GREGG ROAD	TRUMAN BOULEVARD	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD	\$	1,903,391	\$	216,117,453
M151	422	NIXA	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	TRUMAN BOULEVARD	ROUTE 160	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD)	\$	1,717,047	\$	217,834,501
M156	423	NIXA	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	ROUTE 160	WATER STREET		\$	2,125,413	\$	219,959,914
M157	424	NIXA	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14	WATER STREET	CHEYENNE ROAD	CAPACITY IMPROVEMENTS FROM WATER STREET TO CHEYENNE ROAD	\$	7,314,764	\$	227,274,678
M158	425	NIXA, OZARK, CHRISTIAN COUNTY	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14	CHEYENNE ROAD	FREMONT ROAD	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	\$	7,355,362	\$	234,630,040
M159	426	OZARK	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14	FREMONT ROAD	22ND STREET	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	\$	2,493,181	\$	237,123,221
M167	428	OZARK	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14	17TH STREET	ROUTE NN	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET)	\$	3,514,096	\$	240,637,317
013	16	OZARK	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14	ROUTE 14	CHURCH STREET	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	\$	1,711,281	\$	242,348,598
06	20	OZARK	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14	ROUTE 14	9TH STREET	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN), WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	\$	1,434,722	\$	243,783,320
O24	27	OZARK	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14	ROUTE 14	14TH AVENUE	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$	1,297,307	\$	245,080,627
025	448	OZARK	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14	ROUTE 14	ROUTE W		\$	1,424,943	\$	246,505,570
M173	432	OZARK	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14	3RD STREET/SELMORE ROAD	ROUTE W	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	\$	10,630,771	\$	257,136,340
M169	21	OZARK	ROUTE 14 (JACKSON STREET) AND 10TH STREET INTERSECTION IMPROVEMENTS, 10TH STREET REALIGNMENT	ROUTE 14	ROUTE 14	10TH STREET	INTERSECTION IMPROVEMENTS AT 10TH STREET, REALIGNMENT OF 10TH STREET	\$	801,209	\$	257,937,549
M168	139	OZARK	ROUTE 14 (JACKSON STREET) AND 12TH STREET INTERSECTION IMPROVEMENTS	ROUTE 14	ROUTE 14	12TH STREET	INTERSECTION IMPROVEMENTS AT 12TH STREET	\$	801,209	\$	258,738,759
M152	142	NIXA	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 160	ROUTE 160	ROUTE 14	INTERSECTION IMPROVEMENTS AT ROUTE 14 (MT. VERNON STREET)	\$	2,603,449	\$	261,342,207
M124	47	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	ROUTE 160 IMPROVEMENTS	ROUTE 160	ROUTE 60	ROUTE CC RELOCATION	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO RELOCATED ROUTE CC IN NIXA	\$	14,414,337	\$	275,756,544
M126	208	SPRINGFIELD	ROUTE 160 (CAMPBELL AVENUE) AND PLAINVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160	ROUTE 160	PLAINVIEW ROAD	INTERSECTION IMPROVEMENTS AT PLAINVIEW ROAD	\$	12,537,549	\$	288,294,093
M13	372, 373	SPRINGFIELD	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY	ROUTE 160	ROUTE 160	ROUTE 744	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	\$	2,985,131	\$	291,279,224
M132	408	NIXA	STREET) INTERSECTION IMPROVEMENTS ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC	ROUTE 160	ROUTE 160	ROUTE CC RELOCATION	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	\$	2,930,204	\$	294,209,428
M140	412	NIXA	INTERSECTION IMPROVEMENTS ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160	ROUTE CC RELOCATION	ROUTE 14	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE	\$	15,311,246	\$	309,520,674
M141	413	NIXA	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD	ROUTE 160	ROUTE 160	TRACKER ROAD	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	\$	2,418,090	\$	311,938,765
M142	414	NIXA	INTERSECTION IMPROVEMENTS ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160	ROUTE 160	KATHRYN STREET/ALDERSGATE DRIVE	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	\$	2,025,113	\$	313,963,877
M143	415	NIXA	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160	ROUTE 160	NORTHVIEW ROAD	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	\$	2,418,090	\$	316,381,968
M144	416	NIXA	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160	ROUTE 160	WASSON DRIVE	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	\$	2,418,090	\$	318,800,058
M153	148	NIXA	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160	ROUTE 160	SOUTH STREET (NIXA)	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	\$	2,418,090	\$	321,218,149
M3	189, 455	WILLARD	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160	ROUTE 160	HUGHES ROAD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	\$	656,729	\$	321,874,877

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	PROJECT ID	MODOT ID	LOCATION	PROJECT NAME	ROADWAY	PROJECT START	PROJECT END	DESCRIPTION	INFLATED COST	CONSTRAINT
Part	M84	391, 392	GREENE COUNTY	, , , , , , , , , , , , , , , , , , , ,	ROUTE 160	ROUTE 60	ROUTE 160		\$ 5,612,046	\$ 327,486,923
	W1	215, 282	WILLARD, GREENE COUNTY	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160	ROUTE 123	1-44		\$ 13,544,728	\$ 341,031,652
March Marc	M127	206	GREENE COUNTY		ROUTE 160	ROUTE 160			\$ 509,860	\$ 341,541,512
Management Man	M154	427	NIXA, CHRISTIAN COUNTY	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160	ROUTE 14	RIVERDALE DRIVE		\$ 9,050,423	\$ 350,591,935
Month Mont	M109	402	REPUBLIC		ROUTE 174	ROUTE 174	MAIN STREET (REPUBLIC)	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$ 1,296,741	\$ 351,888,676
Marie 1.1.4 Approximation Country Co	R1	437	GREENE COUNTY	ROUTE 266 IMPROVEMENTS	ROUTE 266	ROUTE B	AIRPORT BOULEVARD	LANE ADDITIONS, ACCESS MANAGEMENT	\$ 1,808,275	\$ 353,696,951
Mile	M113			INTERSECTION IMPROVEMENTS				ELIMINATE SIGNAL SPLIT-PHASE	,	
Manual	M83	313, 444			ROUTE 60	ROUTE 413	ROUTE 65		\$ 7,209,688	\$ 361,759,192
MIRED C., 216, 224 SPRINGERID ROUTE OF COLUMN STATE PRIVATE COLOMATIS SINKER PRESENTAL COLUMN STATE PRIVATE PRIVATE COLUMN STATE PRIVATE COLUMN STATE PRIVATE PRIVATE COLUMN STATE PRIVATE PRI	R14	363, 458	REPUBLIC	IMPROVEMENTS				INTERSECTION IMPROVEMENTS AT FARM ROAD 103	\$ 1,630,966	\$ 363,390,159
MISS MANUAL PRINCE MANUA	R15			IMPROVEMENTS						7 333,523,523
2-8 SPRINGPIELD ADULT OF AND BATTLEFELD ROAD INTECLANGE ROUTE 65 RO				IMPROVEMENTS				TO ROUTE 65		402,007,133
MEDICAL PRINCETED PRINCETED ROUTE 65										
MAIS 250, 286 SPRINGFIELD COAINK DOUTE SC CAPACTY IMPROVEMENTS DOUTE SC DOUT				IMPROVEMENTS						
TO ROUTE CC AND ROUTE SA AND ROUTE SO AND ROUTE SA AND ROUTE SA AND ROUTE SO AND ROUTE SA AND ROUTE SA AND ROUTE SO AND ROUTE SA AND ROUTE SA AND ROUTE SO AND ROUTE SA AND ROUTE SA AND ROUTE SO AND ROUTE SA AND ROUTE SA AND ROUTE SO AND ROUTE SO AND ROUTE SA AND ROUTE SO AND ROUTE SO AND ROUTE SO AND ROUTE SA AND ROUTE SO AND ROUTE SO AND ROUTE SO AND ROUTE SA AND ROUTE SO AN										\$ 466,869,878
IMPROVEMENTS SO CLARK ROUTE OS IMPROVEMENTS ROUTE OS ROUTE CC BUSINESS 65 CAPACITY IMPROVEMENTS FROM ROUTE CCT DUSINESS 65 (SOUTH \$ 28,248,899 \$ 537,113,589								TO ROUTE CC		
STRETT S				IMPROVEMENTS				·		
NTERSECTION IMPROVEMENTS NOUTE 24 (ADDITE OF 10 NOUTE 244, ROUTE 06) ROUTE 744, ROUTE 06) ROUTE 744, ROUTE 06) ROUTE 125 SAFETY AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD ROUTE 125 SAFETY AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD ROUTE 125 SAFETY AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD ROUTE 125 SAFETY AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD ROUTE 125 SAFETY AND SYSTEM IMPROVEMENTS SAF								STREET)		
ROUTE 15 W4 210 WILLARD ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENTS ROUTE AB ROUTE 160 TURN LANE AND SIGNALIZATION IMPROVEMENTS 5 417,918 \$ 543,537,588 R2 438 GREENE COUNTY ROUTE IS IMPROVEMENTS ROUTE CE ROUTE 266 1-44 LANE ADDITIONS, ACCESS MANAGEMENT 5 1,631,072 \$ 543,536,558 M133 409 NOXA, CHRISTIAN COUNTY ROUTE 160 (MASSEY ROUTE CC ROUTE 160 MAIN STREET (RIXA)) CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET (RIXA) F 548,086,586 M134 140 NOXA ROUTE CAR GROOT MAIN STREET (RIXA) INTERSECTION MAIN STREET (RIXA) INTERSECTION IMPROVEMENTS AT MAIN STREET (RIXA) S 803,200 \$ 548,098,88 M134 140 NOXA ROUTE CAR MAIN STREET (RIXA) INTERSECTION MEROVEMENTS AT MAIN STREET (RIXA) S 803,200 \$ 548,098,88 M135 410 GZARK ROUTE 15A NO WEAVER ROAD INTERSECTION MEROVEMENTS AT MAIN STREET (RIXA) S 803,200 \$ 548,098,88 M138 410 GZARK ROUTE 15A NO WEAVER ROAD INTERSECTION MEROVEMENTS AND PEDESTRIAN ACCOSNING AT S 315,474 \$ 549,216,49 M138 410 GZARK ROUTE IMPROVEMENTS ROUTE 15A NO WEAVER ROAD INTERSECTION MEROVEMENTS ROUTH INTERSECT TO ROUTE NO SERVE CONTROLL OF A WEAVER ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFER TO ROUTE NO SERVE CONTROLL OF A WEAVER ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE CONTROLL OF A WEAVER ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE CONTROLL OF A WEAVER ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE CONTROLL OF A WEAVER ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE CONTROLL OF A WEAVER ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE ROAD INTERSECTION MEROVEMENTS ROUTH THIS REFET TO ROUTE NO SERVE ROAD INTERSECT ON MEROVEMENTS ROUTH THIS ROUTH THIS REFET TO ROUTE NO SERVE R	J. 2			INTERSECTION IMPROVEMENTS						
R2 438 GREENE COUNTY SOUTE B IMPROVEMENTS SOUTE B SOUTE 266 1-44 LANE ADDITIONS, ACCESS MANAGEMENT \$ 1,631,072 \$ 5-55,186,559	M34	68			ROUTE 744, ROUTE OO	LE COMPTE ROAD	ROUTE 125		\$ 3,020,952	\$ 543,119,669
M33	W4						ROUTE 160		,,,,,,	
BOULEVARD) BOULEVARD) BOULEVARD	R2							,		9 919,200,033
MIRROVEMENTS MEAVER ROAD				BOULEVARD)						
MI38				IMPROVEMENTS						
M82 388 BATTLEFIELD, SPRINGFIELD, GRENE COUNTY, REPUBLIC GRENE COUNTY, REPUBLIC GRENE COUNTY, REPUBLIC GRENE COUNTY, REPUBLIC GRENE COUNTY GROUTE MM (BROOKLINE BOULEVARD) CAPACITY ROUTE MM IMPROVEMENTS AND MICRACKEN ROAD ROUTE MM IMPROVEMENTS FROM 1-44 ROUTE 360 CAPACITY IMPROVEMENTS FROM 1-44 TO ROUTE 360 (IAMES RIVER 1 S. 2,489,599 \$ 569,176,71-11 (IMPROVEMENTS) STREET) AND MCCRACKEN ROAD ROUTE NN ROUTE NN MCCRACKEN ROAD MICRACKEN ROAD				IMPROVEMENTS				WEAVER ROAD	,	
GREENE COUNTY, REPUBLIC M59 489 REPUBLIC, GREENE COUNTY M59 A89 REPUBLIC, GREENE COUNTY M69 A89 REPUBLIC, GREENE COUNTY M69 A89 REPUBLIC, GREENE COUNTY M69 A89 REPUBLIC, GREENE COUNTY M60 A89 REPUBLIC, GREENE COUNTY M60 A89 REPUBLIC M60 A80 REPUBLIC M60										
M115 204 SPRINGFIELD, GREENE COUNTY M80 386 REPUBLIC, GREENE COUNTY M80 386 REPUBLIC, GREENE COUNTY R017 ROUTE ZE (WILSON'S CREEK BOULEVARD) AND FARM ROAD ROUTE ZE	M82	388		ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M	ROUTE 60	ROUTE FF		\$ 15,880,896	\$ 566,687,115
M115 204 SPRINGFIELD, GREENE COUNTY ROUTE ZC (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS M80 386 REPUBLIC ROUTE ZC (WILSON'S CREEK BOULEVARD) AND FARM ROAD 18 ROUTE ZC (WILSON'S CREEK BOULEVARD) AND FARM ROAD 19 ROUTE ZC (WILSON'S CREEK BOULEVARD) AND FARM ROAD 19 ROUTE ZC (WILSON'S CREEK BOULEVARD) AND FARM ROAD 178 INTERSECTION IMPROVEMENTS M80 386 REPUBLIC ROUTE ZC (WILSON'S CREEK BOULEVARD) EXTENSION AND ROUTE ZC ROU	M59	489	REPUBLIC, GREENE COUNTY		ROUTE MM	1-44	ROUTE 360		\$ 2,489,599	\$ 569,176,714
M115 204 SPRINGFIELD, GREENE COUNTY ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS ROUTE P ROUTE 60 FARM ROAD 194 CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS \$ 4,081,953 \$ 573,820,501 FROM ROUTE 60 TO FARM ROAD 194 M119 406 REPUBLIC ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS M80 386 REPUBLIC, GREENE COUNTY ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION AND ROUTE ZZ ROUTE ZZ ROUTE MM ROUTE MM EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM; \$ 22,996,253 \$ 597,871,824 GRADE-SEPARATED RAILROAD CROSSING R13 362 REPUBLIC ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD TATM TRESECTION IMPROVEMENTS ROUTE ZZ ROUTE	O5	447	OZARK		ROUTE NN	ROUTE NN	MCCRACKEN ROAD		\$ 561,840	\$ 569,738,554
M119 406 REPUBLIC ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS ROUTE ZZ ROUTE ZZ HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS REPUBLIC R	M115	204			ROUTE P	ROUTE 60	FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS	\$ 4,081,953	\$ 573,820,507
RAILROAD CROSSING R13 362 REPUBLIC ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD ROUTE ZZ FARM ROAD 174 INTERSECTION IMPROVEMENTS AT FARM ROAD 174 \$ 605,036 \$ 598,476,855 174 INTERSECTION IMPROVEMENTS	M119	406			ROUTE ZZ	ROUTE ZZ		INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN	\$ 1,055,063	\$ 574,875,570
R13 362 REPUBLIC ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD ROUTE ZZ ROUTE ZZ FARM ROAD 174 INTERSECTION IMPROVEMENTS AT FARM ROAD 174 \$ 605,036 \$ 598,476,855 174 INTERSECTION IMPROVEMENTS	M80	386	REPUBLIC, GREENE COUNTY		ROUTE ZZ	ROUTE M	ROUTE MM		\$ 22,996,253	\$ 597,871,824
	R13	362	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD	ROUTE ZZ	ROUTE ZZ	FARM ROAD 174		\$ 605,036	\$ 598,476,859
	M49	435, 436	SPRINGFIELD	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS	VARIOUS	VARIOUS	ADAPTIVE SIGNAL TECHNOLOGY	\$ 1,237.038	\$ 599,713,898

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PROJECT ID	MODOT ID	LOCATION	PROJECT NAME	ROADWAY			DESCRIPTION	INFLATED COST
021	N/A	OZARK, CHRISTIAN COUNTY	17TH STREET IMPROVEMENTS	17TH STREET			WIDEN STREET, ADD A CONTINUOUS CENTER TURN LANE, ADD SIDEWALKS TO BOTH SIDES OF STREET	\$ 7,858,764
O20	N/A	OZARK, CHRISTIAN COUNTY	MAJOR CORRIDOR TO SOUTH	17TH STREET	ROUTE 14 AND NORTH 10TH STREET	OUTE 14 AND NORTH 10TH BUSINESS 65 AND SOUTH IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW TREET 17TH STREET CROSSING		\$ 11,739,723
01	N/A	OZARK, CHRISTIAN COUNTY	FRONTAGE ROAD	18TH STREET	WEST CLAY STREET	MOUNTAIN DUCK STADIUM	NEW ROADWAY	\$ 6,321,389
M91	115	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS	BUSINESS 65	SUNSET STREET	PEELE STREET	CAPACITY IMPROVEMENTS FROM SUNSET STREET TO PEELE STREET	\$ 10,316,612
M74	163	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) AND BENNETT STREET INTERSECTION IMPROVEMENTS	BUSINESS 65	BUSINESS 65	BENNETT STREET	INTERSECTION IMPROVEMENTS AT BENNETT STREET	\$ 2,388,105
M92	58	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) SAFETY AND SYSTEM IMPROVEMENTS	BUSINESS 65	SUNSET STREET	ROUTE 60	SAFETY AND SYSTEM IMPROVEMENTS FROM SUNSET STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	\$ 5,448,222
M70	209, 247	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS	BUSINESS 65	BENNETT STREET	ROUTE D/SUNSHINE STREET	CAPACITY IMPROVEMENTS FROM BENNETT STREET TO ROUTE D/SUNSHINE STREET - ACCESS MANAGEMENT	\$ 2,566,370
M96	157	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) AND CHEROKEE STREET INTERSECTION IMPROVEMENTS	BUSINESS 65	BUSINESS 65	CHEROKEE STREET	INTERSECTION IMPROVEMENTS AT CHEROKEE STREET	\$ 3,612,222
M73	162	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) AND GRAND STREET INTERSECTION IMPROVEMENTS	BUSINESS 65	BUSINESS 65	GRAND STREET	INTERSECTION IMPROVEMENTS AT GRAND STREET	\$ 3,612,222
M97	164	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) AND SEMINOLE STREET INTERSECTION IMPROVEMENTS	BUSINESS 65	BUSINESS 65	SEMINOLE STREET	INTERSECTION IMPROVEMENTS AT SEMINOLE STREET	\$ 3,612,222
M98	165	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) AND SUNSET STREET INTERSECTION IMPROVEMENTS	BUSINESS 65	BUSINESS 65	SUNSET STREET	INTERSECTION IMPROVEMENTS AT SUNSET STREET	\$ 3,612,222
SP20	163	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) AND BENNETT STREET INTERSECTION IMPROVEMENTS	BUSINESS 65	BUSINESS 65	BENNETT STREET	INTERSECTION IMPROVEMENTS AT BENNETT STREET	\$ 4,515,278
M72	161	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) AND CHERRY STREET INTERSECTION IMPROVEMENTS	BUSINESS 65	BUSINESS 65	CHERRY STREET	INTERSECTION IMPROVEMENTS AT CHERRY STREET	\$ 3,612,222
M71	160	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) AND ST. LOUIS STREET INTERSECTION IMPROVEMENTS	BUSINESS 65	BUSINESS 65	ST. LOUIS STREET	INTERSECTION IMPROVEMENTS AT ST. LOUIS STREET	\$ 3,612,222
M172	39	OZARK	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS	BUSINESS 65	ROUTE 65	ROUTE 14	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	\$ 6,490,064
M55	108	SPRINGFIELD	BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS	BUSINESS 65	PATTERSON AVENUE	ROUTE 65	UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65	\$ 3,792,524
M67	244	SPRINGFIELD	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS	BUSINESS 65	LOOP 44	CHERRY STREET	CAPACITY IMPROVEMENTS FROM LOOP 44 (CHESTNUT EXPRESSWAY) TO CHERRY STREET - ACCESS MANAGEMENT	\$ 1,985,914
M42	113, 179	SPRINGFIELD	BUSINESS 65, LOOP 44 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS	BUSINESS 65/LOOP 44	DALE STREET	ROUTE D/SUNSHINE STREET	CAPACITY IMPROVEMENTS FROM DALE STREET TO ROUTE D/SUNSHINE STREET - ACCESS MANAGEMENT	\$ 7,750,955
M89	315, 316	SPRINGFIELD	REPUBLIC ROAD RELOCATION	CAMPBELL AVENUE	SOUTH AVENUE (SPRINGFIELD)	ROUTE 60	ADDRESS INTERSECTION SPACING OF REPUBLIC ROAD AND ROUTE 60 (JAMES RIVER FREEWAY) AT CAMPBELL AVENUE	\$ 24,924,335
M77	0	SPRINGFIELD	CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	CATALPA STREET	CATALPA STREET	EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$ 903,056
N6	N/A	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - ROUTE CC TO NORTH STREET	CHEYENNE ROAD	ROUTE CC	NORTH STREET	ROAD WIDENING	\$ 7,224,445
N7	N/A	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)	CHEYENNE ROAD	NORTH STREET	ROUTE 14	ROAD WIDENING	\$ 3,612,222
G14	N/A	SPRINGFIELD, GREENE COUNTY	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL	NATIONAL AVENUE	KISSICK AVENUE (FARM ROAD 169)	NEW ROADWAY	\$ 72,244,449
G10	N/A	GREENE COUNTY	EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY	EAST/WEST ARTERIAL	ROUTE FF	KANSAS EXPRESSWAY	NEW ROADWAY	\$ -
ST1	N/A	STRAFFORD, GREENE COUNTY	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET	ROUTE 125	CAMPING WORLD (373 E EVERGREEN)	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	\$ -
R4	N/A	GREENE COUNTY	FARM ROAD 81 IMPROVEMENTS	FARM ROAD 81	ROUTE TT	REPUBLIC CITY LIMITS	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$ 1,863,977
SP16	N/A	SPRINGFIELD	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET	KIMBROUGH AVENUE	NATIONAL AVENUE	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	\$ 2,257,639
N13	N/A	CHRISTIAN COUNTY	GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD	ROSEDALE ROAD	RIVERDALE ROAD	ROAD WIDENING	\$ 4,515,278
N5		NIXA, CHRISTIAN COUNTY	GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD	TRACKER ROAD	NORTHVIEW ROAD	ROAD WIDENING	\$ 3,612,222
N9	•	NIXA, CHRISTIAN COUNTY	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD	BUTTERFIELD DRIVE	ROSEDALE ROAD	ROAD WIDENING	\$ 4,515,278
M39	186, 188	STRAFFORD	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	1-44	I-44	ROUTE 125	INTERCHANGE IMPROVEMENTS AT ROUTE 125	\$ 2,082,446

