

Ozarks Transportation Organization



August 16, 2012

Board of Directors Meeting

OTO Conference Room, Holland Building

205 Park Central East, Suite 212

12:00 – 1:30 PM



**Board of Directors Meeting Agenda, August 16, 2012
OTO Conference Room
205 Park Central Square, Suite 212**

Call to OrderNOON

I. Administration

A. Introductions

**B. Approval of Board of Directors Meeting Agenda
(2 minutes/Compton)**

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the June 21, 2012 Meeting Minutes Tab 1
(2 minutes/Compton)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING
MINUTES**

D. Public Comment Period

(5 minutes/Compton)

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.

E. Executive Director's Report

(5 minutes/Fields)

Sara Fields will provide a review of the OTO staff activities since the June 21, 2012 Board of Directors meeting.

F. Legislative Reports

(5 minutes/Compton)

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

II. New Business

**A. Rideshare Program Proposal Tab 2
(5 minutes/Fields)**

The Rideshare Subcommittee has made a recommendation to transfer the rideshare program to The City of Springfield Environmental Services Division, where the program can be incorporated into the Clean Air educational activities already undertaken. The transfer would include \$10,000 annually in STP-Urban funding to be divided among OTO member jurisdictions.

**BOARD OF DIRECTORS ACTION REQUESTED TO TRANSFER THE
RIDESHARE PROGRAM AND REQUESTED STP-URBAN FUNDS TO THE CITY
OF SPRINGFIELD ENVIRONMENTAL SERVICES DIVISION**

- B. FY 2013-2016 Transportation Improvement Program Tab 3**
(10 minutes/Fields)
OTO is requesting the Board of Directors approve the proposed FY 2013-2016 Transportation Improvement Program (TIP). The draft TIP is included as a separate document.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2013-2016 TIP

- C. 2012 Planning Process Certification Tab 4**
(5 minutes/Fields)
Federal regulations specify that the state and OTO must annually certify to FHWA and FTA that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE 2012 PLANING PROCESS CERTIFICATION

- D. Year-End Financial Statements for the 2011-2012 Budget Year Tab 5**
(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

- E. FY 2012-2013 Budget Adjustment and UPWP Amendment..... Tab 6**
(5 minutes/Fields)
The request is for a budget adjustment to move the funding for the TIP software from the prior budget year to the current budget year.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE BUDGET ADJUSTMENT AND UPWP AMENDMENT

- F. Federal Tax Classification Tab 7**
(5 minutes/Fields)
OTO is requesting approval to apply for a letter ruling to obtain federal tax classification as an “integral part of a political subdivision” with the Internal Revenue Service

BOARD OF DIRECTORS ACTION REQUESTED TO APPLY FOR TAX CLASSIFICATION WITH THE INTERNAL REVENUE SERVICE

- G. Creation of Two Additional Job Descriptions Tab 8**
(5 minutes/Fields)
The Executive Director in conjunction with the Executive Committee is recommending the approval of two additional job descriptions.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE TWO ADDITIONAL JOB DESCRIPTIONS

- H. MAP-21 Summary.....Tab 9**
(5 minutes/Fields)
The President signed MAP-21, the new transportation bill on July 6, 2012. Summary information is provided.

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 10**
(Articles attached)

IV. Adjournment

Targeted for **1:15 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, October 18, 2012 at 12:00 P.M. in the 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
David Rauch, Senator McCaskill's Office
Jered Taylor, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

MEETING MINUTES AGENDA 08/16/12; ITEM I.C.

Attached for Board of Directors member review are the minutes from the June 21, 2012 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 21, 2012

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. Bill Kirkman, City Utilities (a)
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Jim Krischke, City of Republic (a)
Mr. Phil Broyles, City of Springfield (a)	Mr. Tom Vicat, City of Strafford (a)
Mr. Steve Childers, City of Ozark (a)	Mr. Jim Viebrock, Greene County
Mr. Jerry Compton, City of Springfield (Chair)	Mr. Brian Weiler, Airport Board (a)
Mr. J. Howard Fisk, Citizen-at-Large	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Aaron Kruse, City of Battlefield
Mr. Thomas Bieker, City of Springfield (a)	Mr. Lou Lapaglia, Christian County
Mr. Shawn Billings, City of Battlefield (a)	Mr. Bradley McMahon, FHWA
Mr. Brian Bingle, City of Nixa (a)	Mr. Steve Meyer, City of Springfield (a)
Mr. Richard Bottorf, Airport Board	Mr. Shane Nelson, City of Ozark
Mr. Brian Buckner, City of Republic	Ms. Robin Robeson, City Utilities
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. Nick Heatherly, City of Willard (a)	Mr. Tim Smith, Greene County (a)
Mr. Tom Keltner, City of Willard	Mr. Bob Stephens, City of Springfield
Mr. Susan Krieger, City of Strafford	

Others Present: Mr. Jered Taylor, Congressman Billy Long's Office; Ms. Sara Edwards, Mr. Curtis Owens, Ms. Debbie Parks, Mr. Chris Stueve, Ozarks Transportation Organization; Mr. Dan Smith and Mr. Joel Keller, Greene County Highway Department; Ms. Krista Gawlouski, Senator Claire McCaskill's Office; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Ralph Rognstad, City of Springfield; Mr. Terry Whaley, Ozarks Greenways; Mr. Todd Wiesehan, Christian County; Mr. Frank Miller, MoDOT; Mr. Bob Rubino, Citizen.

Mr. Compton called the meeting to order at 12:02 p.m.

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Mr. made the motion to approve the June 21, 2012 agenda. Mr. seconded and the motion was carried unanimously.

C. Approval of the April 19, 2012 Meeting and May 10, 2012 E-Meeting Minutes

Mr. Broyles made the motion to approve the April 19, 2012 meeting and May 10, 2012 e-meeting minutes. Mr. Weiler seconded and the motion was approved unanimously.

D. Public Comment Period

Mr. Rubino introduced himself as being from Nixa and running for 139th District State Representative. He stated the topic was Highway 14 between Nixa and Ozark. He wanted the Board of Directors to consider moving the project up on the schedule from the standpoint that the volume of traffic on the roadway was very high. The City of Nixa did a study of the 160/Highway 14 Interchange and it was running close to 44,000 cars daily through the intersection. The section of road also has no shoulders. The curves make the road very dangerous. He had not seen the recent count of traffic accidents, but since he serves on the Nixa Fire Protection Board he knows that there are a lot of accidents.

The other benefit is that that section of road can bring a lot of commercial properties. There are two great population centers near, Nixa and Ozark. There are great schools there. The only way to bring in the businesses is to have a good road.

E. Executive Director's Report

Ms. Fields stated that Ms. Longpine was out on maternity leave until August 1. The Blue Ribbon Panel came to town at the Chamber on June 1. There was a lot of testimony about the means as well as some possible solutions to the transportation funding short fall in the state of Missouri. That went really well and there will be more hearings around the state.

Staff sent out the request for Transit applications for the human service vehicles and for the Job Access and Reverse Commute. All that will go into the Transportation Improvement Program. Typically solicitations for Enhancement applications are sent out around that time as well. This year the Enhancement funding has not been made available because there is not a four year transportation bill. MoDOT has elected not to release the funds until there is a bill through September 30, which is the end of the fiscal year. Since the current extension expires in June, hopefully there will be some enhancement funding with the next round of extensions.

The Regional Transit Study is finished. City Utilities had its FTA Triennial review this week and the review had no findings. FTA stated it was only the second time in the past 22 years that an agency in the FTA region had a review with no findings.

OTO, MoDOT, and the City of Springfield have been meeting to look at bluetooth technology. For OTO's application, the technology would be used for origin destination studies, telling the OTO about the people coming into Springfield; if they are leaving or staying. This data would go into the Travel Model. The OTO would need some money to

purchase the bluetooth technology. The typical Origin/Destination study runs around \$150,000; this study could be done for about \$30,000. There will be more information later.

Staff has been participating with the City of Springfield and MoDOT on the James River/Campbell Interchange Study and Access Management along Campbell. There will be some public kickoffs in July. The City is looking at preliminary designs and is going out for public input. The OTO also had the first meeting of the Regional Rideshare Committee. There was discussion at the prior Board of Directors meeting regarding federal highway's ruling that the Rideshare program and Ozarkscommute.com were no longer eligible under planning funds but were eligible under another funding category. The Rideshare committee is continuing to examine if it is a program the region would like to keep.

Mr. Fisk inquired if the OTO would solely fund the bluetooth study or if MoDOT would share a portion of the cost. Ms. Fields stated that the details are still being worked out. The units cost \$4,500 each and it will probably take 9 units. It is possible that the OTO could purchase them and put them into a larger account. It might be a possibility to lease them and then get a discount. The OTO might buy a couple, that way travel time runs could be conducted in the future. Mr. Fisk commented that this appears to be at the very front end of the process.

Ms. Baltz stated that this is a piece of a bigger project that the City of Springfield and MoDOT are working on together to look at the whole signal system. The plan is to continue to maximize the signal system in addition to the Origin and Destination Study.

F. Legislative Reports

Ms. Gawlouski stated that the Transportation Bill is still in conference. It has until the end of the month to come to a resolution or else there will have to be an extension. Mr. Waddlington stated there was a discussion about renewed enthusiasm for the Highway Bill. The Speaker and Majority Leader got involved in the negotiations. As of yesterday the parties were reinvigorated and had doubled the efforts to get the Highway Bill done.

The House is proposing a five year deal, a \$260 billion bill. The Senate is proposing a more bipartisan 2 year, \$109 billion deal. The House is insisting on the Pipeline being part of the equation. The Senate is rejecting that proposal. The House thinks it can fund the \$260 billion even though the 18-cent federal gas tax only brings in \$36 billion a year. The Senate version of \$109 billion has some offset to fund it but it was done in a bipartisan fashion. The deadline is Wednesday for the bill; otherwise it will go to a 9th extension to keep highway funding in place.

Mr. Childers asked about the status of Safe Routes to School and the Enhancement programs. Ms. Fields stated that this is a part of the proposed bill, but instead of mandating a certain dollar amount for Safe Routes to School it will be up to the states to set aside an amount.

II. New Business

A. Let's Go Smart Presentation

Mr. Whaley presented the new Lets Go Smart Program. Ozark Greenways is in the 21st year in Springfield/Greene County. Ozarks Greenways partnered with a lot of the OTO communities that are outside the immediate Springfield area over the years, helping to build

trails in the communities and writing letters of support for various grants. Willard, Ozark, and Bolivar have done well.

Ozarks Greenways is also known for trees and open space preservation. In 2006, Ozark Greenways started to look at other activities. A lot of people understood what the Greenways represented. One of the challenges became apparent during a strategic planning meeting. It was the problem that the Greenways had always wanted. The Greenways could not afford trails to every house like people wanted. There is not the real estate funding available. Even if there is money to build, develop and implement the trails, there is not the funding to maintain the trails. Ozarks Greenways started to realign a little and rethink about the future direction. There was discussion about the word “greenway”. Was it the “green” (preservation, open space) or the “way” (how one gets)? At that point in time, Ozark Greenways was pretty much hardcore trees, urban forestry, bicycling, and greenways. Now it is apparent the goal was not realized if a person still has to get in the car, load a bicycle and drive to the greenway trail to access it. It was also determined that people use the fragmented, segmented system for transportation.

The challenge was if greenways could not be built everywhere, how could people get from their garage to the greenways. In 2008, an Ozarks Greenways Transportation Policy was developed which looked at several different options, not just the trees and trails. This was to become part of the bigger solution in the community, about how to move people back and forth in an efficient manner and promote options when it comes to transportation. The position promoted wise use of transportation, multimodal transportation, bus and carpooling, along with bicycling and walking.

That was in 2008. In the last 4 years it has accelerated and developed into a separate greenways committee, The Sustainable Transportation Advocacy Resource Team, otherwise known as the STAR Team. There is good membership from 12 to 15 members. It is made up from people from all walks of life and professions. Most of the individuals are not hard core bicyclist like one might imagine but those just trying to build a smarter community.

Ozarks Greenways contracted with a local marketing firm. This was done with some Enhancement funding in the category of education and encouragement. The marketing program revamps the old one of “Drive Less/Live More.” That is the call to action for Bike to Work Week. Mr. Whaley presented a slide show about the new marketing campaign.

Mr. Broyles stated that the City of Springfield doubled the bike lanes in the City. The City of Springfield has challenged Mr. Hutchison to triple the bike lanes by next year. Mr. Whaley stated that Mr. Hutchison is on the STAR Committee and is also a Board Member of the Ozarks Greenways. Ozark Greenways will be supporting the City of Springfield as much as possible. “Let’s Go Smart” is not a request for big expenditures, but rather a program trying to promote a community message options when driving or going somewhere. People do not need to get in the car all the time. This applies to air quality issues, health issues, and everything else.

B. Amendment Number One to the Long Range Transportation Plan

Ms. Fields stated that staff is proposing an amendment to the Long Range Transportation Plan because the City of Springfield applied for a cost share with MoDOT for improving capacity along Glenstone from Battlefield to James River Freeway. That project is about \$13 million. When the whole plan was examined the whole project was not in there in its entirety. There were pieces here and there but it needed to specifically be in there so the TIP

could be amended. There are several changes outlined in the report. A project was added that had been removed from another project, then Cost Share funds that were awarded from MoDOT for this project and the James River Freeway/Kansas Project were also added in. When those projects were added and the tables were examined, it was discovered that the tables did not add up correctly. It came out in the OTO'S favor, a \$37 million error, so in the end the OTO will have a balance of \$39 million left over in revenue versus projects that are in the plan, so that is good news. The next time there is a project that comes up for a cost share it will be able to be inserted without having to search for the money. The changes have been outlined page by page to show what improvements are being asked for and the plan can be amended so that the Transportation Improvement Program can also be amended.

Mr. Childers inquired if the projects would be added as they came along for the \$39 million or if the \$39 million would be added from the constrained project list. Ms. Fields stated that instead of going through the unconstrained list and adding some of those projects to the constrained list, it would be left for future needs that might arise.

Mr. Broyles made the motion to approve Amendment Number One to the Long Range Plan. Mr. Childers seconded and the motion was approved unanimously.

C. Amendment Number Five to the FY 2012-2015 TIP

Ms. Fields stated that the TIP runs through September 30. The amendment is for the current TIP. There are four items proposed for the amendment. The first is for 5310 Human Service Vehicles. After all the applications were received and the funding awarded, MoDOT identified some additional funds that were available. This is one project above what is normally received so that is really good news.

Second, Nixa is asking to increase from \$2.05 million to \$2.6 million in funding for the Main Street/Aldersgate to Tracker project. The City of Nixa was just funding the construction with STP-Urban, but now are asking to use some additional STP-Urban for engineering and right-of-way. The third item is a paving project on US 60 from Glenstone to 125. That was in the TIP for \$1.2 million and MoDOT is asking to increase that project cost to \$4.5 million. The final item is resurfacing for US 60 over on the Republic side from Illinois Avenue to 174, then adding in State HWY FF resurfacing from James River Freeway over to Weaver Road, as an alternate. If good bids come in, then both projects could be completed for the \$1.4 million dollars.

Mr. Childers asked if the cost increase on the third item was due to a change in scope. Mr. Miller stated that it had been a place holder until the pavement management plan could be complete. The amendment reflects the actual project cost.

Mr. Fisk made the motion to approve TIP Amendment Number Five. Mr. Krischke seconded and the motion was carried unanimously.

D. Urbanized Area Presentation

Mr. Stueve stated that this was a review of the Springfield Urbanized Area. A few weeks ago the Census Bureau released the urbanized boundaries data for the 2010 Census. Mr. Stueve showed a map of the urbanized area was in 2000 and what it is with the 2010 changes. The first page of a provided handout shows the urbanized area in 2000, with grey polygons for the city limits for the various cities in the OTO area. The red is the Springfield Urbanized area, with a population of 215,000. Republic in 2000 was instead considered an urban cluster. An urban cluster is a community not in the urban area that is over 2,500.

The next page of the handout is the brand new urbanized area based on the 2010 census data. The Springfield Urban area has expanded to now include the Cities of Strafford and Republic. There has been build up between those two communities. Rogersville is now an Urban Cluster, as it has over 2,500 people. Willard is now over 2,500 and is also an Urban Cluster. The third map shows and overlays the 2000 urbanized area with the 2010 so the changes can be seen. There are 38.1 square miles that are considered urbanized now that were not in 2000. There are 6.4 square miles of area that were considered urban in 2000 that are not now. There are some fringe areas. Every 10 years the census tweaks the criteria on how the areas are delineated. They are referred to as skips, hops, and jumps. If this area is urbanized and there is an area two miles down the road that is urbanized it may or may not be considered urbanized depending on the criteria. There is a table on page three that compares population.

Mr. Stueve stated that there were 6.4 square miles were considered urban in 2000 but were not considered urban now, the area out by Northwest Nixa, due to rule changes.

Now that Republic and Strafford are in the Springfield Urban Area there are more STP-Urban funds for projects in the urban area boundaries. Republic is no longer eligible for STP-Small Urban Funds. Willard is now eligible for STP-Small Urban Funds. Mr. asked about the size for classification of small urban. Mr. Miller stated 5,000.

Mr. Childers stated that he did not realize that there were small, medium and large urban. Ms. Fields stated that back before 2011 the OTO did not allocate STP-Urban funds to those communities outside the urbanized area. Republic was the only community that got something called small urban. It was to the tune of \$33,000 a year, whereas when Republic is put into the formula they get around \$75,000. It is small. The good news is that it should be based on population. The OTO's whole amount should go up due to the population being 215,000 and now has grown to 273,000, because it includes Republic, Strafford, plus the other growth. Willard is now going to get around \$20,000. That is taken into account and is basically added to the large STP-Urban and doled back out. It is good all around. Mr. Childers stated it was good news and great for the communities.

Mr. Miller stated that Battlefield was a small urban earlier, it is not it is part of the Springfield large urban. Willard is the only small urban eligible in the district. Republic is going into the large urban.

E. Draft FY 2013-2017 Statewide Transportation Improvement Program (STIP)

Mr. Miller stated that the Draft Statewide Transportation Improvement Program has been distributed. This is the statewide version of the TIP. The same projects have been submitted to the TIP as well. Both documents have to have the project listed in order to use federal funds. One of the major changes to the STIP is MoDOT's goal to keep 85% of the major routes in good pavement condition. That has also been ingrained in the OTO Long Range Plan as a goal for this area. MoDOT has implemented a cyclical paving program for the major routes. The TIP amendment that was approved had two paving projects that was a part of that.

MoDOT is trying to get some routes caught up into the 5 to 7 year cycle of paving. What is seen in the STIP and later on in the TIP is a log of paving projects coming into the area. Most of these paving projects are for resurfacing. To pay for this, MoDOT is delaying a few bridge projects for a few years because bridges do not deteriorate as fast as pavement does. The most significant one is the Lake Springfield Bridge on Route 65, the north bound bridge

was supposed to be worked on. Work was originally set for 2014, now it will be 2016. The work on the Finley River Bridge on 65 down by Ozark and the Farmers Branch Bridge are going to continue this fiscal year. There is a more urgent need on those bridges.

In terms of other projects, there really has not been any since last year. Some of the high profile projects, such as the improvements to Route CC, between Fremont Hills and Ozark are in the STIP and the TIP. The intersections at Cheyenne/CC and Cheyenne/14 are in the STIP and the TIP. Some of the projects for Springfield that are coming up are not in the STIP for various reasons. Cost shares, which includes the South Glenstone Project, will simply have to wait until the signed agreement between the City of Springfield and MoDOT is finalized before putting it into the STIP and TIP. A couple of projects that are important to remember that have funding identified are the Chestnut Expressway Railway Overpass on the east side of town and the Battlefield and 65 Interchange improvements. Both of those projects have MoDOT cost share funds approved but the City of Springfield's funding is contingent on the passing of the 1/8-cent transportation sales tax. The funds have not been programmed yet because the tax needs to be passed before moving forward. Another project that is not in the printed version, but is actually in the STIP and now the TIP is the Kansas Expressway/James River Freeway Interchange and the diverging diamond. There was a quick STIP amendment, so it will be in the final version of the STIP. That is utilizing cost savings from the 1/8-cent program and leveraging that with the cost sharing funds. It will be under construction quickly.

Ms. Baltz stated that a lot of the projects that Mr. Miller talked about, the bigger projects, are cost share projects. The rest of the funding is basically for resurfacing type projects and taking care of the system. The decline of funding has changed the focus, but there are great partnerships in the community. There is still opportunity to do some of the additional capacity improvement projects that would normally not get done.

Ms. Fields inquired about the OTO bridge funding on the Lake Springfield Bridge that was shown in the STIP in 2016, if it is protected from rescission. Mr. Miller stated it was protected. Mr. Compton stated this definitely highlights the importance of the 1/8-cent sales tax.

Mr. Broyles stated it is especially important because of the cost share program. Anytime the OTO can make use of those funds, those are items that are local that could have easily gone to another part of a state.

Mr. Broyles made the motion to endorse the Draft FY 2013-2017 Statewide Transportation Improvement Program. Ms. Hacker seconded and the motion carried unanimously.

F. Financial Statements for Third Quarter 2011-2012 Budget Year

Mr. Krischke stated that the first page gives a brief narrative of where the OTO stands. The second page is the Profit and Loss Statement. The OTO had income in the amount of \$118,097. On the Expenditure side there was \$163,265. Obviously that equates to a loss on the net income side of \$45,167. The cash balances are good; this represents the delay in the billings that are received back from MoDOT.

One of the larger items in the Profit and Loss Statement is the new facility versus the old facility. The rent difference is really different, but there is more facility and something that is better for the OTO. The Fixed Route Transit Analysis had an expense of \$27,728, while the whole contract amount is for \$140,000. That payment represents \$84,000 that has been paid

to date which is about 60% of the project total. The other expenses are all normal monthly expenditures. At the very end of the report there is the Unified Work Program Progress Report. It shows that the general administration is 70% complete and that the committee task is 80% complete. That is for work accomplished not the expenses. This gives an idea of where the OTO is in regards to its work tasks.

Ms. Parks stated she would like to submit an error that was discovered on the Operating Balance Report. On the Operating Balance Report it states December 2011 which will be changed on the official copy to state March 30, 2012.

Mr. Fisk made a motion to accept the third quarter financial reports. Mr. Viebrock seconded and the motion carried unanimously.

G. Missouri MPO Planning Funds Distribution

Ms. Fields stated that the OTO is funded through the federal gas tax which is 18.4 cents per gallon. That money goes into a variety of funding pots. Funding for Metropolitan Planning Organizations comes from 1.25 percent of Surface Transportation funding and 1.25 percent of NHS funding. The new census designated new MPO's and populations for MPO's. MoDOT is required to approve a new distribution to decide how the funds will be distributed among the different MPOs in the state of Missouri. The law states that MoDOT can take some off the top and distribute to the MPOs. Staff inquired if MoDOT does that and found that yes, all of the funds go to the MPOs. Back in 2003 the funding distribution was determined. It has a base level effort of 50,000. There is a new MPO in the state, Cape Girardo, so it will get \$50,000. Funds of \$50,000 are also given for being a TMA, which is OTO, Kansas City and St. Louis 50,000. If an MPO goes into non-attainment for air quality then there is \$100,000 based on population.

The OTO's population has increased quite a bit. MoDOT is proposing that the OTO's new funding level will be 512,000 from 450,000. The OTO is in support on continuing this methodology; however the one objection is that the 2000 census population figures have been used since 2002. For a period of ten years the areas grow, so it behooves the area to use the census estimates. The OTO uses census estimates to bill the jurisdictions dues since the OTO is growing so fast. The most recent census estimate is used which is usually two years behind for the funding decisions. This request has been communicated to MoDOT, but staff is looking for the Board to endorse it if in agreement and that an official letter be sent stating that the OTO agrees with the distribution except for this one thing.

Mr. Fisk asked Ms. Baltz about the feasibility of that. Ms. Baltz stated it was probably pretty low.

Mr. Fisk made the motion to. Mr. Broyles seconded and the motion was carried unanimously.

Mr. Whaley inquired why more money is given to an area that hits non-attainment. Ms. Fields stated that while it is stated the area receives more money, it is still distributed among the MPOs. Mr. Miller stated that there is an emissions budget, to ensure the projects will meet the financial and air quality budgets. There is a lot more work involved for an area that reaches non-attainment. Mr. Broyles stated it is not worth the extra funds if an area hits non-attainment because there is a lot of regulation and cost involved.

H. Regional Transit Analysis

Ms. Fields stated that the Regional Transit Analysis has been completed. There were three objectives in the RFP. One was to analyze the current CU Transit System and look at improvements that could be made at no cost. The second was to look at improvements if the region had more money, and the third aspect was to look at regional transit to see how much it would cost and where it would go. There are three reports on the website. The OTO also recorded the consultant's presentation when they visited here in May.

The consultants did a five level analysis of the CU system. Starting with on time reliability isn't good enough to do any service expansion. Step one is to improve the on-time reliability. Ms. Fields presented a table that shows in order to improve the reliability with no additional service the cost goes up by about \$1 million, plus another \$1 million in capital costs. That is the first step suggested. Then, level two has more frequency added in, and then in level three new route options are added. In level four, there is a limited stop service route along National. Level five includes is fifteen minute frequency and ½ mile spacing which would be an ultimate bus system. A lot of individuals in the community state they would like the grid system or fifteen minute services so now the cost of those requests is known. It would be \$19 million a year where as \$7 million is currently being spent now. It is a significant investment. There are specific steps and these are outlined in the study.

Of particular interest to the Board is the Regional Transit Service. The consultants looked at all the communities outlined in the study, which are all the OTO communities and some other Greene County communities. The consultants came up with a concept where there is a limited stop route along National. All of the routes from various communities are going to come into Cox South or into the transfer facility downtown. The bus would then go up and down National taking everybody to the most frequented stops of major employers like Cox, St. Johns, MSU and it would run up to OTC, to the government plaza facility and go back out.

When they looked at the individual communities, there was a matrix and Nixa was scored as number one, the most likely to use transit, followed by Ozark then Republic. Battlefield fairly well because it is close to Republic so it was looped into a Battlefield/Republic route then a Nixa/Ozark Route. The annual cost was estimated as well as how much revenue should come in from the riders. Nixa/Ozark would fare the best, it would have the most ridership, so the annual cost that would have to be subsidized would be about \$60,000 a year, for the route that ran to Cox. What is not included is that cost for the limited stop National Route would be on top of that. CU might do a limited stop route anyway.

