

# **Ozarks Transportation Organization**



**January 16, 2013**

**Technical Planning Committee Meeting**

**OTO Conference Room, Holland Building**

**205 Park Central East, Suite 212**

**1:30 – 3:00 PM**

**Technical Planning Committee Meeting Agenda  
January 16, 2013 1:30 p.m.  
OTO Offices  
Holland Building  
205 Park Central East, Suite 212  
Springfield, MO**

**Call to Order ..... 1:30 PM**

**I. Administration**

**A. Introductions**

**B. Approval of the Technical Planning Committee Meeting Agenda  
(1 minute/Hess)**

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE  
THE AGENDA**

**C. Approval of the November 14, 2012 Meeting Minutes..... Tab 1  
(1 minute/Hess)**

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE  
THE MEETING MINUTES**

**D. Public Comment Period for All Agenda Items  
(5 minutes/Hess)**

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

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

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

**F. Bicycle and Pedestrian Committee Report  
(3 minutes/Longpine)**

Staff will provide a review of BPAC's current activities.

**II. New Business**

**A. OTO In-Kind Match Letters..... Tab 2  
(3 minutes/Parks)**

Staff will give an overview of the request that in-kind letters be submitted for each Technical Committee member.

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

- B. OTO Technical Committee Appointment..... Tab 3**  
(3 minutes/Parks)  
Staff will give an overview of the need for new official appointment letters for each member of the Technical Committee

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

- C. On System Bridge (BRM) Selection Process..... Tab 4**  
(10 minutes/Longpine)  
Staff will provide an overview of the selection process which was conducted by the BRM Subcommittee in selecting the project to utilize the OTO allocated BRM funding. This project appears in TIP amendment number 3.

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

- D. Enhancement Project Selection Process..... Tab 5**  
(5 minutes/Longpine)  
Staff will provide an overview of the projects which were recommended by the Enhancement Subcommittee during the 2013 round of enhancement applications. These projects appear in TIP Amendment Number 3.

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

- E. Amendment Number Three to the FY 2013-2016 TIP..... Tab 6**  
(10 minutes/Longpine)  
OTO is requesting the Technical Planning Committee review Amendment Number Three to the FY 2013-2016 Transportation Improvement Program (TIP). The request is for 12 items. Please see the attached materials for more information

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND  
APPROVAL OF TIP AMENDMENT NUMBER THREE TO THE BOARD OF  
DIRECTORS**

- F. Functional Class and Urbanized Area Boundary ..... Tab 7**  
(10 minutes/Longpine)  
OTO is requesting the Technical Planning Committee review changes recommended by the Major Thoroughfare Plan Subcommittee regarding OTO area functional classifications and the Urbanized Area Boundary.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND  
APPROVAL OF THE PROPOSED FUNCTIONAL CLASS AND URBANIZED AREA  
BOUNDARY CHANGES TO THE BOARD OF DIRECTORS**

- G. MoDOT's On The Move Initiative**  
(5 minutes/Miller)  
MoDOT staff will give an overview of MoDOT's On the Move initiative.

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

**H. FY 2013 Unified Planning Work Program Subcommittee and Project Proposals ..... Tab 8**  
(2 minutes/Edwards)

OTO is requesting the Technical Planning Committee appoint a subcommittee to prepare the FY 2014 Unified Planning Work Program. Please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2013- June 30, 2014).

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE  
FY2014 UPWP SUBCOMMITTEE**

**III. Other Business**

**A. Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

**B. Transportation Issues for Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

**C. Articles For Technical Planning Committee Information ..... Tab 9**

**IV. Adjournment**

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 20, 2013 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Jim Viebrock, OTO Chair, Springfield Councilman  
Phil Broyles, City of Springfield Mayor's Designee  
Senator McCaskill's Office  
Stacy Burks, Senator Blunt's Office  
Jered Taylor, Congressman Long's Office  
Area News Media

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

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Debbie Parks at (417) 865-3042 at least 24 hours ahead of the meeting.

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

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see [www.ozarkstransportation.org](http://www.ozarkstransportation.org) or call (417) 865-3042.

**TAB 1**

## **MEETING MINUTES AGENDA 01/16/13; ITEM I.C.**

Attached for Technical Committee member review are the minutes from the November 14, 2012 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

**TECHNICAL COMMITTEE ACTION REQUESTED:** To make any necessary corrections to the minutes and then approve the minutes for public review.

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
November 14, 2012**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Don Clark, Missouri State University	Mr. Frank Miller, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Duffy Mooney, Greene County Hwy.
Ms. Hollie Elliott, Springfield Chamber	Mr. Bill Robinett, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Ms. Shelia Schmitt, City Utilities
Mr. Jason Haynes, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Nick Heatherly, City of Willard	Mr. Dan Smith, Greene County Highway Dept.
Mr. Rick Hess, City of Battlefield	Ms. Cheryl Townlian, BNSF
Mr. Kirk Juranas, City of Springfield	Mr. Terry Whaley, Ozark Greenways

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Ryan Mooney, Springfield Chamber
Mr. Rick Artman, Greene County Hwy (a)	Mr. Kent Morris, Greene County Planning Dept.
Mr. David Bishop, R-12 School District	Mr. Troy Pinkerton, MoDOT (a)
Mr. Randall Brown, City of Willard (a)	Mr. Ralph Rognstad, City of Springfield
Mr. King Coltrin, City of Strafford	Mr. Mark Roy, Springfield-Branson Airport (a)
Mr. Rick Emling, R-12 School District (a)	Ms. Beth Schaller, MoDOT (a)
Ms. Diane Gallion, City Utilities (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Jonathan Gano, City of Springfield	Mr. Shawn Schroeder, SGF
Mr. Martin Gugel, City of Springfield (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Jay Huff, Missouri State University (a)	Ms. Eva Voss, MoDOT
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Dan Watts, SMOG
Mr. Larry Martin, City of Ozark	Mr. Todd Wiesehan, Christian County (Chair)
Mr. Brad McMahon, FHWA	Mr. Bob Wilslef, City of Ozark (a)

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Ms. Melissa Richards, and Mr. Curtis Owens, Ozarks Transportation Organization; Mr. Carl Carlson, Olsson Associates.

Mr. Hess called the November 14, 2012 Technical Planning Committee meeting to order at 1:30 p.m.

## **I. Administration**

### **A. Introductions**

Introductions were made of everyone in attendance.

### **B. Approval of the Technical Planning Committee Meeting Agenda**

Mr. Heatherly made the motion to approve the Technical Planning Committee Meeting Agenda. Mr. Miller seconded and the motion was approved unanimously.

### **C. Approval of the September 19, 2012 Meeting Minutes**

Mr. Heatherly made the motion to approve the September 19, 2012 Meeting Minutes. Mr. Robinett seconded and the motion was approved unanimously.

### **D. Public Comment Period for All Agenda Items**

None.

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

Ms. Fields stated that the Congestion Management Process would be complete sometime early 2013. The data is gathered from the TMC, MoDOT, City of Springfield, and Greene County so the timeline hinges on the data coming from those jurisdictions.

There is a public meeting on James River Freeway and the Campbell interchange, as well as the Campbell corridor on November 29 at the Library Center.

The OTO is looking to partner with MoDOT and the City of Springfield to use bluetooth technology. The goal is to not hire a firm in the future to do travel time runs. There will be 24/7 streaming data which shows if the traffic is moving freely, or if it is congested. There is also a possibility to get some origin/destination data from the bluetooth data, but there will be more information in the summer or late next year.

Work has begun on the Community Focus Report. Ms. Fields chairs the Transportation Committee Section of the Community Focus Report which covers the City of Springfield and Greene County. It covers a lot of different areas from the environment, community health, to the schools. That will be out late next year.

Ms. Longpine sent out a notice of a travel demand model meeting that will be held on November 19 @ 11:00 a.m. The OTO is looking at updating the Travel Demand Model. Olsson and Associates has informed the OTO that there is some new software available, Vizum as opposed to the TransCad Modeling software that is currently in use. Olsson will be giving a presentation on that software to see if that is an option. The RFP will be sent out using whatever software the consultants propose; there is no clear preference over the other. It will be interesting to see what the software does.

Mr. Miller stated that there are some Enhancement TIP Amendments. In the Enhancement Funding Program, MoDOT keeps 25 percent for Statewide Significant Enhancement Projects. One of the projects that were selected was the North Glenstone Sidewalks. The Southwest District and the City of Springfield sent a proposal to get that funding. The OTO had that programmed but basically this is to bring in funding from outside the OTO area to fund the sidewalks. Mr. Haynes inquired where the sidewalk would run. Mr. Miller stated Evergreen St. to St. Louis St. Mr. Haynes asked which jurisdiction is taking the lead on the project. Mr. Miller stated MoDOT would take the lead beginning in February and it would be designed in-house.

#### **F. Bicycle and Pedestrian Committee Report**

Ms. Longpine stated that the Bicycle and Pedestrian Committee met this month. A lot of discussion revolved around comments on the James River Freeway and the Campbell Corridor and what recommendations the BPAC would make on that. The BPAC is working on a letter to send to the City of Springfield. The recommendation is that the bicycle accommodations should be on parallel corridors not on Campbell, but there needs to be access to businesses for bicyclists, that can get from those parallel corridors to the businesses. The other item discussed was the Christian County Trail Plan. That is something in early talks with Christian County and how it should be done. The discussion is on how the trails in Christian County should be shown in the OTO plan so that Christian County can help preserve some right of way especially when the cities grow out into the county. There should be the possibility to extend the trail plan.

## **II. New Business**

#### **A. Administrative Modification Number One to the FY 2013-2016 TIP**

Ms. Longpine stated that the Administrative Modification sheets were handed out separately because these were processed as separate modifications. The first modification is showing the correct funding source. The funding was a transfer from FHWA to FTA, but was incorrectly shown as New Freedom. The project, instead, has been described as New Freedom-like.

Administrative Modifications Two and Three were handed out separately. Administrative Modification Number Two is for expanding the scope slightly on the Voice Annunciation System for the Fixed Route Fleet. When CU went out to look at installing the system, it was decided that something a little more comprehensive with the automated vehicle locator system should be done, as well as the ability to tie into dispatching.

Ms. Schmitt stated that the RFP was currently out. CU had originally decided it was going to just be the Voice Enunciator, but that was sort of like putting the cart before the horse. CU Transit staff decided to go ahead with the amount of funding that was coming in and apply it to the foundation for the GPS system to do accurate passenger counts and vehicle locations. The whole thing is being packaged together for the same amount of money.

Ms. Longpine stated the third Administrative Modification of what Mr. Miller mentioned already on the Glenstone Avenue Sidewalks. That was already programmed. It needed to be updated to reflect the Enhancement funding and the City of Springfield's contribution to the project.

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

Ms. Longpine stated that the handout replaces what is in the agenda packet. There are just four items as part of Amendment Number Two. The Voice Annunciation System was removed from the packet, since this was an Administrative Modification as previously discussed.

The first item is a signal system upgrade for OzarksTraffic. Mr. Haynes stated that the Traffic Signal Controllers are 30 years old. Parts are becoming antiquated. Basically there is a need for new controllers and new software. That is going to give the TMC 9 timing plans that can be used to account for the fluctuations in traffic volumes for different timing. Most of the new package software has over 120. Staff is currently doing a retiming and there are not enough plan slots to accommodate all the different times that need to be done. For instance, this weekend staff is running out of weekend timing for the holiday season. Staff has to delete a whole other set of plans and just keep a record of the plans, put the holiday timing in, and after Christmas the old plan will need to be reinstalled. The new software will give more timing plans which could give the ability to potentially do transit priority, emergency pre-emption, and flashing yellow arrows.

