



OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors

MEETING AGENDA

AUGUST 15, 2013
12:00 - 1:30 PM

OTO CONFERENCE ROOM, SUITE 212
HOLLAND BUILDING, 205 PARK CENTRAL EAST



Ozarks Transportation Organization
Board of Directors Meeting
August 15, 2013
OTO Conference Room
205 Park Central Square, Suite 212

AGENDA

Call to Order.....NOON

I. Administration

- A. Introductions
- B. Approval of Board of Directors Meeting Agenda
(2 minutes/Viebrock)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

- C. Approval of the June 20, 2013 Meeting Minutes..... Tab 1
(2 minutes/Viebrock)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE JUNE 20, 2013 MINUTES

- D. Public Comment Period..... Tab 2
(5 minutes/Viebrock)
Individuals requesting to speak are asked to state their name and organization (if any) that they represent before making comments. Individuals and organizations have up to five minutes to address the Board of Directors and comments received by staff are included.
- E. Executive Director's Report
(5 minutes/Fields)
Sara Fields will provide a review of the OTO staff activities since the last Board of Directors meeting.
- F. Legislative Reports
(5 minutes/Viebrock)
Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

- A. MoDOT "On The Move" Update
(5 minutes/Hassinger)
Mr. Ed Hassinger will provide an update of the current statewide engagement effort to update Missouri's long-term transportation plan.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- B. Bicycle and Pedestrian Implementation Report Tab 3
(5 minutes/Longpine)
Staff will provide a short overview of the bicycle and pedestrian activities over the past year.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- C. FTA 5339 Project Selection Criteria Tab 4
(5 minutes/Owens)
Criteria for the selection of capital transit projects under the Federal Transit Administration 5339 formula program are included for review.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PROPOSED 5339 PROJECT SELECTION CRITERIA

- D. TIGER Grant Tab 5
(10 minutes/Longpine)
A joint application was developed with City Utilities, City of Springfield, and Ozarks Transportation Organization for TIGER funding for the Rebirth of Route 66. Staff will highlight the application.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- E. OTO Growth Trends Report..... Tab 6
(10 minutes/Owens)
Staff will present highlights of the OTO Growth Trends Report. The report is included under separate cover.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- F. Performance Measures Report Tab 7
(5 minutes/Longpine)
Staff will present highlights of the first OTO Performance Measures Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- G. Year-End Financial Statements 2012-2013 Budget Year..... Tab 8
(5 minutes/Krischke)
OTO Board Treasurer, Jim Krischke, will present the year-end financial report.

BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE YEAR-END FINANCIAL REPORT

- H. FY 2014-2017 Transportation Improvement Program Tab 9
(15 minutes/Longpine)
Staff will present the proposed FY 2014-2017 Transportation Improvement Program (TIP). The draft TIP is included under separate cover.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2014-2017 TIP

- I. Planning Process CertificationTab 10
(5 minutes/Longpine)
MPOs must certify annually to USDO that the planning process is compliant with applicable regulations.

BOARD OF DIRECTORS ACTION REQUESTED TO CERTIFY THAT OTO HAS COMPLIED WITH THE REQUIRED FEDERAL TRANSPORTATION PLANNING PROCESS.

- J. Public Participation Plan and Annual Evaluation ReportTab 11
(10 minutes/Richards)
A draft update of the OTO Public Participation Plan has been developed and is provided for review. Staff will highlight the strategies used to foster participation. Also included is a report on the annual evaluation of public participation.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PUBLIC PARTICIPATION PLAN

- K. Highway 160 Presentation
(10 minutes/City of Willard)
The City off Willard has requested to make a presentation regarding improvements needs on Highway 160.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

- A. Board of Directors Member Announcements
(5 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.
- B. Transportation Issues For Board of Directors Member Review
(5 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.
- C. Articles for Board of Directors Member InformationTab 12
(Articles attached)

- IV. Adjournment
Targeted for 1:45 P.M. The next Board of Directors regular meeting is scheduled for Thursday, October 17, 2013 at 12:00 P.M. in OTO Offices at 205 Park Central East, Suite 212.

Attachments

Pc: Jim Anderson, President, Springfield Area Chamber of Commerce
Ken McClure, Missouri State University
Stacy Burks, Senator Blunt's Office
Dan Wadlington, Senator Blunt's Office
Gail Melgren, Senator McCaskill's Office
Jered Taylor, Congressman Long's Office
Area News Media

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

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

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

TAB 1

MEETING MINUTES AGENDA 8/15/2013; ITEM I.C.

Attached for Board of Directors member review are the minutes from the June 20, 2013 Board of Directors meeting. 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 Board of Directors member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
June 20, 2013

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room, in Springfield, Missouri.

The following members were present:

Ms. Becky Baltz, MoDOT	Ms. Teri Hacker, Citizen-at-Large
Mr. Harold Bengsch, Greene County	Mr. Jim Krischke, City of Republic (a)
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Lou Lapaglia, Christian County (Vice-Chair)
Mr. Phil Broyles, City of Springfield (a)	Ms. Robin Robeson, City Utilities
Mr. Jerry Compton, City of Springfield	Mr. Jim Viebrock, Greene County (Chair)
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Brian Weiler, Airport Board (a)
Mr. David Gardner, City of Willard (a)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Ms. Susan Krieger, City of Strafford
Mr. Shawn Billings, City of Battlefield (a)	Mr. Aaron Kruse, City of Battlefield
Mr. Brian Bingle, City of Nixa (a)	Mr. Bradley McMahon, FHWA
Mr. Richard Bottorff, Airport Board	Mr. Steve Meyer, City of Springfield (a)
Mr. Brian Buckner, City of Republic	Mr. Andy Mueller, MoDOT (a)
Mr. Steve Childers, City of Ozark (a)	Mr. Shane Nelson, City of Ozark
Mr. Sam Clifton, City of Nixa	Mr. John Rush, City of Springfield
Mr. John Elkins, Citizen-at-Large (a)	Mr. Dan Salisbury, MoDOT (a)
Mr. Tom Finnie, Citizen-at-Large	Mr. Mark Schenkelberg, FAA
Mr. Wendell Forshee, City of Willard	Mr. Tim Smith, Greene County (a)
Mr. Bill Kirkman, City Utilities (a)	Mr. Bob Stephens, City of Springfield

Others Present: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, Ms. Melissa Richards, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Roy Blunt's Office; Mr. Frank Miller, MoDOT; Mr. Ralph Rognstad, Jr., City of Springfield. Ms. Shannon Kellner, MoDOT; Mr. Randy Brown, City of Willard; Ms. Shelia Schmitt, City Utilities Transit; Ms. Gail Melgren, Senator Claire McCaskill's Office; Mr. Joel Keller, Greene County Highway Department.

Mr. Viebrock called the meeting to order at 12:01 p.m.

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Mr. Lapaglia made the motion to approve the June 20, 2013 Board of Directors Meeting Agenda. Mr. Broyles seconded and the motion carried unanimously.

C. Approval of the April 18, 2013 Meeting Minutes

Mr. Lapaglia made the motion to approve the April 18, 2013 Meeting Minutes. Mr. Weiler seconded and the motion carried unanimously.

D. Public Comment Period

Ms. Fields stated that the OTO received an email comment and it was placed under Tab 2 of the agenda. She stated it would be policy that any comments the OTO receives via email will be included in the agenda for the Board of Directors.

E. Executive Director's Report

Ms. Fields stated that the most significant project worked on last month by staff was assisting City Utilities with a TIGER Grant. CU is requesting \$10 million towards a \$17 million project to do more with the planned transfer facility, making it state of the art with a lot of amenities. This also includes work on the Route 66 and College Street Streetscape project as well as the roadside park. It really fulfilled the design plans that are out there on the internet and Springfield City Council agenda for the College Street Corridor. The odds of being awarded the grant are low. The minimum that can be requested is \$10 million and the proposal barely hit the minimum. It was a good opportunity to bring everyone together to talk about this project and if TIGER comes around again next year, it is something that can be looked at again. OTO is really proud of the OTO staff, City Utilities, Rusty Worley with the Urban Development Alliance, and the City of Springfield Planning and Traffic Engineering staff. In a period of a week and a half, a 30 page grant application was pulled together, with a lot of supporting material.

The next significant item going on is that USDOT is coming next week to audit the OTO. The audit will be conducted Tuesday, Wednesday, and Thursday, with at public input meeting Tuesday from 4:30 to 6:30 p.m. here in this room. Anyone can come and tell Federal Highway and Federal Transit their thoughts on the planning process and the OTO plans. Historically, not many members of the public have shown up at the public meetings. USDOT does this review every four years and this is the third review that Ms. Fields has been through. USDOT spends three days asking staff about the OTO processes and making sure the OTO is in compliance with federal law.

Staff is wrapping up the Community Focus Report. Ms. Fields was working on the Transportation Section, and the final draft should be out this fall for public review. Staff is also working on the fiscal year end wrap up, which ends June 30th. Some of the items are updates to the Public Participation Plan and the Congestion Management Process. The plans are near final draft form and should be released soon. Staff is also working on the updated Growth Trends Report. Staff is working on the first Performance Measures Report. Staff

included performance measures in the Long Range Plan ahead of the requirements to do so in MAP-21. The specific requirements are not yet known, but the report will outline progress on those included in the OTO Long Range Plan.

The new OTO logo was approved at the last Board of Directors Meeting. Ms. Richards has been working on letterhead and envelope design. There are also new door signs that have been ordered. Staff is working on the first published Rideshare Report. Staff had promised a report of the Rideshare program after website maintenance was transferred to the City of Springfield. There has been a more employer targeted approach instead of an individual citizen approach.

Staff is busy with the end of the financial fiscal year. The new work program includes the tax status determination, which was on hold until the new budget year due to the IRS and legal fees. Federal Transit Administration came out with all new Civil Rights Policies, so staff will be doing a lot of work looking at Title VI, Environmental Justice, and ADA issues.

The Travel Demand Model that has been discussed for a while has been awarded a contract. OTO will be working with MSU for some population forecasting for the model. The prior model has some criticism about the population forecasts included with it. OTO is hiring an expert from the Economic Development Department to tell the OTO what the population forecasts should look like. The model should be much improved this next round. There is still discussion on the bluetooth units that are in the budget and staff is hopeful that they will be in place next summer at the latest. Finally, work is still ongoing for the James River/Campbell/Republic Road Interchange/Intersection project. Public meeting are planned for the end of July. The exact dates will be sent out to the Board when the dates and times are finalized.

Mr. Viebrock told Mr. Broyles that with the unprecedented rain fall over the past weekend the flood channel designs worked amazingly. Mr. Broyles stated that on that side of town, the City of Springfield had a one hundred year event.

F. Legislative Reports

Ms. Melgren introduced herself from Senator McCaskill's office. She stated infrastructure is important to the community and Senator McCaskill stands ready to help. She requested being added to mailing lists for the Board of Directors meetings.

Ms. Burks stated that it has been busy since returning from Memorial Day Recess a couple weeks ago. The Senate passed the Senate version of the Farm Bill. The House is currently working on a farm bill; it is expected to pass this afternoon before the Senate adjourns for the weekend. The Senate has also taken up the Immigration bill recently. Senator Blunt voted in favor of closure which is discussion only on this bill. It is an issue that he believes needs to be addressed but he firmly believes that enforcing current laws as well as additional border security need to be first and foremost before going on with other procedures in regards to that bill. Other items coming up include the budget and there are budget talks currently going back and forth. Continuing Resolution is being brought up.

It looks as if Agriculture may be one of those bills getting passed, probably Defense then possibly continuing resolutions on the rest of the bills. The federal fiscal year ends September 30. There is a one week recess for the Senate in July, the Senate works four weeks, then they take a four week recess from August to the first part of September, then

there is a rush into the end of the fiscal year. Ms. Burks and Ms. Melgren discussed the Blueways designation involving the White River Watershed Area that had been in the news.

Mr. Viebrock stated that Item G had been overlooked when the agenda was approved. He asked if there would be any objections to adding item G, which was a group report from MoDOT.

There were no objections and Item G was added to the agenda.

G. MoDOT Report

Ms. Baltz stated she wanted to give a report on MoDOT's Long Range Plan, "On the Move." MoDOT is still out visiting with all the people across Missouri. The goal is to visit with people in every county across the state. That is part of the "On the Move" process through the first week of July. What comes next is preparing the Draft Long Range Report. Once it is prepared around August, it will be brought back out and MoDOT will visit with people about what is in the report. Early next year staff, will take it to the Missouri Highways and Transportation Commission for approval. There have also been a lot of questions about funding, since the Legislative Funding Initiative did not pass. MoDOT's Director has been discussing options and no decisions have been made yet.

There are a couple of project updates. The Battlefield/65 project is scheduled for an award in the fall of 2014. MoDOT is still working to get the consultant on board for the final design on that project. For the South Glenstone Project, staff is acquiring Right-of-Way right now and that project is scheduled to be awarded early next year, January 2014. The CC/65 Interchange is still progressing as scheduled should go under construction in 2015. Kansas and James River Freeway is ready for some lane change modifications. Those will be done next weekend. Work is also being done on the Kearney Street Sidewalk Project. MoDOT staff is still working with business owners in the area on the Chestnut Railroad Bridge. A proposal has been made to the owners and corporate headquarters, so the design for the bridge over the railroad project is still being looked at there. That project is scheduled to be awarded in June 2015.

Mr. Bengsch wanted to thank MoDOT for what is being done on Kearney Street.

II. New Business

A. Administrative Modification Numbers Five and Six to the FY 2013-2016 TIP

Ms. Longpine stated that an additional Administrative Modification, Number Seven, had been passed out. OTO's Public Participation Plan allows administrative modifications to the Transportation Improvement Program as opposed to amendments that have to go through the approval process. It outlines specific reasons that staff would be allowed to do administrative modifications. Each of these met those tests. The first item was Administrative Modification Number Five. It was bringing a project from a prior TIP to the current TIP. The project is at Kansas Expressway and Broadmoor, which is an acceleration lane for Missouri State University. MSU received an earmark to work on its Agricultural Area.

Item Number Six is a Willard Sidewalk Project. When it was originally programmed, it did not show funding within the engineering portion. Everything was under construction, so staff wanted to ensure that the engineering portion had funding in the project as well. That did not

change the overall programmed amount, it just moved some from construction to engineering.

The modification that was passed out is for City Utilities to be able to purchase some buses with CU funding. The new MAP-21 reorganized some of the Transit funding. That changes what is seen for 5309 to 5339, there will be two buses purchased that need to be shown correctly in the 5339 funding category.

B. TIP Tool Overview

Ms. Longpine stated that everyone has heard about the new TIP Tool. Staff has been working on this for the past year to make sure all the projects have been uploaded. Staff is in the process of producing the first OTO TIP with this program. She demonstrated how to find the interactive TIP Tool button from the ozarkstransportation.org website. She stated that there is a hard copy of the TIP on the website under Plans/Publications so that individuals would not have to go to the TIP Tool. She provided a demonstration of the online Transportation Improvement Program Tool to the Board of Directors.

C. Draft Statewide Transportation Improvement Program Overview

Mr. Miller stated that there was an additional page handed out, that was missing from the packet. Every year, the Statewide Transportation Improvement Program is brought to the Ozarks Transportation Organization Area because these end up being the same projects that go into the OTO version of the program, which is the Transportation Improvement Program (TIP). He stated that the TIP Tool was going to make MoDOT's work easier as the biggest customer of the TIP. Getting all this information organized to reference documents is very helpful.

Mr. Miller stated that Ms. Fields had provided a written narrative that encompasses the entire Southwest District entitled 2014-2018 Draft STIP Summary. This includes not only the OTO area that is called Southwest Urban, but the rural area as well (which is the entire 21 county Southwest District of MoDOT). In the OTO area, MoDOT has programmed \$34.4 million in the Draft Statewide Transportation Improvement Program for FY 14. That goes up in 2015 to \$47.79 million. A lot of that is cost share money with the City of Springfield and Christian County, the interchanges that are being done with those two entities.

In 2016, there is \$33.5 million programmed. In 2017, it says \$2.7 million. That has been increased to \$9.3 million with a generic resurfacing job. In 2018, there is \$4.8 million programmed. The summary document highlights the major projects coming to the area. The first project, on the second page of the summary, is the southwest urban section. Route 65/Route CC/J Interchange in Christian County is programmed for FY 2015. Route 65 and Battlefield Road Interchange has been added to the STIP. A new project is the Route 60/NN/J Interchange between Springfield and Rogersville. There was some cost savings money available in 2015 along with the fact that intersection has a crash issue and is eligible for some Safety money. It is not the full scope of what MoDOT wants to do out there to fully convert 60 to a freeway, but it is a good step in that direction. Likewise, one of the advantages of having a bigger southwest district is that there are more cost savings available on the rural side. There has been a project added to convert Highway 60 to a freeway in the Rogersville area as well. That is one of the top priority corridors. MoDOT is completing a big chunk despite everything, there is Route 125 to work on, but there is progress with this Draft STIP.

Some of the intersection improvements pointed out were Cheyenne Road/14 and Cheyenne Road/CC in Christian County. Those have been on the STIP before. There are also turn lanes on East Kearney and Route 125 as well as resurfacing and turn lanes at Washington Street in Strafford. Those continue in the STIP in FY 14. There are pedestrian improvements/ADA in Christian County. In Springfield, when roads are being resurfaced, ADA ramps are being worked on as well. Some other roadway improvements include the South Glenstone project already talked about. The Eastgate Avenue Relocation is being worked on with the City of Springfield/Greene County to find the right timing for it, now that the developer pulled out of Hickory Hills Elementary. MoDOT has added the Chestnut Railroad Grade Separation to the STIP. Now that the agreement is signed, work will be added to the Campbell Avenue/Plainview Road. That is a cost share of Springfield and Greene County. It is not on the Draft STIP yet, but the agreement is in process with the City of Springfield and Greene County.

There is also a note on the summary, talking about the widening of the Republic Road Bridges. At this point, the City of Springfield is going to let both of those bridges as part of an overall corridor widening project, from National towards James River Freeway. When the numbers are looked at, the emphasis is looking on the system. In the OTO area, MoDOT plans to work on replacing deficient bridges over the next five years. When replacing bridges, the goal is to replace condition three bridges. If it is a condition one or two it is closed. If it is a condition three, it is something that needs to be addressed. When the Battlefield/65 Interchange is worked on and those bridges are replaced then that will eliminate the condition three bridges in the OTO area. That is a pretty big achievement for the OTO, and MoDOT will start working on the level four bridges. This is assuming that the bridge engineer does not downgrade any more bridges.

In addition, MoDOT is going to resurface about 55 miles of minor routes in the OTO area. That includes the 48 lane miles that are going to get the 2 foot shoulders with rumble stripes. There is a lot of success with the rumble stripes in preventing crashes statewide. The goal is to do as many of the minor roads as possible. Then, 292 major route lane miles are going to be resurfaced. One of the things accomplished last year is to try and implement a schedule of resurfacing the major routes every seven years. The STIP reflects that.

Mr. Lapaglia complimented MoDOT on the rumble stripes.

D. Financial Statements for Third Quarter 2012-2013 Budget Year

Mr. Krischke stated that this is the third quarter report for the 2012-2013 budget. Looking at the bottom line for that quarter, the OTO had revenue exceeding expenditures by \$12,758 for the first three quarters. One of the revenue reimbursements from MoDOT in the amount of \$32,000 did not come in that time frame. There was a Travel Demand Model expense of \$150,000 that is in the budget that will be moved to next year. That will be off of this year's expense report. The OTO will probably be at about 80% of the budget in expenses. There will be a about the same amount in revenue to offset that. In the back of the report there are two other reports. One is the Federal Balance which is the amount of unallocated balance that is available on a three year basis. Any funds not spent in this year's budget will be added to those funds and available for use in future budget years. The last part of the report is the progress report. It shows where the OTO staff is at on the projects being worked on for the first three quarters. The Travel Demand Model RFP has gone out, so it should be ready for next budget year.

Mr. Lapaglia made the motion to approve the financial statements for third quarter 2012-2013 budget year. Ms. Hacker seconded and the motion was carried unanimously.

E. Employee Manual Amendments

Ms. Parks stated that the Employee Manual was written in 2008. Since then there has been a lot of traveling and training sessions for staff. When it was originally written, it was very general with not a lot of detail. As the organization has grown, staff has encountered different situations, so staff decided to take a look at the travel policy. Ms. Parks mentioned that Mr. Krischke had asked some excellent questions in his role as treasurer that also had staff thinking about a travel policy review. When the review of the travel policy was started, it expanded to other areas of the employee manual. These changes are outlined in red throughout the employee manual.

In reference to non-travel related changes, the employee compensation section was changed to state that paychecks would be in the form of direct deposit only. There is no mechanism to write employees checks. In the employee leave section, the wording "full time" was added in a couple of places. Since interns are part time employees, staff wanted it to be clear that only full time employees are entitled to benefits. Due to the nature of internships, intern employees are only part time and temporary.

In the business expense section of the employee manual, the travel policy was removed and placed in its own section. One of the key additions is to the terminology for the rental car insurance. The terminology has changed and collision and comprehensive no longer are accurate terms. Staff researched several rental companies and added the wording Loss Damage Waiver, Supplemental Liability, and personal accident policies.

Another area looked at was air travel. Staff is to obtain three quotes; these can be from travel sites like Expedia. Another issue discussed was how many bags can be checked. Since travel is only for a couple of days usually, one bag would be allowed as a reimbursable cost when an airline charges. Coach seating is the allowable travel class. Flight insurance did not cover as much as originally thought so it is not allowed, since it is just another cost to the OTO.