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PROJECT ID	MODOT ID	LOCATION	PROJECT NAME	ROADWAY	PROJECT START	PROJECT END	DESCRIPTION	INFLATED COST
M12	190	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	1-44	ROUTE 160	ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	\$ 54,656,544
M30	192, 384	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	1-44	ROUTE 65	ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	\$ 67,349,888
M58	174, 176, 178	GREENE COUNTY	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44	I-44	ROUTE B/MM	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	\$ 3,616,784
M10	172, 285	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44	ROUTE 266	ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	\$ 29,800,835
M7	371	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44	ROUTE 360	ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	\$ 35,860,339
W3	N/A	WILLARD	DOWNTOWN REVITALIZATION	JACKSON STREET	JEFFERSON STREET	SOUTH STREET	LANE ADDITIONS, SIDEWALKS	\$ 417,918
N8	61, 488	CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION - ROUTE 14 TO ROSEDALE ROAD	KANSAS EXPRESSWAY	ROUTE 14	ROSEDALE ROAD	NEW CONSTRUCTION	\$ 4,515,278
G9	368	GREENE COUNTY, CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION - EAST/WEST ARTERIAL TO ROUTE 14	KANSAS EXPRESSWAY	EAST/WEST ARTERIAL (FARM ROAD 190)	ROUTE 14	NEW ROADWAY	\$ 72,244,449
N3	N/A	CHRISTIAN COUNTY	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD	GREGG ROAD	NICHOLAS ROAD	NEW CONSTRUCTION	\$ 2,709,167
M41	159, 277	SPRINGFIELD	LOOP 44 (GLENSTONE AVENUE) AND COMMERCIAL STREET INTERSECTION IMPROVEMENTS	LOOP 44	LOOP 44	COMMERCIAL STREET	INTERSECTION IMPROVEMENTS AT COMMERCIAL STREET	\$ 3,612,222
M26	254	SPRINGFIELD	LOOP 44 (GLENSTONE AVENUE) AND EVERGREEN STREET INTERSECTION IMPROVEMENTS	LOOP 44	LOOP 44	EVERGREEN STREET	INTERSECTION IMPROVEMENTS AT EVERGREEN STREET	\$ 509,860
M24	243	SPRINGFIELD	LOOP 44 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS - ACCESS MANAGEMENT	LOOP 44	ROUTE 744	DALE STREET	CAPACITY IMPROVEMENTS FROM ROUTE 744 (KEARNEY STREET) TO DALE STREET	\$ 807,391
M23	99	SPRINGFIELD	LOOP 44 (GLENSTONE AVENUE) CAPACITY IMPROVEMENTS - ACCESS MANAGEMENT	LOOP 44	EVERGREEN STREET	ROUTE 744	CAPACITY IMPROVEMENTS FROM EVERGREEN STREET TO ROUTE 744 (KEARNEY STREET)	\$ 1,258,805
M40	158	SPRINGFIELD	LOOP 44 (GLENSTONE AVENUE) AND DALE STREET INTERSECTION IMPROVEMENTS	LOOP 44	LOOP 44	DALE STREET	INTERSECTION IMPROVEMENTS AT DALE STREET	\$ 771,209
M48	156	SPRINGFIELD	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY IMPROVEMETNS	LOOP 44	ROUTE 160	BUSINESS 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE)	\$ -
M52	66	SPRINGFIELD	LOOP 44 (CHESTNUT EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	LOOP 44	ROUTE 13	BUSINESS 65	SAFETY AND SYSTEM IMPROVEMENTS FROM ROUTE 13 (KANSAS EXPRESSWAY) TO BUSINESS 65 (GLENSTONE AVENUE) - ACCESS MANAGEMENT	\$ 9,084,740
M50	106	SPRINGFIELD	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY IMPROVEMENTS	LOOP 44	PARK AVENUE	ROUTE 13	CAPACITY IMPROVEMENTS FROM PARK AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	\$ 1,609,245
M47	116	GREENE COUNTY	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY IMPROVEMENTS	LOOP 44	1-44	BROADVIEW AVENUE	CAPACITY IMPROVEMENTS FROM I-44 TO BROADVIEW AVENUE	\$ -
N11	N/A	NIXA, CHRISTIAN COUNTY	MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET	ROUTE 14	ROSEDALE ROAD	ROAD WIDENING	\$ 10,836,667
SP14	N/A	SPRINGFIELD	NATIONAL AVENUE AND MONROE STREET INTERSECTION IMPROVEMENTS	NATIONAL AVENUE	NATIONAL AVENUE	MONROE STREET	SIGNALIZE INTERSECTION AND WIDEN MONROE STREET FOR 300 FEET WEST OF NATIONAL AVENUE	\$ 358,216
N2	N/A	CHRISTIAN COUNTY	NICHOLAS ROAD - TRACKER ROAD TO ROUTE 14 (MT. VERNON STREET)	NICHOLAS ROAD	TRACKER ROAD	ROUTE 14	ROAD WIDENING	\$ 10,836,667
N4	N/A	CHRISTIAN COUNTY	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD	GREGG ROAD	NICHOLAS ROAD	NEW CONSTRUCTION	\$ 2,709,167
N10	N/A	NIXA, CHRISTIAN COUNTY	NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD	ROSEDALE ROAD	TRUMAN BOULEVARD	ROAD WIDENING, NEW CONSTRUCTION	\$ 3,612,222
SP29	N/A	SPRINGFIELD	REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD	REPUBLIC ROAD	ROUTE 60	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	\$ 4,179,183
N12	N/A	NIXA, CHRISTIAN COUNTY	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD	KANSAS EXPRESSWAY	MAIN STREET	ROAD WIDENING, NEW CONSTRUCTION	\$ 27,091,669
M37	380	STRAFFORD	ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125	ROUTE 125	ROUTE OO	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	\$ 21,536,070
M79	398	GREENE COUNTY	ROUTE 125 AND ROUTE D INTERSECTION IMPROVEMENTS	ROUTE 125	ROUTE 125	ROUTE D	INTERSECTION IMPROVEMENTS AT ROUTE D	\$ 427,728
M106	9, 482	REPUBLIC	ROUTE 174 CAPACITY EXPANSION	ROUTE 174	KANSAS AVENUE	ROUTE 60	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	\$ 3,878,070
M107	6	REPUBLIC	ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174	ROUTE 174	COLLEGE AVENUE	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	\$ 440,691
M108	5	REPUBLIC	ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174	ROUTE 174	HINES STREET	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	\$ 440,691

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PROJECT ID	MODOT ID	LOCATION	PROJECT NAME	ROADWAY	PROJECT START	PROJECT END	DESCRIPTION	INFLATED COST
M110	91	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174	ROUTE 174	LYON SCHOOL ENTRANCE ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL		\$ 498,487
M111	474	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174	ROUTE 174	LINDSEY AVENUE	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	\$ 399,151
M112	10	REPUBLIC	ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174	ROUTE 174	BNSF RR	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER	\$ 14,925,654
							ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER	
							THE BRIDGE	
M8	433, 434	GREENE COUNTY	ROUTE 266 AND ROUTE B AIRPORT CONNECTION	ROUTE 266, ROUTE B	I-44	AIRPORT BOULEVARD	IMPROVED CONNECTIVITY FROM AIRPORT BOULEVARD TO I-44	\$ 106,932,067
M65	122	SPRINGFIELD	ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413	SCENIC AVENUE	ROUTE 13	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13	\$ 7,405,056
M61	471 400	SPRINGFIELD, GREENE	ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413	ROUTE 60	ROUTE 160	(KANSAS EXPRESSWAY) CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER	\$ 30,342,669
IVIOI		COUNTY		NOOTE 413	NOOTE 60		FREEWAY) TO ROUTE 160 (WEST BYPASS)	
M104	228, 461	ROGERSVILLE	ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60	ROUTE 60	FARM ROAD 223	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	\$ 417,918
M62	390	REPUBLIC, SPRINGFIELD,	ROUTE 413/ROUTE 60 (WEST SUNSHINE) TURN LANE	ROUTE 60, ROUTE 413	ROUTE M/MM	ROUTE 160	ADDITIONAL TURN LANES, LENGTHEN TURN LANES FROM ROUTE	\$ 5,970,261
		GREENE COUNTY	IMPROVEMENTS	·	·		M/MM TO ROUTE 160 (WEST BYPASS)	
M161	22	OZARK	ROUTE 65 - LONGVIEW ROAD NEW INTERCHANGE	ROUTE 65	ROUTE 65	LONGVIEW ROAD	NEW INTERCHANGE AT LONGVIEW ROAD	\$ 27,091,669
M19	377	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE	ROUTE 744	ROUTE 744	GRANT AVENUE	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	\$ 2,388,105
			INTERSECTION IMPROVEMENTS					
M20	69, 467	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744	ROUTE 744	NATIONAL AVENUE	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	\$ 1,194,052
M32	198	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE	ROUTE 744	ROUTE 744	EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	\$ 509,860
M16	201	SPRINGFIELD	INTERSECTION IMPROVEMENTS ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD	ROUTE 744	ROUTE 744	MELVILLE ROAD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	\$ 499,016
			INTERSECTION IMPROVEMENTS					
M33		SPRINGFIELD, STRAFFORD,	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66)	ROUTE 744, ROUTE OO	LE COMPTE ROAD	ROUTE 125	WIDEN ROUTE 744 (KEARNEY STREET) AND ROUTE OO (OLD ROUTE	\$ 19,104,837
		GREENE COUNTY	IMPROVEMENTS				66) TO FIVE LANES FROM LE COMPTE ROAD TO ROUTE 125	
M135	37	NIXA, OZARK, CHRISTIAN	ROUTE CC IMPROVEMENTS	ROUTE CC	MAIN STREET (NIXA)	ROUTE 65	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA)	\$ 23,282,675
		COUNTY					TO ROUTE 65	
M131	488	NIXA, CHRISTIAN COUNTY	ROUTE CC WESTWARD EXTENSION	ROUTE CC	KANSAS EXPRESSWAY (PROPOSED EXTENSION)	ROUTE 160	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	\$ 25,116,686
M76	472	SPRINGFIELD	ROUTE D (SUNSHINE STREET) OPERATIONAL	ROUTE D	BUSINESS 65	ROUTE 65	VARIOUS OPERATIONAL IMPROVEMENTS, INTERSECTION	\$ 7,592,177
			IMPROVEMENTS				MODIFICATIONS, ADAPTIVE SIGNALS ON ROUTE D (SUNSHINE	
							STREET)	
M75	245	SPRINGFIELD	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D	BUSINESS 65	ROUTE 65	CAPACITY IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE	\$ 2,810,973
							AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT	
M9	214, 286	SPRINGFIELD, GREENE	ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE	AIRPORT BOULEVARD	ROUTE 160	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS	\$ 12,895,634
		COUNTY					FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	
M125	469	BATTLEFIELD, GREENE	WEST BYPASS EXTENSION	ROUTE FF	ROUTE 60	ROUTE 14	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER	\$ 72,286,077
		COUNTY, CHRISTIAN COUNTY					FREEWAY) TO ROUTE 14	
N4422	407	DATTI FFIELD COFFNIE	DOLUTE EE EVENESCHAAV INANDROVENAENTS	DOUTE	WEAVER BOAR	FADA DOAD 404	CADACITY INADDOL/FATAITS (FOLID LANE ACCESS CONTROLLED)	ć 52.400.07C
M123	407	BATTLEFIELD, GREENE COUNTY	ROUTE FF EXPRESSWAY IMPROVEMENTS	ROUTE FF	WEAVER ROAD	FARM ROAD 194	CAPACITY IMPROVEMENTS (FOUR-LANE, ACCESS CONTROLLED) FROM WEAVER ROAD TO FARM ROAD 194	\$ 53,189,976
M5	96	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H	FARM ROAD 86	FARM ROAD 94	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	\$ 2,817,534
M6	470	SPRINGFIELD, GREENE	ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H	FARM ROAD 100	MCCLERNON STREET	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON	\$ 3,774,772
1410	470	COUNTY	TOOTE IT (SEEKSTONE AVENUE) CALACITY EXPANSION	NOOTE II	TARINI ROAD 100	Wicceelinol Street	STREET	3,774,772
M4	97	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H	ROUTE KK	FARM ROAD 68	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	\$ 3,612,222
M105	202	GREENE COUNTY	ROUTE N AND FARM ROAD 168 INTERSECTION	ROUTE N	ROUTE N	FARM ROAD 168	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	\$ 608,800
	,		IMPROVEMENTS					
M163	417	CHRISTIAN COUNTY	ROUTE NN IMPROVEMENTS	ROUTE NN	ROUTE J	ROUTE 14	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN	\$ 13,527,773
							IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	
M139	411	OZARK	ROUTE NN IMPROVEMENTS	ROUTE NN	ROUTE J	PHEASANT DRIVE	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	\$ 10,678,949
M36	196, 325, 481	STRAFFORD, GREENE	ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO	ROUTE 125	WEBSTER COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM	\$ 1,552,268
		COUNTY			-		ROUTE 125 TO WEBSTER COUNTY	
M38	40	STRAFFORD	ROUTE 00/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125	ROUTE 00/125	WASHINGTON STREET	INTERSECTION IMPROVEMENT AT WASHINGTON STREET	\$ 597,026
			INTERSECTION INTROVEINENTS		l	L		

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Sorted by Roadway

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PROJECT ID	MODOT ID	LOCATION	PROJECT NAME	ROADWAY	PROJECT START	PROJECT END	DESCRIPTION	IN	IFLATED COST
SP4	473	SPRINGFIELD	ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY	ROUTE 65	LE COMPTE ROAD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	\$	22,576,390
M45	478	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY	ROUTE YY	EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$	1,730,874
M46	205, 491	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY	ROUTE YY	LE COMPTE ROAD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	\$	1,449,579
M118	405	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ	ROUTE M	FARM ROAD 194	PARKWAY FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	\$	23,857,165
M120	12	GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ	ROUTE ZZ	FARM ROAD 182	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	\$	499,016
M121	13	GREENE COUNTY	ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS	ROUTE ZZ	ROUTE ZZ	FARM ROAD 186	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD)	\$	632,139
N1	N/A	CHRISTIAN COUNTY	TRACKER ROAD - NICHOLAS ROAD TO KANSAS EXPRESSWAY EXTENSION	TRACKER ROAD	NICHOLAS ROAD	KANSAS EXPRESSWAY	ROAD WIDENING	\$	8,554,565

TOTAL = \$ 1,107,096,392

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.H.

Title VI Complaint Procedure Update

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

As required by the U.S. Department of Transportation's ("DOT" or the "Department") Title VI regulations (49 CFR part 21) and integration of program and activity consideration expressed in the Department's Order on Environmental Justice (Order 5610.2), and Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005), OTO must provide for a Title VI Policy and Complaint Procedure. OTO has recently reviewed the procedure in place and to ensure compliance, added language regarding limited English proficient persons (attached). Previously, this group of individuals was not specifically mentioned, and this has since been corrected. OTO has in place a Limited English Proficiency Plan, and this addition to the Title VI Complaint Procedure, is consistent with this plan.

TECHNICAL COMMITTEE RECOMMENDATION:

The Technical Committee unanimously recommended approval of the OTO Title VI Policy and Complaint Procedure

BOARD OF DIRECTORS ACTION REQUESTED:

"To approve the OTO Title VI Policy and Complaint Procedure."

OR

"To approve the O	TO Title	VI Policy and	Complaint	Procedure wi	th the following
revisions	."				

OZARKS TRANSPORTATION ORGANIZATION TITLE VI PLAN

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As President John F. Kennedy said in 1963:

Simple justice requires that public funds, to which all taxpayers of all races [colors, and national origins] contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination.

Two Executive Orders and related statutes define populations that are protected under Title VI. Executive Order 12898 is concerned with environmental justice for minority and low-income populations. Executive Order 13166 is concerned with providing equal access to services and benefits for individuals with limited English proficiency.

