



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

DECEMBER 21, 2022
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101
2208 W. CHESTERFIELD BLVD., SPRINGFIELD



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee Meeting Agenda

Wednesday, December 21, 2022 1:30 p.m.

The TPC will convene in person –

OTO Offices Chesterfield Village

2208 W Chesterfield Boulevard, Suite 101 Springfield, MO

The public may view the meeting in-person or on Facebook:

<https://www.facebook.com/ozarkstransportationorganization>

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/VanHorn)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of Meeting Minutes..... Tab 1

(1 minute/VanHorn)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE PRIOR MEETING MINUTES

D. Public Comment Period for All Agenda Items..... Tab 2

(5 minutes/VanHorn)

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. Staff 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. Conflict of Interest Statement Tab 3

(5 minutes/Fields)

Members are asked to complete the included Conflict of Interest Statement, in accordance with Best Practices for Grant Management Guidelines.

TECHNICAL PLANNING COMMITTEE MEMBERS ARE REQUESTED TO SIGN THE CONFLICT OF INTEREST STATEMENT

G. Legislative Reports

(5 minutes/Legislative Staff)

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

H. MoDOT Report

(10 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

I. Committee Reports

(5 minutes/Longpine)

Staff will provide an update on OTO Committee work activities.

II. New Business

A. FY 2023-2026 TIP Amendment Three Tab 4

(10 minutes/Longpine)

Seven changes are proposed to the FY 2023-2026 Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2023-2026 TIP AMENDMENT THREE CHANGES TO THE BOARD OF DIRECTORS

B. Federal Functional Classification Change Request Tab 5

(2 minutes/Longpine)

Federal Functional Classification changes have been requested.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FUNCTIONAL CLASSIFICATION CHANGES TO THE BOARD OF DIRECTORS

C. National Performance Targets..... Tab 6

(10 minutes/Longpine)

The OTO must adopt performance targets relating to safety, pavement condition, system performance, transit asset management, and transit safety. The proposed targets are included for review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED TARGETS TO THE BOARD OF DIRECTORS

D. Obligation Limitation Discussion with MoDOT

(30 minutes/Longpine)

MoDOT will present about obligation limitation, the August redistribution, and fund balances.

NO ACTION REQUESTED – INFORMATIONAL ONLY

E. Chair Rotation..... Tab 7

(5 minutes/Fields)

A chair rotation was adopted in 2003 to provide every jurisdiction the opportunity to serve as chair. A chairman-elect for 2022 to serve as chair for 2023 is needed at this time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO ELECT THE TECHNICAL PLANNING COMMITTEE CHAIRMAN-ELECT FOR 2022

- F. TPC 2022 Meeting Schedule Tab 8**
(1 minute/Fields)

NO ACTION REQUESTED – INFORMATIONAL ONLY

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 Member Information..... Tab 9**

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, February 15, 2023 at 1:30 P.M. in person at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Si usted necesita la ayuda de un traductor, por favor comuníquese con Nicole Stokes al (417) 865-3042, al menos 48 horas antes de la reunión.

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 12/21/2022; ITEM I.C.

June 8, August 17, August 29, October 19, and November 3, 2022 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the June 15, 2022, August 17, 2022, August 29, 2022, October 19, 2022, and November 3, 2022 meetings. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee June 15, 2022, August 17, 2022, August 29, 2022, October 19, 2022, and November 3, 2022 meeting minutes.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
JUNE 15, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. A quorum was declared present, and the meeting was called to order at approximately 1:35 p.m. by Vice-Chairman Jeff Roussell.

The following members were present:

Mr. Garrett Brickner (a), City of Republic	Mr. John McCart (a), City of Ozark
Ms. Paula Brookshire (a), City of Springfield	Mr. John Montgomery (a), Ozark Greenways
Mr. Peter Bryant (a), City of Willard/Strafford	Mr. Frank Miller, MoDOT
Mr. Matt Crawford, City Utilities Transit	Mr. Jeff Roussell, City of Nixa (Vice-Chair)
Mr. Martin Gugel, City of Springfield	Ms. Beth Schaller, MoDOT
Mr. Kirk Juranas, City of Springfield	Mr. David Schaumburg, Springfield-Branson Airport
Mr. Joel Keller (a), Greene County	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

Mr. Rick Artman, Greene County	Mr. Mark Schenkelberg, FAA
Mr. Chris Boone, City of Strafford	Mr. Travis Shaw, Springfield Public Schools
Ms. Emily Denniston, Spfld Chamber of Commerce	Ms. Aishwarya Shrestha, SMOG
Mr. Adam Humphrey, Greene County	Mr. Tommy VanHorn, City of Battlefield (Chair)
Mr. John Matthews, MSU	Ms. Janet Vomund, MoDOT
Mr. Ahmad Mokhtee, FTA	Mr. Jeremy Wegner, BNSF
Ms. Britni O'Connor, MoDOT	

Others present were: Ms. Sonya Anderson, Senator Blunt's Office; Mr. Tom Dancey, City of Springfield; Ms. Stacy Reese, MoDOT; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Libby Robinson, Mr. JD Stevenson, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Vice-Chairman Roussell welcomed everyone and requested self-introductions be made.

A quorum was present.

B. Approval of the Technical Planning Committee Meeting Agenda

Ms. Schaller made a motion to approve the Technical Planning Committee Meeting Agenda for June 15, 2022. Mr. Wiesehan seconded the motion. The motion passed.

C. Approval of the April 20, 2022 Meeting Minutes

Mr. Gugel made a motion to approve the minutes from the April 20, 2022 Technical Planning Committee Meeting. Ms. Schaller seconded the motion. The motion passed.

D. Public Comment Period for All Agenda Items

Vice-Chairman Roussell advised there were public comments included in the packet. Vice-Chairman Roussell asked for comments or questions.

E. Staff Report

Ms. Fields stated staff have been evaluating how to best capitalize on the Bipartisan Infrastructure Law and bring extra money to the OTO MPO area. OTO assisted the City of Republic with a RAISE Grant for Highway MM and assisted MoDOT with an INFRA/Mega Grant for I-44.

The Bridge NOFO came out Friday and staff is looking through it. Safe Streets for All is another program staff is evaluating and is on the meeting agenda to be highlighted.

Staff sent an email to member jurisdictions about the MoDOT Bridge Program, combining the all-system bridge with the bridge investment program which cities and counties are eligible for. The deadline is July 22nd and will be announced September 16th.

The Governor's Cost Share made it into the budget but has not been signed yet. The deadline for the MoDOT Cost Share Program is July 22nd. The next application deadline is October 7th.

Staff is continuing to work on the Chadwick Flyer Trail and have a consultant now for the portion along the CU property. Construction is still set for 2023. The City of Ozark has their portion just north of Highway 14 under construction and is just starting paperwork on the third piece of the trail at Tracker Marine.

TAP funding has doubled and there is Carbon Reduction funding. Staff is working to understand the new law and the changes.

F. Legislative Reports

Ms. Anderson, with Senator Blunt's Office, shared Senator Blunt has been working on appropriations and Congressionally Directed Spending (CDS) requests (also known as earmarks). Senator Blunt submitted a letter of support for the RAISE Grant OTO submitted for the MM Project. The Senator has also submitted a letter of support for the I-44 INFRA Grant.

G. MoDOT Report

Mr. Miller stated the Bridge Program, or Off System Program, information is on the MoDOT website. It also has a list of eligible bridges.

Ms. Schaller shared the James River Freeway has an estimated completion date of July 4th. MoDOT has a lot of corridor studies currently going on with the City of Springfield along with ADA discussions. Outside of the OTO MPO area, the demolition of the 174 Overpass Bridge toward Mt. Vernon is underway.

Ms. Reese stated the deadline for comments on the Draft STIP is this Friday, June 17th, with the final approval from the Highway Commission in July.

II. New Business:

A. *Destination 2045* Amendment Number 2

Ms. Longpine shared that Springfield requested a change to the Major Thoroughfare Plan. The request was to remove a proposed collector in the 1800 block of N. West Bypass, between Eldon and West Bypass. This request was approved by the Springfield City Council at their regular meeting on May 2, 2022.

Mr. Juranas made a motion to recommend the Board of Directors approve *Destination 2045* Amendment 2. Ms. Schaller seconded the motion. The motion passed unanimously.

B. Draft 2023-2027 STIP

Mr. Miller reported each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The FY 2023-2027 STIP will be adopted at the July 6, 2022 Missouri Highways and Transportation Commission meeting. The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. The projects listed in the STIP for the OTO Area (SW Urban) will be incorporated into the Draft OTO 2023-2026 Transportation Improvement Program. Mr. Miller highlighted projects included in the Draft 2023-2027 STIP.

This was informational only. No action was required.

C. Draft FY 2023-2026 Transportation Improvement Program

Ms. Longpine stated that OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process. The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP. Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance). Ms. Longpine gave a review of the TIP.

Mr. Wiesehan made a motion to recommend the Board of Directors approve the FY 2023-2026 Transportation Improvement Program. Mr. Montgomery seconded the motion. The motion passed unanimously.

D. 2024-2028 Draft STIP Prioritization Criteria

Ms. Fields shared that the STIP Prioritization Criteria is used to score projects as the starting point for project recommendations for the STIP. Ms. Fields highlighted the Draft Prioritization Glossary which will define the criteria to be used for the next round of prioritization. The 2024-2028 STIP deadline for the scoring and final prioritization to be completed is the October Technical Planning Committee meeting and the November Board of Directors meeting. Several updates were made to the criteria in prior years and staff is not recommending any specific changes this year. Following the Board approval of the Prioritization Criteria, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects.

Mr. Gugel made a motion to recommend the Board of Directors approve the STIP Prioritization Criteria as presented. Mr. Bryant seconded the motion. The motion passed unanimously.

E. FY 2024-2028 Draft STIP Prioritization Project List

Ms. Fields stated the OTO maintains a list of projects to be prioritized for the MoDOT Statewide Transportation Improvement Program. The list is developed through input by member jurisdictions as well as requests received through public input to the OTO. During June and July, OTO staff will score the proposed list of projects for prioritization consideration by the Prioritization Subcommittee in July and August. Project scores for all projects are revised each year. Ms. Fields highlighted the list for the Board.

This was informational only. No action was required.

F. Safe Streets and Roads for All

Ms. Longpine stated the Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Ms. Longpine reviewed the program details and requirements for the Committee. OTO is considering applying to develop a comprehensive safety action plan for the region, so that members can apply for implementation grants based on the plan in future funding rounds. TPC members discussed using a regional strategy through OTO to apply for the SS4A.

This was informational only. No action was required.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Crawford shared CU has a Transit Optimization Study out for bid. The study will go out for public comment to find out if changes are needed to the network. CU is celebrating Communities in Motion week.

Mr. Roussell stated the City of Nixa is opening bids for its North/South Corridor.

B. Transportation Issues for Technical Planning Committee Member Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

Vice-Chair Roussell noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

Mr. Juranas moved to adjourn the meeting. Mr. Bryant seconded the motion. The motion passed.

The meeting adjourned at approximately 2:33 p.m.

Tommy VanHorn
Technical Planning Committee Chair

DRAFT

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
AUGUST 17, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person.

The following members were present:

Mr. Garrett Brickner (a), City of Republic	Mr. Joel Keller (a), Greene County
Ms. Paula Brookshire (a), City of Springfield	Ms. Mary Kromrey, Ozark Greenways
Mr. Peter Bryant (a), City of Willard/Strafford	Mr. Frank Miller, MoDOT
Mr. Matt Crawford, City Utilities Transit	Mr. Jeff Roussell, City of Nixa (Vice-Chair)
Ms. Dawne Gardner (a), City of Springfield	Ms. Beth Schaller, MoDOT
Mr. Martin Gugel, City of Springfield	Ms. Aishwarya Shrestha, SMOG
Mr. Kirk Juranas, City of Springfield	Mr. Tommy VanHorn, City of Battlefield (Chair)

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

The following members were not present:

Mr. Rick Artman, Greene County	Mr. David Schaumburg, Springfield-Branson Airport
Ms. Emily Denniston, Spfld Chamber of Commerce	Mr. Mark Schenkelberg, FAA
Mr. Adam Humphrey, Greene County	Mr. Travis Shaw, Springfield Public Schools
Mr. John Matthews, MSU	Ms. Janet Vomund, MoDOT
Mr. Ahmad Mokhtee, FTA	Mr. Jeremy Wegner, BNSF
Ms. Britni O'Connor, MoDOT	Mr. Todd Wiesehan, Christian County
Mr. Jeremy Parsons, City of Ozark	

Others present were: Mr. Steve Prange, CMT; Mr. Neil Brady, Bartlett West; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Mr. JD Stevenson, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Due to a lack of a quorum, the agenda item was not brought to the committee.

C. Approval of June 15, 2022 Meeting Minutes

Due to a lack of the quorum, the agenda item will be moved to the October 19, 2022 Technical Planning Committee agenda.

D. Public Comment Period for All Agenda Items

Chairman VanHorn advised there were public comments included in the packet. Chairman VanHorn asked for comments or questions.

E. Staff Report

Ms. Fields gave a brief staff report.

F. Legislative Report

There were no legislative representatives in attendance.

G. MoDOT Report

Mr. Miller gave updates from MoDOT.

II. New Business

A. Annual Listing of Obligated Projects

Ms. Longpine stated Ozarks Transportation Organization is required by federal law to publish Annual Listing of Obligated Projects. The OTO Program Year 2022 Annual Listing of Obligated Projects was in the agenda for member review. The Program Year 2022 includes the time period from July 1, 2021 to June 30, 2022. This is required to be published by September 28, 2022. Ms. Longpine reviewed the ALOP for those in attendance.

Due to the lack of a quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the September 15, 2022 Board of Directors meeting agenda for final approval.

B. FY 2023-2026 TIP Amendment One

Ms. Longpine shared that there were two items included as part of Amendment Number One to the FY 2023-2026 Transportation Improvement Program.

1. ***REVISED* Christian County Truss Bridge Bundle (CC2304-23A1)**
Christian County is requesting to add local funds and two additional bridges to the Green Bridge project to create the Christian County Truss Bridge Bundle, with a revised total programmed amount of \$11,742,089.
2. ***New* Interstate Striping (MO2310-23A1)**
MoDOT is requesting to add a project for striping on I-44 from Route 360 to 2 miles east of Route 125, with a programmed amount of \$264,000.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will go before the Technical Planning Committee again at a special E-meeting scheduled for August 29, 2022.

C. FY 2023 UPWP Amendment One

Ms. Parks reported OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP contains additional items from the Operational budget such as In-Kind match expenses. The UPWP budget is included in the annual contract with MoDOT for OTO operating expenses. An Amendment is proposed to the FY 2023 UPWP Budget. Ms. Parks reviewed the Amendment details.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will go before the Technical Planning Committee again at a special E-meeting scheduled for August 29, 2022.

D. Funding Plan for Carbon Reduction and TAP Funding

Ms. Fields shared that OTO has additional funding appropriated for transportation alternatives and carbon reduction programs resulting from the IIJA (Infrastructure Investment and Jobs Act). This represents a significant amount of funding and there is a timeline for funds to be obligated. The FY 2022 funds would have to be obligated by September 2025 but ideally would be planned for obligation by September 2024.

The OTO Executive Director would like to see the Board of Directors to consider a plan that funds a partnership with MoDOT to construct sidewalks along state routes, as well as sidewalks on city streets and continued investment in trails.

Ms. Fields presented the details of the recommended funding plan in which OTO would allocate 25% of the Carbon Reduction and Transportation Alternative Funding through FY 2026 to a cost share program with MoDOT to make sidewalk improvements along state highways.

Due to the lack of a quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the September 15, 2022 Board of Directors meeting agenda for final approval.

E. North 13 Transportation Study

Mr. Thomason stated the North Highway 13 Corridor Study was a partnership between OTO, Springfield, and Greene County to identify needed improvements at the interchange of MO-13 and I-44. Crawford, Murphy, and Tilly (CMT) was contracted to assist in the development of the corridor study. Mr. Thomason and Mr. Prange, with CMT, presented the findings of the study.

Due to the lack of a quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will be on the September 15, 2022 Board of Directors meeting agenda for final approval.

III. Other Business

A. Technical Planning Committee Member Review

Ms. Gardner shared news from the City of Springfield.

B. Transportation Issues for Technical Planning Committee Review

Ms. Fields suggested reviewing the TPC membership in the OTO Bylaws to possibly avoid a quorum issue. Mr. VanHorn asked about Mr. Bryant representing Willard and Strafford, and whether he has two votes.

C. Articles for Technical Planning Committee Member Information

Chairman VanHorn noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

The meeting was adjourned at approximately 2:31 p.m.

Tommy VanHorn
Technical Planning Committee Chair

DRAFT

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
AUGUST 29, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Monday, August 29, 2022, to consider recommending approval of the FY 2023 Unified Planning Work Program (UPWP) Amendment One and FY 2023-2026 Transportation Improvement Program (TIP) Amendment One to the Board of Directors.

Chair Tommy VanHorn called the electronic meeting to order at approximately 9:00 a.m.

Mr. Todd Wiesehan moved the Technical Planning Committee recommend approval of the FY 2023 Unified Planning Work Program (UPWP) Amendment One and FY 2023-2026 Transportation Improvement Program (TIP) Amendment One to the Board of Directors. Ms. Dawne Gardner seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Garrett Brickner, Matt Crawford, Dawne Gardner, Martin Gugel, Mary Kromrey, Frank Miller, Britni O'Connor, Jeremy Parsons, Jeff Roussell, Beth Schaller, David Schaumburg, Tommy VanHorn, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Tommy VanHorn adjourned the electronic meeting at approximately 11:10 a.m.

Tommy VanHorn
Technical Planning Committee Chair

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
OCTOBER 19, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in person. Chair VanHorn began the meeting at approximately 1:33 p.m.

The following members were present:

Ms. Paula Brookshire (a), City of Springfield	Mr. Frank Miller, MoDOT
Ms. Brandie Fisher (a), City Utilities	Mr. Jeff Roussell, City of Nixa (Vice-Chair)
Mr. Martin Gugel, City of Springfield	Ms. Aishwarya Shrestha, SMOG
Ms. Karen Haynes (a), City of Republic	Mr. Tommy VanHorn, City of Battlefield (Chair)
Mr. Joel Keller (a), Greene County	Mr. Todd Wiesehan, Christian County
Ms. Mary Kromrey, Ozark Greenways	

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

The following members were not present:

Mr. Rick Artman, Greene County	Mr. Jeremy Parsons, City of Ozark
Ms. Emily Denniston, Spfld Chamber of Commerce	Ms. Beth Schaller, MoDOT
Mr. Scott Hayes, City of Willard	Mr. David Schaumburg, Springfield-Branson Airport
Mr. Adam Humphrey, Greene County	Mr. Mark Schenkelberg, FAA
Mr. Kirk Juranas, City of Springfield	Mr. Travis Shaw, Springfield Public Schools
Mr. John Matthews, MSU	Ms. Janet Vomund, MoDOT
Mr. Ahmad Mokhtee, FTA	Mr. Jeremy Wegner, BNSF
Ms. Britni O'Connor, MoDOT	

Others present were: Mr. Neil Brady, Bartlett West; Mr. Peter Bryant, Cochran Engineering; Ms. Sonya Anderson, Senator Blunt's Office; Mr. Jeremy Pruett, Congressman Long's Office; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

Chair VanHorn welcomed everyone.