Another policy change came from the IRS policy and the way employers are allowed to reimburse employees. There is a new one day travel policy. If an employee's travel starts and ends on the same business day, OTO will only reimburse the employee for the mileage or rental car. The OTO will not reimburse for meals. However, looking at the fact that an employee may be gone for a long time it was decided to add a provision if the employee is gone 4 hours and outside the MSA (Greene, Dallas, Christian, Polk, Webster Counties) then the employee may request a meal per diem on their payroll. This will be a taxable expense per IRS regulations. Employees traveling for a single day have been told that they cannot use the OTO purchasing cards to purchase a meal. It was decided in addition to this, if an employee is attending an event where lunch is provided they cannot request the per diem unless the employee will be gone longer than 10 hours. There was a corrected page 27 that was handed out to be added to the agenda. It stated 1 hour but it should have read 10. This correction should be added into the motion.

Another item that was looked at was food and groceries. When employees travel it is not addressed in the current policy about groceries versus meals. This was looked at in case

employees have a dietary concern or if employees are in meetings and are not close to a restaurant. Staff decided to allow groceries and outline it in the policy. In the past, employees that have actually purchased groceries have spent less overall than on meals. Food Incidentals were also defined. It was decided that employees might need to grab bottled water or a granola bar, especially at an airport where food and drinks are not allowed to be brought through security. An employee might have a medical condition requiring food with medication and some meetings and conferences might not provide any snacks. Another item looked at was the actual dollar amount. The GSA amounts have changed since this was drafted in 2008. The rate is \$71 for outside the State of Missouri and \$66 for the State of Missouri since the cost of living is still fairly low.

Employees should include tips in their total allowance. The tip amount was capped at 20 percent. This is in line with the City of Springfield's policy. Staff looked at several jurisdictions policies while looking at the travel policy rewrite. The GSA website has a breakdown for the amount of meals. If a meal is provided in the registration fee for a conference it will need to be deducted from the daily allowance using the GSA table. There is an exception for Continental Breakfasts since it might just be a donut and coffee. Looking at the grant agreement staff added in that entertainment costs are not allowable. Alcohol is never allowed on the purchasing card or turned in on the payroll.

Several sections were added to the policy. There is a training section. Training was never addressed in the old manual. An example would be, if staff members wanted to take a Dreamweaver class or something of that nature. That has been added in, as well as the approval process for the employees. Staff also addressed the travel approval section, the Executive Director has to approve it and then the budget has to be examined. In the last section it addresses the travel advance. Some employees do not have a purchasing card so it addresses how these employees could request funds in advance. Lastly there is a supplemental form section. The purpose of this section is just to give the employees detailed instructions on how to fill out the forms, where to find the forms, and sample forms. The intention is to be able to update this section at any time if a form is not working correctly. It is with the travel policy to make it easy for the employee to find.

Mr. Fisk stated he thought it was great that staff took this on. It was a good job as far as updating the employee manual and there were several of these things that just need to be touched on an ongoing basis.

Mr. Broyles made the motion to approve the proposed amendments to the employee manual with the addition of the corrected page 27. Mr. Fisk seconded and the motion carried unanimously.

III. Other Business

A. Board of Directors Member Announcements

Ms. Baltz announced that MoDOT had a new Chief Engineer, Ed Hassinger. She stated that Mr. Hassinger might be at the August meeting for everyone to meet.

B. Transportation Issues For Board of Directors Member Review

None

C. Articles for Board of Directors Member Information

No discussion

IV. Adjourn open meeting and call to order closed meeting.

Anyone not considered a voting member was requested to leave.

V. Closed Meeting

(Pursuant to RSMo 610.021(13), closed meetings are permitted for individually identifiable personnel records, performance ratings or records pertaining to employees or applicants for employment.)

Mr. Bengsch made the motion to move into closed session. Mr. Lapaglia seconded and the motion was carried unanimously.

Ms. Hacker made the motion to approve a salary increase for the Executive Director as discussed in the closed session. Mr. Bengsch seconded and the motion was carried unanimously.

Adjournment of Closed Meeting

Ms. Hacker made the motion to adjourn the closed meeting. Mr. Bengsch seconded and the meeting was adjourned.

DRAFT

TAB 2

Sara Fields

From: Melissa Richards on behalf of Comment
Sent: Tuesday, July 30, 2013 4:26 PM
To: Sara Fields
Subject: FW: Public Participation Plan

From: Paul Goodwin [mailto:Paul.Goodwin@burrellcenter.com]
Sent: Monday, July 15, 2013 3:25 PM
To: Comment
Subject: Public Participation Plan

I found the OTO Public Participation Plan to be very comprehensive and I don't have anything else to add.

Paul Goodwin
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Transitions Admin
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Sara Fields

From: Melissa Richards on behalf of Comment
Sent: Tuesday, July 30, 2013 4:25 PM
To: Sara Fields
Subject: FW: TIP FY2014-2017

From: James Newman [mailto:NewmansJourney@msn.com]
Sent: Saturday, July 20, 2013 11:38 AM
To: Comment
Subject: TIP FY2014-2017

Thanks for the hard work. I have reviewed the current plan and although there may be things included that were not clear, I do have some concerns that do not appear to be addressed in what I found.

Plans to widen Republic Road from Fremont to connection with four-lane Republic Road on the west side. This is a major traffic carrier and is pitiful at the intersection with National and only slightly better at the improvements made at Campbell. When is this going to be a priority?

Overlay needs to be done on Battlefield from Glenstone to Ingram Mill - poor condition thru this area. I assume the area from Ingram Mill to Blackman road will be handled with the bridge/diverging diamond project.

Since there is no map for TIP #MO1404 this may be covered in that designation.

Do these projects include items in the transportation tax we approve periodically and for which specific money is appropriated?

Jim Newman
5135 Sugarwood Street
Springfield 65809

TAB 3

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.B.

Bicycle and Pedestrian Implementation Report

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

AGENDA DESCRIPTION:

OTO has developed a Bicycle and Pedestrian Implementation Report to document the progress toward implementing the Bicycle and Pedestrian Plan. The report highlights the Goals as outlined in the Bicycle and Pedestrian Chapter of the Long Range Transportation Plan, *Journey 2035*. Activities which took place over the previous fiscal year are then categorized under these headings –

- Funding
- Engineering
- Evaluation
- Enforcement
- Education and Encouragement

The implementation report is provided.

BOARD OF DIRECTORS ACTION REQUESTED:

No action required. Informational only.



OTO BIKE/PED PLAN REPORT



6/28/2013

Implementation in FY2013

This report outlines the bike/ped accomplishments related to the OTO Bike/Ped Plan. Activities occurring during the 2013 Fiscal Year, July 1, 2012 through June 30, 2013, are included.

OTO Bike/Ped Plan Report

IMPLEMENTATION IN FY2013

BIKE/PED PLAN GOALS AS APPROVED IN JOURNEY 2035

1. Develop a comprehensive regional bicycle and pedestrian network by identifying both on-street and off-street facilities within the OTO
Implementation Status – Ongoing. This network can be found on the OTO Bike/Ped Plan Map on the OTO website. OTO staff works with area jurisdictions to Evaluate any new infrastructure for inclusion.
2. Integrate the bicycle and pedestrian network with the existing transportation system
Implementation Status – Ongoing. Through Engineering, additional connections have been made between the trail and street network. The Link and improvements made at CU Transit stops also tie the networks together.
3. Enhance and promote bicycling and pedestrian safety
Implementation Status – Ongoing. Safety is being enhanced through Engineering and Education efforts.
4. Identify and target sources to fund pedestrian and bicycle facilities and programs
Implementation Status – Ongoing. OTO continues to make funding available to the region for bicycle and pedestrian improvements, as well as assist in seeking new funding through programs like TIGER.
5. Promote bicycling and walking as a means of transportation integral to daily activities
Implementation Status – Ongoing. While Engineering efforts make this easier, Education and Encouragement promotes this to the OTO region.
6. Support bicycling and walking for the promotion of tourism in the OTO region
Implementation Status – Ongoing. Through the continued Engineering efforts to create a comprehensive and connected system, tourists to the region can enjoy the bicycle and pedestrian network while such a connected system can serve to attract tourists, as well.

BIKE/PED PRIORITIES AS APPROVED IN JOURNEY 2035

TOP 5 POLICY PRIORITIES

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

ADDITIONAL POLICY PRIORITIES

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

TOP PROJECT PRIORITIES

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

STRATEGIES RECOMMENDED IN JOURNEY 2035

- OTO should maintain a comprehensive list of bicycle and pedestrian needs that is reviewed annually.
- OTO should work with member jurisdictions to expand data availability for bicycling and pedestrian activities. This includes, but is not limited to, bicycle and pedestrian crashes, current and projected use of facilities, system condition, and level of service calculations.
- Bicycle and Pedestrian project selection and funding priorities should support the priorities included in this plan.
- OTO, in partnership with member jurisdictions and Ozark Greenways, should develop an implementation plan which identifies strengths, challenges, necessary easements, and cost for future trail development.
- Promote adherence to the bicycle and pedestrian design standards as set forth in this plan and encourage the continued implementation of additional best practices.

ACCOMPLISHMENTS IN FY2013

Bicycle and pedestrian accommodations continue to be a priority in the OTO region. These efforts toward livability and accessibility improve the overall transportation network and the quality of life throughout the region.

Funding

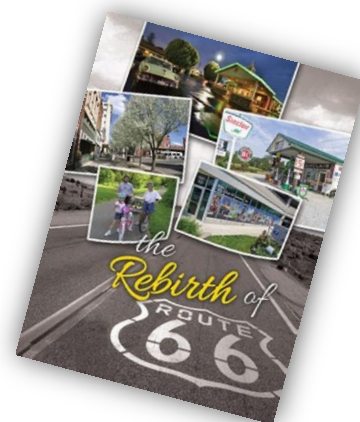
FEDERALLY SUBALLOCATED TRANSPORTATION ENHANCEMENT AND TRANSPORTATION ALTERNATIVES PROGRAM FUNDING

The Transportation Enhancement Program, now known as the Transportation Alternatives Program, provided funding for several projects in the OTO area with FY 2012 and FY 2013 allocations.

- Sidewalks along Pine, Madison, and Bumgarner in Strafford
- Jordan Creek Trail at West Meadows in Springfield, near Grant/Main and College
- Sidewalks in Willard along Farmer Road
- ADA curb ramp improvements along the Route 14 corridor in Nixa and Ozark
- Streetscapes on Commercial, Jefferson, and Phelps in Springfield

TIGER V

City Utilities, the City of Springfield, the Urban Districts Alliance, and OTO applied for a TIGER V grant to help fund the new CU Transit Transfer Facility and



streetscape improvements along College, also known as Route 66. The total project costs were over \$17 million with over \$10 million in federal funding requested.

Engineering

TRAILS

While many pieces of the Ozark Greenways Trail system are in the planning stages, several have been designed and constructed as part of the effort to make a continuous trail system.

- Construction of South Dry Sac Trailhead at David Murray Park in Springfield
- Construction of 0.41 miles of trail between David Murray Park and Ritter Springs in Springfield
- Design of Fassnight Creek Trail between Campbell and Jefferson in Springfield
- Design of Ward Branch Trail from Republic to Bradford in Springfield
- Design of Talmage Trail from Robberson to Summit Avenue in Springfield

STREETSCAPES

The City of Springfield has completed the following streetscape projects

- Commercial Street from Campbell to Lyon
- Walnut Street from Market to Campbell
- Campbell from Olive to Mill
- Boonville from Court to Division

The City of Springfield has started work on the following streetscapes:

- Campbell Ave South (Mt. Vernon to McDaniel)
- Olive Street from Main to Market

The following streetscapes are under design or are ready for construction by the City of Springfield:

- Boonville Avenue from Tampa to Chestnut Expressway
- McDaniel Street from South to Jefferson
- Mill Street from Campbell to Boonville
- College Station

SIDEWALKS

Sidewalk improvements are a continual activity in the OTO area.

- MoDOT has focused on adding or improving sidewalks along Glenstone and Kearney
- The City of Springfield has built new sidewalks to create a continual connection between Battlefield and Cherokee on Campbell
- New sidewalk was also constructed on the southside of Chestnut Expressway from Eldon to West Bypass
- Springfield Public Works has continued to implement its school sidewalk program through construction near elementary schools.



- Springfield's 1/4-cent sidewalk projects resulted in 4.2 miles of new sidewalk and 9.6 miles of reconstructed sidewalk
- Ozark received a Safe Routes to School grant to construct sidewalks connecting to East Elementary

THE LINK

The Link is a project developed by the City of Springfield to link greenway trails and activity centers using low-traffic, low-speed streets with continuous accessible sidewalk.

Along the Link:

- Sidewalks have been constructed or repaired to provide a continuous, accessible walking path from Missouri State University to Kearney Street.

Between Kearney Street and Doling Park:

- The trail along Talmage is ready to begin construction

BICYCLE FACILITIES

The City of Springfield has been busy with new bicycle lanes as paving is done throughout the city:

- 7.8 miles of street were marked with bicycle shared-lane decals
- 3 bike racks, including one at Drury and two at the southeast corner of Walnut and Jefferson

The City of Springfield has tripled marked bicycle facilities as part of an aggressive program to provide bicycle accommodations along bicycle routes.

The Greene County Highway Department, City Utilities, and Ozark Greenways partnered to keep the McDaniel Lake Bridge open to cyclists while it is closed to vehicular traffic.



Evaluation

OTO BIKE-PED IMPLEMENTATION REPORT

OTO continues to produce this implementation report on an annual basis to monitor activities from within the OTO area.

OTO BIKE-PED PRIORITIES

OTO, through its Bicycle and Pedestrian Advisory Committee, is reviewing the status of the entire trail system throughout the OTO area. This analysis is documenting the opportunities and constraints of each trail segment. In addition to this analysis, OTO is reviewing all needs within the OTO area to develop a comprehensive list of needs with priority projects identified.



SPRINGFIELD BIKE-PED PLAN UPDATE

The City of Springfield is updating its bicycle plan and developing a pedestrian plan to form a Person-Powered Mobility Plan that incorporates off-street paths and on-street pedestrian and bicycle facilities into one mobility network. The plan update is in response to goals for a complete street policy and improved facilities for walking and bicycling in the Springfield Strategic Plan which is nearly complete. In

addition, recent comments from the community of Springfield have shown a desire for more emphasis on pedestrian and bicycle transportation as a part of community planning and transportation projects. The Bicycle-Pedestrian Committee of the Springfield Traffic Advisory Board is taking the lead on this plan update.

BICYCLE FRIENDLY COMMUNITIES APPLICATION

The Springfield area is applying to renew its Bicycle Friendly Status through the League of American Bicyclists. Currently, Springfield is Bronze level, but hopes to achieve silver. The application is due in July of 2013 and requires a comprehensive assessment of the area since the prior application, which was in 2010.

Enforcement

Partnerships with area police departments continues to be a goal for the OTO region. The Greene County citizens mounted patrol help watch the Ozark Greenway trails and the Park Rangers continue to monitor the trails and trailheads throughout the Springfield-Greene County area.

Education and Encouragement

SAFE ROUTES TO SCHOOL

The City of Springfield Public Works has continued its school walking route map program, which highlights walking routes based on sidewalk placement and busing boundaries for Springfield elementary schools.

The MoDOT Southwest District received a Safe Routes to School Grant for a mobile classroom, bike helmets, school guard training and equipment, and promotional items to support bicycle and pedestrian safety education.



LET'S GO SMART SPRINGFIELD

This is a new community partnership, led by Ozark Greenways. Let's Go Smart encourages better choices when using any form of travel, whether biking, walking, driving, or using the bus. The program encourages better health, financial savings, and environmental benefits. There are many components related to the campaign, which commenced this past spring.

Ozark Greenways, through the Healthy Living Alliance, received \$91,000 from a CDC grant to implement a Let's Go Smart Marketing campaign and other associated activities.

STAR TEAM

The Ozark Greenways Sustainable Transportation Advocacy Resource (STAR) Team continued to meet monthly throughout the year. STAR Team activities include contributing to the City of Springfield Person Powered Mobility Plan, a Complete Streets Ordinance, the Let's Go Smart Springfield campaign, and other general bicycling and pedestrian activities throughout the region. The STAR Team also has members writing articles on bicycling for Greene Magazine, which is published 6 times per year. The STAR Team is the main support group for the Bicycle Friendly Communities application.

EVENTS

Many fitness events are held throughout the region during the year. Though many of these may not appear to have a transportation focus, they do encourage people to get out and move. The ability to help bicyclists and runners feel more comfortable on the street only helps move them to these modes for daily transportation.

Also, being able to introduce children of a young age to these activities can keep them active as adults. Below is a list of just some events held throughout the region.

EDUCATION CLASSES

- At least one Cycling Savvy class, a new type of bicycle education course
- League of American Bicyclists Traffic Skills (June 22, 2013)

5Ks:

- Sunshine Run (October 13, 2012)
- Republic Reindeer Run 5K (December 7, 2012) – Nighttime run and walk
- March Mad Dash for Life
- Happy Feet in Republic (April 30, 2013)
- First year for the Color Me Rad 5K (April 27, 2013) – with thousands of participants
- Republic May Day 5k (May 4, 2013) – 10th annual with almost 500 participants



The Standard, Missouri State University

BICYCLING:

- Tour de Cox (August 4, 2012)
- Bike for the Future (April 6, 2013)
- Ozarks 100 (May 4, 2013)
- Wildflower Ride (June 1, 2013)
- Nixa Bike Ride (June 29, 2013)

BIKE TO WORK WEEK:

Ozark Greenways sponsored Bike to Work week May 13 through May 17 and are still compiling the results for this ever-growing program.



AWARDS

■ Missouri has been named the “Best Trails State” by American Trails, a national, non-profit organization working on behalf of the nation’s hiking, biking, and riding trails. The national award is presented every two years to the state that has made tremendous contributions to promote and improve their trails system.

■ The Missouri Bicycle and Pedestrian Federation honored Springfield Public Works Director, Phil Broyles, with a statewide award for all he does to support biking, including the recent tripling of Springfield’s on-street bike route system.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

This report was prepared in cooperation with the USDOT,
including FHWA and FTA, as well as the Missouri
Department of Transportation.

Ozarks Transportation Organization

205 Park Central East, Suite 205
Springfield, MO 65806
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TAB 4

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.C

FTA 5339 Project Selection Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Under MAP-21, the new Bus and Bus Facility (5339) program provides capital funds to replace, rehabilitate and purchase buses and related equipment and to construct bus related facilities. The 5339 program is the MAP-21 replacement of the SAFETEA-LU 5309 discretionary capital program. The FY 2014 5339 apportionment is \$258,863.

Under the prior 5309 discretionary program, City Utilities was very successful in competing for funding for the purchase of buses, as well as the construction of a new transfer facility and maintenance facility. This program no longer exists, but was replaced with the 5339 program. This new program provides funds by formula to the OTO area.

To give some perspective, one bus costs around \$380,000. This new funding formula will not even replace one bus per year. This represents a significant loss of funding over the prior grant awards.

Due to the new funding program and associated formula, OTO is proposing the establishment of selection criteria. The selection criteria will be used for project selection and programming in the FY 2014 Transportation Improvement Program (TIP). The TIP will be amended once a solicitation of projects is made for FY 2014 funding.

TECHNICAL PLANNING COMMITTEE RECOMENDATION:

At its July 17th meeting, the Technical Planning Committee unanimously recommended that the OTO Board of Directors approve the selection criteria for the Bus and Bus Facility (5339) program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the MAP-21 Bus and Bus Facility (5339) selection criteria.”

OR

“Move to return the MAP-21 Bus and Bus Facility (5339) selection criteria to staff for changes...”

FTA SECTION 5339 PROJECT RATING GUIDELINES

The Bus and Bus Facility (5339) program provides grant funds to urbanized areas for public transportation and allows investments in capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

GOAL

To create and maintain a safe, accessible, and energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.

POLICY

The Springfield metropolitan area public transit providers that are eligible for FTA Section 5339 funding shall apply for capital projects under FTA Section 5339.

PROCEDURE

FTA Section 5339 capital project requests shall be analyzed based on the attached considerations and ranked by each reviewer. The MPO Transportation Improvement Subcommittee will individually rank each FTA Section 5339 project. The numerical point system takes into account a weighted factor for each consideration. The results of the individual scores will be averaged for a final score.

Note: It is the responsibility of the transit provider to include all information needed for the subcommittee to assess how each project applies to these criteria.

5339 Bus and Bus Facilities Selection Criteria

Title of Project: _____

Agency Submitting Project: _____

Federal Dollars: _____

Name of Reviewer: _____

Max Point Possible	Project Consideration	Point
20	This project addresses vehicle need, fleet size, and spare ratio according to FTA guidance (FTA C 9300.1B. Ch III)	
10	This project addresses the goal from the Long Range Transportation Plan to encourage transit (<i>Journey 2035</i> , page 86)	
10	This project preserves the existing public transit system and provides upgrades of existing facilities or equipment	
5	This is a system enhancement project that increases the efficiency and effectiveness of the transit system by meeting the goals in the LRTP	
2	The project provides transit amenities	
2	This project supports emerging technologies	
2	This project encourages regional transit	
6	The transit provider service area within OTO area is equal to or greater than: 80+ square miles = 6 points 10-79 square miles = 4 points 0-9 square miles = 2 point	
	Total	

RANKING CONSIDERATIONS:

TAB 5

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.D.