Staff feels that the OTO was given what was requested in the study: answers were given on the costs and recommendations were made on where the routes should go.

Mr. Compton reminded everyone of the concern earlier of individuals requesting independent studies. The Executive Committee had recommended a policy that the Board of Directors adopted in terms that it be funded through an official source or come through an official sources so there will not be a lot of extraneous requests, because it costs money to do that. There is now a policy in place, it is not to eliminate outside requests, but to try to be more fiscally responsible with the budget and manpower available.

Mr. Childers made the motion to accept the regional transit analysis as work complete.

III. Other Business

A. Board of Directors Member Announcements

Mr. Broyles state that the 1/8 cent vote will be on August 7. The Springfield Chamber will be starting the campaign for the City of Springfield. Mr. Compton stated that it is very important to this area and is one of the things tax payers can see a tangible result from. It has been supported will in the community.

Mr. Steve Bodenhamer was introduced as the City of Strafford's new City Administrator.

B. Transportation Issues For Board of Directors Member Review

None

C. Articles for Board of Directors Member Information

No Discussion

D. Supplemental Materials

No Discussion

IV. Adjournment

The meeting was adjourned at 1:10 p.m.

TAB 2

BOARD OF DIRECTORS AGENDA 08/16/12; ITEM II.A.

Rideshare Program Proposal

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: FHWA ruled that the funding of a rideshare matching program and promotional materials for the program are ineligible for Metropolitan Planning Funding. Therefore, OTO removed the program from the budget and work program for FY 2013. This meant that without locating another funding source, OzarksCommute.com would be taken offline by the end of the calendar year.

FHWA further notified OTO that these activities could be funded with STP-Urban funds. In order for OTO to continue the funding with STP-Urban funds, \$31,000 annually would be needed for the program, promotional materials, staff and indirect costs. This amount would have to be subtracted before any allocation to member jurisdictions could be made. Please see Table 1 for the relative amounts.

After a review of the program, it was discovered that Ozarks Clean Air Alliance and Partnership for Sustainability, along with the City of Springfield Department of Environmental Services, are promoting their programs at the same events that OzarksCommute.com is being promoted. Therefore, Barbara Lucks, the Interim Sustainability Officer with the City of Springfield Department of Environmental Services has volunteered to take over the program and is asking for \$10,000 in STP-Urban funding to cover annual OzarksComute.com costs as well as promotional materials. OTO has agreed to assist with developing the rideshare program with employers and not just the general public. Please see Table 2 for the impact on STP-Urban funding for each jurisdiction.

City Utilities is currently donating a bus wrap promoting OzarksCommute.com that can count toward the local match requirement.

RIDESHARE SUBCOMMITTEE RECOMMENDATION: The subcommittee met on June 7 and June 27, 2012 to review the program and made a recommendation to the Technical Committee that included transferring the program to the Springfield Environmental Services Department and to fund the program using \$10,000 in STP-Urban funding before any allocations are made.

STAFF RECOMMENDATION: Staff concurs with the Rideshare Subcommittee recommendation.

TECHNICAL COMMITTEE RECOMMENDATION: The Technical Committee recommended, with a majority, that the program and requested funding be transferred. There was one member who voted against the proposal.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move that the Rideshare Program be transferred to the City of Springfield Environmental Services Division and that \$10,000 in STP-Urban funding is allocated to fund the program. The \$10,000 will be taken off the top before any allocation to member jurisdictions is made.”

OR

“Move that the Rideshare Program is continued by OTO and that \$31,000 in STP-Urban funding is used to fund the program. The \$31,000 will be taken off the top before any allocation to member jurisdictions is made.”

OR

“Return the discussion to the Rideshare Subcommittee to consider the following:.....”

Rideshare Funding Scenario Using STP-Urban

TABLE 1

	FY 2012	RIDESHARE FY 2012	Difference
Christian County	\$227,483.50	\$225,861.06	\$1,622.44
Greene County	\$968,223.49	\$961,318.00	\$6,905.50
Battlefield	\$78,515.24	\$77,955.26	\$559.98
Nixa	\$267,176.53	\$265,271.00	\$1,905.54
Ozark	\$250,293.65	\$248,508.53	\$1,785.13
Republic	\$174,099.87	\$172,622.18	\$1,477.69
Springfield	\$2,240,254.60	\$2,224,276.81	\$15,977.79
Strafford	\$33,119.67	\$32,883.45	\$236.21
Willard	\$74,273.45	\$73,743.72	\$529.73
Republic Small Urban	\$33,087.65	\$33,087.65	
Rideshare	\$0.00	\$31,000.00	
	\$4,346,527.65	\$4,346,527.65	\$31,000.00

TABLE 2

	FY 2012	RIDESHARE FY 2012	Difference
Christian County	\$227,483.50	\$226,960.13	\$523.37
Greene County	\$968,223.49	\$965,995.91	\$2,227.58
Battlefield	\$78,515.24	\$78,334.60	\$180.64
Nixa	\$267,176.53	\$266,561.85	\$614.69
Ozark	\$250,293.65	\$249,717.80	\$575.85
Republic	\$174,099.87	\$173,623.20	\$476.67
Springfield	\$2,240,254.60	\$2,235,100.47	\$5,154.12
Strafford	\$33,119.67	\$33,043.47	\$76.20
Willard	\$74,273.45	\$74,102.57	\$170.88
Republic Small Urban	\$33,087.65	\$33,087.65	
Rideshare	\$0.00	\$10,000.00	
	\$4,346,527.65	\$4,346,527.65	\$10,000.00

Rideshare Budget for OTO to Run Program

Staff Time	\$ 8,000.00
Indirect Costs	\$ 10,000.00
Materials/Registrations	\$ 5,000.00
Software	\$ 7,800.00
TOTAL	\$ 30,800.00

Rideshare Budget with non federally funded agency administration

Materials	\$ 2,200.00
Software	\$ 7,800.00
	\$ 10,000.00

TAB 3

BOARD OF DIRECTORS AGENDA 08/16/12; ITEM II.B.

FY 2013–2016 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, funding 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.

The draft TIP was posted on the website and advertised for public comment on July 11, 2012.

TECHNICAL COMMITTEE RECOMMENDATION:

The subcommittee met on July 2, 2012 and reviewed the draft TIP and recommended approval to the Technical Committee.

The Technical Planning Committee met on July 18, 2012 and unanimously recommended approval of the FY 2013–2016 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 2013–2016 Transportation Improvement Program as presented.”

OR

“Move to return the FY 2013–2016 Transportation Improvement Program to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”

TAB 4

BOARD OF DIRECTORS AGENDA 08/16/12; ITEM II.C.

2012 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:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
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 the SAFETEA-LU (Pub. L. 109-59) 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.

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 this subpart;
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 the SAFETEA-LU (Pub. L. 109-59) 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

Jerry Compton
Chairman
Ozarks Transportation Organization

Date

Signature

Becky Baltz
District Engineer
Southwest District
Missouri Department of Transportation

Date

TAB 5

BOARD OF DIRECTORS AGENDA 08/16/2012; ITEM II.D.

Financial Statements for Year-End 2011-2012 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the fiscal year-end financial statements for the 2011-2012 Budget Year. This period includes July 1, 2011 through June 30, 2012. 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 \$29,254.34. Also included is the Operating Fund Balance Report which shows a healthy fund balance of \$179,697.34.

The OTO was able to utilize \$24,090.86 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 \$806,264.87 for the budget year. Actual expenses for the year were \$694,604.61. This is 86.2% of budgeted expenses.

Categories that were significantly under budget included:

- Salaries and Fringe
- TIP Software
- Rideshare Materials
- Training
- Travel Model Consultant
- Accounting Services
- Travel Time Runs and Traffic Counts

Categories that were significantly over budget included:

- Rent
- Fixed Route Transit Analysis

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 2011-2012 Budget Year”

OR

“Move to return to staff the Year-End Financial Statements for the 2011-2012 Budget Year in order to _____”

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Cash Basis

Ozarks Transportation Organization

Profit & Loss

July 2011 through June 2012

	Jul '11 - Jun 12
Ordinary Income/Expense	
Income	
Interest Income	939.00
Other Types of Income	
City Utilites Match	13,497.70
Consolidated Planning Grant CPG	546,066.70
In-Kind Match, Donated Direct C	24,090.86
Total Other Types of Income	583,655.26
Program Income	
Local Jurisdiction Match Funds	139,264.69
Total Program Income	139,264.69
Total Income	723,858.95
Expense	
Board of Director Insurance	2,030.00
Business Expenses	
Membership Dues	3,923.03
Total Business Expenses	3,923.03
Contract Services	
Legal Fees	1,734.00
Payroll Company Fee	2,160.25
Travel Model Consultant	4,760.00
Travel Time Runs and Traffic	1,320.00
Total Contract Services	9,974.25
Facilities and Equipment	
Building Rental	48,072.00
Copy Machine Lease	3,625.49
Total Facilities and Equipment	51,697.49
Fixed Route Transit Analysis	144,678.20
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	10,367.80
Donated Ride Share Advertising	3,984.00
Member Attendance at Meetings	9,739.06
Total In-Kind Match Expense	24,090.86
Operations	
Advertising	3,326.61
Audit	3,660.00
Computer Software	425.72
Computer Upgrades	3,684.53
Data Storage/Backup	3,301.65
Food Supplies	3,476.88
GIS Maintenance	4,500.00
Infill Costs	2,336.50
IT Maintenance Contract	9,842.00
Mileage	2,281.07
Moving Expenses	3,209.83
Office Equip Repair	102.84
Office Supplies/Furniture	36,990.51
Postage	3,113.55
Presentation System	4,919.00
Printing	19,567.06
Publications	269.90
Rideshare Software/Materials	11,658.18
Telephone	4,475.15
Training	1,719.90
Web Hosting	479.99
Total Operations	123,340.87

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Cash Basis

Ozarks Transportation Organization
Profit & Loss
July 2011 through June 2012

	Jul '11 - Jun 12
Other Types of Expenses	
Insurance - Liability	959.00
Mobile Data Plans	1,620.00
Workmen's Compensation Ins	1,098.00
Total Other Types of Expenses	3,677.00
Salaries	
Payroll Tax Expense	22,069.38
SEP-IRA Contribution	27,803.39
Salaries - Other	267,539.22
Total Salaries	317,411.99
Travel	
Hotel	4,822.77
Meals	946.29
Phone	210.80
Registration	4,422.00
Transportation	2,774.54
Travel Miscellaneous	604.52
Total Travel	13,780.92
Total Expense	694,604.61
Net Ordinary Income	29,254.34
Net Income	29,254.34

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Cash Basis

Ozarks Transportation Organization
Balance Sheet
As of June 30, 2012

	<u>Jun 30, 12</u>
ASSETS	
Current Assets	
Checking/Savings	
Great Southern Bank	179,697.34
Total Checking/Savings	<u>179,697.34</u>
Total Current Assets	<u>179,697.34</u>
TOTAL ASSETS	<u>179,697.34</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	1,563.13
Total Credit Cards	<u>1,563.13</u>
Other Current Liabilities	
Dependent FSA - Employee 003	39.91
Dependent FSA - Employee 004	656.25
Health FSA - Employee 002	-192.31
Health FSA - Employee 003	-419.02
Health FSA - Employee 004	-670.03
Health FSA - Employee 005	-32.49
Health FSA - Employee 008	169.64
Total Other Current Liabilities	<u>-448.05</u>
Total Current Liabilities	<u>1,115.08</u>
Total Liabilities	1,115.08
Equity	
Unrestricted Net Assets	149,327.92
Net Income	29,254.34
Total Equity	<u>178,582.26</u>
TOTAL LIABILITIES & EQUITY	<u>179,697.34</u>

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07/09/12

Cash Basis

Ozarks Transportation Organization

Profit & Loss Budget vs. Actual

July 2011 through June 2012

	Jul '11 - Jun 12	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Interest Income	939.00			
Other Types of Income				
City Utilites Match	13,497.70	14,000.00	-502.30	96.4%
Consolidated Planning Grant CPG	546,066.70	645,011.90	-98,945.20	84.7%
In-Kind Match, Donated Direct C	24,090.86	28,977.00	-4,886.14	83.1%
Total Other Types of Income	583,655.26	687,988.90	-104,333.64	84.8%
Program Income				
Local Jurisdiction Match Funds	139,264.69	118,275.97	20,988.72	117.7%
Total Program Income	139,264.69	118,275.97	20,988.72	117.7%
Total Income	723,858.95	806,264.87	-82,405.92	89.8%
Expense				
Board of Director Insurance	2,030.00	2,200.00	-170.00	92.3%
Business Expenses				
Membership Dues	3,923.03	4,200.00	-276.97	93.4%
Total Business Expenses	3,923.03	4,200.00	-276.97	93.4%
Contract Services				
Accounting Services	0.00	6,000.00	-6,000.00	0.0%
Legal Fees	1,734.00	4,000.00	-2,266.00	43.4%
Payroll Company Fee	2,160.25	2,500.00	-339.75	86.4%
Travel Model Consultant	4,760.00	10,000.00	-5,240.00	47.6%
Travel Time Runs and Traffic	1,320.00	20,000.00	-18,680.00	6.6%
Total Contract Services	9,974.25	42,500.00	-32,525.75	23.5%
Facilities and Equipment				
Building Rental	48,072.00	43,588.00	4,484.00	110.3%
Copy Machine Lease	3,625.49	3,750.00	-124.51	96.7%
Total Facilities and Equipment	51,697.49	47,338.00	4,359.49	109.2%
Fixed Route Transit Analysis	144,678.20	140,000.00	4,678.20	103.3%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	10,367.80	15,977.00	-5,609.20	64.9%
Donated Ride Share Advertising	3,984.00	5,000.00	-1,016.00	79.7%
Member Attendance at Meetings	9,739.06	8,000.00	1,739.06	121.7%
Total In-Kind Match Expense	24,090.86	28,977.00	-4,886.14	83.1%
Operations				
Advertising	3,326.61	5,380.00	-2,053.39	61.8%
Audit	3,660.00	4,750.00	-1,090.00	77.1%
Computer Software	425.72	2,000.00	-1,574.28	21.3%
Computer Upgrades	3,684.53	4,000.00	-315.47	92.1%
Data Storage/Backup	3,301.65	2,000.00	1,301.65	165.1%
Food Supplies	3,476.88	4,000.00	-523.12	86.9%
GIS Maintenance	4,500.00	6,000.00	-1,500.00	75.0%
Infill Costs	2,336.50	2,000.00	336.50	116.8%
IT Maintenance Contract	9,842.00	10,000.00	-158.00	98.4%
Mileage	2,281.07	2,000.00	281.07	114.1%
Moving Expenses	3,209.83	3,400.00	-190.17	94.4%
Office Equip Repair	102.84	500.00	-397.16	20.6%
Office Supplies/Furniture	36,990.51	37,236.00	-245.49	99.3%
Parking	0.00	500.00	-500.00	0.0%
Postage	3,113.55	4,000.00	-886.45	77.8%
Presentation System	4,919.00	5,000.00	-81.00	98.4%
Printing	19,567.06	21,000.00	-1,432.94	93.2%
Publications	269.90	1,000.00	-730.10	27.0%
Rideshare Software/Materials	11,658.18	20,000.00	-8,341.82	58.3%
Telephone	4,475.15	5,000.00	-524.85	89.5%
TIP Software	0.00	25,000.00	-25,000.00	0.0%
Training	1,719.90	5,800.00	-4,080.10	29.7%
Web Hosting	479.99	550.00	-70.01	87.3%
Total Operations	123,340.87	171,116.00	-47,775.13	72.1%

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07/09/12

Cash Basis

Ozarks Transportation Organization
Profit & Loss Budget vs. Actual
 July 2011 through June 2012

	Jul '11 - Jun 12	Budget	\$ Over Budget	% of Budget
Other Types of Expenses				
Insurance - Liability	959.00	1,400.00	-441.00	68.5%
Mobile Data Plans	1,620.00	1,620.00	0.00	100.0%
Workmen's Compensation Ins	1,098.00	1,400.00	-302.00	78.4%
Total Other Types of Expenses	3,677.00	4,420.00	-743.00	83.2%
Salaries				
Payroll Tax Expense	22,069.38			
SEP-IRA Contribution	27,803.39			
Salaries - Other	267,539.22	351,012.87	-83,473.65	76.2%
Total Salaries	317,411.99	351,012.87	-33,600.88	90.4%
Travel				
Hotel	4,822.77			
Meals	946.29			
Phone	210.80			
Registration	4,422.00			
Transportation	2,774.54			
Travel Miscellaneous	604.52			
Travel - Other	0.00	14,501.00	-14,501.00	0.0%
Total Travel	13,780.92	14,501.00	-720.08	95.0%
Total Expense	694,604.61	806,264.87	-111,660.26	86.2%
Net Ordinary Income	29,254.34	0.00	29,254.34	100.0%
Net Income	29,254.34	0.00	29,254.34	100.0%

Ozarks Transportation Organization
July 2011 Through June 2012

	Budgeted Amount	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Salaries & Fringe	\$351,012.87	\$24,032.51	\$24,480.16	\$36,010.95	\$27,768.90	\$24,149.15	\$23,988.34	\$24,453.77	\$24,191.72	\$36,213.36	\$24,052.82	\$23,985.83	\$24,084.48	\$317,411.99	\$33,600.88
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	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
Rideshare Software/Materials	\$20,000.00	\$550.00	\$900.00	\$0.00	\$2,121.13	\$262.05	\$0.00	\$0.00	\$0.00	\$7,825.00	\$0.00	\$0.00	\$0.00	\$11,658.18	\$8,341.82
Publications	\$1,000.00	\$0.00	\$110.90	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$159.00	\$0.00	\$269.90	\$730.10
Office Supplies/Furniture	\$37,236.00	\$112.32	\$606.14	\$632.10	\$498.19	\$32,168.36	\$795.99	\$628.88	\$242.53	\$426.05	\$0.00	\$452.20	\$427.75	\$36,990.51	\$245.49
Mapping	\$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	\$5,800.00	\$0.00	\$713.90	\$549.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$457.00	\$0.00	\$1,719.90	\$4,080.10
Travel	\$14,501.00	\$2,535.27	\$1,152.01	\$2,113.22	\$2,343.73	\$47.00	\$16.31	\$1,973.34	\$591.03	\$633.20	\$1,490.04	\$80.77	\$805.00	\$13,780.92	\$720.08
Dues	\$4,200.00	\$0.00	\$384.00	\$0.00	\$0.00	\$760.00	\$0.00	\$1,719.03	\$555.00	\$505.00	\$0.00	\$0.00	\$0.00	\$3,923.03	\$276.97
Postage	\$4,000.00	\$24.99	\$841.37	\$48.58	\$300.73	\$24.99	\$717.39	\$44.88	\$236.99	\$95.47	\$710.19	\$37.98	\$29.99	\$3,113.55	\$886.45
Telephone	\$5,000.00	\$372.90	\$371.15	\$162.58	\$392.51	\$649.05	\$0.00	\$1,190.83	\$719.83	\$277.35	-\$15.00	\$103.46	\$250.49	\$4,475.15	\$524.85
Advertising	\$5,380.00	\$316.75	\$160.86	\$0.00	\$1,473.00	\$1,376.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,326.61	\$2,053.39
Printing	\$21,000.00	\$79.90	\$0.00	\$0.00	\$5,805.20	\$4,119.59	\$836.27	\$99.98	\$3,131.01	\$1,118.53	\$0.00	\$3,826.24	\$550.34	\$19,567.06	\$1,432.94
Food	\$4,000.00	\$83.60	\$300.31	\$0.00	\$848.56	\$0.00	\$612.48	\$46.31	\$481.30	\$63.67	\$353.50	\$367.48	\$319.67	\$3,476.88	\$523.12
Computer Upgrades	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,193.95	\$69.58	\$1,729.04	\$0.00	\$0.00	\$651.74	\$40.22	\$0.00	\$3,684.53	\$315.47
Software	\$2,000.00	\$0.00	\$0.00	\$200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$30.72	\$0.00	\$0.00	\$195.00	\$425.72	\$1,574.28
GIS Maintenance	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,500.00	\$0.00	\$0.00	\$4,500.00	\$1,500.00
Rent	\$43,588.00	\$997.00	\$997.00	\$12,006.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$4,259.00	\$0.00	\$48,072.00	(\$4,484.00)
Mileage/Auto Allowance	\$2,000.00	\$52.06	\$352.44	\$163.80	\$274.18	\$69.45	\$316.92	\$9.99	\$187.33	\$536.70	\$43.75	\$243.92	\$30.53	\$2,281.07	(\$281.07)
Copy Machine Lease	\$3,750.00	\$0.00	\$441.68	\$382.34	\$220.84	\$441.68	\$0.00	\$441.68	\$220.84	\$220.84	\$0.00	\$1,017.34	\$238.25	\$3,625.49	\$124.51
Parking	\$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	\$500.00
Aerial Photos	\$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 Model Consultant	\$10,000.00	\$0.00	\$1,656.00	\$0.00	\$3,104.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,760.00	\$5,240.00
Liability Insurance	\$1,400.00	\$914.00	\$0.00	\$0.00	\$45.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$959.00	\$441.00
Legal Fees	\$4,000.00	\$0.00	\$720.00	\$640.00	\$364.00	\$0.00	-\$650.00	\$0.00	\$10.00	\$0.00	\$0.00	\$650.00	\$0.00	\$1,734.00	\$2,266.00
Payroll Services	\$2,500.00	\$226.95	\$138.50	\$207.75	\$152.00	\$152.00	\$152.00	\$311.40	\$147.80	\$221.70	\$147.80	\$150.05	\$152.30	\$2,160.25	\$339.75
Audit	\$4,750.00	\$0.00	\$0.00	\$0.00	\$3,660.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,660.00	\$1,090.00
Infill Costs	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,336.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,336.50	(\$336.50)
Accounting Services	\$6,000.00	\$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	\$6,000.00
Equipment Repair	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$102.84	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$102.84	\$397.16
Workers Comp	\$1,400.00	\$0.00	\$423.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$675.00	\$0.00	\$1,098.00	\$302.00
Web Hosting	\$550.00	\$29.99	\$450.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$479.99	\$70.01
Data Storage/Backup	\$2,000.00	\$242.55	\$254.10	\$254.10	\$280.50	\$259.05	\$0.00	\$534.60	\$285.45	\$301.95	\$0.00	\$325.05	\$564.30	\$3,301.65	(\$1,301.65)
IT Maintenance Contract	\$10,000.00	\$0.00	\$9,480.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$362.00	\$9,842.00	\$158.00
Mobile Data Plans	\$1,620.00	\$135.00	\$135.00	\$270.00	\$45.00	\$135.00	\$90.00	\$90.00	\$180.00	\$270.00	\$45.00	\$135.00	\$90.00	\$1,620.00	\$0.00
Fixed Route Transit Analysis	\$140,000.00	\$0.00	\$0.00	\$0.00	\$31,651.07	\$25,238.90	\$0.00	\$27,728.96	\$0.00	\$0.00	\$47,331.57	\$0.00	\$12,727.70	\$144,678.20	(\$4,678.20)
Board of Director Insurance	\$2,200.00	\$0.00	\$0.00	\$0.00	\$2,030.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,030.00	\$170.00
Travel Time Runs and Traffic Counts	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,320.00	\$18,680.00
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	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,919.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,919.00	\$81.00
Moving Expense	\$3,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,209.83	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,209.83	\$190.17
Total	\$777,287.87	\$30,705.79	\$45,068.52	\$53,640.42	\$87,637.54	\$107,193.39	\$31,204.28	\$65,261.69	\$35,439.83	\$52,998.54	\$83,570.41	\$36,965.54	\$40,827.80	\$670,513.75	\$106,774.12

	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	\$462.68	\$777.70	\$588.64	\$616.37	\$465.94	\$499.20	\$578.14	\$1,404.15	\$1,801.70	\$690.96	\$1,170.79	\$682.79	\$9,739.06	(\$1,739.06)
Direct Cost - MoDOT Salaries	\$15,977.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,785.24	\$0.00	\$0.00	\$0.00	\$5,582.56	\$10,367.80	\$5,609.20
Donated Ride Share Advertising	\$5,000.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$0.00	\$664.00	\$332.00	\$3,984.00	\$1,016.00
Total In-Kind Match, Direct Cost Donated	\$28,977.00	\$794.68	\$1,109.70	\$920.64	\$948.37	\$797.94	\$831.20	\$910.14	\$1,736.15	\$6,918.94	\$690.96	\$1,834.79	\$6,597.35	\$24,090.86	\$4,886.14

Total Expenditures Plus In-Kind Match	\$806,264.87	\$31,500.47	\$46,178.22	\$54,561.06	\$88,585.91	\$107,991.33	\$32,035.48	\$66,171.83	\$37,175.98	\$59,917.48	\$84,261.37	\$38,800.33	\$47,425.15	\$694,604.61	\$111,660.26
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Minus Non Reimbursable Expenses	\$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
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Adjusted Total Expenditures Plus In-Kind Match	\$806,264.87	\$31,500.47	\$46,178.22	\$54,561.06	\$88,585.91	\$107,991.33	\$32,035.48	\$66,171.83	\$37,175.98	\$59,917.48	\$84,261.37	\$38,800.33	\$47,425.15	\$694,604.61	\$111,660.26
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*October Salary line includes 840.30 funds not charged to MODOT in August 2011 (\$143.08) & September 2011 (\$697.22) due to a FSA recording error. *December -\$650 refund for Workers Compensation Insurance, overpayment on policy per insurance audit. Recorded accidentally on legal fees line adjusted in May to correct workers compensation line.