B. Approval of the Technical Planning Committee Meeting Agenda

Due to a lack of a quorum, the agenda item was not brought to the committee.

C. Approval of June 15, August 17, and August 29, 2022 Meeting Minutes

Due to a lack of the quorum, the agenda item will be moved to the December 21, 2022 Technical Planning Committee agenda.

D. Public Comment Period for All Agenda Items

Chairman VanHorn advised there were public comments included in the packet. Chairman VanHorn asked for comments or questions.

E. Staff Report

Ms. Fields stated that staff submitted the Safe Streets for All Grant with the US DOT. This was for a planning grant to write a safety plan that would outline projects in the plan that could be funded later.

A grant request was submitted for I-44. It was a multimodal grant which made it eligible under INFRA or MEGA. The INFRA Grant was not awarded for the I-44 project but it could still be awarded under the MEGA Grants.

The Chadwick Flyer Trail Phase III's rail removal contract has been approved. Removal should begin soon. The trail project is projected to bid out early in 2023 with completed construction by the end of the summer.

CRRSSA funds went to the Chadwick Flyer Trail Phase II in Ozark and the Wilson's Creek Battlefield Trail.

Staff is applying for an ARPA Department of Economic Development Tourism Grant for the Chadwick Flyer Overpass in Ozark. It is for \$1.5 million. A local match of \$1.5 million from the TAP funds will be put before the OTO Board of Directors for consideration if the ARPA Grant is awarded. The deadline for the grant is in December so awarding would not be announced until the first of 2023.

Staff have been sending out Federal Funding Notices to OTO MPO member jurisdictions. Member jurisdictions are encouraged to reach out to OTO staff with questions and project ideas.

Two applications from the OTO MPO area were submitted for the Governor's Cost Share Program. One was submitted by the City of Springfield for an Eastgate project near the Underground. The second one was submitted by the City of Nixa for a Main Street additional lane project.

F. Legislative Report

Ms. Anderson, with Senator Blunt's Office, shared the Senate along with the House passed a Continuing Resolution to fund the government through December 14th.

Mr. Pruett, with Congressman Long's Office, stated the Congressman had a last minute change in schedule and will be able to attend the OTO's Legislative Breakfast.

G. MoDOT Report

Mr. Miller reported that staff have been working on the Unfunded Needs list and the STIP Prioritization. Staff have been monitoring inflation, and before letting for the fiscal year, the SW District is up 25%.

The SW District's current projects include bridge approach work on James River Freeway between Springfield and Republic. There are concrete repair projects being done across the area with most work being done at night.

H. Committee Reports

Mr. Thomason gave committee updates for the Bicycle Pedestrian Advisory Committee (BPAC), Local Coordinating Board for Transit (LCBT), and the Traffic Incident Management Subcommittee (TIM).

II. New Business

A. **Presentation – Before and After Roadway Improvement Travel Speed Analysis**

Mr. Faucett presented data on travel time changes.

This was informational only. No action was required.

B. **FY 2023-2026 TIP Amendment Two**

Ms. Longpine shared that there were four items included as part of Amendment Number Two to the FY 2023-2026 Transportation Improvement Program.

1. ***Revised* Route CC Capital Improvements (OK2102-23A2)**
The City of Ozark received MoDOT Cost Share funding in June and the project has been updated to reflect current costs, funding responsibilities and construction in FY 2025. The total programmed cost is \$6,872,528 plus \$100,000 in prior funding.
2. ***Revised* Walnut Street Bridge (SP2104-23A2)**
The City of Springfield was awarded funds for the Walnut Street Bridge through the MoDOT Regional Bridge Program. These funds will replace STBG-U funding in the project, which has also increased in cost. The total programmed amount is \$2,400,338 plus \$300,000 in prior funding.
3. ***New* I-44 and Mulroy Road Improvements (SP2311-23A2)**
While privately funded at \$6,000,000, this project impacts the Interstate system and requires coordination with FHWA for access justification.
4. ***New* LeCompte Road Improvements (SP2312-23A2)**
The City of Springfield received EDA funding for improvements to LeCompte north of Division and at the intersection with Division. Remaining funding comes from the City of Springfield and the Erlen Group. The total programmed amount is \$4,012,020.

Due to a lack of quorum, no vote was taken. There were no objections or suggested changes from those in attendance. This item will go before the Technical Planning Committee again at a special E-meeting scheduled for November 3, 2022.

C. **Federal Functional Classification Change Request**

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

The following information is a summary of the submitted application materials.

The OTO has requested the following changes to the federal functional classification system. The application included:

1. Roadway Name – West Ave, US 60 to Miller Rd
Current Functional Classification – Local
Requested Functional Classification – Minor Collector

Major Thoroughfare Plan – Collector

2. Roadway Name – Miller Rd, Western Terminus to West Ave

Current Functional Classification – Major Collector

Requested Functional Classification – Local

Major Thoroughfare Plan – Collector

Note: The City of Republic has submitted a letter of support for this reclassification.

Due to a lack of the quorum, the agenda item will be moved to the December 21, 2022 Technical Planning Committee agenda.

D. September 30, 2022 Federal Funds Balance Report

Ms. Longpine shared that OTO is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2023.

Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining. Ms. Longpine reviewed the report for the Committee.

Ms. Longpine further reviewed the impacts of obligation limitation on OTO's allocation.

This was informational only. No action was required.

E. FY 2024-2028 STIP Priorities

Ms. Fields shared that in early 2023, MoDOT is expected to develop funding estimates for use in the 2024-2028 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the funding of the asset management plan ensuring that pavement and bridges are kept in good condition.

Once adopted by the OTO Board of Directors, the list will be forwarded to MoDOT for consideration. The projects will be considered in order. The proposed list has impacts from existing projects which might delay a project from consideration while the impacts of the improvement are assessed. If a top project cannot be ready, costs more than the funding available, or is being impacted by a planned construction project, the next project would be considered. The list serves as OTO's request, not a final expected listing of projects. Ms. Fields reviewed the priorities list with the Committee.

Due to the lack of a quorum, no vote was taken. There were no objections from those in attendance. Suggestions were noted. This item will be on the November 17, 2022 Board of Directors meeting agenda for final approval.

F. Unfunded Needs List

Ms. Fields stated that MoDOT has requested a list of unfunded needs that can be used in planning for different scenarios. The request proposed specific funding for three tiers of projects. Projects should not be removed from the list until programmed in the STIP. It should be noted that the cost estimates provided are educated estimates and, in some cases, once a final project is determined, the estimate will be revised. Ms. Fields highlighted the Southwest District Unfunded Needs List for the Committee.

Due to the lack of a quorum, no vote was taken. There were no objections, or suggested changes from those in attendance. This item will be on the November 17, 2022 Board of Directors meeting agenda for final approval.

G. Unfunded Multimodal Needs List

Mr. Thomason reported that a multimodal unfunded needs list has been developed and shared with MoDOT. This list has been incorporated into a statewide list identifying \$1 billion in unfunded multimodal needs. The Bicycle and Pedestrian Advisory Committee and the STIP Priorities Subcommittee participated in the creation of OTO's list.

Due to a lack of quorum, no vote was taken. There were no objections from those in attendance. Suggestions were noted. This item will be on the November 17, 2022 Board of Directors meeting agenda for final approval.

H. Amendment to the OTO Technical Planning Committee Bylaws

Ms. Fields stated OTO Staff is proposing a bylaw amendment to reduce the number of Technical Planning Committee voting members, facilitating a quorum at the bimonthly meetings. Ms. Fields reviewed the changes.

Due to a lack of quorum, no vote was taken. There were no objections from those in attendance. Suggestions were noted. This item will be on the November 17, 2022 Board of Directors meeting agenda for final approval.

III. Other Business

A. Technical Planning Committee Member Announcements

Ms. Fields reminded the Committee of the Legislative Breakfast on October 20th.

B. Transportation Issues for Technical Planning Committee Review

There were no transportation issues for Committee review.

C. Articles for Technical Planning Committee Member Information

Chairman VanHorn noted there were articles of interest included in the Agenda Packet.

IV. Adjournment

The meeting was adjourned at approximately 2:36 p.m.

DRAFT

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
NOVEMBER 3, 2022**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Thursday, November 3, 2022, to consider recommending approval of the FY 2023-2026 Transportation Improvement Program (TIP) Amendment Two to the Board of Directors.

Chair Tommy VanHorn called the electronic meeting to order at approximately 9:00 a.m.

Mr. Garrett Brickner moved the Technical Planning Committee recommend approval of the FY 2023-2026 Transportation Improvement Program (TIP) Amendment Two to the Board of Directors. Mr. Tommy VanHorn seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Chris Boone, Garrett Brickner, Matt Crawford, Martin Gugel, Adam Humphrey, John Matthews, Frank Miller, Britni O'Connor, Beth Schaller, David Schaumburg, Jonathan Shelden, Tommy VanHorn, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Tommy VanHorn adjourned the electronic meeting at approximately 10:11 a.m.

After the meeting was adjourned, Aye votes were received from Jeremy Parsons and Mary Kromrey.

Tommy VanHorn
Technical Planning Committee Chair

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 12/21/2022; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between October 19, 2022 and December 14, 2022.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



PUBLIC COMMENT



Area of concern: Highway 65 & Chestnut Expressway

City/County of concern: Springfield/Greene County

Date received: 10/13/2022

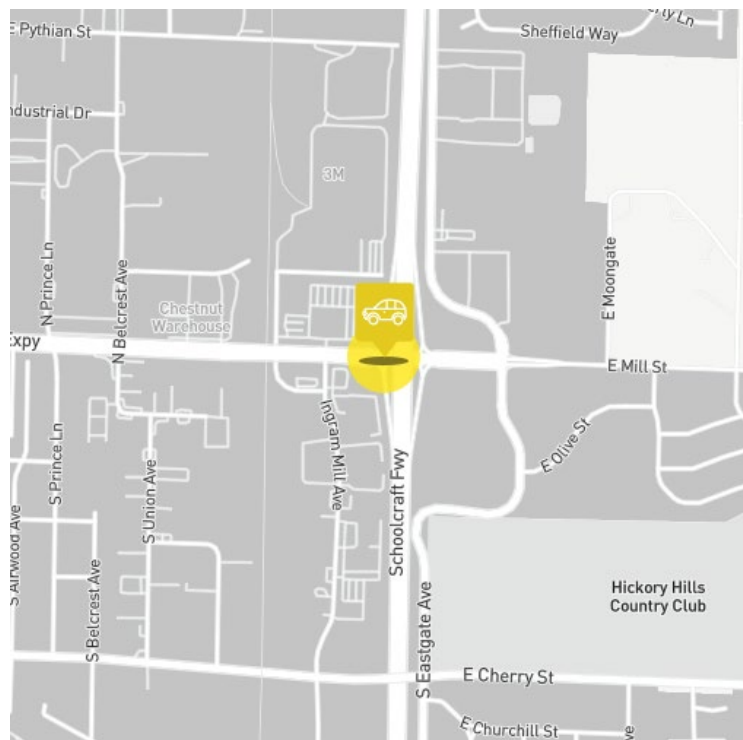
Received through: Map-A-Concern (OTO website)

Contact Name: Anonymous

Contact Email/Ph #:

Comment: Please, stop screwing traffic exiting north-bound Hwy 65 to go west on Chestnut Expy. I don't know why the "No Left On Red" signs were placed on a diverging diamond or why a brain damaged lemming was hired to program the traffic lights, but maybe a responsible adult could fix the problem. Take down the signs and fix the light. How many millions were spent to improve the intersection so someone could back up traffic to the highway once again with their impressive power of ignorance? Bravo!

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway 266 and Highway B/MM

City/County of concern: Greene County

Date received: 11/04/2022

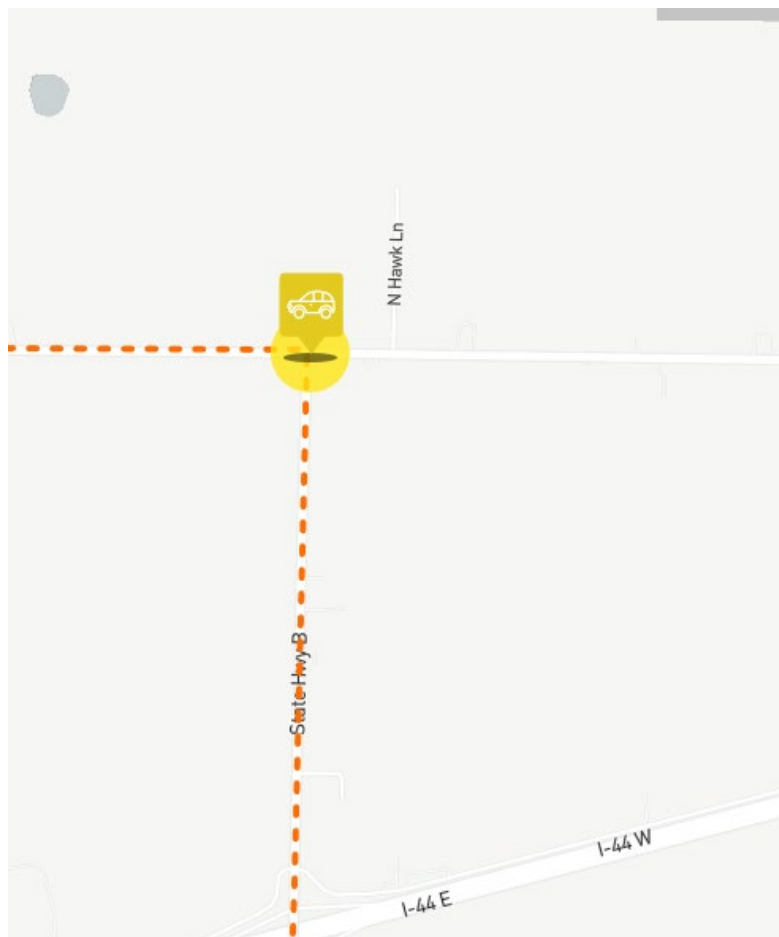
Received through: Map-A-Concern (OTO website)

Contact Name: Brent

Contact Email/Ph #:

Comment: This intersection is incredibly busy and dangerous. There's a LOT of traffic during rush hour times. A person can wait up to 15 minutes to turn left onto 266 due to traffic on 266. I have seen several semi-type trucks that have had a tire slide off the road to the culvert.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Highway B/MM and I-44

City/County of concern: Greene County

Date received: 11/04/2022

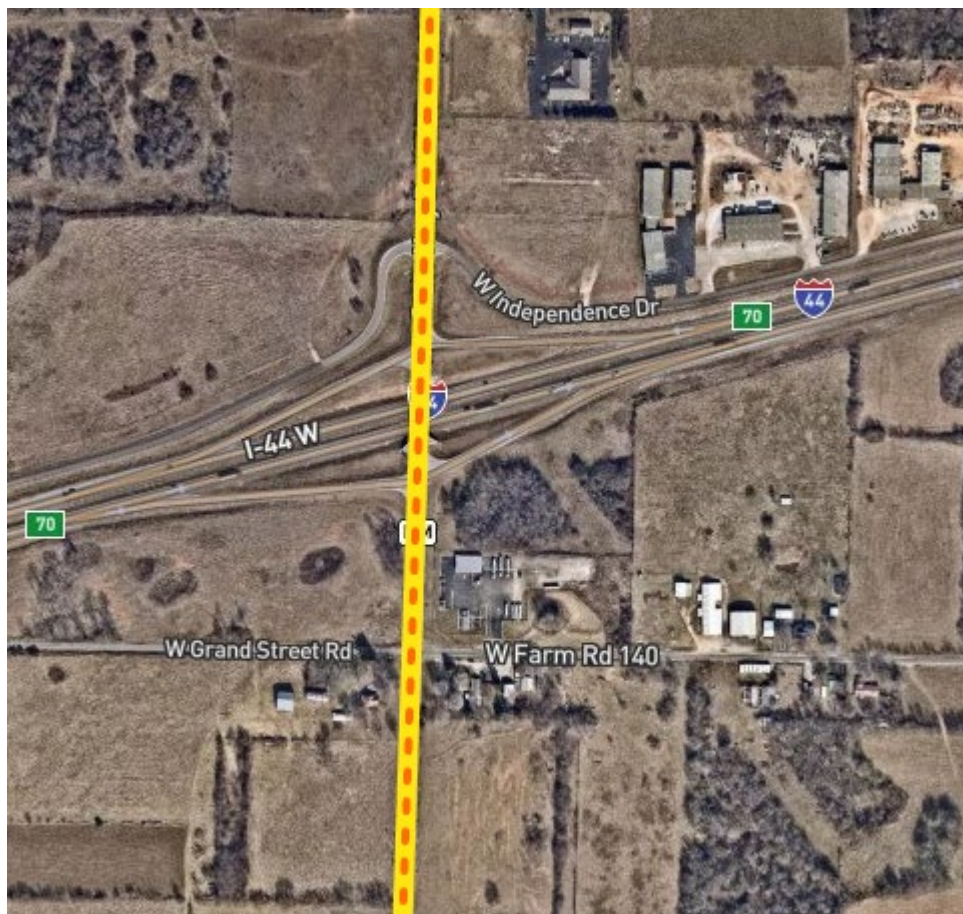
Received through: Map-A-Concern (OTO website)

Contact Name: Brent

Contact Email/Ph #:

Comment: This bridge is a blind spot for people coming off of I44 in either direction. There's been a lot of almost accidents due to people pulling out into traffic due to wait times.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Public Involvement

City/County of concern:

Date received: 11/13/2022

Received through: Email

Contact Name: Gary C Gilmore

Contact Email/Ph #: ibm409@aol.com

Email

Hello there,

I would like to inquire if there are positions open for the general public for planning and ideas. I have been a resident of Springfield since 1965, so, pretty well a local. I have a long history of dealing with traffic in the area. I founded Springfield Striping & Sealing in 1971 so traffic has been a great deal of my life. No idea what or how your organization operates but am interested. Thank you, Gary.

OTO Response

Good morning,

Thank you for your inquiry. We have a Board which provides the decision-making responsibility for the OTO MPO transportation planning area. This Board members include local elected and appointed officials from the OTO jurisdictions. This Board meets every other month. The public is welcome to attend or watch the livestream via Facebook. There is a time for public comments on each agenda. There is also a Technical Planning Committee that meets every other month, as well. Staff from local governments and area transportation agencies serve on this Committee which serves in an advisory capacity by providing recommendations to the Board of Directors. These meetings also have a public comment period time on each agenda. The public is welcomed to attend these meetings or watch via livestream on Facebook.

I can include you in our interested parties email list where you will receive emails of the upcoming Technical Planning Committee meetings and Board of Directors meetings.

The next Board of Directors meeting is this Thursday, November 17th at noon at our office, 2208 W Chesterfield Blvd, Suite 101. I have included a link to the meeting agenda below. You are welcome to attend and if you have a comment on an agenda item, it can be made during the public comment period time (details are on the agenda).

BOD Agenda: <https://www.ozarkstransportation.org/uploads/documents/Packet-11.17.2022-BOD-Agenda.pdf>
To watch the meeting live via Facebook: <https://www.facebook.com/ozarkstransportationorganization>

The next Technical Planning Committee meeting will be held December 21st at 1:30 pm.

Thank you again for reaching out. Public input is vital to the planning process. Please let me know if you have any questions.