TIGER Grant

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

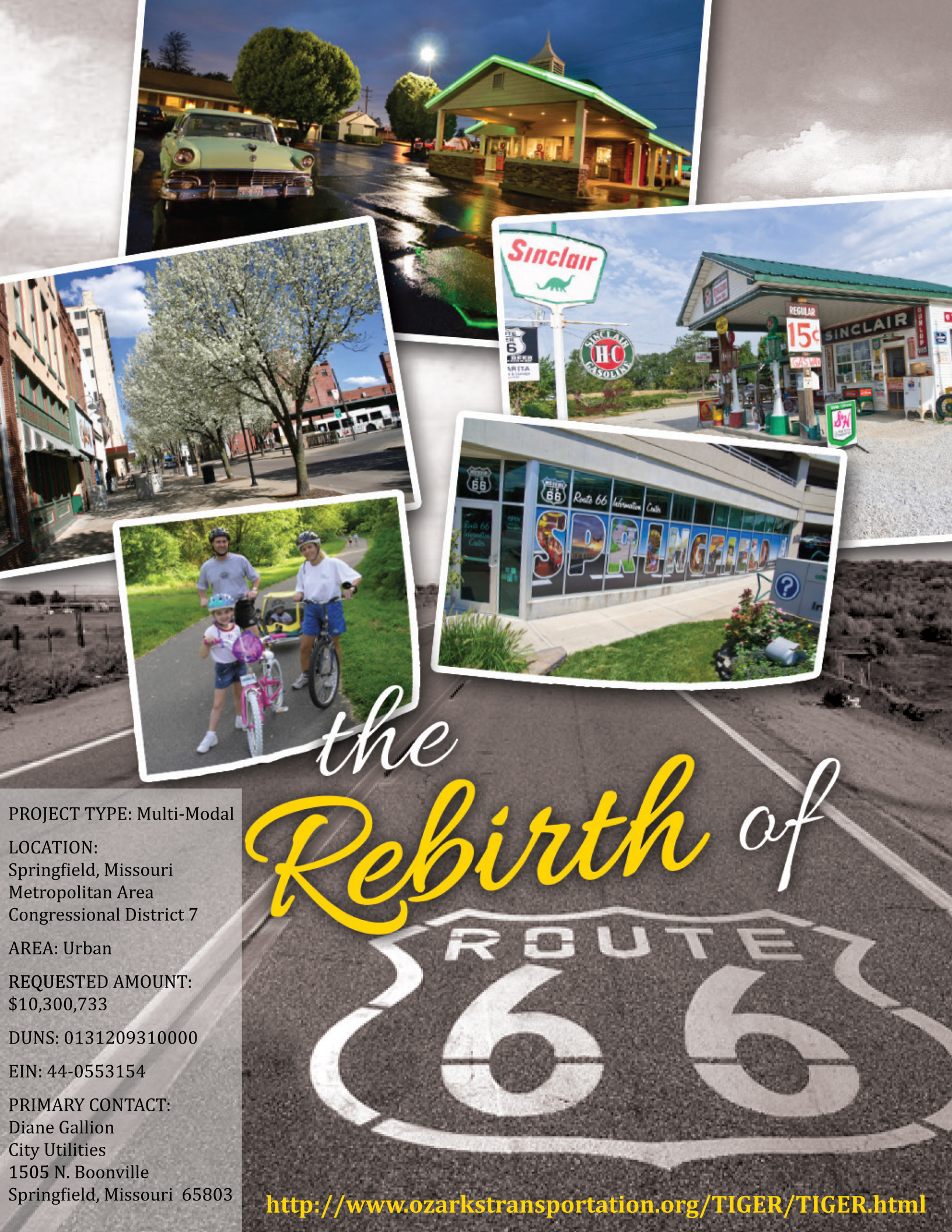
AGENDA DESCRIPTION:

City Utilities, the City of Springfield, and the Ozarks Transportation Organization submitted an application through TIGER V – the Transportation Investment Generating Economic Recovery grant program. The project was titled the “Rebirth of Route 66,” and included a proposal for the new CU Transit Transfer Center, the Jordan Creek Trail through West Meadows, and streetscaping along College (old Route 66). The request for TIGER funding was \$10,300,733 for a total project cost of \$17,879,541.

The previous round of TIGER funding awarded nearly \$500 million to 47 projects in 34 states. Over \$10.2 billion was requested through 703 grant applications. This time \$473.847 million is available.

BOARD OF DIRECTORS ACTION REQUESTED:

No action required. Informational only.



the Rebirth of

PROJECT TYPE: Multi-Modal

LOCATION:
Springfield, Missouri
Metropolitan Area
Congressional District 7

AREA: Urban

REQUESTED AMOUNT:
\$10,300,733

DUNS: 0131209310000

EIN: 44-0553154

PRIMARY CONTACT:
Diane Gallion
City Utilities
1505 N. Boonville
Springfield, Missouri 65803

<http://www.ozarkstransportation.org/TIGER/TIGER.html>



REBIRTH OF ROUTE 66

In 1926, officials met in Springfield, Missouri and named the interregional link between Chicago and Los Angeles U.S. Route 66. The marketing and development of Route 66 can be credited to John Woodruff of Springfield, Missouri and Cyrus Avery of Tulsa, Oklahoma. Route 66 was signed into law in 1927 and fully paved by 1938. The path of Route 66 has evolved since its conception and though replaced by the Interstate highway system, it continues to attract a local, national, and international contingent of travelers yearning for the nostalgia of “The Mother Road.” The Rebirth of Route 66 in Springfield creates a corridor for travel and history, evolving how visitors and residents alike experience Route 66.

Springfield, Missouri proposes the “Rebirth of Route 66,” an initiative that will be environmentally-friendly, propelled by partnerships, and innovating livability in the center of our community – the heart of its founding, the nexus of its present, and the living laboratory of its future. The Rebirth of Route 66 will:

- **Re-engineer multi-modal public transportation design with expanded services**
- **Renew the College Street Corridor and the West Meadows Greenway**
- **Revitalize the birthplace of historic Route 66**
- **Provide incentives for high density development**
- **Walkable streets and complete streets**
- **Development of art and historical districts**
- **Environmental protection and conservation**

The Springfield Strategic Plan, “Field Guide 2030”¹ recommends improving quality of life and livability by enhancing the effectiveness and aesthetics of the collective transportation system, improving the connectivity and accessibility of the street, pedestrian, and bicycle networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system. This proposed TIGER 2013 grant application addresses the Strategic Plan with three defined projects that comprise the multi-modal system enhancements. Each project works toward the goal of a more complete multi-modal system.

PROJECT 1	CONSTRUCTION OF A NEW BUS TRANSFER & MULTI-MODAL FACILITY
PROJECT 2	ROUTE 66/COLLEGE STREET STREETSCAPES AND GREENWAYS
PROJECT 3	WEST MEADOWS GREENWAY TRAIL

Projects	Total Project	TIGER Grant	Local Share	Other Federal Grants
New Bus Transfer & Multimodal Facility	\$11,830,291	\$6,360,733	\$2,366,058	\$3,103,500
Route 66/College Street Streetscapes	\$5,749,250	\$3,700,000	\$2,049,250	--
West Meadows Greenway Trail Project	\$300,000	\$240,000	\$60,000	--
Total TIGER Grant Investment	\$17,879,541	\$10,300,733	\$4,475,308	\$3,103,500
Percentage of Investment	100%	58%	25%	17%

ABOUT SPRINGFIELD, MISSOURI

Springfield is located in southwest Missouri and is the core city for the metropolitan area. As of 2010, the population of the City of Springfield was 159,498 and by the year 2035, Springfield is

¹ Field Guide 2030, Chapter 12 Transportation, pages 228 – 258. <http://www.springfieldmo.gov/fieldguidereview/pdfs/transGuide.pdf>



projected to have a population of 195,194 or an increase of 22.38 percent. The number of households in Springfield in 2009 was 69,332 and by 2035 the number is projected to increase to 90,353 or a 30.32 percent increase. The areas of highest population density within the City of Springfield are primarily in the central city area. According to the U.S. Census Bureau the total population of Springfield's Metropolitan Transportation (MPO) area in 2010 was 308,040 people, an increase since 2000 of 50,302 or 19.52 percent. There are 104,422 households and 126,399 housing units within the MPO planning area. The MPO's Travel Demand Model projects the total population within the current boundaries to be 487,637 in 2035. This represents a 50.3 percent increase in population increase between 2010 and 2035. In the same period, the area is projected to reach a total of 195,386 households, which corresponds to an increase of 50 percent. Southwest Missouri has been one of the fastest growing regions in the country, according to both the 2000 and 2010 Census.

The Springfield, Missouri Metropolitan Statistical Area (MSA) is comprised of Greene, Christian, Webster Polk and Dallas counties and has a population of over 444,000 people. Springfield's area of economic influence reaches 27 counties and 1,027,361 people. Since 2000, the metro area's average annual growth rate has been 3.0 percent.

Springfield-Branson National Airport connects to 9 different cities with more than 24 daily flights. In 2005, SGF was the 4th fastest growing airport in the U.S. and the new terminal building was completed in 2009. Located in the center of the country, Springfield is transportation hub with numerous trucking terminals; Logistics provides an annual economic impact of \$14.3 billion to the metro area.

PROJECT DESCRIPTION

The Rebirth of Route 66 can be broken into three projects:

1. Construction of a new Bus Transfer & Multi-modal Facility
2. Route 66/College Street Streetscapes and Greenways
3. West Meadows Greenway Trail

LOCATION

These three projects are located on the west side of downtown Springfield, along the historic Route 66 corridor. The new Bus Transfer and Multi-Modal Facility is located on Main, just north of College Street (historic Route 66). The College Street Streetscapes extend from downtown Springfield to Kansas Expressway. The Greenway Trail will be a connection within the Jordan Creek Trail system that is in the process of connecting northeast Springfield to the southwest.



TAB 6

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.E.

OTO Growth Trends Report

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

AGENDA DESCRIPTION:

OTO staff has compiled the Growth Trends report based on the most recent census data and building permit information collected from area jurisdictions. This report is published for informational purposes, is included under separate cover, and can be found on the OTO website at http://ozarkstransportation.org/Documents/OTO_Growth_Trends_Dec2012.pdf

If there is additional information that the Board of Directors is interested in seeing in the annual growth trends report, members are asked to let staff know.

BOARD OF DIRECTORS ACTION REQUESTED:

No action required. Informational only.

TAB 7

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.F.

Performance Measures Report

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

AGENDA DESCRIPTION:

The new surface transportation authorization bill, MAP-21 (Moving Ahead for Progress in the 21st Century), introduced performance measures into the planning process requirements. Ahead of passage by MAP-21, OTO included performance measures in the Long Range Transportation Plan, *Journey 2035*. As an assessment of the OTO area and the efficacy of the performance measures themselves, OTO has produced its first annual Performance Measures Report.

The Report provides a quick reference for how the region is performing along with a more detailed description of each measure and its results. Also included is a brief discussion of notable factors which may have impacted each measure's current trend.

BOARD OF DIRECTORS ACTION REQUESTED:

No action required. Informational only.



OZARKS TRANSPORTATION ORGANIZATION

ANNUAL REPORT ON













PERFORMANCE MEASURES

2012

Ozarks Transportation Organization
205 PARK CENTRAL EAST, SUITE 205 | SPRINGFIELD, MO 65806 | 417.865.3042
www.OzarksTransportation.org

The Ozarks Transportation Organization long range transportation plan, *Journey 2035*, sets forth performance measures as a way for OTO to monitor the success of the Plan and the continued transportation-related activities of the OTO and its jurisdictions. Eleven performance measures were identified with targets for 2035. This report highlights current progress on each measure.

At a Glance:  **Improving**  **Declining**  **Not Available**

Performance Measure	Target	2012 Trend
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic	
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	 
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good condition	
Bridge Condition	That the percent of bridges in fair or better condition will stay above 90 percent	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	

1. Vehicle Miles Traveled per Capita

A lower value is better.

Description

Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. By comparing VMT to the number of persons in the region, OTO can gauge just how much VMT is changing in relation to the potential number of people driving. VMT is influenced both by the number of vehicles using the roadway system and the trip length of those vehicles, which increases with the geographic area that is urbanized.

Target

That VMT per Capita will grow no more than 5 percent, to a value of 19 from its peak in 2004, by 2035. Travel growth should be captured in other modes.

Current Value/Trends

Year	VMT	Population	VMT per Capita
2011	4,931,037	*312,126	15.80
2010	5,010,884	310,283	16.14
2009	4,969,336	*303,720	16.36
2008	5,063,022	*298,910	16.94
2007	5,185,837	*293,385	17.68
2006	5,115,547	*287,216	17.81
2005	4,904,027	*280,622	17.48
2004	4,946,098	*275,796	17.93
2003	4,630,231	*271,251	17.07
2002	4,540,996	*266,874	17.02
*Census Estimate			



Result

The VMT per capita improved from 2010 to 2011 and continues its downward trend.

Notable Factors

Factors that could have influenced the reductions in vehicle miles traveled include the Great Recession, an aging population, the fact that the younger population is not driving as much as their older cohorts, and that fuel prices remain high relative to 2007 and earlier prices.

2. Modal Balance

A lower value is better for “Drive Alone,” while a higher value is better other modes.

Description

Modal balance describes the varying proportions of mode choice at a given time. Modes can include walking, cycling, public transport, carpooling, and private motor vehicle, as well as taxicab, motorcycle, and no travel mode – as in working from home. As an indicator, modal balance provides information on how many types of users there are within the system. As a performance measure, modal balance shows the success of alternative forms of transportation. For this performance measure, OTO has decided to focus only on a certain subset of modes –

- Car, Truck, or Van – Drove Alone
- Car, Truck, or Van – Carpooled
- Public Transportation – All
- Bicycle
- Walked
- Worked at Home

This data is derived from the American Community Survey, which asks, “How did this person usually get to work last week?” Respondents are asked to mark the method they used most often if they used more than one mode of transportation during the trip. The American Community Survey collects data on a yearly basis, but on a smaller scale. To maintain reliability in the data in areas with smaller populations, yearly samples are aggregated over multiple years. This also limits the geography for which American Community Survey Data is available. For the OTO region, this data is offered at the County and Place level. In this analysis, the data for all of Christian and Greene Counties have been used, as the information was not available at just an MPO level.

Target

Decrease “Drove Alone” to 75 percent for the region by 2035.

Current Value/Trends

Christian and Greene Counties	
2000	82%
2005-2009	82%
2006-2010	82%
2007-2011	83%



Result

The percentage of those who “Drove Alone” increased between evaluation years, while the desired result is for the percentage to decrease.

Notable Factors

This data is available from the American Community Survey (ACS) which is delayed in its provision of data compared to the timeframe OTO is analyzing. Also, this ACS data spans a 5-year collection timeframe and includes data from before the Great Recession, which impacted driving behaviors.

3. Bicycle/Pedestrian Network Completion

A higher value is better.

Description

Using aerial photography and data from individual jurisdictions, OTO tracks where sidewalks exist within the OTO study area. This plan recommends sidewalks be located in residential, as well as commercial areas. This performance measure will compare the miles of roadway with sidewalk to the miles of roadway without and will not include roadways with a classification of Expressway or higher. The measure will not distinguish between those roads with sidewalks on one side of the street versus both sides of the street. Sidewalks are usually added to existing roadways at a rate of just a few miles per year. Sidewalks should be included with construction of new roadways.

OTO has also identified the future trail network for the region. This performance measure will be assessed by the miles of completed trails. Only those trails used for transportation will be counted. The Frisco Highline Trail will only be counted to the Greene County northern boundary. Currently, 225 miles of trail are planned for the region.

Target

If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5.

- 1) That 35 percent of roadways have sidewalks, excluding those with Expressway classification or above.
- 2) That 80 miles of the trail network be completed by 2035.

Current Value/Trends

**excluding Freeways, Freeway Ramps, and Expressways (per the OTO Major Thoroughfare Plan)*

	2011	2013
Percent Roadway with Sidewalks	30.36	32.79
Miles of Existing Greenway Network	52.03	57.53



Result

Bicycle and pedestrian accommodations continued to increase in the OTO region.

Notable Factors

Improvements include 3 miles of new and 0.3 miles of reconstructed sidewalk around Springfield elementary schools and a number of new streetscapes in downtown Springfield. The City of Springfield has focused on completing the Link from Doling to Missouri State University. Trail was constructed on South Dry Sac and Fassnight Creeks. MoDOT and City Utilities have also partnered to construct sidewalks to improve access to transit stops.

4. Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled

A lower value is better.

Description

Crash rates are defined by crashes per Million Vehicle Miles Traveled (MVMT). This can be an effective way to gauge roadway safety trends. This does not account for how many disabling injuries or fatalities occurred with a single crash, rather, it considers if any disabling injury or fatality was associated with a crash, and then compares that to the vehicle miles traveled. By indexing the number of crashes to vehicle miles traveled, one can take into account the risk involved given the number of miles driven. The more miles one travels, the higher their risk for a crash. This exposure factor is more accurate in determining roadway safety.

Target

That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the graphic below.

Year	VMT	Disabling Injury Crashes and Fatal Crashes	Disabling Injury Crashes and Fatal Crashes/MVMT
2012	4,954,024	178	35.93
2011	4,931,037	198	40.15
2010	5,010,884	237	47.3
2009	4,969,336	254	51.1
2008	5,063,022	220	43.5
2007	5,185,837	226	43.6
2006	5,115,547	266	52
2005	4,904,027	244	49.8
2004	4,946,098	249	50.3
2003	4,630,231	233	50.3
2002	4,540,996	233	51.3



Result

The crash rate in the OTO region continues to improve as a decrease can be seen from 2011 to 2012.

Notable Factors

The Blueprint for Safety and its Southwest District Committee has focused on reducing fatalities on the MoDOT network. Statewide, fatalities are at all-time lows.

5. On-Time Performance of Transit System

A higher value is better.

Description

The timeliness of each bus route is determined through spot checks by a supervisor. Such checks are performed randomly. Timeliness can help determine if a route needs adjusting, if there are issues at stops along a route, or if there is a broader roadway efficiency issue. Timeliness also demonstrates the reliability of the system. System reliability can be more important to a user than frequency of service.

Target

The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level.

Current Trends/Values

Source: City Utilities Transit

Year	Percent on Time
2007	89.21
2008	91.47
2009	91.32
2010	93.54

Result

Due to changes in how data is collected, an updated measure is not available at this time.

Notable Factors

City Utilities is purchasing automated vehicle location devices for each of their buses. This will be able to provide a holistic view of timeliness for the transit system once it is in place.

6. Percent of Housing Units within ¼-mile of a Bus Route

A higher value is better.

Description

The percent of housing units within a ¼-mile of a bus route is an indicator of how many potential people are available to use the transit system. This measure examines the City Utilities Transit service area at the proximity of housing units to CU bus service.

Target

That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035.

Current Trends/Values

2010 (U.S. Census Bureau):

Housing units in OTO area – 138,623

Housing units in CU Transit Service Area – 77,620

2013 (U.S. Census Bureau, OTO Growth Trends):

Housing units in OTO area – 140,828

Housing units in CU Transit Service Area – 78,234



Housing units* within ¼-mile of 2011 bus routes – 64,871

Housing units** within ¼-mile of 2013 bus routes – 67,282



Percent housing units* in OTO area within ¼-mile of a 2011 bus route – 47%

Percent housing units** in OTO area within ¼-mile of a 2013 bus route – 48%



Percent housing units in CU Transit service area within ¼-mile of a 2011 bus route – 84%

Percent housing units in CU Transit service area within ¼-mile of a 2013 bus route – 87%



Result

Based on this analysis, access to transit has improved since 2011.

Notable Factors

The number of housing units for the OTO region, as a whole, is static as the data source is the 2010 Census. The OTO is able to use this as a base number, however, and add information from building permit data collected for the Growth Trends document.

*Based on 2010 U.S. Census Bureau Housing Units

** Based on OTO Growth Trends Building Permit Data plus 2010 U.S. Census Bureau Housing Units

7. Average Commute Time

A lower value is better.

Description

Average commute time is the amount of time taken to travel to work as reported by workers over the age of 16 on the American Community Survey and the decennial Census. This data is not available at the OTO level, so it will include all of Christian and Greene Counties. This measure is an indicator of both the distance commuters are traveling and the potential congestion drivers face during their commute.

Target

Keep the average commute time less than 25 minutes by 2035.

Current Value/Trends

Source: US Census Bureau – 2005-2009 American Community Survey, Table B08303

	1980	1990	2000	2005-2009	2007-2011	Difference in Minutes 2005-2009 to 2007-2011
Christian	24.0	27.4	25.1	24.1	24.5	0.4
Greene	17.2	17.6	19.2	19.5	19.2	-0.3
Battlefield	22.1	22.6	23.1	22.7	23.1	0.4
Fremont Hills	N/A	17.0	19.8	19.7	23.6	3.9
Nixa	20.8	19.1	23.8	21.9	22.4	0.5
Ozark	21.0	19.2	21.6	22.0	23.1	3.1
Republic	20.5	21.6	25.1	23.4	22.2	-1.2
Springfield	15.4	15.7	17.0	17.6	17.3	-0.3
Strafford	19.2	20.4	22.4	23.0	23.7	0.7
Willard	20.6	23.2	23.0	23.8	23.1	-0.7
Average of Greene/Christian	20.6	22.5	22.2	21.8	21.9	0.1
Average of OTO Cities	19.9	19.9	22.0	21.8	22.3	0.5

Blue cells show improvement
Red cells show decline
White cells show no change

Result

Overall, commuting times have not improved since the previous analysis, though commuters in Greene County, Republic, Springfield, and Willard did see a reduction in commute times. The average commute does remain under the target of 25 minutes for the region.

Notable Factors

As stated earlier, the American Community Survey data spans multiple years, including before and after the Great Recession. The survey data also covers a much smaller sample of the population than the former Census Long Form. In several instances, the margin of error was larger than the difference between the analysis years.

8. Peak Travel Time

A lower value is better.

Description

Travel time along the roadway system is determined through travel time runs which utilize Global Positioning System (GPS) units. These units collect data to determine the average time it takes to travel a corridor. When the speed of travel drops more than 20 mph below the posted speed limit, a roadway is determined to have significant delay.

Target

That less than 20 percent of the OTO area roadways will be significantly delayed.

Current Value/Trends



AM Peak Total			
	2005	2008	2012
Miles 20+ mph below speed limit	12.85	33.63	25.26
Total Travel Time Mileage	265.04	343.23	342.57
Percent Significantly Delayed	5%	10%	7%



PM Peak Total			
	2005	2008	2012
Miles 20+ mph below speed limit	18.37	46.23	48.93
Total Travel Time Mileage	264.27	354.8	339.48
Percent Significantly Delayed	7%	13%	14%

Result

AM Peak travel time is improving, but PM Peak travel time is not.