The Ozarks Transportation Organization has in place a Title VI Complaint Procedure, which outlines a process for local disposition of Title VI complaints and is consistent with guidelines found in Chapter VII of the Federal Transit Administration Circular 4702.1A, dated May 13, 2007. If you believe that the MPO has discriminated your civil rights on the basis of race, color, national origin, age, disability, religion, sex or English proficiency you may file a written complaint by following the procedure outlined below under Title VI Plan/Complaint procedure:

TITLE VI OTO RESPONSIBILITIES

According to Federal Law the Ozarks Transportation Organization shall be responsible for the following:

- Analyze regional data to identify minority and low-income population
 concentrations as well with individuals with limited English proficiency within the
 region. Commitment of staff and financial resources for this technical work can be
 demonstrated in the Work Program. The MPO staff can explain how the technical
 resources (models, Geographic Information Systems (GIS), data bases and analysis,
 etc.) are used for Title VI-related planning and analysis. The MPO might be asked to
 discuss this and how the technical information generated is used in planning.
- Where necessary, provide member agencies with regional data that assists them to identify minority and low-income populations in their subregion or service area.
 The team might discuss the extent to which this information is useful and used by participating agencies.
- Establish appropriate standards, measures, and benchmarks, and analyze the transportation process, TIP, and other MPO actions, plans, and investments to ensure they are consistent with, and do not violate, Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Effort in these areas might be

- demonstrated in the UPWP, as well as within the TIP, and in discussions of how this analysis is used in the planning process.
- Ensure that members of low income and minority communities, including Indian tribal governments, are provided with full opportunities to engage in the regional transportation planning process. This includes acting to eliminate language, mobility, temporal, and other obstacles to allow them to fully participate in the process. The MPO is concerned with providing equal access to services and benefits for individuals with limited English proficiency. The MPO should be able to provide documentation such as public meeting agendas and minutes, and a discussion of how successfully related staff uses information with the described groups.
- Where appropriate, monitor the activities of member agencies and other transportation agencies in the region regarding compliance with Title VI and environmental justice requirements. This can be done through on-going reviews as part of oversight of documents, including agendas, minutes, technical memoranda, federal attendance at meetings, in desk reviews, and in discussions with local participants in the site visit.
- Evaluate the regional transportation system to ensure that services are accessible to person with disabilities.

Over the past few years, the U.S. DOT has encouraged a proactive approach to the participation of protected groups and implementation of Title VI requirements. This approach is intended to ensure compliance with other related requirements, such as the National Environmental Policy Act.

Addressing requirements successfully requires several categories of actions:

- Establishing goals and measurements for substantiating compliance. These measurements should be used to verify that the multi-modal system access and mobility performance improvements in the Transportation Plan, TIP, and underlying planning process comply with Title VI and related requirements.
- The MPO must consider the needs of low-income and minority populations in the existing conditions analysis prepared as part of the transportation process. This information will provide the planning context for future transit and road projects.
- The MPO must have a public involvement process that proactively seeks out and addresses the needs of those traditionally undeserved by existing transportation systems, including but not limited to low-income and minority households.
- The MPO has a role in public involvement, but must also work with the MODOT, City Utilities, and Missouri State University to carry out the metropolitan planning process, including public involvement.
- The products of the transportation process—Long Range Transportation Plan, TIP, and the UPWP must demonstrate consistency with Title VI and related requirements and principles.

TITLE VI COMPLAINT PROCEDURE

1. **Submission of Complaint:** Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, low-income status, or English proficiency has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the MPO Executive Director. A <u>sample complaint form</u> may be downloaded from our website. You are not required to use this form; a letter with the same information is sufficient. However, the information requested in the items marked with a star (*) must be provided, whether or not the form is used. Such complaints must be filed within 60 calendar days after the date the person or group believes the discrimination or encumbrance occurred. Note: Upon request, assistance, in preparation of any necessary written material, will be provided to a person(s) who is unable to read or write. Complaints should be mailed or sent to:

Ozarks Transportation Organization
Title VI Administrator
117 Park Central Square, Suite 107
Springfield, MO 65806

Phone #: 417-836-5442 Fax #: 417-862-6013

staff@ozarkstransportation.org

- 2. **Referral to Review Officer:** Upon receipt of the Complaint, the MPO Executive Director, shall appoint one or more staff review officers, as appropriate, to evaluate and investigate the Complaint. The Complainant shall meet with the staff review officer(s) to further explain his or her complaint. The staff review officer(s) shall complete their review no later than 45 calendar days after the date MPO received the Complaint. If more time is required, the MPO Executive Director shall notify the Complainant of the estimated time frame for completing the review. Upon completion of the review, the staff review officer(s) shall make a recommendation regarding the merit of the Complaint and whether remedial actions are available to provide redress. Additionally, the staff review officer(s) may recommend improvements to MPO's processes relative to Title VI, as appropriate. The staff review officer(s) shall forward their recommendations to the MPO Executive Director, for concurrence. If the MPO Executive Director concurs, he or she shall issue the MPO's written response to the Complainant.
- 3. **Request for Reconsideration:** If the Complainant disagrees with the MPO Executive Director's response, he or she may request reconsideration by submitting the request, in writing, to the MPO Executive Director within 10 calendar days after

receipt of the MPO Executive Director's response. The request for reconsideration shall be sufficiently detailed to contain any items the Complainant feels were not fully understood by the MPO Executive Director. The MPO Executive Director will notify the Complainant of his decision either to accept or reject the request for reconsideration within 10 calendar days. In cases where the MPO Executive Director agrees to reconsider, the matter shall be returned to the staff review officer(s) to re-evaluate in accordance with Paragraph 2, above.

- 4. **Appeal:** If the request for reconsideration is denied, the Complainant may appeal the MPO Executive Director's response by submitting a written appeal to MPO Board no later than 10 calendar days after receipt of the MPO Executive Director's written decision rejecting the reconsideration. The MPO Board will review all the information and documents that have been submitted and determine whether they agree or disagree with the Executive Director's decision. The Complainant will be notified no later than 45 calendar days from the date of appeal to the Board of the Board's decision.
- 5. Submission of Complaint to the State of Missouri Department of

Transportation: If the Complainant is dissatisfied with MPO's resolution of the Complaint, he or she may also submit a written Complaint within 180 days after the alleged date of discrimination to the State of Missouri Department of Transportation for investigation:

MODOT
3025 E. Kearney Street
P.O. BOX 868
Springfield, MO 65801
Phone: 1-888-ASK-MODOT/ 417-895-7600

Fax: 417-895-7711

TITLE VI COMPLAINT FORM

Ozarks Transportation Organization MPO

The purpose of this form is to assist you in filing a complaint with the Ozarks Transportation Organization Metropolitan Planning Organization (MPO) if you or your group feels the actions of the MPO have negatively impacted or caused undue burden to either, but not limited to, a specific minority group, disabled individuals, lower-income population, individuals with limited English proficiency, or the traditionally underserved. You are not required to use this form; a letter with the same information is sufficient, however, the information requested in the items marked with a star (*) must be provided, whether or not the form is used.

* 1.	State your name and address. Name:
	Address:
	City/State: Zip
	Telephone No: Home: () Work: ()
* 2.	Person(s) or Group negatively impacted or caused undue burden, if different
	from above.
	Name:
	Address:
	City/State: Zip
	Telephone No:
	Home: () Work: ()
3.	Please explain your relationship to this person(s). Does your complaint concern discrimination involving disproportionately high and adverse impacts on low income, minority, or limited English proficiency populations, delivery of services or in other discriminatory actions of the MPO in its treatment of you or others? If so, please indicate below the base(s) on which you believe these discriminatory actions were taken (e.g., "Race: African American" or "Sex: Female").
	Race/Color: National Origin: English Proficiency: Sex: Religion: Age: Disability:

4.	What is the most convenient time and place for us to contact you about this complaint?					
5.	If we will not be able to reach you directly, you may wish to give us the name and phone number of a person who can tell us how to reach you and/or provide information about your complaint.					
	Name:					
	Telephone No: ()					
6.	If you have an attorney representing you concerning the matters raised in this complaint, please provide the following: Name: Address: City/State: Telephone No:					
	Home: () Work: ()					
* 7.	What date(s) did the situation or the undue burden take place? Date:					
* 8.	Please explain the situation by clearly stating what happened, why you believe it happened, and how the situation has created an adverse or negative impacts for the person(s) filing this complaint. Indicate who was involved. Be sure to include how other persons or groups were treated differently from you or your group. (Please use additional sheets if necessary and attach a copy of written materials pertaining to your case.)					

	The laws we enforce prohibit recipients of MPO funds from intimidating or retaliating against anyone because he or she has either taken action or participated in action to secure rights protected by these laws. If you believe that you have been retaliated against (separate from the discrimination alleged in #9), please explain the circumstances below. Be sure to explain what actions you took which you believe were the basis for the alleged retaliation.
	Please list below any persons, if known, whom we may contact for additional information to support or clarify your complaint.
	Name Address Area Code/Telephone Numbers
	Do you have any other information that you think is relevant to our investigation of your allegations? Please use additional sheets if necessary of attach a copy of written materials.
,	What resolution are you seeking for this particular situation?

13.	Have you (or the person(s) that was caused undue burden or experienced negative impacts) filed the same or any other complaints with other agencies such as the Greene County Office of Human Rights, Federal Bureau of Investigation, etc.?								
	Yes No								
	If so, do you remember the Complaint Number?								
	Against what agency and department or program was it filed? Agency: Address:								
	City/State: Zip								
	Telephone No: ()								
	Date of Filing:								
	Briefly, what was the complaint about?								
	What was the result?								
14.	Have you filed or do you intend to file a charge or complaint concerning the matters raised in this complaint with any of the following?								
	Federal or State Court Your State Equal Opportunity Office and/or local Office of Human Rights								
15.	If you have already filed a charge or complaint with an agency indicated in #14, above, please provide the following information (attach additional pages if necessary):								
	Agency:								
	Date filed:								
	Case or Docket Number:								
	Date of Trial/Hearing:								
	Location of Agency/Court:								
	Name of Investigator:								
	Status of Case:								

	Comments:						
* 16.	We cannot accept a complaint form belo	plaint if it has not been signed. Please sign and date					
	(Signature)	(Date)					
Pleas copy	e mail the completed, sign for your records) to:	al sheets to explain the present situation to us. ed Discrimination Complaint Form (please make one					
Title 117 l Sprir 417-	ks Transportation Organ VI Administrator Park Central Square, Suit Igfield, MO 65806 836-5442 (phone) 862-6013 (fax)						
17.	How did you learn that y	ou could file this complaint?					

BOARD OF DIRECTORS AGENDA 06/16/11; ITEM II.I.

MoDOT's Bolder Five-Year Direction

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

MoDOT has proposed a new five-year direction as described in this e-mail from Kevin Keith:

"As you know, we have been facing a transportation crisis in Missouri for some time. We have been talking about falling off of the funding cliff for years, and now we have fallen. Our construction program has gone from averaging \$1.2 billion over the past five years to half that amount now and in the coming years. Our operating costs are rising dramatically.

At the request of the Missouri Highways and Transportation Commission, I presented a proposed plan of action to them on May 4 that will ensure we can become the right-sized agency to serve our customers in light of the severe decline in funding we're facing. The plan includes reducing the size of our workforce by 1,200, closing 135 facilities including three district offices and selling more than 740 pieces of equipment. By 2015, this proposed direction will save \$512 million that will be used for vital road and bridge projects and an additional \$117 million in annual, ongoing savings after that.

Given Commission approval on June 8, we will move to implement these recommendations by December 31, 2012. We aren't proposing these changes lightly. We know they will be personal and painful for many people. It's not what we want to do, but it's the right thing to do. It won't be easy, but it's a matter of survival. Anything less would be irresponsible.

More information can be found on our website at http://www.modot.org/bolderfiveyeardirection/index.htm

Kevin Keith"

BOARD OF DIRECTORS ACTION REQUESTED:

NONE

Recommended Changes to the Bolder Five-Year Direction

June 8, 2011

Recommended Changes to the Bolder Five-Year Direction

Over the past month we have engaged in a conversation with our customers and employees. We have taken extensive action to both communicate with and listen to them. Our commitment was to adopt any ideas that improved the plan.

We have listened and we do believe modifications can make the Bolder Five-Year Direction a stronger plan. These modifications address many of the most common themes expressed during our discussions with the public and MoDOT staff.

Based on our extensive public and employee engagement efforts, we recommend the plan as presented on May 4, 2011 be adopted with the following changes:

1. Adjust the seven district boundaries:

- Responds to feedback received from the public, transportation stakeholders and planning partners
- Better balances our workload
- Better coordinates with Regional Planning Commission boundaries

2. Retain a significant local presence in Joplin, Macon and Willow Springs:

- Assistant District Engineer or Area Engineer will be the empowered advocate for local transportation needs, leading a team of program delivery, operations and maintenance staff
- Re-name remaining facilities in the three communities
 - o Joplin Regional Office
 - Macon Regional Office
 - o Willow Springs Regional Office
- Work with the city of Joplin regarding timeline to be sensitive to their community and the tragedy they are overcoming

3. Keep the following maintenance and traffic facilities open:

- New Cambria (Macon County)
- Nashua (Platte County)
- Ellsinore (Carter County)
- Puxico (Stoddard County)
- In Webster County, substitute the Seymour facility (open) for the Fordland facility (closed)

4. Move Resident Engineer/Area Engineer locations:

- In the St. Louis Area District, move the resident engineer/area engineer office location from St. Clair to Festus
- In the Central District, move the resident engineer/area engineer office location from Camdenton to merge with the maintenance and traffic facility in Osage Beach

5. Extend implementation date of personnel changes by three months, from December 31, 2012 to March 31, 2013:

• Allows more time to maximize attrition and transfers (the preferred methods) to achieve staff reduction

A Presentation to the Missouri Highways and Transportation Commission

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CALL TO ACTION

We've had a good run for transportation in Missouri in recent years. Eighty-six percent of our major roads are in good condition. Highway fatalities are the lowest they've been since 1949. We've brought about \$9 billion worth of projects in on time and within budget. Customer satisfaction is at 83 percent, and 92 percent of Missourians trust us to keep our commitments.

We've had a good run because we've had resources. But, MoDOT's funding has fallen off a cliff. The result is a transportation funding crisis for Missouri. It seemed to many Missourians we were "crying wolf" because funding that came our way through bonding programs and federal stimulus funds allowed our construction program to average \$1.2 billion over the past five years. This funding allowed us to improve the condition of our roads and make some very significant highway improvements for Missourians.

However, those funding mechanisms were temporary. We could see the cliff fast approaching. It is now here. Our anticipated lack of funding for transportation was even more negatively affected by the economic downturn which is still being felt across the nation. As a result, MoDOT's construction budget has been cut in half and operating costs are rising dramatically. There is barely enough money to simply maintain our roads; and new construction commitments to improve safety and congestion will not be possible. In the absence of a new federal Surface Transportation Act, we can no longer prudently anticipate annual increases or even rely on current federal funding levels to continue. But even worse, we will soon be unable to match federal funds. That means without some major changes in the way MoDOT operates, federal motor fuel tax paid by Missourians could be lost to our state.

Missourians and taxpayers across the nation have stopped asking for better government. They are now demanding that governmental agencies get their houses in order. They have been tightening their belts and making tough decisions. They expect us to do the same. Taxpayers have made it clear that government at all levels must get significantly smaller, cut costs, and be more efficient. We cannot expect citizens to support additional funding until we have first made the tough financial decisions they themselves are making every day.

This is a very real and personal transportation funding crisis for all Missourians – impacting their lives every day. This crisis demands that we provide decisive, bold leadership and action. That is why the Missouri Highways and Transportation Commission directed MoDOT to develop a bolder plan of action to address our reduced funding.

Five-Year Direction Good – But It's Not Enough

You will recall that in March 2010, we put in place the Five-Year Direction. Tightening our belt was not an option. It was absolutely necessary for us to deliver the commitments in our current Statewide Transportation Improvement Plan. The Five-Year Direction has already resulted in a reduction in the size of our workforce and increased operational efficiencies, while providing outstanding customer service. Unfortunately, we must do more.

Three months ago, at the Commission's direction, MoDOT's Senior Management Team went to work to identify efficiencies and "right-size" the department to provide quality transportation

services while living within our financial means. Nothing was off the table. After analyzing every aspect of our organization, it became clear MoDOT has been quick to identify and implement technological advancements and other innovative solutions to improve our work product. But we've been less successful at changing our structure to capitalize on efficiencies. For example, the ten district structure put in place in 1922 to embark on a massive road program to "Get Missouri Out of the Mud" and to provide an Interstate Highway System during the 1950s, '60s and '70s was most likely the right size for then, but not for today. We are proposing major changes in a new Bolder Five-Year Direction.

Downsize is the Right Size

This **bold** approach will be felt in all three of our organizational units (program delivery, administration and operations) and will impact everyone. It will reduce our workforce by approximately 1,200. Since March of 2010, we have already reduced our staff by 403 employees and will need to reduce by another 793 to reach our goal. It will result in closing 135 facilities and eliminate the need for about 740 pieces of equipment. These changes will result in a savings of \$512 million. We are convinced, once this plan is implemented, MoDOT will be a more streamlined, efficient agency that is the **right size** to deliver quality service for the people of Missouri, *regardless of the funding level*.

This Bolder Five-Year Direction includes new ways to work better, faster, and cheaper. The Bolder Five-Year Direction will also free up an average of \$117 million per year to focus on statewide transportation needs and provide MoDOT greater flexibility in where to spend those scarce resources. It will allow us to commit to a \$600 million per year Statewide Transportation Improvement Program. A Bolder Five-Year Direction is an opportunity to truly deliver the best value for every dollar spent. While this will not solve our long-term funding problems, it will position us to funnel any new funds straight to transportation improvements.

MoDOT employees will continue to work together to deliver great results and meet formidable challenges. Completion of the implementation of this plan by December 31, 2012 will be difficult, but Team MoDOT will proceed positively and persevere.

Missourians deserve a better, more efficient government. It would be irresponsible to do nothing or make only minor adjustments in the way business is done. Our customers and the economic realities demand it. We must take a BOLDER approach if we are to continue our purpose of serving the transportation needs of Missourians. It's the right thing to do and it's what we must do. The plan is ready. The time is now.

Plan Overview

The Bolder Five-Year Direction includes three main strategies to focus us on working better, faster and cheaper. These strategies will result in a savings of \$512 million. In addition, it will free up an average of \$100 million per year to focus on statewide transportation needs and provide MoDOT greater flexibility in where to spend those scarce resources.

The strategies are based on reducing our staff by a total of 1,200, our facilities by 135 and our equipment by more than 740 pieces. All organizational units - program delivery, administration and operations - will see changes.

This plan will create a more streamlined, efficient agency that is the right size to deliver a quality and safe transportation system to the people of Missouri. The following pages outline the details of the plan including a summary of the savings.

Organization Details: Program Delivery

MoDOT will staff the Program Delivery team at a \$500 million transportation program level, thereby reducing the need for the current number of program delivery employees (planning, right of way, bridge, design and construction). There is simply less project work to do in the foreseeable future.

Program Delivery will reduce staff and maintain core competencies throughout the state and will outsource more activity such as roadway design, right of way appraisal and construction inspection. The number of Resident Engineer offices will be reduced from 46 to 29. The Program Delivery structure will continue to build on the efficiencies already realized by keeping the centralization of some functions, such as bridge design and outdoor advertising. Throughout the state, Program Delivery staff will be maintained at the local level to ensure public interaction with the customers in planning, designing and constructing projects.

To address the drop in program delivery work, jobs will be eliminated. Those employees will move to positions best suited to their skills where priority work still exists such as the inspection of bridges and other structures.

Program Delivery Recap

- Reduce Program Delivery staff 27 percent
 - o 1,565 to 1,141 (424 employees)
- Smaller transportation program resulting in less work
- Outsource when needed
 - o Design
 - o Right of way appraisal
- Drive innovation
 - Practical design
 - o Innovative contracting
- Reduce number of resident engineer offices from 46 to 29 (17 offices)

Organization Details: Administration

The administrative functions will continue to provide support for the core activities of MoDOT. A smaller MoDOT with less work requires fewer support services. All areas will reduce staffing while retaining the critical competencies to effectively support the department.

The department will retain administrative core competencies, such as financial services and human resources, in every district. However, there will be fewer of these employees covering larger geographic areas. MoDOT will pursue outsourcing activities such as research, training, new information technology projects, and facilities repair.

Personnel changes will be made in senior management and leadership positions within the divisions and districts. This will allow MoDOT to create a better team of change agents and address succession planning. In addition, some current stand-alone divisions will be consolidated or merged with other divisions.