Have a great day!



PUBLIC COMMENT



Area of concern: Sunshine Street

City/County of concern: Springfield/Greene County

Date received: 11/19/2022

Received through: MoDOT email

Contact Name: Jack Wlezien

Contact Email/Ph #: jack.wlezien@gmail.com

MoDOT Email Communication

Mr. Wlezien,

Thank you for your interest in the proposed transportation improvement on Sunshine Street, and for providing comments.

Currently, there are no plans to provide roundabouts on Sunshine. Additional improvements will be considered and prioritized with other locations as funding becomes available.

We appreciate the support through your comments for this project.

Sincerely,

Kristi Bachman
Transportation Project Manager
Missouri Department of Transportation
Southwest District

Hi Kristi - Thanks so much for taking the time to write a personal response. Is it merely a budget issue, or are roundabouts not being prioritized right now for the Springfield area? What's the best way for an average citizen like me to advocate for them?

Have a great Thanksgiving,

Jack

MoDOT Response: Unknown



PUBLIC COMMENT



Area of concern: Sunshine / Old South Ingram Mill Road / SB US65 / S Lone Pine / Snowplowing

City/County of concern: Springfield/Greene County

Date received: 11/28/2022

Received through: Email

Contact Name: Lane Pierce

Contact Email/Ph #: pierce.lane@gmail.com

Email

Thanks for the invitation to comment.

I have just moved back to Springfield after being gone for about 35 years. Many changes.

I have a couple of things I would like to comment on.

1. East Sunshine from about Lone Pine all the way to Blackman Road is becoming very congested at times. Especially when Glendale is letting out, and when the work day is ending around 4-6pm. It takes several light cycles to get through this area. There just seems to be TOO MANY driveways that exit to this area and left turners, and people exiting those businesses and trying to turn left are just standing for several light cycles.
2. You need to restrict people turning right off Old South Ingram Mill Road and attempting to get into the left turn lanes for access to 65 Bypass headed north. This street should be restricted to eastbound Sunshine and Southbound 65 Bypass access only. One car can hold up 5 trying to get out.
3. Southbound 65 Bypass, I can't believe it, but it is getting congested from about Sunshine to the merge with James River Freeway 2-3 miles away.... especially, again, around 4-6pm. I would have never thought that this would be the case. But the merging, shifting of lanes, and overall volume reduce this commute to about 30mph at times. On this same route, I am seeing way too many vehicles, including semi's, that are in the right hand lane to exit onto the James River Freeway headed west, then suddenly realize that they want 60 eastbound. They abruptly change lanes at the last minute. There have been several near misses here due to eastbound 60 not having it's own lane that starts back a mile or so.
4. South Lone Pine, from the quarry to Battlefield or north on E Galloway Street to Luster needs to be wider, and made of heavier material. Those trucks coming out of the quarry are HEAVY and they take up the whole road at times. E. Galloway Street is crowned and those trucks sway back and forth making it dangerous to pass or to pass oncoming. They are destroying the nearby streets as well.

5. This comment is about snow plowing. For the last two years, I have noticed that there are no snow plows that venture onto the main streets in Southern Hills. Southern Hills Blvd was NEVER plowed last year even with the heavier snows we had. I keep chains in my truck as I have had to pull several people out of those low places up the hills to get out of the subdivision. It would be nice to get the main ones plowed at least ONCE during a snow.

That is all I can think of right now. Nice to leave Illinois and come to a more progressive area. Love it here.

Lane Pierce
HOA President Southern Hills Place
pierce.lane@gmail.com
630-240-7190

OTO Response: Thank you for your comments. Public input is vital to the planning process. This information will be shared our Technical Planning Committee, and our Board of Directors. Have a wonderful day!



PUBLIC COMMENT



Area of concern: Footbridges / Bus System / Wider Roads / Sidewalks

City/County of concern: Springfield/Greene County

Date received: 11/29/2022

Received through: Email

Contact Name: Mandi Hubbs

Contact Email/Ph #: mandih@thelibrary.org

Email

I'd like to see more emphasis put on getting people out of their cars and getting around on bicycles and on foot. I'd like to see footbridges over busy roads that are regularly crossed by foot. In Particular, I see a lot of dangerous foot crossings on North Kansas Expressway.

I'd like a more robust and affordable city bus system. I'd like wider roads that accommodate bicycles and more sidewalks. I often see people on bike and on foot crossing the bridge on Scenic between Sunshine and Grand, creating a dangerous situation for cars and the people outside of the cars. Scenic is one of the few ways to go south in that area because of Wilson's Creek. Online maps show a trail crossing Wilson's creek between W Bennet and south Farm Road 135, but there is no such crossing there and it is overgrown/trashed to the point of feeling unsafe. The railroad tracks also create a bottleneck on the northwest side of Springfield, where many folks travel by bicycle or by foot. Many must cross at Kansas Expressway, which is rather unpleasant and doesn't feel particularly safe.

Thanks,

Mandi Hubbs
She/Her/Hers
The Library Station
Reference Associate
(417) 616-0694

OTO Response: Thank you for your comments. Public input is vital to the planning process. This information will be shared our Technical Planning Committee, and our Board of Directors. Have a wonderful day!



PUBLIC COMMENT



Area of concern: Highway 14 & Fremont Road

City/County of concern: Ozark/Christian County

Date received: 11/29/2022

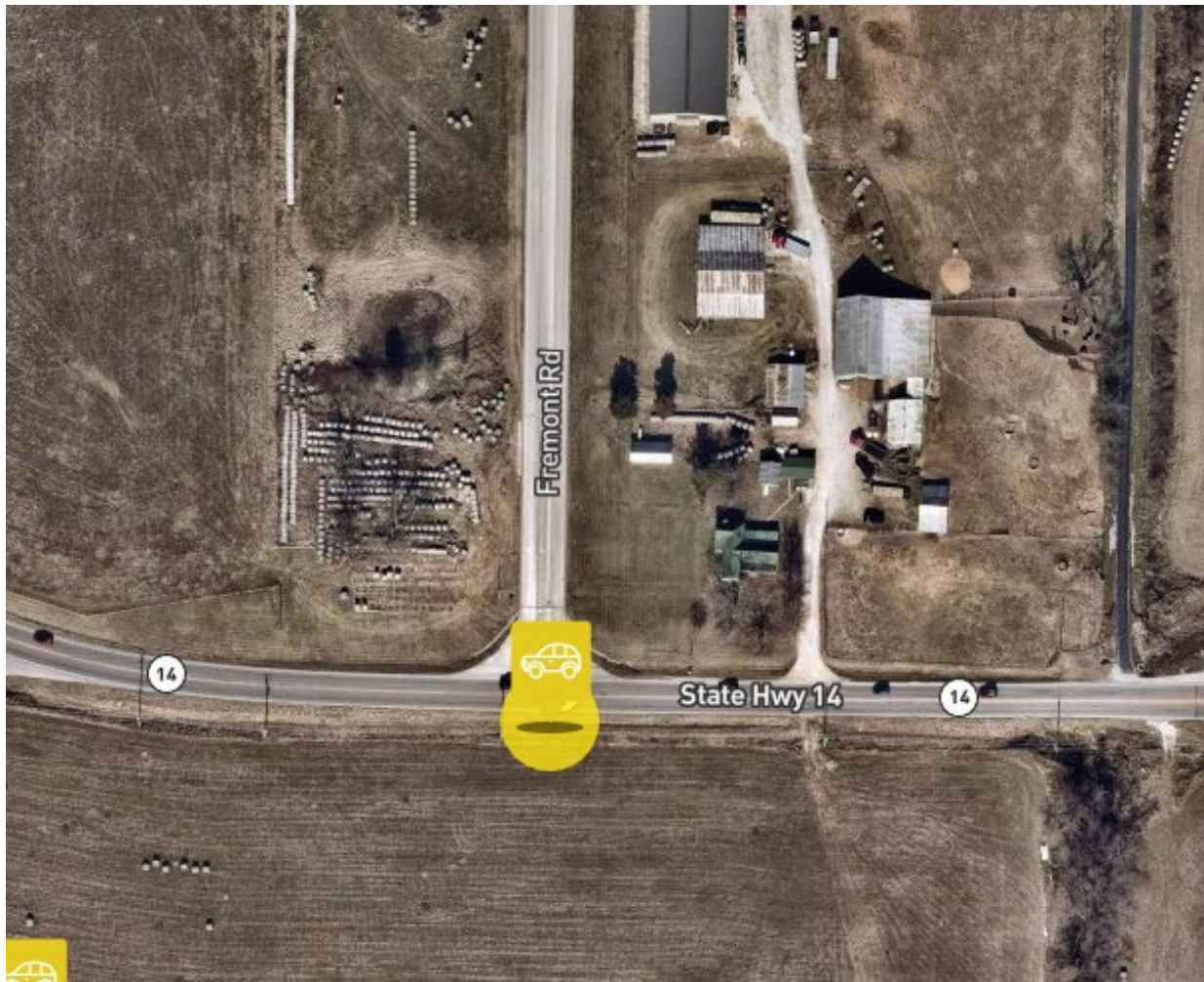
Received through: Map-A-Concern (OTO website)

Contact Name: Anonymous

Contact Email/Ph #: N/A

Comment: This intersection needs a traffic light to turn left. During the busier parts of the day, it takes a while to get a break in traffic to be able to turn.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Cox Road (between Vincent and Warren Ave)

City/County of concern: Springfield/Greene County

Date received: 12/06/2022

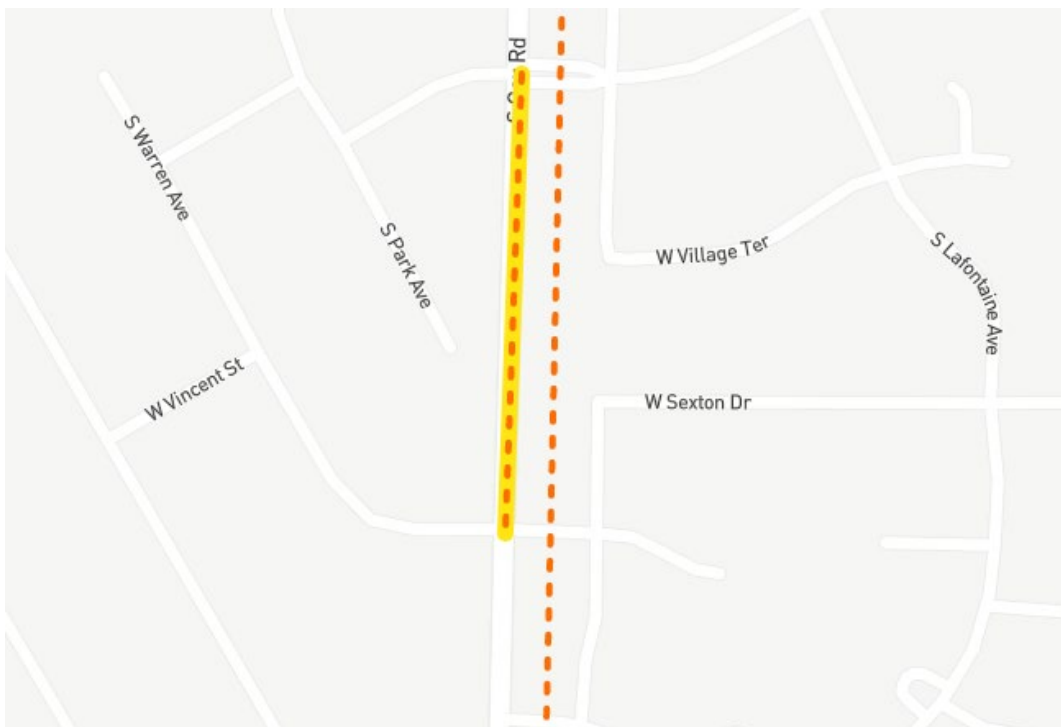
Received through: Map-A-Concern (OTO website)

Contact Name: David Miller

Contact Email/Ph #:

Comment: With the opening of the Kansas Exp. Extension in 2023, it is a good opportunity to change the character of S Cox Road (Farm Road 141). I would strongly suggest that a landscaped median island be installed between Vincent Street and Warren Ave. This is a distance of 860 feet with no intersecting streets or driveways. The median island would reduce traffic speed, beautify the area, increase safety and provide a clear message that this is a residential area and they should be using Kansas Ext.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Cox Road Sidewalk (Republic Rd to Weaver Rd)

City/County of concern: Springfield/Greene County

Date received: 12/06/2022

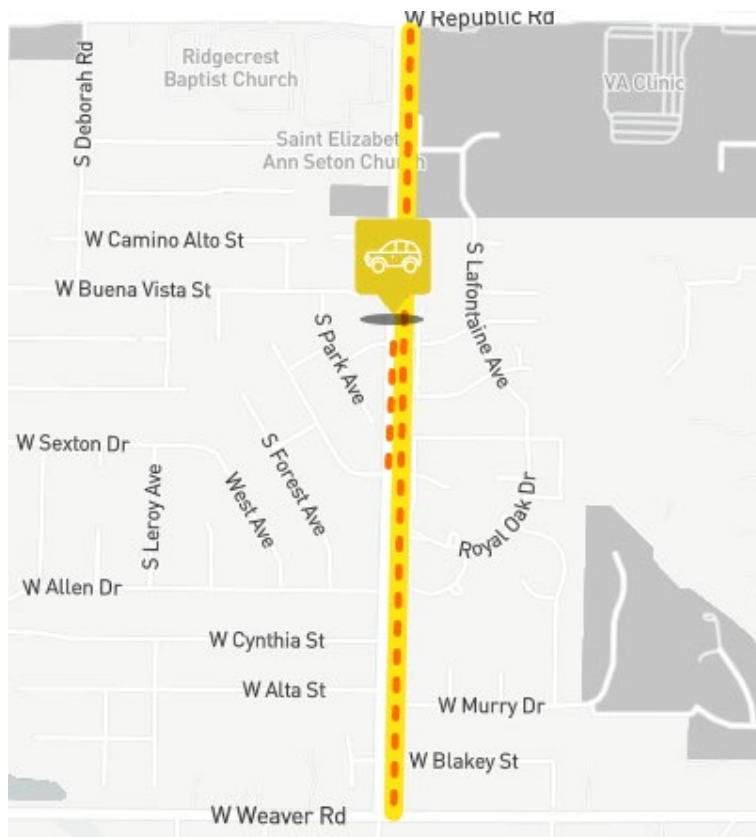
Received through: Map-A-Concern (OTO website)

Contact Name: David Miller

Contact Email/Ph #:

Comment: The existing sidewalk on the east side of S Cox Road (Farm Road 141) from W Republic Rd to W Weaver Road is VERY narrow. A large number of families and kids use this sidewalk and have to walk single-file due to the narrow sidewalk - which means little kids are more likely to dart into the roadway because they aren't holding their parents hand. This entire length of sidewalk should be widened to 6 (SIX) feet wide for more and better pedestrian safety

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Cox Road

City/County of concern: Springfield/Greene County

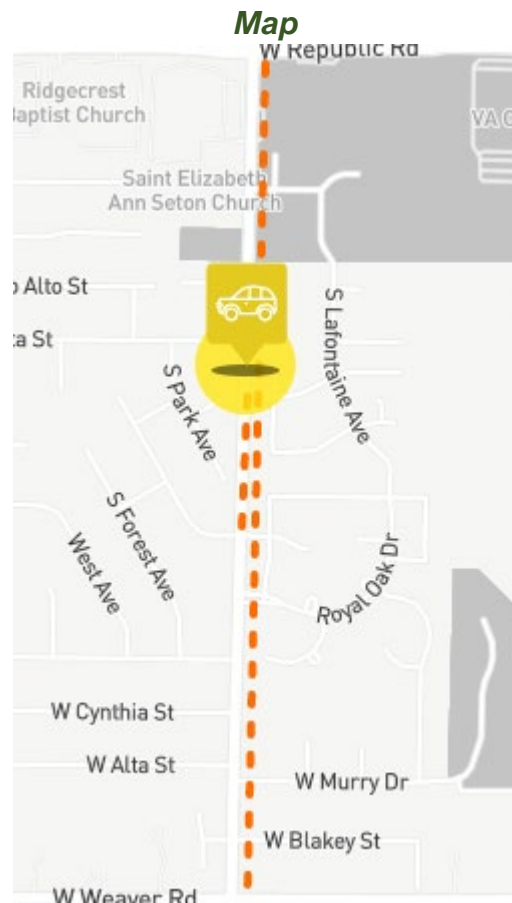
Date received: 12/06/2022

Received through: Map-A-Concern (OTO website)

Contact Name: David Miller

Contact Email/Ph #:

Comment: With the opening of the Kansas Exp Extension in 2023, the character of S Cox Road (Farm Road 141) needs to be reimaged as a residential collector - not an arterial. A chicane should be installed on S Cox Road midway between the Church of Christ of Latter Day Saints and Vincent Street. There is 430 feet with no driveways that would allow for a chicane to be easily installed. It would slow down speeding traffic, increase safety and allow the area to properly feel residential.