There is a whole lot that cannot be done with the current system that can be done with the new controllers and software. Out of the \$1.35 million that has been awarded from MoDOT, there is a statewide cost share program funding of \$291,000 and \$71,000 from the Southwest District Local Funds. The rest is going to be accommodated by the City of Springfield's 1/8 cent tax, which is nearly \$1.2 million. It includes every traffic signal within the Springfield city limits, and there are about six or eight on the fringe, between MoDOT and the counties that could be replaced, basically taking care of the entire Springfield Urban area.

Item Number Two is Safety Improvements and Pavement Improvements on Route 125/D. This was funded by some additional Safety funding that MoDOT had. Mr. Miller stated that MoDOT gets some money because the State does not have an open container law and a repeat offender law. There is a federal program that requires some of the money be spent on Safety. That was allocated to the various MoDOT Districts, including the OTO portion of the Southwest District. MoDOT also received \$5,000 for high risk rural roads. This has been put together for shoulders on Route D east of Springfield, between Turners and Route 125. It has been recently resurfaced with two foot shoulders with rumble stripes. This shows as a high hazard on the hazard list. The improvements are going to start south of the John Deere plant in Strafford and probably go towards the Finely River in Christian County.

Ms. Longpine stated that the third item is the Campbell and Plainview Intersection. Originally only the scope had been programmed and this adds the construction for

Phase I for the total amount of \$1.975 million. Mr. Juranas stated that the City wants to focus the attention early with cost share projects and the applications to go to the MoDOT committee on Monday. Kum and Go is planning to build a new facility on the Northwest corner of Plainview and 160/Campbell. The City wants to move quickly to match Kum & Go's schedule. Springfield plans to move forward with design and right-of-way acquisition so the outer road can be moved from in-front of the properties to behind. This will improve the Plainview/Campbell Intersection where there is currently a high accident count. This will be moved about 300 feet to the west. The City would like to build it from backage/new outer road from Plainview North to Bryan Street and that would include design/right-of-way and construction. The whole project, including this segment, is \$4.8 million. The follow up will be in 2014 and 2015 to rebuild the whole intersection and touch all three quadrants that have outer road systems. It is an opportunity since all of the properties are ready to change their business models and improve their businesses. It is a great opportunity for the State.

Ms. Longpine stated that Item 4 is updating the programmed amount for the Transit Fleet Maintenance Campus for City Utilities. The funds were not spent last year and are being moved to this fiscal year.

Mr. Juranas made the motion to recommend approval of TIP Amendment Number Two to the Board of Directors for approval. Ms. Schmitt seconded and the motion was approved unanimously.

#### **C. Annual Listing of Obligated Projects**

Ms. Longpine stated that this was a hand out. When the agenda was printed the City Utilities projects were accidentally excluded. The Annual Listing of Obligated Projects is a federal requirement of the OTO planning agreement and outlines all the projects that have federal funds obligated for the FY 12. It shows the amount obligated, when the transaction took place, and the programmed federal funds that have been programmed into the TIP. This is to be published by December 30 of this year and will be taken to the Board.

Mr. Smith made the motion to recommend approval of the Annual Listing of Obligated Projects to the Board of Directors. Mr. Brock seconded and the motion was carried unanimously.

#### **D. Federal Functional Classification Change Requests**

Ms. Longpine stated that at the last TPC meeting staff made an appeal for the federal classification changes. MoDOT has three federal classification changes. Mr. Seiler stated that basically Kearney St. has been classified in the past as a principal arterial with the construction of the new section of Chestnut and Airport Boulevard to the North. The intention was to reclassify that section. It is currently local now but as it functions, it should be reclassified to a major arterial. In doing that, the classification from Kearney from 160 to the west should change to a minor arterial. The traffic count on Kearney has dropped with the construction of the new terminal; it was over 6,000 and is now serving about 1,500 vehicles a day. It was a switch between the traffic between the two routes. Mr. Miller stated that it is a cleanup case. Ms.

Longpine stated that staff concurs with the changes on 266 and Airport Boulevard but on the Kearney Street from West Bypass to the former terminal, staff recommends keeping it as principal arterial due to development and the industrial park out there and the additional uses starting to be seen on the roadway. There is some additional development getting ready to start out there.

Mr. Haynes stated that from a capacity standpoint a secondary arterial or minor arterial can handle 16,000 or 17,000 cars by the City of Springfield design standards. Major arterials handle 16,000 to 17,000 cars on up. Since the road had 6,000 and is dropping to 1,500 the chances of that road getting up to 16,000 is slim. If the development does occur and now the right of way is required for an arterial that will never be used there are some issues associated with that. The goal is to be efficient with development. He inquired if there had been a study of the traffic level once the industrial center is finished. He stated that might give some background information.

Mr. Miller thought that the right-of-way was acquired using the Major Thoroughfare Plan not the city functional classification. Mr. Cossey inquired what the down side was to dropping the classification. Ms. Fields stated that it would remove NHS funding eligibility. Mr. Miller stated that coincides with removing that piece of Kearney from the National Highway System so it will already be ineligible for the NHS funding. There has only been a relatively small amount of NHS funding received in the past.

Ms. Fields inquired if the funding was based on miles of principal arterials. Mr. Miller stated that MoDOT funding is distributed on the lane miles of principal arterials. The Chestnut section/Airport Boulevard section is shorter than Kearny but has more lanes. It is four lanes instead of two, so it will be a wash on the funding level. The person at MoDOT in Jefferson City who submits this to FHWA is concerned about having these principal arterials that stub out without connecting to another principal arterial. It was an exception to begin with that it ended up at the Airport Terminal, but it was a National Highway System Interval Connector and that is why it became an arterial. There is concern about doing that twice. Mr. Miller stated that is why MoDOT is trying to change it.

Mr. Juranas inquired if an exception on the right-of-way could be done with the permit application. Mr. Haynes stated it had been years since he managed that but he did not want to require primary arterial right-of-way 50 feet away from the center line when it could never be needed. Mr. Miller stated that the Major Thoroughfare Plan was not changing, just the classification. It describes the road today and the Plan is the goal. Ms. Fields stated that was part of the problem is that it was a principal arterial yesterday and the Plan is for that in the future but it is a minor right now. Staff is concerned that the downgrade is not really the vision for Kearney Street. Ms. Fields inquired if the approval could be made for the first two reclassifications and not the last one. Mr. Miller stated that the first two would probably be denied because the OTO is asking for another step up. Ms. Fields stated that the Major Thoroughfare Plan Subcommittee would need to be convened, because the plan and the classification need to match. Mr. Miller agreed it should be forwarded for Major Thoroughfare Subcommittee Plan review.

Mr. Cossey made the motion to refer the reclassification to the Major Thoroughfare Plan Subcommittee for review and that the Subcommittee would report back to the Technical Planning Committee at the January 2013 Meeting. Mr. Juranas seconded and the motion was approved unanimously.

**E. OTO Technical Committee Chair Rotation**

Ms. Fields stated that in 2003, the Technical Committee had established a rotation schedule, which is shown in the agenda, for the Chairmanship of the Technical Committee. If the rotation is followed, Mr. Hess would be the Chairman for the year 2013 and Mr. Cossey of Nixa for the following year. Mr. Cossey would serve as the vice-chair in the event that Mr. Hess would not be available during 2013.

Mr. Mooney made the motion to approve the Chairman and Chairman-elect positions for the 2013 Technical Planning Committee. Mr. Heatherly seconded and the motion was approved unanimously.

**F. OTO Technical Committee 2013 Meeting Schedule**

Ms. Fields stated that the meetings are on the third Wednesday of every other month. There will be an appointment sent out to everyone's Outlook Calendar.

**III. Other Business**

**A. Technical Planning Committee Member Announcements**

Mr. Haynes stated that the Ozarkstraffic.info is the City of Springfield's website for real time information for users. It is in the process of being rebuilt; with phase one of five being completed. Each phase takes about four weeks. In about four more months there will be something ready to roll out. It will have a new interactive map that will actively display real time incidents and dynamic message signs. The user can choose the traffic that is seen. Road construction and road speed can also be seen. Users can sign up for routes and get updates anytime.

Mr. Haynes stated that a professional website developer from Iowa was hired. The firm has been working on the graphics. Ms. Fields inquired if the real time data was dependant on the bluetooth technology. Mr. Haynes stated that the sensor detection out in the Southeast section of Springfield is where it would begin. Mr. Hess inquired if the notifications would be sent out to the surrounding cities, so information could be passed on to the neighboring jurisdiction constituents. Mr. Haynes stated that there would be a media blitz out about the website to inform people of the tool.

Mr. Hess had a question on the sales tax for redoing the section along Republic Road, when is it going to start. Mr. Juranas did not have a date but would try to have it at the next meeting.

**B. Transportation Issues for Technical Planning Committee Member Review**

Ms. Longpine mentioned that MoDOT had an App called MoDOT Travel for Android. This app shows the current snow issues and well as what roads are covered or clear, similar to the Ozarkstraffic.info.

**C. Articles For Technical Planning Committee Information**

No discussion

**IV. Adjournment**

Mr. Hess adjourned the meeting at 2:10 p.m.

DRAFT

**TAB 2**

## **TECHNICAL COMMITTEE AGENDA 01/16/13; ITEM II.A.**

### **In-Kind Match Letters**

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

#### **AGENDA DESCRIPTION:**

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

#### **TECHNICAL COMMITTEE ACTION REQUESTED:**

No official motion is needed, however, OTO is requesting that the In-Kind letters be completed and returned no later than January 31, 2013.



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

January 6, 2013

Dear OTO Jurisdiction Member:

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

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

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

Member Jurisdiction: \_\_\_\_\_

Member Name: \_\_\_\_\_

Hourly Rate without benefits \$ \_\_\_\_\_ Hourly Rate with benefits \$ \_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_  
Signature

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

Sincerely,

Debbie Parks



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

January 6, 2013

Dear OTO Jurisdiction Member:

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

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

Member Jurisdiction: \_\_\_\_\_

Member Name: \_\_\_\_\_

Volunteer Hourly Rate 2013: \$ 18.80

\_\_\_\_\_  
Signature

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

Sincerely,

Debbie Parks  
Office Coordinator

**TAB 3**

## **TECHNICAL COMMITTEE AGENDA 01/16/13; ITEM II.B.**

### **Technical Committee Member Appointments**

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

#### **AGENDA DESCRIPTION:**

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

#### **Section 7.1: Membership**

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

##### **A. Technical Planning Committee - Voting Members**

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

25. Representative from the City of Ozark
26. Representative from the City of Battlefield

B. Technical Committee - Non-Voting Members

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

C. Appointment of Alternates

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

**TECHNICAL COMMITTEE ACTION REQUESTED:**

No official motion is needed, however, OTO is requesting appointment letters be returned no later than January 31, 2013.



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

January 6, 2013

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

Dear Ms. Fields:

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

Voting Member: **Ms. Jane Doe**

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

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

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

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

Sincerely,

Tom Davis  
Mayor

**TAB 4**

## **TECHNICAL COMMITTEE AGENDA 1/16/13; ITEM II.C.**

### **On-System Bridge (BRM) Selection Process**

#### **Ozarks Transportation Organization (Springfield, MO Area MPO)**

##### **AGENDA DESCRIPTION:**

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

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

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

Springfield and MoDOT are proposing to share in the use of the BRM funds on the Battlefield and US65 interchange project. This project has been awarded FY2015 statewide cost share funding. The amount of BRM funding available through FY2013 is \$1,189,657. This would be shared between Springfield and MoDOT based upon their original cost share agreement of 54.7 percent Springfield (\$651,010.61) and 45.3 percent MoDOT (\$538,646.39). These amounts offset the local share funds committed to this project.

##### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors on approving the BRM Selection process and to award \$1,189,657 in BRM funding to the Battlefield and US65 interchange project.

**TAB 5**

## TECHNICAL COMMITTEE AGENDA 1/16/13; ITEM II.D.

### FY2012 Transportation Enhancement and FY2013 Transportation Alternatives Program Funding Award

#### Ozarks Transportation Organization (Springfield, MO Area MPO)

#### AGENDA DESCRIPTION:

OTO received funding for enhancements and transportation alternatives under SAFETEA-LU and MAP-21. Following the guidelines in the already approved Enhancement Application Guidebook, which had been updated to reflect MAP-21 requirements, OTO solicited applications for funding October 11, 2012 with applications due December 14, 2012. The OTO Enhancement Subcommittee met and reviewed the applications on January 3, 2013. Each committee member present scored the applications and points were averaged. The top 6 projects were recommended for funding with one additional project chosen on standby. Descriptions of each project are included with the agenda. The Willard Sidewalk Project has also been submitted for a statewide Safe Routes to School Grant. Those awards should be known by the end of January. If Willard does receive a Safe Routes to School Grant, then the standby project, Springfield's Commercial Street Streetscape Phase 5, will receive that funding. As the available funding for this round spans two separate transportation bills, the funding has been distributed accordingly.

Available funding in 2012: \$753,371

#### Recommended Projects:

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

Available funding in 2013: \$632,629

#### Recommended Projects:

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

Staff has included these projects with TIP Amendment Number 3, which is listed later in the agenda.

**ENHANCEMENT SUBCOMMITTEE RECOMMENDATION:**

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors on approving the FY2012 Transportation Enhancement and FY2013 Transportation Alternatives Program funding awards.

# PROJECT DESCRIPTIONS

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

5. **Mill Street Streetscape Phase 1**.....**\$220,413**  
 Local Match .....\$79,587  
 Project Total Cost .....\$300,000  
*Project Sponsor: City of Springfield*  
**Description:** This project includes approximately 500 linear feet of sidewalk located on the north side of Mill Street from Campbell Avenue to Boonville Avenue. The overall project consists of streetscape improvements including decorative sidewalk, aesthetic lighting, landscaping (about 3 trees), widening, and an overlay of Mill Street.
6. **Jefferson Avenue Streetscape Phase 1** .....**\$320,000**  
 Local Match .....\$80,000  
 Project Total Cost .....\$400,000  
*Project Sponsor: City of Springfield*  
**Description:** This project includes approximately 100 feet of sidewalk located on both the east and west sides of Jefferson Avenue from Phelps Street to Water Street. The overall project consists of streetscape improvements, including decorative sidewalk, sidewalk widening, aesthetic lighting, and landscaping (about 6 trees on each side), as well as an overlay on Jefferson Avenue.
- Alt. **Commercial Street Streetscape Phase 5** .....**\$200,000**  
 Local Match .....\$200,000  
 Project Total Cost .....\$400,000  
*Project Sponsor: City of Springfield*  
**Description:** This project includes approximately 900 feet of sidewalk located on both the north and south sides of Commercial Street from Benton Avenue to Washington Avenue. The overall project consists of streetscape improvements including decorative sidewalk, sidewalk widening, aesthetic lighting, and landscaping (about 5 trees on each side), as well as an overlay on Commercial Street.

**TAB 6**

## **TECHNICAL COMMITTEE AGENDA 1/16/13; ITEM II.E.**

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

#### **Ozarks Transportation Organization (Springfield, MO Area MPO)**

#### **AGENDA DESCRIPTION:**

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

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

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

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

#### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors on approving Amendment Number Three to the FY 2013-2016 TIP.

PROGRAMMED IMPROVEMENTS

-Roadways-

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

PROGRAMMED IMPROVEMENTS

-Roadways-

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

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

PROGRAMMED IMPROVEMENTS

-Roadways-

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

PROGRAMMED IMPROVEMENTS

-Roadways-

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

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

PROGRAMMED IMPROVEMENTS

-Roadways-

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

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

OZARKS TRANSPORTATION ORGANIZATION  
2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

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

OZARKS TRANSPORTATION ORGANIZATION  
2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

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

## FINANCIAL SUMMARY

- Roadways -

### FINANCIAL CONSTRAINT

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

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

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

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

PROGRAMMED IMPROVEMENTS  
-Bicycle and Pedestrian-

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

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

PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

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

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

PROGRAMMED IMPROVEMENTS  
-Bicycle and Pedestrian-

ENHANCEMENTS - CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	MILL STREET STREETScape PHASE 1	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN1305		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Sidewalk and streetscape improvements on the north side of Mill Street from Campbell Avenue to Boonville Avenue, including an overlay of Mill Street.	ROW	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (TE)	\$ 220,413	\$ -	\$ -	\$ -	\$ 220,413
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 79,587	\$ -	\$ -	\$ -	\$ 79,587
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 300,000							
Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program								
			TOTAL	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000

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

PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

ENHANCEMENTS - CITY OF SPRINGFIELD			Funding	Fiscal Year					
				2013	2014	2015	2016	TOTALS	
PROPOSED									
Project Title:	COMMERCIAL STREET STREETScape PHASE 5	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
TIP #	EN1307		Local	\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Streetscape improvements along the north and south sides of Commercial Street from Benton Avenue to Washington, including an overlay on Commercial Street.		Other	\$ -	\$ -	\$ -	\$ -	\$ -	
		ROW	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -	
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
			Local	\$ -	\$ -	\$ -	\$ -	\$ -	
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA	CON	FHWA (TE)	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT Funding Category			Local	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Project Cost	\$ 400,000								
Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program. This project is an alternate in the event there is additional TE funding.									
TOTAL			\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000		

**FINANCIAL SUMMARY**  
- Bicycle and Pedestrian -

**YEARLY SUMMARY  
FY2013**

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN0808	\$ 489,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,400	\$ -	\$ 612,000
EN0817	\$ 364,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 159,440	\$ -	\$ 524,240
EN0818	\$ 268,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,603	\$ -	\$ 343,403
EN1002	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 12,500	\$ -	\$ 62,500
EN1101	\$ 534,000	\$ -	\$ -	\$ -	\$ 75,200	\$ 175,300	\$ 156,500	\$ -	\$ 941,000
EN1102	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 50,000	\$ -	\$ 250,000
EN1111	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 178,286	\$ 2,500	\$ 380,786
EN1112	\$ 219,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 237,043	\$ -	\$ 456,883
EN1113	\$ 216,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,000	\$ -	\$ 270,000
EN1301	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 300,000
EN1302	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 300,000
EN1303	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 250,000
EN1304	\$ 165,587	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,966	\$ -	\$ 236,553
EN1305	\$ 220,413	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,587	\$ -	\$ 300,000
EN1306	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ -	\$ 400,000
EN1307	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 400,000
<b>TOTAL</b>	<b>\$ 3,679,040</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ 275,200</b>	<b>\$ 175,300</b>	<b>\$ 1,645,325</b>	<b>\$ 2,500</b>	<b>\$ 6,027,365</b>

**FY2014**

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

**FY2015**

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

**FY2016**

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

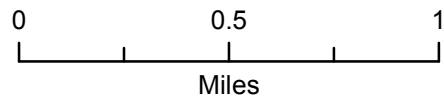
	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
<b>TOTAL PROGRAM</b>	<b>\$ 3,679,040</b>	<b>\$ -</b>	<b>\$ -</b>	<b>250,000.00</b>	<b>\$ 275,200</b>	<b>\$ 175,300</b>	<b>\$ 1,645,325</b>	<b>\$ 2,500</b>	<b>\$ 6,027,365</b>

**FINANCIAL SUMMARY**  
- Bicycle and Pedestrian -

**FINANCIAL CONSTRAINTS**

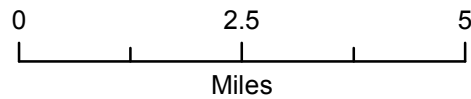
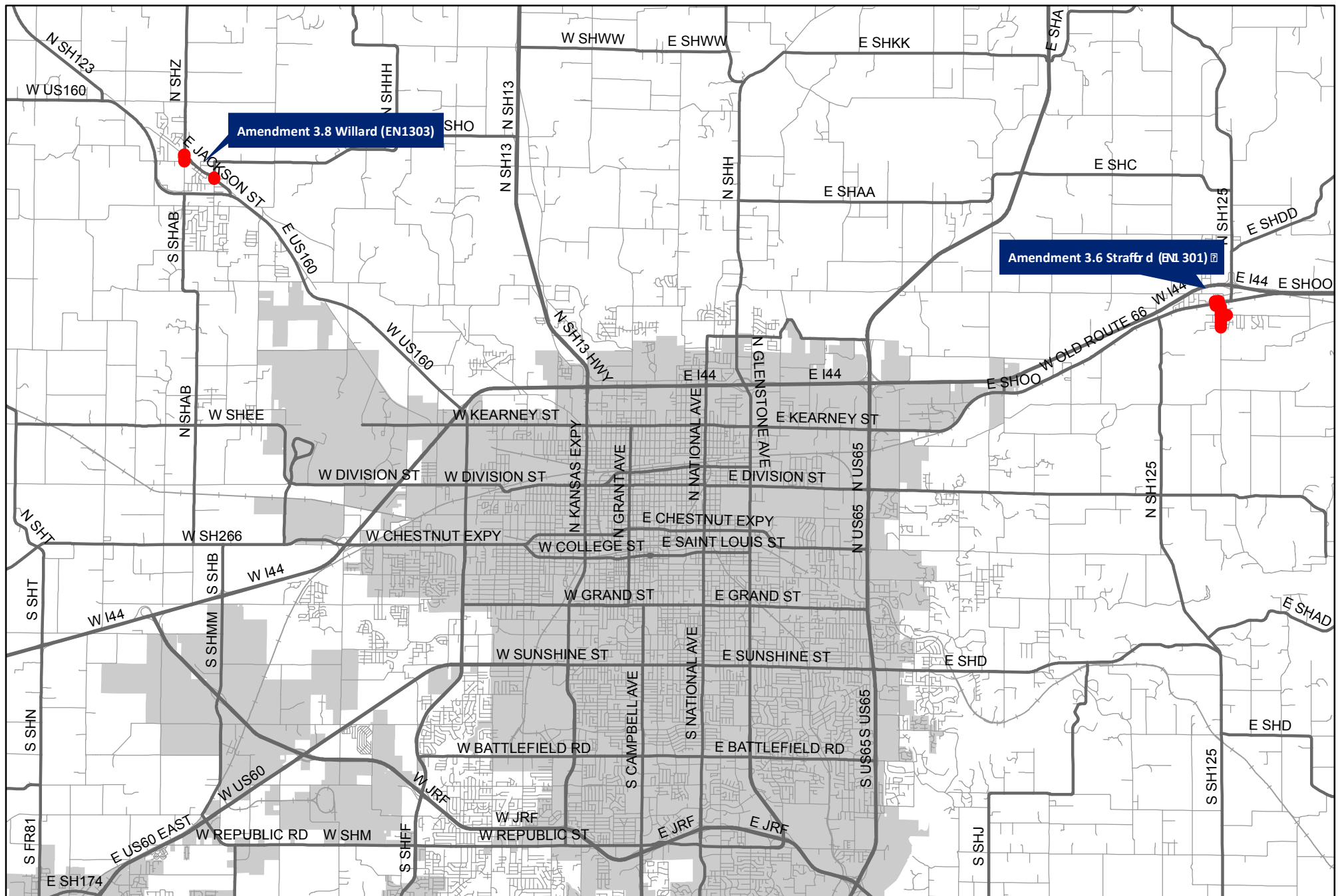
	Funding Source								
	Enhancement	SRTS	RTP	STP-U	STP	MoDOT	Local	Other	TOTAL
<b>PRIOR YEAR</b>									
<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>2013</b>									
Funds Anticipated	\$ 4,029,040	\$ -	\$ -	\$ 250,000	\$ 275,200	\$ 175,300	\$ 1,645,325	\$ 2,500	6,377,365
Funds Programmed	\$ (3,679,040)	\$ -	\$ -	\$ (250,000)	\$ (275,200)	\$ (175,300)	\$ (1,645,325)	\$ (2,500)	\$ (6,027,365)
<b>Running Balance</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>
<b>2014</b>									
Funds Anticipated	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	550,000
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>Running Balance</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>
<b>2015</b>									
Funds Anticipated	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	550,000
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0
<b>Running Balance</b>	<b>\$1,450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,450,000</b>
<b>2016</b>									
Funds Anticipated	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	550,000
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0
<b>Running Balance</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>





## Amendment #3 2013-2016 TIP





# Amendment #3 2013-2016 TIP



**TAB 7**

## **TECHNICAL COMMITTEE AGENDA 1/16/13; ITEM II.F.**

### **Functional Classification and Urbanized Area Boundary Changes**

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

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

At the November 14, 2012 Technical Planning Committee Meeting, the following changes were remanded to the Major Thoroughfare Plan Subcommittee for review. The Subcommittee met on November 30, 2012 and recommended that the applications as submitted by the Missouri Department of Transportation be approved as requested.