Notable Factors

The difference in improvement between AM and PM could be related to continued unemployment in the OTO region. PM travel is likely influenced factors other than the journey to or from work, while travel during the AM peak can mostly be attributed to commuting to work and/or school.

9. Percent of Roadways in Good Condition

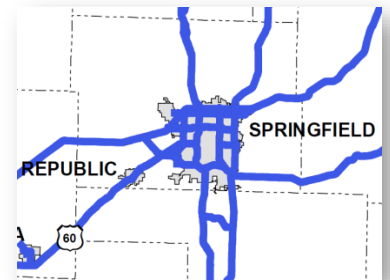
A higher value is better.

Major Roads in the OTO Region

Source: Missouri Department of Transportation

Description

The Missouri definition of good condition uses factors such as smoothness and physical distress to determine quality. The goal for the Missouri Department of Transportation is to have 85 percent of all Major Roads in Good Condition. The current OTO values for 2010 are higher than for the entire State of Missouri. Overall, in Missouri, the Major Roads were more than 85 percent good, while in the OTO, 93 percent are considered good. Major Roads are principal arterials, including interstates, freeways and expressways. This map highlights the major roads in the OTO region.



Target

That 85 percent or more of the Major Roads in the OTO region are in Good Condition.

Year	Major % Good
2002	65
2003	61
2004	59
2005	61
2006	78
2007	87
2008	89
2009	91
2010	93
2011	94
2012	94
For MoDOT owned roads only. Based on MoDOT Tracker Data.	



Result

The percentage of Major Roads in Good Condition is constant between 2011 and 2012 and continues to remain above 85 percent.

Notable Factors

The Smooth Roads Initiative, which started in 2006, is evident in MoDOT's ability to maintaining a Good Condition on the area's major roadways.

10. Bridge Condition

A higher value is better.

Description

Bridge condition ratings are calculated by taking the lowest sub-rating of the super-structure, sub-structure, and deck. Ratings range from 3 to 9. At a bridge rating of 3, bridges are closed to the public. A bridge rating of 5 is considered Fair, with all primary structural elements as sound, though they may have minor section loss, cracking, spalling, or scour. A bridge rating of 9 is Excellent. The Missouri Department of Transportation does not have a set goal for this measure. This measure shows those bridges which are rated 5 or higher, in Fair or better condition.

Target

That the percent of bridges in fair or better condition will stay above 90 percent.

	Total Bridges	Total Fair+	Percent Fair+
2001	251	242	96.41
2002	252	242	96.03
2003	253	244	96.44
2004	259	250	96.53
2005	265	256	96.60
2006	270	257	95.19
2007	273	260	95.24
2008	277	262	94.58
2009	287	269	93.73
2010	290	268	92.41
2011	317	298	94.01
2012	328	311	94.82

Includes state and non-state bridges



Result

The percentage of bridges with Fair or better condition ratings has increased from 2011 to 2012 and remains above the target of 90 percent.

Notable Factors

The continued focus on taking care of the system and MoDOT's Safe and Sound Bridge Program are both reasons for the region's continued ability to keep the area's bridges in fair or better condition.

11. Ozone Levels

A lower value is better.

Description

Ozone is a regulated pollutant under the Clean Air Act and the allowable amount is set by the National Ambient Air Quality Standards. Ozone is measured on a three-year design value. This is based on the 4th highest ozone value during each of those three years. The standard in place is set at 75 ppb. The standard is reviewed at least once every five years and either stays in place or is adjusted downward. The next review is scheduled for 2013. As a metropolitan transportation organization, the OTO is responsible for ensuring that the region complies with transportation conformity requirements. This essentially states that the transportation projects within the non-attainment area are consistent with air quality goals.

Target

That the region will be able to demonstrate transportation conformity for its plans, programs, and projects.

Years	Value
2002-2004	70
2003-2005	71
2004-2006	71
2005-2007	77
2006-2008	73
2007-2009	69
2008-2010	68
2009-2011	69
2010-2012	74



Result

As the region has yet to go non-attainment, conformity is not an issue for OTO at this time. The most recent Ozone Design Value is still within the limits set by EPA through the National Ambient Air Quality Standards.

Notable Factors

Weather is a major factor in the area's ozone values and 2012 was a very hot year. The rolling average of the Ozone Design Value also means that years with prior lower values are not accounted for in the most recent average. The Ozarks Clean Air Alliance is participating in EPA's Ozone Advance Program to mitigate the impacts of ozone in southwest Missouri.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

This report was prepared in cooperation with the USDOT,
including FHWA and FTA, as well as the Missouri
Department of Transportation.

Ozarks Transportation Organization

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TAB 8

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.G.

Year-End Financial Statements 2012-2013 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the fiscal year-end financial statements for the 2012-2013 Budget Year. This period includes July 1, 2012 through June 30, 2013. The *Profit and Loss Statement*, *Balance Sheet*, and *OTO Quarterly Expenditures Statement* (categorized to match the approved Unified Planning Work Program Budget) are included for Board Member review. During this period, revenue exceeded expenditures in the amount of \$26,907.49. Also included is the Operating Fund Balance Report which shows a healthy fund balance of \$215,679.60.

The OTO was able to utilize \$46,311.62 of In-Kind Match Income during the fiscal year. Staff would like to thank all member jurisdictions for helping with the in-kind match documentation.

The OTO budgeted expenses in the amount of \$829,064.78 for the budget year. Actual expenses for the year were \$624,596.37. This is 75.3 percent of budgeted expenses. The Travel Model development was delayed until FY 14 resulting in an unspent amount of \$150,000, which is 18 percent of the 24.7 percent under budget.

Categories that were significantly under budget included:

- Training
- Travel Model Consultant (not started during FY 13 due to delay in Census Data release)
- Consultant Services

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Year-End Financial Statements for the 2012-2013 Budget Year”

OR

“Move to return to staff the Year-End Financial Statements for the 2012-2013 Budget Year in order to _____”

12:40 PM

07/23/13

Cash Basis

Ozarks Transportation Organization
Profit & Loss
July 2012 through June 2013

	<u>Jul '12 - Jun 13</u>
Ordinary Income/Expense	
Income	
Interest Income	385.64
Other Types of Income	
City of Sfld Aerial Photo Match	10,000.00
Consolidated Planning Grant CPG	453,920.38
Health Insurance Employee Match	5,610.00
In-Kind Match, Donated Direct C	46,311.62
Total Other Types of Income	515,842.00
Program Income	
Local Jurisdiction Match Funds	135,276.22
Total Program Income	135,276.22
Total Income	651,503.86
Expense	
Board of Director Insurance	2,395.00
Business Expenses	
Membership Dues	4,236.34
Total Business Expenses	4,236.34
Contract Services	
Consultant Services	3,399.40
Payroll Company Fee	2,171.65
Travel Time Runs and Traffic	16,775.50
Total Contract Services	22,346.55
Facilities and Equipment	
Building Rental	55,367.00
Copy Machine Lease	2,859.00
Total Facilities and Equipment	58,226.00
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	37,980.17
Member Attendance at Meetings	8,331.45
Total In-Kind Match Expense	46,311.62
Operations	
Advertising	1,138.00
Aerial Photos	50,000.00
Audit	4,750.00
Computer Software	1,593.03
Computer Upgrades	4,081.08
Data Storage/Backup	2,067.98
Food Supplies	2,992.90
GIS Maintenance	4,500.00
IT Maintenance Contract	9,199.97

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Cash Basis

Ozarks Transportation Organization
Profit & Loss
July 2012 through June 2013

	<u>Jul '12 - Jun 13</u>
Mileage	1,346.07
Office Equip Repair	60.00
Office Supplies/Furniture	12,844.73
Parking	880.00
Postage	2,783.74
Printing	7,210.31
Publications	229.61
Telephone	3,653.55
TIP Software	24,100.00
Web Hosting	450.00
Total Operations	133,880.97
Other Types of Expenses	
Insurance - Liability	981.00
Mobile Data Plans	1,699.25
Workmen's Compensation Ins	1,096.00
Total Other Types of Expenses	3,776.25
Salaries	
Health Insurance	21,987.58
Payroll Tax Expense	20,801.34
Salaries	264,564.90
SEP-IRA Contribution	31,169.28
Total Salaries	338,523.10
Training/Travel/Education	
Employee Education	3,346.99
Hotel	3,094.91
Meals	942.34
Registration	1,851.00
Training	1,139.00
Transportation	4,123.31
Travel Miscellaneous	402.99
Total Training/Travel/Education	14,900.54
Total Expense	624,596.37
Net Ordinary Income	26,907.49
Net Income	26,907.49

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Cash Basis

Ozarks Transportation Organization
Balance Sheet
As of June 30, 2013

	<u>Jun 30, 13</u>
ASSETS	
Current Assets	
Checking/Savings	
Great Southern Bank	208,108.96
Total Checking/Savings	<u>208,108.96</u>
Total Current Assets	<u>208,108.96</u>
TOTAL ASSETS	<u>208,108.96</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	2,929.41
Total Credit Cards	<u>2,929.41</u>
Other Current Liabilities	
Dependent FSA - Employee 003	192.30
Health FSA - Employee 002	68.89
Health FSA - Employee 003	-972.30
Health FSA - Employee 004	74.12
Health FSA - Employee 008	349.00
Total Other Current Liabilities	<u>-287.99</u>
Total Current Liabilities	<u>2,641.42</u>
Total Liabilities	2,641.42
Equity	
Unrestricted Net Assets	178,560.05
Net Income	26,907.49
Total Equity	<u>205,467.54</u>
TOTAL LIABILITIES & EQUITY	<u>208,108.96</u>

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07/23/13
Cash Basis

Ozarks Transportation Organization Profit & Loss Budget vs. Actual July 2012 through June 2013

	Jul '12 - Jun 13	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Interest Income	385.64			
Other Types of Income				
City of Sfld Aerial Photo Match	10,000.00	10,000.00	0.00	100.0%
Consolidated Planning Grant CPG	453,920.38	663,251.82	-209,331.44	68.4%
Health Insurance Employee Match	5,610.00			
In-Kind Match, Donated Direct C	46,311.62	23,977.00	22,334.62	193.2%
Total Other Types of Income	515,842.00	697,228.82	-181,386.82	74.0%
Program Income				
Local Jurisdiction Match Funds	135,276.22	131,835.96	3,440.26	102.6%
Total Program Income	135,276.22	131,835.96	3,440.26	102.6%
Total Income	651,503.86	829,064.78	-177,560.92	78.6%
Expense				
Board of Director Insurance	2,395.00	2,300.00	95.00	104.1%
Business Expenses				
Membership Dues	4,236.34	4,200.00	36.34	100.9%
Total Business Expenses	4,236.34	4,200.00	36.34	100.9%
Contract Services				
Consultant Services	3,399.40	8,000.00	-4,600.60	42.5%
Payroll Company Fee	2,171.65	2,600.00	-428.35	83.5%
Travel Model Consultant	0.00	150,000.00	-150,000.00	0.0%
Travel Time Runs and Traffic	16,775.50	20,000.00	-3,224.50	83.9%
Total Contract Services	22,346.55	180,600.00	-158,253.45	12.4%
Facilities and Equipment				
Building Rental	55,367.00	55,367.00	0.00	100.0%
Copy Machine Lease	2,859.00	4,000.00	-1,141.00	71.5%
Total Facilities and Equipment	58,226.00	59,367.00	-1,141.00	98.1%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	37,980.17	15,977.00	22,003.17	237.7%
Member Attendance at Meetings	8,331.45	8,000.00	331.45	104.1%
Total In-Kind Match Expense	46,311.62	23,977.00	22,334.62	193.2%

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07/23/13

Cash Basis

Ozarks Transportation Organization

Profit & Loss Budget vs. Actual

July 2012 through June 2013

	Jul '12 - Jun 13	Budget	\$ Over Budget	% of Budget
Operations				
Advertising	1,138.00	3,800.00	-2,662.00	29.9%
Aerial Photos	50,000.00	50,000.00	0.00	100.0%
Audit	4,750.00	4,750.00	0.00	100.0%
Computer Software	1,593.03	2,000.00	-406.97	79.7%
Computer Upgrades	4,081.08	4,000.00	81.08	102.0%
Data Storage/Backup	2,067.98	3,600.00	-1,532.02	57.4%
Food Supplies	2,992.90	4,500.00	-1,507.10	66.5%
GIS Maintenance	4,500.00	7,000.00	-2,500.00	64.3%
IT Maintenance Contract	9,199.97	12,000.00	-2,800.03	76.7%
Mapping/Drafting Supplies	0.00	1,500.00	-1,500.00	0.0%
Mileage	1,346.07	2,000.00	-653.93	67.3%
Office Equip Repair	60.00	500.00	-440.00	12.0%
Office Supplies/Furniture	12,844.73	16,000.00	-3,155.27	80.3%
Parking	880.00	1,000.00	-120.00	88.0%
Postage	2,783.74	4,000.00	-1,216.26	69.6%
Printing	7,210.31	13,000.00	-5,789.69	55.5%
Publications	229.61	1,000.00	-770.39	23.0%
Telephone	3,653.55	5,000.00	-1,346.45	73.1%
TIP Software	24,100.00	25,000.00	-900.00	96.4%
Web Hosting	450.00	550.00	-100.00	81.8%
Total Operations	133,880.97	161,200.00	-27,319.03	83.1%
Other Types of Expenses				
Insurance - Liability	981.00	1,400.00	-419.00	70.1%
Mobile Data Plans	1,699.25	1,620.00	79.25	104.9%
Workmen's Compensation Ins	1,096.00	1,400.00	-304.00	78.3%
Total Other Types of Expenses	3,776.25	4,420.00	-643.75	85.4%
Salaries				
Health Insurance	21,987.58			
Payroll Tax Expense	20,801.34			
Salaries	264,564.90			
SEP-IRA Contribution	31,169.28			
Salaries - Other	0.00	361,000.78	-361,000.78	0.0%
Total Salaries	338,523.10	361,000.78	-22,477.68	93.8%
Training/Travel/Education				
Employee Education	3,346.99			
Hotel	3,094.91			
Meals	942.34			
Registration	1,851.00			
Training	1,139.00			
Transportation	4,123.31			

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Cash Basis

Ozarks Transportation Organization Profit & Loss Budget vs. Actual July 2012 through June 2013

	Jul '12 - Jun 13	Budget	\$ Over Budget	% of Budget
Travel Miscellaneous	402.99			
Training/Travel/Education - Other	0.00	32,000.00	-32,000.00	0.0%
Total Training/Travel/Education	14,900.54	32,000.00	-17,099.46	46.6%
Total Expense	624,596.37	829,064.78	-204,468.41	75.3%
Net Ordinary Income	26,907.49	0.00	26,907.49	100.0%
Net Income	26,907.49	0.00	26,907.49	100.0%

Ozarks Transportation Organization
July 2012 Through June 2013

	Budgeted Amount	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Salaries & Fringe	\$361,000.78	\$25,206.03	\$34,931.58	\$22,920.35	\$27,555.84	\$25,894.30	\$24,003.26	\$39,280.50	\$27,684.28	\$26,972.24	\$27,660.99	\$27,505.20	\$28,908.53	\$338,523.10	\$22,477.68
Springfield Contract for Staff & Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TIP Software	\$25,000.00	\$0.00	\$0.00	\$0.00	\$24,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$24,100.00	\$900.00
Rideshare Software/Materials	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Publications	\$1,000.00	\$79.00	\$0.00	\$0.00	\$0.00	\$0.00	\$116.90	\$0.00	\$0.00	\$0.00	\$0.00	\$33.71	\$0.00	\$229.61	\$770.39
Office Supplies/Furniture	\$16,000.00	\$89.93	\$262.44	\$1,627.93	\$102.73	\$35.03	\$240.17	\$1,362.58	\$989.25	\$108.36	\$3,901.08	\$1,765.65	\$2,359.58	\$12,844.73	\$3,155.27
Mapping	\$1,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,500.00
Training	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Travel	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Training/Travel/Education	\$32,000.00	\$2,208.34	\$1,844.94	\$3,387.15	\$733.80	\$20.00	\$2,236.42	\$219.28	\$804.20	\$1,103.37	\$2,137.51	\$205.53	\$0.00	\$14,900.54	\$17,099.46
Dues	\$4,200.00	\$0.00	\$396.00	\$575.00	\$0.00	\$0.00	\$1,855.34	\$490.00	\$360.00	\$0.00	\$410.00	\$150.00	\$0.00	\$4,236.34	(\$36.34)
Postage	\$4,000.00	\$88.29	\$786.89	\$0.00	\$743.47	\$77.44	\$382.80	\$70.11	\$294.30	\$92.37	\$37.98	\$480.10	\$229.99	\$3,283.74	\$716.26
Telephone/Internet	\$5,000.00	\$357.35	\$432.76	\$250.30	\$251.33	\$292.19	\$293.42	\$293.56	\$293.34	\$293.40	\$308.68	\$293.61	\$293.61	\$3,653.55	\$1,346.45
Advertising	\$3,800.00	\$419.00	\$263.75	\$175.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$279.83	\$1,138.00	\$2,662.00
Printing	\$13,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,600.10	\$0.00	\$0.00	\$1,489.87	\$528.00	\$174.84	\$2,417.50	\$7,210.31	\$5,789.69
Food	\$4,500.00	\$176.44	\$319.10	\$44.56	\$330.94	\$96.98	\$337.08	\$140.64	\$36.90	\$593.55	\$336.31	\$180.61	\$399.79	\$2,992.90	\$1,507.10
Computer Upgrades	\$4,000.00	\$0.00	\$0.00	\$3,134.95	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$190.00	\$756.13	\$4,081.08	(\$81.08)
Software	\$2,000.00	\$0.00	\$0.00	\$1,149.00	\$0.00	\$0.00	\$0.00	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$354.03	\$1,593.03	\$406.97
GIS Licenses	\$7,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,500.00	\$0.00	\$4,500.00	\$2,500.00
Rent	\$55,367.00	\$8,518.00	\$4,259.00	\$8,518.00	\$0.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$55,367.00	\$0.00
Mileage	\$2,000.00	\$46.51	\$143.54	\$363.87	\$210.01	\$159.12	\$37.74	\$25.53	\$208.59	\$49.38	\$46.57	\$36.23	\$18.98	\$1,346.07	\$653.93
Copy Machine Lease	\$4,000.00	\$238.25	\$238.25	\$238.25	\$0.00	\$476.50	\$238.25	\$238.25	\$238.25	\$238.25	\$199.60	\$276.90	\$238.25	\$2,859.00	\$1,141.00
Parking	\$1,000.00	\$0.00	\$80.00	\$160.00	\$0.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$80.00	\$880.00	\$120.00
Aerial Photos	\$50,000.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50,000.00	\$0.00
Travel Model Consultant	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00
Liability Insurance	\$1,400.00	\$981.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$981.00	\$419.00
Consultant Services (formerly legal and accounting)	\$8,000.00	\$40.00	\$1,925.00	\$787.50	\$106.90	\$0.00	\$540.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,399.40	\$4,600.60
Payroll Services	\$2,600.00	\$157.00	\$226.80	\$148.30	\$154.50	\$152.50	\$152.50	\$417.55	\$152.50	\$152.50	\$152.50	\$152.50	\$152.50	\$2,171.65	\$428.35
Audit	\$4,750.00	\$0.00	\$0.00	\$0.00	\$4,750.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,750.00	\$0.00
Infill Costs	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Equipment Repair	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60.00	\$0.00	\$60.00	\$440.00
Workers Comp	\$1,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,374.00	\$0.00	\$1,374.00	\$26.00
Web Hosting	\$550.00	\$479.99	(\$29.99)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$450.00	\$100.00
Data Storage/Backup	\$3,600.00	\$0.00	\$675.97	\$155.88	\$0.00	\$77.94	\$134.00	\$193.04	\$225.75	\$140.19	\$0.00	\$307.36	\$157.85	\$2,067.98	\$1,532.02
IT Maintenance Contract	\$12,000.00	\$1,220.00	\$1,120.00	\$1,170.00	\$239.60	\$585.00	\$585.00	\$1,355.37	\$585.00	\$585.00	\$0.00	\$1,170.00	\$585.00	\$9,199.97	\$2,800.03
Mobile Data Plans	\$1,620.00	\$180.00	\$225.00	\$80.57	\$90.00	\$133.68	\$180.00	\$180.00	\$90.00	\$180.00	\$90.00	\$135.00	\$135.00	\$1,699.25	(\$79.25)
Fixed Route Transit Analysis	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Board of Director Insurance	\$2,300.00	\$0.00	\$0.00	\$2,395.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,395.00	(\$95.00)
Travel Time Runs and Traffic Counts	\$20,000.00	\$0.00	\$0.00	\$0.00	\$3,760.95	\$5,428.40	\$0.00	\$7,586.15	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,775.50	\$3,224.50
Statewide Passenger Rail Study (OTO Portion)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Presentation System	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Moving Expense	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$805,087.78	\$40,485.13	\$98,101.03	\$47,282.03	\$63,130.07	\$37,768.08	\$38,271.98	\$56,209.56	\$36,319.36	\$36,355.48	\$40,166.22	\$43,348.24	\$41,625.57	\$579,062.75	\$226,025.03

	Budgeted Amount	July In-Kind	Aug In-Kind	Sept In-Kind	Oct. In-Kind	Nov. In-Kind	Dec. In-Kind	Jan. In-Kind	Feb. In-Kind	Mar. In-Kind	Apr. In-Kind	May. In-Kind	June In-Kind	YTD In-Kind	Remaining
In-Kind Match, Direct Cost, Donated															
Member Attendance at Meetings	\$8,000.00	(\$27.28)	\$876.00	\$740.92	\$640.86	\$589.81	\$707.78	\$1,216.37	\$0.00	\$1,658.36	\$727.95	\$472.73	\$727.95	\$8,331.45	(\$331.45)
Direct Cost - MoDOT Salaries	\$15,977.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,544.62	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,435.55	\$37,980.17	(\$22,003.17)
Total In-Kind Match, Direct Cost Donated	\$23,977.00	-\$27.28	\$876.00	\$740.92	\$640.86	\$20,134.43	\$707.78	\$1,216.37	\$0.00	\$1,658.36	\$727.95	\$472.73	\$19,163.50	\$46,311.62	-\$22,334.62

Total Expenditures Plus In-Kind Match	\$829,064.78	\$40,457.85	\$98,977.03	\$48,022.95	\$63,770.93	\$57,902.51	\$38,979.76	\$57,425.93	\$36,319.36	\$38,013.84	\$40,894.17	\$43,820.97	\$60,789.07	\$625,374.37	\$203,690.41
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Minus Non Reimbursable Expenses	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$778.00	\$0.00	\$0.00	\$0.00	\$11.00	\$0.00	\$0.00	\$0.00	\$0.00
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Adjusted Total Expenditures Plus In-Kind Match	\$829,064.78	\$40,457.85	\$98,977.03	\$48,022.95	\$63,770.93	\$57,902.51	\$38,201.76	\$57,425.93	\$36,319.36	\$38,013.84	\$40,883.17	\$43,820.97	\$60,789.07	\$624,585.37	\$204,479.41
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*July - credit of \$594.42 issued for overage of In-kind expense on March 12 invoice. Dec. non reimbursable expense of \$778.00 - \$500.00 postage expense double recorded in August and October MoDOT Submittal & \$278 Workers Comp policy reimbursement for expense charged to MoDOT in August 2012. * April \$11.00 was for expense reimbursed from employee for parking, not chargeable to grant.