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Ward Branch Trails / On-street Parking

City/County of concern: Springfield/Greene County

Date received: 12/06/2022

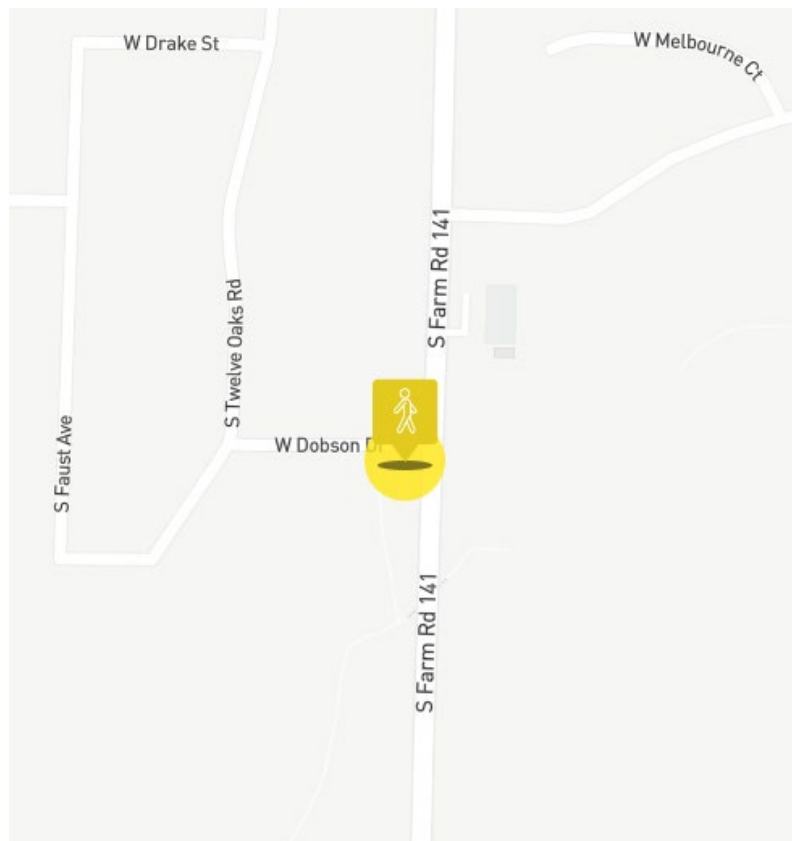
Received through: Map-A-Concern (OTO website)

Contact Name: David Miller

Contact Email/Ph #:

Comment: There is a large demand for pedestrians wishing to utilize the walking trails along Ward Branch south of W Dobson Dr. However, there is signage in that area that prohibits on-street parking! This was probably done due to complaints from the nearby residents wish to prevent pedestrians from using the walking path and was probably done under the guise of "traffic safety". Therefore a "small" parking lot should be constructed on the SW corner of Dobson Road for people to better access the trail

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Wren Street

City/County of concern: Ozark/Christian County

Date received: 12/06/2022

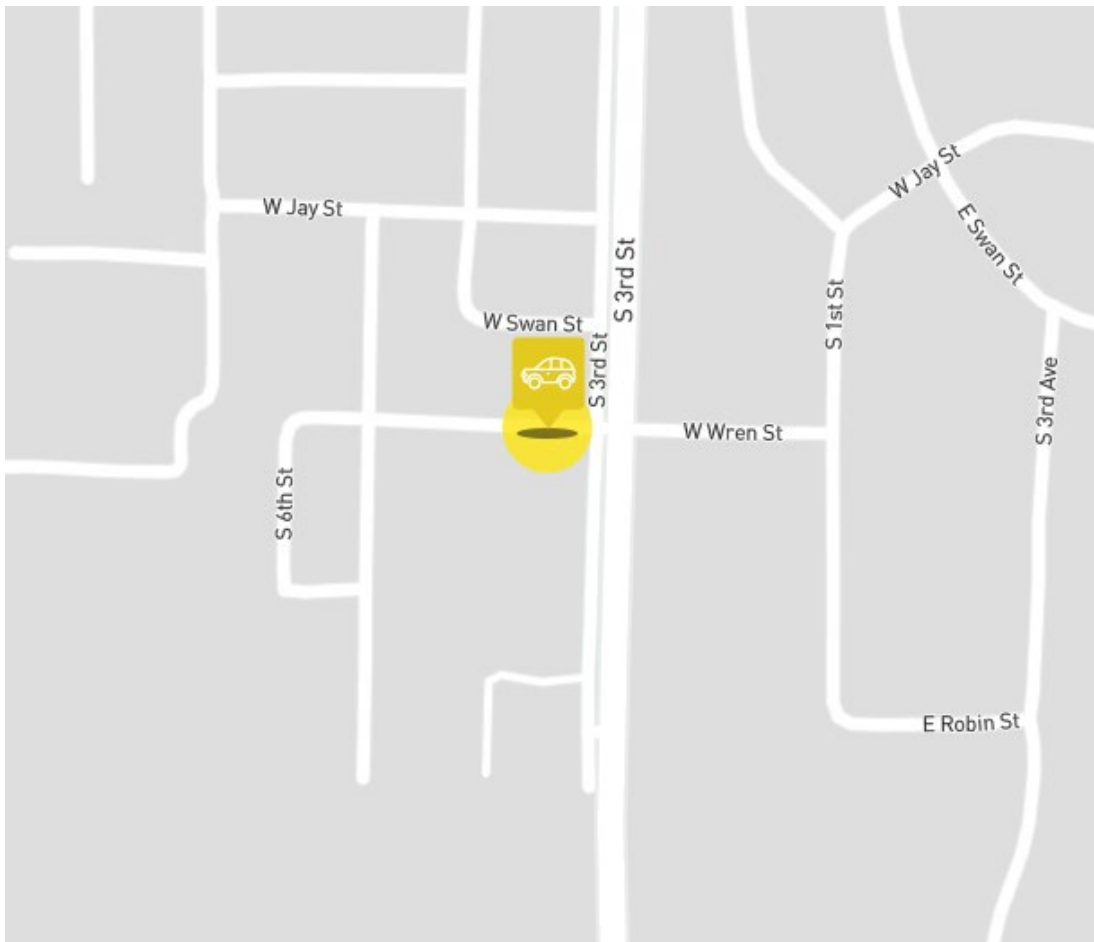
Received through: Map-A-Concern (OTO website)

Contact Name: Katelyn O'Connor

Contact Email/Ph #:

Comment: Wren Street is TOO narrow and has some sight-line visibility issues. Widen the road so it doesn't seem to be a small private driveway.

Map



OTO Response: Unable to respond through the Map-A-Concern feature



PUBLIC COMMENT



Area of concern: Trails & Blind Riders

City/County of concern: OTO MPO Area

Date received: 12/12/2022

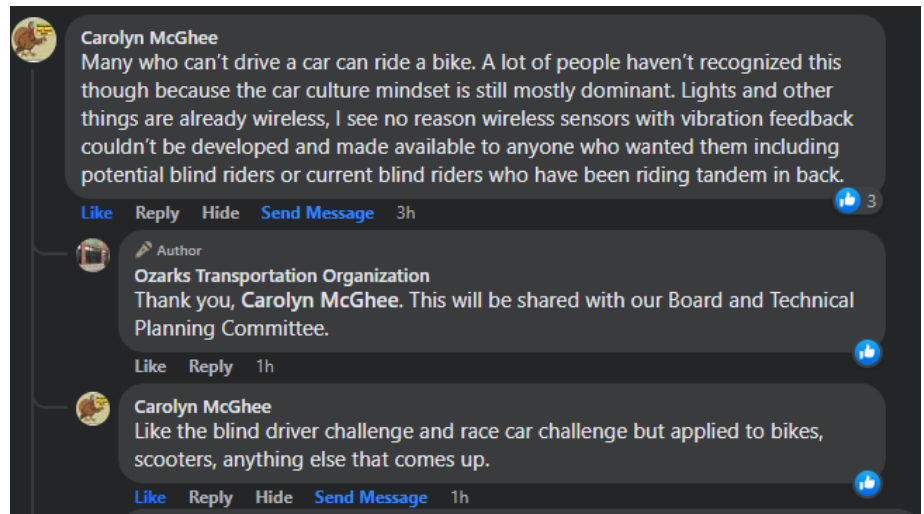
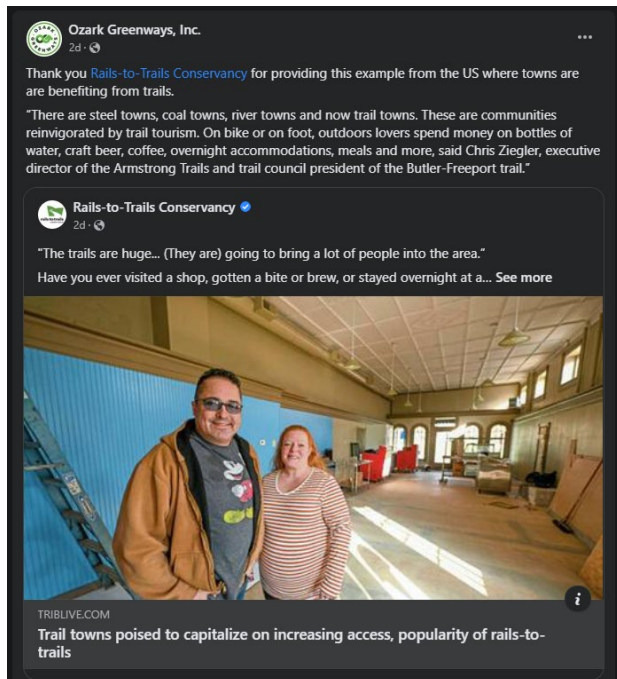
Received through: Facebook

Contact Name: Carolyn McGhee

Contact Email/Ph #: not available

OTO's Original Shared Posting

Facebook Comment



TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 12/21/2022; ITEM I.F.

Conflict of Interest Statement

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization is a recipient of federal funds and is a subrecipient of USDOT grant funding through the Missouri Department of Transportation (MODOT). As a grant recipient, the OTO must adhere to grant guidance that is outlined in Title 2 § CFR 200 of the Code of Federal Regulations. One of the items required for grant standards protocol is a signed conflict of interest policy from OTO's employees, committee members and directors of the board.

Staff has prepared a conflict of interest policy and declaration of conflict statement to be signed by employees, committee members and directors of the board. The Conflict of Interest Policy has been previously approved in the OTO's Procurement Policy. The Conflict of Interest Policy will be reviewed and signed on an annual basis.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Technical Planning Committee members are requested to review and sign the Conflict of Interest Statement.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Conflict of Interest Policy for Ozarks Transportation Organization

A conflict of interest is a situation in which an employee, a committee member or a director of the board has a personal or economic interest in a particular subject matter, transaction or proceeding sufficient to influence, or appear to influence, the objective exercise of their official duties with respect to such matter, transaction or proceeding.

It shall be considered a conflict of interest for an OTO employee, an employee's partner, an immediate family member, a committee member or a board member, or an organization that employs, or is about to employ, any of the previous mentioned individuals, who has a personal or economic interest in a project to conduct or attempt to conduct business with OTO as a contractor of goods or services.

If a conflict of interest has been identified, the affected individual must refrain from voting on the matter, transaction or proceeding in question. However, such an individual may participate in any discussion on the matter. It is not considered a conflict of interest for elected officials who are members of OTO committees or boards to vote on matters or transactions affecting their jurisdictions.

This policy applies to every employee, members of OTO's committees and the board of directors. It includes the following matters:

- Contracts
- Grants and agreements
- Employment of staff and contractors, subcontractors and consultants
- Review and issues

Specific conflicts of interest are listed below. However, this is not an all-inclusive listing.

- Use of confidential information obtained as a result of being an employee or membership on an OTO board or committee.
- Acceptance of special gifts or favors from any person, firm or corporation which, to the individual's knowledge, is interested directly or indirectly in business dealings or other transactions with OTO, where such gift or favor is intended to influence decision-making with respect to such activity.
- Representation of private interests before an OTO committee or board. However, public officials serving on OTO boards or committees may appear on behalf of the governments, public or nonprofit agencies or corporations they represent.

- Maintaining a financial interest in any business entity contracting with OTO in which the employee, committee member or board member has a controlling interest.
- Kickback - It shall be a breach of ethical standards for any payment, gratuity, or offer of employment to be made to an employee or officer of the OTO by or on behalf of a contractor or subcontractor under a contract to the OTO, Prime contractor, or higher tier subcontractor, or any person associated there within, as an inducement for the award of a subcontract or order.

In addition, OTO's employees, committee members and directors of the board are prohibited from:

1. Accepting, directly or indirectly, any rebate, gift, money or anything of monetary value as part of the selection process from vendors or potential vendors (contractors or parties of subcontractors).
2. Employees, committee members of directors of the board may not use confidential information obtained by virtue of their positions, directly or indirectly, for monetary gain.
3. Employees, committee members and directors of the board shall provide identical information to all bidders and shall not show, or make appearance to show, favoritism to any potential bidder.

If there is a potential conflict of interest, the OTO must disclose the potential conflict in writing to MoDOT in accordance with USDOT's policy. Additionally, OTO must disclose in writing all violations of federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the award. Failure to make required disclosures can result in unallowable costs, audit findings, and/or the imposition of specific conditions on the OTO's federal awards.

I have received, read and understand fully the Conflict of Interest Policy and will comply with the policy by bringing any potential conflict of interest situations to the executive director for consideration. In addition, I will abstain from voting when any conflict of interest is present.

Signature

Date

Please mark one of the following conflict of interest disclosure statements:

☐ I have no known conflict of interest.

☐ I have the following conflict of interest.

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 12/21/2022; ITEM II.A.

Amendment Number Two to the FY 2023-2026 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are seven items included as part of Amendment Number Three to the FY 2023-2026 Transportation Improvement Program.

1. ***Revised* Route CC Capital Improvements (OK2102-23A3)**
The City of Ozark received MoDOT Cost Share funding in June and the project has been updated to reflect current costs, funding responsibilities and construction in FY 2025. The total programmed cost is \$5,481,122 plus \$100,000 in prior funding.
2. ***New* Project Development for Route CC Capital Improvements (OK2301-23A3)**
This is a companion project to OK2102 and reflects the phases before construction, including design, ROW, and utilities. The total programmed amount is \$1,671,536.
3. ***New* Chadwick Flyer US 65 Crossing (OK2304-23A3)**
At its November meeting, the OTO Board of Directors approved the use of TAP funds on the Chadwick Flyer US 65 Crossing project, which has been submitted for a grant through DED ARPA funding. While an announcement has not been made regarding the grant funding, staff wanted to ensure the TIP amendment process was underway so as to be ready. The total programmed cost is \$3,750,000.

The following projects are the result of selection through BPAC for trail projects using TAP (Transportation Alternatives) and CRP (Carbon Reduction) funding. Communities were asked to submit an expression of interest for trail projects that could move quickly to construction, with right-of-way already in place.

4. ***New* Chadwick Flyer Spur to Ozark High School (OK2302-23A3)**
This City of Ozark project will provide a 10-foot wide trail that connects the Chadwick Flyer to the Ozark High School. The total programmed cost is \$155,250, with \$124,200 in TAP funds.
5. ***New* Garrison Springs Trail (OK2303-23A3)**
This City of Ozark project will provide a 10-foot wide trail following Garrison Springs from 3rd Street to the community forest. The total programmed amount is \$550,000 with \$440,000 in CRP funds.
6. ***New* LeCompte Trail (SP{2313-23A3)**
This City of Springfield project will add a trail to parallel the LeCompte Road improvement project from Division north to the BNSF railroad. The total programmed amount is \$478,950 with \$383,160 in TAP funds.

7. ***New*** Grand Street Trail (SP2314-23A3)

This City of Springfield project will replace sidewalk along Grand Street with a 10-foot wide trail, between Kansas Expressway and Grant Avenue. The total programmed amount is \$550,000 with \$440,000 in CRP funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 3 to the FY 2023-2026 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 3 to the FY 2023-2026 Transportation Improvement Program, with these changes...”

Project Overview

7 Projects Listed

OK2102-21A3 - ROUTE CC CAPITAL IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23A3	Cost Shares	System Improvement	MoDOT
County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	\$5,581,122
MoDoT ID	Federal ID	Project From	Project To
J8S0736D	-	Fremont Road	22nd Street

Project Considerations

Bike/Ped Plan, Advance Construction

Project Description

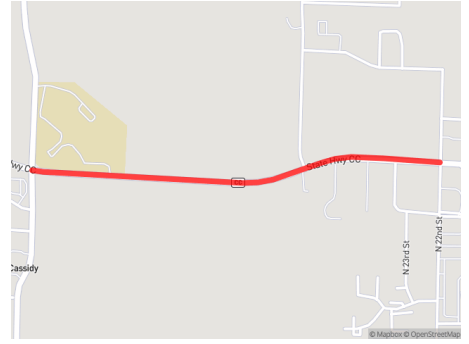
Capital improvements on Route CC from Fremont Road to 22nd Street in Ozark.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	MoDOT-AC	\$80,000	\$8,000	\$16,000	\$387,238	-	-	\$491,238
Engineering	MoDOT	\$20,000	\$2,000	\$4,000	\$96,809	-	-	\$122,809
Total Engineering		\$100,000	\$10,000	\$20,000	\$484,047	-	-	\$614,047
Construction	Local	-	-	-	\$532,099	-	-	\$532,099
Construction	MoDOT-AC	-	-	-	\$1,854,744	-	-	\$1,854,744
Construction	STBG-U (FHWA)	-	-	-	\$2,128,397	-	-	\$2,128,397
Construction	MoDOT	-	-	-	\$451,835	-	-	\$451,835
Total Construction		-	-	-	\$4,967,075	-	-	\$4,967,075
Total Programmed		\$100,000	\$10,000	\$20,000	\$5,451,122	-	-	\$5,581,122

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Changes in a project's total programmed amount greater than 25% (or any amount greater than \$2,000,000)
PROJECT CHANGES	<p>Description changed from "Scoping for capital improvements on Route CC from Fremont Road to 22nd Street in Ozark." to "Capital improvements on Route CC from Fremont Road to 22nd Street in Ozark."</p> <p>ID changed from "OK2102-20A9" to "OK2102-21A3"</p> <p>Plan Revision Name changed from "23Adopted" to "23A3"</p> <p>Project Type changed from "Scoping" to "System Improvement"</p> <p>Section changed from "Sponsored by MoDOT" to "Cost Shares"</p>
FUNDING CHANGES	<p>MoDOT</p> <ul style="list-style-type: none"> - Decrease funds in FY 2035 in CON from \$3,192,000 to \$0 - Decrease funds in FY 2026 in ENG from \$10,000 to \$0 - Decrease funds in FY 2023 in ENG from \$10,000 to \$2,000 - Decrease funds in FY 2024 in ENG from \$10,000 to \$4,000 + Increase funds in FY 2025 in ENG from \$10,000 to \$96,809 + Increase funds in FY 2025 in CON from \$0 to \$451,835 <p>MoDOT-AC</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in ENG from \$40,000 to \$0 - Decrease funds in FY 2023 in ENG from \$40,000 to \$8,000 - Decrease funds in FY 2024 in ENG from \$40,000 to \$16,000 + Increase funds in FY 2025 in ENG from \$40,000 to \$387,238 + Increase funds in FY 2025 in CON from \$0 to \$1,854,744 <p>STBG-U (FHWA)</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in CON from \$0 to \$2,128,397 <p>Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in CON from \$0 to \$532,099
FEDERAL PROJECT COST	Increased from \$0 to \$2,128,397 (0%)
TOTAL PROJECT COST	Increased from \$3,492,000 to \$5,581,122 (59.83%)



OK2301-23A3 - PROJECT DEVELOPMENT FOR ROUTE CC CAPITAL IMPROVEMENTS

Plan Revision	Section	Project Type	Lead Agency
23A3	Cost Shares	System Improvement	MoDOT
County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	\$1,671,536
MoDoT ID	Federal ID	Project From	Project To
J8S0736H	-	Fremont Road	22nd Street

Project Considerations

Bike/Ped Plan, Advance Construction

Project Description

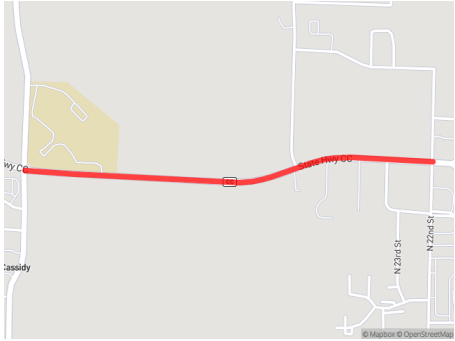
Route CC design, right-of-way acquisition and utility relocations for capital improvements from Fremont Road to 22nd Street in Ozark.