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

Since the November 14, 2012 Technical Planning Committee Meeting, OTO received information regarding the new urbanized area for the OTO region as released by the U.S. Census Bureau following the 2010 decennial census. MPOs are allowed to smooth their U.S. Census Urbanized Area Boundaries to capture adjacent areas that are urban in nature, but not initially included in the Census released boundary. Information on smoothing the Urbanized Area Boundary is attached. Roadway functional classification is also reviewed as part of the Urbanized Area Boundary smoothing process. Previously, functional classification changed based on whether a road was included within the urbanized area. That is no longer a requirement.

MoDOT has reviewed the urbanized area as released by the U.S. Census Bureau and has made several recommendations to OTO regarding boundary smoothing and roadway functional

classification. These recommendations and the subsequent recommendations from the MTP Subcommittee are outlined as an attachment to the agenda.

Seven smoothing changes to the Urbanized Area Boundary have been requested as shown on the attached map –

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

Eight additional functional classification changes have been request as described in the agenda attachments –

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

#### **TECHNICAL COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors regarding the 11 proposed changes to the Functional Classification System and the 8 proposed changes to the Urbanized Area Boundary.

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# INFORMATION FOR REVISIONS TO URBANIZED AREAS AND FUNCTIONAL CLASS

## SMOOTHING URBANIZED AREA BOUNDARIES (UZA)

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

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

## THE FOLLOWING FHWA PROGRAMS DISTINGUISH BETWEEN URBAN AND RURAL:

- HIGHWAY FUNCTIONAL CLASSIFICATION

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

- HIGHWAY PERFORMANCE MONITORING SYSTEM

- DISTRIBUTION OF SURFACE TRANSPORTATION PROGRAM (STP) FUNDS

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

- STP APPORTIONMENT FORMULA

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

- CONTROL OF OUTDOOR ADVERTISING

---

# URBANIZED AREA AND FUNCTIONAL CLASSIFICATION CHANGES

## URBANIZED AREA

Besides changes to the general size of the Springfield Urbanized Area Boundary, there are several major differences between the 2000 and 2010 urbanized area. The City of Republic is no longer a separate Urbanized Cluster, but is rather part of the Springfield Urbanized Area. The City of Willard is now an Urbanized Cluster. Strafford, who was not part of any Urbanized Area, is now also part of the Springfield Urbanized Area Boundary. The smoothing recommendations are minor and just remove pockets along the boundary.

OTO had questions about two aspects of the urbanized area changes. Overall, the recommendation is acceptable. The first question was about having Willard instead be a part of the Springfield Urbanized Area. Willard has declined to be a part of the Springfield Urbanized Area Boundary and will instead remain as its own Urbanized Cluster. The second was about a segment that follows US 65 south of Ozark that shows on the MoDOT maps as part of Springfield's existing Urbanized Area Boundary. OTO is not sure when this segment appeared with the Urbanized Area Boundary files, but can request to have it removed as part of these changes. If this segment remained, OTO would need to adjust the boundary of the metropolitan planning area as well.

## FUNCTIONAL CLASSIFICATION

### CHANGE #1

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

### CHANGE #2

The proposal is to downgrade National Avenue south of Republic Road to a minor arterial from a principal arterial. OTO concurs with this recommendation.

### CHANGE #3

There were several options proposed here. OTO recommends the following:

Upgrade Norton Road from a Major Collector to a Minor Arterial between Kansas Expressway and Glenstone Avenue. Upgrade Grant to a Minor Arterial between I-44 and Norton. As for Grant north of Norton, downgrade to local.

### CHANGE #4 AND CHANGE #5

In urban areas, the functional classification is just Collector, so no change is needed.

## CHANGE #6

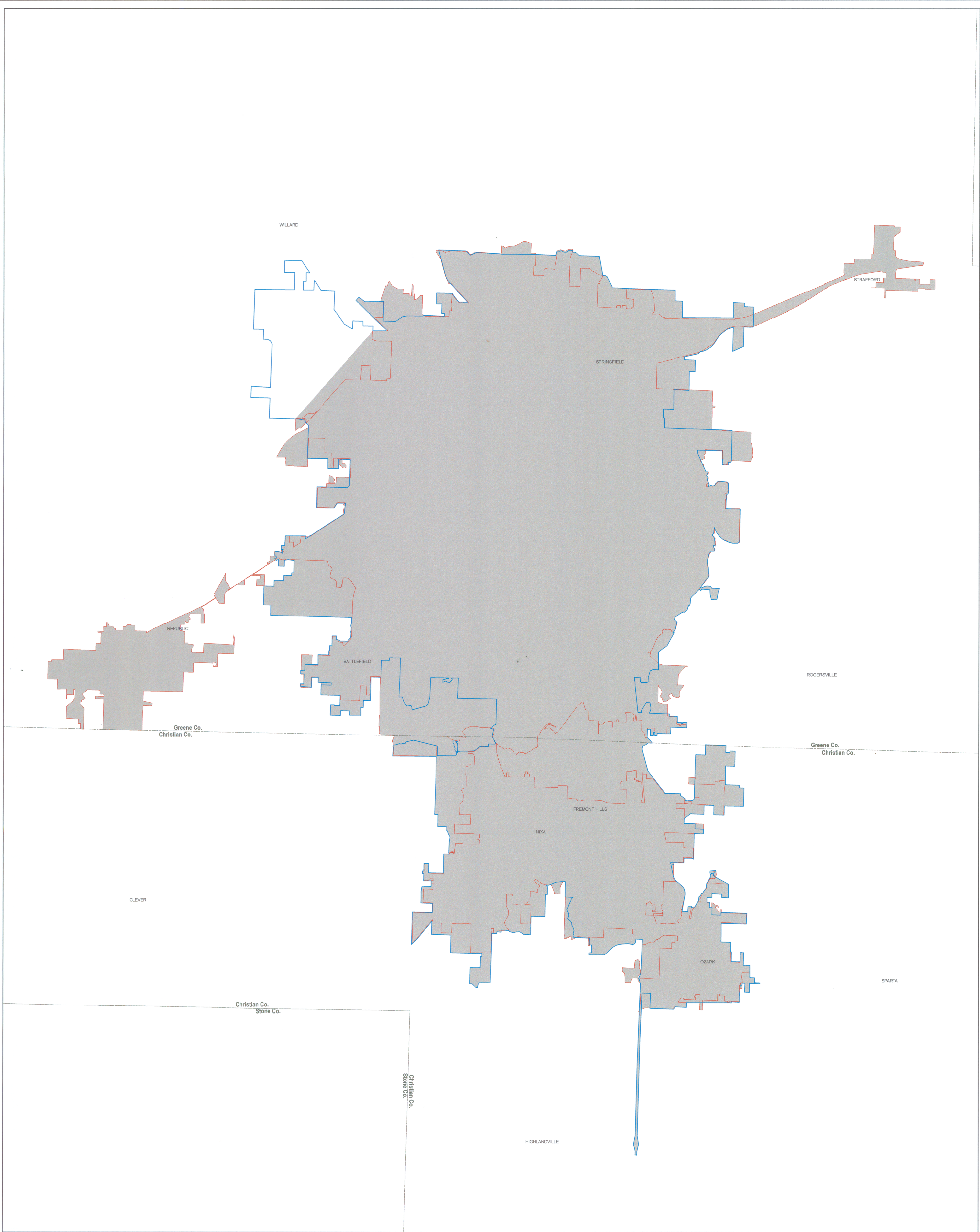
The recommendation was to downgrade Route P south of Miller road from a Minor Arterial to a Collector. OTO recommends maintaining the current functional classification of Minor Arterial.

## CHANGE #7

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

## CHANGE #8

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



# Functional Classification System

**SPRINGFIELD**

Christian County  
Greene County  
Missouri

County Boundary

Current Urban Area

2010 Census (urban)

New Urban Area (draft)



MoDOT

Transportation Planning

105 W. Capitol Ave.  
Jefferson City, MO 65102  
Phone (573) 526-8055  
Fax (573) 526-8052

June 14, 2012

# Functional Classification System

WILLARD

Missouri



County Boundary

Current Urban Area

2010 Census (urban)

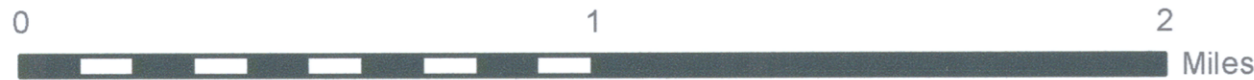
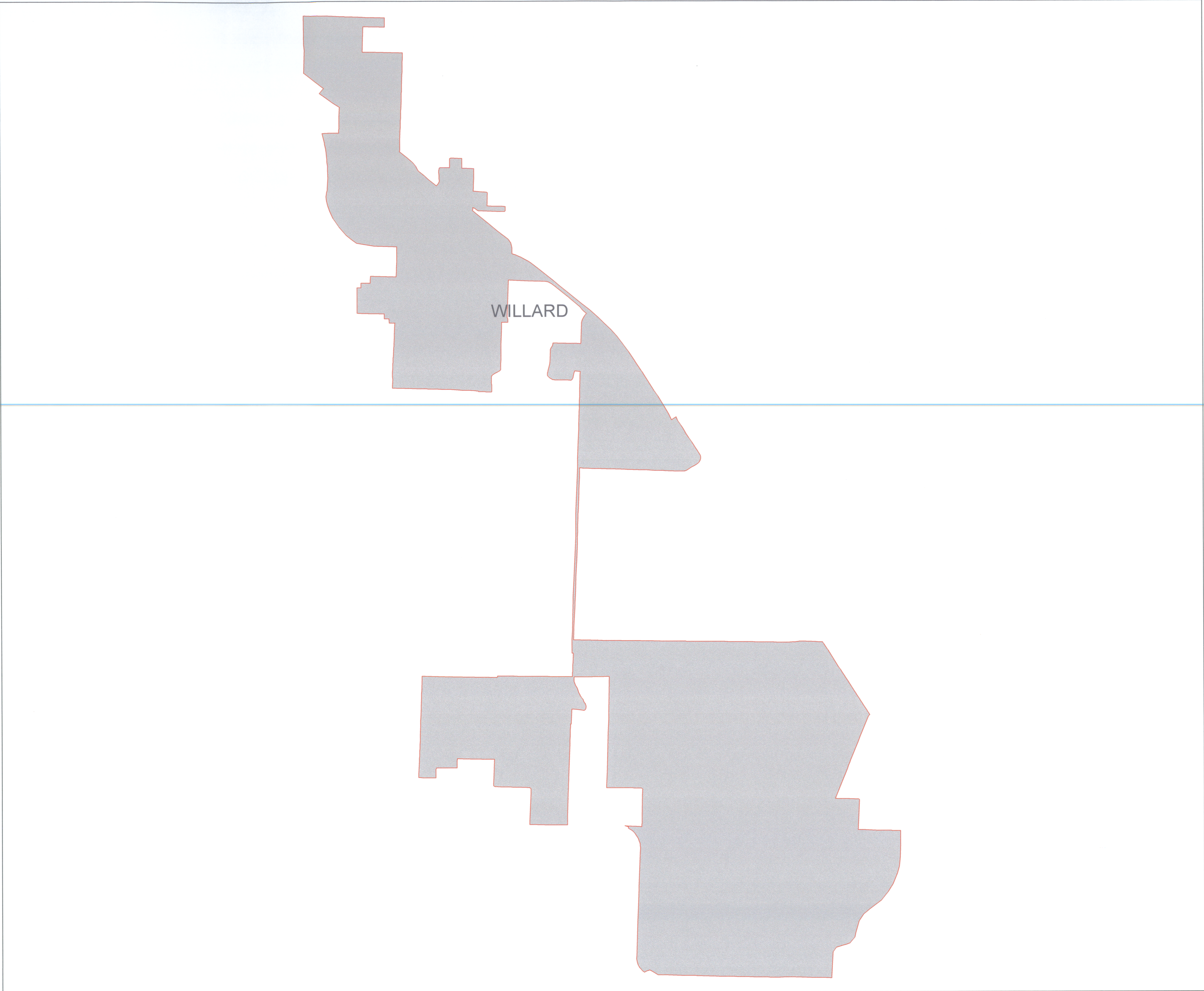
New Urban Area (draft)