Ozarks Transportation Organization
Operating Fund Balance Report
FY 13

Bank Statement Balance

Date	Previous Balance	Deposits	Interest	Withdrawals	Current Balance
6/30/2012	\$132,642.53	\$98,449.36	\$66.50	\$36,973.08	\$194,185.31
7/31/2012	\$194,185.31	\$0.00	\$62.14	\$48,823.03	\$145,424.42
8/31/2012	\$145,424.42	\$113,703.22	\$77.16	\$88,992.95	\$170,211.85
9/28/2012	\$170,211.85	\$111,547.90	\$44.49	\$49,827.31	\$231,976.93
10/31/2012	\$231,976.93	\$0.00	\$42.49	\$65,883.25	\$166,136.17
11/30/2012	\$166,136.17	\$0.00	\$29.70	\$37,935.69	\$128,230.18
12/31/2012	\$128,230.18	\$72,996.51	\$22.53	\$29,335.69	\$171,913.53
1/31/2013	\$171,913.53	\$62,807.02	\$28.10	\$62,215.39	\$172,533.26
2/28/2013	\$172,533.26	\$30,561.41	\$21.56	\$30,115.03	\$173,001.20
3/29/2013	\$173,001.20	\$45,960.31	\$20.95	\$34,691.65	\$184,290.81
4/30/2013	\$184,290.81	\$50,275.86	\$15.28	\$36,684.00	\$197,897.95
5/31/2013	\$197,897.95	\$7,914.23	\$11.63	\$44,275.32	\$161,548.49
6/28/2013	\$161,548.49	\$93,774.13	\$9.61	\$39,652.63	\$215,679.60

Checkbook Ledger Balance

Bank Balance 6/28/2013	\$215,679.60
Total Outstanding Withdrawals	\$7,570.64
Total available Balance 3/29/2013	\$208,108.96

The OTO Operating Balance Policy establishes a minimum balance of three months of expenses and a maximum balance of six months of expenses in order to maintain an adequate reserve. Based on the current budget year, the following amounts represent these limits.

FY 2013 Budget	\$805,087.78
3 months of expenses	\$201,271.95
6 months of expenses	\$402,543.89

**Ozarks Transportation Organization
Unified Planning Work Program Progress Report
Period July 1, 2012 to June 30, 2013**

010 General Administration 100% Complete

OTO maintained Ozarkstransportation.org and posted all ONEDOT TIP approvals to the site.

Staff developed a new website design and logo. Staff started a Facebook account with online updates.

OTO prepared FY12-13 quarterly financial reports and progress reports.

Local Members' dues statements were issued.

Staff attended the following training:

1st Quarter

- Dreamweaver website software training
- Association of MPOs – MAP-21 Teleconference
- FTA – MAP-21 Teleconference
- Association for Commuter Transportation - International Conference
- SMCOG - Municipal Official Training Workshop
- Missouri Public Transit Association Annual Conference
- Pictometry (aerial photo) Training with Greene County/Springfield
- Missouri Bicycle and Pedestrian Federation - SRTS Teleconference
- FHWA – Congestion Management Process
- Association of MPOs Conference
- Organizational Leadership classes
- Springfield Area Human Resource Association Annual Conference
- Introduction to Travel Forecasting Webinar
- Cars, Streets, and Policy in 2035 Webinar
- TRB Tools of the Trade Conference
- 9th Annual Economic Outlook Conference
- Talking Freight - Integrating Sustainability Analysis into Freight Transportation Projects and Programs Webinar
- MAP-21 Implementation Webinar
- VTM Webinar
- Housing and Transportation for Boomers and Beyond Webinar

2nd Quarter

- MPTA Board Meeting in October
- Blueprint for Safety Annual Conference
- Organizational Leadership Classes
- ESRI online training, on-going
- The Social Media Marketing Conference
- Missouri Chapter of the American Planning Association (APA)
- October Missouri Coalition For Roadway Safety Conference
- October Livable Streets Advisory Team (Teleconference)
- AMPO - MPO Performance Based Planning Activities Webinar
- FTA Programs training video

FTA Environmental Justice Webinar
FTA MAP-21 Stakeholders Webinar
MAP-21 Webinar on Congestion and Performance Measures
Ozarks Chapter of the Institute of Transportation Engineers Seminar
American Planning Association Webinar – Reach the Ones who Don't Show Up
FHWA Webinar – Effective Practices in Livability Planning for MPOs
American Planning Association Webinar – Ethical Challenges
FHWA MAP-21 Freight Provisions Webinar

3rd Quarter

MoAPA Strategic Planning
Chamber PR Bootcamp
OTC Dreamweaver 1
OTC Dreamweaver 2
MoDOT DBE Availability and Disparity Study
MoDOT Statewide Planning partners Meeting
MoDOT Limited English Proficiency Planning Workshop
Safety Council of the Ozarks Employer Liability & Cell Phone Distracted Driving Seminar
ACT Webinar-New TDM Generation, New Funding Options, New Technologies
FTA Safety Webinar
Coordinated Transportation Partnership Webinar
MAP-21 Safety Provisions Webinar
INVEST Tool Webinar

4th Quarter

50 Ways to Lose your Money- FHWA Webinar
Rightsizing Streets Webinar
National APA Conference
Certificate of Conformance: The GFOA's New Program for Small Governments that Prepare
Modified Cash Basis Financial Reports Webinar
OTC Dreamweaver 3
AMPO Policy Committee
OCITE Technical Seminar

The FY11-12 audit was conducted. Results of the FY11-12 audit were presented to the Board of Directors in October with no significant findings. The audit subcommittee selected an auditor for the next three audits.

Staff continues to monitor guidance and apportionments for MAP-21.

The FY13 UPWP was amended and approved by ONEDOT. The FY13 UPWP amendment was approved in order to add the purchase of the development of an electronic TIP and online hosting. FY 14 UPWP was completed and approved.

A mission statement with goals was approved by the Board of Directors.

Procurement manual amendments were approved by the Board of Directors.

Updates to the Travel Policy were developed and approved by the Board of Directors.

Began development of a Disadvantage Business Enterprise program and updates to the Title VI program including the Limited English Proficiency Plan which was approved by the Board of

Directors in April. DBE semi-annual reporting was completed. Title VI Reporting and Complaint tracking was completed.

Staff participated in a Federal Certification Review. The final report is scheduled to be presented to the Board of Directors in October.

020 OTO Committee Support 100% Complete

Six Board of Directors and Five Technical Committee meetings were conducted. The following items were approved:

- On System Bridge project selection process
- FY12 and FY13 enhancement awards
- Four TIP amendments
- The FY13-16 TIP
- Annual Listing of Obligated Projects
- Planning Process Certification
- A set of functional classification and boundary changes
- Transfer of the rideshare program to the City of Springfield.
- Request an IRS letter ruling for tax classification
- Addition of two additional job descriptions
- A merit raise policy
- The purchase of group health insurance
- A mission statement
- Executive Committee appointments
- Bylaw amendments
- Participation in the EPA PM Advance Program
- Limited English Proficiency Plan
- Travel Demand Model Contract Award

Five BPAC Meetings were held in September, November, January, March, and May. These meetings focused on bicycle and pedestrian priorities for 2013, as well as updates on Springfield's Person Powered Mobility Plan and Ozark Greenway's Let's Go Smart Initiative. Staff was involved with the Ozark Greenways Technical and Sustainable Transportation Committees. Updates on bicycle and pedestrian activities were provided to the Technical Planning Committee. Staff continued involvement with the Missouri Livable Streets Advisory Team, the Missouri Safe Routes to School Network and the Childhood Obesity Action Group. Staff has continued to serve in an advisory role as the City of Springfield updates its policies regarding bicycling and pedestrians. Work also began on updating the application for the area's Bicycle Friendly Community status for submission in July.

Public Participation Plan was revised and will be reviewed by the Board of Directors in August. Meeting attendance was documented for In-kind match reporting.

030 OTO General Planning and Plan Implementation 60% Complete

An Executive Summary to the Long Range Plan was distributed.

Two STP-Urban obligation reports were prepared and distributed.

Consultants were selected for the Travel Demand Model update. The contract began in June with an estimated completion date in early 2014. The delayed release of the Census Transportation Planning Package caused a delay of the update.

Staff received an electronic copy of the aerial photos and was trained on software to view the aerial photos.

A call for federal functional classification changes was issued and changes were processed. The urbanized area was smoothed and approved.

Staff attended several MoDOT Southwest District Planning Partners meetings and discussed proposed changes to the off-system bridge program, MoDOT's customer satisfaction survey, the Southwest District bike/ped planning survey and the Statewide Long Range Plan Update efforts.

Meetings were conducted to begin data collection for a CMP update. Consultants were hired to do travel time runs for the update with work completed in October. A draft of the CMP Monitoring Report was completed.

A Bicycle and Pedestrian plan Implementation Report was completed and reviewed by the Technical Committee and Board of Directors.

A Performance Measures report was completed and will be reviewed by the Technical Planning Committee and Board of Directors in the next few months.

The Public Participation Plan was updated and will be reviewed at the August Board of Directors meeting.

Staff attended the November, January and February Ozarks Clean Air Alliance meeting. The OCAA updated the Clean Air Action Plan to serve as the Path Forward Document for the Ozone and PM Advance programs. Staff played a primary role in that update.

The annual growth trends report was completed with Board of Directors update scheduled in August.

Selected and awarded Enhancement, Transportation Alternative Program, and On-System bridge funding.

040 Transportation Improvement Program 100% Complete

Processed four TIP Amendments to the FY2013-2016 TIP, as well as seven administrative modifications.

The online TIP Tool was completed, training was conducted for OTO staff and member jurisdictions. Solicited public input on transportation needs for the region, as well as requested potential projects for inclusion in the FY 2014-2017 TIP.

The FY 2017-2017 draft TIP was developed and reviewed by the TIP subcommittee. Board of Directors review is scheduled for August.

060 OTO and City Utilities Transit Planning 100% Complete

The transit provider brochure continues to be available for distribution.

The Local Coordinating Board for Transit met four times. The meetings included adoption of the Program Management Plan, update and approval of the bylaws changes, LCBT membership term limits and newly appointed Chair and Vice-Chair. The March 28th meeting included a workshop about transit providers who transport elderly customers and customers with disabilities. This meeting/workshop was geared toward agencies that provided transit but was good information for all agencies.

Staff attended Senior Link Committee and Greene County Senior Board meetings.

Provided CU with summary statistics of CU service area for Title VI reporting requirements.

Staff attended Senior Link Committee and Greene County Senior Board meetings.

070 OTO and MoDOT Special Studies and Projects 65% Complete

MoDOT continued to provide OTO with data including traffic counts, intersection level of service, accident data. MoDOT worked to improve signal coordination in the OTO area.

Staff sat on the project committee for the South Campbell/James River Freeway Interchange conceptual design study. Three public meetings to look at alternatives were held. Alternatives were presented. A final report is due out in August.

Staff sat on the committee to look at possible bluetooth solutions for travel time data and traffic signal timing planning. Anticipated purchase in 2014.

Staff continued involvement with the Missouri Coalition for Roadway Safety and the Southwest Missouri Council of Governments.

The Springfield-Greene County Community Focus Report was completed Staff chairs the Transportation Subcommittee. The final report is due next fall.

Travel time runs were completed and delivered.

TAB 9

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.H.

FY 2014–2017 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

On an annual basis, OTO staff 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. A separate document is included for review.

This is the first TIP developed with OTO's new online TIP Tool. The tool is an online database where local communities can login to submit their projects and the public can view the adopted TIP in full report, by project, or through a searchable map. The TIP tool can be accessed via the OTO website or directly at <http://oto.dtstiptool.com/>.

The draft TIP was made available for public comment beginning on July 14, 2013 at the OTO offices, the Library Center, CU Transit, and on the OTO website.

TECHNICAL COMMITTEE RECOMMENDATION:

The subcommittee met on May 29, 2013 and reviewed the draft TIP and recommended approval to the Technical Planning Committee.

The Technical Planning Committee met on July 17, 2013 and unanimously recommended approval of the FY 2014–2017 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY 2014–2017 Transportation Improvement Program as presented.”

OR

“Move to return the FY 2014–2017 Transportation Improvement Program to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”

Status	Source	Page	Comment	Notes
✓	MoDOT	A-xiii	In the first sentence, "costs" instead of "cots."	
✓	MoDOT	G-i, iv	The first sentence under headings Federal and State Revenue and Federal and State Revenue Sources is repeated.	
✓	FTA	A-v	The FTA encourages drafts of the TIP be available to the public via website.	
✓	FTA	A-xiii	Great initiative in developing performance measures.	
✓	FTA	A-xiii	You could also make the connection this action may provide connectivity to transit stops and increases the safety for pedestrians and transit users.	
✓	FTA	D-1	Excellent information on local funding.	
✓	FTA	F-2	Ensure that OTO operates less than 75 buses at peak service hour.	
✓	FHWA	A-ii	Please consider renaming the map as the OTO Metropolitan Planning Area (MPA).	
✗	FHWA	A-viii	Annual Listing of Obligated projects should include a data column showing the Federal funds remaining and available for subsequent years.	ALOP is published separately and this will be addressed with that publication.
✓	FHWA	A-xiii, xiv	OTO is commended for including OTO goals and performance measures.	
✗	FHWA	B-i	Consideration should be given to including a target date for completion as part of the project status documentation.	This will be considered for future TIPs
✓	FHWA	E-i	How is a reader to determine the project sponsor for each of the listed projects? Which projects are MoDOT projects?	Added Responsible Agency to Detailed Report
✓	FHWA		Consideration should be given to inserting a Project Description Key at the beginning of each of sections C-F that identifies what each of the fields on the individual project information sheets represents. (MoDOT STIP Section Four example)	Working on this for the final draft

Status	Source	Page	Comment	Notes
✓	FHWA		<p>Project Information Sheets - To enhance reader friendliness consideration should be given to:</p> <ul style="list-style-type: none"> * creating a "project sponsor" field. * insert "Funding" text in the Federal Agency field * insert "Funding" text in the Federal Category field * including, when applicable, the Advanced Construction notation in the MoDOT category field entry. * replacing "Fund Category" field with "Project Phase(s)" field. 	<ul style="list-style-type: none"> *Project Sponsor Field has been named Responsible Agency *Funding text has been added *Renamed "Est. Year of Conv." to "AC Year of Conv." *Removed Fund Category Field
✓	FHWA		Consideration should be given to showing Engineering, ROW and Construction in the Fund category field when applicable.	Removed Fund Category field
✓	FHWA		The TIP#CC0901 project (Pg. #4) shows scoping work each year of the TIP horizon period. The cost of the scoping work is MoDOT funding. Is this a MoDOT project?	Yes
✓	FHWA		TIP#CC0901 project & others – The OTO shows AC conversions when the anticipated conversion date falls within the TIP horizon period (i.e. TIP #CC1110. Consideration should be given to identifying anticipated conversion beyond FY2017 in those cases when the conversion is not shown in the TIP.	
✓	FHWA		TIP# CC1110 project (pg. 6) – To enhance consistency, please include the "Major Projects and Emerging Needs" in the MoDOT Category field. Please consider limiting the highlighting of the "Cost Share Program" to the project description and/or the notes fields.	

Status	Source	Page	Comment	Notes
✓	FHWA		<p>TIP# CC1110 project (pg. 6) – Please show STP-U in the Federal Category field.</p> <p>*Ensure that total estimated cost shown in the TIP is the same as the total estimated cost shown in the FY2014-2018 STIP for this project and all other MoDOT projects. Please do the same check for new Federal funding category used by MoDOT in the STIP (NHPP vs. NHS).</p> <p>*NOTE: Because this project is listed in the STIP Section Four and carries a MoDOT project #, I assume that it is a MoDOT sponsored project. If so, this project information sheet is a good example of the value of incorporating a “project sponsor” field into the project information sheet.</p>	<p>*Federal Funding Categories have been updated to reflect new NHPP Federal Funding Category</p> <p>*Costs have been reviewed (TIP and STIP are on separate fiscal years).</p> <p>*Responsible Agency Field addresses Project Sponsor concerns</p>
✓	FHWA	G-i	This section presents great information tables. Please consider labeling/naming each table (i.e. Table 1: XXXXX).	
✓	FHWA	G-i to G-viii	Great job of documenting the anticipated available Federal, state and local revenue over the TIP horizon period.	
✗	FHWA	G-i to G-viii	Was consideration given to showing the amount of suballocated funds estimated to be available for funding by program year along with the actual programmed amount for each year. This running total accounting approach would itemize the carryover balance from year-to-year through the last year of the TIP.	Will consider this with next TIP
✓	FHWA	G-viii	Please consider the use of a subsection heading to call out the discussion of project cost estimating. Consider including a brief discussion of the local and SDOT project cost estimating process along with the year of expenditure discussion.	
✓	FHWA	G-viii	Nice discussion of the MoDOT AC program.	
✓	FHWA	G-x	For consistency, consideration should be given to selecting either center lane miles or lane miles to be used for both the state and Non-state system.	Received new information from MoDOT, used lane miles

Status	Source	Page	Comment	Notes
✓	FHWA	G-x	The total number of Non-state system lane miles is less than a year ago. Is this reduced locally owned Federal-aid system lane miles consistent with FC changes made during the FY2013 program year?	It is actually more; the discrepancy was that the ONEDOT draft showed centerlane miles
✓	FHWA	G-xi	The summary table on page G-xi does a great job of delivering a windshield view of the demonstration of fiscal constraint for the LPAs that have programmed projects in the FY2014-2017 TIP.	
✓	FHWA	G-x	Is the "Unincorporated Areas" made up of just Greene and Christian County? Please consider showing the breakout of Greene County and Christian County revenue/costs in the same manner as presented for the seven LPAs.	
✓	FHWA	H-i	The new MAP-21 and CFR documentation is a great information resource to the reader.	
✓	FHWA	H-vi	The action/timeline for TIP update and amendment actions shows 75-105 days for FHWA & FTA approval of the STIP amendment for the TIP modification. This time period for ONE DOT approval is misleading. A more accurate timeframe for FHWA & FTA approval, following the MoDOT receipt of the Governor approval is 7 to 14 days.	

TAB 10

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.I.

Planning Process Certification

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Metropolitan Planning Organizations must certify annually to FHWA and FTA their compliance with federal, state, environmental, and civil rights regulations and that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area. Requirements for compliance include:

- Title VI of the Civil Rights Act of 1964;
- Prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises;
- An equal employment opportunity program;
- The Americans with Disabilities Act;
- The Older Americans Act;
- The prohibition of discrimination based on gender; and
- Discrimination against individuals with disabilities.

Attached is the Certification document to be signed by the Ozarks Transportation Organization and the Missouri Department of Transportation. This Certification is included with the annual update to the Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes the following motion:

“Move to certify the Ozarks Transportation Organization’s compliance with the metropolitan transportation planning process.”

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature

Jim Viebrock
Chairman
Ozarks Transportation Organization

Date

Signature

Becky Baltz
District Engineer
Southwest District
Missouri Department of Transportation

Date

TAB 11

BOARD OF DIRECTORS AGENDA 8/15/2013; ITEM II.J.

Public Participation Plan and Annual Evaluation Report

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

AGENDA DESCRIPTION:

Included for Board review are both the updated Public Participation Plan and the Annual Evaluation Report of public participation activities.

OTO developed a Public Participation Plan in 2009 as a federal requirement. This plan is presently being updated in order to review the current practices in fostering participation. The general guidelines on page 6 of the PPP are intended to meet the federal requirements for public involvement, as well as outline the public comment periods for specific plans. Strategies and techniques have been identified in order to ensure the public is given ample opportunity to participate. This is all a part of the first document titled Public Participation Plan 2013.

An annual evaluation has been developed in order to examine the current practices and make recommendations for future outreach activities. A survey was made available in the spring of 2013 to get opinions on the best methods to gain participation. The results indicated direct email was the preferred method of contact. The second document, titled Public Participation Plan Annual Evaluation 2013, outlines the survey results.

The public comment period for the Plan is currently open until the Board of Directors meeting on August 15, 2013.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

At its July 17, 2013 meeting, the Technical Planning Committee unanimously recommended that the Board of Directors approve the Public Participation Plan.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Public Participation Plan.”