Funding Source Notes

Non-Federal Funding Sources: State Transportation Revenues, City of of Ozark Funds; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - STBG

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	MoDOT	-	\$2,000	\$1,000	\$1,000	-	-	\$4,000
Engineering	Local	-	\$56,442	-	-	-	-	\$56,442
Engineering	STBG-U (FHWA)	-	\$225,769	-	-	-	-	\$225,769
Engineering	MoDOT-AC	-	\$8,000	\$4,000	\$4,000	-	-	\$16,000
Total Engineering		-	\$292,211	\$5,000	\$5,000	-	-	\$302,211
ROW	STBG-U (FHWA)	-	-	\$221,819	-	-	-	\$221,819
ROW	Local	-	-	\$55,455	-	-	-	\$55,455
Total ROW		-	-	\$277,274	-	-	-	\$277,274
Construction	STBG-U (FHWA)	-	-	-	\$213,026	-	-	\$213,026
Construction	Local	-	-	-	\$53,257	-	-	\$53,257
Total Construction		-	-	-	\$266,283	-	-	\$266,283
Payment	MoDOT	-	-	\$111,897	\$53,257	-	-	\$165,154
Payment	MoDOT-AC	-	-	\$447,588	\$213,026	-	-	\$660,614
Total Payment		-	-	\$559,485	\$266,283	-	-	\$825,768
Total Programmed		-	\$292,211	\$841,759	\$537,566	-	-	\$1,671,536

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$660,614
TOTAL PROJECT COST	Stays the same \$1,671,536



OK2302-23A3 - CHADWICK FLYER SPUR TO OHS

Plan Revision	Section	Project Type	Lead Agency
23A3	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Ozark
County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	\$155,250
MoDoT ID	Federal ID	Project From	Project To
-	-	-	-

Project Considerations

Bike/Ped Plan, Regional Trail

Plan Priority

Project Description

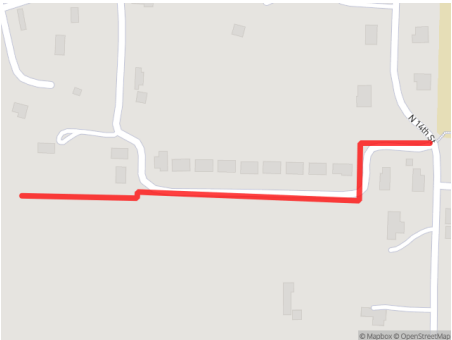
Construction of 10-foot wide trail connecting the Chadwick Flyer and the Ozark High School.

Funding Source Notes

Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	Local	-	\$4,050	-	-	-	-	\$4,050
Engineering	TAP (FHWA)	-	\$16,200	-	-	-	-	\$16,200
Total Engineering		-	\$20,250	-	-	-	-	\$20,250
Construction	Local	-	\$27,000	-	-	-	-	\$27,000
Construction	TAP (FHWA)	-	\$108,000	-	-	-	-	\$108,000
Total Construction		-	\$135,000	-	-	-	-	\$135,000
Total Programmed		-	\$155,250	-	-	-	-	\$155,250

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$124,200
TOTAL PROJECT COST	Stays the same \$155,250



OK2303-23A3 - GARRISON SPRINGS TRAIL

Plan Revision	Section	Project Type	Lead Agency
23A3	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Ozark
County	Municipality	Status	Total Cost
Christian County	Ozark	Programmed	\$550,000
MoDoT ID	Federal ID	Project From	Project To
-	-	-	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

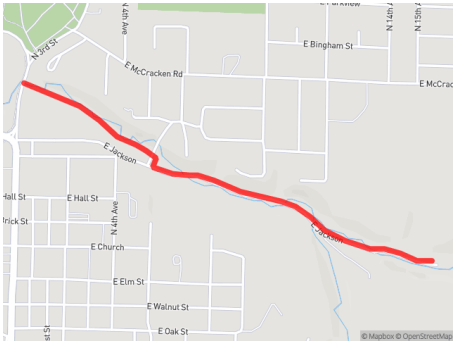
Construction of a 10-foot trail following Garrison Springs from 3rd Street to the community forest.

Funding Source Notes

Non-Federal Funding Source: City of Ozark

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Construction	CRP (FHWA)	-	\$440,000	-	-	-	-	\$440,000
Construction	Local	-	\$110,000	-	-	-	-	\$110,000
Total Construction		-	\$550,000	-	-	-	-	\$550,000
Total Programmed		-	\$550,000	-	-	-	-	\$550,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$440,000
TOTAL PROJECT COST	Stays the same \$550,000



OK2304-23A3 - CHADWICK FLYER US 65 CROSSING

Plan Revision	Section	Project Type	Lead Agency
23A3	Sponsored by Local Public Agencies	Bicycle and Pedestrian	Christian County

County	Municipality	Status	Total Cost
Christian County	Ozark	No Status Available	\$3,750,000

MoDoT ID	Federal ID	Project From	Project To
-	-	-	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description

Crossing US 65 with the Chadwick Flyer Trail in Ozark

Funding Source Notes

Non-Federal Funding Source: Christian County (\$75,000) and City of Ozark (\$375,000); FYI: \$300,000 Christian County STBG-U

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	Local	-	\$55,570	-	-	-	-	\$55,570
Engineering	TAP (FHWA)	-	\$222,258	-	-	-	-	\$222,258
Engineering	MO-ARPA	-	\$277,816	-	-	-	-	\$277,816
Total Engineering		-	\$555,644	-	-	-	-	\$555,644
ROW	Local	-	\$280,000	-	-	-	-	\$280,000
Total ROW		-	\$280,000	-	-	-	-	\$280,000
Construction	Local	-	\$114,430	-	-	-	-	\$114,430
Construction	TAP (FHWA)	-	\$1,277,742	-	-	-	-	\$1,277,742
Construction	STBG-U (FHWA)	-	\$300,000	-	-	-	-	\$300,000
Construction	MO-ARPA	-	\$1,222,184	-	-	-	-	\$1,222,184
Total Construction		-	\$2,914,356	-	-	-	-	\$2,914,356
Total Programmed		-	\$3,750,000	-	-	-	-	\$3,750,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Increased from \$0 to \$1,800,000 (0%)
TOTAL PROJECT COST	Increased from \$0 to \$3,750,000 (0%)



SP2313-23A3 - LECOMPTE TRAIL

Plan Revision	Section	Project Type	Lead Agency
23A3	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Springfield
County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	\$478,950
MoDoT ID	Federal ID	Project From	Project To
-	-	-	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan, Regional Trail
Plan Priority

Project Description

Construction of Trail along LeCompte from Division north to BNSF RR.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Construction	TAP (FHWA)	-	\$383,160	-	-	-	-	\$383,160
Construction	Local	-	\$95,790	-	-	-	-	\$95,790
Total Construction		-	\$478,950	-	-	-	-	\$478,950
Total Programmed		-	\$478,950	-	-	-	-	\$478,950

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$383,160

TOTAL PROJECT COST

Stays the same \$478,950



SP2314-23A3 - GRAND STREET TRAIL

Plan Revision	Section	Project Type	Lead Agency
23A3	Sponsored by Local Public Agencies	Bicycle and Pedestrian	City of Springfield
County	Municipality	Status	Total Cost
Greene County	Springfield	Programmed	\$550,000
MoDoT ID	Federal ID	Project From	Project To
-	-	-	-

Project Considerations

Environmental Justice Area,
Bike/Ped Plan

Project Description

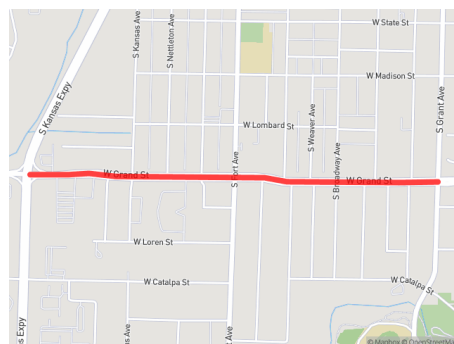
Construction of 10-foot wide trail along Grand Street between Kansas Expressway and Grant.

Funding Source Notes

Non-Federal Funding Source: City of Springfield

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Engineering	CRP (FHWA)	-	\$46,000	-	-	-	-	\$46,000
Engineering	Local	-	\$11,500	-	-	-	-	\$11,500
Total Engineering		-	\$57,500	-	-	-	-	\$57,500
Construction	CRP (FHWA)	-	\$394,000	-	-	-	-	\$394,000
Construction	Local	-	\$98,500	-	-	-	-	\$98,500
Total Construction		-	\$492,500	-	-	-	-	\$492,500
Total Programmed		-	\$550,000	-	-	-	-	\$550,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$440,000
TOTAL PROJECT COST	Stays the same \$550,000



REVENUE

Revenue Source	Carryover	2023	2024	2025	2026	Total
MoDOT State/Federal	\$19,735,000	\$113,486,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,263,007
Suballocated STBG-U	\$13,862,865	\$7,583,829	\$7,735,505	\$7,890,216	\$8,048,020	\$45,120,435
Suballocated TAP	\$1,501,239	\$863,067	\$880,328	\$897,935	\$915,894	\$5,058,463
Suballocated CRP	\$0	\$905,124	\$923,226	\$941,691	\$960,525	\$3,730,566
Aviation - FAA	\$0	\$13,212,000	\$15,075,000	\$6,255,000	\$5,031,000	\$39,573,000
FTA 5307	\$0	\$3,547,752	\$3,618,707	\$3,691,081	\$3,764,903	\$14,622,442
FTA 5310	\$580,425	\$435,799	\$444,515	\$453,405	\$462,473	\$2,376,618
FTA 5339	\$1,124,260	\$348,762	\$354,737	\$360,832	\$367,049	\$2,555,640
Transit MO HealthNet Contract	\$0	\$103,000	\$103,000	\$103,000	\$103,000	\$412,000
Transit State Operating Funding	\$0	\$43,500	\$43,500	\$43,500	\$43,500	\$174,000
CU Transit Utility Ratepayers	\$0	\$8,655,203	\$7,663,762	\$8,489,801	\$8,489,801	\$33,298,567
CU Transit Farebox and Ads	\$0	\$951,750	\$951,689	\$951,891	\$951,891	\$3,807,221
Human Service Agencies	\$100,246	\$59,922	\$61,121	\$62,343	\$63,590	\$347,222
TOTAL	\$36,904,035	\$150,195,708	\$105,782,091	\$123,353,695	\$98,103,652	\$514,339,181

LOCAL PUBLIC AGENCY CAPACITY

LPA Capacity	2023	2024	2025	2026	Total
CART All Jurisdictions (Projected)	\$15,216,048	\$15,216,048	\$15,216,048	\$15,216,048	\$60,864,192
O&M (620.35 miles * \$5,291/mile)	(\$3,282,272)	(\$3,331,506)	(\$3,381,479)	(\$3,432,201)	(\$13,427,458)
TIP Programmed Funds All Jurisdictions	(\$16,668,310)	(\$11,138,298)	(\$1,162,170)	(\$1,077,005)	(\$30,045,783)
Other Committed Funds All Jurisdictions	\$53,997,353	\$53,997,353	\$53,997,353	\$53,997,353	\$215,989,412
TOTAL	\$49,262,819	\$54,743,597	\$64,669,752	\$64,704,195	\$233,380,363

Transit Capacity	2023	2024	2025	2026	Total
Total System Operations	\$10,034,000	\$10,234,000	\$10,438,000	\$10,647,000	\$41,353,000
Total System Maintenance	\$1,144,000	\$1,166,900	\$1,190,000	\$1,214,000	\$4,714,900
Total Programmed O&M	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$8,780,598)	(\$35,122,392)
Additional O&M Costs	\$2,397,402	\$2,620,302	\$2,847,402	\$3,080,402	\$10,945,508

FINANCIAL CONSTRAINT

FHWA Sponsored Projects

Fund Type	Programmed (2023)	Programmed (2024)	Programmed (2025)	Programmed (2026)
FEDERAL				
130 (FHWA)	\$1,240,000	\$0	\$0	\$0
BRO (FHWA)	\$924,000	\$1,988,270	\$48,000	\$36,000
CRISI (FRA)	\$343,000	\$0	\$0	\$0
CRP (FHWA)	\$880,000	\$0	\$0	\$0
CRRSAA (FHWA)	\$2,684,230	\$0	\$0	\$0
FLAP (FHWA)	\$870,000	\$0	\$0	\$0
I/M (FHWA)	\$90,000	\$90,000	\$135,000	\$135,000
NHPP (FHWA)	\$43,063,202	\$16,161,600	\$49,382,700	\$22,444,000
SAFETY (FHWA)	\$21,365,243	\$6,519,600	\$815,100	\$27,000
STAP (FHWA)	\$644,000	\$331,000	\$0	\$0
STBG (FHWA)	\$8,894,671	\$4,351,002	\$179,200	\$19,200
STBG-U (FHWA)	\$15,097,573	\$10,869,580	\$4,596,679	\$268,018
TAP (FHWA)	\$2,776,953	\$0	\$374,000	\$0
Federal Subtotal	\$98,872,872	\$40,311,052	\$55,530,679	\$22,929,218
STATE				
MoDOT	\$20,456,021	\$13,096,848	\$15,013,701	\$7,509,200
MoDOT-AC	\$20,923,791	\$28,341,188	\$30,275,208	\$6,273,600
MoDOT-GCSA	\$653,000	\$0	\$0	\$0
MoDOT O&M	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654
State Subtotal	\$47,968,340	\$47,462,597	\$51,403,839	\$19,989,454
LOCAL/OTHER				
Local	\$16,668,310	\$11,138,298	\$1,162,170	\$1,077,005
Other	\$10,356,010	\$0	\$0	\$0
Local/Other Subtotal	\$27,024,320	\$11,138,298	\$1,162,170	\$1,077,005
Total	\$173,865,532	\$98,911,947	\$108,096,688	\$43,995,677

	Prior Year	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
Available State and Federal Funding	\$19,735,000	\$113,486,000	\$67,927,000	\$93,213,000	\$68,902,007	\$363,263,007
Federal Discretionary Funding	\$1,213,000	\$0	\$0	\$0	\$0	\$1,213,000
Available Operations and Maintenance Funding	\$0	\$5,935,528	\$6,024,561	\$6,114,930	\$6,206,654	\$24,281,673
Funds from Other Sources (inc. Local)	\$0	\$27,024,320	\$11,138,298	\$1,162,170	\$1,077,005	\$40,401,793
Available Suballocated Funding	\$15,364,104	\$9,352,020	\$9,539,060	\$9,729,841	\$9,924,438	\$53,909,464
TOTAL AVAILABLE FUNDING	\$36,312,104	\$155,797,868	\$94,628,920	\$110,219,941	\$86,110,104	\$483,068,937
Carryover		\$36,312,104	\$18,244,440	\$13,961,412	\$16,084,666	--
Programmed State and Federal Funding		(\$173,865,532)	(\$98,911,947)	(\$108,096,688)	(\$43,995,677)	(\$424,869,844)
TOTAL REMAINING	\$36,312,104	\$18,244,440	\$13,961,412	\$16,084,666	\$58,199,093	\$58,199,093

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 12/21/2022; ITEM II.B.

Federal Functional Classification Change Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

The following information is a summary of the submitted application materials.

The Ozarks Transportation Organization has requested the following changes to the federal functional classification system. The application is included.

- 1) **Roadway Name** – West Ave., US 60 to Miller Rd
Current Functional Classification – Local
Requested Functional Classification – Minor Collector
Major Thoroughfare Plan – Collector

Reasoning – This short segment of West Ave provides a connection between US 60 and Miller Road, an important east/west corridor in Republic. Residents along Charles St and Miller Road can access US 60 from West Ave. Previously, Miller Rd connected to US 60 0.17mi to the west of West Ave, but this connection was removed with the expansion of US 60. West Ave now serves as the access point to US 60.

- 2) **Roadway Name** – Miller Rd., Western Terminus to West Ave
Current Functional Classification – Major Collector
Requested Functional Classification – Local
Major Thoroughfare Plan – Collector

Reasoning – After access to US 60 from Miller Rd was removed with previous road improvements, Miller Rd no longer met the requirements of a Minor Collector. Therefore, it is requested to lower the classification to a Local Road.

Note: The City of Republic has submitted a letter of support for this reclassification.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend that the Board of Directors approve the Functional Classification Change requests.”

OR

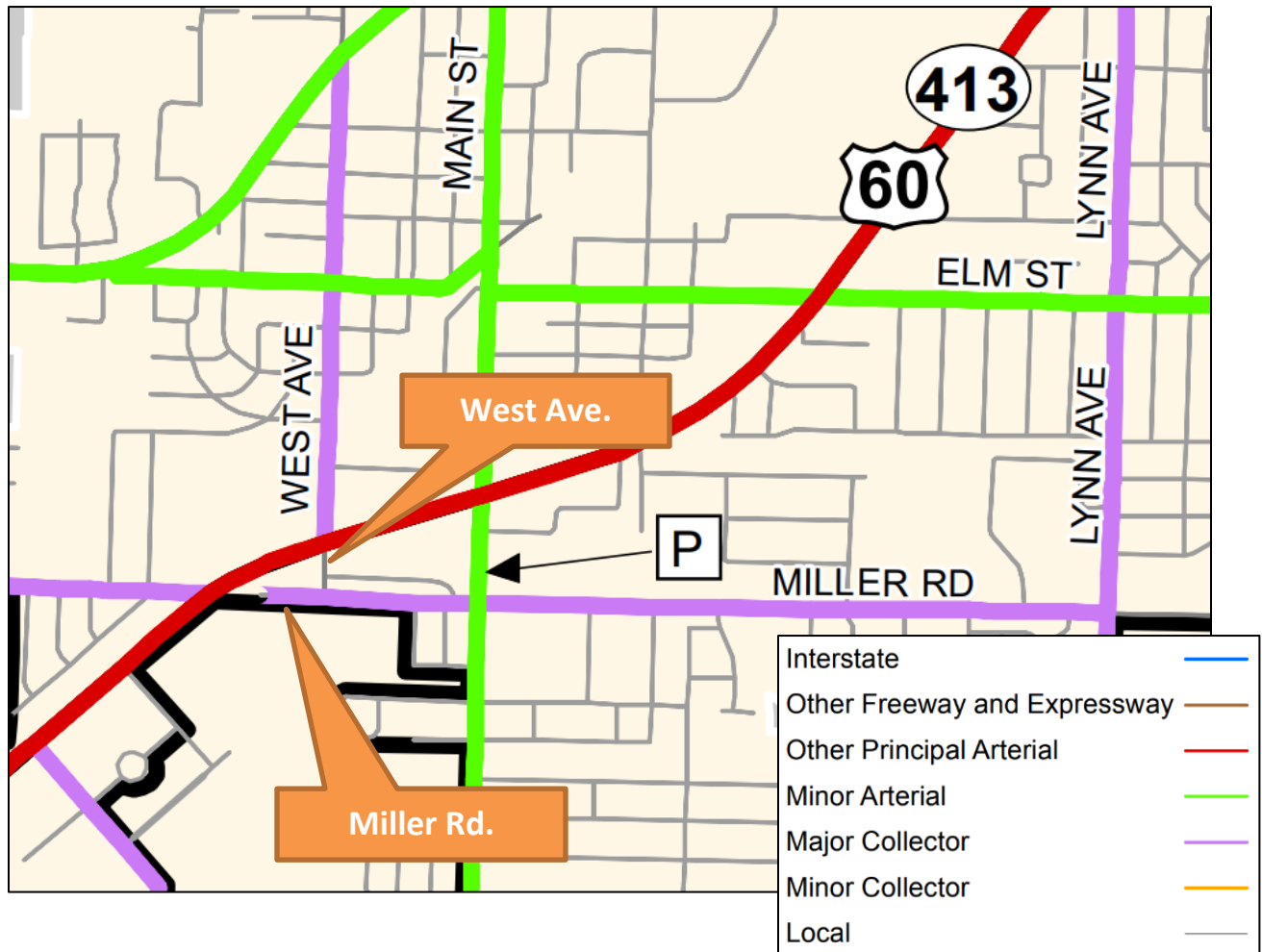
“Move to recommend that the Board of Directors approve the Functional Classification Change requests with the following changes...”