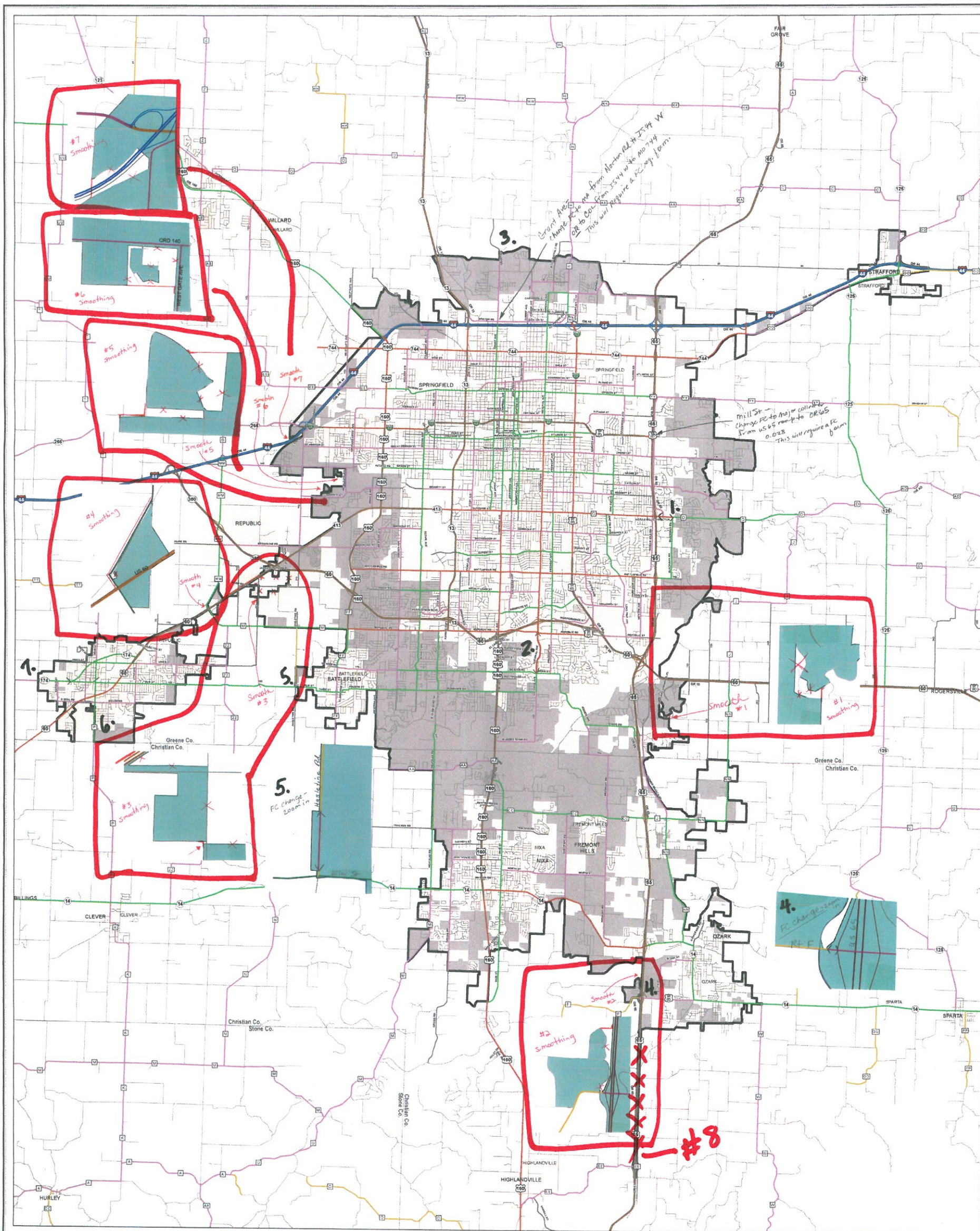


Transportation Planning

105 W. Capitol Ave.  
Jefferson City, MO 65102  
Phone (573) 526-8055  
Fax (573) 526-8052

June 14, 2012





#### Functional Class (draft)

	Approved	Proposed
Interstate		
Other Freeway and Expressway		
Other Principal Arterial		
Minor Arterial		
Major Collector		
Minor Collector		
Local		
<b>CITY</b>		
	<b>New Urban Area (draft)</b>	