Administration Recap

- Reduce Administration staff 31 percent
 - o 1,060 to 733 (327 employees)
- Better supervisor to staff ratio
 - o Fewer supervisors will result in a more desirable staff to supervisor ratio
- Outsource when needed
 - o Research
 - o New information technology projects
 - o Training
- Push innovations
 - o Better time keeping software
 - o Automated employee performance management system
- Consolidation/merging of divisions from 24 to 20

Organization Details: Operations

With the construction program significantly reduced, MoDOT will primarily be a maintenance and operations organization. This is the only area within MoDOT where there will always be a significant amount of work. MoDOT must maintain the ability to respond quickly to any emergencies that occur on the state highway system, as well as the ability to operate the system. However, the work can be done more efficiently while continuing to satisfy customers.

More than 110 maintenance and traffic facilities will be closed statewide. With advancements in equipment, communications and technology, MoDOT has more buildings than needed to satisfy customer needs. The remaining facilities will be strategically located to fully realize the efficiencies of combining crews, resource sharing and MoDOT's Practical Operations initiative and philosophy. Expenditures for winter operations were down this year, despite the tough winter. Efficiencies have been realized due to a new approach to striping. MoDOT has already experienced great success!

A key consideration is there will be no "boots on the ground" staff reductions. Fewer facilities will require fewer supervisors. The consolidation of maintenance facilities will result in a new supervisor to subordinate ratio of 1 to 8 (from the current ratio of 1 to 5).

The department will increase the use of the private sector, especially for major pavement projects. Other outsourcing opportunities include activities such as maintenance and repair of light-duty fleet and sign production. Additional implementation plans include decentralizing bridge inspection.

Operations Recap

- Reduce Operations staff 12 percent
 - o 3,677 to 3,232 (445 employees)
- No "Boots on the Ground" reductions
 - o Maintenance worker positions will not be affected; however, Operations will have fewer supervisor positions and middle managers
 - o Eliminate "special crews" and utilize workers to cover all activities

• Outsource when needed

- o Major pavement treatments
- o Maintenance/Repair of light-duty fleet
- Sign production

• Facilitate and embrace innovation

- o Innovations Challenge
- o Change in approach to mowing, litter pickup, signing, striping, etc.
- o Implementation of statewide best practices

• Close more than 110 facilities statewide

- o Remaining facilities strategically located
- o Realize large scale efficiencies and resource sharing

Seven Districts KEY Strategy

The key strategy to a Bolder Five-Year Direction will be reducing the number of MoDOT districts from ten to seven. MoDOT will continue to be the same decentralized, nimble and responsive organization. Fewer districts will allow MoDOT to have fewer employees in senior management and supervisory positions. No reductions will be made to "boots on the ground" positions, which will ensure MoDOT continues to provide local customer service and emergency response. Fewer districts will deliver the same mission but with a focus on maintaining the system. Seven districts will provide the following benefits:

• District boundaries updated to match advancements.

MoDOT's current district boundaries have been virtually unchanged since 1922, when many state roads were still gravel and MoDOT used mules and wagons! The department's ability to manage larger areas has grown exponentially. Thanks to advancements in equipment, technology and communication, employees can cover more ground, work much quicker and more effectively.

• Responsibilities of management expanded.

Seven districts will raise the bar for performance by district managers. Aligning work groups and resources will become even more critical with larger areas to manage. District engineers will take a broader view of how they manage their teams. They will work more closely to share employees; manage the workload from a statewide perspective; and through permanent work location reassignments and telecommuting, move more employees across district and division boundaries to close staffing gaps created by turnover.

• Strong presence across the state.

MoDOT will continue to have a strong presence across the state of Missouri. Statewide, the Area Engineer will be a direct and local contact for the citizens, business leaders and community leaders. While MoDOT will not have a district office in three communities where they currently exist, the department will continue to have a significant presence and visibility in these areas. Additionally, there will be an area office assigned to these communities, so the customer service they have grown accustomed to will remain.

• Middle managers and supervisors reduced.

Reducing facilities by 135, including three district offices, will eliminate 444 middle managers and supervisor positions.

More Than 740 Fewer Pieces of Equipment

The Bolder Five-Year Direction will implement strategies that allow for the reduction of more than 740 pieces of equipment. The following plan will be used to manage equipment reductions:

• Continue reduction of equipment per Five-Year Direction.

The Five-Year Direction identified reductions in overall equipment levels as follows: approximately 230 dump trucks, 100 tractors and three stripers. Districts have created plans to reduce this equipment over a two year period.

• Reduction of other equipment.

Loaders and maintenance pickups will be sold after maintenance facilities are closed. Pickups located at the Resident Engineer/Construction Offices will be sold as the offices are closed. All other pieces of equipment will be sold as they become unnecessary.

• Sale of equipment.

Surplus fleet will be reviewed and compared to statewide inventory to ensure that the oldest equipment or equipment in the worst condition is sold. MoDOT currently has 12 vendors on contract that can dispose of excess equipment. This should ensure that the available quantities of equipment for sale will not flood a particular market and subsequently reduce the sale price.

Summary

The Five-Year Direction must continue, but be bolder in its approach. MoDOT's senior leadership developed a plan to make the department smaller and more efficient while delivering quality service to Missourians. This Bolder Five-Year Direction will reshape and resize MoDOT to be more operationally efficient and provide the following projected savings through February 2015:

	02/28/2010 Workforce	Proposed Workforce	Reduction
Program Delivery Staff	1,565	1,141	-27%
Administrative Staff	1,060	733	-31%
Operations Staff	3,677	3,232	-12%
Total	6,302	5,106	-19%

Projected Savings (through 2/28/2015)

People	\$212 million
Facilities	\$ 41 million
Equipment	\$ 44 million
• •	
Redirected Services	\$ 31 million
	·
Redirected Budget	\$184 million
	1-01
Grand Total	\$512 million
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How the Savings Work

MoDOT is taking an aggressive approach to create savings in various areas and redirect those funds to more critical Five-Year Direction priorities:

Savings areas:

Budget category	Total
Personal service and benefits	211.8
Facilities maintenance, repair and utilities	32.0
Fleet acquisition, maintenance and repair	35.9
Eliminate contingency fund	50.0
Information technology	42.5
Materials inventory	10.0
Reduced sign replacement	5.2
Administrative cost reduction	2.5
Year-end budget sweeps and voluntary reductions	<u>74.2</u>
Total	\$464.1 million

Proceeds from facilities and equipment sales:

Sale of		Total
Facilities		8.6
Fleet		<u>7.8</u>
	Total	\$16.4 million

Total Budget Savings and Sales Proceeds \$480.5 million

Redirected services savings:

Function	Total
Reduce mowing	7.0
Cheaper approach to striping	12.5
Reduce litter pickup	1.5
More efficient snow & ice removal	10.0

Total Redirected Services \$31.0 million
Grand Total \$511.5 million

	Total
Total Cash Savings	480.5
Less FY11 amount committed to minor roads improvements	(64.1)
Less amount committed by Commission for 2012-2016 STIP	(189.0)
Less engineering personal service and benefits already committed	
in 2011-2015 STIP	(60.0)

Total Cash Available from Savings & Proceeds for 2017 STIP \$164.4 million

\$117 Million in Annual Ongoing Savings

MoDOT will achieve savings of \$117 million annually from the reduction of staff and facilities.

Ongoing savings areas:

Budget category	Total
Personal service and benefits	69.6
Facilities maintenance, repair and utilities	4.8
Fleet acquisition, maintenance and repair	8.6
Eliminate contingency fund	10.0
Information technology	5.0
Materials inventory	1.0
Reduced sign replacement	1.0
Administrative cost reduction	0.5
Year-end budget sweeps and voluntary reductions	10.0

Total \$110.5 million

Ongoing redirected services savings:

Function	Total
Reduce mowing	1.4
Cheaper approach to striping	2.5
Reduce litter pickup	0.3
More efficient snow & ice removal	<u>2.0</u>
Total Redirected Services	\$6.2 million

Ongoing Savings Grand Total: \$116.7 million

Implementation

The Bolder Five-Year Direction will be a huge effort, but nonetheless achievable. In MoDOT's history, this will by far be the hardest thing the department has done. Listed below are the key components for its successful implementation:

• Go as fast as possible.

These are big changes that need to be accomplished quickly. Employees are aware of these efforts and uncertainty fuels apprehension and affects productivity. When employees see where MoDOT is headed and realize they will have a role in shaping the future, leadership is confident they will engage and work toward a common goal.

• Strategies implemented by December 31, 2012.

Facility, equipment, operational changes and employee reassignments will be in place no later than December 31, 2012.

• Start with the Senior Management Team and their assistants.

MoDOT needs to start at the top to put change agents on the Senior Management Team to drive this effort. Employees will believe the change is real and important if they see management willing to change first. MoDOT will also quickly realign employees at the assistant district engineer/assistant division leader level.

• Put the best people in the right jobs.

This is a perfect opportunity to realign employees to make the most of staff talent. This will positively impact the department's current leadership and succession planning. As maintenance facilities are reduced, MoDOT will put the best maintenance supervisors in place and move the rest into senior maintenance worker or crew leader positions.

• Deliver a "new look" for MoDOT and change facilities quickly.

MoDOT must change the way it operates immediately for this to be successful. MoDOT will sell and close facilities as quickly as possible, but with the least amount of disruption to communities as possible. The 111 maintenance building closures were strategically selected to more efficiently serve local and statewide needs with the goal to close these buildings before the snow flies this winter. Resident Engineer Offices will be closed as quickly as possible based upon construction schedules. These closures will take place primarily during the winter season, when construction is not taking place. District Office closures will be staggered, as will facility moves within Central Office.

• Reduce through attrition, transfers and layoffs.

MoDOT will suspend hiring and move employees to where the work exists. Employees who decline new job assignments in new work locations will not remain employed with MoDOT. Employees will also continue to absorb more work as attrition occurs. Poor performers will not be tolerated. Layoffs will occur where reductions cannot be achieved through attrition and transfers.

• Leave the details to implementers.

There are numerous details to be worked through to make the Bolder Five-Year Direction a success. The best people to iron out those details are the employees who are implementing the changes and who will be responsible for delivering services to Missouri citizens for many years to come. MoDOT's employees will rise to the occasion.

Transportation Roundup

Keeping tabs on the new highway bill and other transportation items

Competing visions for national infrastructure bank

Last month, Senators Jay Rockefeller (D-WV) and Frank Lautenberg (D-NJ) introduced legislation (S. 936) that would, among other things, create a national infrastructure bank. The proposal comes on the heels of President Obama's February-released transportation plan and a bill (S. 652) introduced in April by Senators John Kerry (D-MA), Kay Bailey Hutchison (R-TX) and Mark Warner (D-VA) to launch of a national infrastructure bank. [We covered the release of S. 652 in last month's issue; view here: http://goo.gl/qg1FT].

The Rockefeller-Lautenberg bill, which closely mirrors a proposal within the President's wider transportation plan, would ac-

complish three somewhat unre-

lated goals: 1) create a national infrastructure bank based on the Obama Administration's draft proposal; 2) provide statutory authorization for the TIGER discretionary grant program; and 3) allow

states to use any or all of their highway formula funding under the surface transportation program (STP) for rail and port projects.

For a full comparison, refer to the table on the opposite page. §

Increasing interest to extend TIGER grants

Last month we reported that news of a TIGER III award program had leaked [read last month's article: http://goo.gl/qg1FT]. The good news regarding the program doesn't appear to stop there though, as a number of bills (including the Rockefeller-Lautenberg proposal discussed above) have recently been introduced to provide a long-term authorization for TIGER. Perhaps the most intriguing proposal of the bunch, as it's solely devoted to TIGER and supported by a bipartisan group of Senators, is the "Transportation Infrastructure Grants and Economic Reinvestment Act" (TIGER). View bill: http://goo.gl/sl3z2

Introduced last month by Senators Patty Murray (D-WA), Susan Collins (R-ME), and Dick Durbin (D-IL), the bill would extend through FY18 the Department of Transportation's TI-GER grant program. While the proposal does not authorize a specific funding number for grants, the legislation does authorize the program to include many of the same features and requirements as the previous TIGER rounds, with the addition of loan guarantees to the previous grant-only rounds. Highway and bridge, public transportation, passenger or freight rail, and port infrastructure improvement projects ranging from \$10 million to \$500 million in total project cost may be funded, except in rural areas where TIGER money could fund projects above \$1 million.

You might recall that TIGER stands for Transportation Investment Generating Economic Recovery, and that the program originated as part of the \$787 billion American Recovery and Reinvestment Act of 2009. Since its creation, the program was perpetuated in FY10 through the Transportation-HUD appropriations bill and subsequently renewed in FY11 through the continuing resolution that passed last month... §

Compatison of National Infrastructure Bank Proposals

	Rockefeller-Lautenberg Proposal (S. 936)	Kerry-Hutchison- Warner Proposal (S. 936)	President's Draft Proposal
Bank Type	American infrastructure fund	American infrastructure financing authority	National infrastructure bank
Administered by	DOT	Independent government- owned corporation	DOT
Projects Selection	Selected by 7-member board of directors (Secretaries of Energy, Treasury, Commerce, 4 DOT appointees)	Selected by 7-member board of directors appointed by the President, confirmed by the Senate	Selected by 9-member investment council (Secretaries of Commerce, HUD, Energy
Eligible Projects	Transportation-related projects with a total cost of over \$50 million (\$10 million in rural areas)	Transportation, water, and energy infrastructure projects with a total cost of over \$100 million (\$25 million in rural areas)	Transportation-related projects with a total cost of over \$50 million (\$1 million in rural areas)
Funding mechanism & max funding level	Direct loans & loan guarantees; 70 percent of total project cost	Direct loans & loan guarantees; 50 percent of total project cost	Grants, loans, loan guarantees & lines of credit; 70 percent of total project cost
Program funding total	\$5 billion annually from the general fund	\$10 billion over the lifetime of AIFA from the general fund	\$5 billion annually from the Transportation Trust Fund
Download PDF	http://goo.gl/wl4Zf	http://goo.gl/FZeO6	http://goo.gl/edtxg

FTA announces availability of \$2.73 billion in discretionary grants

The Federal Transit Administration (FTA) released its annual apportionment notice last month, an annual guide to how congressional dollars for transit will be distributed among urbanized and non-urbanized areas throughout the country. In addition to making FTA's remaining formula funds for FY11 available for distribution, the notice announces that the FTA has \$2.73 billion available for discretionary programs, including New Starts, Bus and Bus Facilities, and Transit Investments in Greenhouse Gas and Energy Reduction (TIGGER) programs. The notice states that the New Starts funding will be available as projects progress through the evaluation process, while the remain-

der of the discretionary funds will be distributed competitively through a Notice of Funding Availability (NOFA) released no later than early fall. Consistent with its action on FY10 funds, FTA also plans to consolidate multiple programs into single discretionary solicitations of proposals that work to achieve the Department of Transportation's strategic goals.

The funding for these surface transportation programs comes from the Department of Defense and Full-Year Continuing Appropriations Act of 2011 (Pub. L. 112–10), which was signed into law back in April.

View full apportionment notice: http://goo.gl/NbRXw §

See Transportation p.31

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Public Transit, Access to Jobs: Escaping Our "Exit Ramp" Economy

NEAL PEIRCE / MAY 26 2011

For Release Sunday, May 29, 2011 © 2011 Washington Post Writers Group

Are we ready for a "transit moment" in America?

In one way, it seems impossible. "Who cares" when three out of four of us still commute in a car, alone? And then there's money: Federal transit assistance may well be on the chopping block of a cut-hungry Congress. State and local budgets are so pinched that regional bus and rail agencies already face serious service cuts and deferred maintenance.



But don't despair — and think forward with hope. That was the message of a transit conference, sponsored recently in Washington by the Brookings Institution as it unveiled a study of unprecedented detail on how transit functions in America's top 100 metro regions.

The "transit moment" message is straightforward. Gas prices have careened back up to the \$4-a-gallon range. Fuel cost for the average household will be roughly \$825 higher this year than last — meaning, almost assuredly, more and more families looking for transit alternatives.

Concurrently, policymakers talk incessantly about generating new jobs to fix the country's prolonged job deficit. The simple message they need to hear, says Brookings' Robert Puentes:

"It's not enough to create jobs if people can't get to them."

But how well set up are America's metros to maintain, to expand transit?

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Our Mission

Our mission... to reflect a n narrative for 21st century c and regions. Leaving behir the 20th century pattern c cheap energy, endless automobility, burgeoning suburbs, threatened inner cities. To a challenge-pact 21st century: energy price headed north, perilous car emissions, deepening have-have not divisions, excruciating social probler and deep challenges in education. But a time of exciting promise, too. Reamore)

Not very well, the Brookings study found. The economy has been decentralizing, with private employers (and often governments) spreading jobs further and further away from central business districts.

The result, says Bruce Katz of Brookings: We've created "an exit ramp economy," distances becoming so long that "commuting has become an heroic act" with people obliged to reach jobs ever-further from their homes.

There's no question about transit demand — The share of Americans opting for local bus or rail, while it's still small compared to car use, now tops 10 billion trips a year. Public transportation demand grew in the last decade for the first time, literally, in generations.

The turnaround was driven not just by longer commutes but ugly traffic congestion along the way. Plus aversion to higher gas costs. As well as peoples' increasing interest in transit for education, shopping, recreation and healthcare — trends sure to increase as the retiree segment of the population balloons in the next years.

"Officially," transit serves many parts of our metro areas—on average, 94 percent of cities proper, 58 percent in suburbs. But whether that transit operates well enough for commuting trips is another question. Overall, Brookings found, the typical metropolitan resident can reach only 30 percent of jobs in the metro region — and that allows for a transit ride of up to 90 minutes.

Ninety minutes is a figure middle-class folks would recoil at. But it may be the only choice for many low-income workers, often so pinched that they're obliged to spend over 50 percent of their budgets for housing alone.

So where do we go from here? It's time, says Puentes, for metros "to grow smart and align transport, housing, land and economic policy."

Some ways to do that come clear from the Brookings study — unprecedented and massive, covering 100 metros, 371 transit providers, 500 gigabytes of data. Some regions do substantially better than others, the study showed, in connecting workers to jobs. And it's not just a function of the size of transit budgets, modes of transit or total miles. The equally big issue is how a region is laid out — and how it has grown in recent years.

By that measure, metros in the Western states, on average, score highest in the share of working-age residents with job access by transit. The Northeast and Midwestern metros come in next. And the South, which has boasted of dramatic job gains of recent decades, comes in last.

Why the Western lead? It is because of urban growth boundaries like Oregon's, plus regions with new and expanding transit service, and a commitment to serve areas where growth's permitted, such as Salt Lake City, San Jose, Sacramento and Denver.

Bottom line for the West's lead: smart and timely planning.

And why does the South lag so seriously? Call it anti-planning — failing to coalesce on a metropolitan basis. Such regions as Richmond, Atlanta and Chattanooga, for example, provide transit in their older, core cities, but scarcely any in the immediately adjacent suburbs.

Politely, Brookings notes that the Western cities are often hemmed in by mountains and water, conducive to more compact transit areas. And that the South has fewer natural boundaries. But it's also true that some Southern suburbs — those surrounding Atlanta and Montgomery, for example — deliberately shunned transit as a way of distancing themselves from poor and increasingly black inner cities. Now many have ample reason to regret their choice.

But it's also businesses, across the U.S., which chose locations for inexpensive land or closeness to executive driving communities. Now corporations, in some locations, are becoming smart advocates for transit accessibility, in order to recruit best possible workforces. It's about time.

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This article was posted on May 26, 2011. Trackbacks are closed, but you can post a comment.

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3 Comments

Northeast, California, and Midwest profit from Florida's rail rejection

economy funding transportation costs

Author: Philip Langdon **New Urban Network**

One state's loss is 15 others states' gain.

The US Department of Transportation announced Monday that \$2 billion rejected by Florida Governor Rick Scott for a 168 mph rail line between Orlando and Tampa will be disbursed among 15 states and Amtrak, with the biggest chunk of the money going to improve the heavily traveled Amtrak corridor between Washington and Boston.

Gov. Scott, a Republican, turned back \$2.4 billion that his predecessor, Republican Charlie Crist, had sought for the 84-mile central Florida route. The Republican-controlled US House of Representatives recently eliminated \$400 million of that sum. The remaining \$2 billion is being spread across a variety of rail projects, from New England to California.