Ozarks Transportation Organization
Operating Fund Balance Report
4th Quarter FY 11 - 12

Bank Statement Balance

Date	Previous Balance	Deposits	Interest	Withdrawals	Current Balance
7/30/2010	\$87,790.59	\$115,410.41	\$83.36	\$48,536.60	\$154,747.76
8/31/2010	\$154,747.76	\$30,170.26	\$125.95	\$47,028.83	\$138,015.14
9/30/2010	\$138,015.14	\$0.00	\$106.35	\$50,705.81	\$87,415.68
10/31/2010	\$87,415.68	\$79,516.21	\$91.40	\$26,042.69	\$140,980.60
11/30/2010	\$140,980.60	\$19,775.66	\$123.07	\$22,093.16	\$138,786.17
12/31/2010	\$138,786.17	\$17,673.08	\$115.87	\$21,455.38	\$135,119.74
1/31/2011	\$135,119.74	\$500.09	\$97.40	\$26,087.17	\$109,630.06
2/28/2011	\$109,630.06	\$46,190.83	\$83.93	\$31,402.23	\$124,502.59
3/31/2011	\$124,502.59	\$74,164.97	\$101.64	\$42,451.28	\$156,317.92
4/29/2011	\$156,317.92	\$28,015.14	\$102.07	\$23,812.90	\$160,622.23
5/31/2011	\$160,622.23	\$1,388.84	\$96.34	\$25,383.64	\$136,723.77
6/30/2011	\$136,723.77	\$55,253.11	\$90.44	\$34,331.36	\$157,735.96
7/31/2011	\$157,735.96	\$74,383.82	\$87.90	\$37,546.42	\$194,661.26
8/31/2011	\$194,661.26	\$39,251.90	\$119.86	\$53,834.93	\$180,198.09
9/30/2011	\$180,198.09	\$62,142.96	\$115.15	\$41,387.23	\$201,068.97
10/31/2011	\$201,068.97	\$44,149.25	\$95.67	\$84,498.66	\$160,815.23
11/30/2011	\$160,815.23	\$13,497.70	\$81.03	\$40,509.83	\$133,884.13
12/30/2011	\$133,884.13	\$157,911.79	\$46.93	\$99,021.57	\$192,821.28
1/31/2012	\$192,821.28	\$0.00	\$93.87	\$35,442.22	\$157,472.93
2/29/2012	\$157,472.93	\$25,628.38	\$62.10	\$73,756.70	\$109,406.71
3/30/2012	\$109,406.71	\$82,678.24	\$69.58	\$37,380.02	\$154,774.51
4/30/2012	\$154,774.51	\$8,916.38	\$55.08	\$87,105.39	\$76,640.58
5/31/2012	\$76,640.58	\$92,493.41	\$45.33	\$36,536.79	\$132,642.53
6/30/2012	\$132,642.53	\$98,449.36	\$66.50	\$36,973.08	\$194,185.31

Checkbook Ledger Balance

Bank Balance 6/30/2012	\$194,185.31
Total Outstanding Withdrawals	\$14,487.97
Total available Balance 6/30/12	\$179,697.34

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 2012 Budget (minus \$140 k transit study)	\$637,287.87
3 months of expenses	\$142,440.97
6 months of expenses	\$284,881.94

Ozarks Transportation Organization
Unified Planning Work Program Progress Report
Period: July 1, 2011 to June 30, 2012

010 General Administration 100% Complete

OTO continued to maintain two websites for Ozarkstransportation.org and OzarksCommute.com and posted all ONEDOT TIP approvals to the site.

OTO prepared the quarter/year-end financial reports and progress reports.

Staff attended:

- Association for Commuter Transportation Conference
- Missouri Public Transit Association Conference
- Livable Streets Design Workshop
- ESRI Users Conference
- Talking Freight web seminar
- Freight Transportation Partnership Meeting
- Supervisory Communication's Skills course and Public Relations Skills course sponsored by LTAP
- Leadership Development and Team Building
- Community Relations Training
- How to write Effective Policies and Procedures seminar
- GFOA webinar on Governmental Accounting
- American Planning Association Fall Policy Conference
- AMPO Annual Conference
- Several webinars on reauthorization
- Photoshop training,
- Webinars including AMPO on Climate Change and Activity-Based modeling, Tools for scenario planning, and urban area boundaries planning
- FHWA Local Public Agency Training (with Natasha Longpine now certified),
- TEAM Conference
- Chamber meetings, an OCITE meeting
- Coordination meetings with MoDOT Staff
- APA National Conference
- MidAmerica GIS Consortium (MAGIC) 2012 Symposium

The OTO offices were relocated and a large conference room was furnished.

The FY11 audit was conducted. Results of the FY11 audit were presented to the Board of Directors in October with no significant findings.

The FY11 UPWP was amended and approved by ONEDOT. The FY13 UPWP was approved at the April Board of Directors meeting and the Consolidated Planning Grant Agreement was signed in May.

Staff continued to follow progress on Transportation Bill, including attending webinars.

The IT Managed Services contract was bid out and a new company was selected with the change over in June. Significant cost savings will be realized over the next year.

The Copy Machine Contract was renegotiated and a new machine was purchased.

A property control manual was developed and all assets were tagged with fixed asset tags.

Dues invoices were sent out.

A process for the request of Public Services and Records was developed and approved.

An Employee Educational Assistance Program was developed and approved.

Processed required DBE and Title VI reporting.

020 OTO Committee Support 100% Complete

Six Board of Directors and Six Technical Committee meetings were conducted. The Executive Committee was appointed. A new chair and vice chair were appointed with terms starting in January.

Six Bicycle and Pedestrian Committee Meetings were held. These meetings reviewed the Bike/Ped map for the long range plan, finalizing what should be included. Staff attended teleconference meetings of the Livable Streets Advisory Team, as well as facilitated and attended a Livable Streets Design Guidelines Workshop. Staff was also involved with the Ozark Greenways Technical and Sustainable Transportation Committees. Staff made presentations on the implementation practices seen during the bicycle trip in Columbia. Updates on bicycle and pedestrian activities were provided to the Technical Planning Committee. An implementation report was presented to the Board of Directors highlighting activities in the OTO region for FY2011. Staff continued involvement with the Missouri Safe Routes to School Network and the Childhood Obesity Action Group. 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 is also serving in an advisory role as the City of Springfield updates its policies regarding bicycling and pedestrians.

Staff conducted Board of Directors Training. Staff prepared Board of Directors and Technical Planning Committee member guidebooks.

030 OTO General Planning and Plan Implementation 89% Complete

The draft Long Range Transportation Plan, Journey 2035 was completed and adopted. Public Comment Meetings for the Plan also began at the end of September. Eight Public meetings were held. Olsson Associates modeled the constrained list of projects and provided files for the 2035 “build” scenario. Olsson Associates completed the visualization project.

An Executive Summary to the Long Range Plan was also completed and is currently being printed for distribution.

A Growth Trends report was developed and presented to the Board of Directors, Technical Planning Committee and the Regional Planners Forum.

OTO Processed one Major Thoroughfare Plan amendment and one Long Range Plan Amendment. The Long Range Plan Amendment was approved by the Board.

Staff conducted an Urbanized Area analysis resulting from the new census numbers and concluded no boundary adjustments are needed at the time.

040 Transportation Improvement Program 80% Complete

The FY2012-2015 Transportation Improvement Program was approved by the Board of Directors and submitted for approval by the Governor and ONEDOT.

Five TIP amendments and Three Administrative modifications were approved and processed.

The TIP Subcommittee selected a firm for the electronic TIP database. The firm is working on final development. The firm is still completing final modifications. We are expected to begin using the product later this year.

The Annual Listing of Obligated Projects was published in December.

The Draft 2013-2016 Transportation Improvement Program was developed and slated for review by the TIP Subcommittee on July 2nd.

050 Ride Share and Commuter Choice 75% Complete

During the first three quarters staff continued to promote the rideshare matching site and phone number via banners and bus wraps. Two bus wraps and 20 banners continue to be displayed. A billboard promotes the site along Interstate I-44 and information regarding the website is included in the new Missouri State University Directory. A total of 363 users have created an account on OzarksCommute.com.

Staff met with students from Missouri State University about a custom portal. A booth was sponsored at the Chamber Business Expo to educate the public on the benefits of carpooling and to provide information about OzarksCommute.com.

A custom portal was developed for Ozarks Technical Community College and Associated Electric Cooperative about a solution for their student/staff/employee/audience.

A Rideshare Committee was formed and a recommendation was forwarded to the Technical Planning Committee regarding the future of the rideshare program and OzarksCommute.com. We are hopeful a decision will be made by the Board in August.

060 OTO and City Utilities Transit Planning 100% Complete

The transit provider brochure continues to be available for distribution.

Discussions continue on the bus transfer facility.

The Local Coordinating Board met to review the submitted 5310, 5316 and 5317 applications for the FY2012-2015 TIP. A recommendation for funding was made to the OTO Board of Directors and the projects were included in the Transportation Improvement Program.

The Local Coordinating Board and a larger Transit Coordination Plan Advisory Team have completed the draft update for the Transit Coordination Plan, which was approved by the Board in April. Five meetings were held during the quarter to discuss the Transit Coordination Plan.

A Regional Transit Analysis study was began in August. Public Input Meetings were held in October. On Board bus surveys were completed. GIS and other pertinent data were assembled for the consultant. A final draft was presented in May and the Board approved the report as complete in June.

Staff attended an Older Driver Summit in Columbia to discuss the needs of older drivers.

Grant application packets were also developed for FY2012 Sections 5316 and 5317 funding.

The Local Coordinating Board met to review the submitted 5310, 5316 and 5317 applications for the FY2013-2016 TIP. A recommendation for funding was made to the OTO Board of Directors and the projects were included in the Transportation Improvement Program.

070 OTO and MoDOT Special Studies and Projects 75% Complete

Staff chaired the Transportation Section of the Community Report Card for Springfield and a final draft has been developed. Staff provided information for the Environmental Report Card as well. The draft was released in September.

Staff is participated in the Electric Plug In Readiness Task Force which is writing a plan to implement electric vehicle charging stations. The kick off meeting was held in December. Meetings continued throughout the quarter on a biweekly basis. The final draft was completed in September.

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

Staff attended meeting with local cities and Greene County to share issues relating to all aspects of government.

Staff participated on the Congressman Long's Transportation Advisory Committee.

Staff continued to analyze data released from the 2010 census.

Staff attended monthly meetings of the Ozarks Clean Air Alliance meetings in October and Staff prepared an updated report for the Springfield-Greene County Environmental Report Card. Staff served on the update committee.

Staff sat on a committee to approve the MoDOT Local Public Agency Manual and reviewed several chapters for possible improvements.

Staff attended the MoDOT Planning Partners Meeting

Staff sat on the Committee to select consultants for the South Campbell/James River Freeway Interchange conceptual design study.

Staff sat on the committee to look at possible Blue Tooth solutions for travel time data and traffic signal timing planning.

TAB 6

BOARD OF DIRECTORS AGENDA 08/16/12; ITEM II.E.

FY 2012-2013 Budget and Unified Planning Work Program Amendment

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In the prior year's budget and work program (July 2011-June 2012), OTO had budgeted for an electronic Transportation Improvement Program under the heading of TIP Software. July 1, OTO began a new budget year.

In February of 2012, the contract was awarded and the scheduled completion date was April 2012. The project has not yet been completed. The explanation for the delay given by the contractor was that the extensive modifications to the software were not understood as the original schedule was developed. They are currently making the requested modifications and have been given a contract termination deadline of August 30th if the project is not completed. OTO has not made any payments to the contractor. In the event that contract is completed by the new deadline, payment will be made. In the event the project is not completed, payment will not be made and other options will be considered.

The current budget has \$10,000 for TIP Software, which was intended to cover the annual maintenance costs for the year from April 2013 to March 2014. The prior year had \$25,000 which included the program development and the annual maintenance costs from April 2012 to March 2013.

The request is to add \$15,000 to the current budget to cover the program development and annual maintenance costs from October 2012 to September 2013.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Budget and Unified Planning Work Program Amendments.”

OR

“Move to return the Budget and Unified Planning Work Program Amendments to the Executive Committee to consider the following...”



**OZARKS TRANSPORTATION ORGANIZATION
METROPOLITAN PLANNING ORGANIZATION
(MPO)**

UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2013

(July 1, 2012 – June 30, 2013)

Ozarks Transportation Organization

205 Park Central East, Suite 205

Springfield, Missouri 65806

APPROVED BY OTO BOARD OF DIRECTORS: April 15, 2012

Amended by OTO Board of Directors:

APPROVED BY ONEDOT:

Amended by ONEDOT:

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2013 (July 2012 - June 2013). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization, OTO (Springfield Area Metropolitan Planning Organization, MPO) 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 OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a Federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, 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 OTO Technical Planning Committee and Board of Directors.

Ozarks Transportation Organization's Public Participation Plan may be found at:

<http://www.ozarkstransportation.org/Documents/PPP12172009.pdf>

The planning factors used as a basis for the creation of the UPWP are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

Task 010 - OTO General Administration

Conduct daily administrative activities including accounting, payroll, maintenance of equipment, software and personnel needed for federally required regional transportation planning activities.

Work Elements:

Financial Management (July to June). (Estimated Cost \$ 44,315) Preparation of quarterly progress reports, payment requests, payroll, and year end reports to MoDOT. Maintenance of OTO accounts and budget and reporting to Board of Directors. Responsible Agency: OTO

Financial Audit (August-October). (Estimated Cost \$4,750) (*Consultant Contract needed*). Conduct an annual and likely single audit of FY 2012 and report to Board of Directors. Responsible Agency: OTO

FY 2014 Unified Planning Work Program Preparation (January-June). (Estimated Cost \$ 8,863)
Responsible Agency: OTO

Travel and Training (July to June). (Estimated Cost \$ 34,112) Travel to meetings both regionally and statewide. Training and development of OTO Staff and OTO members through educational programs that are related to OTO work committees. Responsible Agency: OTO

Training could include the following:

- Transportation Research Board (TRB) Conferences
- Association of MPO Annual Conference
- Census Bureau Training (New Census & Am. Comm. Survey)
- ESRI/ArcInfo User's Conference
- Association for Commuter Transportation Conference
- Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
- ITE Web Seminars
- National American Planning Association Conference
- Missouri Chapter, American Planning Association Conference and Activities
- Midwest Transportation Planning Conference
- Small to Mid-Sized Communities Planning Tools Conference
- Geographic Information Systems (GIS) Advanced Training (ESRI's ARC Product)
- Bicycle/Pedestrian Professional Training
- Provide Other OTO Member Training Sessions, as needed and appropriate
- Missouri Association of Procurement Professional Training
- GFOA Institute Training
- Missouri Public Transit Association Annual Conference
- Employee Educational Assistance

General Administration and Contract Management (July-June). (Estimated Cost \$ 12,564) Coordinate contract negotiations and Memorandum of Understandings. Responsible Agency: OTO

Electronic Support for OTO Operations (July-June). (Estimated Cost \$ 21,315) Maintain and update website. Software upgrades and maintenance contracts. Web Hosting and Backup Services. Responsible Agency: OTO

Disadvantaged Business Compliance (July-June). (Estimated Cost \$ 3,314) Meet federal and state reporting requirements with regard to DBEs and meet MoDOT established DBE goals. Responsible Agency: OTO

Title VI Compliance (July-June). (Estimated Cost \$ 2,315). Accept and process complaint forms and review all projects for Title VI compliance. Meet federal and state reporting requirements. Responsible Agency: OTO

End Product(s) for FY 2013

- Completed quarterly progress reports, payment requests and the end-of-year report provided to MoDOT
- Completion of the 2014 Unified Planning Work Program
- Attendance of OTO Staff and OTO members at the various training programs
- Monthly updates of website
- Financial Reporting to Board of Directors
- Calculate dues and send out statements
- DBE reporting
- Title VI reporting and complaint tracking

Tasks Completed in FY 2012

- Completed quarterly and year end reports to MoDOT (Completed June 2012)
- Completed the FY 2013 UPWP (Completed April 2012)
- Staff attended the following conferences and training (Completed June 2012)
 - FHWA Web Seminars
 - Missouri MPO Annual Meeting
 - Supervisory Communication Skills
 - Leadership Training
 - Mid America GIS Consortium
 - ESRI International users Conference
 - MoDOT Complete Streets training held at the Southwest District office - August 25
 - Photo Shop Training
 - Ozarks Chapter ITE Technical Conference and Lunch Seminars
 - Missouri Public Transit Association Conference
 - Association for Commuter Transportation Conference
 - AMPO National Conference
 - Missouri Chapter American Planning Association Conference
 - Missouri Chamber Transportation Conference
 - National American Planning Association Conference
- Dues calculated and mailed statements for July 2012(Completed February 2012)
- Website maintenance (Completed June 2012)
- Completed DBE reporting (Completed June 2012)
- Title VI Reporting and Tracking

Task 010 – OTO General Administration Funding Sources

Local Match Funds	\$26,310	20%
Federal CPG Funds	\$105,238	80%
Total Funds	\$ 131,548	

Task 020 - OTO Committee Support

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities.

Work Elements:

OTO Committee Support (July-June). (Estimated Cost \$ 76,624) Conduct and staff all Technical Planning Committee, Bicycle and Pedestrian Advisory Committee, Local Coordinating Board for Transit, and Board of Directors meetings. Respond to individual committee requests. Facilitate and administer any OTO subcommittees formed during the Fiscal Year. Responsible Agency: OTO

Community Committee Participation (July-June). (Estimated Cost \$ 13,651) Participate in various community committees directly related to transportation. Responsible Agency: OTO

Committees include:

- The Springfield Area Chamber of Commerce Transportation Committee
- The Southwest Missouri Council of Governments Board and Technical Committee
- Missouri Public Transit Association
- MoDOT Blueprint for Safety
- Ozarks Clean Air Alliance and Clean Air Action Plan Committee
- Ozark Greenways Technical Committee
- Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
- SeniorLink Transportation Committee
- Missouri Safe Routes to School Network
- Ozark Safe Routes to School Committee
- Local Safe Routes to School
- Childhood Obesity Action Group and Healthy Living Alliance
- Other Committees as needed

OTO Policy and Administrative Documents (July-June). (Estimated Cost \$ 5,925) Process Amendments to bylaws, policy documents, and administrative staff support consistent with the OTO growth. Conduct an annual review of the OTO Public Participation Plan and make any needed revisions, consistent with federal guidelines. Responsible Agency: OTO

Member Attendance at OTO Meetings (July – June) (In-kind Services \$ 8,000). OTO member jurisdictions time spent at OTO meetings. Responsible Agencies: OTO and member jurisdictions

End Product(s) for FY 2013

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees and Board.
- Attendance of OTO Staff and OTO members at various community committees
- Revisions to By-Laws, Inter-local Agreements and the Public Participation Plan as needed.
- Documented meeting attendance for in-kind reporting
- Staff participation in multiple community committees

Tasks Completed in FY 2012

- Conducted Technical Committee Meetings, Bicycle and Pedestrian Committee Meetings, UPWP Subcommittee Meetings, Local Coordinating Board for Transit Meetings, and Board of Directors meetings.
- Documented meeting attendance for in-kind reporting
- Staff participated in multiple community committees

Task 020 – OTO Committee Support Funding Sources

Local Match Funds	\$12,840	12%
In-kind Services	\$8,000	8%
Federal CPG Funds	\$83,360	80%
Total Funds	\$104,200	

Task 030 – OTO General Planning and Plan Implementation

This task addresses general planning activities including the OTO Long-Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), the Bicycle and Pedestrian Plan as well as the implementation of related plans, and policies. Currently, the Ozarks Transportation Organization's LRTP and CMP are compliant with the requirements of SAFETEA-LU.

Work Elements:

Amendments to the OTO Journey Long-Range Transportation Plan 2030 to 2035 (July- June) (Estimated Cost \$7,570) Process amendments to the Long Range Plan including Major Thoroughfare Plan. Responsible Agency: OTO

OTO Travel Demand Model Update (January-June) (Estimated Cost \$165,272) (*Consultant Contract Needed*) Travel Demand Update to reflect new 2010 census data which is expected to be released in December 2012. Likely a multiple-year project. Responsible Agency: OTO

Continuation of the Congestion Management Process (July-June), (Estimated Cost \$26,286) On-going implementation of selected strategies and coordination of data collection efforts. Responsible Agency: OTO

Bicycle and Pedestrian Plan Implementation (July-June), (Estimated Cost \$12,000) The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Area-Wide Bicycle and Pedestrian Plan. Responsible Agency: OTO

Geographic Information Systems (GIS) (July-June), (Estimated Cost \$26,286) Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support the Transportation Planning efforts. Responsible Agency: OTO

Air Quality Planning (July-June), (Estimated Cost \$10,285) Staff serves on the Ozarks Clean Air Alliance along with Springfield Greene-County Health Department, which is updating the regional Clean Air Action Plan in hopes to preempt designation as a non-attainment area for ozone. Responsible Agency: OTO

Demographics and Future Projections (July-June), (Estimated Cost \$21,286) Continue to analyze growth and make growth projections for use in transportation decision making by collecting development data and compiling into a demographic report that will be used in travel demand model runs, plan updates and planning assumptions. Responsible Agency: OTO

Mapping and Graphics Support for OTO Operations (July-June) (Estimated Cost \$11,286) Responsible Agency: OTO

Aerial Photography (July-August) (Estimated Cost \$50,000) Cooperatively Purchase Aerial Photography with the City of Springfield, City Utilities and other local jurisdictions. Responsible Agency: OTO

Performance Measure Report (December-June) (Estimated Cost \$12,818.78) Production of an annual report to monitor the performance measures as outlined in the Long Range Plan. Responsible Agency: OTO

End Product(s) for FY 2013

- Amendments to the Long-Range Transportation Plan
- Implementation of Bicycle and Pedestrian Plan
- Model runs as requested
- Continued monitoring of attainment status
- Demographic Report
- Selection of Enhancement and Safe Route to School Projects
- Travel Demand Model Update Started
- Performance Measure Report

Tasks Completed in FY 2012

- Long Range Transportation Plan Update
- Major Thoroughfare Plan amended
- Maintenance of GIS system layers
- Bicycle and Pedestrian Plan Implementation Status Report
- Demographic Report
- Model Run

Task 030 – General Planning and Plan Implementation Funding Sources

Local Match Funds	\$58,618	17.09%
City of Springfield Match	\$10,000	2.91%
Federal CPG Funds	\$274,472	80%
Total Funds	\$ 343,090	100%

Task 040 – OTO Transportation Improvement Program

Prepare a four-year program for anticipated transportation improvements and amendments as needed.

Work Elements

2013-2016 Transportation Improvement Program (TIP) (July-August). (Estimated Cost \$7,285) Complete and Publish the 2013-2016 TIP. Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda. Responsible Agency: OTO

2014-2017 Transportation Improvement Program (TIP) (March-June). (Estimated Cost \$76,625) Begin Development of the 2014-2016 TIP. Conduct the Public Involvement Process for the TIP (March-August). Work with the TIP subcommittees (June). Complete Draft document. Responsible Agency: OTO

TIP Amendments (July-June). (Estimated Cost \$10,784) Process all modifications to the FY 2012-2014 and 2013-2017 TIPs including the coordination, advertising, public comment and Board approval and submissions to MoDOT for incorporation in the STIP. Responsible Agency: OTO

Annual Listing of Obligated Projects (October-December) (Estimated Cost \$3,784). Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website. Responsible Agency: OTO

~~**Electronic TIP Maintenance (July – June)** (Estimated Cost \$10,000) *(Consultant Contract Needed)* Annual Maintenance of an online searchable database with reporting for TIP projects. Responsible Agency: OTO~~

~~**Electronic TIP Software (June – December)** Estimated Cost \$25,000) *(Consultant Contract)* Purchase software to make an online searchable database for projects. Responsible Agency: OTO~~

End Product(s) for FY 2013

- TIP amendments, as needed.
- Adopted FY 2013-2016 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2014-2017 Transportation Improvement Program
- Annual Listing of Obligated Projects
- Online searchable database of TIP projects

Tasks Completed in FY 2012

- Adopted FY 2012-2014 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2013-2016 Transportation Improvement Program
- Amended the FY 2012-2014 TIP numerous times
- Annual Listing of Obligated Projects

Task 040 - Transportation Improvement Program Funding Sources

Local Match Funds	\$21,696 20% <u>24,696</u> <u>20%</u>
Federal CPG Funds	\$ 86,782 80% <u>98,782</u> <u>80%</u>
Total Funds	\$ 108,478 <u>123,478</u>

Task 060- OTO and City Utilities Transit Planning

Prepare plans to provide efficient and cost-effective transit service for transit users.

Work Elements

Operational Planning (July-June). (Estimated Cost \$41,656 (CU \$35,000, OTO \$6,656)) Responsible Agencies: OTO and City Utilities

- OTO Staff shall support operational planning functions including, surveys and analysis of headway and schedules, and development of proposed changes in transit services.
- Route Analysis
- City Utilities Transit grant submittal and tracking.
- City Utilities and OTO development of information for certification reviews.
- City Utilities Transit collection and analysis of data required for the National Transit Data Base Report. Occasionally OTO Upon the request of CU, staff provides information toward this report, such as the data from the National Transit Database bus survey.
- City Utilities Transit and OTO will conduct marketing and customer service programs.
- CU Transit studies about management, operations, capital requirements and economic feasibility.
- CU Transit participation in Ozarks Transportation Organization committees and related public hearings.
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices. (FTA Line Item Code 44.24.00)

ADA Accessibility (July-June). (Estimated Cost \$4,000 (CU \$3,000, OTO \$1,000)) Responsible Agency: OTO and City Utilities

- OTO Staff to work with City Utilities Transit staff on transportation improvements at bus stops (i.e. bus turnouts).
- CU Transit retains contract management for ADA projects with OTO staff assistance as requested.
- OTO Staff and City Utilities Transit staff to work together on efforts to provide curb cuts and sidewalk accessibility at bus stops and shelters around Springfield, on an annual basis. (FTA Line Item Code 44.24.00)

Transit Fixed Route and Regional Service Analysis Implementation (July-June) (Estimated Cost \$20,000 (CU \$10,000, OTO \$10,000)) OTO and CU will analyze plan for and possibly implement recommendations of the Transit Fixed Route Regional Service Analysis. Responsible Agency: OTO and City Utilities

Service Planning (July-June). (Estimated Cost \$34,978 (CU \$22,023, OTO \$12,955)) Responsible Agencies: OTO and City Utilities

- Per the recommendations of the Transit Coordination Plan, use recommended project selection criteria for selection of human service agency transit projects.
- OTO Staff collection of data from paratransit operations as required.
- OTO Staffing of the Local Coordinating Board for Transit
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01)
- OTO Staff and City Utilities Transit participation in special transit studies.
- As part of the TIP process, a competitive selection process will be conducted for selection of 5307, 5310, 5316 (JARC), 5317 (New Freedom) projects.