General Area

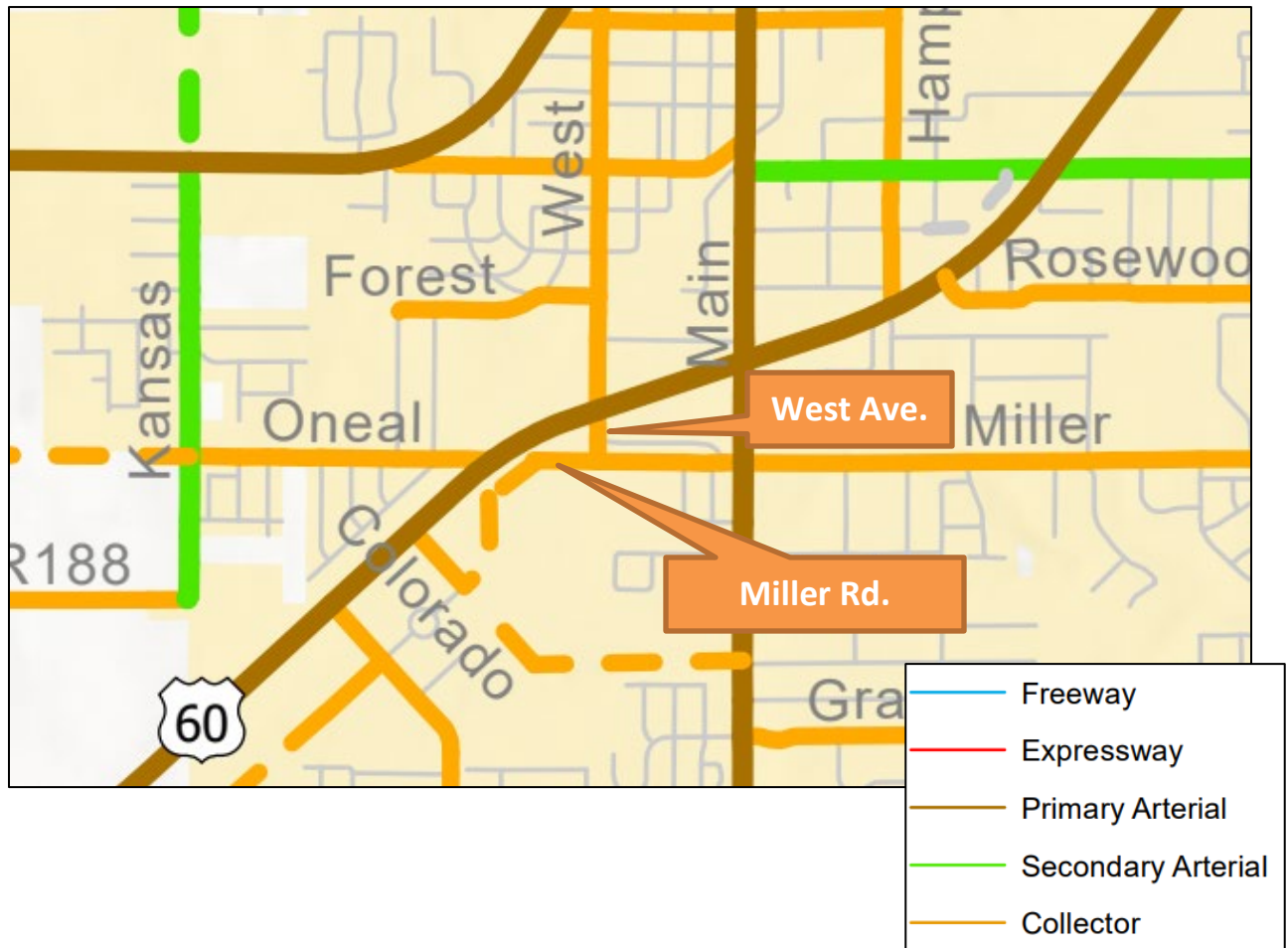
Republic



Current Federal Classification (*Current Use*)



Major Thoroughfare Plan - Proposed (Future Use)





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to athomason@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact Andy Thomason at 865-3047 x 107 or athomason@ozarkstransportation.org.

APPLICATIONS ARE DUE FRIDAY, SEPTEMBER 30, 2022 AT 4:00pm

Functional Reclassification Process

- 1. Application.** A general call for applications will be made in September.
- 2. Technical Committee.** The request will be heard at the October Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in November. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: _____

Contact Information

Name: Andy Thomason
Title: Senior Planner
Agency: Ozarks Transportation Organization
Street Address: 2208 W Chesterfield Blvd, Suite 101
City/State/Zip: Springfield, MO 65807
Email: athomason@ozarkstransportation.org
Phone: 417-865-3047 x107
Fax: 417-862-6013

Roadway Data

Roadway Name:	West Ave
Termini of Roadway	
From:	US 60
To:	Miller Road
Length (miles):	0.07
Number of Lanes:	2
Lane Width:	10
Traffic Volume (AADT):	167

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Classification Change

Type of Area:	Transitional Commercial and Residential
Current Classification:	Local
Requested Classification:	Minor Collector

Justification

Explain why the roadway classification should be revised.

This short segment of West Ave provides a connection between US 60 and Miller Road, an important east/west corridor in Republic. Residents along Charles St and Miller Road can access US 60 from West Ave.

Previously, Miller Rd connected to US 60 0.17mi to the west of West Ave, but this connection was removed with the expansion of US 60. West Ave now serves as the access point to US 60.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

No

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

No

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

While volumes are low, demand and the access it provides to residential areas south of US-60 is inconsistent with a Local classification.

Additional information you would like to include.

This application is submitted in conjunction with the reclassification of Miller Rd, west of West Ave.

APPLICATIONS ARE DUE FRIDAY, SEPTEMBER 30, 2022 AT 4:00pm



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to athomason@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact Andy Thomason at 865-3047 x 107 or athomason@ozarkstransportation.org.

APPLICATIONS ARE DUE FRIDAY, SEPTEMBER 30, 2022 AT 4:00pm

Functional Reclassification Process

- 1. Application.** A general call for applications will be made in September.
- 2. Technical Committee.** The request will be heard at the October Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in November. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 9/27/2022

Contact Information

Name:	Andy Thomason
Title:	Senior Planner
Agency:	Ozarks Transportation Organization
Street Address:	2208 W Chesterfield Blvd, Suite 101
City/State/Zip:	Springfield, MO 65807
Email:	athomason@ozarkstransportation.org
Phone:	417-865-3047 x107
Fax:	417-862-6013

Roadway Data

Roadway Name:	Miller Rd.
Termini of Roadway	
From:	Western Terminus
To:	West Ave
Length (miles):	0.17
Number of Lanes:	2
Lane Width:	10ft
Traffic Volume (AADT):	>25

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Existing Road.

Classification Change

Type of Area:	Transitional Commercial and Residential
Current Classification:	Minor Collector
Requested Classification:	Local

Justification

Explain why the roadway classification should be revised.

After access to US 60 from Miller Rd was removed with previous road improvements, Miller Rd no longer met the requirements of a Minor Collector. Therefore, we are applying to lower the classification to a Local Road.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

No

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

No

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

Since this segment is now a dead end, it no longer meets the requirements of a collector.

Additional information you would like to include.

This application is submitted in conjunction with the reclassification of West Ave, north of Miller Rd.

APPLICATIONS ARE DUE FRIDAY, SEPTEMBER 30, 2022 AT 4:00pm

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 12/21/2022; ITEM II.C.

2023 Performance Targets

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year all targets will be reviewed. So far, OTO has elected to plan and program in support of the MoDOT targets, rather than set OTO-level targets. The MoDOT targets are described below.

Safety

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2023
Number of Fatalities	948.2
Fatality Rate per 100 Million VMT	1.212
Number of Serious Injuries	4,848.7
Serious Injury Rate per 100 Million VMT	6.205
Number of Non-Motorized Fatalities and Serious Injuries	499.2

System Condition

Six individual targets comprise the Bridge and Pavement Targets:

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition
3. Percentage of Pavements of the Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate NHS in Good Condition
5. Percentage of Pavements of the Interstate System in Poor Condition
6. Percentage of Pavements of the non-Interstate NHS in Poor Condition

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets:

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of NHS Bridges Classified as in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges Classified as in Poor Condition	7.1%	7.7%	7.8%
Percentage of Pavements of the Interstate System in Good Condition	79.9%	77.5%	77.5%
Percentage of Pavements of the non-Interstate NHS in Good Condition	61.3%	61.1%	61.1%
Percentage of Pavements of the Interstate System in Poor Condition	0.0%	0.1%	0.1%
Percentage of Pavements of the non-Interstate NHS in Poor Condition	0.9%	1.0%	1.0%

System Performance

There are also six individual targets for System Performance, however only three of them apply to OTO:

1. Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)
2. *Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)
3. *Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (single unified target for EWG, IDOT, MoDOT) (NPMRDS)
4. Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of non-SOV Travel (single unified target for EWG, IDOT, MoDOT) (ACS)
5. Emissions Measure: Total Emissions Reduction for PM2.5, Ozone and CO individually (only applies to EWG, St. Louis)
6. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)

*4-year target for 2022 initially for phase in and may be adjusted in 2020; in 2022, must establish 2- and 4-year targets

Targets will be reviewed and may be updated every two years. OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets:

Performance Measure	2021 Baseline	2023 Target	2025 Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	98.4%	87.1%	86.0%
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	95.5%	87.8%	87.0%
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.18	1.45	1.45

Transit Asset Management

Four individual targets comprise the TAM Targets:

1. Equipment
2. Rolling Stock
3. Facilities
4. Infrastructure

OTO can choose to set local targets or can choose to plan and program in support of the MoDOT targets. After review of the information and much discussion, the OTO Performance Measures Subcommittee voted to support the MoDOT targets:

MoDOT FY 2023 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Ferry Boats	42 Years Useful Life	30%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA’s TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA’s TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

FTA TERM RATING SCALE

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1	Poor	Critically damaged or in need of immediate repair, well past useful life


Transit Safety

City Utilities elected to develop their own Public Transportation Agency Safety Plan rather than participate in the statewide plan. A copy of this plan is included in the agenda.

There are four transit safety performance measures:

1. Fatalities: Total number of reportable fatalities and rate per total revenue miles by mode
2. Injuries: Total number of reportable injuries and rate per total vehicle revenue miles by mode
3. Safety Events: Total number of reportable events and rate per total vehicle revenue miles by mode
4. System reliability: State of Good Repair - Mean distance between major mechanical failures by mode

As with other targets set first by MoDOT, OTO can elect to plan and program in support of City Utilities' targets or set separate targets:

Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 250k mi)	Injuries (Total)	Injuries (per 250k mi)	Safety Events (Total)	Safety Events (per 250k mi)	System Reliability (VRM/failures)
Bus Fixed-Route (MB)	0	0	4	1	7	2	14,000
	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (VRM/failures)
ADA Paratransit (DR)	0	0	0	0	0	0	30,000
Annual Review and Update of the Safety Performance Targets							
							
January		July		December			

The Safety Performance Targets were based on a 3-year average from FY2019-2021 and will be evaluated annually in July.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend that the Board of Directors supports the statewide targets, as well as the safety targets set by City Utilities.”

OR

“Move to recommend that the Performance Measures Subcommittee review the targets with the following considerations...”

MoDOT Statewide Safety Targets

August 2022 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2019-2023:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2017-2021)	5-year Rolling Average Statewide Target CY2023
	2020 Final	2021 Preliminary	2022 Interim Target	2023 Target		
Number of Fatalities*	987	1016	963	894	947.4	948.2
Fatality Rate per 100 Million VMT*	1.369	1.282	1.203	1.106	1.239	1.212
Number of Serious Injuries*	4,489	4,777	4,538	4,299	4,722.4	4,848.7
Serious Injury Rate per 100 Million VMT^	6.643	6.646	6.234	5.830	6.311	6.205
Number of Non-Motorized Fatalities and Serious Injuries^	536	542	513	483	499.2	~499.2

*Performance Measures were reported in the 2022 Highway Safety Plan.

^Performance Measures were reported in the 2022 Highway Safety Improvement Program Annual Report.

Methodology: Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Non-Motorized Fatalities and Serious Injuries using the target setting methodology resulted in a target above the baseline. Therefore, the baseline was used for the target.

MoDOT Statewide Pavement and Bridge Targets

December 2022

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of NHS Bridges in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges in Poor Condition	7.1%	7.7%	7.8%
Percentage of Interstate Pavements in Good Condition	79.9%	77.5%	77.5%
Percentage of Interstate Pavements in Poor Condition	0.0%	0.1%	0.1%
Percentage of non-Interstate NHS Pavements in Good Condition	61.3%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	0.9%	1.0%	1.0%

MoDOT Statewide System Performance Targets

December 2022

Performance Measure	2021 Baseline	2023 Target	2025 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	98.4%	87.1%	86.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	95.5%	87.8%	87.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.18	1.45	1.45

Transit Asset Management

Useful Life Benchmark:

Rolling Stock	Useful Life Benchmark
Automobiles, Minivans/Vans	8 years
Cutaways	10 years
Buses	14 years
Ferry Boats	42 years

Appendix "A" Vehicle Inventory / Benchmark Useful Life Summary

Facilities: The condition assessment used for facilities is the National Transit Data (NTD) Transit Economic Requirements Model (TERM) Rating Scale, a five-point scale used by FTA.

The TERM Rating Scale:

Rating / Condition	Description
5 - Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4 - Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3 - Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2 - Marginal	Defective or deteriorated in need of replacement, exceeded useful life
1 - Poor	Critically damaged or in need of immediate repair; well past useful life

The TERM Rating Scale breaks down the categories and subcategories into a Score Card (Appendix E). Agencies must use the Score Card and TERM Rating Scale to assess the condition of facility assets. The overall rating for facilities is based on Score Card total points and the replacement cost to compute the average weighted condition. The facility condition data must be updated every four years.

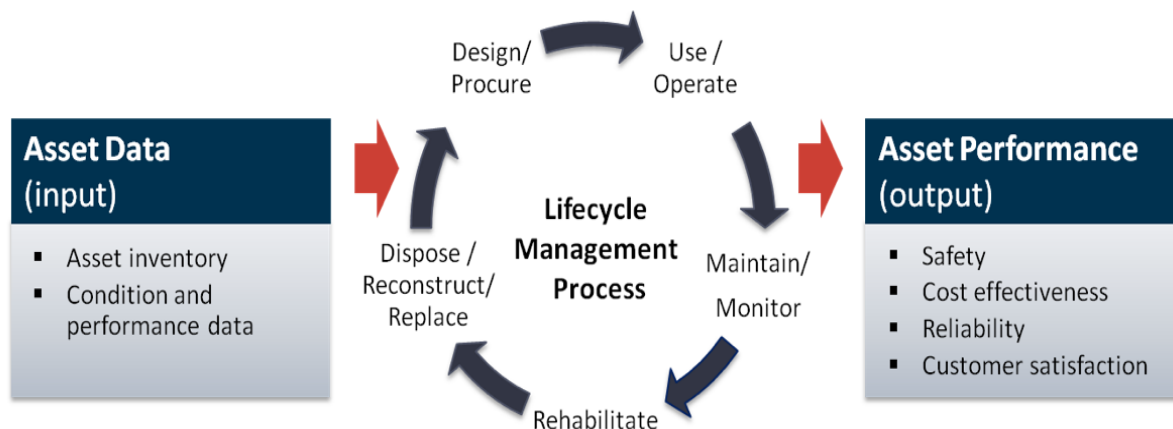
Chapter 3: Decision Support Tools - Management Approach

The Decision Support Tools - Management Approach is the analytic process or methodology to help prioritize capital assets, projects, and maintain a SGR for public transportation in the State of Missouri.

MoDOT - Transit utilizes the support tool “Template” to assist in analyzing inventory, condition, investment prioritization, and documentation.

Transit Asset Management

Asset Life Cycle Process: The demonstration below shows the life cycle of an asset. Asset management is the process of resource allocation, optimization, and utilization.



Performance Measures and Targets

Performance Measurement is the process of collecting, analyzing and/ or reporting information regarding the performance of an individual, group, organization, system, or component. It can involve studying processes/strategies within organizations, to see whether outputs are in line with what was intended or should have been achieved.

MoDOT - Transit Sponsored Group TAM Plan will work in partnership with the Accountable Executives in collecting data, monitoring, and decision making. The ultimate goal is maintaining the assets at or below the targets. The Accountable Executive of the agency will be responsible for submitting the needed data to be included within the Sponsored Group TAM Plan.

The performance management approach initiated in the FAST ACT/ MAP-21 includes establishing performance measures and setting targets to improve system performance. A target is a quantifiable level of performance or condition, expressed as a numerical value for the measure. The following table is MoDOT-Transit Sponsored Group TAM Plan State Fiscal Year 2023 targets:

Transit Asset Management

MoDOT Sponsored Group TAM Plan State Fiscal Year 2023 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
Rolling Stock: Revenue vehicles by mode and ULB:		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
Ferry Boats	42 years	30%
Facilities		
Administrative, passenger stations (buildings) and parking facilities	No more than 30% with a condition rating at or below 3.0 on FTA's TERM Scale	
Maintenance facilities	No more than 25% with a condition rating at or below 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

It is important to identify what factors are considered when setting performance measure and targets. MoDOT – Transit implements the analysis tools provided by FTA to assist with this process.

The goal for rolling stock is to **reduce** the number of revenue vehicles exceeding the ULB by 45 percent. Rolling stock is divided into category:

Rolling Stock – Inventory

Asset Type	# of Units	FTA's ULB	% > ULB	Target
Automobiles	21	8	44%	45%
Buses	69	14	42%	45%
Cutaways	699	10	39%	45%
*Minivans	284	8	47%	45%
Vans	96	8	40%	45%
Ferry Boat	1	42	0%	30%

*Due to the inability to purchase vehicles and Buy America requirements, MoDOT Transit's inventory of minivans is greater than the target percentage of the ULB.

Facilities – Current Condition

Based on the TERM Rating Scale for facilities, the goal is to have **no** more than 30% with a condition rating below 3.0 on Administration/Passenger Facilities and **no** more than 25% on with a condition rating below 3.0 on Maintenance Facilities.

Transit Asset Management

Asset Type	# of Units	Avg TERM Condition	% < 3.0 TERM Rating Scale	Target
Administration Facilities	19	3.35	0%	30%
Maintenance Facilities	12	3.21	0%	25%
Parking/Passenger Facilities	7	4.01	0%	30%

Chapter 4: Investment Prioritization

A transit provider's ranking of capital projects is to achieve or maintain a state of good repair based on financial resources from all sources a transit provider reasonably anticipates is available over the Sponsored Group TAM Plan horizon period. The investment prioritization is to link information gained from the asset inventory, condition assessment, and the management

Risk Management


Risk Management is the identification, assessment, and prioritization of risks followed by coordinated and economical resources to minimize, monitor, and control the probability and/or impact of unfortunate events. Further evaluation may be considered on whether or not each asset class is beyond the SGR or imposing a risk factor.

- Risk factors included are not limited to the following:
 - Condition – failures and malfunctions
 - Outdated/expired equipment or an unacceptable safety risk
 - Preventive maintenance not being conducted
 - Pre and post trip inspection not being conducted
- Mitigation Strategies
 - Dispose of vehicles that pose a safety risk or has exceeded the ULB
 - Rebuild, reconstruct, replace bus and bus facilities and or equipment that pose an irreparable unacceptable safety risk
 - Preventive maintenance schedule
 - Oversight and Compliance Reviews

Disposal Strategy

MoDOT's Transit Division implements its own disposition procedures, following FTA's guidelines, to ensure vehicles are used until the end of their useful life. In the event a vehicle must be disposed beforehand due to an unacceptable safety risk, the vehicle may be disposed upon MoDOT's approval.