OR

“Move to return to staff the Public Participation Plan in order to _____.”



PUBLIC PARTICIPATION PLAN 2013

DRAFT



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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INTRODUCTION

The Ozarks Transportation Organization (OTO) MPO is the federally designated regional transportation planning organization that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies. MPOs are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for OTO’s study area. The study area is defined as the area projected to become urbanized within the next 20 years. Please see **Figure 1** on page 5 for the study area boundary.

The OTO Board of Directors includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on the MPO’s Technical Planning Committee, which provides technical review, comments, and recommendations on draft MPO plans, programs, studies, and issues.

The “Moving Ahead for Progress in the 21st Century Act” (MAP-21), signed into law on July 6, 2012, and effective on October 1, 2012, contains specific language outlining federal requirements regarding public involvement processes and procedures. In general, the MAP-21 legislation built upon previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) to provide states and metropolitan planning organizations specific direction in conducting and promoting broad-based public involvement activities. MAP-21 Legislation (Public Law 112-141) requires metropolitan planning organizations to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

In addition, the Public Participation Plan

- shall be developed in consultation with all interested parties; and
- shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan. Beyond the federal requirements, participation by citizens, affected public agencies, community groups, and other interested parties is an important part of a successful public planning program.

Ozarks Transportation Organization actively encourages the participation of all interested parties in its planning efforts.

The targeted OTO stakeholders should include the following:

- OTO Board of Directors Members
- OTO Board of Directors Alternates
- OTO Interested Parties
 - Area neighborhood organizations
 - Regional freight firms
 - Human Service agencies
 - Area school districts
 - Senior centers
 - Disabled groups
 - Limited English Proficiency persons
 - Minorities
 - Transportation providers
- OTO Technical Planning Committee Members
- OTO Technical Planning Committee Alternates
- OTO Local Coordinating Board for Transit Members
- OTO Bicycle Pedestrian Advisory Committee
- OTO Bicycle Pedestrian Advisory Committee Interested Parties

OTO PUBLIC PARTICIPATION PLAN 2013

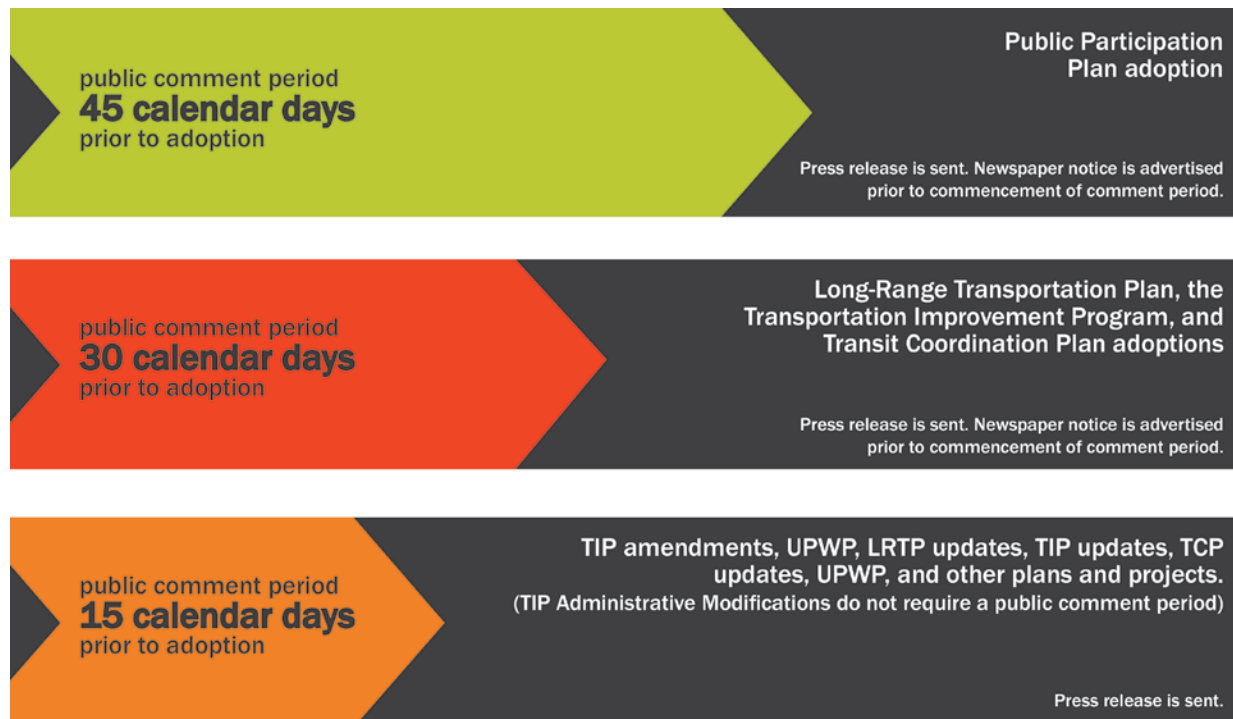


GENERAL GUIDELINES

This Participation Plan is intended to provide direction for public involvement activities to be conducted by OTO and contains the policies, objectives, and techniques used by OTO for public involvement. In its public participation process, OTO will:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to local jurisdiction concerns).
2. Provide reasonable public access to technical and policy information used in the development of the Long Range Transportation Plan, the Transportation Improvement Program, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.
3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the Long Range Transportation Plan, the Transportation Improvement Program, and other appropriate transportation plans and projects, as well as review of environmental impact. The established Public Comment periods are defined in **Figure 2** on page 7. If the final draft of any transportation plan differs significantly from the one available for public comment by OTO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.
4. Solicit the needs of those under-served by existing transportation systems, including but not limited to the transportation disadvantaged, minorities, elderly, persons with disabilities, limited English proficiency, and low-income households. OTO shall provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation planning.

FIGURE 2: PUBLIC COMMENT PERIODS



5. Coordinate the Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduces redundancies and costs.
6. OTO will ensure that the requirements of Title VI of the Civil Rights Act of 1964 are met and that appropriate actions are taken during all phases of public involvement to comply with the Americans with Disabilities Act. OTO shall not exclude any person from participating in the any program receiving federal assistance on the basis of race, color, or national origin and shall undertake reasonable effort to accommodate citizens with disabilities who wish to attend public meetings.
7. Evaluate and continuously review the public participation process using the performance measures outlined in Appendix A that relate to Reach, Access, Effective Communication, Input, Impact, and Diversity and Equity.
8. Upon receiving public comment, OTO will respond in a timely manner and provide copies of comments to appropriate boards and committees, and related agencies.
9. All comment will be catalogued in a central location to measure effectiveness of outreach activities, per the annual evaluation report.
10. A summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

PARTICIPATION POLICIES

Goal: To provide the public with thorough information on transportation planning services and project development in a convenient and timely manner.

STRATEGY 1.

OTO shall actively engage the public in the transportation planning process according to the policies contained in this Participation Plan and state and federal law.

Policy 1.1: OTO shall maintain an up-to-date database of contacts including at a minimum the following persons to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products.

- A. Elected officials
- B. Local government staff
- C. Transportation agencies (airports, transit, etc.)
- D. Local media (TV, radio, print, etc.)
- E. Civic groups
- F. Special interest groups (other interested parties)
- G. Libraries (for public display)
- H. Federal, state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, and other environmental issues.
- I. Parties that would have an interest in the planning and development of the transportation network including affected public agencies in the metropolitan planning area
- J. Private freight shippers
- K. Representatives of public transportation employees
- L. Providers of freight transportation services
- M. Private providers of transportation
- N. Representatives of users of public transportation
- O. Representatives of users of pedestrian walkways
- P. Representatives of users of bicycle transportation facilities
- Q. Representatives of the disabled
- R. Minority groups
- S. Limited English Proficiency groups
- T. Area school districts

A form will also be made available on the website to enable additional interested persons to request information.

Policy 1.2: OTO shall, when feasible, electronically mail meeting announcements to the MPO contact list or to targeted groups for upcoming activities. Pertinent information will be contained in the subject line to ensure maximum exposure of the information.

Policy 1.3: OTO shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, maps, use of GIS systems, artist renderings, physical models, and/or computer simulation.

STRATEGY 2.

OTO shall keep the public informed of on-going transportation related activities on a continuous basis.

Policy 2.1: OTO shall make all publications and work products available electronically to the public via the OTO website and at the OTO offices and employ visualization techniques to describe transportation actions as part of the Long Range Transportation Plan.

Policy 2.2: OTO staff shall be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of community interest groups with reasonable notice.

Policy 2.3: OTO shall maintain an internet website.

Policy 2.3.1: The website shall be updated and maintained to provide the most current and accurate transportation planning information available.

Policy 2.3.2: The website shall, at a minimum, contain the following information:

- A. Contact information (mailing address, phone, fax, and email)
- B. Current OTO committee membership
- C. Meeting calendars and agendas
- D. Work products and publications (Transportation Improvement Program, Long Range Transportation Plan, Unified Planning Work Program, etc.)
- E. Comment/question Form
- F. Links to related agencies
- G. Current by-laws and operating procedures (including the Public Participation Plan and updates)
- H. Guidance on public participation

STRATEGY 3.

OTO shall encourage the involvement of all area citizens in the transportation planning process.

Policy 3.1: Target audiences shall be identified for each planning study conducted by OTO, including residents, business and property owners and those traditionally underserved and underrepresented populations, including but not limited to, low income, limited English proficiency, and minority households, within the study area. This can be accomplished by working with community organizations and popular community websites to help distribute the information.

Policy 3.2: OTO shall, whenever feasible, hold public meetings or forums at a site convenient to potentially affected citizens.

Policy 3.3: OTO will provide comment cards at meetings and general/plan-related comment forms on the website, minimizing any concerns someone may have when making a public comment.

OBJECTIVE 4.

OTO shall follow a public policy goal of ensuring that adverse human or environmental effects of governmental activities do not fall disproportionately upon minority or low-income populations.

These effects include, but are not limited to:

- A. Bodily impairment, infirmity, illness, or death;
- B. Air, noise, water pollution, and soil contamination;
- C. Destruction or disruption of manmade or natural resources;
- D. Destruction or diminution of aesthetic values;
- E. Destruction or disruption of community cohesion or a community's economic vitality;
- F. Destruction or disruption of the availability of public and private facilities and services;
- G. Vibration;
- H. Adverse employment effects;
- I. Displacement of persons, businesses, farms, or nonprofit organizations;
- J. Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community; and,
- K. Denial of, reductions in, or significant delay in the receipt of benefits of U.S. DOT programs, policies, or activities.

Policy 4.1: OTO shall not carry out any activity using federal funds that is shown to cause a disproportionately adverse impact on these populations unless:

- Alternative approaches or further mitigation measures that would avoid or reduce the disproportionate effect are not practicable; and,
- A substantial need exists for the program, policy, or activity, based on the overall public interest and alternative approaches that would have less adverse effects on protected populations either would:

1. Have other adverse social, economic, environmental, or human health impacts that would be more severe, or
2. Involve increased costs of extraordinary magnitude.

Policy 4.2: In order to assure compliance with the environmental justice standards and to assure that the public has access to full information concerning human health and environmental impacts, OTO and its member agencies shall conduct the following four actions early in the project development process:

1. Identify and evaluate environmental, public health, and interrelated social and economic effects;
2. Propose measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental and public health effects and interrelated social and economic effects, offsetting benefits on opportunities should be provided to enhance communities, neighborhoods, and individuals whenever permitted by federal law and policy;
3. Consider alternatives when they would enable disproportionately high and adverse impacts to be avoided and/or minimized; and,
4. Provide sufficient public involvement opportunities, including soliciting input from affected minority, limited English proficiency, and low-income populations, in considering alternatives.

STRATEGY 5.

OTO shall strive to continuously improve public participation.

Policy 5.1: OTO shall create and distribute a brochure or other format, describing OTO, MPOs, and OTO's work products.

Policy 5.2: OTO, when appropriate, will send out press releases informing the region of OTO project or plan activities of interest.

Policy 5.3: OTO shall continuously evaluate public involvement techniques. This process is outlined in Appendix A.

Policy 5.4: This Public Participation Plan shall be reviewed and adopted, with revisions if necessary, at least every three (3) years in order to improve the effectiveness of public involvement.

PARTICIPATION TECHNIQUES

Public participation is an ongoing activity of OTO. It is also an integral part of one-time activities such as corridor studies and regularly repeated activities such as the annual Transportation Improvement Program process and Long Range Transportation Plan updates. This section contains descriptions of public participation tools currently being used by OTO.

OTO WEBSITE

The site was established to provide basic information about the MPO process, members, meeting times, and contact information. A Public Comment page has been added, along with the email address comment@ozarkstransportation.org, set up specifically for comments that are received and monitored by OTO's Public Relations, and posted to the website's Public Comment page with OTO responses. The site also includes information about specific projects undertaken by OTO. Work products, such as the Public Participation Plan, Unified Planning Work Program, Transportation Improvement Program, and Long Range Transportation Plan are available from the site. The site provides many links to other transportation related sites at the local and national level. The website address is ozarkstransportation.org. The site is maintained and updated regularly.

OTO MASTER DATABASE

OTO staff maintains a master database of business, federal, state and local agencies and interested public. The database includes committee membership, mailing information, phone numbers, fax numbers, email addresses and websites. The database is used for maintaining up-to-date committee membership lists and special interest groups, including minority and low-income groups. The database will be used to establish and maintain a list of email contacts for electronic meeting notification and announcements.

LEGAL ADVERTISEMENTS

Missouri Sunshine Law requires posting a notice of any public meeting where a decision could be made by the OTO Board of Directors or when a quorum of the OTO Board of Directors may be in attendance at another function or meeting. OTO regularly posts notice of OTO meetings.

PRESS RELEASES

Formal press releases are sent to local media (newspaper, TV and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by OTO or OTO's committees.

PROJECT WORKSHOPS/OPEN-HOUSES

These are targeted public meetings that are generally open and informal, with project team

members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of project-specific meetings is to provide project information to the public and to solicit public comment and a sense of public priorities.

EMAIL ANNOUNCEMENTS

Meeting announcements and OTO information are emailed to interested persons that have submitted their email addresses to OTO staff.

OTO LOGO

A logo representing OTO is used to identify products and publications of OTO. A logo helps the public become familiar with the different activities of OTO by providing a means of recognizing OTO products.

COMMENT FORMS

Comment forms are often used to solicit public comment on specific issues being presented at a workshop or other public meeting. Comment forms can be very general in nature, or can ask for very specific feedback. For example, a comment form may ask for comments on specific alignment alternatives being considered during a corridor study, or may ask for a person's general feelings about any aspect of transportation. Comment forms can also be included in publications and on websites to solicit input regarding the subject of the publication and/or the format of the publication or website.

SURVEYS

Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns.

POSTERS AND FLYERS

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City buses and City bus transfer stations for display. The announcement may contain a brief description of the purpose of a meeting, the time(s) and location(s), and contact information. Posters and flyers may be used to reach a large audience that cannot be reached using other notification methods.

SOCIAL MEDIA

Social media, such as Facebook and Twitter, are used to announce meeting and events, and include links to pertinent information and survey sites. Social media also invite public comments and participation on the sites themselves.

SPECIFIC PLAN PROCEDURES

The following plans are identified as OTO's core plans with each public participation process identified. All of OTO's plans are available on the OTO website and are also available in hard copy at the OTO offices.

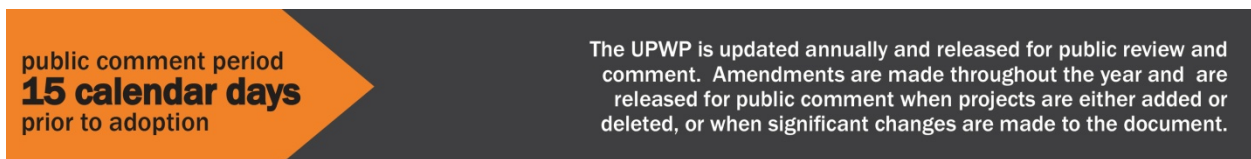
UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization. The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by staff from OTO with assistance from various agencies, including the Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit Department, Missouri State University Transportation Department, and members of the MPO Technical Planning Committee consisting of representatives from each of the nine MPO jurisdictions.

The UPWP is developed by OTO with input from local governments, area transit providers, and the Missouri Department of Transportation (MoDOT). When comments are being solicited during the public review period, notice will be posted on the OTO Website. All public comments received pertaining to the UPWP will be reviewed and considered. An effective means of incorporating public input into the UPWP is to review comments received the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

FIGURE 3: UPWP PUBLIC COMMENT PERIOD



The UPWP is updated annually, and released for public review and comment for 15 days, seen in **Figure 3**, above. Amendments are made throughout the year and are released for public comment when projects are either added or deleted, or when significant changes are made to the document.

LONG RANGE TRANSPORTATION PLAN

The Long Range Transportation Plan (LRTP) is essential in the development of a sound transportation network. The OTO has developed a Long Range Transportation Plan in order to provide guidance for future transportation decisions. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the Ozarks Transportation Organization. All transportation modes relating to passenger travel and freight are discussed in the document. The plan addresses transportation policies and strategies and assists in prioritizing transportation improvements over the next 25 to 30 years.

The transportation system is generally the community's single largest infrastructure investment. Transportation decisions can have a tremendous effect on the community and its neighborhoods, which explains why transportation projects often spark much community discussion and debate. It is not uncommon to have many stakeholders with legitimate and often conflicting values involved with a transportation project. As a result, it is critical to balance the concerns and values of stakeholders with the values and priorities of the community in making transportation decisions.

The LRTP is developed through an extensive public process that spans several months and involves thousands of individuals across the region. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the Springfield News-Leader and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan; it will continue to evolve as additional needs are identified. The LRTP must be completely updated at least every five years while in air quality attainment (four years when in non-attainment), but may be revised more frequently if necessary.

When a new update is being developed, it is suggested that a specific public participation plan be written to outline the public participation process. OTO should post drafts of chapters online throughout development, in addition to when it is officially released for public comment as a single document.

FIGURE 4: LRTP PUBLIC COMMENT PERIOD



Once ready, the draft plan will be publicized on the OTO Website and local newspapers. The public review and comment period will last at least 30 days, as seen above in **Figure 4**, as

federally required. Amendments are periodically made, between major updates, to the LRTP as new projects, funding, or programs arise. The approval and public comment process for LRTP amendments is the same as the process for full updates, except the public comment period will be at least 15 days. However, only chapters containing the proposed amendments are presented for public comment and Board of Directors approval.

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is the short-range capital improvement program for various transportation systems located in OTO's study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated on a yearly basis. It serves to allocate limited financial resources among the various transportation needs of the community. The TIP serves to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP.

The TIP is intended to serve as a project implementation guide for those agencies participating in the OTO. The projects outlined in the TIP are a reflection of the policies and plans adopted by the Ozarks Transportation Organization. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

OTO shall consult with (1) agencies and officials responsible for other planning activities within the MPA, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

AGENCY PUBLIC INVOLVEMENT

The projects submitted by the various agencies for inclusion in the TIP have been subjected to citizen input through each individual agency's public involvement process. The projects submitted by the various cities are all part of their respective Capital Improvement Programs (CIP) where required. Depending on their area of concern, the following City boards hold public hearings on the proposed projects - Airport Board, Park Board, and Planning and Zoning Commission/Board. After receiving a recommendation on the CIP from the Planning and Zoning Commission/Board, the City Council/Board of Aldermen of the respective city, hold another public hearing at which additional comments are received.

City Utilities of Springfield

City Utilities of Springfield has adopted a public involvement policy that offers public and private entities the opportunity to participate in the transit planning process and to present views concerning development of local transportation plans and programs. City Utilities holds an annual public hearing on the Utilities' budget and projects for the coming year. The City Utilities' Board of Public Utilities also must approve the Utilities' budget and projects with the Springfield City Council making the final approval. OTO advertises City Utilities' program of projects each year in the Springfield News-Leader. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

1. A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve month period; or
2. An increase in headway's for a route of more than 15 minutes; or
3. A rerouting that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

OTO Member Jurisdictions

The cities and counties hold public hearings and meetings on projects that are listed within the time frame for the TIP.

Missouri State University

Missouri State University (MSU) utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, Administration, and transit operations.

OATS, Inc.

OATS, Inc. uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input includes:

- A public notice
- Input from an advisory group, and
- Southwest Missouri Office on Aging

Missouri Department of Transportation

Local input is important in statewide transportation planning. The Missouri Department of Transportation (MoDOT), the regional planning commissions (RPCs), OTO, city officials, and county officials form partnerships to gather and evaluate local input on transportation needs. These are regional partnerships. This allows the group members with common interests and goals to tailor their level of participation

as they desire. Their roles can then evolve as participants gain more experience in transportation planning.

Although members' roles and specific processes may differ from group to group, some common themes exist among them. Public comments concerning transportation needs are gathered from many sources including county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

In addition to public input, MoDOT continuously evaluates the condition of Missouri's roads and bridges. State bridge inspectors evaluate the structural integrity of each bridge component. Interstate and primary system roads are evaluated every year, along with approximately one-third of the secondary system roads. During the pavement evaluation, physical factors such as rut depth, roughness, cracking, and joint integrity are reviewed. The road and bridge inspection data for the entire system is analyzed to provide indices for pavement and bridges. All of this data is used in programming.

MoDOT uses a combination of factors to determine what would be the best expenditure of funds in a particular year. These factors may include public comment and priority time necessary to produce plans, and estimated cost, as well as safety factors, traffic information, condition ratings, construction scheduling and sequencing, duration of the construction, coordination with other construction projects (both MoDOT's and others), economic development, and the availability of outside funding sources. The combination of these factors, and more, are used to develop project priorities for programming.

OTO PUBLIC INVOLVEMENT

In addition to the public involvement processes of the individual agencies, OTO conducts its own public involvement process. This includes the notification of transportation agencies and other interested groups concerning the TIP process and how to participate. OTO also publishes written notices and press releases to alert the public to those meetings at which the proposed TIP would be discussed. Public comment is solicited and copies of the draft are been made available for public examination at the public library and in the OTO offices.