Financial Planning (July-June). (Estimated Cost \$22,000 (CU \$22,000)) Responsible Agency: City Utilities

- CU Transit analysis of transit system performance by adopted policies to achieve effective utilization of available resources.
- CU Transit preparation of long and short-range financial and capital plans.
- CU Transit will identify possible cost-saving techniques and opportunities.
- CU Transit, with potential assistance from OTO Staff, will identify potential revenue from non-federal sources to meet future operating deficit and capital costs. (FTA Line Item Code 44.26.84)

Competitive Contract Planning (July-June). (Estimated Cost \$9,207 (CU \$8,207, OTO \$1,000)) Responsible Agencies: OTO, City Utilities and Missouri State University

- CU Transit will study opportunities for transit cost reduction through the use of third-party and private sector

providers.

- Missouri State University will continue to monitor costs of their third-party private sector transit contractor.
- CU Transit and OTO Staff will study potential coordination of private sector transportation with the existing and potential public sector providers to minimize unserved populace.
- OTO Staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.
- OTO Staff to cooperate with MSU, CU, and their consultants in the evaluation of existing services.

Safety, Security and Drug and Alcohol Control Planning (July-June). (Estimated Cost \$17,000 (CU \$16,000, OTO \$1,000)) Responsible Agencies: OTO, City Utilities and Missouri State University

- CU and Missouri State University have adopted policies of drug-free awareness programs to inform their employees on the dangers of drug abuse. (FTA Line Item Code 44.26.82) Funding is intended to assist in the development of a drug and alcohol awareness program in an effort to provide a drug and alcohol-free working environment for the employees at CU, and MSU transit. In particular, special studies addressing critical transportation and related drug and alcohol issues may need to be completed.
- The OTO, CU and MSU will review existing plans and procedures for maintaining security on existing transit facilities and take steps to mitigate any identified shortcomings.

Transit Coordination Plan Implementation (June-July). (Estimated Cost \$11,389 (CU \$5,000, OTO \$6,389) Responsible Agencies: OTO, City Utilities and Human Services Transit Providers. Update of the existing Transit Coordination Plan including examination and possible update of the competitive selection process.

End Products for FY 2013

- Transit agency coordination (OTO Staff)
- Project rankings and allocations in the 2014-2016 TIP related to transit, and various new ADA accessible bus shelters and stops. (OTO staff)
- Special Studies. (OTO Staff, CU, and possible consultant services as necessary)
- On Board Bus Surveys as needed (OTO Staff, CU)
- Quarterly reporting to National Transit Database (CU)
- Transit Coordination Plan Implementation of Selected Strategies
- Transit Fixed Route and Regional Service Analysis Implementation

Tasks Completed in FY 2012

- Project rankings and allocations in the 2013-2016 TIP related to transit, and various new ADA accessible bus shelters and stops
- On-Board bus surveys
- Quarterly reporting to National Transit Database
- Operational Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning
- Transit Coordination Plan Update

Task 060 Transit Planning Funding Sources

Local Match Funds	\$ 7,800	4.87%
CU Match Funds	\$ 24,246	15.13%
Total Local Funds	\$ 32,046	20%
Federal CPG Funds	\$ 31,200	19.47%
FTA 5307 Funds	\$ 96,984	60.53%
Total Federal Funds	\$ 128,184	80%
Total Task 060 Funds	\$ 160,230	

Task 070 – OTO and MoDOT Special Studies and Projects

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies from the Long-Range Transportation Plan.

Work Elements (July-June)

MoDOT Transportation Studies and Data Collection (Direct Cost Services \$15,977) Responsible Agency: MoDOT (Southwest District staff). OTO would work with MoDOT to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan and Travel Demand Model. Transportation Studies would be conducted to provide accident data for use in the Congestion Management Process. Speed Studies would be conducted to analyze signal progression to meet requirements of Congestion Management Process. Miscellaneous studies to analyze congestion along essential corridors would also be a billable activity under this task.

Source of Eligible MoDOT Match

MoDOT Position	Yearly Salary	Yearly Fringe	Yearly Total	Yearly % Time	OTO Eligible
Senior Traffic Studies Specialist	\$52,500	\$26,394	\$78,894	7.00%	\$5,523
Intermediate Traffic Studies Specialist	\$49,600	\$22,003	\$71,603	14.60%	\$10,454
					\$15,977

Continued Coordination with entities that are implementing Intelligent Transportation Systems. (July-June) (Estimated Cost \$18,310) Coordination with the Traffic Management Center in Springfield and with City Utilities transit as needed. Responsible Agency: OTO

Studies of Parking, Land Use, and Traffic Circulation. (July-June) (Estimated Cost \$16,262) Studies that are requested by member jurisdictions to look at traffic, parking or land use. Responsible Agency: OTO

Other Special Studies in accordance with the Adopted Long-Range Transportation Plan. (July-June) (Estimated Cost \$12,000) Studies relating to projects in the Long Range Transportation Plan. Responsible Agency: OTO

Travel Time Runs and Traffic Counts (February-April) (Estimated Cost \$20,000). Data collection efforts to support the OTO planning products, signal timing and transportation decision making. This could include equipment, software and or annual maintenance of a system to do 24 hour travel time monitoring (*Consultant Contract Needed*) Responsible Agency: OTO.

Livability/Sustainable planning (July-June) (Estimated Cost \$5,200). Working on partnerships with DOT, HUD, EPA and USDA through developing applications for discretionary funding programs for livability and sustainability planning. Project selection could result in OTO administering livability/sustainability type projects. Responsible Agency: OTO.

End Products for FY 2013

- Preparation of special requests, such as:
- Memos
- Public information requests
- Parking & land use circulation studies
- Other projects as needed, subject to OTO Staff availability and expertise.
- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed Studies
- ITS Coordination

Tasks Completed in FY 2012

- Traffic counts within the OTO area for MoDOT roadways
- Crash Data
- Speed Studies
- ITS Coordination
- Transportation Section of the Community Report
- Assisted in the update of the Clean Air Action Plan
- Worked with MoDOT to Update LPA
- Worked with the MO Coalition of Roadway Safety SW District

Task 070- *Special Studies and Related Projects* Funding Sources

Local Match Funds	\$ 1,572	1.79%
MoDOT Direct Costs	\$15,977	18.21%
Federal CPG Funds	\$ 70,200	80%
Total Funds	\$ 87,749	

\$71,772 Actual Costs

\$15,977 Value of MoDOT SW District “direct cost” metropolitan planning activity

\$87,749 Total Value Project (Special studies & projects)

X .80 Federal prorate share

\$70,199 Federal CPG funds (100% Federal funding of OTO’s actual cost Task 070 studies)

Financial Expenditure Summary

		LOCAL				FEDERAL				
					<u>Aerial</u> <u>Photo</u> <u>Match</u>	<u>In Kind</u> <u>Services</u>			<u>TOTAL</u>	%
		<u>OTO</u>	<u>CU</u>	<u>MoDOT</u>			<u>CPG</u>	<u>5307</u>		
Task	10	\$26,310					\$105,238		\$131,548	14.06 <u>13.84</u> %
Task	20	\$12,840				\$8,000	\$83,360		\$104,200	11.14 <u>10.96</u> %
Task	30	\$58,618			\$10,000		\$274,472		\$343,090	36.68 <u>36.10</u> %
		\$21,696					\$86,782		\$108,478	11.60
Task	40	<u>24,696</u>					<u>98,782</u>		<u>123,478</u>	<u>12.99</u> %
Task	60	\$7,800	\$24,246				\$31,200	\$96,984	\$160,230	17.13 <u>16.86</u> %
Task	70	\$1,573		\$15,977			\$70,199		\$87,749	9.38 <u>9.23</u> %
OTO TOTAL		\$128,836					\$651,252		\$935,295	
		<u>131,837</u>	<u>\$24,246</u>	<u>\$15,977</u>	<u>\$10,000</u>	<u>\$8,000</u>	<u>663,251</u>	<u>\$96,984</u>	<u>950,295</u>	100%

FY10 (MO-81-0010) Balance \$ 398,608.65

FY11 (MO-81-0011) Balance \$ 521,907.00

CPG Fund Balance as of 2/27/12 \$ 920,515.65

Remaining funds committed to fulfill last year UPWP \$ -303,392.56

Remaining CPG Funds Balance available from Prior Years UPWP* \$ 617,123.09

FY 2012 Estimated CPG Funds allocation** \$ 502,309.00

FY 2013 Estimated CPG Funds allocation*** \$ 502,309.00

TOTAL Estimated CPG Funds Available for FY 2013 UPWP \$ 1,621,741.09

TOTAL CPG Funds Programmed for FY 2013 \$ ~~-651,252.00~~ 663,251

Remaining Unprogrammed Balance \$ ~~970,489.09~~ 958,490.09

*Previously allocated but unspent CPG Funds through FY 2011

** Based on partial year allocation. MoDOT will not release funds until entire year of transportation bill is funded.

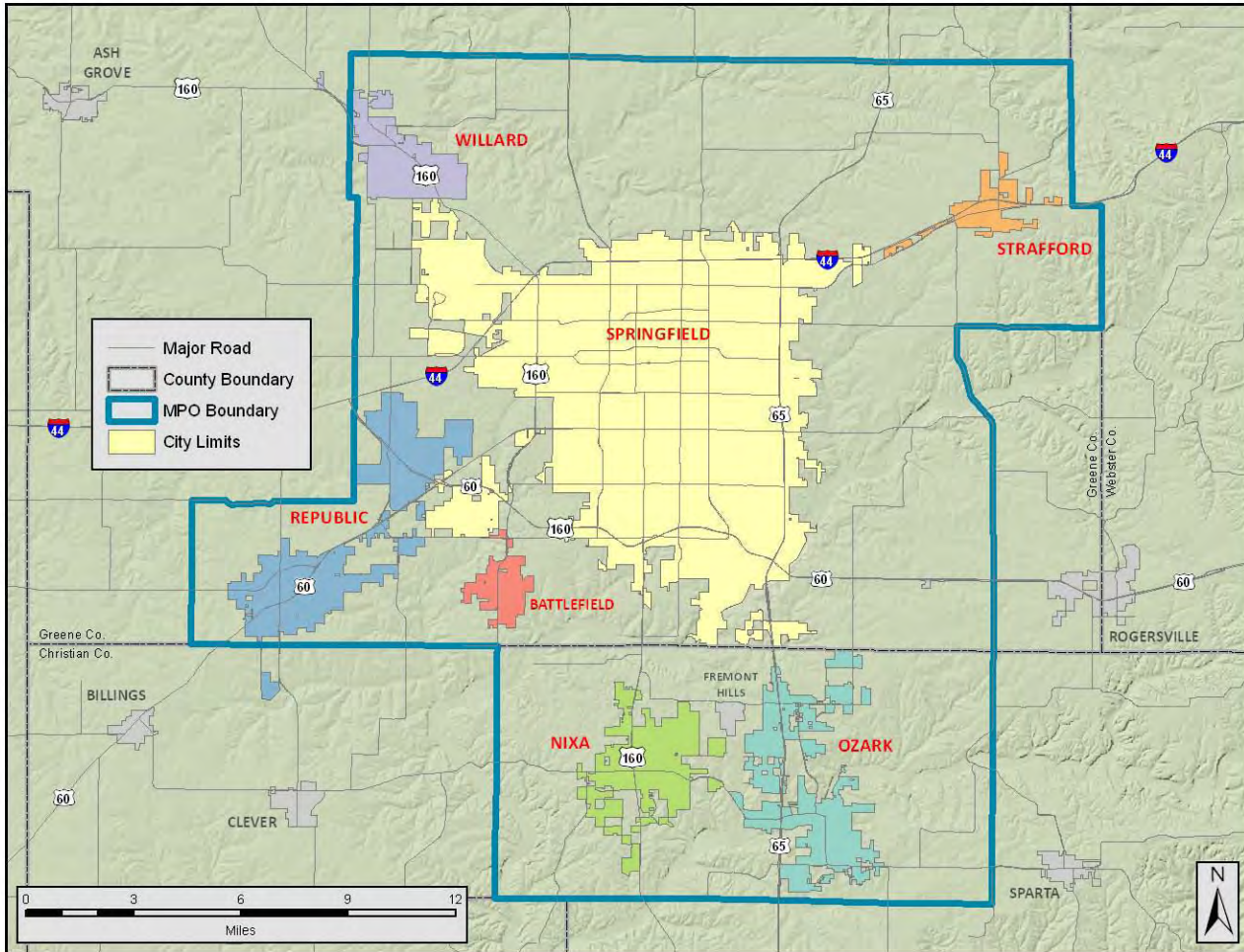
***The TOTAL Estimated CPG Funds Available for FY 2013 UPWP is an estimated figure based on an estimate for the FY 2012 allocation.

It is expected that additional funds will be added to the Remaining Unprogrammed Balance resulting from FY 2012 budget savings.

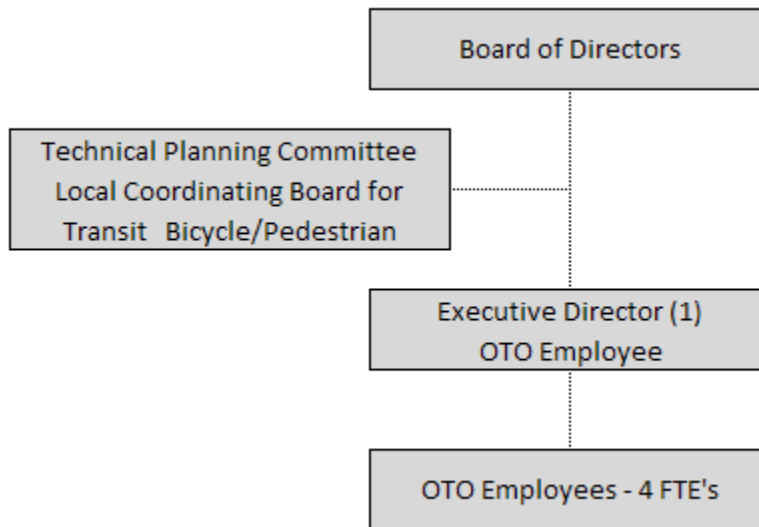
OTO is electing not to utilize the entire balance of available CPG funding at this time. MoDOT waits one year before dispersing funds thereby reducing the available funds to \$452,993. OTO would like to have one year of reserved funding for operations, in order to avoid any reimbursement delays occurring from an expired transportation bill.

OZARKS TRANSPORTATION ORGANIZATION

BOUNDARY MAP



Ozarks Transportation Organization Organization Chart



Board and Committee membership composition may be found at:
<http://www.ozarkstransportation.org/Documents/OTOBBy-Laws10162008.pdf>

DRAFT APPENDIX A

FY 2013

July 1, 2012- June 30, 2013

Estimated Expenditures

OTO Budget utilizing Consolidated Planning Grant Funds

<i>Cost Category</i>	<i>Budgeted Amount</i>	<i>Amended 2013</i>
Salaries & Fringe	\$ 361,000.78	\$ 361,000.78
Spfld Contract for Staff and Services	\$ -	\$ -
TIP Software	\$ 10,000.00	\$ 25,000.00
Rideshare Software/ Materials	\$ -	\$ -
Publications	\$ 1,000.00	\$ 1,000.00
Office Supplies/Furniture	\$ 16,000.00	\$ 16,000.00
Mapping	\$ 1,500.00	\$ 1,500.00
Training	\$ -	\$ -
Travel	\$ -	\$ -
Training/Travel/Education	\$ 32,000.00	\$ 32,000.00
Dues	\$ 4,200.00	\$ 4,200.00
Postage	\$ 4,000.00	\$ 4,000.00
Telephone/Internet	\$ 5,000.00	\$ 5,000.00
Advertising	\$ 3,800.00	\$ 3,800.00
Printing	\$ 13,000.00	\$ 13,000.00
Food	\$ 4,500.00	\$ 4,500.00
Computer Upgrades	\$ 4,000.00	\$ 4,000.00
Software	\$ 2,000.00	\$ 2,000.00
GIS Licenses	\$ 7,000.00	\$ 7,000.00
Rent	\$ 55,367.00	\$ 55,367.00
Mileage	\$ 2,000.00	\$ 2,000.00
Copy Machine Lease	\$ 4,000.00	\$ 4,000.00
Parking	\$ 1,000.00	\$ 1,000.00
Aerial Photos	\$ 50,000.00	\$ 50,000.00
Travel Model Consultant	\$ 150,000.00	\$ 150,000.00
Liability Insurance	\$ 1,400.00	\$ 1,400.00
Legal Fees	\$ -	\$ -
Consultant Services (formerly legal and accounting)	\$ 8,000.00	\$ 8,000.00
Payroll Services	\$ 2,600.00	\$ 2,600.00
Audit	\$ 4,750.00	\$ 4,750.00
Infill Costs	\$ -	\$ -
Accounting Services	\$ -	\$ -
Equipment Repair	\$ 500.00	\$ 500.00
Workers Comp	\$ 1,400.00	\$ 1,400.00
Web Hosting	\$ 550.00	\$ 550.00
Data Storage/ Backup	\$ 3,600.00	\$ 3,600.00
IT Maintenance Contract	\$ 12,000.00	\$ 12,000.00
Mobile Data Plans	\$ 1,620.00	\$ 1,620.00
Fixed Route Transit Analysis	\$ -	\$ -
Board of Directors Insurance	\$ 2,300.00	\$ 2,300.00
Travel Time Runs and Traffic Counts	\$ 20,000.00	\$ 20,000.00
Statewide Passenger Rail Study (OTO portion)	\$ -	\$ -
Presentation System	\$ -	\$ -
Moving Expenses	\$ -	\$ -
Total OTO Expenditures	\$ 790,087.78	\$ 805,087.78
In-Kind Match, Direct Cost, Donated		
Member Attendance at Meetings	\$ 8,000.00	\$ 8,000.00
Direct Cost - MoDOT Salaries	\$ 15,977.00	\$ 15,977.00
Donated Ride Share Advertising		
TOTAL OTO Budget	\$ 814,064.78	\$ 829,064.78
CU Transit Salaries*	\$ 121,230.00	\$ 121,230.00
TOTAL EXPENDITURES	\$ 935,294.78	\$ 950,294.78

Notes * Cost includes federal and required 20% matching funds.

Estimated Revenues

<i>Ozarks Transportation Organization</i>	FY 2013	
Consolidated FHWA/FTA PL Funds**	\$ 651,251.82	\$ 663,251.82
Local Jurisdiction Match Funds	\$ 128,835.96	\$ 131,835.96
In-Kind Match, Direct Cost, Donated	\$ 23,977.00	\$ 23,977.00
City Utilities Match Funds	\$ -	\$ -
City of Springfield Aerial Photography Match Funds	\$ 10,000.00	\$ 10,000.00
Total OTO Revenue	\$ 814,064.78	\$ 829,064.78
 <i>City Utilities Transit Planning</i>		
FTA 5307	\$ 96,984.00	\$ 96,984.00
City Utilities Local Match	\$ 24,246.00	\$ 24,246.00
Total CU Revenue	\$ 121,230.00	\$ 121,230.00
 TOTAL REVENUE	 \$ 935,294.78	 \$ 950,294.78

Notes * Cost includes federal and required 20% matching funds.

*** In the event that In-Kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized

Anticipated Consultant Useage

TIP Software	\$10,000.00	\$25,000.00
Rideshare Software/ Materials	\$0.00	\$0.00
Travel Model Consultant	\$150,000.00	\$150,000.00
Audit	\$4,750.00	\$4,750.00
Accounting Services/Legal Services	\$8,000.00	\$8,000.00
Data Storage/ Backup	\$3,600.00	\$3,600.00
IT Maintenance Contract	\$12,000.00	\$12,000.00
Fixed Route Transit Analysis	\$0.00	\$0.00
Travel Time Runs and Traffic Counts	\$20,000.00	\$20,000.00
Aerial Photos	\$50,000.00	\$50,000.00
TOTAL	\$258,350.00	\$258,350.00

TAB 7

BOARD OF DIRECTORS AGENDA 08/16/12; ITEM II.F.

Federal Tax Classification

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO would like to obtain an official designation from the IRS as to the organization's federal tax classification. OTO does not have an official ruling from the IRS on the federal tax status. Some IRS agents have indicated that they recognize OTO as a government entity, yet they are requiring that OTO pay Federal Unemployment Taxes, which are not required by governmental entities. To date, OTO has not been requested to file a federal income tax return.

Tax History

April 2008- Incorporated as Non-Profit in state of MO as advised by Springfield City Attorney. Applied for Federal Employer Identification Number as Non-Profit.

December 2008- Requested Affirmation of Tax Exempt Status and changed designation to government entity.

February 2009- IRS letter received stating OTO is not specified for any tax status (4076C).

March 2009- Received IRS letter indicating if OTO wants to be tax exempt, then OTO should apply for a 501(c) exemption.

March 2009- Phone call with IRS indicated OTO received a 4076C letter indicating OTO is a government entity.

April 2010- Phone call with IRS indicated OTO has no classification.

March 2010- Received letter stating Employer's Annual Federal Unemployment (FUTA) Tax Return overdue (940).

April 2010- Paid all back and current 940 unemployment taxes.

Current- OTO has been paying employment taxes but has never filed an income tax return.

After consulting with an attorney, the Executive Committee is recommending that OTO apply for a letter ruling from the IRS, which will provide an IRS recognized tax classification. The approximate cost for the application and associated legal fees is \$15,000. The recommendation includes application as an Integral part of a Political Subdivision. If the IRS does not agree, they would likely rule the OTO, a 115 organization. A matrix describing these classifications is included for review.

If the Board of Directors were to approve the requested authorization to move forward to apply for the letter ruling, staff would begin working with the OTO contracted legal counsel to revise the bylaws to meet all the IRS requirements. The Executive Committee will also work on a schedule for the submittal and possible budget adjustment.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve request to proceed toward obtaining an IRS Letter Ruling.”

OR

“Move to return the request to the Executive Committee to consider the following...”

IRS Classification	Integral Part of a Political Subdivision	§ 115 Organization	501(c)(3)	OTO (Present Situation)
IRS Definition	In determining whether an enterprise is an integral part of a political subdivision the IRS considers all of the facts and circumstances, including whether the organization is an independent unit and the political subdivision Control. Can be an integral part of multiple political subdivisions.	Section 115 (1) of the Tax Code provides an income tax exemption for organizations whose income is derived from the exercise of any essential governmental function and accrues to a state or any political subdivision of a state.	IRS grant 501(c)(3) classification to organization operated exclusively for charitable purposes which include lessening the burdens of government. Can have dual §115 and 501(c)(3) classification.	No current classification with the IRS.
Process for Obtaining IRS affirmation of classification	None, but can obtain ruling from IRS to verify classification.	No application required if meet definition – can receive affirmation through letter ruling request.	Application required for obtaining 501(c)(3) status (IRS Form 1023)	
Fees	Ruling fee of \$11,000 \$3,000-\$4,000 Lawyer processing fee	Ruling fee of \$11,000 \$3,000-\$4,000 Lawyer processing fee	Application fee of \$850 \$1,500 lawyer processing fee	Fees paid to date – none
Annual Tax Return Filings	None	None	None if classified as an affiliate of a governmental unit. Annual tax return is required if solely a 501(c)(3)	No tax returns have been filed except employer 940 & 941 forms.
GSA Purchasing	Yes	Yes	Depends on classification – if a dual §115 Organization then allowed. If just a 501(c)(3) then no.	Been purchasing off of GSA and State Cooperative Procurement agreements
Accounting Method	Accrual	Accrual	Depends on classification – if dual classification with a §115 then accrual. Cash basis is fine for a 501(c)(3) only	Cash Basis

IRS Classification	Integral Part of a Political Subdivision	§ 115 Organization	501(c)(3)	OTO (Present Situation)
Audit Standard	Governmental Standards apply	Governmental Standards apply	Depends on classification – if dual classification with §115 then governmental standards may apply.	Currently audited on the government standard.
FUTA/FICA	Exempt from FUTA (currently paying approximately \$300 a year)	Exempt from FUTA	Exempt from FUTA	Currently paying FUTA
Time line	Ruling takes approximately 1 year	Ruling takes approximately 1 year		
PROS		<p>Ability to have a final ruling with IRS, allows us to eventually be part of a State Pension system if an opportunity should come up in future.</p> <p>Allows the use of governmental accounting standards/audits.</p> <p>Allows the use of public procurement.</p>	<p>Ability to have a final ruling with IRS, allows us to eventually be part of a State Pension system if a opportunity should come up in future.</p> <p>Allows the use of governmental accounting standards/audits.</p> <p>Allows the use of public procurement.</p>	<p>Quick turnaround of ruling.</p> <p>Cheap option</p>
CONS		<p>Long turnaround of ruling.</p> <p>More expensive option.</p>	<p>Long turnaround of ruling.</p> <p>More expensive option.</p>	<p>Lose the ability to function as a §115 Organization which includes: public procurement and governmental audits.</p>

Additional Facts:

- OTO can be apply to be both a 501(c)(3) and a §115 Organization. The 501(c)(3) status would allow OTO to apply for other funding sources in the future. Many county hospitals are both §115 Organizations and 501(c)(3) organizations.
- OTO probably needs to go to accrual accounting regardless of official IRS ruling.
- By-laws should be changed before applying for §115 Organization and 501(c)(3) to change the dissolution of assets clauses.
- If the OTO would ever qualify for a State Pension plan (LAGERS) then the OTO would not have to pay FICA tax in addition to the FUTA if an Integral Part of a Political Subdivision or §115 Organization. If the OTO was to become a Transportation Authority then OTO would be eligible for LAGERS.

Summary of recommendation:

Apply for Letter Ruling as Integral Part of a Political Subdivision, or §115 Organization, if not.

- OTO currently has access to federal funds to cover the approximate \$15,000 for the Letter Ruling. The OTO might not have access to these funds in the future depending on federal rescissions and Transportation Bills.
- OTO currently meets the definition for the §115 Organization and currently has been behaving as a §115 Organization in regards to government auditing standards, not filing tax returns, and purchasing in corporative agreements and off of GSA. This would have to change if only 501(c)(3).
- OTO will need to change over to accrual accounting since acting as a §115 Organization.
- OTO can apply for 501(c)(3) status at same time which will allow OTO to apply for other funding sources in the future.