3. Safety Performance Targets

Safety Performance Targets							
Mode of Transit Service	Fatalities (Total)	Fatalities (per 250k mi)	Injuries (Total)	Injuries (per 250k mi)	Safety Events (Total)	Safety Events (per 250k mi)	System Reliability (VRM/failures)
Bus Fixed-Route (MB)	0	0	4	1	7	2	14,000
	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (VRM/failures)
ADA Paratransit (DR)	0	0	0	0	0	0	30,000
Annual Review and Update of the Safety Performance Targets							
							
January		July		December			

The Safety Performance Targets were based on a 3-year average from FY2019-2021 and will be evaluated annually in July.

Safety Performance Target Coordination		
The Accountable Executive shares our Agency Safety Plan, including safety performance targets, with the Ozark Transportation Organization (OTO) and the Missouri Department of Transportation each year, or when changes are made to the plan. Representatives of City Utilities are available to coordinate with the State and MPO in the selection of State and MPO safety performance targets upon request.		
Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	Missouri Department of Transportation	08/19/2022
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Ozarks Transportation Organization	08/19/2022

Risk Reduction Program

City Utilities certifies that we have established a comprehensive agency safety plan that includes a risk reduction program to:

- Improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database.
- Reduce vehicular and pedestrian accidents involving buses, including measures to reduce visibility impairments for bus operators that contribute to accidents, including retrofits to buses in revenue service and specifications for future procurements that reduce visibility impairments.
- Mitigate assaults on transit workers, including the deployment of assault mitigation infrastructure and technology on buses, including barriers to restrict unwanted entry of individuals and objects into the workspace of bus operators when it is determined that such barriers would reduce assaults on transit workers and injuries to transit workers.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 12/21/2022; ITEM II.E.

Technical Planning Committee Chair Rotation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In 2003, the Technical Planning Committee voted to establish a rotation schedule for the chairmanship of the Technical Committee. This rotation, as shown below, has been followed since. The Chairman-Elect serves as the Chair in absence of the Chairman.

Jeff Roussell of Nixa will be serving as Chair in 2023. The chairman-elect will be Adam Humphrey of Greene County.

TECHNICAL PLANNING COMMITTEE CHAIR ROTATION SCHEDULE

Year	Jurisdiction	
2012	Christian County	Todd Wiesehan
2013	Battlefield	Rick Hess
2014	Nixa	Travis Cossey
2015	Greene County	Adam Humphrey
2016	Ozark	Larry Martin
Fall 2016-2017	Strafford	King Coltrin
2018	Springfield	Kirk Juranas
2019	Willard	Dave O'Connor
2020	Republic	Andrew Nelson
2021	Christian County	Todd Wiesehan
2022	Battlefield	Tommy Van Horn, Chairman
2023	Nixa	Jeff Roussell, Chairman
2024	Greene County	Adam Humphrey, Chairman-Elect

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

"Move to elect the Chairman-Elect position for 2023 for the Technical Planning Committee as shown above."

OR

"Move to elect the Chairman-Elect position for 2023 for the Technical Planning Committee with the following changes..."

TAB 8



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee 2023 Meeting Schedule

Meetings are held every other month on the third Wednesday from 1:30 to 3:30 pm in the Ozarks Transportation Organization's Conference room:
2208 W. Chesterfield Blvd. Suite 101, Springfield, MO

February 15, 2022

April 19, 2022

June 21, 2022

August 16, 2022

October 18, 2022

December 20, 2022

Please provide requests for agenda items 2 weeks prior to meeting date.

TAB 9

Missouri bills would bolster transportation funding, reduce fuel tax rate

The topic of transportation funding is among the issues addressed in legislation filed in the lead-up to the Missouri regular session.

Sen. Bill Eigel, R-Weldon Springs, has filed two measures to tap state surplus revenue to expand Interstate 70 from Kansas City to St. Louis. Specifically, his pursuits call for widening the roadway to four lanes in each direction.

The east-west highway linking the state's two metropolitan areas is mostly two lanes in both directions.

Surplus funds sought

Eigel says a \$6 billion state surplus could be used to cover the costs for expanding the interstate to four lanes.

Pandemic-related federal funds are credited for the state's current budget surplus.

The Missouri Department of Transportation has estimated that adding a third lane in both directions of I-70 would cost more than \$2.7 billion. At this time, there is no estimate for expanding the roadway to four lanes in each direction.

Details of legislation

The measures call for allotting 2% of net general revenue collections annually for the project. Any money in the general revenue fund exceeding \$4 billion, but not to exceed \$1.5 billion, also would be applied for the work.

The requirements would sunset in 10 years.

His bill, SB317, requires legislative approval to take effect. A resolution, SJR9, would leave the decision to voters.

The measures can be considered during the session that begins Jan. 4.

Fuel tax relief

Sen. Mike Moon, R-Ash Grove, has filed for consideration a bill to provide some tax relief for many highway users.

In 2021, the governor signed into law a bill to increase the 17-cent fuel tax rate by 12.5 cents to 29.5 cents over five years. The law includes a fuel tax rebate program for residents.

The first installment of annual 2.5-cent increases took effect in October 2021. The second installment went into effect on July 1.

The tax rate now is set at 22 cents for gas and diesel purchases.

Additional 2.5-cent increases will take effect each July through 2025.

Moon's bill, SB260, would repeal the tax increases and return the rate for gas and diesel to 17 cents.

It would have an effective date of Aug. 28, 2023.

Moon says the state should relieve some tax burden on Missourians because roads are in good shape.

Similar pursuits were introduced during the 2022 regular session and during this fall's special session, but none garnered much support. *LL*

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Keith Goble has been covering trucking-related laws since 2000. His daily web reports, radio news and “OOIDA’s State Watch” in Land Line Magazine are the industry’s premier sources for information regarding state legislative affairs.

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More than 2,000 Missouri and Illinois transportation projects started in first year of Infrastructure and Jobs Act

December 12, 2022

By TIM ROWDEN
Editor-in-Chief

Missouri and Illinois secured funding for more than 2,000 transportation projects started in this, the first year of the bipartisan Infrastructure Investment and Jobs Act, according to an industry group study.



MISSOURI LEVERAGED \$1.2 billion in federal highway and bridge formula funds this year to help jumpstart 872 new improvement projects in communities across the state.

- **Missouri** leveraged \$1.2 billion in federal highway and bridge formula funds this year to help jumpstart 872 new improvement projects in communities across the state during the first year of the Infrastructure Investment and Jobs Act (IIJA), a review of U.S. Treasury Department data through Sept. 30 shows.
- **Illinois** leveraged \$2 billion in federal highway and bridge formula funds in FY 2022 for 1,220 new improvement projects in communities across the state, the Treasury Department data shows.

"A key takeaway from the Treasury data is that the bipartisan infrastructure law is working in year one as intended, with state transportation departments disbursing funds and projects breaking ground," said American Road & Transportation Builders Association (ARTBA) Chief Economist Dr. Alison Premo Black, who prepared the report.

"The economic and quality of life benefits of the infrastructure law will become even more apparent as funding of these long-term investments will be felt by the American traveling public in their communities."

President Joe Biden signed the IIJA into law Nov. 15, 2021. Nearly 90 percent of IIJA's highway funds are dispersed by existing formula to states, with the remainder distributed through discretionary grant awards and other allocated programs.

Nationally, over 29,000 IIJA projects were launched. Here's a breakdown of some of the biggest St. Louis-area projects:

MISSOURI

The five largest projects supported by formula funds in Missouri are:

- **MO 51** – Replacement of Chester Bridge over Mississippi River and construction of a two-lane road – \$107.5 million.
- **St Louis County, I-270** – Modify interchange configuration at Riverview Blvd. in St Louis City – \$37.1 million.
- **MO 86, Taney County** – Bridge replacement over Table Rock Lake – \$32.0 million.
- **St Louis County, I-55 North** – Bridge rehabilitation from north of Lindbergh Blvd. to Loughborough Ave. – \$28.0 million.
- **Statewide Planning Funds** – \$25.7 million.

ILLINOIS

The five largest projects supported by formula funds in Illinois are:

- **Interchange reconstruction and bridge replacement** reconstruction on I-57 at I-74 Interchange – \$107.5 million.
- **Reconstruction, designed overlay, bridge deck overlay and repair** on I-74 from US 150 W of Danville to the Vermilion River in Danville – \$62.7 million.
- **Pavement reconstruction and bridge repairs on I-57** from Jefferson County Line to north of Illinois 161 – \$59.1 million.
- **Rubblization and overlay with culvert removal** and replacement and bridge deck replacement on I-70 from east of I-57 interchange to the Cumberland County Line – \$46.8 million.
- **Standard overlay, patching, drainage, improvements** and bridge deck sealing on I-57 from south of I-294 (Tri-State Tollway) to Halstad St. – \$41.8 million.




ILLINOIS LEVERAGED \$2 billion in federal highway and bridge formula funds to help jumpstart 1,220 new improvement projects.

To view the full national and state project data, visit: artbahighwaydashboard.org.

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Moving Forward Part 3: Driver's Education

by [Sam McCrory](#) [8 comments](#) 7 min

MOVING FORWARD SERIES: **Article 3 of 3**

Since the publication of the [last part of the Moving Forward Series](#) a lot has happened. [Mayor Tishaura Jones announced](#) a proposition to the the Board of Aldermen for an investment of at least \$40 million in American Rescue Plan funds to fund a city-wide comprehensive traffic plan and funding for traffic calming on high crash corridors/intersection, areas with already-completed studies, and on major streets like Jefferson, Grand, Union, Goodfellow and Kingshighway. Four more people have also died while walking in the City of St. Louis. Three of the four fatal crashes were on high speed, arterial streets (Manchester, Gravois, and Kingshighway), one of which has another confirmed hit and run.

Mayor Jones proposed funds are a step in the right direction. The City needs direct funding to improve the safety for people walking and biking and this \$40 million will hopefully address that. But there are other solutions that address traffic violence that also need funding and attention to supplement the funding being allocated to roadway design improvements. Part 3 of the Moving Forward series will look at the role of **Education**, and how transportation education programs and policies can reduce traffic violence.

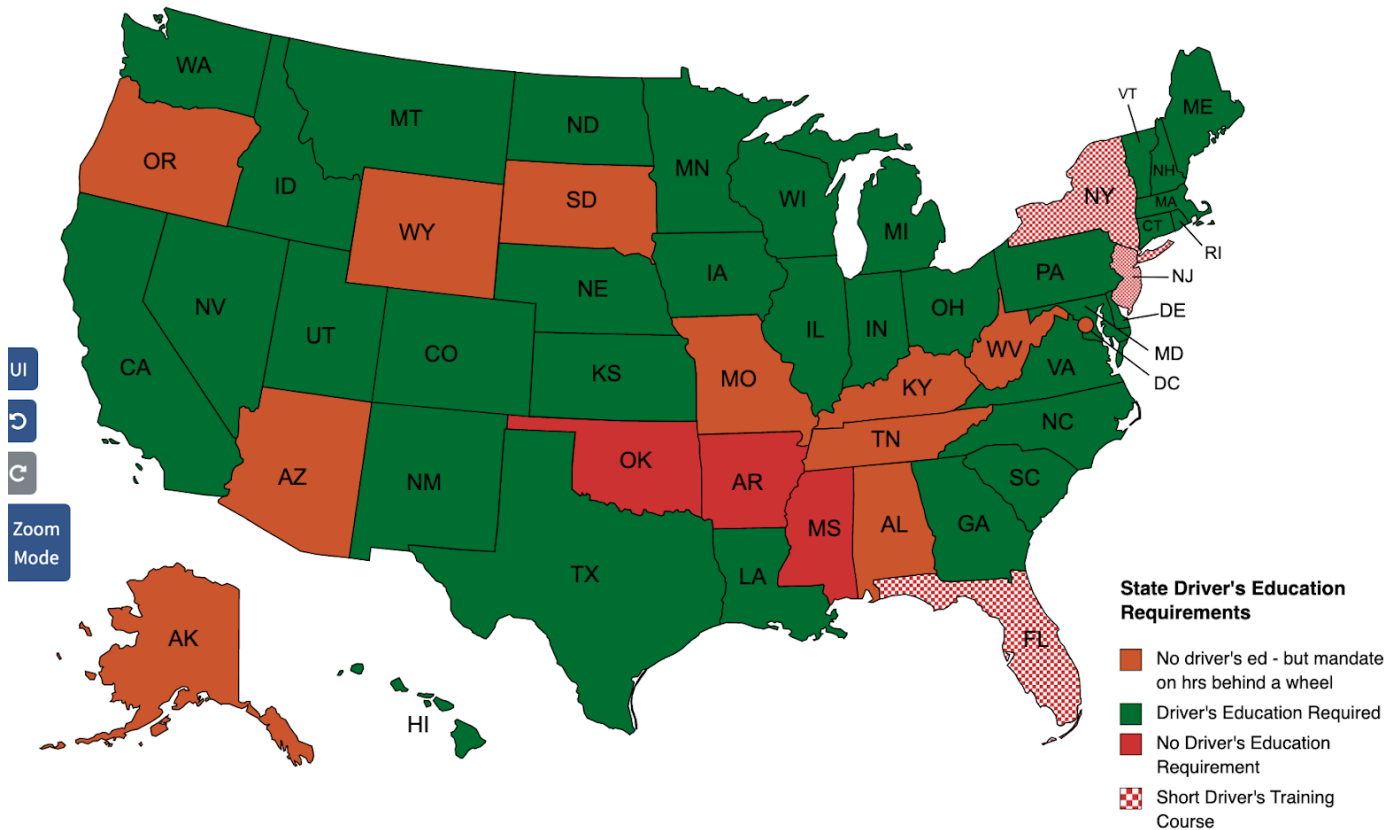
Mandatory Drivers Education

An easy and long overdue first step on this topic is for the State of Missouri to require mandatory driver's education* for all new drivers.

Definition of Driver's Education – The standard for many U.S. states is a minimum of 30 classroom hours of driver's education and a certain number of hours supervised driving (from an accredited driving educator).

Currently, many schools and districts offer driver's education, but it is not required by the Missouri Department of Elementary and Secondary Education to obtain a driver's license. Instead of attending driver's education, Missouri allows drivers to complete a minimum of 40 hours of supervised (which does not have to be with an accredited driving instructor) driving instruction, including a minimum of 10 hours of nighttime driving, plus a driving exam supervised by the Missouri State Highway Patrol to obtain a license. While this method does require potential drivers to show some form of knowledge and competence behind the wheel, it is not the standard that a majority of U.S. states require.

Leaders and elected officials across the State of Missouri seemingly lack consideration for safe driving practices. Along with being one of two states that doesn't have any form of distracted driving legislation, Missouri is also [one of a handful of states](#) that do not require any driver's education to obtain a license. Several other states follow a similar method, only requiring drivers to spend around 30-40 hours behind the wheel of a car to attain a license.



Driver's Education Requirements for U.S. States

The State of Missouri must shift to a mandatory driver's education platform that requires all drivers, (including transit operators, police & emergency vehicles operators, delivery vehicles, etc.) to complete a driver's education course before they are granted a full drivers license, intermediate license, or any special driving license.

Enhancing Driver's Education

Within the driver education courses there needs to be a greater focus on safe driving and interactions with vulnerable roadway users (people on bikes, people walking, people with mobility issues, etc). New drivers should be educated on the dangers of operating a vehicle, what different types of bike/pedestrian signage, signals, and infrastructure mean, and the proper way to interact with people biking on the road.

Dangers of Driving a Car

Driving a car is incredibly dangerous. Traffic crashes are the [12th leading cause of death for Americans](#) (in 2019) and they are completely preventable. Driver's education courses need to bring greater attention to just how dangerous traffic crashes can be, particularly those that involve a person walking or biking. Speed is often the biggest factor in traffic crashes. In [NACTO City Limits](#), they note "a person hit by

a car traveling at 35 MPH is five times more likely to die than a person hit by a car traveling at 20 MPH” and “a 5 mph increase in the maximum speed limit was associated with an 8% increase in the fatality rate on interstates and freeways, and a 3% increase in fatalities on other roads”.

**“A PERSON HIT BY A CAR TRAVELING AT 35 MPH IS FIVE TIMES MORE LIKELY
TO DIE THAN A PERSON HIT BY A CAR TRAVELING AT 20 MPH”**

NACTO City Limits

Rates of injuries and fatalities are also higher with larger vehicles. In 2015, the National Highway Traffic Safety Administration found that pedestrians are two to three times more likely to die when hit by an SUV or pickup than by a passenger car. Vehicles like SUVs and large trucks are more dangerous to people walking and biking due to their increased vehicle weight and taller frame (often referred to as the “grill”) when compared to smaller vehicles like midsize sedans. Taller frames increase the likelihood of the vehicle hitting the chest and head area (which some people call the “kill zone”), where several vital organs are. A person (especially a child) also has a greater likelihood to be pulled under a larger vehicle rather than being pushed onto the hood when struck by a driver.



Photo showing blind spots in front of a large SUV – photo source: NBC News

Education on Bike/Pedestrian Signs, Signals and Enhancements

A focus on specific bike and pedestrian signage/signals, and infrastructure enhancements also needs greater attention in driver's education courses. New signage, traffic technology, and bike/pedestrian enhancements are introduced fairly frequently on our roads, understanding these things is imperative in decreasing dangerous driving behavior.

Education courses should routinely teach drivers how to react when pedestrian signals like [rectangular rapid flashing beacons](#) (RRFBs) or [pedestrian hybrid beacons](#) light up. Drivers should know what to do when they see smaller pavement markers like yield teeth or green dashed paint in a bike lane. Even more basic driving techniques, like how to drive in a roundabout, would drastically improve traffic safety. A lot of these signs/signals and bike/ped enhancements often go unnoticed by drivers. Reinforcing their meaning and how they protect people walking and biking is necessary for all driver's education courses. Special attention for teaching drivers on how to interact with people riding bikes also needs consideration. All drivers should be aware on what bike hand signals mean, how much room is required when passing a biker, the dangers of a right and left hook, dooring, and other bike related movements. If you're looking for more information/tips on driving near people biking, the League of American Bicyclist just released a training for [Bicycle Friendly Driving](#).

Addition Safety tips for Drivers

- When turning left or right, ensure that a person walking crosses the road completely before beginning your right or left turn.
- Do not honk to notify a person biking that you are passing them
- Novice bicyclists or children take a few pedal strokes as they get going to fully balance themselves as they gain momentum. Wait to pass if you are starting with them at an intersection – 3 or 4 pedal strokes.

- Under Missouri law crosswalks are present at every place two roads intersect, even if a “marked” crosswalk is not visible. When a pedestrian is in this space, or looks like they have intent to cross, they have the right of way, and drivers and people biking must yield.
- Missouri White Cane Law drivers must always yield the right-of-way to persons who are blind. When a pedestrian is crossing a street or highway guided by a dog or carrying a white cane (or a white cane with a red tip), vehicles must come to a complete stop.
- Drivers must yield when a pedestrian is in a marked or unmarked crosswalk on or approaching their side of the road.