The big winner is the Northeast corridor, where Amtrak and the states will get nearly \$800 million. Improvements in the corridor will help boost speeds and cut travel times between Philadelphia and New York, two of Amtrak's busiest stations, McClatchy Newspapers reported, noting, "Amtrak's Acela express has a top speed of 150 mph but rarely reaches it."

Signal and track upgrades, improved power substation, and overhead wire systems will increase capacity and boost speeds on a 24-mile section between Morrisville, Pennsylvania, and New Bunswick, New Jersey, allowing Acela Express trains to go as fast as 160 mph on that stretch, up from the current top speed of 135 mph, The Philadelphia Inquirer reported. This stretch will consequently become the nation's fastest, surpassing the 150 mph speeds now reached on a small portion of the New York-Boston section.

New York will get more than \$350 million, including nearly \$300 millions to ease delays in and out of Manhattan by building new track in an area where Amtrak and Long Island Rail Road trains now have to share space. The New York Metropolitan Transportation Authority said nearly 800 trains a day are squeezed through a "chokehold" rail junction in the Borough of Queens.

California will receive an extra \$300 million for the high-speed line being planned in the Central Valley — part of a route expected eventually to connect the Los Angeles area and the San Francisco Bay Area at speeds up to 220 mph. Construction is anticipated to start this year.

Another \$404 million will be spent to expand rail service in the Midwest, including constructing tracks that can carry trains at 110 mph between Detroit and Chicago, saving passengers 30 minutes of travel time on that route. The Midwestern rail grants also will speed service between Chicago and St. Louis.

Track and signals on the Chicago-Detroit and Chicago-St. Louis lines now prevent trains from traveling faster than 79 mph, McClatchy said. The new investment is expected to bring top speeds up to 110 mph.

Twenty-four states and Amtrak had submitted 90 requests in all, totaling \$10 million. One request not granted was \$150 million to improve train service on the Milwaukee-Chicago corridor. That had been submitted by Wisconsin Governor Scott Walker, who had earlier made a show of turning down \$800 million in federal money for a Milwaukee-Madison rail route that he said would have ended up costing the state too much in operating subsidies in later years.

Connecticut will receive \$30 million for a high-speed rail project between New Haven and Springfield, Massachusetts, but the <u>Associated Press noted</u> that "the amount falls far short of the \$227 million state leaders were seeking." Rhode Island is getting \$28 million to add track at one station and plan improvements at another. Maryland will get \$22 million for engineering and environmental work in preparation for the replacement of a century-old bridge over the Susquehanna River.

"These projects will put thousands of Americans to work, save hundreds of thousands of hours for American travelers every year, and boost U.S. manufacturing by investing hundreds of millions of dollars in next-generation, American-made locomotives and rail cars," Vice President <u>Joseph Biden said</u>.

A total of \$336 million will be used for state-of-the-art locomotives and rail cars for California and the Midwest. US manufacturers will build 11 locomotives and 63 passenger cars for several routes there. "The funds come with a "Buy American" caveat, but foreign companies that commit to expanding their U.S. operations can participate," McClatchy reported.

"For every \$1 billion invested in high-speed rail, more than 24,000 jobs are supported or created," the American Public Transportation Association said in a statement praising the awards.

Petra Todorovich, director of the Regional Plan Association's America 2050 infrastructure initiative, said, "The fact that the US DOT was only able to fund one-fifth of the \$10 billion of projects applied for in this round shows that there is pent-up demand for improved rail service around the country." Said Todorovich: "It's mystifying that Congress moved recently to cut new funding for high-speed rail for the remainder of 2011, given the strong interest by 24 states in expanding their rail service."

"Amtrak had applied for \$1.3 billion of the spurned Florida high-speed rail money," *The Inquirer* reported. "It did not get funding sought for several key elements of its proposed 'Gateway Project' to increase capacity and reliability into New York City, including a new bridge to replace the century-old Portal Bridge across the Hackensack River."

Posted by Philip Langdon on 09 May 2011



May 6, 2011

Illinois Receives \$186 Million for Chicago-St. Louis Route

Illinois' governor and senators announced Wednesday that the U.S. Department of Transportation has awarded \$186 million in high-speed-rail funding to finance track and other improvements on the Chicago-to-St. Louis corridor between Dwight and Joliet.

USDOT notified congressional appropriators that they have reprogrammed to Illinois \$186 million of the \$2 billion in funding that was rejected by the governor of Florida, according to a statement issued by Illinois Gov. Pat Quinn and Sens. Dick Durbin, D-Illinois, and Mark Kirk, R-Illinois.

"Illinois will be able to use this funding to upgrade an important segment of the Chicago-to-St. Louis corridor," Durbin said in the statement. "Improvements to this route will improve on-time performance, increase travel speeds, and create jobs that our state badly needs."

Kirk estimated the project will create nearly 6,000 direct and indirect jobs, decrease delays, and improve performance.

"High-speed-rail projects like this one will ensure that Illinois remains at the center of the nation's infrastructure network, attracting more jobs and making us more economically competitive," Kirk said in the statement

Quinn called Wednesday's announcement an important step toward faster trains and better rail service between Chicago and St. Louis.

"We are committed to quickly turning federal investment in rail into jobs and economic development across the state," the governor said in the statement. "This latest award is another example of our ongoing efforts to lead the nation in development of high-speed rail."

Illinois's application for rejected Florida funding included two other high-speed-rail projects that are still eligible for funding since USDOT has determined the remaining redistributions of the \$2 billion. Florida had actually returned \$2.4 billion in unused rail grants to the federal government (see Feb. 18 AASHTO Journal story), but Congress rescinded \$400 million of that amount in a recent budget deal. (see April 15 AASHTO Journal story)

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



May 6, 2011

Attention Turns Toward Completing Draft Bills as Congress Gets Back to Work

Discussions around a new surface transportation reauthorization bill heated up this week as Congress returned from its two-week spring recess. Early in the week, transportation experts began circulating draft legislation that was purportedly written by the U.S. Department of Transportation. But by Thursday, the White House said the 498-page document that was circulating in the media, congressional offices, and transportation interest groups did not represent the views of the administration.

"This is not a bill supported by the administration," White House spokeswoman Jennifer Psaki told <u>The Hill</u>. "This was an early working draft proposal that was never formally circulated within the administration; does not take into account the advice of the president's senior advisers, economic team, or Cabinet officials; and does not represent the views of the president."

It is not known when the administration plans to submit a final proposal to the House and Senate. However, House Transportation and Infrastructure Committee Chairman John Mica, R-Florida, told CQ Today on Thursday that the reauthorization bill his committee is drafting will take a "sharp turn" toward encouraging private-sector participation in transportation projects and that it will also focus on "devolution to the states."

Mica said his staff is striving to complete a draft bill by the end of this month.

The Senate Environment and Public Works Committee, the key Senate panel that will consider surface transportation reauthorization legislation, is shooting for "sometime in June" to unveil its draft bill, <u>Streetsblog Capitol Hill reported</u>.

The Obama administration has previously proposed changing the Highway Trust Fund into a Transportation Trust Fund to finance intercity rail projects along with highways and transit. President Barack Obama's Fiscal Year 2012 budget request to Congress, issued in February, calls for investing \$556 billion in highway, transit, and rail projects over the next six years. (see Feb. 18 AASHTO Journal story)

Congress is still waiting on the administration's proposed legislative language for surface transportation reauthorization more than two years after it took office and more than 19 months since the last surface transportation authorization law, known as "SAFETEA-LU," expired. The latest extension of SAFETEA-LU expires Sept. 30. (see March 4 AASHTO Journal story)

The draft proposal circulating would allow tolls on interstate highways in congested urban areas or at the discretion of the U.S. transportation secretary. Presently states are generally prohibited from tolling interstate highways constructed after 1956, except for a few pilot programs. The draft also includes a pilot project evaluating the feasibility of transitioning to a vehicle-miles-traveled fee to fund the Transportation Trust Fund.

Ouestions regarding this article may be directed to editor@aashtojournal.org.

NEW NETWORK URBAN A NEW URBAN NEWS PUBLICATION

Seniors are piling onto public transportation

research safety streets transit/transit-oriented dev. transportation costs vehicle miles traveled walking

Author: Philip Langdon

New Urban Network

"Use of public use of public transportation among older Americans increased by 40 percent since 2001," says a new report from the AARP Public Policy Institute.

The report, "How the Travel Patterns of Older Adults Are Changing," predicts that older travelers will change the landscape of transportation in coming years, and concludes that transportation planners and policymakers must adapt to this shift. The number of Americans 65 and older is projected to rise by 60 percent in the next 15 years.

Among the findings, in Jana Lynott and Carlos Figueiredo's analysis of the 2009 National Household Travel Survey, are these:

- Older adults comprise an increasing share of the nation's travel.
- Although individuals are traveling less, particularly in private vehicles, public transportation use is up.
- The number of older non-drivers has grown by more than 1.1 million.

"Transit use by people age 65+, as a share of all the trips they take, increased by a remarkable 40 percent between 2001 and 2009," the report observes, adding, "This is particularly significant in light of previous declines in public transportation use among persons in this age group." In past decades, people had made *less*, not more, use of transit as they got older.

Some of the growth in transit use by seniors may be the result of government policy, including a 46 percent increase in federal funding for public transit in the 2005 transportation act known as SAFETEA-LU.

"Several states and cities, eager to revitalize urban centers, provided large funding matches to build light rail and other fixed guideway systems," the report notes. "Technology applications such as real-time bus arrival information and other operational improvements offered riders higher-quality services. At the same time, highway congestion continued to grow, as did public awareness and concern about global warming and dependency on foreign oil reserves."

"To accommodate the mobility needs of an aging population, the focus of transportation planning and policy must shift from increasing road capacity to providing more multi-modal solutions," the report argues.

Because 80 percent of the population age 65 and older drive a personal vehicle, adjustments will have to be made to streets and roads to ensure their safety, according to AARP. "Improvements and investments in the travel environment — from roundabouts, left turn lanes and signals to lighting, retro-reflective signs, better road markings, and crosswalks — can make driving and walking safer for everyone," said Susan Reinhard, AARP's senior vice president for public policy.

"To make roads safer for drivers, transit users, bicyclists, and pedestrians of all ages and abilities," said AARP Executive Vice President Nancy LeaMond, "AARP encourages policymakers to adopt 'complete streets' policies and direct resources for low-cost, life-saving roadway improvements to accommodate the mobility needs of an aging population."

Walking should not be discounted. It is the second most popular means of travel among people 65 and over. "Older adults now take 8.8 percent of their trips on foot," AARP reports. "Walking accounts for a greater share of their trips

than either public transportation (2.2 percent) or taxi (0.2 percent)."

Americans are traveling less

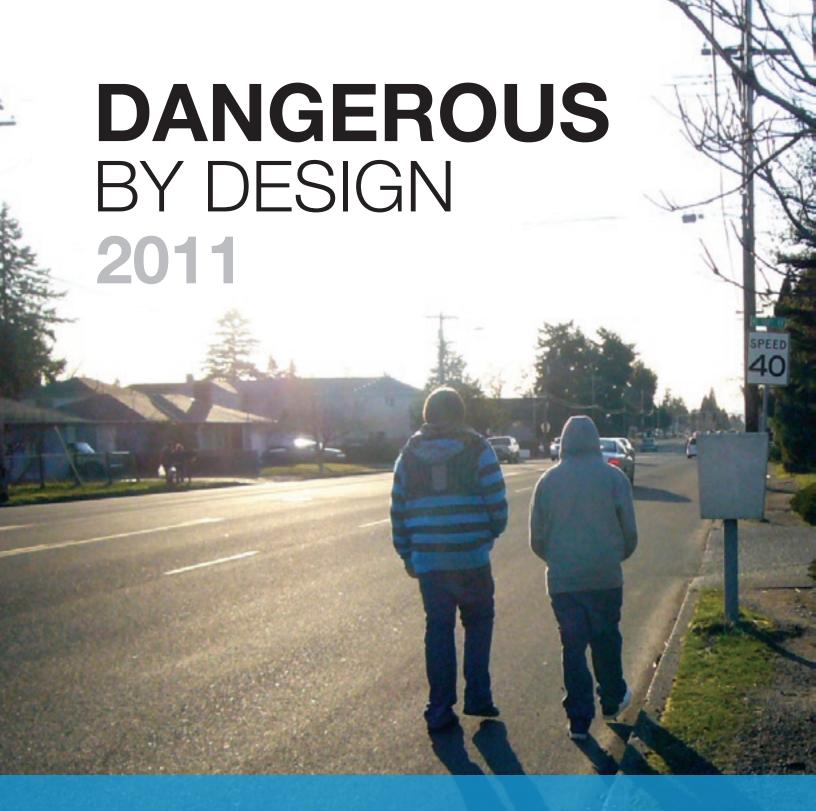
The rise of the older population is only one part of the transportation picture. Potentially even more significant is the beginning of an overall reduction in travel by Americans.

"Per capita vehicle miles traveled (VMT) for persons 65+ declined by 7 percent, compared to 11 percent for people of all ages," according to the report. That is attributed partly to rising gasoline prices.

"However," says the report, "gas prices and a struggling economy may not fully explain the decline. Following several decades of increase, the Federal Highway Administration (FHWA) has documented steady declines in travel for several years. Between 1969 and 1995, surveys showed steady increases in travel, in terms of both average daily person trips and miles. Per capita *trip making* declined for the first time in 2001, while 2009 marked the first year when the average number of person miles also declined. Driving began to plateau in 2004, and dropped in 2007 for the first time since 1980."

As for the current emphasis on cutting government spending, the report argues: "Disinvestment in public transportation following demonstrable success would reverse these positive trends [i.e., the growing shift toward riding transit]."

Posted by Philip Langdon on 26 May 2011



Solving the Epidemic of Preventable Pedestrian Deaths



DANGEROUS BY DESIGN 2011 TRANSPORTATION FOR AMERICA

This report was written by Michelle Ernst for Transportation for America. Additional writing, editing and production by Marisa Lang and Stephen Davis of Transportation for America. Valuable contributions and edits were also provided by these T4 America national partners:

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This report, including data for each state and an interactive map of 40,000+ pedestrian fatalities from 2000-2009, can be accessed online at: t4america.org/resources/dangerousbydesign2011



About Transportation for America

Transportation for America (T4 America) is the largest, most diverse coalition working on transportation reform today. Our nation's transportation network is based on a policy that has not been significantly updated since the 1950's. We believe it is time for a bold new vision — transportation that guarantees our freedom to move however we choose and leads to a stronger economy, greater energy security, cleaner environment and healthier America for all of us. We're calling for more responsible investment of our federal tax dollars to create a safer, cleaner, smarter transportation system that works for everyone.

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Executive Summary

The decades-long neglect of pedestrian safety in the design and use of American streets is exacting a heavy toll on our lives. In the last decade, from 2000 through 2009, more than **47,700** pedestrians were killed in the United States, the equivalent of a jumbo jet full of passengers crashing roughly every month.

On top of that, more than **688,000** pedestrians were injured over the decade, a number equivalent to a pedestrian being struck by a car or truck every 7 minutes.¹ Still more Americans are getting far less exercise in their daily lives than they would be if they felt safer getting about on foot or bicycle.

Despite the magnitude of these avoidable tragedies, little public attention – and even less in public resources – has been committed to reducing pedestrian deaths and injuries in the United States. On the contrary, transportation agencies typically prioritize speeding traffic over the safety of people on foot or other vulnerable road users.

Nationwide, pedestrians account for nearly 12 percent of total traffic deaths. But state departments of transportation have largely ignored pedestrian safety from a budgetary perspective, allocating only 1.5 percent of available federal funds to projects that retrofit dangerous roads or

create safe alternatives.2

This bias is also evident in the trends in U.S. traffic-related fatalities over the last ten years. From 2000 to 2009, the number of motorists and their passengers who have died in traffic crashes dropped a remarkable **27 percent** over the decade. Worthy efforts to improve vehicle design, encourage seat belt and child booster seat use, eliminate drunk driving and end distracted driving have helped save the lives of thousands of motorists and their passengers.

Unfortunately, pedestrian fatalities have not received the same kind of attention or response.

Pedestrian fatalities have fallen at only half the rate of motorists, dropping by just over 14 percent during the period. In many places, including 15 of the country's largest metro areas, pedestrian fatalities have actually *increased*, even as overall traffic deaths fell. And a recent report from the National Highway Traffic Safety Administration found that pedestrian crashes are becoming deadlier, with the probability of a collision resulting in the death of a pedestrian increasing by more than one-third in just ten years.³

Children, older adults, and racial and ethnic

NHTSA. National Pedestrian Crash Report. 2008. http://www-nrd.nhtsa.dot.gov/Pubs/810968.pdf

² Federal funds categorized as a bicycle or pedestrian improvement type. Includes funds for sidewalks, bicycle paths and lanes, crosswalks, and other projects or programs that improve existing, or provide new infrastructure, or promote safe walking and bicycling. Data is derived from the Federal Highway Administration's Fiscal Management Information System for the fiscal years 2005 through 2008.

minorities are disproportionately represented in this figure, but people of all ages and all walks of life have been struck down in the simple act of walking. These deaths typically are labeled "accidents," and attributed to error on the part of motorist or pedestrian. In fact, however, the majority of these deaths share a common thread: they occurred along "arterial" roadways that were **dangerous by design**, streets engineered for speeding traffic with little or no provision for people on foot, in wheelchairs or on bicycles.

The Most Dangerous Large Metro Areas for Pedestrians

This report spotlights the issue of pedestrian safety and the factors that make walking dangerous. Using ten years of pedestrian fatality data, as well as newly-released Census data on walking, we calculate a **Pedestrian Danger Index** (**PDI**) to rank the country's largest metropolitan areas according to their relative risk to walkers. Further, we mine the data for details on who is most likely to be killed, and what types of roads are most dangerous for pedestrians.

Researchers at the Surface Transportation Policy Partnership in the 1990s developed the PDI in an effort to establish a level playing field for comparing metropolitan areas based on the danger to pedestrians. The PDI computes the rate of pedestrian deaths relative to the amount of walking in that area, correcting for the fact that the cities where more people walk on a daily basis are likely to have a greater number of pedestrian

fatalities. The chart below, ranking major metros by the PDI, demonstrates that the most dangerous places to walk are the communities failing to make smart infrastructure investments that make roads safer for everyone.

There is a growing recognition that Americans must increase physical activity, including walking or bicycling, if we are to nudge the needle on ballooning health care costs, reducing obesity and overweight, cardiovascular and other chronic illnesses linked to a lack of exercise. At the same time, it is increasingly clear that these low-cost, active modes of transportation are an essential component of efforts to limit the negative impacts of traffic congestion, oil dependency and climate change.

Over the last decade, a growing number of communities have gotten the message, and begun to retrofit their more dangerous roadways to be safer for people on foot, on bicycles and in cars, an effort that has helped reduce total pedestrian deaths.

Still, most Americans continue to live in places where walking is risky business for their health and safety, where roads are designed solely to move traffic and where pedestrians are viewed as an obstacle. For the nation as a whole, the pedestrian death rate remains stubbornly high and tops most of our international peers by a significant margin. Canada and Australia, both developed countries with a similar infrastructure to the U.S., have pedestrian fatality rates of 1.1 and 0.9 per 100,000, respectively, compared to 1.6 for the U.S.