TAB 8

BOARD OF DIRECTORS AGENDA 08/16/12; ITEM II.G.

Creation of Two Additional Job Descriptions

Ozarks Transportation Organization

(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Job Descriptions and Salary Ranges

In 2009, OTO adopted job descriptions and salary ranges for the planning and administrative positions. At that time, OTO was a new stand-alone organization and was still relying on Springfield for expertise in Accounting, GIS, website support, and media relations. Since then, OTO has developed more independently and has heightened responsibilities for the staff. It is for this reason, OTO is proposing that new job positions be developed. The proposed new descriptions include Operations Manager and Multimedia Coordinator and are enclosed for member review. The positions of Office Coordinator and Planning Technician will not be filled but the descriptions will remain.

The proposal includes the creation of the Operations Manager Position. This position will be filled in place of the Office Coordinator position. Debbie Parks would be promoted to Operations Manager. She is currently doing all the duties outlined within the Operations Manager position and exceeds the minimum requirements for the job.

The creation of the Multimedia Specialist position is proposed and will be filled in place of the Planning Technician. This position is currently vacant with the resignation of Mr. Stueve on July 20, 2012. OTO has the base GIS coverages developed and would like to attempt to hire a position that can increase the public awareness of OTO. GIS duties will be performed by training that position and utilizing existing staff to provide GIS support.

The increase in salaries will be accomplished through reducing the OTO intern budget by half and through cost savings of an unfilled position while the new position is being approved.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the creation of the OTO Operations Manager and Multimedia Coordinator positions.”

OR

“Move to return the request to the Executive Committee to consider the following...”

Operations Manager (Exempt)

Salary Range \$36,000 to \$52,529 annually

Minimum Requirements:

A bachelor's degree in accounting or business administration and three years experience in government accounting, accounts payable, or bookkeeping. Ability to type 50 words per minute and perform satisfactorily on data entry test. QuickBooks experience is preferred.

Primary Purpose

Performs responsible and complex administrative and financial duties as well as routine office management functions under the supervision of the Executive Director

Supervision

Under direct supervision.

Knowledge

Modern office practices and procedures; accurate grammar, spelling, punctuation, sentence structure, and Standard English usage; business correspondence formats; record keeping and filing system methods; computer software applications, basic math skills for budget and other financial calculations. General accounting, financial reporting and administration principles; basic knowledge of business plans, financing projects, and budgets; basic knowledge of automated accounting systems utilization; computer software data base and spreadsheet applications; accounting procedures; financial analysis.

Important Functions

1. Writes, Reviews, Evaluates and Implements the Operational procedures and policies to support organizational mission and ensure grant compliance while maximizing efficiency.
2. Oversee all financial management, reporting, records, payroll, invoicing and accounts payable
3. Audit Coordination and compliance
4. Oversee Organizational Insurance Policies
5. Attend various training programs and seminars for professional development purposes.
6. Performs responsible administrative and research work in the preparation of special and recurring studies and reports.
7. Monitors, prepares and maintains the annual budget. Prepares quarterly and year end reports. Maintains the OTO checking account. Prepares monthly grant reimbursement requests. Reconciles the Purchasing card and purchasing card expense reports.
8. Monitors contracts
9. Reads and interprets a variety of information, including applicable laws, codes, and ordinances.
10. Custodian of Records for the Missouri Sunshine Law

11. Assists the senior staff by handling a wide range of administrative details that are often of a complex nature and require independent judgment.
12. Makes responsible decisions, often without specific directions, requiring incumbent to apply, interpret, and/or adapt guidelines.
13. Handles a wide variety of information on a regular basis containing highly confidential information.
14. Establishes, maintains, and when necessary, revises files including determining appropriate organizational methods.
15. Serves as the Purchasing Agent. Orders and maintains supplies, handles office procurement, and maintains W-9s. Researches issues related to the federal grant procurement. Updates the OTO Procurement Manual as needed. Prepares Requests for Proposals, Bids, and Qualifications as needed.
16. Coordinates special and/or recurring projects for Director, exercising considerable latitude in the design, development, and/or implementation of the project.
17. Screens telephone and in-person callers, determining those that can be handled by other personnel, and provides information to callers, which requires a comprehensive knowledge of OTO policies, procedures, and operations.
18. Supervises the preparation of a variety of public and administrative reports.
19. Take and prepare minutes for OTO meetings.

Multimedia Coordinator (Non-Exempt)**Salary Range \$28,000 to \$40,000 annually****Minimum Requirements:**

A bachelor's degree in Marketing, Graphic Arts, Website Design, Public Relations, Communications, Computer Science or GIS and at least one year in experience in electronic media, graphics, web design, marketing or communications.

Primary Purpose

Provides electronic communications to the public including web design, GIS mapping, media relations, social media and Youtube to portray a professional image to the public and to communicate plan content

Supervision

Under direct supervision.

Knowledge

Possesses knowledge of principles, procedures and practices of marketing, electronic and social media as well as Geographic Information Systems and cartography.

Abilities

Effectively present data and information in visual aid form; assist in the operation of the GIS; analyze and interpret information and translate that information into computer graphics and databases; assist in keeping all information current and accessible to the user; prepare and maintain accurate records, maps, and reports;

Important Functions

1. Responsible for daily posts to social media outlets
2. Responsible for website maintenance and to ensure all plans, projects, agendas and minutes are up to date.
3. Performs IT related support
4. Act as Sunshine Law Coordinator. Publishes agendas, public notices and answers information requests.
5. In charge of press releases and meeting public notice requirements
6. Helps to promote a professional image of OTO through graphics and brochures
7. Uses Video Camera to record meetings and maintain YouTube channel
8. Researches records; collects and analyzes data; reads and interprets,
9. Compiles research information including gathering and tracking data through both manual and computerized systems; computer work involves both numerical and alphabetical data entry.
10. Updates GIS records and produces maps as necessary. Prepares custom maps for display and distribution
11. Operates computers including utilization of a variety of software applications such as word processing, spreadsheet, graphics and database applications to produce reports, charts and graphs.
12. Performs minor office administration tasks such as copying, filing, faxing, etc.
13. Attends workshops, seminars, conferences and other training for professional development purposes.

Office Coordinator

Salary Range \$22,000-\$32,000 annually

Minimum Requirements:

A bachelor's degree and two years experience in government accounting, accounts payable, accounts receivable, or bookkeeping. Directly related work experience may be substituted for the formal education on a year for year basis. Ability to type 50 words per minute and perform satisfactorily on data entry test.

Primary Purpose

Performs responsible and complex administrative and financial duties as well as routine office management functions.

Supervision

Under direct supervision.

Knowledge

Modern office practices and procedures; accurate grammar, spelling, punctuation, sentence structure, and Standard English usage; business correspondence formats; record keeping and filing system methods; computer software applications, basic math skills for budget and other financial calculations. Data gathering, report preparation, and special project completion with little or no supervision. Modern bookkeeping principles; computer software applications including word-processing, spreadsheets, and database. General accounting, financial reporting and administration principles; basic knowledge of business plans, financing projects, and budgets; basic knowledge of automated accounting systems utilization; computer software data base and spreadsheet applications; accounting procedures; financial analysis.

Abilities

Effectively and efficiently transcribe recorded dictation; independently plan, prioritize, and organize work in an efficient manner; efficiently and accurately compile and maintain records, reports requiring attention to detail, etc.; communicate effectively both verbally and in writing; independently analyze problems; type accurately. Performs accounting administration, including review of contract/contractor payments. Accurately and effectively perform professional level accounting and financial assignments; make rapid and accurate calculations; understand and provide assistance with developing and/or maintaining business plans, budgets and conducting special projects related to business and financial operations as assigned; utilize appropriate computer software applications; follow oral and written instructions; prepare clear and concise reports. Effectively plan and organize all office support functions for the office; perform independently and exercise sound judgment; analyze a variety of administrative issues and problems and make appropriate and sound recommendations and/or determinations;

maintain a high degree of confidentiality and effectively handle sensitive situations; prepare clear and precise reports; establish and maintain effective and courteous working relationships with elected officials, outside agencies, employees and general public; perform effectively as a member of a team in carrying out OTO's stated mission and philosophy.

Important Functions

1. Attend various training programs and seminars for professional development purposes.
2. Performs office administration tasks such as copying, filing records, scanning documents, etc.
3. Performs responsible administrative and research work in the preparation of special and recurring studies and reports.
4. Monitors the annual budget; prepares daily, monthly, and other activity reports on service delivery or other issues, as needed.
5. Assist the Director with grievances, formal complaints or other personnel matters;
6. Reads and interprets a variety of information, including applicable laws, codes, and ordinances.
7. Assists the senior staff by handling a wide range of administrative details that are often of a complex nature and require independent judgment.
8. Oversees and participates in the completion of a variety of responsible office functions.
9. Makes responsible decisions, often without specific directions, requiring incumbent to apply, interpret, and/or adapt guidelines.
10. Operates a personal computer in order to maintain databases, prepare correspondence, etc. utilizing word processing, spreadsheet, and database applications as necessary; some assignments require incumbent to transcribe recorded dictation and/or minutes of organizational meetings.
11. Handles a wide variety of information on a regular basis containing highly confidential information.
12. Establishes, maintains, and when necessary, revises files including determining appropriate organizational methods.
13. Performs routine office management functions including handling administrative details requiring initiative and judgment to make decisions in the absence of established guidelines or specific direction.
14. Operates a variety of office administration equipment such as copy machines, fax machines, calculators, etc.
15. Orders and maintains supplies.
16. Coordinates special and/or recurring projects for Director, exercising considerable latitude in the design, development, and/or implementation of the project.
17. Screens telephone and in-person callers, determining those that can be handled by other personnel, and provides information to callers, which requires a comprehensive knowledge of OTO policies, procedures, and operations.
18. Maintains calendars for appropriate staff members including arranging meetings, conferences, and appointments.
19. Supervises the preparation of a variety of public and administrative reports.

20. Prepares and processes a variety of paperwork such as purchase order requests, requisitions, and invoices for payment.
21. Performs payroll, claims, accounts, and revenue tasks as required.
22. Compiles, prepares, maintains, and files records and reports.

Benefits

A retirement allowance shall be added on to salary at a rate of 14% of annual salary per year. Retirement benefit shall never exceed the maximum pre-tax amount allowed by the IRS. Additionally, should the OTO ever provide retirement to its employees, this retirement allowance will cease and the employee will become covered by that plan.

A health/dental/vision insurance allowance shall be provided in an amount not to exceed \$4,200.00 per year. As with the retirement allowance, should the OTO provide health benefits to its employees, this allowance will cease and the employee will be covered by the provided plan. This shall be a reimbursable expense with proof of premium payment.

Leave time

- 9 paid scheduled holidays including New Years Day, Martin Luther King Jr's Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.
- 4 paid floating holidays
- 2 weeks vacation annually after 1 year of service (1 week after 6 months)
- 12 days sick leave

Planning Technician (Non-Exempt)

Salary Range \$22,000.00 to \$32,101.13 annually

Minimum Requirements:

A bachelor's degree in urban planning, geography, public administration or related field, or a minimum of one year of professional planning or GIS experience.

Primary Purpose

Provides technical transportation planning support including research, data management and GIS database and mapping functions.

Supervision

Under direct supervision.

Knowledge

Possesses knowledge of principles, procedures and practices of planning as well as Geographic Information Systems and cartography.

Abilities

Effectively execute planning activities; conduct research; utilize a variety of computer software applications; effectively present data and information in visual aid form; assist in the operation of the GIS; analyze and interpret information and translate that information into computer graphics and databases; assist in keeping all information current and accessible to the user; prepare and maintain accurate records, maps, and reports; deal effectively and courteously with associates and the general public; compile a variety of data and information; follow oral and written instructions; communicate effectively both verbally and in writing; perform effectively as a member of a team; present an overall professional image; perform the essential function of the job without posing a direct threat to the health and safety of others.

Important Functions

1. Provides technical support regarding transportation planning and development issues.
2. Performs assigned projects, tasks and duties related to plan preparation, maintenance and implementation as well as planning related research.
3. Researches records; collects and analyzes data; reads and interprets, and verifies legal descriptions, maps and aerial photographs, and conducts field surveys.
4. Compiles research information including gathering and tracking data through both manual and computerized systems; computer work involves both numerical and alphabetical data entry.
5. Maintains applicable legal and technical records and reference materials.
6. Updates GIS records and produces maps as necessary.
7. Utilizes the GIS computer system to provide analysis of spatial and relational databases in a thematic mapping environment and produces cartographic reports and maps.
8. Operates computers including utilization of a variety of software applications such as word processing, spreadsheet, graphics and database applications to produce reports, charts and graphs.
9. Performs minor office administration tasks such as copying, filing, faxing, etc.
10. Attends workshops, seminars, conferences and other training for professional development purposes.

TAB 9

BOARD OF DIRECTORS AGENDA 08/16/12; ITEM II.H.

MAP-21

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

On July 6, 2012 the President signed into law MAP-21, the new Federal Transportation Bill. This bill continued SAFETEA-LU until September 30, 2012 and enacted a new transportation bill, MAP-21 through September 30, 2014.

A summary with funding tables is attached for member information. MoDOT has stated that a complete analysis would be available from MoDOT staff in a couple of weeks.

Until that summary is available, it is difficult to fully understand the fiscal ramifications of the Bill. However, all indications are that funding levels have been maintained or slightly increased in all areas for roadways except Enhancements. The language surrounding the new "Transportation Alternatives" category, which is replacing enhancements, safe routes to school, and recreational trails is not very clear. There will continue to be an allocation to OTO because of OTO's TMA status. Staff is not sure how much of a decrease will be seen in that area.

The transit funding is very disappointing in that the competitive grant opportunities have diminished. The amount allocated to the OTO area has increase by around \$500,000 annually, however, the annual amount CU has received through the competitive grant or earmark process has greatly exceeded that. This means that the new buses that are desperately needed will not be funded at least in the immediate future.

There are some additional requirements that will be placed upon OTO as far as performance measurements for all modes and how those are incorporated into the Long Range Plan and TIP.

Overall, staff is very pleased to see a two year bill in place and that overall funding levels have been maintained.

BOARD OF DIRECTORS ACTION REQUESTED:

NO BOARD OF DIRECTOS ACTION REQUESTED. INFORMATION ONLY.

Association of Metropolitan Planning Organizations
MAP-21 Summary
6-29-12

Program	2013	2014
Federal-aid Highway (NHPP, STP, HSIP, CMAQ, Metro Planning)	\$37.5B	\$37.8B
TIFIA	\$750M	\$1B
Federal Lands	\$1B	\$1B
Territory & Puerto Rico	\$190M	\$190M
Federal Highway Admin	\$454,180,362	\$440,000,000

HIGHWAYS

Highway Limitation on Obligations

\$39.7B in 2013

\$40.3B in 2014

Calculation of State Apportionments - The distribution operates basically the same as the passed Senate bill. Each state is apportioned its share of the total contract authority for the four core programs and metropolitan transportation planning (\$37.5 billion in FY 2013 and \$37.8 billion in FY 2014) based on the state's share of total formula apportionments in FY 2012.

FY 2014 (not 2013) apportionments are adjusted to ensure each state gets at least a 95% rate of return on its highway account tax payments from the most recent fiscal year in which data is available.

- **CMAQ** – Apportionment is based on the percent the program had in 2009 (excluding high-priority projects) (\$2.26B in FY13, \$2.28B in FY14)
- **Metropolitan planning** – Apportionment is based on the percent the program had in 2009 (excluding high-priority projects)
 - State shall reimburse MPOs within 15 days (current law 30 days) after receipt of a request for reimbursement for eligible expenditures
- **Remaining federal-aid highway programs** - After funds are apportioned for CMAQ and Metropolitan Transportation Planning, the remainder is apportioned using the following percentages:

MAP-21 Conference Report

HIGHWAYS/PLANNING/STREAMLINING/PUBLIC TRANSPORTATION

- o National Highway Performance Program – 63.7% (\$22.25B in FY13, \$22.4B in FY14)
- o Surface Transportation Program – 29.3% (\$10.2B in FY13, \$10.3B in 2014)
- o Highway Safety Improvement Program – 7% (\$2.44 in FY13, \$2.46B in FY14)

Equity Bonus program – Eliminated

National Highway Performance Program (Old NHS, Bridge, and Interstate Maintenance) – Targets funding only to projects on NHS facilities that support progress toward the achievement of national performance goals. Requires states to develop a risk-based asset management plan to improve or preserve condition and performance of the system (within 18-months the Secretary establishes by regulation the process to develop the plan).

Surface Transportation Program – Targets funding to states and local governments to improve the condition and performance of Federal-aid highways and bridges on any public road. STP would continue to provide broad eligibility and would be suballocated within the state to local governments based on population. It would require expenditures on bridges off the Federal-aid system if justified. The distribution of suballocated STP funds by population has changed to 50% by population and 50% to the state (from 62.5% by population and 37.5% to the state).

Highway Safety Improvement Program – Targets funding to projects that improve the safety of road infrastructure. Continues to set-aside \$225 million in HSIP funds for highway-railway grade crossings. Eliminates set-aside for high-risk rural roads, but continues eligibility for these activities under HSIP if fatality rate increases. Penalizes states for failure to update strategic highway safety plan.

National Bridge and Tunnel Inventory – Requires the Secretary to establish a national inventory of all highway bridges and tunnels on public roads; classify according to serviceability, safety; assign priority for maintenance, replacement, or rehabilitation; and update inventory.

Congestion Mitigation and Air Quality Program – Targets funds to projects that reduce congestion and improve air quality. Drops MAP-21 provision requiring CMAQ funds be suballocated. Removes current law prohibition on construction of single-occupancy vehicle lanes. CMAQ funds may be used to establish electric vehicle charging stations or natural gas vehicle refueling stations.

Transportation Alternatives – This replaces the Transportation Enhancement set-aside under STP. Requires 2% of amounts apportioned to states to be set-aside for TA, which includes enhancements, bike/ped facilities, safe routes to schools, recreational trails and boulevards. Retains the requirement under MAP-21 to suballocate 50% by population and let MPOs over 200,000 in population operate competitive grant programs and make awards to projects that are eligible. States are allowed to opt out of the recreational trails program.

MAP-21 Conference Report

HIGHWAYS/PLANNING/STREAMLINING/PUBLIC TRANSPORTATION

National Freight Program – The conference report establishes a national freight policy (instead of a funding program), which requires the designation of a primary freight network of up to 30,000 miles. The agreement also requires the development of a national freight strategic plan, and encourages states to develop state freight plans. To incentivize states to invest in freight projects, the conference report increases the Federal share for freight mobility projects identified on state freight plans. The Federal share would increase from 80% to 90% for non-Interstate projects, and from 90 to 95% for projects on the Interstate system.

Projects of National and Regional Significance - Authorizes \$500M from the General Fund.

TIFIA- Increases annual funding available for Federal credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program from \$122 million to \$750 million in FY 2013 and \$1 billion in FY 2014. Provides funds for eligible projects on a first-come, first-served basis. Eligible projects submit letter of interest, meet creditworthiness standards, satisfy state and metropolitan planning requirements, meets eligible project costs, and other criteria. In addition to providing project-by-project credit assistance, MAP-21 allows credit assistance to be provided for a program of projects through a master credit agreement.

Tolling and Public-Private Partnerships - Expands ability of states to place tolls on any Federal-aid facility (including the Interstate) for any new capacity. In the case of new capacity being added to existing facility, the number of new tolled lanes cannot exceed the number of free lanes. Removes the provision from S. 1813 by Sen. Bingaman (D-NM) that reduced highway formula funds for states that sell or lease toll facilities (IN toll way) to private companies.

Metropolitan Transportation Planning – The conference report retains much of current law including – 50,000 population threshold for new MPOs. New policy different from current law:

- Definition of Regional Transportation Planning Organization.
- Plans and TIPs developed through a performance-driven, outcome-based approach
- Structure – within 2-years of enactment each MPO (not just TMAs) shall include representation by providers of public transportation
- An MPO may restructure to meet the new structure requirements (above bullet) without going through a re-designation
- Lake Tahoe Region language, under Coordination in Multi-State Areas, is stricken
- Scope of the Planning Process – establish and use performance based approach to support national goals
 - MPOs establish targets to track progress towards attainment of outcomes for the region
 - Targets established in coordination with the state and providers of public transportation to ensure consistency
 - Establish target not later than 180-days after the state or the public transportation establish performance targets

MAP-21 Conference Report

HIGHWAYS/PLANNING/STREAMLINING/PUBLIC TRANSPORTATION

- MPOs integrate into the planning process directly or by reference goals, objectives, performance measures, and targets of state and transit plans
- Plan shall include: a description of performance measures and targets; system performance report (evaluation of condition and performance with respect to targets).
- MPOs may voluntarily develop multiple scenarios in the plan.
- TIP shall contain projects consistent with current plan, reflect investment priorities in the plan, and designed to make progress toward achieving targets.
- TIP shall include, to the maximum extent practicable, anticipated effect of the TIP toward achieving targets linking investments to targets
- Secretary shall report to Congress in 5-years on the effectiveness of performance based planning of each MPO.

PROJECT DELIVERY/ENVIRONMENTAL STREAMLINING

- Allows States, at their expense, to acquire real property interests before the completion of the NEPA review process without affecting required approvals, and removes the EPA from the decision as to whether the acquisition affected the review process.
- State contracting agency may award 2-phase contract for preconstruction and construction services.
- The federal share of a project may be 100% for projects that use innovative project delivery methods – capped at 10% of allowable apportionments.
- Requires the Secretary to promulgate a rulemaking to allow for the use of programmatic approaches to conduct environmental reviews.
- Allows the Secretary to designate a single modal administration to serve as the lead Federal agency in a multimodal project.
- Participation and cooperating agencies shall carry out obligations of the agency concurrently with the NEPA review, unless it impairs the agency's ability to carry out the obligation.
- Establishes an issues resolution process that may be undertaken (by Governors, lead agencies, the Secretary) when deadlines are not met during federal reviews. In some cases, the President has the final say.
- Agencies may incur financial penalties for failure to render a decision unless they provide adequate reasons for the delay.
- Shortens the statute of limitations for filing a challenge to a project from 180-days to 150 after the Record of Decision.
- The Secretary shall establish and meet a four-year deadline for completion of permits, approval, review, or study required for projects that have been in NEPA review without a ROD for at least 2 years.
- Federal lead agencies may adopt and use all or parts of an approved planning product, including those developed under metropolitan planning, in any class of action in the environmental review process.

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- Expands the modes (to include rail, transit, and multimodal) under which the Secretary can assign and the state may assume responsibilities of the Secretary under NEPA. Expands the opportunity to all states.
- The Secretary, through a rule, shall treat any repair or reconstruction of a road, highway, or bridge damaged in a declared emergency as categorically excluded from environmental assessments or impact statements, if the repair is in the same location with the same capacity, dimensions, and design.
- The Secretary shall designate any project within an existing operational ROW as a categorical exclusion.
- Projects that receive less than \$5M of Federal funds, or with a total cost estimate of not more than \$30M and federal funds comprising less than 15% of the total estimated costs, are designated a CE.
- The lead agency in an environmental review shall develop a single document that consists of the FEIS and the ROD unless there is significant new information.
- Requires a report on states that have environmental law protections equivalent to the Federal law.

PUBLIC TRANSPORTATION

Program	2013	2014
Formula grants	\$4.398B	\$4.459M
Elderly and Disabled (includes old New Freedom)	\$254.8M	\$258.3M
Rural Area formula	\$599.5M	\$607.8M
Bus and Bus Facilities grants	\$422M	\$427.8M
State of Good Repair grants (former Rail Modernization)	\$2.136B	\$2.166B
High Density Formula	\$518.7M	\$525.9M
Transit - Metropolitan Planning Set-Aside (PL Funds)	\$126,900,000	\$128,800,000
TOD Pilot Program	\$10M	\$10
Capital Investment (New Starts)	\$1.907B	\$1.907B

Public Transportation - Metropolitan Transportation Planning - The planning provisions in the public transportation title essentially mirrors the provision in the highway title. The transit title adds one new provision directing the Secretary to establish a \$10M per year pilot program to award planning grants to states or local government authorities for transit oriented development.

MAP-21 Conference Report
HIGHWAYS/PLANNING/STREAMLINING/PUBLIC TRANSPORTATION

Formula grants for the enhanced mobility of seniors and individuals with disabilities (consolidates current *Elderly and Disabled and New Freedom* programs). Formula is based on New Freedom.

Urban Area Formula Grants -Operating Assistance -Allows all transit systems to use 5307 grant funds for bus operations based on the number of buses operated during peak service hours. The federal share depends on the number of buses – 75% for systems operating fewer than 75 buses, 50% for systems operating a minimum of 76 and a maximum of 100 buses.

New Starts Program –Streamlines the process (drops alternative analysis step, limits the number of years a project can remain in the process, narrows the project justification and evaluation criteria). Expands funding to programs of interrelated projects. Defines core capacity projects eligible for funding and deems them entered into project development phase under certain conditions. Retains existing eligibility for Bus Rapid Transit projects. Establishes a 3-project pilot program for expedited project delivery.

Formula Grants for Rural Areas (replaces current Formula Grants for other than urbanized areas) -Adds planning for rural areas as an eligible activity. Establishes a \$20M formula grant for public transportation in the Appalachian region that may be used for highway under certain conditions.

- **Job Access and Reverse Commute** program (JARC) is eliminate but funding for these activities under the urban and rural formula programs.

State of Good Repair Program - Replaces the existing Rail Modernization program with a program to move all systems towards a state of good repair. Eliminates funding tiers and earmarks (but does target funds to High Intensity Fixed Guideways, uses amounts received in the past as a factors in the apportionment, and limits how much of a decrease a recipient may receive) and replaces these with a new structure that focuses on the age of the system, revenue vehicle miles and directional route miles. Sets aside 2.85% of program funds for a High-Intensity Motorbus program to fund bus systems that operate primarily in HOV lanes.

Bus and Bus Facilities - Converts the existing earmark program to a formula program (\$65M will be allocated to all states and territories, with each state receiving \$1,250,000 and each territory receiving \$500,000; the rest distributed by formula according to population and the bus factors under 5336 formula grants). Provides the Governor transfer authority to other programs.