OTO will provide annual notice by April 1st of the calendar year to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g., projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary, analysis and report on the disposition of the comments which will be made a part of the approved TIP.

Public comment is taken prior to approval of the Transportation Improvement Program. The draft TIP is to be made available for comment for 30 days. A notice will be in the Springfield News-Leader or other community paper. The draft TIP will be available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library. Any public comment received during this review period will be taken into account by OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

The approved TIP will be available for review by the public at the OTO offices, City Utilities Transit office, and the Missouri Department of Transportation Southwest District office.

CHANGES TO THE TIP

Project sponsors may find it necessary to request revisions to the adopted TIP.

Pursuant to 23 CFR § 450.104, TIP amendments and administrative modifications are defined into two categories:

1. **TIP Amendments.** TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to the Missouri Department of Transportation (MoDOT) for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Amendments will require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice will be given by press release and on the OTO website.
2. **TIP Administrative Modifications.** TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category.

Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period.

Revisions Requiring TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section below);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than \$2,000,000);
6. Changes in a project's fund source(s) from non-Federal to Federal; and.
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

Revisions Allowed As Administrative Modifications:

1. Changes in a project's programmed amount less than 15% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. or Other) without major changes to the scope to the project;
5. Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FYs of a TIP;
6. Minor changes to funding sources between federal funding categories or between state and local sources,
7. Changes in a project's fund source(s) from Federal to non-Federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate); and
8. Changing a project's lead agency when agreed upon by the two agencies affected.
9. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;

- 10.Changes made to an existing project's programmed federal funds, in order to reflect the actual amount awarded by the federal agency and the corresponding required amount of matching funds;
- 11.Adding a project to the TIP which is split from a "parent project" provided the cumulative, total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change; and
- 12.Combining two or more projects already in the TIP provided the cumulative, total amount of Federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change.
- 13.Moving a project from a prior adopted TIP to the current TIP.

APPENDIX A

PUBLIC PARTICIPATION PLAN EVALUATION HANDBOOK

INTRODUCTION

The Federal Highway Administration, under Federal Law 23 CFR 450.316(a)(1)(x), requires that OTO continuously evaluates the effectiveness of public involvement activities, with the purpose of establishing guidelines to evaluate the effectiveness of current public involvement strategies and increase OTOs accountability for its stakeholders. By continuously evaluating public involvement activities, it is possible to improve or add new public involvement activities to the OTO program and to discontinue activities that are ineffective. The purpose of this Appendix is to provide guidelines for the evaluation of public involvement techniques. OTO's public involvement activities are contained in the Public Participation Plan.

This document will guide OTO's public participation evaluation efforts during the upcoming years. The evaluation will assess the effectiveness of OTO's public outreach methods along with the public's perception of accessibility, current levels of participation, and quality of public comments. In addition, it will attempt to uncover obstacles that may be limiting the public's ability to participate, while identifying strategies for further public involvement. Over the long-run, OTO expects to use this tool to phase out ineffective methods and to help tailor outreach efforts.

In creating this handbook, OTO staff conducted in-depth literature reviews of other MPOs' Public Participation Plans and evaluation programs to be included as part of a comprehensive evaluation. OTO plans to create an in-house report of the evaluation annually.

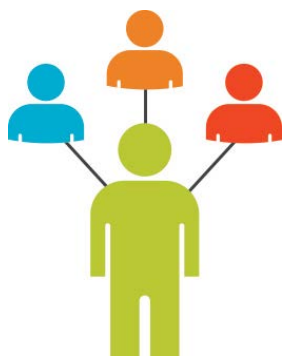
This handbook will include recommendations for future evaluation strategies. This Evaluation Handbook is not set in stone as it is meant to be a living document; changes will be made as new evaluation and outreach strategies are assessed and adopted.

PERFORMANCE MEASURES

To establish a simple but manageable way to evaluate the alternatives, staff worked to define six performance measures against which to evaluate the PPP objectives: Reach, Access, Effective Communication, Input, Impact, and Diversity & Equity. The performance measures were broken into a more fine-grained set of fifteen considerations including: public knowledge of OTO and familiarity with its role and publications, as well as effectiveness of methods to get informed and involved. The survey for public involvement should take into consideration these performance measures. The symbols under the performance measures will be used on the “Key Findings, Recommendations and Next Steps” section to indicate which performance measures the survey questions addressed. In addition, the focus group was asked to evaluate OTO’s strengths and weaknesses, and suggest modifications/opportunities according to the following performance measures and considerations:

PERFORMANCE MEASURES

Reach



CONSIDERATIONS

1. Public’s awareness of OTO (logo, office location, media, radio, etc.)
2. The public’s familiarity with OTO’s role and publications
3. Effectiveness of methods to get informed (mail, email, website, etc.)
4. Effectiveness of methods to get involved (meetings, focus groups, surveys, website, boards, commissions, etc.)

Desired Outcome: Continual improvement of reach.

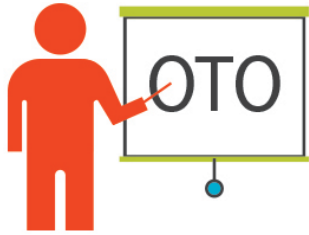
Access



5. Provide timely information to allow the public to review plans, give comments and attend meetings
6. Convenience of meetings at a given time and location (e.g. meetings held at a central location and in neighborhoods where affected people live)
7. Ability to access OTO’s publications (internet, library, OTO’s office, etc.)

Desired Outcome: Public given adequate review time, opportunity to comment, and access to convenient meetings.

Effective Communication



8. OTO products and presentations use effective visualization techniques to help the public conceptualize the material presented

9. Material presented at meetings is relevant

10. A quality discussion takes place at meetings

Desired Outcome: Visualizations are used as appropriate and public discussion occurs

Input



11. Create a number of opportunities for participants to give their input during comment periods, meetings and other activities (public speaking, surveys, comments cards, etc.)

12. The public understands why, how and when to participate

Desired Outcome: At least two opportunities are provided for input on each plan or work product

Impact



13. Public concerns are addressed, questions are answered and comments are taken into consideration

Desired Outcome: All public comments are addressed in a timely manner

Diversity and Equity



14. Outreach to diverse populations (citizens, interest groups, governmental organizations/stakeholders from a wide geographical area/demographic diversity by age, race, income and gender)

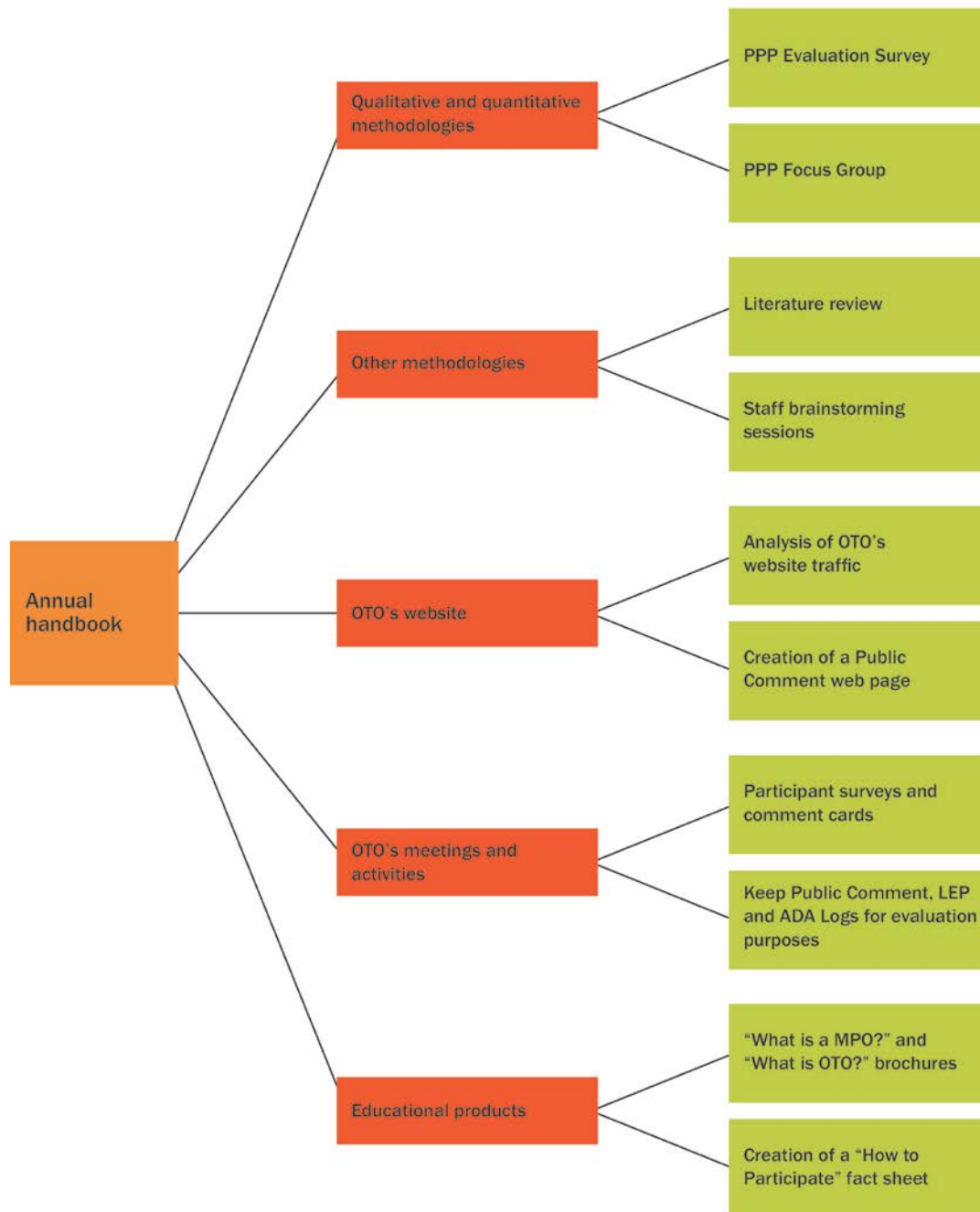
15. Inclusion of traditionally underrepresented groups (racial/ethnic minorities, the elderly, low-income households, persons with Limited English Proficiency, and persons with disabilities)

Desired Outcome: Increase the interested party list from diverse populations or under-represented groups

CONCLUSION

Annually, OTO will evaluate its public participation process based upon the performance measures as outlined. An evaluation report will be published which documents how well OTO is doing.

The **Evaluation Framework**, below, provides a suggested listing of how to improve upon the current practices.





PUBLIC PARTICIPATION PLAN ANNUAL EVALUATION 2013

DRAFT



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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INTRODUCTION

An annual evaluation is conducted in order to examine outreach efforts by Ozarks Transportation Organization (OTO) to foster meaningful, public input.

OTO ACTIVITIES TO IMPROVE OUTREACH AND INCREASE PUBLIC INVOLVEMENT

Website re-design

New OTO logo

New Public Comment email address: comment@ozarkstransportation.org

Facebook campaign

Posters in City Utilities buses and downtown bus terminal

RESEARCH METHODOLOGIES

In order to evaluate the current OTO public participation strategies and Public Participation Plan (PPP), OTO used an Interested Parties database to invite about 125 stakeholders, including members of the public/private sector and current/former OTO advisory boards to complete a survey. Members of the general public were also invited to participate in the survey.



PHASE 1 - SURVEY

The Initial Public Survey was conducted from April 22 to May 2, 2013, giving prospective participants two weeks to respond. The survey invitation was emailed to approximately 125 stakeholders who signed up for OTO's contact list.

In order to include other types of participants and increase outreach, a full-color display ad was placed in the Springfield News-Leader. Posters were distributed and hung in the campus student centers of Missouri State University, Drury University, Evangel University, and Ozarks Technical College. Posters were also hung by City Utilities Transit staff in the downtown bus transfer facility and laminated posters were installed 25 City Utilities fixed-

route buses. All posters included a QR (Quick Response) code which directed a mobile device to the online survey, and which could be tracked online through Google.

A full-color ad with a featured link to the survey was placed at the top of OTO's website. OTO's Facebook had custom header art advertising, along with a link directed to the online survey. Hard copies of the surveys were made available for pickup at OTO's office. See promotional samples below.

PROMOTIONAL SAMPLES:



17"x11" POSTER, SPRINGFIELD NEWS-LEADER DISPLAY AD,
PHOTOS OF DOWNTOWN SPRINGFIELD CITY BUS TERMINAL



OTO WEBSITE (L), OTO FACEBOOK (R)

Online surveys were created, collected and analyzed with Survey Monkey (surveymonkey.com). Feedback questions were asked inquiring how OTO could better communicate with the public on future transportation priorities, and how the public could better communicate with OTO as well.

A total of 39 people responded to the survey. There were nine responses via QR code-directing. QR codes were included in the promotional posters placed at the City's downtown bus terminal, and the four college student centers. The response rate of those utilizing the QR code was 23 % (number of clicks vs. total number who completed the survey, n=9/39).

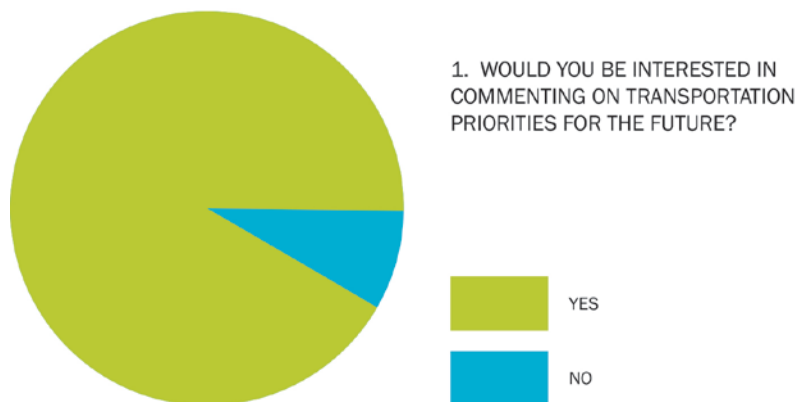
The remaining 77% of the responses were the result of OTO's email invitation of approximately 125 addresses and/or the survey advertisements placed on OTO's website, the News-Leader color display ad, OTO's Facebook, and the downtown bus terminal.

This was a general increase over the previous PPP in 2009, where 23 people replied with a response rate of 15.3%, based upon responses vs. 150 email invitations. An analysis of the 2013 survey can be found in the next section, "Phase 2 – Survey Results."

PHASE 2 – SURVEY RESULTS

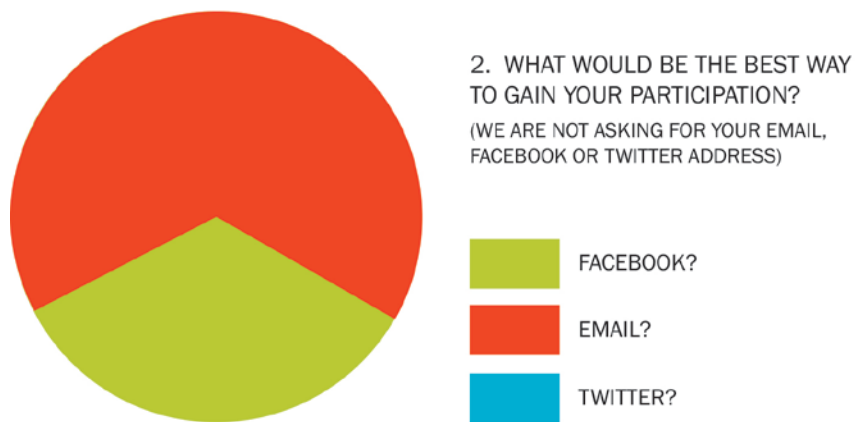
The following results are based on the Initial Public Survey conducted from April 22 to May 2, 2013. Responses are shown in the three graphs below.

1. THE PUBLIC'S INTEREST IN COMMENTING ON TRANSPORTATION PRIORITIES FOR THE FUTURE



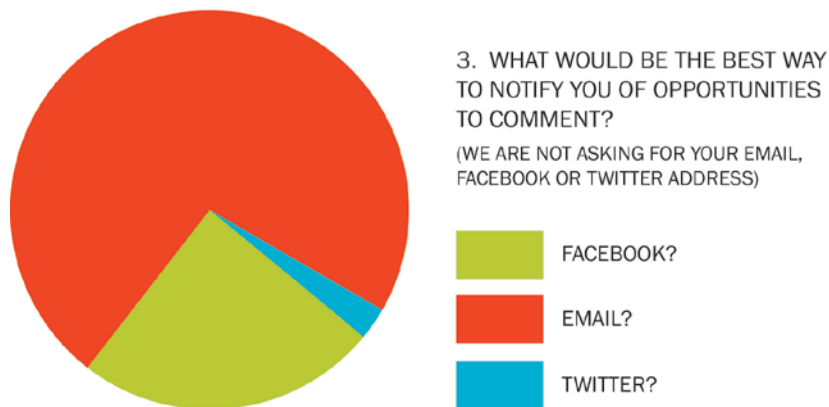
Survey results: A total of 37 answered this first survey question. 91.9% answered "yes," indicating they were interested in commenting on future transportation priorities, while only 8.1% - or two responses - said they would decline commenting in the future.

2. THE BEST WAY FOR OTO TO GAIN THE PUBLIC'S PARTICIPATION



Survey results: 65.8%, or 25 persons, indicated email as their preferred method of participating and commenting on future transportation priorities. 34.2%, or 13 persons, preferred Facebook as their communication vehicle. These were the only two options responders opted for; Twitter had no indications, nor did an open, fill-in-the-blank option.

3. THE BEST WAY FOR OTO TO NOTIFY THE PUBLIC OF OPPORTUNITIES TO COMMENT AND PARTICIPATE?



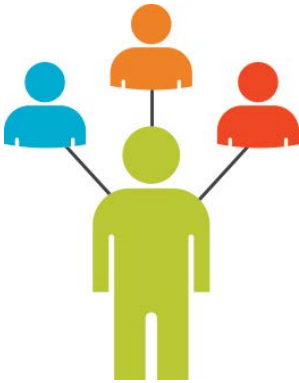
Survey results: 70.3%, or 26 persons, indicated email as their preferred method of OTO notifying them of opportunities to participate and comment on future transportation priorities. 27%, or 10 persons, preferred Facebook as their communication vehicle. 2.7%, or 1 person, indicated Twitter was their preferred method. No one filled in an alternate method via the open, fill-in-the-blank option.

PERFORMANCE MEASURES

To establish a simple but manageable way to evaluate the alternatives, staff worked to define six performance measures against which to evaluate the PPP objectives: Reach, Access, Effective Communication, Input, Impact and Diversity and Equity. The performance measures were broken down into a more defined set of fifteen considerations.

PERFORMANCE MEASURES

REACH



CONSIDERATIONS

1. Public's awareness of OTO
(logo, office location, media, radio, etc.)
2. The public's familiarity with OTO's role and publications
3. Effectiveness of methods to get informed
(mail, email, website, etc.)
4. Effectiveness of methods to get involved
(meetings, focus groups, surveys, website, boards, commissions, etc.)

Goal: Continual outreach growth

Outcome: Public knowledge of OTO increased OTO's email database growth

Next Steps: Monitor the number of participants in total and per plan or products. OTO will increase the Interested Parties email database. A link will be added to OTO's website for persons to sign up to receive notices. This link can also be advertised on OTO's Facebook, website homepage, Twitter and Craigslist.

Although Twitter was not a strong preference from the survey results, Twitter has also never been associated before with Ozarks Transportation Organization. Twitter will be included as a future Reach method, for its own unique community of users and ease of use on a mobile device. Its growth and usage will be monitored.

OTO began regular postings of industry-related news articles on their Facebook page only a few months ago. Participation is good and Facebook "likes" have increased from 20 to 51. OTO will continue to increase readership of their Facebook, and expand usage to include more OTO, MPO-related pieces of information, such as agendas, press releases and all reports, which are currently primarily posted on ozarkstransportation.org, along with an email press release.

PERFORMANCE MEASURES

ACCESS



Goal: Improved public access

Outcome: Continued advance notice of meetings, convenient meetings and accessible publications

Next Steps: Six Board meetings with the public's opportunity to comment. Website is improved with easier-to-find plans and publications. Continually explore project specific ways to hold timely and convenient meetings

CONSIDERATIONS

5. Provide timely information to allow the public to review plans, give comments and attend meetings
6. Convenience of meetings at a given time and location (e.g. meetings held at a central location and in neighborhoods where affected people live)
7. Ability to access OTO's publications (internet, library, OTO's office, etc.)

PERFORMANCE MEASURES

EFFECTIVE COMMUNICATION



Goal: Increased participation at public meetings

Outcome: Improved planning product

Next Steps: Increased advertising, using high-visibility methods while being cost-effective. Options could include:

- Long-term advertisements placed in City Utilities' fixed-route buses
- Ongoing Craigslist advertising
- Utilizing OTO's Facebook, and OTO's new, upcoming Twitter and LinkedIn pages
- OTO's newly re-designed web site
- Collaborations with regional universities and technical schools

CONSIDERATIONS

8. OTO products and presentations use effective visualization techniques to help the public conceptualize the material presented
9. Material presented at meetings is relevant
10. A quality discussion takes place at meetings

PERFORMANCE MEASURES

INPUT



Goal: Increased public input

Outcome: Increased public input and understanding of OTO's purpose and product

Next Steps: Use input opportunities to increase OTO's email database, and utilized participants interest as a referral to boost OTO's profile. When people are included, it increases their interest. When their interest is increased, they may be more inclined to share with others about their OTO experiences.

CONSIDERATIONS

11. Create a number of opportunities for participants to give their input during comment periods, meetings and other activities (public speaking, surveys, comments cards, etc.)