## Functional Classification System

**SPRINGFIELD**

Christian County  
Greene County

Missouri









105 W. Capitol Ave.  
Jefferson City, MO 65102  
Phone (573) 526-8055  
Fax (573) 526-8052

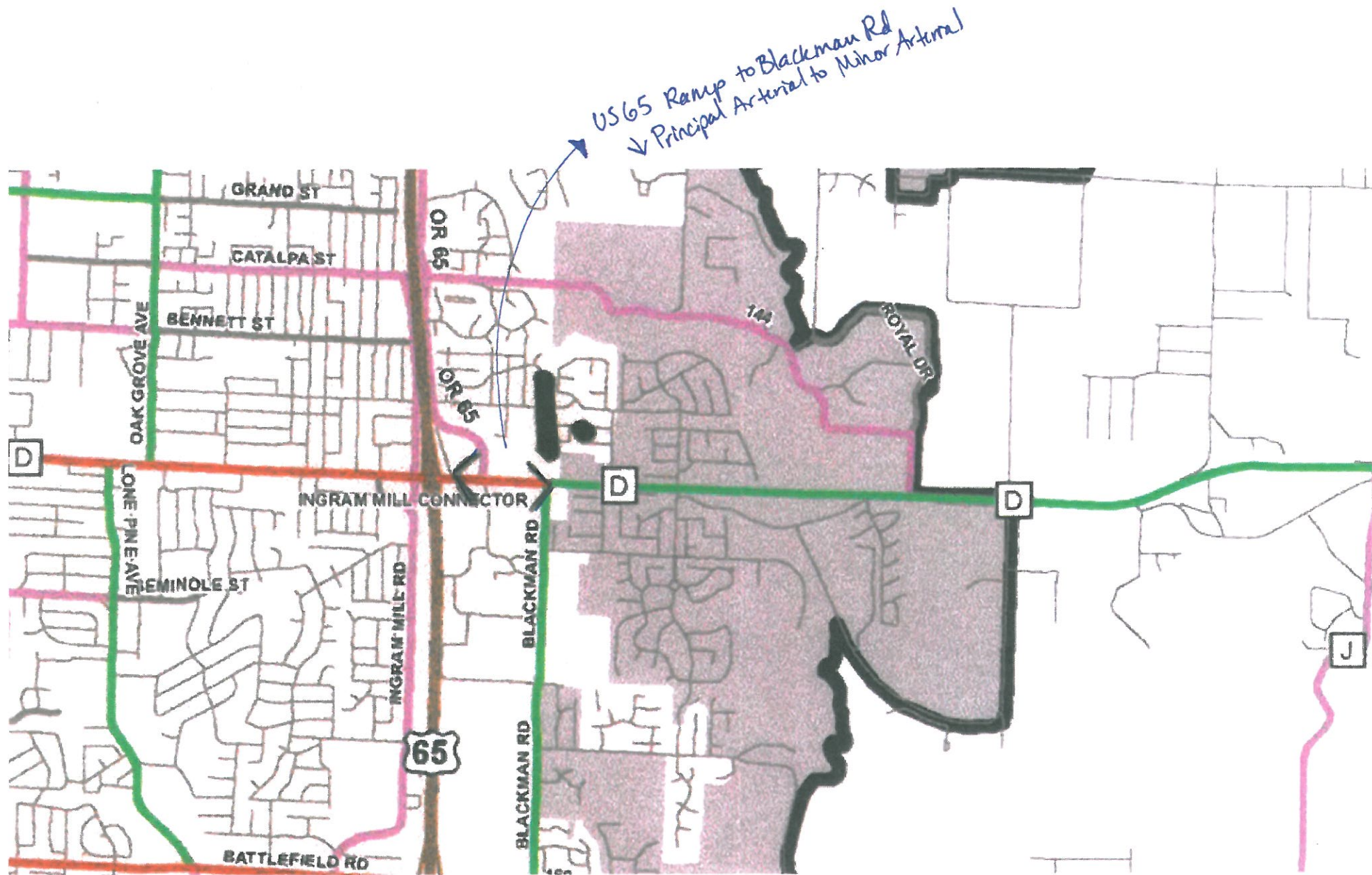
June 14, 2012

Smoothing Notes are in Red

# Federal Functional Classification Legend

## FUNCTIONAL CLASS

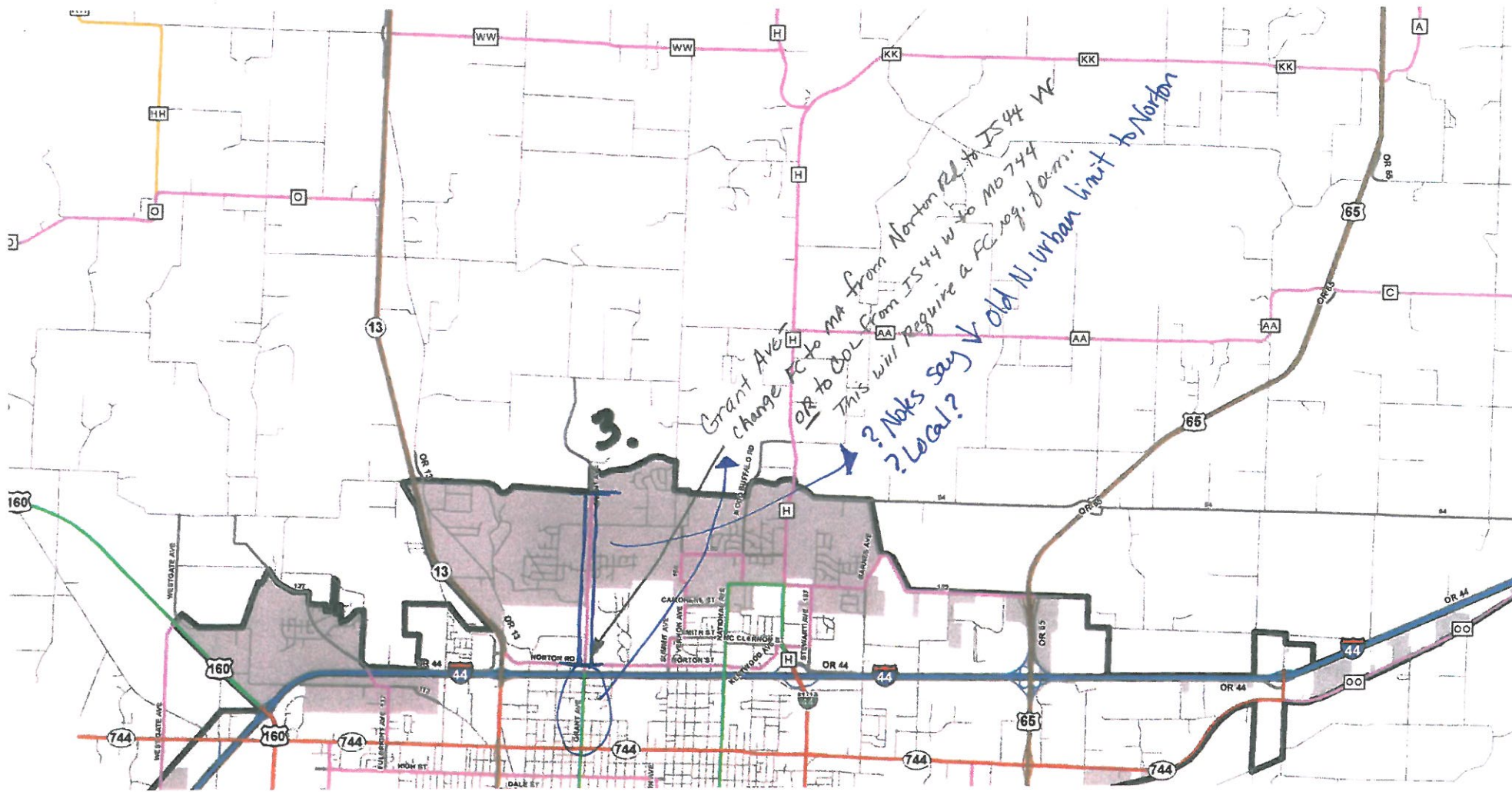
Interstate	
Other Freeway and Expressway	
Other Principal Arterial	
Minor Arterial	
Collector	
Major Collector	
Minor Collector	
Local	



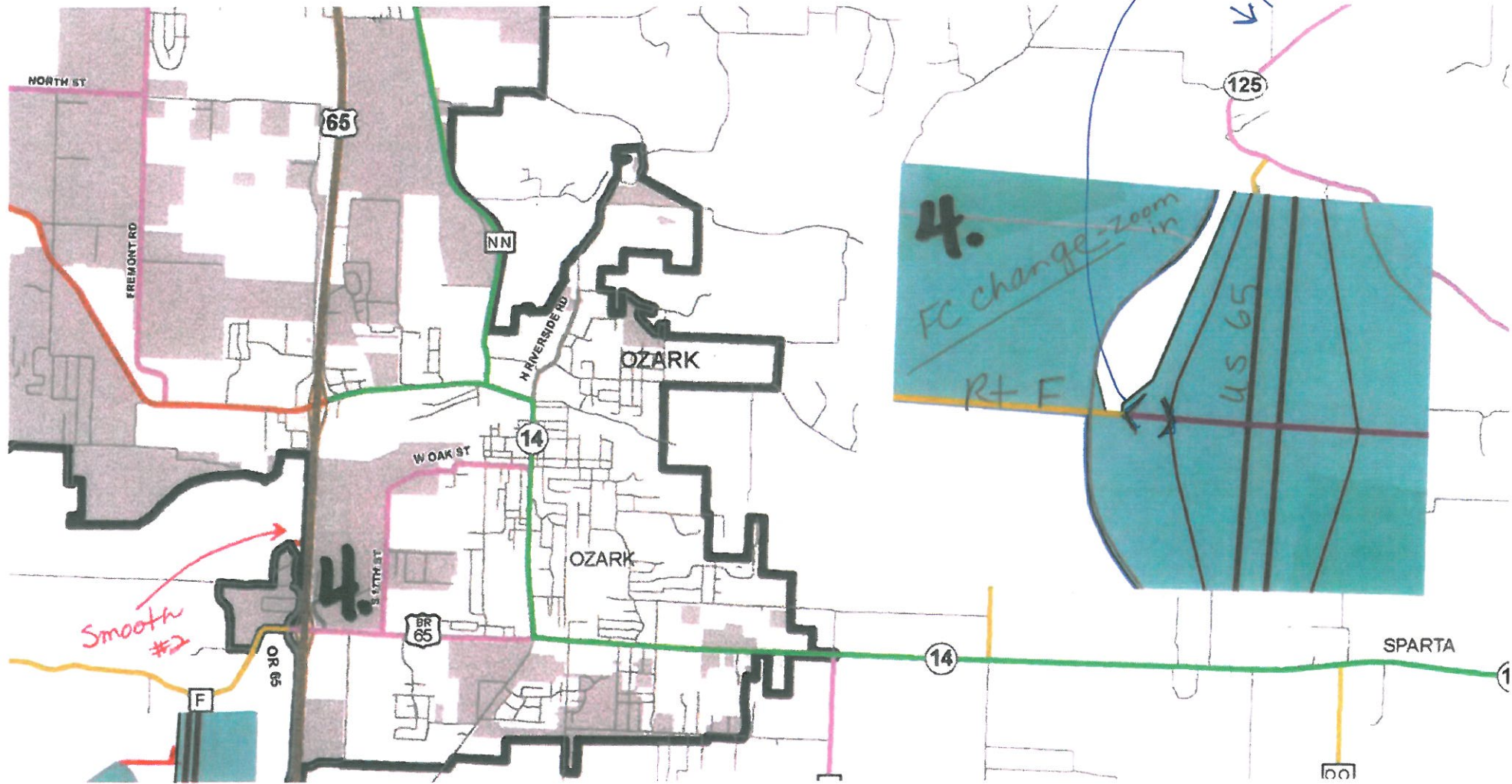
Minor Arterial  
Other Principal Arterial

Volume - 28,376





Recommend Major Collector from 744 North  
Volume S. of FR 96 - 2.401



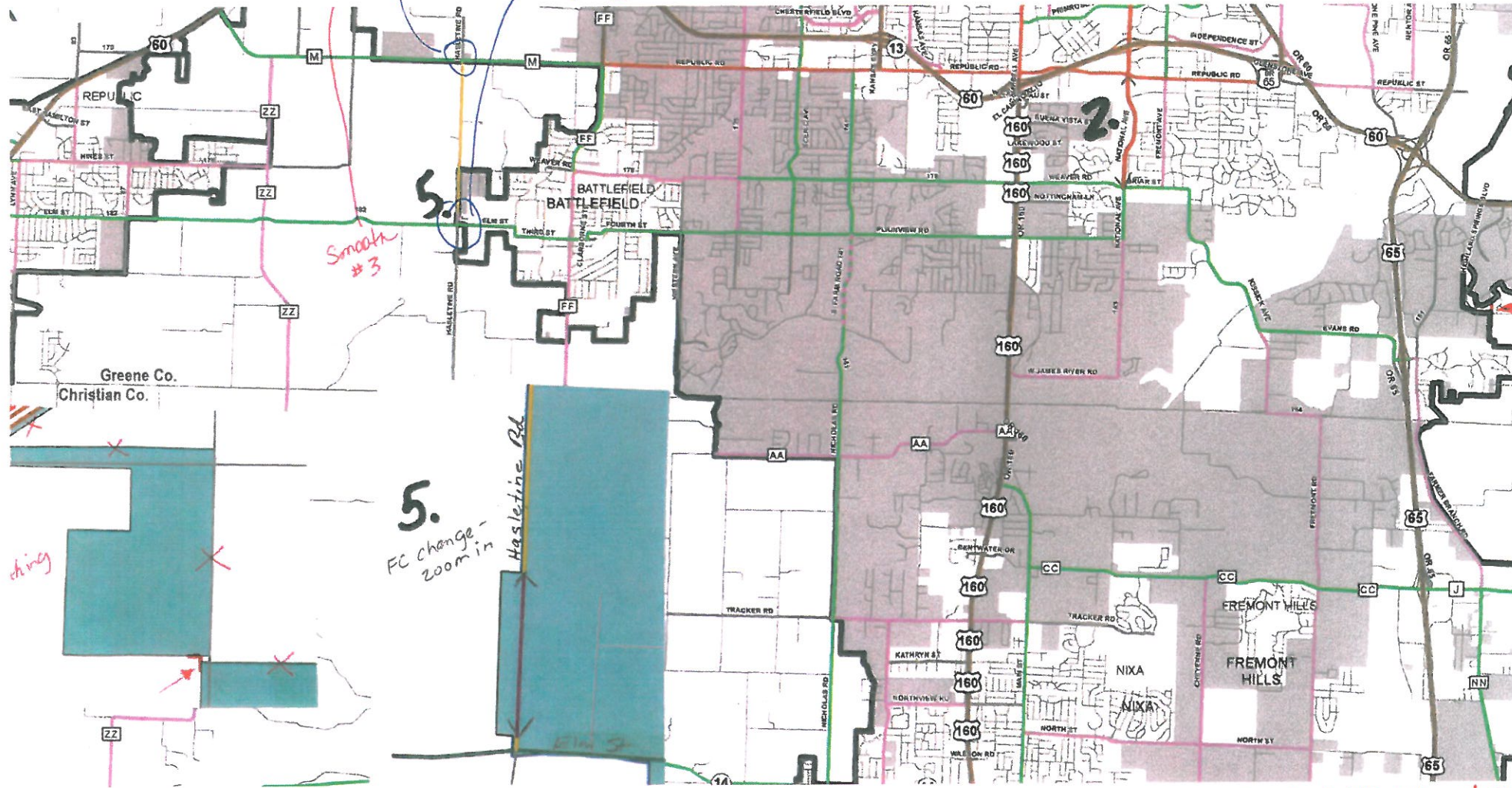
Major Collector  
Minor Collector

Volume - 2,034

#4

do same here  
 Cas seen on  
 current UA (FC map)