Safety - Strengthens transit safety; requires public transportation agencies to establish comprehensive safety plans; provides FTA with a regulatory and enforcement role over transit safety but retains the existing State Safety Oversight structure; authorizes FTA to withhold small amount of funds or direct all funds for SSOs that are not meeting established requirements.

MAP-21 Conference Report
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Private Sector Participation - Requires the Secretary to better utilize the private sector in the development of public transportation, improved coordination, more effective utilization, and promote public understanding of public private partnerships.

Transit Asset Management - The Secretary shall establish a national transit asset management system and require that recipients and sub-recipients develop a transit asset management plan. Secretary shall, by rule, establish performance measures based on state of good repair.

Summary of Provisions in MAP-21 that Impact the Highway and Transportation Construction Industry

Funding

- Provides funding certainty through FY 2014 (Sept. 30, 2014)
- The bill provides current funding levels plus inflation. Obligation limit for the Federal-aid highway program is \$39.7 in FY 2013 and \$40.25 billion in FY 2014. Federal transit programs are provided \$10.6 billion in FY2013 and \$10.7 billion in FY 2014.

Funding Distribution

- Eliminates equity bonus program and, instead, distributes highway formula funds to states based on each state's share of total highway funds distributed in FY 2012. Every state is guaranteed a minimum return of 95 percent of its payments into the HTF.

Financing/Supplemental Revenue

- Increases funding for and expands the Transportation Infrastructure Finance & Innovation Act (TIFIA) program
 - Increases available TIFIA resources from \$122m/year (\$244m total for two years) to \$1.75 billion for this two year period – an amount more than 14 times larger than previous amounts.
 - Enables TIFIA loans to be applied to related groups of projects, rather than a single project.
 - Allows TIFIA to pay for a larger share of project costs (increased from 33 percent to 49 percent)
 - Expands opportunities for rural projects
- Does not penalize states pursuing Public Private Partnerships (PPPs) involving leasing of road facilities to private companies.
- New capacity can be tolled on all existing Federal-aid (road, bridge) facilities (this eliminates the cap on slots in the Interstate Tolling and Value Pricing pilot programs). No existing untolled lanes can be tolled, and there have to be as many toll-free lanes as tolled lanes on the facility.
- Supports PPPs for public transportation projects, requiring FTA to provide technical assistance and best practice information to federal transit grant recipients on PPP models and methods to use private providers for public transit.

Consolidation of Federal Highway Programs

- Reduces the number of highway programs by two-thirds
- Four "core" programs are:
 - **National Highway Performance Program** – to improve condition and performance of the National Highway System (NHS). Consolidation of NHS and IM, and aspects of the Bridge program.
 - **Surface Transportation Program** – with broad eligibility for any public road suballocated to local governments based on population. Can also be used for bridges off of the Federal-aid system.
 - **Highway Safety Improvement Program** – for road infrastructure safety, Includes a set-aside for rail grade crossings.
 - **Congestion Mitigation and Air Quality Program**

Transportation Enhancements

Renames enhancements as transportation alternatives and lifts the requirement that a state must spend 10 percent of their Surface Transportation Program funding for these types of projects.

- Sets aside 2 percent of each state's apportionments to be used on eligible transportation alternative projects
- Transportation alternative funding will be split, with 50 percent provided to local governments and 50 percent to states
- States cannot opt out of the transportation alternative set-aside entirely and use funds for transportation improvements

Freight

- Provides incentives for states to create freight plans
 - If a project is on the state freight plan, the federal share would go from 80 percent to 90 percent for non-Interstate projects on the plan, and from 90 to 95 percent for projects on the Interstate system, in order to give states incentives to prioritize freight mobility projects.
- Does not create a separate category or program for freight with formula funding.
- Establishes a national freight policy and requires development of a national freight strategic plan and designation of a primary freight network.
- Authorizes a Projects of Regional and National Significance program (general funded, requires appropriations).

Performance Measures

- Integrates performance measures for Metropolitan Planning Organizations and States that will be developed with the US Department of Transportation (DOT) to assess the condition of the facilities and operation of roads and bridges and establish performance targets.

Environmental Streamlining

- Contains significant reforms in the environmental review and planning process designed to reduce project delivery time and costs, including:
 - Expands the number and types of projects that can be excluded from the federal environmental review process.
 - Encourages early coordination between relevant agencies to avoid delays later in the review process and directs DOT to develop specific review deadlines.
 - Designates U.S. DOT as the lead agency for the review and approval of transportation projects. DOT to encourage deadlines for actions by other federal agencies.
 - Allows for programmatic decisions instead of project by project decisions.
 - Limits federal National Environmental Policy Act review requirements for projects that are less than \$5 million or where Federal funds are less than 15 percent of the project costing more than \$30 million.
 - Expands the category of projects that are automatically excluded from the federal environmental review process, including emergency projects, many maintenance projects and reconstruction projects.
 - Provides expedited procedures for approval of projects with minimal environmental impact.
 - Allows for the purchase of right-of-way and for design to begin prior to final environmental clearance.

Project Delivery

- Allows states to use the Construction Management General Contracting (CMGC). CMGC uses a two-step procurement process where the CM/GC is selected using price and best value.
- Creates incentives for states to use innovative contracting practices and use of new technologies.

Work Zone Safety

- Calls for the use of positive barriers where workers are exposed to high-volume, high-speed traffic and calls for unit price bidding in most cases.

Buy America

- Applies Buy America requirements to any project and project segments that are funded in part with Federal funds.

Clean Construction

- For states with PM 2.5 non-attainment areas, requires that 25 percent of state's Construction Mitigation & Air Quality Improvement funds be used for projects in those areas that reduce PM. Projects can include diesel retrofit programs for on and off-road diesel powered equipment operating on a highway construction project in the non-attainment area.

Passenger Rail

- Does not include the Senate provision creating a new regulatory regime within the Surface Transportation Board that had the potential to stifle the growing passenger rail market.

Fly Ash

- The House provision amending the Solid Waste Disposal Act to classify fly ash as a nonhazardous waste was not included in the conference report.

Veterans Preference

- The conference report urges states to encourage contractors to make a best faith effort to hire veterans. Transit contractors will be encouraged to use a veterans hiring preference.

Harbor Maintenance Trust Fund

- The Harbor Maintenance Trust Fund (HMTF) provision in the House bill was not included in the conference report. Instead it provides a sense that the Administration fully utilized HMTF collection for intended activities.
- Includes a new requirement that the president include, as part of the annual budget, an assessment of the percentage of the eligible channels that would be maintained with the Army Corps' budget request, as well as an assessment of the amount necessary to reach 95 percent availability of navigation channels over a 3-year period.



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Inside MAP-21: Transportation Alternatives

By Jason Jordan

APA Director of Policy and Government Affairs

APA is taking a closer look at the new federal surface transportation bill, MAP-21, with daily reports detailing the changes and new provisions of one of the key programs or sections. The 27-month, \$118 billion legislation was officially signed into law by President Obama last Friday.

TRANSPORTATION ALTERNATIVES

The provisions surrounding the new Transportation Alternatives program were among the most contested and contentious in the debate over the new transportation law. Many Republicans and some states pushed for full leeway in how, or whether, to spend funds on bike, pedestrian and trail projects under the previous Transportation Enhancements and Safe Routes to School programs. On the other side, advocates for these programs fought hard for their continuation and dedicated funding.

The new Transportation Alternatives program replaces the Transportation Enhancements, Safe Routes to School, and Scenic Byways programs. Funding for the program continues to be dedicated but will decline from current levels since it is roughly pegged to FY 2009 funding levels. The overall amount of funding actually used for projects eligible under the previous programs could decline further since the states are given expanded flexibility under the new program (detailed below).

The major compromise reached on Transportation Alternatives is to essentially expand both flexibility for states and control for metropolitan regions (albeit over a reduced pot of resources). The conference report suballocates 50 percent of the Transportation Alternatives program to metropolitan areas based on population.

Urbanized areas over 200,000 in population will create a competitive grant program to make awards to eligible projects. States will control the remaining 50 percent of funds; however, a state may transfer its balance of unobligated funding to other projects. States may opt out of the recreational trails program. States also have the authority to transfer TA funds to fix infrastructure in the event of an emergency.

The new Transportation Alternatives program also expands the type of projects eligible for funding. Selected environmental mitigation and minor construction projects not previously eligible are now included. Previously eligible projects under Transportation Enhancements, Safe Routes and Scenic Byways, including bike and pedestrian facilities, infrastructure and signals; traffic calming; lighting and other safety infrastructure; turnouts, overlooks and viewing areas; conversion of abandoned rail corridors for bike or pedestrian use; community improvement activities; and, historic preservation of historic transportation facilities, can continue to compete for funding as part of the new program.

The final bill retained requirements that states have a bike-pedestrian coordinator and provide accommodations for all users when replacing bridges. Those requirements were dropped in the earlier House bill.

If the new Transportation Alternatives program is to be successful in continuing to expand transportation options and improve communities, local planners and other transportation leaders will have to increase their advocacy for projects. Supporters of TA-eligible projects will have new opportunities to pursue local projects funding through the 50 percent set aside for metro areas. But, these same supporters will have to pressure states to ensure that vital bike, pedestrian, and safety resources are not siphoned off to other projects by state officials.

Much has been made of the growing public support and demand for TA-type projects. That demand will have to be translated into political pressure to ensure that limited dollars continue to support good projects.

Coming Tuesday: Congestion Mitigation and Air Quality Program (CMAQ)

And ... in case you missed it last week, the preliminary apportionments by state under MAP-21 have been released. See how much your state is slated to receive.

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Tags: MAP-21, transportation, Transportation Alternatives

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Inside MAP-21: Metropolitan Planning Organizations and Performance Measures

By Jason Jordan

APA Director of Policy and Government Affairs

APA is taking a closer look at the new federal surface transportation bill, MAP-21, with a daily post detailing the changes and new provisions of a key program or section. The 27-month, \$118 billion legislation will be officially signed into law by President Obama this afternoon. Yesterday, we looked at TIFIA, and today it's on to MPOs and performance measures.

PLANNING & PERFORMANCE MEASURES

For MPOs — at least in terms of their basic structure — not much will change. MPOs will continue to be established for any urbanized area with a population of 50,000 or more. That standard is consistent with current law. Interestingly, both the original Senate-passed bill and the House's ill-fated H.R. 7 proposed new standards for creating MPOs. In the Senate bill, the threshold was 200,000 in population, and the House measure put the number at 100,000. The compromise rejected both new approaches in favor of more of the same. One structural change that was included in the new law is a requirement to include representation by public transportation providers.

The bill also dropped the Senate's idea of creating population-based "tiers" of MPOs with different tiers required to meet minimum standards. The Senate bill also proposed a process for eliminating or consolidating certain small MPOs. Ultimately, the "tiering" plan was dropped and all current MPOs will remain in place under the new law. A newly defined "regional transportation planning organization" is included in the law to address planning for nonmetropolitan areas of states.

The bill also maintains the current basic timing and structure for required Transportation Improvement Programs and long-range plans. The biggest change in the planning process is the creation of a new performance measures as part of the planning process. The law establishes performance measures within highway and transit programs and directs states and MPOs to establish targets and track progress.


Performance targets would be established in coordination with the state and public transportation providers. MPOs would have 180 days to set regional targets once statewide goals are set. Plans will have to include a description of performance measures and targets and a system performance report that evaluates conditions and performance with respect to the targets. TIPS would include the anticipated effect of included projects on reaching performance targets. The U.S. Department of Transportation will develop measures for NHS performance and condition, highway safety, air quality, freight movement, transit safety, and transit state of good repair. The Secretary of Transportation is required to report to Congress in five years on the effectiveness of performance-based planning of each MPO and the progress toward meeting targets.

Scenario planning is referenced in the law as a voluntary activity for MPOs. The U.S. Department of Transportation will conduct a cost-benefit evaluation of the use of scenario planning in meeting planning requirements, including an analysis of the technical and financial issues associated with scenario planning.

The law also calls for a "national strategic plan." U.S. DOT and the states are required to submit to Congress a report identifying projects of national and regional significance. Unfortunately, there is no formal role for MPOs or local governments in this process.

A new \$10 million planning pilot program for transit oriented development is created in the bill's transit section. This program would provide grants to communities with a New Starts grant to do station area planning.

Coming Monday: The new Transportation Alternatives program

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Tags: MAP-21, Metropolitan Planning Organizations, transportation

This entry was posted on Friday, July 6, 2012 at 11:53 am.

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Inside MAP-21: Funding, Suballocation, and Program Consolidation

By Jason Jordan
 APA Director of Policy and Government Affairs

APA is taking a closer look at the new federal surface transportation bill, MAP-21, with daily posts detailing the changes and new provisions of a key program or section. The bill provides a 27-month, \$118 billion authorization and has been signed into law by President Obama. Revenue provisions take effect immediately, but policy and program changes will not take effect until October 1, 2012.

FUNDING, SUBALLOCATION, AND PROGRAM CONSOLIDATION

The bill maintains current overall funding levels, with an increase for inflation, through September 30, 2014. Also maintained in the bill is the approximate 80/20 split between highways and transit programs. The bill required about \$18 billion in non-transportation (non-gas tax) funding offsets.

While total funding levels are generally unchanged, MAP-21 does make significant changes in the overall structure of federal surface transportation programs. The final conference report consolidates the number of highway programs by two-thirds. There are now five core highway programs:

- Congestion Mitigation and Air Quality (CMAQ)
- Metropolitan Planning
- National Highway Performance Program
- Surface Transportation Program
- Highway Safety Improvement Program

Overall state apportionments will be based on the state's total share for FY 2012.

Apportionments for CMAQ and planning are based on the percentage the program had in 2009. For the remaining programs, National Highway Performance receives 63.7 percent, STP receives 29.3 percent, and Highway Safety Improvement receives 7 percent.

The National Highway Performance Program consolidates the existing Interstate Maintenance, National Highway System formula, and Highway Bridge programs. The "off-system" bridge program is transferred to STP. The amount of STP suballocated to metropolitan areas by population will decrease to 50 percent from the current 62.5 percent level. **Preliminary apportionments have now been released.**

While the existing repair programs are consolidated in the National Highway Performance Program, the bill removes requirements that funds be specifically dedicated to repair. Currently, 32 percent of highway funds are dedicated to repair. And, the shift of non-NHS bridges to STP will put new, and potentially significant, constraints on that flexible and multimodal resource.

Under the new law, STP funds may continue to be used for transit projects. National Highway Performance Program funds may be flexed to transit if the project meets some specific requirements. Highway funds may not be flexed to freight rail, passenger rail, or maritime projects.

For transit, the bill continues the Urbanized Area Grants as the largest program for federal investment in transit. Activities previously funded by the Job Access and Reverse Commute program (JARC) will now be funded under the Sec. 5307 formula grant program.

The Bus and Bus Facilities Formula program is maintained but converted into a formula grant program. The Sec. 5340 formula grants for high-density states and growing states is continued and funding increased by more than 13 percent. Funds are also increased for rural area grants.

Some transit programs were consolidated or eliminated. The Elderly and Disabled program and the New Freedom program are consolidated into a single account. The Transit in Parks and Clean Fuels Formula programs are repealed. A new "state of good repair" program replaces the current Fixed Guideway Modernization program.

The Fixed Guideway Capital Investment Grants (New Starts) remains a key transit funding source in the bill but funding levels are set below FY 2012 levels. The bill also makes a number of policy changes to the New Starts program (to be detailed in a separate post on Friday). Other policy changes to transit programs will be discussed in tomorrow's post.

Coming up Thursday: Transit Programs

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SUMMARY OF ESTIMATED FY 2012 APPORTIONMENTS UNDER THE CONFERENCE REPORT
FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

State	Interstate Maintenance	National Highway System	Surface Transportation Program	Bridge Replacement & Rehabilitation	Congestion Mitigation & Air Quality	Appalachian Development Highway System	Recreational Trails	Metropolitan Planning	Safety	Rail-Hwy Crossings	Border Infrastructure Program	Safe Routes To School	Equity Bonus	Total
Alabama	128,004,546	144,291,463	167,026,093	83,859,595	11,689,053	109,692,506	1,633,519	2,735,933	32,847,489	4,078,391	-	2,556,831	46,469,227	734,894,638
Alaska	98,103,732	115,682,143	98,743,500	40,779,669	27,586,580	-	1,426,397	1,418,845	16,919,947	1,026,909	1,326,760	933,553	56,010,920	400,968,975
Arizona	148,135,081	179,279,653	179,452,145	26,894,515	51,851,102	-	1,806,288	5,058,153	33,792,120	2,493,917	9,482,200	3,372,353	75,575,919	708,170,427
Arkansas	97,040,659	121,142,769	125,240,426	79,588,101	12,467,530	-	1,394,700	1,418,845	23,345,084	3,536,084	-	1,514,641	34,838,855	501,508,329
California	574,540,026	727,205,685	799,552,862	550,025,202	467,700,665	-	5,373,709	42,309,602	134,253,331	14,579,930	24,795,493	21,079,889	182,323,565	3,643,799,939
Colorado	104,189,718	139,727,117	131,330,419	40,869,678	42,688,919	-	1,485,892	4,528,357	21,205,146	2,918,354	-	2,483,095	517,983,517	571,983,517
Connecticut	68,449,103	63,115,006	80,549,771	173,017,080	44,596,171	-	898,280	4,014,663	12,148,234	1,214,568	-	1,883,369	36,621,547	486,507,792
Delaware	107,161,182	84,441,759	43,517,001	14,505,979	11,837,131	-	845,501	1,418,845	7,257,552	1,026,909	-	933,553	7,354,535	163,854,927
Dist. of Col.	2,851,712	62,124,831	37,621,864	30,444,706	10,198,371	-	770,273	1,418,845	6,252,800	1,026,909	-	933,553	912,436	154,556,290
Florida	335,304,011	479,826,556	512,654,381	142,174,499	13,634,725	-	2,429,602	18,984,725	87,730,338	8,058,763	-	9,079,141	225,341,251	1,835,227,993
Georgia	280,338,730	257,698,556	323,704,907	85,286,101	68,204,667	-	1,624,511	7,051,244	56,300,415	7,491,179	-	5,256,899	139,734,331	1,248,783,108
Hawaii	11,247,770	55,442,154	39,613,981	34,317,887	10,467,313	-	896,644	1,418,845	6,417,694	1,026,909	-	933,553	3,047,949	163,854,927
Idaho	56,844,185	75,863,022	59,481,229	28,871,354	12,539,410	-	1,596,899	1,418,845	11,413,470	1,577,356	1,382,587	933,553	28,738,302	277,050,222
Illinois	309,197,352	283,642,701	341,380,865	170,582,513	111,990,864	-	1,423,946	13,723,966	53,137,021	9,481,944	-	7,051,922	84,636,498	1,375,228,952
Indiana	200,745,189	230,032,315	230,225,555	86,753,215	47,224,104	-	1,121,859	4,807,358	31,384,358	6,781,172	-	3,553,475	107,328,633	922,957,233
Iowa	86,940,402	126,224,902	121,078,463	71,011,242	11,055,909	-	1,263,465	1,571,181	20,214,257	4,710,158	-	1,581,079	11,209,743	482,830,801
Kansas	68,754,980	85,979,613	107,623,650	47,187,240	9,579,864	-	1,292,271	1,702,315	20,557,823	5,749,354	-	1,537,220	6,070,112	366,044,232
Kentucky	133,177,471	151,702,222	143,024,422	83,493,764	13,921,010	-	1,329,749	2,208,187	23,880,466	3,361,155	-	2,199,656	48,808,093	643,580,231
Louisiana	120,630,031	112,611,716	136,430,447	228,748,363	11,561,340	-	1,416,801	3,573,687	24,299,040	3,969,115	-	2,416,384	24,106,767	590,463,863
Maine	33,535,243	36,796,883	39,508,876	35,129,765	10,611,011	-	1,048,959	6,060,554	18,901,825	1,125,437	-	2,938,480	24,106,767	178,806,830
Maryland	99,255,331	111,931,380	122,119,835	125,040,619	54,163,843	-	1,107,875	7,942,134	14,821,910	2,191,087	-	3,226,024	12,008,339	588,280,994
Massachusetts	86,244,105	87,651,310	103,463,082	198,594,116	63,791,012	-	1,552,872	4,355,945	39,602,590	5,421,205	-	933,553	68,713,484	911,163,848
Michigan	171,380,403	214,472,508	272,322,374	127,482,027	74,639,731	-	2,664,319	9,921,932	43,819,149	7,022,400	26,417,836	64,758,043	1,019,844,875	1,019,844,875
Minnesota	121,409,516	150,146,552	188,119,491	43,248,507	32,274,098	-	2,255,509	8,921,932	29,648,215	5,801,252	3,903,088	2,713,723	41,721,400	624,863,283
Mississippi	83,045,326	124,355,585	121,009,418	66,036,707	11,348,560	-	1,271,429	1,418,845	25,351,468	3,162,725	-	1,724,945	23,048,408	468,478,174
Missouri	182,423,117	204,431,810	157,400,720	16,219,269	23,784,464	-	1,552,872	4,355,945	39,602,590	5,421,205	-	933,553	68,713,484	911,163,848
Montana	91,567,913	121,941,618	68,792,788	20,704,891	14,720,125	-	1,456,945	1,418,845	13,986,458	1,668,053	7,246,992	933,553	9,595,546	37,341,794
Nebraska	50,300,593	87,385,674	74,909,065	27,412,405	10,374,155	-	1,136,486	1,418,845	13,264,782	3,222,490	-	933,553	9,595,546	37,341,794
Nevada	81,450,859	90,485,866	83,885,166	16,219,269	33,503,837	-	1,257,718	2,362,585	15,066,859	1,026,909	-	1,359,630	23,106,035	351,736,836
New Hampshire	22,185,379	44,153,354	38,410,730	25,365,831	10,412,217	-	1,183,693	1,418,845	6,383,914	1,026,909	310,545	8,255,498	160,040,588	160,040,588
New Jersey	130,174,438	189,038,344	190,987,354	228,685,846	104,369,243	-	1,145,243	10,928,172	26,412,968	3,401,980	-	4,729,675	72,583,567	962,466,850
New Mexico	91,635,385	110,420,372	78,581,686	16,315,901	11,488,305	-	1,334,823	1,418,845	14,771,566	1,463,227	1,754,709	1,047,704	25,285,464	355,708,997
New York	214,295,561	243,198,632	289,078,662	509,910,877	185,017,178	-	2,056,070	21,852,164	43,875,470	5,920,183	25,706,557	9,636,148	66,598,632	1,625,892,416
North Carolina	179,785,884	210,988,166	240,942,179	146,615,055	51,338,810	-	1,506,344	5,300,560	37,964,848	5,787,504	-	4,699,856	88,826,806	1,005,490,585
North Dakota	35,626,214	98,907,551	48,172,839	13,115,178	10,702,211	-	1,056,671	1,418,845	9,169,389	3,247,976	-	933,553	240,481,394	240,481,394
Ohio	274,323,322	238,336,618	298,181,055	201,824,556	96,499,268	-	1,550,762	10,304,514	44,027,198	7,996,757	9,797,915	6,140,155	100,372,887	1,296,370,814
Oklahoma	116,254,125	150,753,917	166,640,248	94,833,638	11,914,159	-	1,688,337	2,091,035	30,832,809	4,781,023	-	1,957,212	32,550,694	614,327,257
Oregon	89,911,651	114,363,741	112,381,067	102,871,241	19,624,711	-	1,503,184	2,795,143	19,397,040	1,937,040	-	1,832,661	15,699,978	483,226,388
Pennsylvania	221,485,329	233,747,416	264,303,557	516,849,830	105,781,517	-	1,858,993	11,572,538	41,943,376	6,598,307	-	6,273,805	76,116,097	1,589,272,169
Rhode Island	12,615,812	54,162,781	38,507,402	85,436,543	10,515,930	-	807,555	1,418,845	6,416,800	1,026,909	-	933,553	211,841,860	211,841,860
South Carolina	127,099,922	127,663,835	167,028,588	66,628,140	12,368,240	-	1,130,738	2,640,958	33,883,962	3,883,962	-	2,272,084	56,863,771	508,128,620
South Dakota	50,255,311	97,116,053	63,322,422	15,258,427	12,451,139	-	1,051,630	1,418,845	12,888,395	2,152,983	-	933,553	15,327,401	273,169,069
Tennessee	183,618,850	187,133,565	201,034,408	68,785,154	37,457,787	-	1,531,600	4,178,470	36,048,238	4,306,711	-	3,178,604	67,755,860	818,061,181
Texas	596,017,557	750,231,237	799,435,271	195,111,811	150,675,621	-	2,725,379	20,873,474	124,778,876	15,847,497	52,147,811	14,206,023	337,679,925	3,056,716,332
Utah	101,809,484	107,116,053	76,728,060	14,904,473	12,162,320	-	1,458,072	2,453,739	11,030,598	1,431,473	-	1,604,049	19,168,132	312,071,184
Vermont	23,245,186	54,756,506	45,167,140	40,856,167	12,246,930	-	959,702	1,418,845	7,508,434	1,026,909	7,920,894	933,553	549,181	196,594,871
Virginia	197,951,257	193,576,113	237,107,684	133,981,114	55,555,114	-	1,425,686	6,642,914	37,000,685	4,168,875	-	4,005,844	78,722,414	985,988,122
Washington	111,019,501	126,970,585	142,404,011	171,541,897	37,170,097	-	1,750,934	6,085,757	22,040,830	3,755,454	12,018,055	3,399,259	13,869,600	651,986,130
West Virginia	74,131,805	74,722,326	80,957,308	83,773,393	14,774,720	-	1,233,968	1,418,845	16,219,146	1,754,709	-	933,553	39,676,827	423,311,434
Wisconsin	123,711,986	201,625,695	281,625,695	28,356,893	27,456,156	-	2,023,714	4,006,203	34,465,156	5,076,724	-	2,888,261	76,590,058	719,269,547
Wyoming	60,081,528	102,389,670	38,296,739	12,823,300	10,464,034	-	1,376,502	1,418,845	6,471,415	1,026,909	-	933,553	12,875,055	248,147,550
Apportioned	6,872,134,239	8,352,308,313	8,791,316,738	5,609,564,967	2,320,918,845	438,770,031	78,567,845	263,768,979	1,487,154,982	205,381,721	196,046,186	168,039,584	2,592,857,143	37,476,819,674