Additional Policies/Programs

Implementing and enforcing more drastic driver’s education policy/programs could also decrease dangerous driving behaviors. For example, drivers who have received multiple infractions for speeding/poor driving or those who have been charged for causing a crash should be required to take drivers education courses in order to retain their licenses. To take it one step further, driver’s education courses could also be required every time a person’s driver license expires, which is roughly every 6 years.

More opportunities and funding for bicycle education is also a positive step to decreasing traffic violence for people biking. Nationwide, there needs to be more money available and greater access to Safe Routes to School funding. Locally, opportunities for programs that teach bike education in schools, courses aimed at city-riding, riding in the winter, bike commuting, and other biking situations would also increase the comfortability of many St. Louis bicyclists. To make this a reality, funding for local bike shops and organizations like [St. Louis BWorks](#) is greatly needed to staff and run these programs regularly and at no-cost to participants.

While I do think bicycle education is important to this conversation, I personally believe mandatory and enhanced driver’s education should be prioritized. The strategies aimed at driver’s education mentioned in this article have greater potential to increase roadway safety and decrease traffic violence for all roadway users. We can collectively teach every person in St. Louis how to ride a bike perfectly. We can equip every person with a helmet, the brightest lights, and cover them head-to-toe with reflective gear. But if a Ford-350 runs a stop light or is speeding and hits someone biking perfectly with all that gear, they are going to be the one who ends up hurt or dead, not the driver.

Driver behavior is changing. Drivers are more distracted and dangerous driver behavior like speeding and running red lights is now too common in St. Louis. People driving have the greatest potential to inflict injury or kill people who walk and bike. Our education programs and policies need to reflect this.

Driving a car is a privilege, not a right. It is easy for people driving to forget the dangers of driving a car. But we shouldn’t forget the facts. Traffic crashes are the [12th leading cause of death for Americans](#), and the [second largest cause of death for children and adolescents](#) (behind gun violence). In the City of St. Louis the number of people who have died due to traffic violence has risen for the 4th year in a row. It’s time to understand that traffic crashes are preventable. Education is a crucial preventative strategy for reducing traffic violence on our streets and it should be mandatory. Pushing the State of Missouri to require mandatory and enhanced driver’s education courses and programs, may reduce dangerous driving behavior on our streets.



(<https://aashtojournal.org/>)



A new report by the AAA Foundation for Traffic Safety finds that unsafe driving behavior – including speeding, red-light running, drowsy driving, and driving impaired on either cannabis or alcohol – increased significantly from 2020 to 2021.

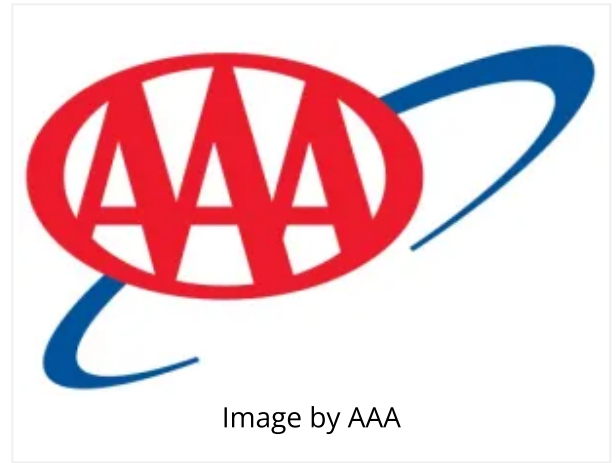
[Above photo via the Oregon DOT]

For example, the number of motorists admitting to driving 15 mph or more in a new AAA poll increased by 12.4 percent from 2020 to 2021, while those admitting to driving through a red light jumped 10.4 percent year-over-year.

Motorists who admitted driving when they believed they were intoxicated climbed by 23.7 percent year-over-year, according to AAA's survey, while those admitting they'd driven within an hour of using cannabis increasing by 13.1 percent.

AAA said those figures represent a major reversal in the steady declines in these dangerous driving behaviors in the three years from 2018 through 2020.

“The reversal in the frequency of U.S. drivers engaging in risky driving behavior is disturbing. While drivers acknowledge that certain activities behind the wheel – like speeding and driving impaired, are not safe, many still engage in these activities anyway,” said Dr. David Yang, executive director of the AAA Foundation for Traffic Safety, in a statement (<https://newsroom.aaa.com/2022/12/going-in-reverse-dangerous-driving-behaviors-rise/>).



Dr. David Yang. Photo by AAA.

“We must be aware of the serious consequences of dangerous driving behaviors and change course,” he said.

AAA added that this increase in unsafe driving behaviors corresponds to the increase in traffic fatalities tracked by the National Highway Traffic Safety Administration over the last two years.

In May (<https://aashtojournal.org/2022/05/20/nhtsa-2021-crash-fatalities-highest-in-16-years/>), NHTSA estimated that 42,915 people died in motor vehicle traffic crashes in 2021, a 10.5 percent increase from the 38,824 fatalities that occurred in 2020 – the highest number of fatalities since 2005, according to preliminary agency data.

Though, in September (<https://aashtojournal.org/2022/09/23/nhtsa-second-quarter-crash-fatalities-projected-to-decline/>), the agency projected a 4.9 percent decline in motor vehicle crash fatalities for the second quarter of 2022 compared to the same quarter in 2021, it noted that early estimates indicated traffic fatalities for the first six months of 2022 increased 0.5 percent compared to the same period in 2021.

NHTSA also noted that, during the COVID-19 pandemic, a marked increase in fatalities and in the fatality rate began in 2020 and did not let up until the second quarter of 2022.

Research indicated that speeding became a key factor driving that two-year spike in fatalities.

According to a study (<https://www.iihs.org/news/detail/pandemic-lockdowns-made-rush-hour-speeding-risky-driving-the-new-normal>) issued by the Insurance Institute for Highway Safety in July (<https://aashtojournal.org/2022/07/08/study-covid-19-pandemic-sparked-speeding-epidemic/>), speeding by motorists increased during the morning and afternoon commuting hours in the early months of the COVID-19 pandemic and never slowed down.



Photo by the Delaware DOT

Those findings dovetailed with a report issued by national transportation research nonprofit TRIP in late June (<https://aashtojournal.org/2022/07/01/trip-report-analyzes-recent-spike-in-traffic-fatalities/>), which noted that traffic fatalities in the U.S. surged by 19 percent from 2019 to 2021, even as vehicle travel rates plummeted due to the COVID-19 pandemic.

TRIP's report – entitled “Addressing America’s Traffic Safety Crisis: Examining the Causes of Increasing U.S. Traffic Fatalities and Identifying Solutions to Improve Road User Safety” (<https://tripnet.org/reports/addressing-americas-traffic-safety-crisis-trip-report-june-2022>) – said that spike in traffic fatalities is largely related to higher rates of “risky driving” behaviors, such as speeding and impairment due to alcohol and/or drug use.

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A slate of private sector witnesses highlighted the benefits and challenges encountered during the implementation of the now year-old \$1.2 trillion Infrastructure Investment & Jobs Act or IIJA during a Senate hearing (<https://www.epw.senate.gov/public/index.cfm/hearings?ID=AA00ACF4-68D5-4E0E-9D8F-ADE8690CF661>) on November 30.

[Above photo by AASHTO]

"America's network of roads and bridges is the foundation of the U.S. economy, delivering the national connectivity envisioned by the U.S. Constitution," Dave Bauer, president and CEO of the American Road & Transportation Builders Association, explained in his testimony (https://www.epw.senate.gov/public/_cache/files/c/a/ca2062bc-d8ed-4fe8-b1fd-17ed6d84e4c2/AC308B484A2FBC9F2384FB9F68A4ED9C.11-30-2022-bauer-testimony.pdf) before the

Senate Committee on Environment and Public Works. “The IIJA, signed into law November 2021 (<https://aashtojournal.org/2021/11/19/biden-signs-infrastructure-bill-outlines-implementation-priorities/>), enhances this vision.”

He stressed that the IIJA “should not be undersold” as a “half-measure,” but rather as a down payment for the nation’s future. “The five years of funding enabled by the infrastructure law will supercharge the long-term modernization of roads, bridges, airports, drinking water, and energy systems,” Bauer said. “Nearly half of the IIJA’s generational investment—nearly \$450 billion—will be spent improving highways, bridges, and public transportation systems; an increase in nominal highway funding is the largest in more than 50 years.”



He went on to emphasize that formula funding provides a key bedrock for translating those funds in transportation improvements.

“The foundation of the federal-state partnership that is responsible for the nation’s network of highways and bridges are the formula programs, which provide state-focused, flexible, and recurring revenue,” Bauer said. “These different categories of federal support allow national needs to be pursued in a manner that respects the unique challenges and demands of each individual state. Nearly nine out of every 10 dollars spent on highways and bridges under the IIJA will be directed via formula; \$303 billion over five years.”



Photo by the Illinois DOT

He explained that the “good news” is that state transportation agencies have initiated more than 29,000 improvement projects in 2022 in part due to IIJA funding; some 2,500 more than in 2021.

“Thirty-seven states saw an increase in the number of federal-aid projects supported in fiscal year 2022, and more large projects were advanced in FY 2022 compared to FY 2021,” Bauer added. “The number of large projects receiving federal support of \$50 million

or more increased by over 50 percent. In total, 105 projects across 29 states saw \$50 million-plus in federal investment compared to just 69 projects in 25 states in FY 2021.”

Overall, Bauer emphasized that the “key takeaway” from the first year of the IIJA is that the law “is working as intended,” with state DOTs disbursing their funds and projects breaking ground in communities across America.

“A virtue of the multi-year surface transportation reauthorization is the economic benefits that will follow project completion – be it increased state and local tax revenue, local job creation, or a boost to household income – are only set to compound from where we are today,” he noted.

However, Ali Mills, president of highway and bridge building firm Plum Contracting – who testified on behalf of the Associated General Contractors of America – stressed that inflation and “Buy America” rules are posing challenges where the acquisition of construction materials is concerned.

“The construction industry is facing material challenges that reach far and wide, with material price increases doubling even tripling in some cases,” she explained in his testimony

(https://www.epw.senate.gov/public/_cache/files/2/7/27418230-4f1a-493b-b951-b5548990157c/3F45AA89C261D639C9FCECE67A09B280.11-30-2022-mills-testimony.pdf). “Supply chain disruptions from the pandemic have inflated the cost of construction materials and made project delivery schedules and product availability more uncertain. As a result, crucial infrastructure projects across the country run the risk of delay. Construction firms, in situations where they are able to, will pass along the rising materials prices in order to remain successful.”

Added to that stress are new “Buy America” rules that Mills said the U.S. Department of Transportation and Office of Management and Budget are implementing despite confusing and oftentimes contradictory guidance. “It appears as though they are choosing to charge full speed ahead amidst supply chain woes – like long lead times and material allocations,” she stressed. “Put nicely, implementation of the new ‘Buy America’ requirements is off to a rocky start and the construction industry is very concerned and confused.”





Gary Johnson

Gary Johnson, vice president for the Land and Quarry Granite Construction Co., echoed those worries in his testimony

(https://www.epw.senate.gov/public/_cache/files/8/b/8ba6ab9e-5523-4e91-a242-14ccd6d9f3f9/942949A0372F047E3F393479571303F3.11-30-2022-johnson-testimony.pdf) on behalf of the National Stone, Sand & Gravel Association.

“Keep in mind that certain geographic areas of the county do not have the geologic deposits that allow local sourcing of stone, sand, and gravel to make concrete and asphalt and to be used in construction,” he explained.

“These materials must be imported from nearby countries and often it is less costly and produces less air emissions than trucking long distances across U.S. regions,” Johnson said. “Likewise, a lack of cement capacity in the states means cement must be imported. The lack of asphalt oil production and refineries, especially on the east coast, requires agencies and contractors to import from Canada to meet demand for basic street-paving materials.”

He also noted that aggregate suppliers across the country crave “certainty” as they work to supply billions of tons of essential materials needed to improve roads; upgrade bridges; advance transportation systems and ports; and build energy infrastructure funded via the IIJA. “This is especially important in the current economic environment, where needless red tape will delay project implementation and drive-up costs of construction materials,” Johnson noted.

Meanwhile, two electric vehicle firms at the hearing stressed the key role played by the IIJA is spurring the development of EV recharging infrastructure across the United States – especially via state departments of transportation.

“The \$7.5 billion in funding for charging and alternative fuel infrastructure is a major step towards expanding charging infrastructure to support a growing EV market across the U.S.,” noted Jonathan Levy, chief commercial officer for EVgo, in his testimony



(https://www.epw.senate.gov/public/_cache/files/1/d/1d670a6a-a485-4fee-9a03-529eda4914e2/2B4F7608F791C55B62A028DF1C0C4490.11-30-2022-levy-testimony.pdf). “If properly implemented, it will create thousands of well-paying jobs in manufacturing, installing, operating and maintaining charging stations in every state. But to be most effective, infrastructure policy should be paired with actions to stimulate EV sales on the consumer side.”

He also noted that while the first iteration of IIJA EV infrastructure funding aims to “help assuage the range anxieties of EV drivers” on trips or between cities and across the country, attention is also needed on community charging to ensure an equitable transition to a decarbonized transportation system for all Americans.

“The federal government is uniquely positioned to accelerate transportation electrification by leveraging significant private capital via public/private partnerships,” Levy added. “Federal support can reduce private sector risk of investing into early-stage markets and bring private capital off the sidelines. With respect to EV charging, federal policies should act as a market stimulant to incent credible charging companies to extend their infrastructure footprints ahead of when they otherwise might if based on EV sales alone.”

Concurrently, Matt Stanberry – managing director of market development Highland Electric Fleets – noted that the passage of the IIJA was a “watershed moment” for school bus fleet electrification, positioning the federal government to play a critical role in developing this niche within the overall EV market.

“[But] there needs to be a focus on market economics and leveraging private sector competition to drive down project costs and accelerate deployment,” he explained. “Success will require a program structure that focuses on accelerating deployment by encouraging competition and reducing



Matt Stanberry

uncertainty; incentive levels designed to put downward pressure on project costs; and an emphasis on encouraging cost share and private sector participation.”

Stanberry added that as the federal government rolls out new EV programs such as for school buses – especially those dealing with technology transitions – it should use its unique platform to build education and awareness, and it should design the programs to leverage the capacity of the private sector.

“In this way, it can create momentum so that the private sector can help fund the transition going forward,” he noted.

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The Federal Highway Administration recently kicked off the latest round of transportation innovations through its Every Day Counts (<https://www.fhwa.dot.gov/innovation/everydaycounts/>) or EDC program.

[Above image by FHWA]

The agency noted that EDC is a successful state-based program that helps identify and rapidly deploy proven, yet underused, innovations that facilitate greater efficiency in project delivery at the state, local and tribal levels – saving time, money, and other resources to ensure transportation infrastructure is built better, faster, smarter, and more equitably. It began soliciting ideas for the seventh round of this program, known as EDC-7, back in March (<https://aashtojournal.org/2022/03/18/fhwa-initiates-seventh-round-of-edc-program/>).

The FHWA and the Federal Transit Administration are promoting this year's innovations to help improve project delivery across highway, rail, and transit agencies at the state and local level.

"For over 10 years the Every Day Counts program has rapidly deployed proven technologies and processes that can be implemented at the national scale," said Acting FHWA Administration Stephanie Pollack in a statement (<https://highways.dot.gov/newsroom/fhwa-announces-latest-round-innovations-under-every-day-counts-program-accelerate>).

She added that this year's EDC-7 innovations would improve safety for all road users, build a sustainable infrastructure for the future and grow an inclusive workforce.

Notably, FHWA and FTA selected several EDC-7 innovations with multimodal state transportation agencies in mind that should interest transit and rail agencies, too.



Stephanie Pollack. Photo by the FHWA.

"Many of the innovations announced today as part of this forward-thinking program will help make the nation's transit systems safer, greener, and more equitable," said FTA Administrator Nuria Fernandez. "We look forward to promoting the findings from these initiatives — from reducing greenhouse gas emissions to leveling the playing field for small businesses to compete for design-build contracts — throughout the transit industry."

This year's EDC-7 innovations include:

Nighttime Visibility for Safety: The nighttime crash fatality rate is three times the daytime rate. Enhancing visibility along corridors, intersections, and pedestrian crossings can help reduce fatalities. This initiative promotes traffic control devices and properly designed lighting to improve safety for all users, including pedestrians, cyclists, and people who use public transportation and passenger rail services.

Next-Generation Traffic Incident Management: Over six million crashes a year in the U.S. put responders and other vulnerable road users at risk. Next-Generation Traffic Incident Management programs promote emerging technologies such as emergency vehicle lighting and queue warning solutions. These and other tools can advance safety and operations to help keep crash responders safe and mitigate traffic impacts after a crash.

Integrating Greenhouse Gas Assessment and Reduction Targets in Transportation Planning: As transportation is considered the largest emitter of greenhouse gases in the U.S., this initiative provides resources to help agencies, regardless of mode, quantify greenhouse gases, and set goals to decrease motor vehicle, construction, and lifecycle emissions through planning and project development.

Enhancing Performance with Internally Cured Concrete or EPIC: Cracking in concrete is a limiting factor in achieving long-term concrete performance. Such internal curing can mitigate shrinkage, cracking, and extend the service life of concrete bridge decks, as well.

Environmental Product Declarations or EPDs for Sustainable Project Delivery: Construction materials such as concrete and asphalt have environmental impacts during their life cycle, whether the transportation facility supports passenger vehicles, transit vehicles, or railroad cars. EPDs document those impacts. This tool helps states support procurement decisions and quantify embodied carbon reductions for “sustainable pavements” via lifecycle assessments.

Rethinking Disadvantaged Business Enterprises or DBEs in Design-Build: Many design-build contracts do not adequately provide opportunities for disadvantaged businesses. New practices are available to support the effective integration of program requirements to help DBEs compete for design-build contracts for highway and transit projects.

Strategic Workforce Development or SWD: The demand for highway workers is growing due to the \$1.2 trillion Infrastructure Investment and Jobs Act or IIJA, and emerging technologies require new skills. Thirty-two states are using SWD protocols to promote career opportunities in transportation, with six of those states having institutionalized SWD processes in their workforce programs. A continued focus on taking this nationwide will help stakeholders across the country improve their ability to identify, train, and place highway construction workers, FHWA said, with focus of SWD expanding to rural and tribal communities to increase career opportunities.

Every two years since 2011, FHWA has worked with state departments of transportation, local governments, tribes, private industry, and other stakeholders to identify a new set of innovations to champion that merit accelerated deployment.

The first six rounds of EDC have yielded several innovative project delivery technologies, including prefabricated bridge systems, design-build contracting, project bundling, e-construction, safety initiatives and more.

FHWA credited the program’s success largely on its close collaboration with states and local partners through a process whereby states select innovations



they want to pursue, then establish performance goals for the level of implementation and adoption they want to reach over the upcoming two-year cycle.

After finalizing selection and performance goals, implementation of those innovations begins with the support and assistance of diverse technical deployment teams established for each innovation, including federal, state, and local experts.

In addition, FHWA noted that the Accelerated Innovation Demonstration program and State Transportation Innovation Council Incentive program administered by the agency could complement EDC by providing additional funding and resources to help the surface transportation community accelerate the adoption and standardization of innovative technologies in their programs.

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