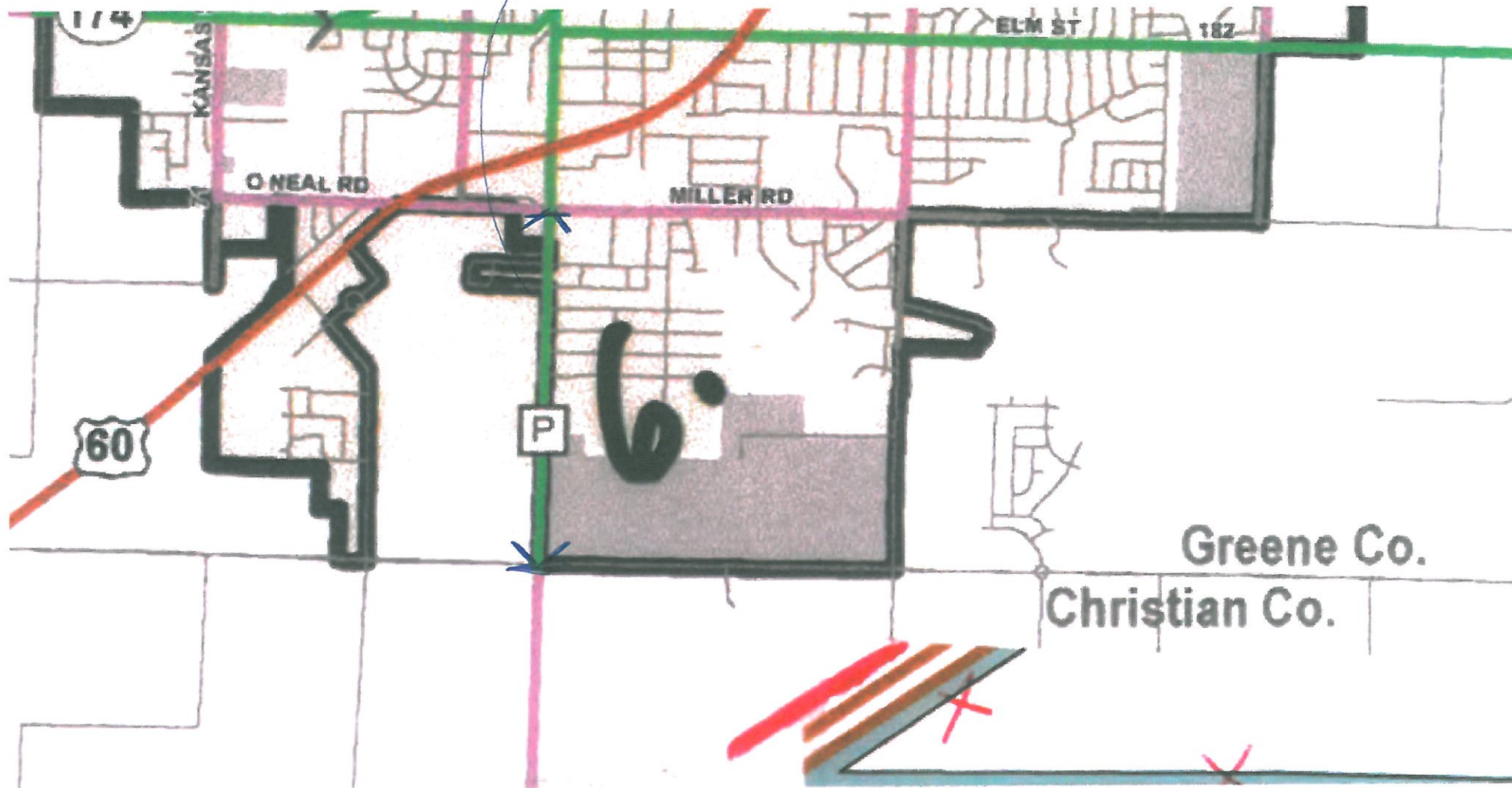
old North Urban  
 Limit to old South  
 Urban Limit  
 > Major to Minor  
 Collector



Major Collector  
 Minor Collector

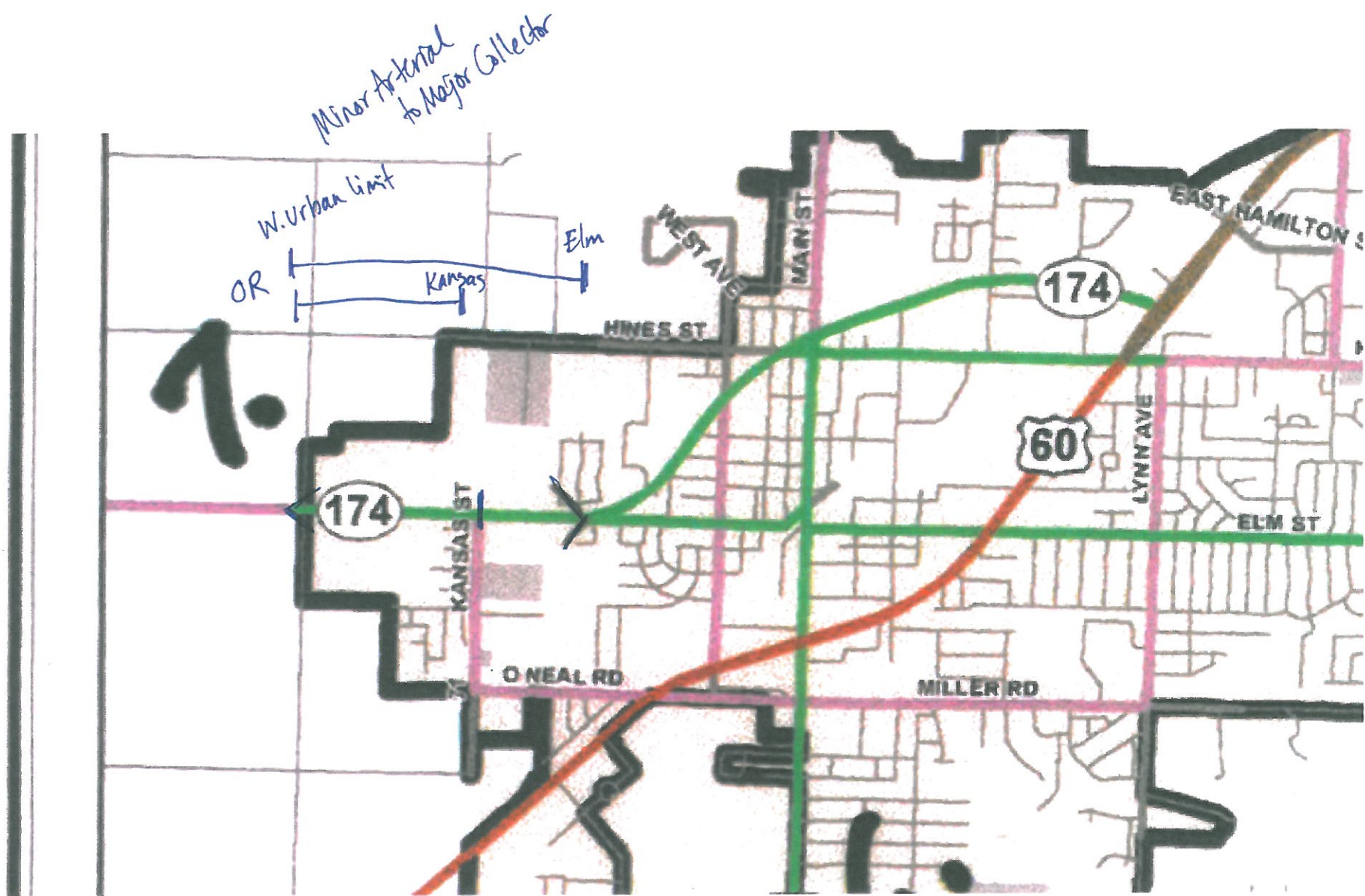
Volume  
 S. of Republic Rd Southbound - 213  
 N. of FR 182 Northbound - 219

Miller Rd to  
South Urban Limit  
Minor Arterial to  
Major Collector



Minor Arterial  
Major Collector

Volume - 3,944



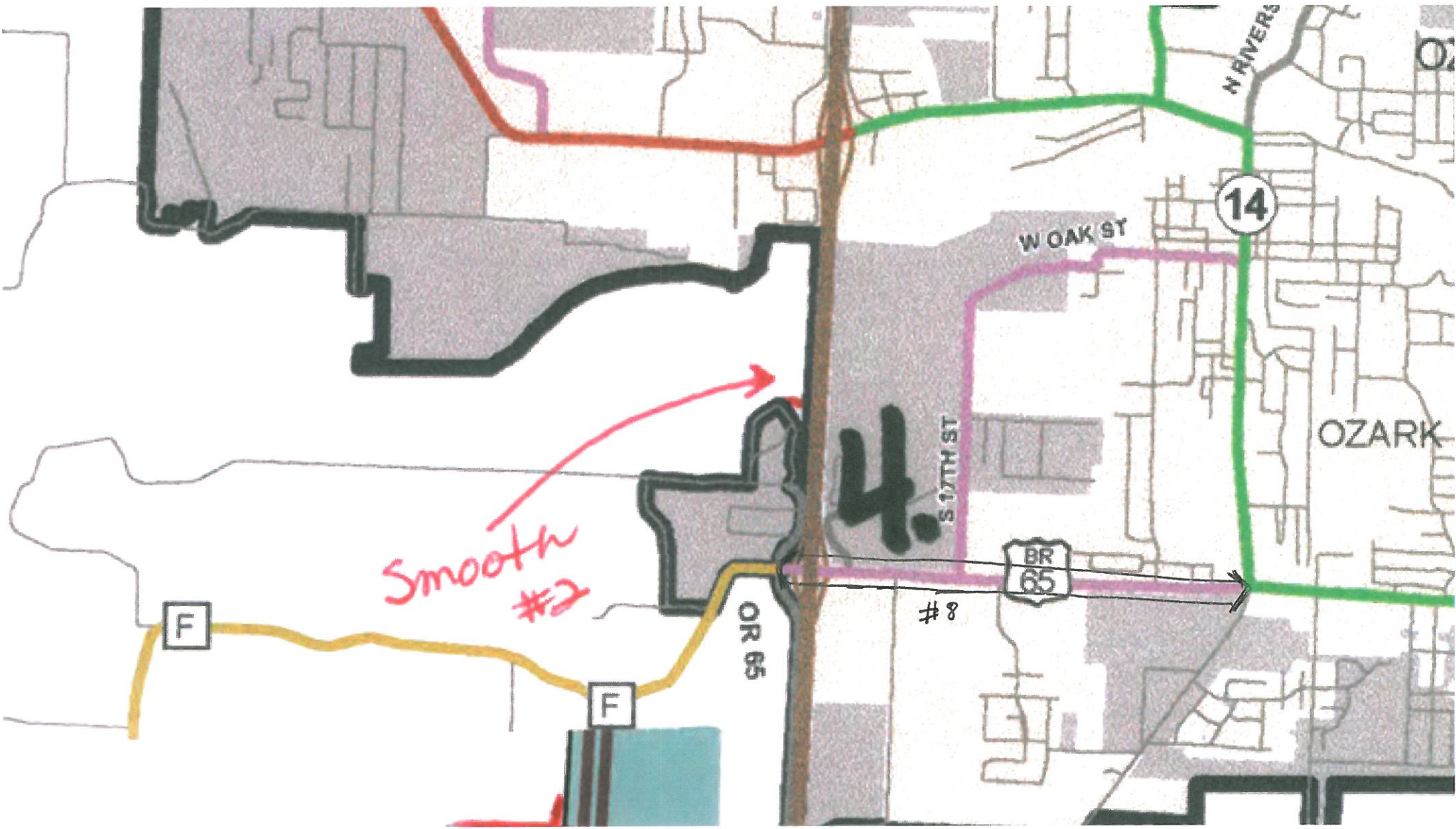
Minor Arterial  
to Major Collector

W. Urban Limit  
OR  
Kansas  
Elm

1.

Minor Arterial  
Major Collector

Volume - 3,890  
Recommend to ↓ from WUL to KS



Major Collector  
Minor Arterial

**TAB 8**

## **TECHNICAL COMMITTEE AGENDA 01/16/13; ITEM II.G.**

### **FY 2014 Unified Planning Work Program Subcommittee**

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

#### **AGENDA DESCRIPTION:**

OTO staff is requesting a Unified Planning Work Program Subcommittee of the Technical Planning Committee be formed to prepare the FY 2014 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

The UPWP Subcommittee will make a recommendation to the Technical Planning Committee (TPC) and the TPC will make a recommendation to the Board of Directors on adopting the work program.

#### **TECHNICAL COMMITTEE ACTION REQUESTED:**

Staff recommends the Technical Planning Committee appoint a FY2014 UPWP Subcommittee consisting of three or five members.