SUMMARY OF ESTIMATED FY 2013 APPORTIONMENTS UNDER THE CONFERENCE REPORT
FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

State	National Highway Performance Program	Surface Transportation Program	Highway Safety Improvement Program	CMAQ Program	Metropolitan Planning	Subtotal	Transportation Alternatives	Apportioned Total
Alabama	448,583,042	208,334,115	49,294,840	10,953,027	2,922,380	718,087,403	16,797,235	734,884,638
Alaska	272,092,302	125,153,916	29,900,253	25,304,203	2,053,965	454,514,736	8,454,239	460,968,975
Arizona	405,470,434	186,503,669	44,557,191	49,761,109	5,556,382	691,848,785	16,855,672	708,704,457
Arkansas	303,976,340	139,819,573	33,403,993	11,838,189	1,636,089	490,673,194	10,835,135	501,508,329
California	1,897,402,894	872,745,758	208,505,813	445,253,227	47,520,287	3,471,427,979	72,311,960	3,543,739,939
Colorado	293,412,256	134,960,425	32,243,105	40,621,101	5,028,201	506,285,088	11,698,429	517,983,517
Connecticut	274,430,415	126,229,375	30,157,189	42,704,595	4,409,333	477,931,507	8,576,285	486,507,792
Delaware	93,874,793	43,179,457	10,315,911	11,208,340	1,695,391	160,273,893	3,581,034	163,854,927
Dist. of Col.	89,187,468	41,023,434	9,800,820	9,725,084	1,691,489	151,428,294	3,127,996	154,556,290
Florida	1,116,917,809	513,747,124	122,738,221	13,002,282	19,599,096	1,786,004,532	49,223,461	1,835,227,993
Georgia	729,254,436	335,434,144	80,137,850	64,973,910	7,354,585	1,217,154,924	32,608,184	1,249,763,108
Hawaii	94,671,280	43,545,816	10,403,437	9,955,280	1,663,831	180,239,645	3,591,034	183,830,679
Idaho	164,181,553	75,518,360	18,041,929	12,344,291	1,544,052	271,630,185	5,420,037	277,050,222
Illinois	780,812,488	359,149,229	85,803,570	105,876,818	16,244,500	1,347,888,606	28,340,786	1,376,229,392
Indiana	541,865,881	249,241,292	59,545,701	45,183,445	4,968,898	900,805,214	22,162,019	922,967,233
Iowa	280,409,241	128,979,447	30,814,202	10,551,929	1,834,310	452,588,829	10,241,972	462,830,801
Kansas	219,648,357	101,031,348	24,137,182	9,087,456	1,841,325	355,745,668	10,298,554	366,044,222
Kentucky	391,819,968	180,224,883	43,057,139	13,191,338	2,414,758	630,708,086	12,882,145	643,590,231
Louisiana	415,906,373	191,303,873	45,703,997	11,052,399	4,109,474	688,076,116	11,768,480	699,844,596
Maine	104,332,834	47,989,828	11,465,147	9,929,418	1,758,479	175,475,706	3,331,124	178,806,830
Maryland	325,128,137	149,548,735	36,728,367	51,531,127	6,587,976	568,524,342	11,939,521	580,463,863
Massachusetts	322,999,805	148,569,769	35,494,484	61,090,663	8,571,678	576,726,399	11,564,595	588,290,994
Michigan	581,671,181	267,550,480	63,919,910	70,860,873	9,815,590	993,817,834	26,027,041	1,019,844,875
Minnesota	365,389,784	168,067,828	40,152,723	30,499,886	4,283,880	608,394,102	16,469,181	624,863,283
Mississippi	283,655,164	130,564,472	31,192,877	10,777,315	1,617,097	458,006,945	10,472,229	468,479,174
Missouri	550,626,708	253,270,998	60,508,429	22,525,705	4,917,248	891,849,088	18,314,760	911,163,848
Montana	229,679,398	105,645,312	25,239,484	13,841,580	1,654,709	376,060,492	5,811,893	381,872,385
Nebraska	166,803,603	76,724,420	18,330,066	9,867,722	1,573,700	273,299,512	6,677,429	279,976,941
Nevada	198,103,783	91,121,520	21,769,646	31,442,304	3,137,189	345,574,442	8,162,394	351,736,836
New Hampshire	92,263,437	42,438,284	10,138,839	9,929,403	1,501,460	156,271,424	3,769,144	160,040,568
New Jersey	530,716,014	244,112,703	58,320,441	99,929,621	11,830,828	944,909,607	17,557,243	962,466,850
New Mexico	214,011,859	98,438,736	23,517,787	10,866,656	1,533,838	348,488,875	7,220,122	355,708,997
New York	889,925,698	409,338,340	97,794,143	176,896,488	23,871,729	1,597,826,398	28,066,018	1,625,892,416
North Carolina	591,736,190	272,180,069	65,025,955	49,025,413	5,508,060	983,475,686	23,014,899	1,006,490,585
North Dakota	142,997,782	65,774,490	15,714,042	10,155,049	1,604,367	236,245,729	4,236,665	240,481,394
Ohio	743,787,447	342,118,873	81,734,884	92,087,596	11,028,128	1,270,756,928	27,613,886	1,298,370,814
Oklahoma	373,597,461	171,843,102	41,054,666	11,285,710	2,457,362	600,236,301	14,088,956	614,327,257
Oregon	288,011,418	132,476,209	31,849,606	18,673,150	3,449,054	474,269,438	8,966,950	483,226,388
Pennsylvania	922,872,241	424,492,255	101,414,532	100,925,283	12,401,019	1,562,105,340	27,166,829	1,589,272,169
Rhode Island	125,382,905	57,672,200	13,776,341	10,097,364	1,779,652	208,710,462	3,131,418	211,841,880
South Carolina	366,183,784	169,352,980	40,459,756	11,756,881	2,798,990	592,554,392	15,574,228	608,128,620
South Dakota	182,058,244	74,541,704	17,808,598	11,821,812	1,685,837	287,915,995	5,253,074	293,169,069
Tennessee	483,993,455	222,621,794	53,186,094	35,570,454	4,569,739	799,941,536	18,119,645	818,061,181
Texas	1,792,222,471	824,366,066	196,947,524	144,120,999	21,210,887	2,878,867,547	77,848,685	3,056,716,332
Utah	185,525,553	85,335,929	20,387,423	11,536,029	2,864,349	305,649,284	6,421,900	312,071,184
Vermont	114,677,252	52,747,935	12,601,896	11,456,187	2,008,944	193,490,214	3,104,603	196,594,817
Virginia	575,925,533	264,907,863	63,288,520	52,779,964	7,192,602	984,094,282	21,603,840	985,698,122
Washington	380,508,919	175,022,156	41,814,167	35,366,899	6,937,912	639,652,053	12,334,077	651,986,130
West Virginia	255,430,498	117,490,009	28,069,286	13,845,750	1,628,975	416,464,519	6,846,915	423,311,434
Wisconsin	427,051,757	196,430,400	46,928,765	26,876,262	4,274,619	700,561,823	18,697,724	719,259,547
Wyoming	148,390,385	68,254,918	16,306,636	10,090,704	1,515,547	244,558,191	3,589,359	248,147,550
Apportioned Total	21,751,779,050	10,005,135,419	2,390,305,390	2,209,172,618	311,667,197	36,668,069,674	808,760,000	37,476,819,674

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

28-Jun-12

SUMMARY OF ESTIMATED FY 2014 APPORTIONMENTS UNDER THE CONFERENCE REPORT
FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

State	National Highway Performance Program	Surface Transportation Program	Highway Safety Improvement Program	CMAQ Program	Metropolitan Planning	Subtotal	Transportation Alternatives	Apportioned Total
Alabama	452,372,840	208,077,303	49,711,301	11,045,562	2,947,069	724,154,075	17,028,603	741,182,677
Alaska	274,404,054	126,217,250	30,154,292	25,919,291	2,081,501	458,376,387	6,543,141	464,919,528
Arizona	408,893,950	188,078,379	44,933,401	50,181,258	5,603,296	697,690,284	17,087,845	714,778,129
Arkansas	306,546,518	141,001,773	33,686,431	11,938,283	1,648,924	494,821,929	10,984,380	505,806,309
California	1,913,458,153	880,130,673	210,270,127	449,020,827	47,922,390	3,500,802,170	73,307,997	3,574,110,167
Colorado	295,891,547	136,100,821	32,515,555	40,964,344	5,070,688	510,542,954	11,859,565	522,402,519
Connecticut	276,756,686	127,299,366	30,412,823	43,066,590	4,447,315	481,982,799	8,694,417	490,677,215
Delaware	94,663,395	43,544,489	10,403,120	11,303,094	1,709,724	161,628,822	3,630,359	165,259,181
Dist. of Col.	89,942,225	41,370,589	9,883,761	9,807,384	1,705,803	152,709,773	3,171,081	155,880,854
Florida	1,126,329,717	518,076,306	123,772,496	13,111,848	19,764,252	1,801,054,619	49,901,473	1,850,956,092
Georgia	735,402,552	338,262,084	80,813,467	65,521,684	7,416,589	1,227,416,376	33,057,334	1,260,473,711
Hawaii	95,471,582	43,913,930	10,491,383	10,039,437	1,677,896	161,594,227	3,640,498	165,234,725
Idaho	185,571,558	76,157,718	18,194,677	12,448,801	1,557,124	273,929,878	5,494,684	279,424,572
Illinois	787,418,697	362,187,878	86,529,527	106,774,625	16,381,940	1,359,292,657	28,731,157	1,388,023,824
Indiana	546,440,384	251,345,420	60,048,394	45,564,889	5,010,844	908,409,930	22,457,144	930,867,075
Iowa	282,779,355	130,069,625	31,074,654	10,640,815	1,849,814	456,414,264	10,383,046	466,797,310
Kansas	221,497,676	101,881,977	24,340,404	9,163,967	1,856,828	358,740,852	10,440,408	369,181,260
Kentucky	395,136,259	181,750,273	43,421,567	13,302,987	2,435,196	636,046,282	13,059,586	649,105,868
Louisiana	419,432,607	192,925,830	46,091,495	11,146,106	4,144,316	673,740,355	11,930,581	685,670,938
Maine	105,216,670	48,396,365	11,562,271	10,013,534	1,773,376	176,962,216	3,377,007	180,339,224
Maryland	327,878,987	150,814,039	36,030,658	51,967,122	6,643,716	573,334,522	12,103,978	585,438,500
Massachusetts	325,734,242	149,827,524	35,794,972	61,607,842	8,644,244	581,608,823	11,723,887	593,332,710
Michigan	586,576,889	269,806,952	64,458,989	71,458,299	9,898,373	1,002,199,512	26,385,542	1,028,585,054
Minnesota	368,468,739	169,484,511	40,491,180	30,756,977	4,319,990	613,522,397	16,696,030	630,218,428
Mississippi	286,254,077	131,667,888	31,456,492	10,868,396	1,630,763	461,877,615	10,616,475	472,494,090
Missouri	555,283,580	255,413,012	81,020,174	22,716,214	4,958,835	899,391,814	19,580,805	918,972,619
Montana	231,629,302	106,542,206	25,453,769	13,959,090	1,688,757	379,253,125	5,891,947	385,145,072
Nebraska	168,211,919	77,372,201	18,484,826	9,951,035	1,586,987	275,606,968	6,769,405	282,376,373
Nevada	199,783,169	91,893,985	21,954,194	31,708,850	3,163,784	348,503,983	6,247,276	354,751,258
New Hampshire	93,042,964	42,796,658	10,224,458	10,013,252	1,514,140	157,591,071	3,821,061	161,412,133
New Jersey	535,212,988	246,181,171	58,814,614	100,776,365	11,931,075	952,916,214	17,799,079	970,715,293
New Mexico	215,822,889	99,271,753	23,716,801	11,079,628	1,546,817	351,437,888	7,319,573	358,757,461
New York	897,472,116	412,808,995	98,623,309	178,395,332	24,074,130	1,611,373,882	28,452,604	1,639,826,487
North Carolina	596,735,368	274,479,534	65,575,315	49,439,596	5,554,594	991,784,407	23,331,910	1,015,116,316
North Dakota	144,209,946	66,332,047	15,847,247	10,241,131	1,617,967	238,248,338	4,294,008	242,542,345
Ohio	750,077,672	345,012,179	82,426,118	92,866,383	11,121,394	1,281,503,746	27,994,244	1,309,497,990
Oklahoma	376,763,595	173,294,825	41,401,494	11,381,051	2,478,122	605,309,087	14,283,020	619,592,107
Oregon	290,451,367	133,598,510	31,917,733	18,831,344	3,478,274	478,277,227	9,090,462	487,367,689
Pennsylvania	930,697,830	428,091,780	102,274,487	101,781,089	12,506,175	1,575,351,371	27,541,030	1,602,892,400
Rhode Island	126,447,660	58,161,954	13,895,347	10,183,111	1,794,764	210,482,886	3,174,551	213,657,387
South Carolina	371,288,798	170,781,189	40,800,967	11,858,048	2,822,595	597,551,597	15,788,750	613,340,347
South Dakota	163,430,565	75,172,929	17,959,403	11,921,718	1,700,112	270,184,726	5,325,431	275,510,157
Tennessee	488,084,278	224,503,444	53,635,635	35,871,104	4,608,363	806,702,824	18,369,228	825,072,052
Texas	1,807,338,264	831,318,856	198,608,600	145,336,430	21,389,580	3,003,991,730	78,920,986	3,082,912,716
Utah	187,095,241	86,057,937	20,559,917	11,633,633	2,888,583	308,235,311	6,510,357	314,745,667
Vermont	115,650,473	53,195,586	12,708,843	11,563,411	2,023,976	195,132,289	3,147,366	198,279,655
Virginia	680,794,115	267,147,058	63,823,529	53,226,139	7,253,404	972,244,245	21,901,415	994,145,660
Washington	383,731,738	176,504,551	42,168,323	35,668,465	6,996,675	645,069,752	12,503,968	657,573,720
West Virginia	257,597,711	118,486,859	28,307,441	13,963,225	1,642,797	419,988,032	6,941,226	426,939,258
Wisconsin	430,652,321	198,086,546	47,324,431	26,094,451	4,310,659	706,468,408	18,965,269	725,423,678
Wyoming	149,650,773	68,834,557	16,445,140	10,176,412	1,528,420	246,635,401	3,638,800	250,274,201
Apportioned Total	21,935,681,598	10,089,729,416	2,410,515,560	2,227,860,477	314,302,948	36,978,100,000	819,900,000	37,798,000,000

SUMMARY OF ESTIMATED FY 2012, FY 2013, AND FY 2014 APPORTIONMENTS UNDER THE CONFERENCE REPORT
FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

State	Summary of Funding		
	FY 2012 Estimated Apportionments	FY 2013 Estimated Apportionments	FY 2014 Estimated Apportionments
Alabama	734,884,638	734,884,638	741,182,677
Alaska	460,968,975	460,968,975	464,919,528
Arizona	708,704,457	708,704,457	714,778,129
Arkansas	501,508,329	501,508,329	505,806,309
California	3,543,739,939	3,543,739,939	3,574,110,167
Colorado	517,963,517	517,963,517	522,402,519
Connecticut	486,507,792	486,507,792	490,677,215
Delaware	163,854,927	163,854,927	165,259,181
Dist. of Col.	154,556,290	154,556,290	155,880,854
Florida	1,835,227,993	1,835,227,993	1,850,956,092
Georgia	1,249,763,108	1,249,763,108	1,260,473,711
Hawaii	163,830,679	163,830,679	165,234,725
Idaho	277,050,222	277,050,222	279,424,572
Illinois	1,376,229,392	1,376,229,392	1,388,023,824
Indiana	922,957,233	922,957,233	930,867,075
Iowa	462,830,801	462,830,801	466,797,310
Kansas	366,044,222	366,044,222	369,181,260
Kentucky	643,590,231	643,590,231	649,105,868
Louisiana	679,844,596	679,844,596	685,670,936
Maine	178,806,830	178,806,830	180,339,224
Maryland	580,463,863	580,463,863	585,438,500
Massachusetts	588,290,994	588,290,994	593,332,710
Michigan	1,019,844,875	1,019,844,875	1,028,585,054
Minnesota	624,863,283	624,863,283	630,218,428
Mississippi	468,479,174	468,479,174	472,494,090
Missouri	911,163,848	911,163,848	918,972,619
Montana	381,872,385	381,872,385	385,145,072
Nebraska	279,976,941	279,976,941	282,376,373
Nevada	351,736,836	351,736,836	354,751,258
New Hampshire	160,040,568	160,040,568	161,412,133
New Jersey	962,466,850	962,466,850	970,715,293
New Mexico	355,708,997	355,708,997	358,757,461
New York	1,625,892,416	1,625,892,416	1,639,826,487
North Carolina	1,006,490,585	1,006,490,585	1,015,116,316
North Dakota	240,481,394	240,481,394	242,542,345
Ohio	1,298,370,814	1,298,370,814	1,309,497,990
Oklahoma	614,327,257	614,327,257	619,592,107
Oregon	483,226,388	483,226,388	487,367,689
Pennsylvania	1,589,272,169	1,589,272,169	1,602,892,400
Rhode Island	211,841,880	211,841,880	213,657,387
South Carolina	608,128,620	608,128,620	613,340,347
South Dakota	273,169,069	273,169,069	275,510,157
Tennessee	818,061,181	818,061,181	825,072,052
Texas	3,056,716,332	3,056,716,332	3,082,912,716
Utah	312,071,184	312,071,184	314,745,667
Vermont	196,594,817	196,594,817	198,279,655
Virginia	985,698,122	985,698,122	994,145,660
Washington	651,986,130	651,986,130	657,573,720
West Virginia	423,311,434	423,311,434	426,939,258
Wisconsin	719,259,547	719,259,547	725,423,678
Wyoming	248,147,550	248,147,550	250,274,201
All States	37,476,819,674	37,476,819,674	37,798,000,000

Moving Ahead for Progress in the 21st Century Act			
Transit Funding Levels (Dollars)			
Program	Division G: Surface Transportation Extension Act of 2012, Part II, Title III - Public Transportation Programs	Division B: Federal Public Transportation Act of 2012	
	FY 2012	FY 2013	FY 2104
Total All Programs	10,458,278,000	10,578,000,000	10,695,000,000
Programs Funded from the Highway Trust Fund			
Formula Programs Total	8,360,565,000	8,478,000,000	8,595,000,000
§ 20005(b) Pilot Program for Transit Oriented Development Planning	---	10,000,000	10,000,000
§ 5305 Planning	113,500,000	126,900,000	128,800,000
§ 5307 Urbanized Area Subtotal	4,160,365,000	4,397,950,000	4,458,650,000
§ 5308 Clean Fuels Formula	51,500,000	---	---
§ 5309(m)(2)(B) Fixed-Guideway Modernization	1,666,500,000	---	---
§ 5309(m)(2)(C) Bus and Bus Facilities	984,000,000	---	---
§ 5310 Elderly and Disabled	133,500,000	254,800,000	258,300,000
§ 5311 Rural Area Subtotal	465,000,000	599,500,000	607,800,000
Basic Rural Formula	440,700,000	537,510,000	545,644,000
§ 5311(b)(3) RTAP	9,300,000	11,990,000	12,156,000
§ 5311(c)(1) Public Transportation on an Indian Reservations	15,000,000	30,000,000	30,000,000
§ 5311(c)(2) Appalachian Development Public Transportation Assistance	---	20,000,000	20,000,000
§ 5316 Job Access and Reverse Commute	164,500,000	---	---
§ 5317 New Freedom	92,500,000	---	---
§ 5318 Bus Testing Facility	---	3,000,000	3,000,000
§ 5320 Alternative Transportation in Parks	26,900,000	---	---
§ 5322(d) National Transit Institute	---	5,000,000	5,000,000
§ 5335 National Transit Database	3,500,000	3,850,000	3,850,000
§ 5337 State of Good Repair	---	2,136,300,000	2,165,900,000
§ 5339 Alternatives Analysis	25,000,000	---	---
§ 5339 Bus and Bus Facilities Formula	---	422,000,000	427,800,000
§ 5340 Growing States and High Density States	465,000,000	518,700,000	525,900,000
§ 3038 Over-the Road Bus Subtotal	8,800,000	---	---
Programs Funded from General Funds			
General Funds Programs Total	2,097,713,000	2,100,000,000	2,100,000,000
§ 5309(m)(2)(C) New Starts Total	1,955,000,000	1,907,000,000	1,907,000,000
§ 5309(m)(2)(A)(i) Projects Less Than \$75,000,000	200,000,000	---	---
§ 5309(m)(2)(A)(ii) Grants of \$75,000,000 or More	1,755,000,000	---	---
§ 5312 Research, Development Demonstration and Deployment	---	70,000,000	70,000,000
§ 5313(a) TCRP	6,300,000	7,000,000	7,000,000
§ 5315 National Transit Institute	2,709,000	---	---
§ 5314 Technical Assistance and Standards Development	---	7,000,000	7,000,000
§ 5314 National Research	28,061,000	---	---
§ 5314(a)(2) Project Action	1,890,000	---	---
§ 5314(c) National Technical Assistance Center	630,000	---	---
§ 5324 Emergency Relied Program	---	ssaan	ssaan
§ 5334 FTA Administration	98,713,000	104,000,000	104,000,000
§ 5322 (a),(b),(c),(e) Human Resources and Training	---	5,000,000	5,000,000
§ 5506 University Centers	4,410,000	---	---
ssaan = such sums as are necessary			

MAP-21 Highway Contract Authority Apportionments (FY 2012-2014) vs FY 2011 Actuals

	FY 2011 <u>Actual</u>	FY 2012 <u>MAP-21</u>	FY 2013 <u>MAP-21</u>	FY 2014 <u>MAP-21</u>	FY 2011 <u>Actual</u>	FY 2012 <u>MAP-21</u>	FY 2013 <u>MAP-21</u>	FY 2014 <u>MAP-21</u>
Alabama	787,302,757	734,884,638	734,884,638	741,182,677	1.9561%	1.9609%	1.9609%	1.9609%
Alaska	520,330,965	460,968,975	460,968,975	464,919,528	1.2928%	1.2300%	1.2300%	1.2300%
Arizona	759,261,430	708,704,457	708,704,457	714,778,129	1.8865%	1.8910%	1.8910%	1.8910%
Arkansas	537,274,609	501,508,329	501,508,329	505,806,309	1.3349%	1.3382%	1.3382%	1.3382%
California	3,808,733,995	3,543,739,939	3,543,739,939	3,574,110,167	9.4632%	9.4558%	9.4558%	9.4558%
Colorado	554,906,032	517,963,517	517,963,517	522,402,519	1.3787%	1.3821%	1.3821%	1.3821%
Connecticut	521,207,939	486,507,792	486,507,792	490,677,215	1.2950%	1.2982%	1.2982%	1.2982%
Delaware	175,539,810	163,854,927	163,854,927	165,259,181	0.4361%	0.4372%	0.4372%	0.4372%
Dist. of Col.	165,578,146	154,556,290	154,556,290	155,880,854	0.4114%	0.4124%	0.4124%	0.4124%
Florida	1,966,140,317	1,835,227,993	1,835,227,993	1,850,956,092	4.8851%	4.8970%	4.8970%	4.8970%
Georgia	1,339,910,881	1,249,763,108	1,249,763,108	1,260,473,711	3.3291%	3.3348%	3.3348%	3.3348%
Hawaii	175,514,253	163,830,679	163,830,679	165,234,725	0.4361%	0.4372%	0.4372%	0.4372%
Idaho	296,811,124	277,050,222	277,050,222	279,424,572	0.7375%	0.7393%	0.7393%	0.7393%
Illinois	1,475,373,585	1,376,229,392	1,376,229,392	1,388,023,824	3.6657%	3.6722%	3.6722%	3.6722%
Indiana	988,794,789	922,957,233	922,957,233	930,867,075	2.4568%	2.4627%	2.4627%	2.4627%
Iowa	499,337,822	462,830,801	462,830,801	466,797,310	1.2407%	1.2350%	1.2350%	1.2350%
Kansas	392,152,564	366,044,222	366,044,222	369,181,260	0.9743%	0.9767%	0.9767%	0.9767%
Kentucky	689,494,472	643,590,231	643,590,231	649,105,868	1.7131%	1.7173%	1.7173%	1.7173%
Louisiana	728,329,987	679,844,596	679,844,596	685,670,936	1.8096%	1.8140%	1.8140%	1.8140%
Maine	191,557,170	178,806,830	178,806,830	180,339,224	0.4759%	0.4771%	0.4771%	0.4771%
Maryland	621,866,071	580,463,863	580,463,863	585,438,500	1.5451%	1.5489%	1.5489%	1.5489%
Massachusetts	630,252,196	588,290,994	588,290,994	593,332,710	1.5659%	1.5697%	1.5697%	1.5697%
Michigan	1,092,589,711	1,019,844,875	1,019,844,875	1,028,585,054	2.7146%	2.7213%	2.7213%	2.7213%
Minnesota	676,678,964	624,863,283	624,863,283	630,218,428	1.6813%	1.6673%	1.6673%	1.6673%
Mississippi	501,890,586	468,479,174	468,479,174	472,494,090	1.2470%	1.2501%	1.2501%	1.2501%
Missouri	982,398,440	911,163,848	911,163,848	918,972,619	2.4409%	2.4313%	2.4313%	2.4313%
Montana	425,772,913	381,872,385	381,872,385	385,145,072	1.0579%	1.0190%	1.0190%	1.0190%
Nebraska	299,945,622	279,976,941	279,976,941	282,376,373	0.7452%	0.7471%	0.7471%	0.7471%
Nevada	376,815,417	351,736,836	351,736,836	354,751,258	0.9362%	0.9385%	0.9385%	0.9385%
New Hampshire	171,456,210	160,040,568	160,040,568	161,412,133	0.4260%	0.4270%	0.4270%	0.4270%
New Jersey	1,036,116,767	962,466,850	962,466,850	970,715,293	2.5743%	2.5682%	2.5682%	2.5682%
New Mexico	381,080,635	355,708,997	355,708,997	358,757,461	0.9468%	0.9491%	0.9491%	0.9491%
New York	1,741,860,554	1,625,892,416	1,625,892,416	1,639,826,487	4.3278%	4.3384%	4.3384%	4.3384%
North Carolina	1,080,286,189	1,006,490,585	1,006,490,585	1,015,116,316	2.6841%	2.6856%	2.6856%	2.6856%
North Dakota	257,632,700	240,481,394	240,481,394	242,542,345	0.6401%	0.6417%	0.6417%	0.6417%
Ohio	1,390,981,420	1,298,370,814	1,298,370,814	1,309,497,990	3.4560%	3.4645%	3.4645%	3.4645%
Oklahoma	658,137,696	614,327,257	614,327,257	619,592,107	1.6352%	1.6392%	1.6392%	1.6392%
Oregon	518,684,306	483,226,388	483,226,388	487,367,689	1.2887%	1.2894%	1.2894%	1.2894%
Pennsylvania	1,702,633,002	1,589,272,169	1,589,272,169	1,602,892,400	4.2304%	4.2407%	4.2407%	4.2407%
Rhode Island	226,947,658	211,841,880	211,841,880	213,657,387	0.5639%	0.5653%	0.5653%	0.5653%
South Carolina	651,505,905	608,128,620	608,128,620	613,340,347	1.6187%	1.6227%	1.6227%	1.6227%
South Dakota	292,649,713	273,169,069	273,169,069	275,510,157	0.7271%	0.7289%	0.7289%	0.7289%
Tennessee	876,909,335	818,061,181	818,061,181	825,072,052	2.1788%	2.1828%	2.1828%	2.1828%
Texas	3,274,768,940	3,056,716,332	3,056,716,332	3,082,912,716	8.1365%	8.1563%	8.1563%	8.1563%
Utah	334,326,955	312,071,184	312,071,184	314,745,667	0.8307%	0.8327%	0.8327%	0.8327%
Vermont	210,610,441	196,594,817	196,594,817	198,279,655	0.5233%	0.5246%	0.5246%	0.5246%
Virginia	1,056,004,479	985,698,122	985,698,122	994,145,660	2.6237%	2.6302%	2.6302%	2.6302%
Washington	703,485,046	651,986,130	651,986,130	657,573,720	1.7479%	1.7397%	1.7397%	1.7397%
West Virginia	453,501,471	423,311,434	423,311,434	426,939,258	1.1268%	1.1295%	1.1295%	1.1295%
Wisconsin	780,812,921	719,259,547	719,259,547	725,423,678	1.9400%	1.9192%	1.9192%	1.9192%
Wyoming	265,847,836	248,147,550	248,147,550	250,274,201	0.6605%	0.6621%	0.6621%	0.6621%
Apportioned	40,248,002,746	37,476,819,674	37,476,819,674	37,798,000,000	100.00%	100.00%	100.00%	100.00%