12. The public understands why, how and when to participate

PERFORMANCE MEASURES

IMPACT



Goal: Respond to public concerns and comments

Outcome: Efficient handling and usage of public feedback

Next Steps: Develop effective public comment response summary process for all plans and policies. OTO's new Public Comment website page will offer enhanced responses to comments and questions, increasing the public's understanding.

CONSIDERATIONS

13. Public concerns are addressed, questions are answered and comments are taken into consideration

PERFORMANCE MEASURES

DIVERSITY AND EQUITY



CONSIDERATIONSS

14. Outreach to diverse populations (citizens, interest groups, governmental organizations/stakeholders from a wide geographical area/demographic diversity by age, race, income and gender)
15. Inclusion of traditionally underrepresented groups (racial/ethnic minorities, the elderly, low-income households, persons with Limited English Proficiency, and persons with disabilities)

Goal: Continual outreach growth to diverse groups

Outcome: Increased participation from these groups, and improved communication

Next Steps: Work closely with OTO's Title VI, Limited English Proficiency (LEP) and Disadvantage Business Enterprise (DBE) coordinator. Develop professional relationships with area organizations for greater open dialog, and encouraging participation. Continue to identify diverse populations and use special outreach methods for contact.

CONCLUSION

This evaluation has identified the "Next Steps" in improving the OTO public participation process. Over the next year, these recommendations will be implemented and a new evaluation will be conducted to assess the effectiveness of the recommendation.

TAB 12

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SEARCH:

June 28

Majority of Americans Say They Would Support Gas Tax Increase, with Conditions, Survey Results Show

A report highlighting the findings from a national survey on tax options to support transportation infrastructure was released by the Mineta Transportation Institute this week, suggesting that a majority of Americans might support a increase with certain conditions.

The 5th annual survey asked more than 1,500 adults across the U.S. a range of questions including whether or not supported various federal tax initiatives with certain conditions or explanations. The survey found that 67 percent of respondents would support a 10-cent federal gas tax increase if revenue was spent to maintain streets, roads, and highways – a 9 percent increase from 2012 – and 62 percent supported that same tax if the funding was spent on projects to reduce accidents and increase safety.

Those numbers, however, plummet with different taxes and conditions. Only 23 percent of survey respondents said they would support a 10-cent gas tax when the money was not explicitly tied to roadway maintenance and improvement projects (demonstrating the desire to know where that gas tax increase is going). When exploring other revenue options, only 19 percent of those surveyed approved of a mileage tax with a flat rate of one cent per mile.

"In most cases the support for a tax varied by five or fewer percentage points from 2010 to 2011 to 2012, a change too small to suggest a meaningful change in support," according to the report. "However, Americans were modestly more willing to support most of the tax increases in 2013 than they were in the previous three years."

The report also discussed attitudes toward public transit funding and revenue generation. While 64 percent of respondents said they supported spending gas tax revenue on transit, raising additional revenue for transit was an issue. Survey respondents exhibited low levels of support for raising the gas tax for transit and also for raising transit fare rates.

"Policymakers seeking new funding for transit will likely find that their programs are similarly popular to more traditional priorities like reducing traffic congestion, but nevertheless face the same obstacles as other transportation programs in finding new tax revenue sources," the report says.

The 110-page report is available [here](#).

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

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Citiwire.net

Sprawl's Hidden Problem: Wasting Public Money

WILLIAM FULTON / MAY 31 2013

For Release Friday, May 31, 2013
Citiwire.net

It's no secret that mayors and other local leaders around the country are searching for ways to balance municipal and state finances.

Last month, the Government Accountability Office found a widening gap between projected revenues and expenses in the years ahead. While it's tempting to point fingers at pensions or other easy targets of so-called "wasteful spending" as the only reason for this fiscal problem, city leaders should carefully consider the role that different development strategies play in their budgets and how they can help cure – or ruin – them.



Too often we see cities and towns chasing short-term revenue, mistakenly arguing that sprawling new development on the edge of town represents true economic growth. Yes, new buildings and wide new roads provide a quick hit of cash to a city budget and offer a compelling illusion of prosperity and growth. But over time, the cost of serving such developments often costs more than the tax revenue those developments generate.

Last week, a report I co-authored with [Smart Growth America](#) illustrates how walkable, smart growth infill development results in significantly better returns for municipalities compared to car-centric, traditional suburban development. [Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development](#) surveys 17 studies from around the country that compare different development scenarios, including a new study of Nashville-Davidson County, Tenn., commissioned specifically for this report.

The difference in the effect various development types can have on a city's budget is almost unbelievable. Smart growth strategies can not only save public money on infrastructure and ongoing services, but can significantly increase public revenue. Those factors combined could benefit municipal budgets everywhere. When taken as a national average, the report finds:

- Smart growth development costs at least one third less for upfront
- Infrastructure construction.

- Smart growth development saves taxpayers at least 10 percent on ongoing delivery of services.
- Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.

The findings from the Nashville study are worth singling out. On a per-unit basis, The Gulch, an infill smart growth development in downtown Nashville, not only costs \$200 less per unit per year for ongoing services than one in Bradford Hills, a conventional suburban development, but it generated \$2,030 more per unit in tax revenue. (Revenue included property tax but also the sales tax likely to be generated by the project's residents as well as other miscellaneous taxes.)

The difference in net revenue between the two types of development is even more glaring. On a per-acre basis, The Gulch generated \$115,720 in net revenue – almost 1,150 times the net revenue generated by Bradford Hills (\$100). Those trends are similar on a per-unit basis as well.

A common misconception is that smart growth development is a strategy best suited for big, urban cities. But a closer look shows that a community of any size – suburban, rural, close in or far out – can benefit fiscally from smart growth. Even in small and mid-sized cities, smart growth patterns can have a significant influence on the budget. One case study in *Building Better Budgets*, from Champaign, Ill., found that a smart growth approach to future expansion in that mid-sized Illinois city could turn a \$19 million deficit into a \$33 million surplus.

Local governments throughout the United States already face unprecedented challenges in providing high-quality infrastructure and adequate public services to their residents on a tight budget. When it comes to local budgets, how towns decide to develop represents either their greatest burden or their greatest opportunity.

William Fulton is vice president of Smart Growth America and a former mayor of Ventura, Calif.

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This article was posted on May 31, 2013. Trackbacks are closed, but you can [post a comment](#).

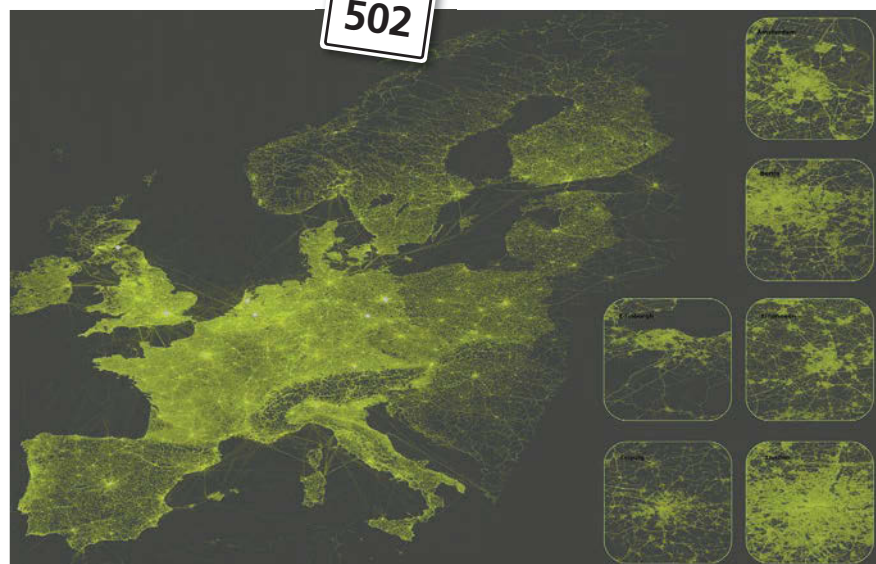
The power of navigation and real-time traffic

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Friday September 21 was Los Angeles' worst day for traffic in 2012, attributed to the space shuttle Endeavour's low-level flyover in the skies above the Californian city – everybody stopped to take a look. For Seattle, it was Thursday January 19, when Governor Christine Gregoire declared a weather emergency as an ice storm swept into the state of Washington. And in San Francisco it was Thursday June 14 – a fire at Oakland Station temporarily shut down Bay Area Rapid Transit (BART).

TomTom's Nick Cohn says the traffic data specialist can't always be sure of the reason for the congestion when it peaks, unlike these examples from the company's *Congestion Index Report*, its barometer of clogged roads in the world's major cities. But what he is sure of is the accuracy and completeness of the floating car data being collected by the probes that TomTom has out on the roads, detailing precisely how quickly or otherwise traffic is flowing.

Once upon a time these anonymous probes would have just comprised TomTom's aftermarket navigation devices and its factory-fitted systems



(Left) Example of plots of anonymous GPS measurements in Europe from a few months of TomTom probe data (Right) Schematic shows the continuous cycle of data sources being fused and the resulting services being disseminated

within the vehicles of its OE customer base (fleet customers included). Authorities' existing data from traditional data collection sources was also merged, as were GPS signals from cell phones. Now, of course, it includes data pulled in from TomTom's real-time traffic apps that users have downloaded onto their smartphones. "We started to extrapolate this speed data back in 2007 and now we have a speed database created for around 40 countries on six

Need to know?

Using floating car data to support decision-making by both road users and road authorities

- Providing the general public, industry and policy makers with unique and unbiased information about congestion levels in urban areas
- How assisting drivers to find faster routes can also increase the total capacity of your networks
- Helping to identify and pinpoint congestion trouble spots more effectively

continents that boasts more than six trillion individual measurements – and it's growing all the time," says senior business developer Cohn. "It's the world's largest database of historic travel times and the most detailed and accurate real-time traffic information you could find. When we began collecting it, the idea was to improve our navigation in a static way, but then we developed the real-time service and the scale increased enormously – not just in terms of the number of probes but the amount of applications, the markets that we serve and even the scale of the competition."

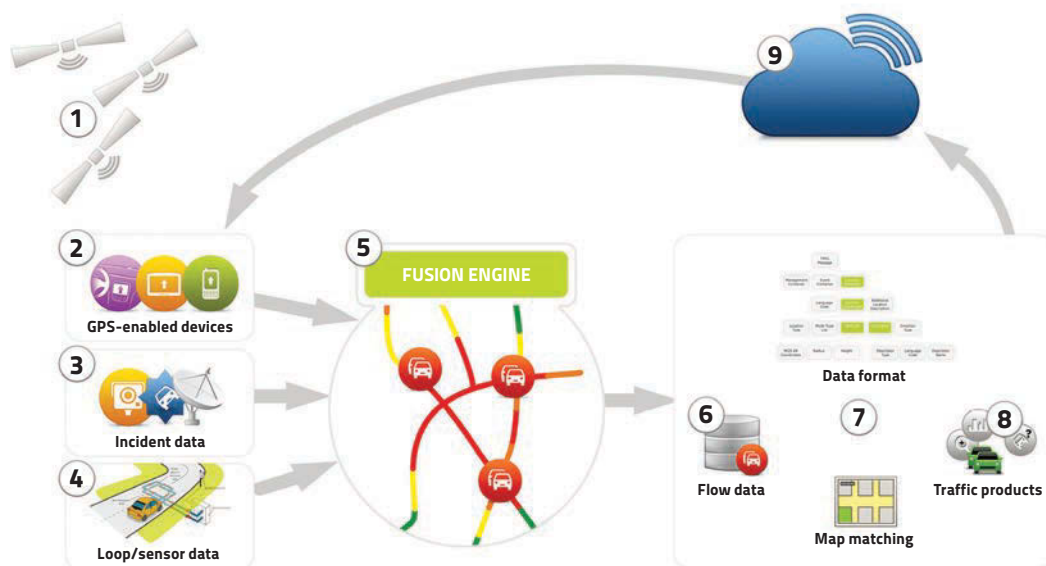
Major influence

Floating car data has evolved greatly since 2007 and is having a huge effect on the way DOTs manage their roads. As for road users, once that data's been crunched and disseminated as travel information, it's empowering them to travel smarter than ever before.

"Actual driving speeds and road conditions are absolutely



(Left) Detailed knowledge of the entire road network helps businesses and governments make more informed decisions about how best to tackle and avoid congestion



critical to the road travel experience as well as trip-related decisions made by individual drivers," Cohn confirms. Meanwhile, at a more holistic level, they inform about overall mobility and accessibility conditions as well as associated economical and environmental costs for users and planners. "If you know where the congestion is actually building up, you can make more informed decisions about where and how to invest, whether or not to consider adding capacity or deploying new technologies," he adds.

TomTom's *Congestion Index Report* was created for this very purpose. First published in 2012 and showing first quarter figures, it identifies areas of concern and assists in the investment decision-making process. Using a single, uniform data source collected from the navigation users across multiple countries and continents, the report is a benchmark of traffic performance, making it possible to evaluate congestion levels in a much more objective way.

Smooth operator

One of the many operators that's embracing floating car data is VMZ Berlin, which runs the German capital's Traffic Information Centre, for which TomTom is providing real-time traffic information not only for Berlin but also selected parts of the state of Brandenburg. "By using our HD Flow traffic product, they're able to react much faster to traffic congestion and improve traffic information for the people, businesses and media outlets reporting traffic updates," Cohn suggests. "They're seeing more reliable speed measurements on more of their network – that's the biggest benefit if you're comparing the benefits of floating car data to traditional technologies such as loops, cameras or infrared."

Potentially, then, could we eventually abandon embedded or existing wireless devices and rely solely on GPS, Bluetooth or even connected vehicles? "I think that could happen fairly quickly," Cohn says. "What it would do is make a lot of cost-intensive strategies such

as Active Traffic Management feasible financially and help to speed up deployment. DOTs wouldn't have to spend millions and millions installing a huge, complex system. By calling upon a fairly simple data feed and using what's already out there in the field, they could monitor what's happening much more accurately, in true real time, and realize some of the benefits you're seeing on schemes such as on the M42 in the West Midlands in the UK, in the state of Washington, in the Netherlands and in Germany."

Cohn is adamant there's now much less hesitancy on the part of road authorities to consider floating car data as a viable traffic management resource. "We know they have responsibilities and legal requirements," he accepts. "They've always been in control of all their data collection in the past so any reluctance to a dependency on an external source provided by a third party was perhaps understandable."

"But times have changed and there are various models, such

as in Berlin where floating car data is just part of the overall mix. It adds coverage without having to invest in more fixed systems. Some authorities tell us they have so many cameras and detection systems hanging up everywhere that they simply can't deploy any more – yet they do want more coverage of their networks – on their highways, major and secondary roads and local roads – hence why they're interested in our data feed."

Authorities are also becoming more proactive in alerting TomTom to changes on their networks – roadworks, road layout changes, speed limits, etc – which helps TomTom to improve its map data quality and ultimately, the quality of its offering.

Add connected vehicles into the mix and the way we travel and the way our roads are managed could alter irrevocably. "A lot of exciting things are materializing with connected vehicles entering the fray," Cohn says. In fact, the map data provided by TomTom and others could become the bedrock of automated driving and assistance functionalities. "It all starts with totally reliable information about the road geometry, about speed limits, about curvature, gradient, etc – everything about the road environment itself," he adds. "With that connectivity you can do so much more. Things will be much more intelligent, more effective, much safer, cleaner, quicker, less stressed. And that's good for everyone." ○

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Nixon endorses transportation tax, defends tax-cut veto

In [Backroom](#)

By [Jo Mannies](#), Beacon political reporter

5:03 pm on Thu, 07.18.13

Missouri Gov. Jay Nixon offered up his strongest public support yet for some special transportation funding – such as the proposed transportation sales tax – although he emphasized the necessity of a public vote.

“It’s needed,” Nixon said, as he responded to questions posed Thursday by members of the Regional Chamber and Growth Association.

“The levels of expenditures that are necessary to make sure that we have a solid transportation system in the future are significant enough such as it’s ultimately going to require a public vote, otherwise it’s...not worth it,” he said.



Jay Nixon

“We don’t need a band-aid. We don’t need a little bit,” Nixon continued. “We need to think about long-term needs”

Among other things, he said, “The method that we use to fund roads, the gasoline tax, is each day becoming a less effective way to do it.”

Missouri currently imposes a gasoline tax of 17 cents a gallon, among the lowest in the country. Nixon cited cars with improved gasoline mileage, the increased use of electric cars, and the move of some vehicles to natural gas, which isn’t covered by the gas tax.

The current gas tax “just will not sustain the level of transportation (needs) we have,” he said.

The governor didn’t get specific about what sort of funding mechanism should be in place.

The RCGA had campaigned hard for a proposed one-cent sales tax, to be in place for 10 years, that would raise money to rebuild Interstate 70 and various regional road and bridge projects. The proposal passed the state House earlier this year but died in the Senate as a result of a filibuster organized largely by fiscal conservatives, including state Sen. John Lamping, R-Ladue.

Nixon, a former state senator, praised the General Assembly for focusing on the issue, saying lawmakers achieved “some solid work.”

“The groundwork was laid....to put something on the ballot that buys in everybody,” the governor said. “It gives everybody a collective sense of where we should go.”

During the next legislative session, which begins in January, “I look forward to working with the legislature on a comprehensive plan” to “put in front of the public very quickly.”

What’s important, said Nixon, was for the proposal to have unified support and “give us a long-term solution to a long-term problem.”

Defends veto, emphasizes interest in the Rams

Nixon’s comments came after his 15-minute speech, which focused primarily on his veto of a tax-cut measure, Senate Bill 253, which he has said is too costly and would force dramatic cuts in state services.

The governor said the bill was also “riddled with errors,” and cited the provision that eliminated the state’s longstanding sales tax exemption on prescription drugs. That change will cost Missouri taxpayers an additional \$200 million a year, he said.

Nixon added that the public shouldn’t buy the promise of tax-cut advocates to fix the bill’s problems.

Although three business groups are now running ads advocating an override of Nixon’s veto, none of the RCGA questions after his speech dealt with the issue. Rather, the top concerns centered on transportation and the St. Louis Rams football team, which is in sensitive negotiations with city and state officials about proposed improvements to the Edward Jones Dome.

Nixon, who is taking a leading role in the talks, made clear that neither the state nor Missouri taxpayers appear to be in the mood to pay for upgrades. The state, regional and local governments are still paying the bonds used to finance the construction of the dome about 20 years ago.


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MoDOT plans to test speed information signs

Posted 07/18/13 9:19 am / [no comments](#)

The Missouri Department of Transportation is testing a new plan to try to reduce the number of interstate crashes caused by drivers rear-ending slowed or stopped traffic.

On July 22, MoDOT will begin a test project to share certain speed information on electronic overhead dynamic message signs (DMS) on I-70 from St. Charles County to downtown.

When average speeds on I-70 decrease to less than the posted speed limit, MoDOT will automatically display a variable advisory speed message on the DMS that the speeds ahead are significantly reduced.

MoDOT traffic engineers said this message is intended to get drivers' attention and encourage them to slow down before they reach slowed or possibly stopped traffic ahead of them. MoDOT currently displays travel times on its most of its overhead boards. That information will remain. The variable advisory speed information posted on the I-70 signs will appear on the third line.

"We believe this information, combined with the travel times on the boards can help drivers make decisions about speed that will lower the number of rear-end type crashes that occur daily on our roadways," said Tom Blair, MoDOT's assistant district engineer in St. Louis.

Blair said the variable advisory speed message is just the latest effort in MoDOT's regional approach to managing traffic and providing safety information to motorists.

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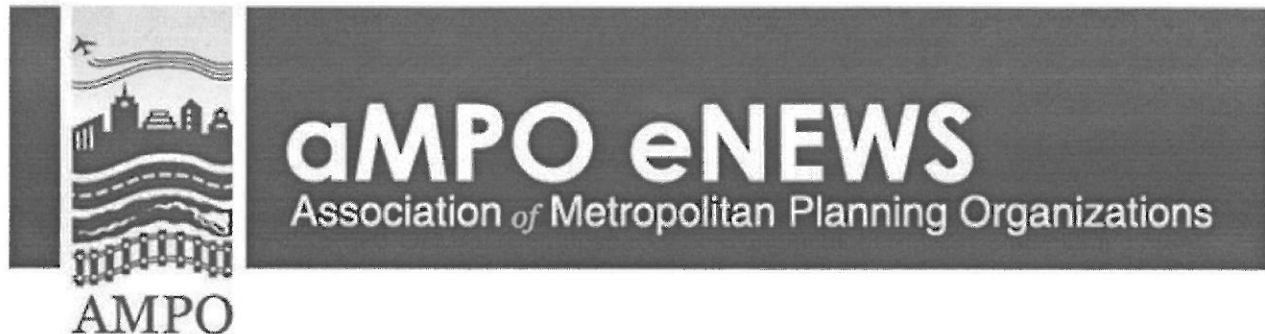
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FY14 Transportation Appropriations

Senate: The Senate failed to reach the 60-vote threshold to complete the 2014 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill (THUD). The Senate debated the bill, on and off, over the last two weeks addressing amendments. As previously reported, the Senate and the House have been operating under different budget numbers that has resulted in a \$10 billion difference in spending levels for the THUD bill. These numbers affect discretionary spending and do not include the MAP-21 limitations on obligations for highways and transit, and other similarly funded programs. Both House and Senate THUD bills adhered to the MAP-21 levels. THUD will continue to be pending business before the Senate and can be brought up again.

House: Yesterday (July 31), after several days of debating amendments, the Republican leadership in the House pulled the FY14 THUD bill from the floor, before the vote on final passage. With every Democrat committed to opposing the bill due to the cuts, several Republicans opposing the bill because it cut too much, and several Republicans opposing the bill because it did not cut enough, the bill was in danger of not passing at all. The decision to pull the bill leaves the House leadership with the option of returning to the bill after the upcoming five-week recess, that begins on August 2.

Major Differences between the House and Senate bills

	FY13	FY14 President Request	FY14 House	FY14 Senate