**TAB 9**

December 21, 2012

## Missouri DOT, FHWA Officials Re-Designate Major Highway

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

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

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

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

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

Additional information on MoDOT's I-49 project is available at [bit.ly/MoDOTi49](http://bit.ly/MoDOTi49).

Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).

December 21, 2012

## **Bridge Linking Kansas and Missouri over Missouri River Open to Traffic**

Officials from the Kansas Department of Transportation and Missouri Department of Transportation joined community members and local officials earlier this month in Atchison, Kansas to celebrate the opening of the new Amelia Earhart Memorial Bridge over the Missouri River.

The \$59.4 million bridge, construction of which began in the spring of 2009, replaces the old AE Memorial Bridge, as the original bridge was completed in 1938 and cannot handle today's larger trucks. To accommodate more traffic, the bridge also increases the amount of lanes from two to four. The cost of the bridge was shared between the two states (with Kansas contributing \$30.6 million and Missouri \$28.8 million).

"This project has been a long time coming, but I believe everyone who uses it will think it was worth the wait," said KDOT Secretary Mike King. "It will provide a safe route for families, allow for the smooth flow of traffic and commerce, and be an icon for the communities on both sides of the river."

The old AE Memorial Bridge is schedule to be removed early next year.

Additional information on the AE Memorial Bridge project is available at [bit.ly/EarhartBridge](http://bit.ly/EarhartBridge).

*Questions regarding this article may be directed to [editor@aaashtojournal.org](mailto:editor@aaashtojournal.org).*

December 21, 2012

### **DC DOT Answers Public Calls by Adding to Capital Bikeshare Program**

Residents of the metro Washington, D.C. area are getting what they asked for—new targeted Capital Bikeshare stations in the areas they voted would benefit them, the District Department of Transportation reported Monday.

DDOT will install 54 new Capital Bikeshare (CaBi) locations between January and March. The locations were chosen from a list of 78 that were identified by the public voting using an online interactive crowdsourcing map.

"These new locations will mean a 40 percent increase in the number of CaBi stations in D.C.," said DDOT Director Terry Bellamy in a statement. "Combined with new stations in Arlington, Alexandria and soon in Montgomery County, we're building a robust and truly regional system."

Currently, the CaBi system boasts 138 stations in D.C., 45 in Arlington, Virginia, and eight in Alexandria, Virginia. The new locations determined by DDOT and the public are a mix of new and existing bikeshare neighborhoods. They include new stations in all eight wards of D.C.

"We need to balance the desire to expand into new areas with the need for more docks and bikes in existing areas, particularly downtown, where demand is heaviest," said DDOT Project Manager for CaBi Chris Holben. "Basically, for every 'expansion' station, we also need more spaces downtown to keep up with demand."

D.C.'s Capital Bikeshare program began in 2008 though it was then called SmartBike D.C. In 2010 SmartBike D.C. joined forces with Arlington County, Virginia, which was also working on its own bikesharing program, to make the Capital Bikeshare system. Currently, the system owns and operates more than 1,670 bikes at almost 200 stations in the metro D.C. area.

Additional information on the Capital Bikeshare program is available at [bit.ly/CapitalBikeshare](http://bit.ly/CapitalBikeshare).

*Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).*

# WHERE WE STAND TODAY IN MISSOURI ON TRANSIT

State funding is necessary to maintain and expand transit service across Missouri. Local funding has hit a ceiling in many areas of the state, and in order to leverage federal dollars, the state will need to step up. St. Louis County voters approved a ½ cent sales tax on the April 6, 2010 ballot that now generates approximately \$70 million annually for operations and expansion. This also triggered the collection of the ¼ cent sales tax approved in St. Louis City in 1997 for operations and expansion, which generates \$8 million annually. However in order to leverage federal dollars for major expansion projects, the state will need to provide a minimum of \$50 million a year in funding for public transit to Metro.

The State of Missouri ranks near the bottom of the list for funding for public transit (45th in the country). In last year's Missouri budget, over \$2.5 million was slashed for state-wide transit funding. Every dollar from General Revenue requested by MoDOT was diverted away from transit funding, and what remained was funding from the State Transportation Fund. For St. Louis that equated to a little more than \$200,000 for operating. In comparison, Metro's partner on the Illinois side, the St. Clair County Transit District, received \$38,241,108 in operating assistance.

In 2007 the Missouri Department of Transportation's Missouri Long Range Transportation Plan identified the need for an additional \$200 million annually to address Missouri's unmet public transit funding needs. Public transit is an essential service, and we must support it!

## 2013 Asks:

- Support MoDOT's request for \$5.5 million for state transit funding operations - \$560,875 for State Transit Assistance (from State Transportation Fund); \$2,500,000 for expanded State Transit Assistance (from General Revenue); and \$2,486,607 for Missouri Elderly & Handicapped Transportation Assistance Program (from both General Revenue and the State Transportation Fund). These funds will be distributed by the allocation method included in SB 173 that created new statute 226.195 RSMo. Currently, there are seven (7) urbanized transit agencies and 26 rural public transit providers that receive these funds.

*In Fiscal Year 2010 the transit appropriation from the state was \$4.015 million, which included \$3.200 million in general revenue and \$.814 million in state transportation funds. The general assembly then passed a Fiscal Year 2011 budget which included \$3.601 million in transit funding. Of this amount, all general revenue was withheld leaving \$560,875 in state transportation funds. This withhold became a permanent cut in the Fiscal Year 2012 and 2013 budget. This has significantly limited what services we can provide and has resulted in riders, already dealing with very limited resources, paying more of the cost of their transportation. It is imperative that we reverse this trend. The new appropriation of \$2.5 million would move us in that direction.*

- Ensure the inclusion of transit capital projects/public transit in any infrastructure bond package that could move forward. Public transit needs to be a key component of Missouri's infrastructure plans moving forward.
- Explore new avenues for support for transit/Transit Oriented Development in Missouri. Possibilities could include a 50/50 Fund for transit capital projects or TOD developments.
- Support legislation that expands the crime of assault of an on-duty public transit employee to the same level of offense as the assault of a public safety employee.



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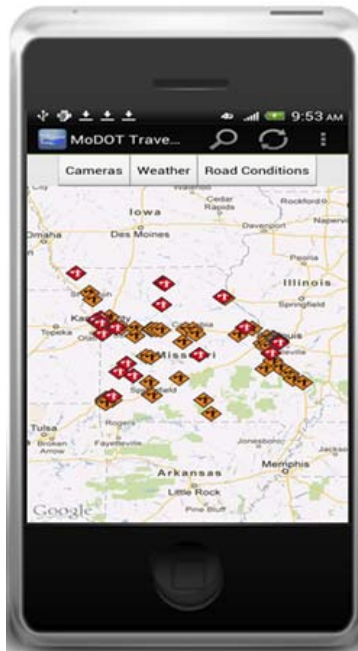
**Mark Fidelman**, Contributor  
An OP/ED View of the Next Generation Enterprise

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## How This Government Agency is Saving \$500 Million by Using Social and Mobile Technologies

On the face of it, government is a wasteful spender. It offers its employees little incentive to be thrifty or strategic about how it spends tax payer funds. But alongside this apathy, a small team in the middle of the country is quietly revolutionizing the 'bureaucracy as usual' mindset.

Most people don't look to Jefferson City, Missouri as a source of technical innovation, and they especially would never think to look at its government. But they'd be surprised to learn that the [Missouri Department of Transportation](#) (MODOT) is one of the most innovative organizations using social and mobile technologies in the country. In fact, they are a model for how government can and should cut spending by leveraging new technologies.



"We shut down two major interstates for an entire year. Because rather than take eight years to rebuild them while keeping two lanes open and have workers in danger – we decided to give our residents mobile maps and apps to maneuver them around the freeway," Mike Miller, MODOT's Assistant Information Systems Director told me.

That decision alone saved MODOT over \$100 million in taxpayer funds. But it almost didn't come to be. Critics of the decision to completely shut down 12 miles of interstate called the move a one year catastrophe and irresponsible and it nearly wasn't implemented. Sure enough however, they moved forward and pulled it off under budget and with few complaints from the public.

Miller credits the [former head of MODOT, Pete Rahn](#) (now at HNTB) as the real catalyst of the program which also included a much bolder goal to save \$500 million over 5 years. Rahn was famous for a bumper sticker on his wall that read, "Dreams Minus Action = Squat". Now that's a guy I want to work with.



### The 5 Year Plan to Save \$500 Million

"Our target for the 5 year plan was to save the taxpayers \$500 million, and we're 70% there already. We started in 2010 and we believe we'll beat the original target," Miller said hinting that the eventual savings figure could be much larger.

When I asked him how a government transportation agency in the middle of the country became so innovative, Miller responded, "Rahn drove innovation, change and the ability to take action throughout the entire culture. His pronouncements weren't posters on the wall, they were real initiatives backed up by data. At each quarterly review meeting, we had to get up in front of the crowd and talk about what we've done since the last one. We could never say "we're going to" or else Rahn would blow a portable air horn. We could only talk about what we've done."

### Here are some of the things MODOT has done as a result of Rahn's 5 year plan:

- MODOT uses vans that are equipped with video cameras that film the roadways and record the roughness of the road. Similar to Google, but they also put that video in front of people and they rate that stretch of road. When the roads are in need of repair, MODOT proactively goes out and fixes it.
- MODOT uses a system called Tracker that measures the agency's performance versus goals. Miller believes this created a philosophy that better holds the agency accountable.
- Was able to reduce headcount by 1200 people as a result of using solutions like [Microsoft's SharePoint](#) and [harmon.ie's](#) social email tool for increased collaboration and time efficiency.
- Every MODOT building and hundreds of roadside access points are wirelessly enabled for MODOT employees. They're not wasting time trying to find information.
- According to [Charles \(Matt\) Hiebert](#), MODOT's Central Office Customer Relations Manager, MODOT leverages its [social channels](#) like [Twitter](#), [Facebook](#) and [podcasts](#) to update the public on updates and changes. Big savings in communication expenses.
- MODOT manages the records and maintains 33,000 miles of road and thousands of bridges using SharePoint as the project management solution. This has dramatically cut project management and oversight costs.
- According to Hiebert, all of the info that MODOT releases in their public meetings are posted online and they allow comments from the public. As a

result, public involvement shot up because they could now get involved in the public meetings anytime they wanted.

“Internally, we manage all of our projects through SharePoint. And just this year, we’ve added the ability to collaborate with external entities. On the social side, harmon.ie enables most of our team to stay in email and access SharePoint through their side panel that sits in IBM’s Lotus Notes,” Miller explained.

In the future, Miller believes MODOT’s innovation and cost reduction strategies will focus on mobile and mobile apps. He also sees MODOT adopting solutions like Yammer where they will have the ability to see the activity streams from all of their 5000+ employees. Miller believes contextual analytics will be critical, and he believes the agency will find innovative ways to create action from the data.

What’s most shocking to me is how much further ahead MODOT is compared to most businesses today. How a government agency is leading the march of progress. They’re showing everyone that you can cut costs while remaining effective, provide better services through technology, and be as innovative as some of the top companies in the world. Perhaps congress should take note.

And for those skeptics that believe it can’t be done in their situation, we need only listen to Rahn’s advice: “The secret to success – is to get at least 30 percent of the people behind you. They’ll turn the opinion of another 50 percent. The 20 percent left over will have to decide to either get on the bus or get out of the way.”

So I’m left wondering how we get more people like Rahn to drive the bus. Applications anyone?

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This article is available online at:

<http://www.forbes.com/sites/markfidelman/2012/12/01/how-this-government-agency-is-saving-500-million-by-using-social-mobile-technologies/>