Rank	Metro area	Total pedestrian deaths (2000-2009)	Avg. annual pedestrian deaths per 100,000 (2000-2009)	Percent of workers walking to work (2005-2009)	Pedestrian Danger Index
1	Orlando-Kissimmee, FL	557	3.0	1.2%	255.4
2	Tampa-St. Petersburg-Clearwater, FL	905	3.5	1.6%	212.7
3	Jacksonville, FL	342	2.8	1.6%*	177.8
4	Miami-Fort Lauderdale-Pompano Beach, FL	1,555	2.9	1.7%	167.9
5	Riverside-San Bernardino-Ontario, CA	938	2.5	1.8%	139.2
6	Las Vegas-Paradise, NV	421	2.5	1.9%	135.2
7	Memphis, TN-MS-AR	266	2.1	1.6%*	132.6
8	Phoenix-Mesa-Scottsdale, AZ	867	2.3	1.7%	132.4
9	Houston-Sugar Land-Baytown, TX	1,024	2.0	1.5%	128.2
10	Dallas-Fort Worth-Arlington, TX	942	1.6	1.4%	119.4

^{*}These two metros have a margin of error of over 10 percent for the Journey To Work data.

This has left us with a dilemma: Public health officials encourage Americans of all ages to walk and bike more to stem the costly and deadly obesity epidemic – yet many of our streets are simply not safe. **Americans get to pick their poison**: less exercise and poor health, or walking on roads where more than 47,000 people have died in the last ten years.

Why pedestrian safety is in the federal interest

Both the traffic safety and related health crises are of *national* significance.

For decades, federal dollars have been invested in thousands of miles of state and local highways. Pedestrian safety is often perceived as a strictly local issue, but **67 percent of all 47,000+ pedes-**

trian fatalities from 2000 to 2009 occurred on federal-aid roadways — major roads eligible to receive federal funding for construction and improvements with federal guidelines or oversight for design.

Taxpayer money that goes to the federal government and is distributed to the states for transportation should be used to build streets, roads and highways that are safe for all users. With millions of Americans walking along and crossing these federally funded roads each day, the billions in federal dollars spent on them each year must result in safer conditions for pedestrians.

Fortunately, improving the pedestrian environment requires a relatively small public investment, one greatly outweighed by the cost savings that would result from reducing traffic-related fatalities and improving health. Congress has

an opportunity to help communities fix past mistakes and make our streets safer – not just for people on foot, but for everyone who uses them.

We recommend that the next federal transportation spending bill include the following provisions:

- Retain dedicated federal funding for the safety of people on foot or on bicycle.
 Congress is currently contemplating elimination of dedicated funding for Transportation Enhancements and the Safe Routes to School program, the two largest funding sources for bike and pedestrian facilities.
 Without these committed funding streams, states will likely reduce spending for safety features like sidewalks, crosswalks and trails.
- Adopt a national complete streets policy.
 Ensure that all federally funded road projects take into account the needs of all users of the transportation system, including pedestrians, bicyclists and public transportation users, as well as children, older adults, and individuals with disabilities.

- Fill in the gaps. Beyond making new and refurbished roads safer for pedestrians, we need to create complete networks of sidewalks, bicycle paths and trails so that residents can travel safely throughout an area. To this end, the Rails-to-Trails Conservancy has gathered testimony from 53 communities outlining how they could fill in strategic gaps to make walking and bicyling to routine destinations more safe and convenient with small targeted federal grants.
- Commit a fair share for safety. In 2008, only two states spent any of their Highway Safety funding to improve infrastructure for bicycling and walking. Yet, pedestrians and bicyclists make up 14 percent of all trafficrelated fatalities. Federal, state and local governments should set safety goals that not only reduce fatalities overall, but also reduce fatalities for individual modes, with separate safety goals for pedestrians, bicyclists, motorcyclists and motorists.



In a complete streets project in historic downtown Pottstown, Pa., a lane each way was removed, and a center lane, more (angled) parking and bike lanes were added.

- Hold states accountable for creating communities that are safe for walking. Congress must hold states accountable to ensure that transportation funds are spent wisely, by ensuring that:
 - New streets are built to be safe for pedestrians, bicyclists, public transportation users, and motorists alike;
 - The most dangerous roads are retrofitted for safety; and,
 - Federal safety dollars result in lives saved and a more active population.

NYC used federal dollars to save lives of pedestrians

New York City used federal dollars to help make their streets safer for older pedestrians, resulting in dramatic decreases in crashes and fatalities.

Though older adults comprise just 12 percent of New York City's population, 39 percent of pedestrian fatalities are seniors. This disturbing trend prompted City transportation officials to launch a pedestrian safety initiative based on statistical analysis and mapping with pilot runs in every borough. The challenges for older adult pedestrians were clear: 1) not enough time to cross the streets; 2) broken or missing pedestrian ramps; 3) faded and hard-to-see markings; 4) turning vehicles failing to yield; and 5) poor drainage or ponding in crosswalks.

The city was able to improve safety with many low-cost solutions. They created 35 pedestrian refuge islands; 55 new left turn lanes to better manage traffic; 12 curb extensions to shorten crossing distances; 8 median tip extensions to provide safer crossings; 4 pedestrian fences to encourage pedestrians to use crosswalks; and 600 intersections allowed for more time to cross the street.

The initiative was an enormous success, with the numbers to prove it. **Fatalities and pedestrian** crashes decreased in almost all areas, by as little as 9 percent and as much as 60 percent. Targeted spending to make walking safer has tangible results.

Source: http://www.nyc.gov/html/dot/html/sidewalks/safeseniors.shtml



With sporadic sidewalks, numerous curb cuts, seven lanes and crosswalks spaced a half mile or more apart, this arterial road in Atlanta, Georgia is all too common in many urban and suburban areas. For example, residents of the apartment complex at right—perhaps like the pedestrian in the turning lane—have no convenient safe option to reach the store across the street on foot, just a few hundred feet away.

The Most Dangerous Places for Walking

A city or town where many people walk may see a higher absolute number of pedestrians killed than a place where road conditions dissuade people from walking, simply because there are more people walking in that city's population. But the fatalities per trip taken on foot in these places are typically lower than in places where road conditions are hostile to those who do walk.

In analyzing the relative danger to pedestrians, the share of people who walk to work¹ in a given place can serve as a proxy for the total number Researchers at the Surface Transportation Policy Partnership in the 1990s developed the Pedestrian Danger Index (PDI) in an effort to establish a level playing field for comparing metropolitan areas based on the danger to pedestrians. The PDI computes the rate of pedestrian deaths relative

of walkers in the population.² Many of the areas with the most dangerous roads have both a high proportion of pedestrian traffic deaths and a low percentage of people walking to work. These are places where pedestrians have a high chance of being killed while walking, a risk captured by the Pedestrian Danger Index.

¹ The percentage of commuters walking to work acts as a measure of exposure to the risk of being killed as a pedestrian. It is derived from the 2005-2009 American Community Survey Journey-to-Work data collected by the U.S. Census Bureau.

In order to address concerns that Journey-to-Work data captures only a small share of total trips made, Transportation for America calculated a regression analysis of the American Community Survey's Journey-to-Work data and the National Household Travel Survey (NHTS) data on all trips by all people. We determined the two measures show a good correlation, with an R-squared of 0.67. This means that about two-thirds of the variation in the ACS data can be explained by the NHTS.

Is Florida Particularly Dangerous for Seniors?

The top four most dangerous metropolitan areas for walking are in Florida, known as a haven for retirees. Is there a connection? An analysis of the pedestrian fatality statistics reveals that Florida's senior population is not overrepresented compared to the national average: 22 percent of pedestrian deaths in Florida in the years studied were older adults (65 years and older), the same as the national average of 22 percent. More than half of the states had rates higher than Florida's. In fact, over one-third of all pedestrian deaths in Hawaii, New Hampshire, Massachusetts, Maine and New York were older adults.

to the amount of walking in that area, correcting for the fact that the cities where more people walk on a daily basis are likely to have a greater absolute number of pedestrian fatalities. The PDI demonstrates that the most dangerous places to walk are the communities failing to make smart infrastructure investments that make roads safer for everyone.

For this edition of the report, we analyze ten years (2000 to 2009) of pedestrian fatalities in each county of the United States, and calculate the PDI for 52 of the largest metropolitan areas (over 1 million population) in the U.S. The tenyear PDI reveals long-term trends in the pedestrian safety problem and is the most reliable way to use existing data.

Orlando tops the list of most dangerous places because of its high pedestrian fatality rate of 3.0 per 100,000 people,³ despite only 1.2 percent of

The list of the most dangerous metro areas for walking is striking in that all of the ten metro areas are in the South or West, and have seen rapid growth in recent decades of low-density development, characterized by high-speed urban roads that are particularly hazardous for walking. A national FHWA survey of how travelers feel about the nation's transportation system affirms these results, finding that respondents in the South rank their pedestrian safety worse than their counterparts in the rest of the country.⁴

Table 1 ranks the largest metro areas (those with at least 1 million residents as of 2009) according to their ten-year Pedestrian Danger Index. The safest places for walking are those with a lower

people walking to work. In other words, the few people who do walk in Orlando face a relatively high risk of being killed in a traffic crash.

Orlando's tourism industry draws nearly 50 million visitors to the area every year, which may skew the PDI score if significant numbers of tourists are killed as pedestrians. The Fatality Analysis Reporting System data we analyze for this report does not provide

residence information for victims, making this difficult to verify. However, few pedestrian fatalities occur near Orlando's tourist destinations, which would seem to indicate that tourists do not comprise a significant portion of the metro area's pedestrian fatalities.

⁴ FHWA. Traveler Opinion and Perception (TOP) survey. 2005.

Table 1: The most dangerous large metro areas for pedestrians (ranked by Pedestrian Danger Index)

Rank	Metro area	Total pedestrian deaths (2000-2009)	Avg. annual pedestrian deaths per 100,000 (2000-2009)	Percent of workers walk- ing to work (2005-2009)	Pedestrian Danger Index
1	Orlando-Kissimmee, FL	557	3.0	1.2%	255.4
2	Tampa-St. Petersburg-Clearwater, FL	905	3.5	1.6%	212.7
3	Jacksonville, FL	342	2.8	1.6%*	177.8
4	Miami-Fort Lauderdale-Pompano Beach, FL	1,555	2.9	1.7%	167.9
5	Riverside-San Bernardino-Ontario, CA	938	2.5	1.8%	139.2
6	Las Vegas-Paradise, NV	421	2.5	1.9%	135.2
7	Memphis, TN-MS-AR	266	2.1	1.6%*	132.6
8	Phoenix-Mesa-Scottsdale, AZ	867	2.3	1.7%	132.4
9	Houston-Sugar Land-Baytown, TX	1,024	2.0	1.5%	128.2
10	Dallas-Fort Worth-Arlington, TX	942	1.6	1.4%	119.4
11	Atlanta-Sandy Springs-Marietta, GA	798	1.6	1.4%	119.3
12	Detroit-Warren-Livonia, MI	799	1.8	1.5%	118.4
13	Raleigh-Cary, NC	162	1.7	1.5%*	117.2
14	Nashville-DavidsonMurfreesboroFrank- lin, TN	204	1.4	1.3%	109.7
15	New Orleans-Metairie-Kenner, LA	300	2.4	2.3%	107.1
16	Birmingham-Hoover, AL	136	1.2	1.2%*	104.3
17	Charlotte-Gastonia-Concord, NC-SC	208	1.4	1.4%	99.6
18	Austin-Round Rock, TX	231	1.6	1.6%	96.1
19	Louisville/Jefferson County, KY-IN	192	1.6	1.7%	95.7
20	Richmond, VA	167	1.4	1.6%*	90.9
21	Sacramento-Arden-Arcade-Roseville, CA	377	1.9	2.1%	90.7
22	Oklahoma City, OK	167	1.4	1.6%	89.5
23	St. Louis, MO-IL	387	1.4	1.6%	88.2
24	San Antonio, TX	354	1.9	2.2%	87.5
25	Tucson, AZ	212	2.3	2.7%	84.7
26	Kansas City, MO-KS	234	1.2	1.4%	83.3
27	Los Angeles-Long Beach-Santa Ana, CA	2,533	2.0	2.6%	76.0
28	San Diego-Carlsbad-San Marcos, CA	623	2.1	2.8%	74.7
29	Denver-Aurora, CO	397	1.7	2.3%	74.3
30	San Jose-Sunnyvale-Santa Clara, CA	274	1.6	2.3%	68.4

Rank	Metro area	Total pedestrian deaths (2000-2009)	Avg. Annual pedestrian deaths per 100,000 (2000-2009)	Percent of workers walk- ing to work (2005-2009)	Pedestrian Danger Index
31	Indianapolis-Carmel, IN	180	1.1	1.7%	63.5
32	Baltimore-Towson, MD	481	1.8	2.9%	62.2
33	Salt Lake City, UT	131	1.3	2.1%	60.2
34	Washington-Arlington-Alexandria, DC-VA-MD-WV	854	1.7	3.0%	54.6
35	Columbus, OH	171	1.0	2.0%	49.2
36	Buffalo-Niagara Falls, NY	163	1.4	2.9%	49.0
37	Hartford-West Hartford-East Hartford, CT	135	1.2	2.4%	47.9
38	Chicago-Naperville-Joliet, IL-IN-WI	1,322	1.4	3.0%	46.8
39	Philadelphia-Camden-Wilmington, PA-NJ- DE-MD	965	1.7	3.8%	43.6
40	Providence-New Bedford-Fall River, RI-MA	186	1.2	2.8%	41.6
41	San Francisco-Oakland-Fremont, CA	685	1.6	4.3%	38.5
42	Cincinnati-Middletown, OH-KY-IN	172	0.8	2.2%	37.7
43	Milwaukee-Waukesha-West Allis, WI	165	1.1	2.9%	37.3
44	Virginia Beach-Norfolk-Newport News, VA-NC	170	1.0	2.8%*	37.0
45	Portland-Vancouver-Beaverton, OR-WA	243	1.2	3.2%	36.3
46	Seattle-Tacoma-Bellevue, WA	398	1.2	3.5%	35.9
47	Rochester, NY	122	1.2	3.4%	35.1
48	Minneapolis-St. Paul-Bloomington, MN-WI	254	0.8	2.3%	35.1
49	Pittsburgh, PA	269	1.1	3.7%	30.4
50	New York-Northern New Jersey-Long Island, NY-NJ-PA	3,485	1.9	6.1%	30.4
51	Cleveland-Elyria-Mentor, OH	139	0.7	2.2%	29.4
52	Boston-Cambridge-Quincy, MA-NH	483	1.1	5.0%	21.6

^{*}These six metros have a margin of error of over 10 percent for the Journey-To-Work data.

An interactive look at a decade of fatalities

For the first time, we were able to map more than 40,000 pedestrian deaths from 2001-2009 for which geographic data are provided. These online maps allow users to get a localized view of where pedestrians have been dying in their own communities. See the interactive map online at



http://t4america.org/resources/dangerousbydesign2011

PDI – places with relatively more walking, yet fewer deaths per capita. These metros tend to be older Northeastern or Northern areas, or places with a generally compact development pattern. Metros such as Boston, New York and Minneapolis-St. Paul are investing to build a well-developed network of sidewalks and crosswalks and already have many people walking and bicycling.

The PDI was developed to gauge risk in a way that accounts for the amount of walking in a community. However, in some communities pedestrian deaths represent an unusually high portion of all traffic deaths, which merits special

safety attention. Table 2 lists the metro areas with the highest percentage of pedestrian deaths, not controlling for the number of walkers.

Pedestrians make up a high percentage of all traffic deaths in New York. The metropolitan area, with an average of just under 350 annual pedestrian deaths over the ten-year period, has the highest absolute number of pedestrian deaths of any metropolitan area in the U.S. Further, the percent of traffic deaths that were pedestrians in New York is nearly three times the national average.

Table 2: Large metro areas, ranked by percentage of traffic deaths that were pedestrians

Rank	Metropolitan area	Number of pedestrian fatalities (2000-2009)	Number of traffic-related fatalities (2000-2009)	Percent of workers walk- ing to work (2005-2009)	Pedes- trian Danger Index	Percentage of traffic deaths that were pedestrians
1	New York-Northern New Jersey-Long Island, NY-NJ- PA	3,485	11,194	6.1%	30.4	31.1%
2	Los Angeles-Long Beach- Santa Ana, CA	2,533	9,313	2.6%	76.0	27.2%
3	San Francisco-Oakland- Fremont, CA	685	2,627	4.3%	38.5	26.1%
4	San Jose-Sunnyvale-Santa Clara, CA	274	1,100	2.3%	68.4	24.9%
5	San Diego-Carlsbad-San Marcos, CA	623	2,856	2.8%	74.7	21.8%
6	Miami-Fort Lauderdale-Pompano Beach, FL	1,555	7,212	1.7%	167.9	21.6%
7	Tampa-St. Petersburg-Clearwater, FL	905	4,210	1.6%	212.7	21.5%
8	Detroit-Warren-Livonia, MI	799	3,788	1.5%	118.4	21.1%
9	Buffalo-Niagara Falls, NY	163	844	2.9%	49.0	19.3%
10	Las Vegas-Paradise, NV	421	2,200	1.9%	135.2	19.1%

With by far the highest portion of commuters walking to work of any large metropolitan area, the relative risk to pedestrians in the New York metro area is the 11th lowest in the country. Perhaps more troubling are the metro areas with both a high portion of pedestrian traffic deaths and a low percentage of residents walking to work – Miami, Tampa and Detroit. These are places where pedestrians are at a greater risk of being killed while walking, a risk that is captured by the PDI and reflected in that ranking.

Where Safety Is Getting Worse

Pedestrian fatalities have declined over the last decade in most of the country's largest metro areas, mirroring or surpassing the national 14 percent drop in those deaths. But some metro areas have failed to make progress, with pedestrian fatalities actually increasing significantly over the period. In fact, pedestrian fatalities increased in 16 metro areas, wheras total traffic deaths increased in only 4 of the 52 metro areas we examined.

For three examples, annual pedestrian fatalities in the greater Atlanta metro area inched up over the ten-year period, from a low of 71 in 2000, peaking at 94 in 2004 and finishing out the decade at 77. Yet during the same period, overall traffic-related fatalities declined by nearly 14 percent. Similarly, in the Baltimore metropolitan area, pedestrian fatalities grew more than 16 percent over the decade, from 43 in 2000 to 62 in 2009, while all traffic deaths fell by nearly 6 percent. And in the greater Philadelphia metro

area, pedestrian fatalities held more or less steady, at approximately 100 deaths annually, over the period, while total traffic deaths plummeted by nearly 22 percent in ten years.

Just as at the national level, it would seem that concerted local efforts to stem motorist fatalities have resulted in a dramatic decline in fatalities over past ten years, while pedestrian fatalities have received less attention.

Pedestrian Safety in Rural Areas

Rural areas are not typically considered dangerous for pedestrians, yet more than 27 percent of pedestrian fatalities occur in rural areas, even though only 24 percent of Americans live in rural areas. This rate has held even as the American population continues to shift from rural to urban.⁵ In fact, rural areas, even more so than many metropolitan areas, are characterized by dangerous, high-speed roads, and are far less likely to have sidewalks, crosswalks, and other basic pedestrian infrastructure. Yet, a significant share of the rural population, more than 1.6 million rural households, lacks access to a car. And rural areas and small towns tend to have higher concentrations of older adults and low-income citizens, groups that are less likely to drive.6

⁵ U.S. Department of Agriculture, "Rural American at a Glance, 2009 Edition" http://www.ers.usda.gov/Publications/EIB59/EIB59.pdf

⁶ National Complete Streets Coalition. "Rural Areas and Small Towns" http://www.completestreets.org/complete-streets-fundamentals/factsheets/rural-areas-and-small-towns/

Our analysis of FARS (Fatality Analysis Reporting System) data by county reveals that the highest pedestrian fatality rates per 100,000 people tend to be in less populated, less prosperous and more racially and ethnically diverse counties.

Poor safety rankings in 2009 report yield substantive policy shift in Lee County, Florida

Within a day of the release of Transportation for America's previous Dangerous by Design report in November 2009 that showed the four most dangerous metro areas for pedestrians were in Florida, a key region in the Sunshine State had already adopted one of the report's key recommendations.

In an editorial following the report release, the Ft. Myers News-Press encouraged officials in Lee County, located in Southwest Florida, to adopt a "Complete Streets" resolution, committing the region to making roads safe for all users. The editorial cited the Dangerous by Design report in its recommendation.

BikeWalkLee, a countywide coalition and T4 America partner advocating for safer, complete streets, led the charge for passage.

"During the public comment period, Commissioners heard from senior citizens who want to maintain mobility after they no longer drive; parents who want a place for their children to safely walk and bike; high school and college students who want a more livable community as they make their careers here; public health officials concerned about the obesity epidemic and emergency room doctors who see the tragic results every day of Lee's dangerous roads," said Darla Letourneau, a leader of BikeWalkLee.

By a unanimous vote, the Lee County Commission adopted a resolution endorsing complete streets principles. Commissioner Frank Mann called the measure "forward thinking" and "something that we should have been doing for a number of years."

Data Limitations

Our ability to assess the dangers of walking is hampered by significant data challenges. While relatively good data are collected on the number of pedestrian fatalities through the National Highway Traffic Safety Administration's fatality database (FARS), there is only spotty information on how many pedestrians are injured in particular states and metro areas.

Even if we had complete information on how many pedestrians were killed and/or injured in a given location, the lack of reliable information on how people travel makes it difficult to evaluate the true danger to pedestrians. For this report we use the Census Bureau's American Community Survey Journey-to-Work data as a proxy for how much walking occurs in a place. The data are limited in that they provide information only on the mode people choose most often and for the greatest distance to travel to and from work. A better measure of exposure would include all types of trips (including to the store, to school, to the doctor, to the subway, etc.), as well as trips taken by the non-usual mode for an individual. Unfortunately, no reliable nationwide source of that data at the metro area level is available (sample sizes for the 2009 National Household Travel Survey tend to be small).

Further, with the elimination of the Decennial Census long form, Journey-to-Work data is only available through the American Community Survey, which suffers from much smaller sample sizes, and therefore larger margins of error. Walking rates at the county level are unreliable. And even at the metro area level, only the largest metros had acceptably low margins of error.

The geographic coarseness of our analysis presents its own problems. There can be extreme variability in the walking environment within such large areas. A single metropolitan area will often include both relatively walkable districts, as well as neighborhoods with a hostile pedestrian environment. We attempt to address that limitation by providing county-level fatality data, as well as by mapping more than 40,000 pedestrian deaths for which geographic data is provided.

Clearly, we need better data by which we can accurately test the effectiveness of policies and infrastructure investments on improving pedestrian safety. This should be a priority for Congress and the U.S. Department of Transportation.

Dangers to Pedestrians with Few Options

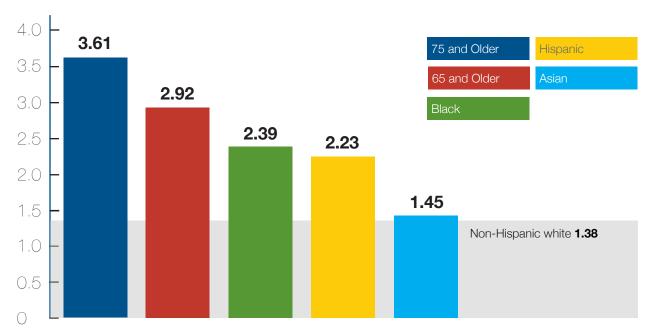
Walking is the first and most basic method of transportation. Nearly everyone is a pedestrian at some point each day, even if it is simply walking from the car to the office. Americans make about 10.5 percent of all trips on foot,⁷ and 107 million American adults walk regularly to get to work, school, run errands or visit friends.⁸

Walking is even more critical for a large number of Americans. At least one-third of Americans cannot or choose not to drive and, and for most of them, being a pedestrian is an integral part of their daily life. This group includes children and young adolescents, older adults who no longer drive, people with disabilities, low-income individuals and a growing number who seek to avoid the costs of owning and maintaining a car.

Racial and Ethnic Minorities

Hispanics and African Americans, on average, drive less and walk more than other groups. Walking is a critical means of transportation for these groups – nearly 20 percent of African American households and 14 percent of Hispanic

Pedestrian fatality rate per 100,000 persons by race and age

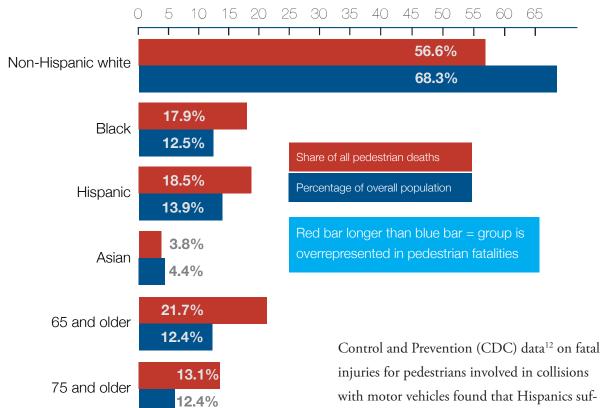


⁷ NHTS 2001. A trip is defined as travel from one address to another, with switches to different modes, and each stop along the way counted as separate trips.

⁸ FHWA. Travelers Opinion Survey 2005.

⁹ According to the most recent (2009) FHWA Highway Statistics Series (Table DV-1C), only 68 percent of Americans currently hold a driver's license. One-third is probably an underestimate, because we can assume that a number of the 68 percent of Americans who have a license do not drive.

Percentage of pedestrian deaths compared to share of population



households live without a car. ¹⁰ African Americans walk for 26 percent more trips than whites, and the Hispanic walking rate is close to 45 percent higher. While whites made only 9.4 percent of trips on foot in 2009, African Americans made 11.9 percent of trips on foot, and Hispanics made nearly 14 percent of trips on foot. ¹¹

These groups also experience far more pedestrian injuries and fatalities. Centers for Disease

(In absolute terms, 22,062 Non-Hispanic whites,

Control and Prevention (CDC) data¹² on fatal injuries for pedestrians involved in collisions with motor vehicles found that Hispanics suffered a pedestrian death rate of 2.23 per 100,000 persons from 2000 through 2007, a rate nearly 62 percent higher than the 1.38 per 100,000 persons rate for non-Hispanic whites. The same data show that rates for African Americans were even higher, at 2.39 per 100,000 persons, a rate more than 73 percent higher than for non-Hispanic whites. Asian Americans died at a rate of 1.45 per 100,000 people.

Brookings Institution and UC-Berkeley, "Socioeconomic Differences in Household Automobile Ownership Rates."

^{11 2009} National Household Travel Survey.

These data are made publicly available in the CDC's Web-based Injury Statistics Query and Reporting System (WISQARS). It differs slightly from NHTSA's FARS data in that it is based on death certificates rather than crash reports. We relied on the CDC for our analysis of pedestrian race and ethnicity because that particular information is more accurately recorded than in FARS.

6,983 African-Americans, 7,223 Hispanics and 1,485 Asian Americans died from 2000-2007.)

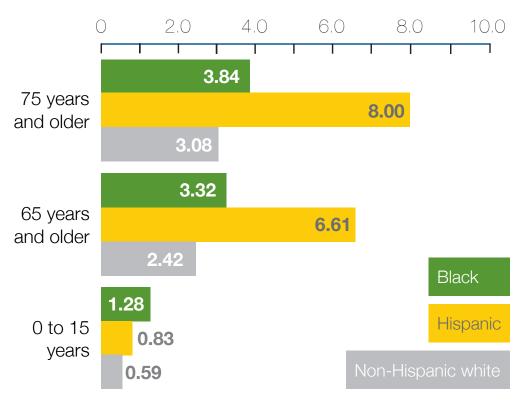
The disproportionately high pedestrian fatality rates among racial and ethnic minorities are even more apparent when looked at by age group. Hispanic children suffer a pedestrian fatality rate more than 40 percent higher than the rate for white children. The pedestrian fatality rate for black children is well over twice that of white children. Older Hispanics are far more likely to die as pedestrians than whites and blacks of the same age. Compared to their peers of the same age, Hispanics aged 65 and older have a fatality rate that is twice that of blacks, and 173 percent higher than for whites. The oldest (75 years and older) Hispanics suffer a pedestrian fatality rate

of 8 per 100,000 people, compared to 3.08 for whites and 3.84 for blacks.

Low-Income Individuals

More than 19 percent of households make less than \$25,000 per year and do not own a vehicle.¹³ In the 234 counties nationally where more than 1 in 5 families has a household income lower than the poverty level,¹⁴ the pedestrian fatality rate averages 2.91 per 100,000 persons, significantly greater the national rate of 1.6.¹⁵

Fatality rates by age, broken up by race



¹³ Brookings Institution and UC-Berkeley, "Socioeconomic Differences in Household Automobile Ownership Rates"

^{14 234} counties are only those with at least five pedestrian fatalities over the decade for more reliable data

¹⁵ U.S. Census Bureau, 2005-2009 American Community Survey.

Older Adults

Older adults are 96 percent more likely to be killed while walking than those under 65 years of age. Between 2000 and 2007, nearly 8,460 pedestrians aged 65 years or older were killed in traffic crashes, according to data from the CDC. ¹⁶ Older pedestrians represent nearly 22 percent of total pedestrian fatalities over that period, despite comprising less than 13 percent of the nation's population. The oldest pedestrians (75 years and older) suffered from pedestrian fatality rates of 3.61 per 100,000 people, a rate well more than twice that for people under 65 years of age. ¹⁷

The higher fatality rate for older pedestrians can probably be attributed to several factors: 1) older pedestrians are more likely to die than young people in a similar crash; 2) existing pedestrian infrastructure, such as the duration of crosswalk signals, ignores the needs of older walkers; and, 3) older pedestrians are more likely to have physical impairments that decrease their ability to avoid oncoming traffic.

Recognizing that pedestrian safety is a critical

Table 3: Highest average annual pedestrian fatalities per 100,000 people 65 and older

Rank State Pedestrian Fatalities per 100,000 People 65 and Older (2000-2007) 1 Hawaii 7.21 2 Alaska 5.42 3 California 4.72 4 New York 4.57 5 Nevada 4.53 6 District of Columbia 4.14 7 Florida 3.65 8 New Jersey 3.47 9 New Mexico 3.39 10 Massachusetts 3.37 National Average 2.92			
2 Alaska 5.42 3 California 4.72 4 New York 4.57 5 Nevada 4.53 6 District of Columbia 4.14 7 Florida 3.65 8 New Jersey 3.47 9 New Mexico 3.39 10 Massachusetts 3.37	Rank	State	Fatalities per 100,000 People 65 and Older
3 California 4.72 4 New York 4.57 5 Nevada 4.53 6 District of Columbia 4.14 7 Florida 3.65 8 New Jersey 3.47 9 New Mexico 3.39 10 Massachusetts 3.37	1	Hawaii	7.21
4 New York 4.57 5 Nevada 4.53 6 District of Columbia 4.14 7 Florida 3.65 8 New Jersey 3.47 9 New Mexico 3.39 10 Massachusetts 3.37	2	Alaska	5.42
5 Nevada 4.53 6 District of Columbia 4.14 7 Florida 3.65 8 New Jersey 3.47 9 New Mexico 3.39 10 Massachusetts 3.37	3	California	4.72
6 District of Columbia 4.14 7 Florida 3.65 8 New Jersey 3.47 9 New Mexico 3.39 10 Massachusetts 3.37	4	New York	4.57
7 Florida 3.65 8 New Jersey 3.47 9 New Mexico 3.39 10 Massachusetts 3.37	5	Nevada	4.53
8 New Jersey 3.47 9 New Mexico 3.39 10 Massachusetts 3.37	6	District of Columbia	4.14
9 New Mexico 3.39 10 Massachusetts 3.37	7	Florida	3.65
10 Massachusetts 3.37	8	New Jersey	3.47
	9	New Mexico	3.39
National Average 2.92	10	Massachusetts	3.37
		National Average	2.92

issue for their members, the AARP has worked to enact complete streets policies that take older pedestrians into account, winning new complete streets policies in Hawaii, Louisiana, Michigan and Puerto Rico; and working for them now in Alabama, Vermont and several other states. The AARP-sponsored bills in New York's legislature are named Brittany's Law, in honor of a girl killed while walking. The AARP is also encouraging states to implement the Federal Highway Administration's roadway design guidelines for older drivers and pedestrians.

Older adults have much to gain when walking is safe. Many older Americans who cannot or

¹⁶ CDC data was used to compare pedestrian fatality rates by age group as that data was deemed to more reliably record the correct age information.

¹⁷ For state rankings, Alaska scored a fatality rate of 5.42 per 100,000 persons according to the CDC data, making the state the second most dangerous for older pedestrians. However, because the state had fewer than 20 total pedestrian fatalities for this age group, the CDC cautions that the fatality rate may be unstable. Other states with unstable fatality rates were: the District of Columbia (for 75+), New Hampshire (for 75+), Vermont, Delaware, South Dakota, Wyoming, North Dakota and Nebraska.



choose not to drive rely on others for transportation. Absent sufficient alternatives, they often become stranded in their home. The percentage of Americans aged 65 and over is expected to rise from 12 percent in 2005 to 18 percent in 2025, requiring new approaches to reflect the mobility challenges that increase with age.

While Americans aged 65 and older make only about nine percent of their trips by walking or bicycling, older adults in other countries make substantially larger shares of similar trips by walking and bicycling: 44-48 percent in Germany, and 50-55 percent in the Netherlands, for example. Their experience shows that age need not be a barrier to walking when people feel safe.¹⁸

Children

Pedestrian injury is the third leading cause of death by unintentional injury for children 15 and younger, according to CDC mortality data. Nearly 3,900 children 15 years and younger were killed while walking from 2000 through 2007, representing between 25 and 30 percent of all traffic deaths.

These numbers are especially high considering that only a fraction of children today walk or bicycle to school, in large part because of their parents' fears of traffic. When surveyed, parents express concerns about a range of perceived safety hazards: the amount of traffic on roads (71.3 percent), the speed of traffic (69.8 percent), inadequate or missing sidewalks (48.6 percent) and poor quality or missing crosswalks (39 percent)

¹⁸ FHWA. 2009 National Household Travel Survey. Pucher, J., and L. Dijkstra. "Making Walking and Cycling Safer: Lessons from Europe." Transportation Quarterly, Vol. 54, No. 3, Summer 2000.

all factors influenced by street design.¹⁹

Unfortunately, a de facto solution to the dangers faced by children on our roads has been to drive children everywhere instead – as evidenced by daily traffic jams at schools. Yet this practice carries other serious dangers. Obesity and overweight significantly threatens the health of children and families today, and physical inactivity is a primary cause. Current estimates from the CDC show that nearly 17 percent of children aged 2 through 19 – more than 11 million kids – are obese.

Walking and bicycling to school can help: elementary and middle school-age boys and girls who walk to and from school are more physically active overall than those who travel to school by car or bus. A study of 1,596 middle school-age girls in six states found that those who reported walking before and after school had 13.7 more minutes of total physically activity than those who did not report doing so.²⁰ And, children who walk or bicycle to school have better cardiovascular fitness than do children who do not actively commute to school.²¹ The potential for health cost savings when children can safely walk

Making walking safer for school children can also help school districts struggling to meet the high (and rising) cost of busing children to and from school. Nationally, schools spend about \$21 billion annually on bus transportation. As gasoline prices rise, many school districts will be forced to cut busing. For those children losing access to bus transportation, ensuring safe walking routes to school is critical.

Neighborhoods and communities that are designed for walking and bicycling can make a big difference in encouraging all Americans, regardless of age, race and ability, to incorporate much needed exercise into their daily routines. Safe Routes to School is a small federally funded program that seeks to increase the number of children walking and bicycling to schools by constructing new bike lanes, pathways and sidewalks, as well as offering safety education and enforcement campaigns in elementary and middle schools.

and bicycle is significant. The costs of obesity and overweight account for approximately nine percent of total U.S. health care spending, and a portion of these costs are attributable to auto-oriented transportation that inadvertently limits opportunities for physical activity for the nation's children.²²

¹⁹ Vaughn, Amber E., Ball, Sarah C., Linnan, Laura A., Marchetti, Lauren M., Hall, William L. and Ward, Dianne S. "Promotion of Walking for Transportation: A Report From the Walk to School Day Registry." Journal of Physical Activity and Health. 6.3 (2009): 281-288.

²⁰ Saksvig, B.I., Catellier, D.J., Pfieffer, K., et al. "Travel by Walking Before and After School and Physical Activity Among Adolescent Girls." Archives of Pediatrics and Adolescent Medicine. 161(2): 153-158, 2007.

²¹ Davison, K.K., Werder, J.L., and Lawson, C.T. "Children's Active Commuting to School: Current Knowledge and Future Directions." Preventing Chronic Disease. 5.3 (2008): A100.

²² American Public Health Association; The Hidden Health Costs of Transportation. 2010.



Poor street design can result in poor health

There is an explicit link between local street design and the health of residents, according to a recent study by a University of Chicago researcher. The importance of regular exercise and physical activity is widely acknowledged, but less discussed is the impact of where a person lives. This Chicago study analyzed the frequency of physical activity in over 5,000 CARDIA (Coronary Artery Risk Development in Young Adults study) participants alongside characteristics of the 'street networks' where they reside. They considered the density of intersections, the connectivity of streets and the type of roads in each participant's neighborhood.

In an outcome that was perhaps not that surprising, the study found a link between health and the design of the streets where a person lives. People who want to exercise may get less than the desired amount because of the conditions of the streets and sidewalks around their house.

"Good intentions are often thwarted by factors outside of one's control," according to the study. "A person might decide to jog or bike several times a week, but if the neighborhood outside their door is not conducive to physical activity, it can be easier said than done. Whether you live out in the country or deep in the heart of the city, the design of the neighborhood around you can have an effect on your ability to exercise out of doors."

Source: Health and Place, study by University of Chicago, http://sciencelife.uchospitals.edu/2011/04/20/the-influence-of-healthy-and-unhealthy-streets/

Streets Designed for Traffic, Not Pedestrians

Over the past 50 years, traffic engineers have taken it as their mandate to move the most traffic as rapidly as possible, often at the expense of safety and quality of life. Research and experience, however, shows that making streets safer for pedestrians can help bring other benefits. A recent study in San Antonio showed that the streets safest for pedestrians were also safest for drivers.²³

This emphasis on traffic movement at the expense of pedestrians and other travel modes has

23 Eric Dumbaugh and Wenhao Li. Design for the Safety of Pedestrians, Cyclists, and Motorists in Urban Environments. Journal of American Planning Association. Vol.7, No.1, Winter 2011.

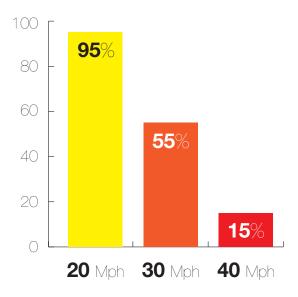
shifted daily activities away from Main Streets toward higher speed arterials. These arterial roads and highways have drawn shopping centers, drive-through eateries, apartment complexes and office parks, increasing traffic and further straining existing capacity. However, the pressure to move as much traffic through these areas as quickly as possible has led state departments of transportation to squeeze in as many lanes of traffic as possible, while designing out sidewalks, crosswalks and crossing signals, on-street parking and even street trees. As a result, more than half of fatal pedestrian crashes occur on these wide, high capacity and high-speed thoroughfares.

Engineering Wide Roads

Our analysis of NHTSA's Fatality Analysis Reporting System (FARS) database reveals that most pedestrians are killed on the wider, higher capacity and higher-speed roads called arterials.



Pedestrian Survival Rate by Vehicle Speed



These roads are called arterials because they connect major destinations within an urban or rural area. More than 52 percent of the 47,067 pedestrians killed (for whom roadway classification data were recorded) over the ten-year period died on principal or minor arterials. These arterials are all federal-aid roads — roads eligible to receive federal funding for construction or improvement and with federal oversight or guidance for their design.

In urban areas, the dangers of walking along or crossing arterials are even more starkly apparent: Nearly 60 percent of the 34,260 pedestrian deaths in urban areas (for whom road type data were collected) occurred on arterial roads.

New research by Eric Dumbaugh of Texas A&M finds that traditional safety practices, such as designing roads to be "forgiving" of driver error, may backfire on urban arterials, where higher de-

sign speeds and an increased number of conflict points creates a deadly combination. His new study makes clear that these safety problems are not limited to pedestrians and other vulnerable users, but apply to motorists as well.²⁴

These roads, typically designed with four or more lanes and high travel speeds, have been shown to encourage distracted driving habits. In fact, a study of street widths and injury collisions found that risk of injury from crashes increases exponentially once street widths exceed 24 feet, because of increased vehicle speed. Many states persist in requiring a minimum of 12-foot lanes on all roadways, though research shows that in urban areas, 12-foot lanes show no safety benefit over 10-foot lanes —and despite the fact that the American Association of State Highway and Transportation Officials (AASHTO) allows 10-foot travel lanes on arterials in their "Green Book" manual governing street design.

Drivers respond to wider roadways by driving faster and less cautiously. And even where arterials have sufficient sidewalks and crosswalks, their width makes them difficult to cross, even for the most able-bodied adults.

Designing for Speed

Especially when combined with poor design, vehicle speed presents the greatest threat to pe-

²⁴ Eric Dumbaugh and Wenhao Li. Design for the Safety of Pedestrians, Cyclists, and Motorists in Urban Environments. Journal of American Planning Association. Vol.7, No.1, Winter 2011.

²⁵ Swift, Painter, and Goldstein, 2006.

destrians. A recent NHTSA report on pedestrian safety finds that a pedestrian is 16 times more likely to be killed in a crash occurring on a road with a posted speed limit of 50 mph or higher, than on a road with a speed limit of under 30 mph. ²⁶ At higher vehicle speeds, a collision is not only more deadly, but far more likely. Even without the distractions of cell phones and PDAs, a driver needs 164 feet to stop a vehicle moving at just 40 mph. ²⁷

Confirming the risk of vehicle speed, our analysis of NHTSA's Fatality Analysis Reporting System (FARS) database shows that nearly 60 percent of pedestrian fatalities occurred on roads with speed limits of 40 mph or greater. In contrast, only 1 percent of the 45,294 pedestrian deaths for which roadway speed limit was known from 2000 through 2009 occurred on roads with a speed limit of 20 mph or lower.

Insufficient Pedestrian Infrastructure

Too many arterial roads, in rural, suburban, and urban areas alike, are simply not built with pedestrians in mind. They lack sidewalks, crosswalks, pedestrian refuges, street lighting and school and public bus shelters. Even neighborhoods that do provide sidewalks often lack crosswalks or have crosswalks spaced too far apart to be convenient for pedestrians. A recent AARP

Another survey of more than 1,000 transportation planners and engineers found that nearly two-thirds do not yet consider the needs of older Americans in their multimodal transportation planning.

All too often, the consequences of this lack of basic infrastructure are fatal. Of the 40,037 pedestrian fatalities for which the location of the collision was known, more than 40 percent were killed where no crosswalk was available. Nearly one-quarter of pedestrian deaths were recorded outside an available crosswalk and just 10 percent of pedestrian fatalities occurred inside a crosswalk. Even arterials with sidewalks and crosswalks may still treat pedestrians as an afterthought, requiring pedestrians to walk long distances to reach a signalized crossing point, the cause of some of these fatalities outside crosswalks. These data point to at least one common problem of dangerous streets - there simply are not enough safe places to walk or cross the street.

Fast-moving traffic on highways may literally divide communities, especially those with a larger share of older adults and persons with disabilities. Beyond the high number of direct pedestrian fatalities and injuries, the isolation that results from the construction of dangerous roads through a community has been associated with higher mortality and morbidity in seniors.

poll sheds light on how widespread this problem is: nearly half of respondents reported that they could not safely cross the main roads close to their home.

²⁶ NHTSA. National Pedestrian Crash Report, 2008. http://www-nrd.nhtsa.dot.gov/Pubs/810968.pdf

²⁷ http://www.jmu.edu/safetyplan/vehicle/generaldriver/ stoppingdistance.shtml

Cost-Effectiveness Benefits of Safe Streets

Transportation is the second largest expense for American households, costing more than food, clothing, health care and even housing in some metro areas. Even prior to the recent increase in gasoline prices, Americans spent an average of 16 cents of every dollar on transportation, with the poorest fifth of families spending more than double that figure. These hefty transportation expenses can be reduced if local infrastructure decisions result in more travel options for residents. Unfortunately, most states spend only a fraction of available federal funds to make walking and bicycling safer. Recent analysis puts the amount at just 1.5 percent of federal roadway funds.

Controlling Health Care Costs

The money saved by preventing pedestrian injuries and fatalities more than offsets the costs of improving our streets and roads. The National Safety Council estimates the comprehensive cost — including both economic costs and diminished quality of life — for each traffic death at \$4.3 million, up from \$3.1 million in 2000. Multiplying those figures by the 47,740 pedestrians killed nationwide from 2000 to 2009 equates to a cost of \$180 billion.

Sparking Neighborhood Reinvestment

The economic downturn has taught us that the most resilient local economies are those with lively downtowns and village centers – walkable places with a variety of shops, services and restaurants. A recent survey by the National Association of Realtors found that most Americans would like to live in walkable communities where shops, restaurants and local business are within an easy walk from their homes, regardless of what type of neighborhood or house they live in.

A movement has emerged to convert deadly arterials and lifeless strip malls into more walkable urban centers. Developers recognize these new walkable places can command a higher purchase price. A recent CEOs for Cities report found that "homes located in more walkable neighborhoods — those with a mix of common daily shopping and social destinations within a short distance — command a price premium over otherwise similar homes in less walkable areas. Houses with above average walkability command a premium of about \$4,000 to \$34,000 over houses with just average levels of walkability in the typical metropolitan areas studied." Similarly, an analysis of office, retail, apartment and industrial properties found higher values for properties in more walkable areas.

Making places more walkable not only improves safety and encourages physical activity, but also helps restore local tax bases and boosts local economies.

Conclusion and Recommendations

Americans clearly recognize that safety for pedestrians needs to be a higher priority. A February 2011 survey conducted for the Rockefeller Foundation found that voters' top goal by far is "safer streets for our communities and children." Congress is currently considering the goals and objectives for a federal transportation bill that will guide the funding priorities for states and cities. Now more than ever, there is a clear need for strong leadership, greater resources for pedestrian safety and more accountability from states on how those funds are spent.

As this report has shown, there is strong evidence that greater resources must be dedicated to projects and programs that promote and improve pedestrian safety. Streets designed for speeding traffic rather than people contribute to these preventable deaths. Now, we must call on Congress to change transportation funding and policy to ensure roads are safe for everyone.

We recommend that the next federal transportation spending bill include the following provisions:

• Retain dedicated federal funding for the safety of people on foot or on bicycle.

Congress is currently contemplating elimination of dedicated funding for Transportation Enhancements and the Safe Routes to School program, the two largest funding sources for bike and pedestrian facilities. Without



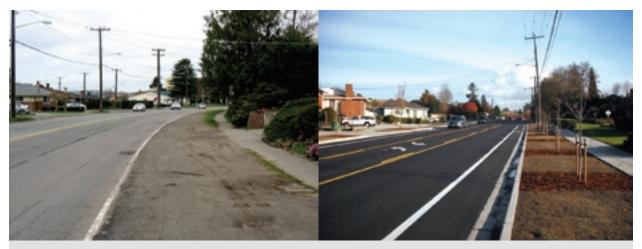
With a large number of American children not getting the recommended daily amount of exercise, walking to school is good way to fill the gap. The Safe Routes to School program has already helped 10,000 schools make walking to school safer.

these committed funding streams, states will likely reduce spending for safety features like sidewalks, crosswalks and trails.

• Adopt a national complete streets policy.

Ensure that all federally funded road projects take into account the needs of all users of the transportation system, including pedestrians, bicyclists, and public transportation users, as well as children, older adults, and individuals with disabilities.

• Fill in the gaps. Beyond making new and refurbished roads safer for pedestrians, we need to create complete networks of sidewalks, bicycle paths, and trails so that residents can travel safely throughout an area. To this end, the Rails-to-Trails Conservancy has gathered testimony from 53 communities outlining how they could fill in strategic gaps to make walking and bicyling to routine destinations more safe and convenient with small targeted federal grants.



An example of a complete streets project from S. Columbian Way in Seattle, courtesy of the Seattle Department of Transportation. A street with an inadequate sidewalk, lanes that were too wide and no safe place to bike received curbs, sidewalks, narrower lanes, and a curb bike lane. Complete streets policies ensure that new roads and refurbished roads account for the needs of all users.

- Commit a fair share for safety. In 2008, only two states spent any of their Highway Safety funding to improve infrastructure for bicycling and walking. Yet, pedestrians and bicyclists make up 14 percent of all trafficrelated fatalities. Federal, state, and local governments should set safety goals that not only reduce fatalities overall, but reduce fatalities for individual modes, with separate safety goals for pedestrians, bicyclists, motorcyclists and motorists.
- Hold states accountable for creating communities that are safe for walking. Congress must hold states accountable to ensure that transportation funds are spent wisely, by ensuring that:
 - New streets are built to be safe for pedestrians, bicyclists, public transportation users and motorists alike;
 - The most dangerous roads are retrofitted for safety; and,
 - Federal safety dollars result in lives saved and a more active population.

Appendix A: Detailed Recommendations

Transportation Enhancements

Transportation Enhancements is a primary source of federal funding for pedestrian infrastructure. Enhancements funding can be used for a number of things, including building pedestrian infrastructure such as sidewalks, crosswalks, or trails, and funding bicycling and pedestrian safety and education work. These funds are highly sought and, like Safe Routes to School, oversubscribed by local and regional government. However, Transportation Enhancements are at risk of total removal from the transportation bill by Congress this year.

Safe Routes to School

At its current funding level of \$950 million from FY2005-FY2011, the federal Safe Routes to School program is oversubscribed. While 10,000 schools have received funding thus far, that represents just 10 percent of schools – and the award size will only allow funded schools to address a portion of the needed safety improvements around each school. The Safe Routes to School program has provided a critical prioritization of safety improvements for vulnerable children in and around schools, where children spend a large part of their day. Because of this funding source, local governments and school districts are collaborating to assess the infrastructure

around schools and agree upon projects needed to improve safety. Expanding the Safe Routes to School program would allow more communities and schools across the country to address critical safety concerns and make it safer for students walking and bicycling to school and in their neighborhoods.

National Complete Streets Policy

The Safe and Complete Streets Act of 2011 (HR 1780) was introduced by Representatives Doris Matsui (D-CA) and Steven LaTourette (R-OH) in May 2011 and a Senate version is expected shortly. The bill would ensure that all future federally-funded road projects will take into account the needs of all users of the transportation system, including pedestrians, bicyclists, and public transportation users, as well as children, older adults, and individuals with disabilities. The bill reflects complete streets policies that states, counties, and cities are adopting at a quickening pace in almost every state in the nation. Complete streets policies mean an end to the construction of roads that are needlessly dangerous to pedestrians, and gradually improve existing roads as they are retrofitted. The U.S. Department of Transportation and the Centers for Disease Control and Prevention have both recognized the safety benefits of the complete streets approach, and a federal policy would accelerate and strengthen the adoption of complete streets policies.

Fill in the Gaps

Beyond making new and existing roads safer for pedestrians, we need to create complete networks of sidewalks, bicycle paths, and trails so that residents can travel safely throughout an area. To this end, the Rails-to-Trails Conservancy has gathered testimony from 53 communities outlining how they could fill in strategic gaps to make walking and bicyling to routine destinations more safe and convenient with small targeted federal grants. The Active Communities Transportation Act (HR 4722 in the 111th Congress) would provide competitive grants to deliver enormous progress in these 53 communities and many more; it garnered 76 House cosponsors last year.

Fair Share for Safety

Currently, only two states, California and Florida, spend any of the Federal Highway Safety Improvement Program funds on pedestrian infrastructure. Federal policy should require that states use their funding to reduce fatalities, making sure those reductions occur across every mode, including pedestrians, bicyclists, motorcyclists and motorists. With the decrease in pedestrian fatalities lagging behind the reduction in motor vehicle deaths, it's imperative that states spend safety funds on pedestrian safety.

Accountability Measures

Congress must demand accountability from state governments to ensure transportation safety funds are spent wisely on streets that are dangerous for walking and bicycling. At a minimum, Congress and state governments should adopt measures to improve pedestrian safety and create livable communities, including increased walking, bicycling, and public transportation usage.

Speed

Vehicle speed is often a deciding factor in whether or not a pedestrian is killed or walks away from a collision. And speed is governed in large part by design — how wide lanes are, how wide a road is or how far apart intersections and crosswalks are spaced.

America Walks is in the process of launching a national campaign of low-cost solutions, including reducing speed limits in pedestrian areas, such as business districts and school zones, and installing technology, such as red light and speed traffic cameras to enforce and reduce speeds on dangerous arterial streets. States may need to pass enabling legislation for these solutions to be employed.

Data Collection

Understanding and measuring the problem is the first step toward solving it. But federal data on this subject, especially for pedestrian injuries, is limited and needs to be improved. An improved uniform methodology to collect fatality and injury data would greatly enhance our collective understanding of where to focus resources to improve pedestrian safety.

Appendix B: Methodology

The National Highway Traffic Safety Administration (NHTSA) collects data on every trafficrelated fatality occurring on U.S. roadways. To determine how many pedestrians were killed in a given year and county, we queried NHTSA's Fatality Analysis Reporting System (FARS) for pedestrians who suffered fatal injuries from 2000 through 2009. We then aggregated the countylevel data to the state and Metropolitan Statistical Area for 360 metro areas. Dividing this figure by the appropriate population estimate from the U.S. Census Bureau, and multiplying by 100,000 gave us a yearly fatality rate per 100,000 persons. (See the U.S. Census Bureau for definitions of MSA, http://www.census.gov/population/ www/metroareas/metrodef.html)

We utilized the "Pedestrian Danger Index" to compare metro areas while taking into account the exposure to injury that pedestrians face in a given metro area. This exposure measure is derived from the U.S. Census Bureau's American Community Survey which asks respondents to indicate the mode they most often used to get to work. This data is limited in that it only captures the pedestrian trips to work, excluding trips made by walking to school, to the corner grocery, or to visit friends. It also fails to capture trips that are partially made on foot and partially by some other mode, for example, the walking trip to the bus stop or train station.

Small sample sizes in the American Community Survey are corrected for by aggregating data across a five-year period, so that the journey-to-work data reported by metro area is for the period 2005 to 2009. Nevertheless, some medium and smaller-sized metropolitan areas show high margins of error in the walk-to-work rate and are excluded from our analysis.

We calculated the PDI by dividing the average yearly fatality rate for a metro area by the percentage of commuters walking to work in that metro area. The PDI calculation looks like this:

Average 2000-2009 (annual pedestrian fatalities/population)*100,000

Percentage of commuters walking to work

Breakdowns of pedestrian fatality data by race and ethnicity was pulled from the Centers for Disease Control and Prevention Web-based Injury Statistical Query and Reporting System (WISQARS). This data was determined to be a more reliable source of race and ethnicity than the FARS data, which had an unacceptably high percentage of records without race or ethnicity information.

Other breakouts of the data – by victim age, road type, crosswalk availability, etc. – were made using the FARS online query system (http://www-fars.nhtsa.dot.gov/QueryTool/QuerySection/SelectYear.aspx), and in some cases combining these data with U.S. Census population estimates. Information on total trips taken by foot was derived from the 2009 National Household Travel Survey.

Photo Credits

Cover

April Bertelsen. Pedestrian Coordinator Portland Bureau of Transportation

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Top: Stephen Lee Davis, Transportation For America Bottom: Scott Crawford, Jaskcon, Miss.

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The National Complete Streets Coalition. Flickr user: "Complete Streets"

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Top Left: Stephen Lee Davis, T4 America Top Right: Dan Burden, Walkable.org Bottom: The Safe Routes To School National Partnership

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Stephen Lee Davis, T4 America

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The Safe Routes to School National Partnership

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Seattle Department of Transportation via The National Complete Streets Coalition

Appendix C: State statistics, ranked by Pedestrian Danger Index

Rank	State Name	Total Traffic Fatalities (2000-2009)	Total Ped Fatalities (2000-2009)	Ped Fatalities as % of All Fatalities (2000-2009)	Avg Ped Fatalities per 100,000 (2000-2009)	State PDI
1	Florida	31,186	5,163	16.6%	3.0	182.8
2	South Carolina	10,224	981	9.6%	2.3	124.1
3	Louisiana	9,344	1,040	11.1%	2.3	122.2
4	New Mexico	4,417	548	12.4%	2.9	121.1
5	Alabama	10,465	696	6.7%	1.5	116.7
6	Arizona	10,776	1,479	13.7%	2.5	113.1
7	Mississippi	8,599	557	6.5%	1.9	107.9
8	Nevada	3,579	541	15.1%	2.3	105.3
9	Texas	35,938	4,212	11.7%	1.9	104.3
10	Georgia	15,791	1,545	9.8%	1.7	102.9
11	North Carolina	15,308	1,638	10.7%	1.9	102.7
12	Tennessee	12,064	806	6.7%	1.4	93.2
13	Delaware	1,151	171	14.9%	2.0	82.2
14	Arkansas	6,399	389	6.1%	1.4	76.7
15	Maryland	6,219	1,057	17.0%	1.9	76.4
16	California	39,224	6,957	17.7%	2.0	71.0
17	Missouri	11,008	802	7.3%	1.4	68.7
18	Oklahoma	7,338	480	6.5%	1.4	67.2
19	Michigan	11,582	1,468	12.7%	1.5	64.3
20	Kentucky	8,850	535	6.0%	1.3	56.5
21	New Jersey	7,118	1,514	21.3%	1.8	53.2
22	Virginia	9,161	873	9.5%	1.2	51.2
23	Hawaii	1,321	281	21.3%	2.2	48.5
24	West Virginia	3,980	237	6.0%	1.3	45.8
25	Indiana	8,618	610	7.1%	1.0	43.0
26	Colorado	6,182	607	9.8%	1.3	42.8
27	Illinois	12,880	1,659	12.9%	1.3	42.2
28	Utah	2,985	278	9.3%	1.1	40.0
29	Connecticut	2,986	373	12.5%	1.1	37.1
30	Ohio	12,748	973	7.6%	0.9	36.8

Rank	State Name	Total Traffic Fatalities (2000-2009)	Total Ped Fatalities (2000-2009)	Ped Fatalities as % of All Fatalities (2000-2009)	Avg Ped Fatalities per 100,000 (2000-2009)	State PDI
31	Rhode Island	817	117	14.3%	1.1	35.7
32	Oregon	4,556	487	10.7%	1.4	35.2
33	Pennsylvania	15,089	1,611	10.7%	1.3	32.1
34	Washington	5,971	683	11.4%	1.1	31.8
35	Kansas	4,472	222	5.0%	0.8	29.5
36	South Dakota	1,699	102	6.0%	1.3	29.3
37	Wyoming	1,651	55	3.3%	1.1	26.8
38	Minnesota	5,511	415	7.5%	0.8	26.6
39	New York	14,156	3,222	22.8%	1.7	26.6
40	Wisconsin	7,466	510	6.8%	0.9	26.5
41	Idaho	2,604	119	4.6%	0.8	25.7
42	Massachusetts	4,309	724	16.8%	1.1	24.9
43	Montana	2,469	120	4.9%	1.3	24.3
44	New Hampshire	1,363	100	7.3%	0.8	23.9
45	District of Columbia	608	149	24.5%	2.6	22.6
46	Maine	1,832	119	6.5%	0.9	22.4
47	North Dakota	1,082	51	4.7%	0.8	20.2
48	lowa	4,246	219	5.2%	0.7	19.0
49	Nebraska	2,608	106	4.1%	0.6	18.8
50	Alaska	838	97	11.6%	1.5	18.3
51	Vermont	786	43	5.5%	0.7	11.2
	US Total	411,574	47,741	11.6%	1.6	56.8