**SUMMARY OF ESTIMATED FY 2013 APPORTIONMENTS UNDER THE CONFERENCE REPORT
FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)**

State	National Highway Performance Program	Surface Transportation Program	Highway Safety Improvement Program	CMAQ Program	Metropolitan Planning	Transportation Alternatives	Apportioned Total
Alabama	448,583,042	206,334,115	49,294,840	10,953,027	2,922,380	16,797,235	734,884,638
Alaska	272,092,302	125,153,916	29,900,253	25,304,300	2,063,965	6,454,239	460,968,975
Arizona	405,470,434	186,503,669	44,557,191	49,761,109	5,556,382	16,855,672	708,704,457
Arkansas	303,976,340	139,819,573	33,403,993	11,838,189	1,635,099	10,835,135	501,508,329
California	1,897,402,894	872,745,758	208,505,813	445,253,227	47,520,287	72,311,960	3,543,739,939
Colorado	293,412,256	134,960,425	32,243,105	40,621,101	5,028,201	11,698,429	517,963,517
Connecticut	274,430,415	126,229,375	30,157,189	42,704,595	4,409,933	8,576,285	486,507,792
Delaware	93,874,793	43,179,457	10,315,911	11,208,340	1,695,391	3,581,034	163,854,927
Dist. of Col.	89,187,466	41,023,434	9,800,820	9,725,084	1,691,489	3,127,996	154,556,290
Florida	1,116,917,809	513,747,124	122,738,221	13,002,282	19,599,096	49,223,461	1,835,227,993
Georgia	729,254,436	335,434,144	80,137,850	64,973,910	7,354,585	32,608,184	1,249,763,108
Hawaii	94,671,280	43,545,816	10,403,437	9,955,280	1,663,831	3,591,034	163,830,679
Idaho	164,181,553	75,518,360	18,041,929	12,344,291	1,544,052	5,420,037	277,050,222
Illinois	780,812,488	359,149,229	85,803,570	105,878,818	16,244,500	28,340,786	1,376,229,392
Indiana	541,865,881	249,241,292	59,545,701	45,183,445	4,968,896	22,152,019	922,957,233
Iowa	280,409,241	128,979,447	30,814,202	10,551,629	1,834,310	10,241,972	462,830,801
Kansas	219,648,357	101,031,348	24,137,182	9,087,456	1,841,325	10,298,554	366,044,222
Kentucky	391,819,968	180,224,883	43,057,139	13,191,338	2,414,758	12,882,145	643,590,231
Louisiana	416,906,373	191,303,873	45,703,997	11,052,399	4,109,474	11,768,480	679,844,596
Maine	104,332,834	47,989,828	11,465,147	9,929,418	1,758,479	3,331,124	178,806,830
Maryland	325,128,137	149,548,735	35,728,367	51,531,127	6,587,976	11,939,521	580,463,863
Massachusetts	322,999,805	148,569,769	35,494,484	61,090,663	8,571,678	11,564,595	588,290,994
Michigan	581,671,181	267,550,480	63,919,910	70,860,673	9,815,590	26,027,041	1,019,844,875
Minnesota	365,389,784	168,067,828	40,152,723	30,499,886	4,283,880	16,469,181	624,863,283
Mississippi	283,855,184	130,564,472	31,192,877	10,777,315	1,617,097	10,472,229	468,479,174
Missouri	550,626,708	253,270,998	60,508,429	22,525,705	4,917,248	19,314,760	911,163,848
Montana	229,679,398	105,645,312	25,239,494	13,841,580	1,654,709	5,811,893	381,872,385
Nebraska	166,803,603	76,724,420	18,330,066	9,867,722	1,573,700	6,677,429	279,976,941
Nevada	198,103,783	91,121,520	21,769,646	31,442,304	3,137,189	6,162,394	351,736,836
New Hampshire	92,263,437	42,438,284	10,138,839	9,929,403	1,501,460	3,769,144	160,040,568
New Jersey	530,716,014	244,112,703	58,320,441	99,929,621	11,830,828	17,557,243	962,466,850
New Mexico	214,011,859	98,438,736	23,517,787	10,986,656	1,533,838	7,220,122	355,708,997
New York	889,926,698	409,338,340	97,794,143	176,895,488	23,871,729	28,066,018	1,625,892,416
North Carolina	591,736,190	272,180,069	65,025,955	49,025,413	5,508,060	23,014,899	1,006,490,585
North Dakota	142,997,782	65,774,490	15,714,042	10,155,049	1,604,367	4,235,665	240,481,394
Ohio	743,787,447	342,118,873	81,734,884	92,087,596	11,028,128	27,613,886	1,298,370,814
Oklahoma	373,597,461	171,843,102	41,054,666	11,285,710	2,457,362	14,088,956	614,327,257
Oregon	288,011,418	132,476,209	31,649,606	18,673,150	3,449,054	8,966,950	483,226,388
Pennsylvania	922,872,241	424,492,255	101,414,532	100,925,293	12,401,019	27,166,829	1,589,272,169
Rhode Island	125,382,905	57,672,200	13,778,341	10,097,364	1,779,652	3,131,418	211,841,880
South Carolina	368,183,784	169,352,980	40,459,756	11,758,881	2,798,990	15,574,228	608,128,620
South Dakota	162,058,244	74,541,704	17,808,598	11,821,612	1,685,837	5,253,074	273,169,069
Tennessee	483,993,455	222,621,794	53,186,094	35,570,454	4,569,739	18,119,645	818,061,181
Texas	1,792,222,471	824,366,066	196,947,524	144,120,899	21,210,687	77,848,685	3,056,716,332
Utah	185,525,553	85,335,929	20,387,423	11,536,029	2,864,349	6,421,900	312,071,184
Vermont	114,677,252	52,747,935	12,601,896	11,456,187	2,006,944	3,104,603	196,594,817
Virginia	575,925,533	264,907,663	63,288,520	52,779,964	7,192,602	21,603,840	985,698,122
Washington	380,508,919	175,022,156	41,814,167	35,368,899	6,937,912	12,334,077	651,986,130
West Virginia	255,430,498	117,490,009	28,069,286	13,845,750	1,628,975	6,846,915	423,311,434
Wisconsin	427,051,757	196,430,400	46,928,765	25,876,282	4,274,619	18,697,724	719,259,547
Wyoming	148,390,385	68,254,918	16,306,636	10,090,704	1,515,547	3,589,359	248,147,550
Apportioned Total	21,751,779,050	10,005,135,419	2,390,305,390	2,209,172,618	311,667,197	808,760,000	37,476,819,674

**SUMMARY OF ESTIMATED FY 2014 APPORTIONMENTS UNDER THE CONFERENCE REPORT
FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)**

State	National Highway Performance Program	Surface Transportation Program	Highway Safety Improvement Program	CMAQ Program	Metropolitan Planning	Transportation Alternatives	Apportioned Total
Alabama	452,372,840	208,077,303	49,711,301	11,045,562	2,947,069	17,028,603	741,182,677
Alaska	274,404,054	126,217,250	30,154,292	25,519,291	2,081,501	6,543,141	464,919,528
Arizona	408,893,950	188,078,379	44,933,401	50,181,258	5,603,296	17,087,845	714,778,129
Arkansas	306,546,518	141,001,773	33,686,431	11,938,283	1,648,924	10,984,380	505,806,309
California	1,913,458,153	880,130,673	210,270,127	449,020,827	47,922,390	73,307,997	3,574,110,167
Colorado	295,891,547	136,100,821	32,515,555	40,964,344	5,070,688	11,859,565	522,402,519
Connecticut	276,756,686	127,299,386	30,412,823	43,066,590	4,447,315	8,694,417	490,677,215
Delaware	94,668,395	43,544,489	10,403,120	11,303,094	1,709,724	3,630,359	165,259,181
Dist. of Col.	89,942,225	41,370,599	9,883,761	9,807,384	1,705,803	3,171,081	155,880,854
Florida	1,126,329,717	518,076,306	123,772,496	13,111,848	19,764,252	49,901,473	1,850,956,092
Georgia	735,402,552	338,262,084	80,813,467	65,521,684	7,416,589	33,057,334	1,260,473,711
Hawaii	95,471,582	43,913,930	10,491,383	10,039,437	1,677,896	3,640,498	165,234,725
Idaho	165,571,558	76,157,718	18,194,677	12,448,801	1,557,124	5,494,694	279,424,572
Illinois	787,418,697	362,187,878	86,529,527	106,774,625	16,381,940	28,731,157	1,388,023,824
Indiana	546,440,384	251,345,420	60,048,394	45,564,889	5,010,844	22,457,144	930,867,075
Iowa	282,779,355	130,069,625	31,074,654	10,640,815	1,849,814	10,383,046	466,797,310
Kansas	221,497,676	101,881,977	24,340,404	9,163,967	1,856,828	10,440,408	369,181,260
Kentucky	395,136,259	181,750,273	43,421,567	13,302,987	2,435,196	13,059,586	649,105,868
Louisiana	419,432,607	192,925,830	46,091,495	11,146,106	4,144,316	11,930,581	685,670,936
Maine	105,216,670	48,396,365	11,562,271	10,013,534	1,773,376	3,377,007	180,339,224
Maryland	327,878,987	150,814,039	36,030,658	51,967,122	6,643,716	12,103,978	585,438,500
Massachusetts	325,734,242	149,827,524	35,794,972	61,607,842	8,644,244	11,723,887	593,332,710
Michigan	586,576,889	269,806,952	64,458,999	71,458,299	9,898,373	26,385,542	1,028,585,054
Minnesota	368,469,739	169,484,511	40,491,180	30,756,977	4,319,990	16,696,030	630,218,428
Mississippi	286,254,077	131,667,888	31,456,492	10,868,396	1,630,763	10,616,475	472,494,090
Missouri	555,283,580	255,413,012	61,020,174	22,716,214	4,958,835	19,580,805	918,972,619
Montana	231,629,302	106,542,206	25,453,769	13,959,090	1,668,757	5,891,947	385,145,072
Nebraska	168,211,919	77,372,201	18,484,826	9,951,035	1,586,987	6,769,405	282,376,373
Nevada	199,783,169	91,893,985	21,954,194	31,708,850	3,163,784	6,247,276	354,751,258
New Hampshire	93,042,564	42,796,658	10,224,458	10,013,252	1,514,140	3,821,061	161,412,133
New Jersey	535,212,988	246,181,171	58,814,614	100,776,365	11,931,075	17,799,079	970,715,293
New Mexico	215,822,889	99,271,753	23,716,801	11,079,628	1,546,817	7,319,573	358,757,461
New York	897,472,116	412,808,995	98,623,309	178,395,332	24,074,130	28,452,604	1,639,826,487
North Carolina	596,735,368	274,479,534	65,575,315	49,439,596	5,554,594	23,331,910	1,015,116,316
North Dakota	144,209,946	66,332,047	15,847,247	10,241,131	1,617,967	4,294,008	242,542,345
Ohio	750,077,672	345,012,179	82,426,118	92,866,383	11,121,394	27,994,244	1,309,497,990
Oklahoma	376,753,595	173,294,825	41,401,494	11,381,051	2,478,122	14,283,020	619,592,107
Oregon	290,451,367	133,598,510	31,917,733	18,831,344	3,478,274	9,090,462	487,367,689
Pennsylvania	930,697,830	428,091,780	102,274,487	101,781,099	12,506,175	27,541,030	1,602,892,400
Rhode Island	126,447,660	58,161,954	13,895,347	10,183,111	1,794,764	3,174,551	213,857,387
South Carolina	371,288,798	170,781,189	40,800,967	11,858,048	2,822,595	15,788,750	613,340,347
South Dakota	163,430,565	75,172,929	17,959,403	11,921,718	1,700,112	5,325,431	275,510,157
Tennessee	488,084,278	224,503,444	53,635,635	35,871,104	4,608,363	18,369,228	825,072,052
Texas	1,807,338,264	831,318,856	198,608,600	145,336,430	21,389,580	78,920,966	3,082,912,716
Utah	187,095,241	86,057,937	20,559,917	11,633,633	2,888,583	6,510,357	314,745,667
Vermont	115,650,473	53,195,586	12,708,843	11,553,411	2,023,976	3,147,366	198,279,655
Virginia	580,794,115	287,147,058	63,823,529	53,226,139	7,253,404	21,901,415	994,145,660
Washington	383,731,738	176,504,551	42,168,323	35,668,465	6,996,675	12,503,968	657,573,720
West Virginia	257,597,711	118,486,859	28,307,441	13,963,225	1,642,797	6,941,226	426,939,258
Wisconsin	430,652,321	198,086,546	47,324,431	26,094,451	4,310,659	18,955,269	725,423,678
Wyoming	149,650,773	68,834,657	16,445,140	10,176,412	1,528,420	3,638,800	250,274,201
Apportioned Total	21,935,691,598	10,089,729,416	2,410,515,560	2,227,860,477	314,302,948	819,900,000	37,798,000,000

6/29/2012	MAP-21 STATE-BY-STATE TRANSIT FUNDING		
State	FY 2012 Total Formula Funding	FY 2013 Total Transit Formula Funding	FY 2014 Total Transit Formula Funding
Alabama	41,494,925	52,860,717	53,511,302
Alaska	46,883,415	51,619,008	51,983,590
American Samoa	293,313	739,200	742,861
Arizona	99,425,267	111,152,624	112,667,762
Arkansas	25,700,366	33,540,421	34,009,634
California	1,048,515,059	1,231,130,409	1,248,470,329
Colorado	88,927,240	103,970,604	105,417,879
Connecticut	131,158,983	144,072,102	146,076,142
Delaware	16,713,963	21,769,713	22,061,484
District of Columbia	191,885,507	222,911,631	226,042,758
Florida	289,677,762	334,228,149	338,975,840
Georgia	159,614,164	178,445,938	180,338,863
Guam	827,237	1,235,877	1,247,137
Hawaii	40,015,857	45,267,039	45,886,470
Idaho	17,800,271	24,125,169	24,439,553
Illinois	456,967,272	523,595,668	530,988,184
Indiana	68,057,146	77,657,238	78,759,594
Iowa	31,999,141	37,630,024	38,160,092
Kansas	27,368,158	32,052,177	32,501,770
Kentucky	43,111,546	50,484,670	51,181,304
Louisiana	51,827,699	57,968,531	58,782,779
Maine	12,323,482	17,865,063	18,089,346
Maryland	168,702,617	197,632,007	200,404,806
Massachusetts	297,745,877	345,329,994	350,176,203
Michigan	114,740,307	129,695,963	131,546,805
Minnesota	94,386,409	102,598,735	105,943,878
Mississippi	22,919,960	26,815,209	27,190,411
Missouri	77,082,419	89,995,572	91,273,800
Montana	13,422,867	19,249,778	20,086,850
Nebraska	18,718,527	23,092,102	23,411,142
N. Mariana Islands	1,077,631	739,114	742,772
Nevada	41,314,665	48,226,145	48,901,906
New Hampshire	10,792,226	13,995,864	14,180,252
New Jersey	435,648,706	506,691,921	513,825,285
New Mexico	31,818,280	40,432,165	40,976,137
New York	1,229,732,146	1,428,325,620	1,448,383,412
North Carolina	95,545,881	107,789,739	109,310,851
North Dakota	9,695,558	15,736,549	15,925,887
Ohio	147,967,566	165,036,565	167,374,744
Oklahoma	33,256,925	41,205,662	41,743,661
Oregon	78,433,266	93,619,933	94,938,449
Pennsylvania	353,211,283	392,682,019	398,157,036
Puerto Rico	61,722,074	73,074,339	74,096,479
Rhode Island	24,379,022	29,336,080	29,732,367
South Carolina	39,880,775	45,051,571	45,686,202
South Dakota	10,014,453	14,867,306	15,050,899
Tennessee	70,970,138	81,645,967	82,794,593
Texas	366,059,003	404,695,654	410,376,305
Utah	55,333,297	64,259,356	65,148,916
Vermont	5,854,671	9,454,303	9,573,385
Virgin Islands	1,171,295	1,862,490	1,881,829
Virginia	102,711,213	119,359,624	120,964,504
Washington	199,992,532	230,440,963	233,474,700
West Virginia	19,218,869	23,141,395	23,440,201
Wisconsin	67,616,819	75,454,691	77,522,766
Wyoming	7,951,724	10,603,135	10,742,006
Subtotal Formula Grants to States	7,199,676,777	8,328,060,025	8,443,914,899
Other Formula Funded Programs			
FTA program mgt oversight	54,300,000	60,247,294	61,084,779
Bus Discretionary Grants (now formula)	984,000,000	-	-
Repealed Discretionary programs	139,900,000	-	-
State safety oversight agency formula grants	0	21,982,415	22,290,046
Formula Program Total (HTF)	8,360,565,000	8,478,000,000	8,656,084,780
General Fund Programs			
Capital Investment Grants	1,955,000,000	1,907,000,000	1,907,000,000
Transit Research & Development	44,000,000	35,000,000	35,000,000
Deployment of Clean Fuels Technology	51,500,000	35,000,000	35,000,000
Transit Cooperative Research Program	6,266,667	7,000,000	7,000,000
Technical assistance and standards	-	7,000,000	7,000,000
Training and Human Resources	-	5,000,000	5,000,000
Administrative Expenses	98,713,000	98,000,000	98,000,000
Admin funds: transit safety and asset management	-	6,000,000	6,000,000
Total General Funds	2,097,713,000	2,100,000,000	2,100,000,000
GRAND TOTAL, FTA	10,458,278,000	10,578,000,000	10,756,084,780

TAB 10

Briefing Room

U.S. Transportation Secretary Ray LaHood Announces More Than \$363 Million in Grants for State Highway Projects



U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
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News

FHWA 33-12
Thursday, August 2, 2012
Contact: Cathy St. Denis
Tel: 202-366-0660

U.S. Transportation Secretary Ray LaHood Announces More Than \$363 Million in Grants for State Highway Projects

Funds will create jobs by expanding highway repairs and roadway safety

WASHINGTON - U.S. Transportation Secretary Ray LaHood today announced more than \$363 million in grants to fund a wide variety of highway improvements, from interstate rehabilitation and reconstruction to technologies that result in improved safety and reduced construction congestion.

"Investments in transportation projects like these create jobs right away in communities across the country, and lay a foundation for future economic growth," said Secretary LaHood. "Thanks to these grants, states, cities and local communities can move forward with the transportation projects Americans need to reach their destinations more safely, quickly and efficiently."

The Federal Highway Administration (FHWA) invited states, cities, tribal governments and local planning organizations to apply for federal funding from 12 grant programs. Nearly 1,500 requests poured in from every state, Puerto Rico and Washington, D.C. totaling approximately \$2.5 billion. Grant funding was made available through enactment of the Surface Transportation Extension Act of 2012, Part II.

The 12 programs are:

- Public Lands Highway
- Interstate Maintenance
- Transportation, Community and System Preservation

- Ferry Boat
- National Scenic Byways
- Value Pricing Pilot
- Highways for LIFE
- National Historic Covered Bridge Preservation
- Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridor
- Delta Region Transportation Development
- Innovative Bridge Research and Deployment
- Truck Parking Facilities

All 50 states, District of Columbia, and Puerto Rico were awarded grants. Some examples of selected projects:

- Louisiana received more than \$3 million to improve I-10 from the Lafayette Parish Line to the Atchafalaya Floodway Bridge. In addition to new pavement, the project will upgrade the guardrail and add new roadway striping to the route. The road is a high-volume truck corridor and is one of the state's major hurricane evacuation routes.
- Ohio received \$3.34 million to improve I-75 in downtown Dayton from Fifth Street to Riverview Avenue. This two-mile stretch of interstate is Ohio's second-most congested area. The project will improve driver safety and reduce traffic congestion for the 104,000 drivers who use it each day.
- Missouri received \$2 million for engineering work needed to replace the two bridges on I-44 over the Meramec River and to add an eastbound lane to reduce congestion and improve safety for drivers in St. Louis County.

Descriptions of each program and grant awards can be found here: <http://www.fhwa.dot.gov/discretionary/2012factsheets.cfm>

"The demand for these funds demonstrates a clear need for increased infrastructure investment," said Federal Highway Administrator Victor Mendez. "The President asked us to rebuild America - we have work to be done and Americans ready to do the work."

These programs were authorized by Congress to support projects that improve roadway safety, maintain the nation's roads and bridges and make communities more livable.

A state-by-state list of the FY12 grants is available at: <http://www.fhwa.dot.gov/discretionary/2012grantdata.cfm>

###



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FY2012 State of Good Repair, Bus Livability and Transit Asset Management Project Selections

[Map of All Projects](#)

View by Grant Program:

Bus Livability

View by State:

Missouri


Search for Grantee or Project:

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<u>Program</u>	<u>State</u> ↓	<u>Grantee</u>	<u>Location</u>	<u>Project Title</u>	<u>Project Description</u>	<u>Amount</u>
State of Good Repair	MO	Bi-State Development Agency	St. Louis	Vehicle Replacements	The Bi-State Development Agency will replace buses and paratransit vehicles in their fleet that have met or surpassed their useful lives. These replacement vehicles will continue optimizing the reliability and dependability of public transit service in the metropolitan St. Louis region. The Kansas City Area Transportation Authority (KCATA) will construct a new ADA compliant elevator and refurbish existing passenger elevators and	\$5,000,000
State of Good Repair	MO	Kansas City Area Transportation Authority	Kansas City	Construct New ADA Compliant Elevator and Refurbish Existing Passenger and Freight Elevators	a freight elevator at KCATA's Central Operations and Administrative Headquarters. All elevators are beyond their useful lives. The Kansas City Area Transportation Authority (KCATA) will reduce building	\$648,000
State of Good Repair	MO	Kansas City Area Transportation Authority	Kansas City	Air Handler & Variable Air Volume (VAV) Replacement		\$776,000

State of Good Repair	MO	Missouri Department of Transportation	West Plains	City of West Plains, Missouri - Transit Maintenance and Bus Storage Facility	operation costs and improve energy consumption at its Central Operations and Administrative Headquarters by replacing 35-year-old components in its HVAC system. The City of West Plains, Missouri Transit will construct a new transit maintenance and bus storage facility to replace its current, fifty-year old facility. This construction will provide a facility capable of meeting the current and future needs of the transit service. The project will include energy efficient building materials and equipment, a wash bay and drain/oil separator.	\$434,300
Bus Livability	MO	City Utilities of Springfield, Missouri	Springfield	Voice Annunciation System for Fixed Route Fleet	City Utilities of Springfield will purchase an on-board automated bus announcement and passenger information system. The system uses GPS to determine where the vehicle is and to trigger announcement of the next stop.	\$374,000
Transit Asset Management	MO	Kansas City Area Transportation Authority	Kansas City	Transit Asset Management System	These grants encourage transit agencies to develop and implement new or improved transit asset management systems and cost-effective ways to manage and maintain the	\$600,000

condition of
their systems.

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U.S. Department of Transportation
Federal Transit Administration

July 27, 2012

FHWA Tool Helps Set Appropriate Speed Limits

A new web-based tool from the Federal Highway Administration is helping traffic engineers set speed limits for specific segments of road.

USLIMITS2 was developed by FHWA's Office of Safety to assist states and local governments in their efforts to reduce speeding-related fatalities and serious injuries.

While it can be used to set speed limits on all types of roads, ranging from rural local roads and residential streets to urban freeways, it is intended to be particularly helpful to local communities and agencies without ready access to engineers experienced in conducting speed limit studies. However, the tool also helps experienced engineers to have an objective second opinion and increase confidence in speed-setting decisions.

Those using the program input factors such as route type, section length, annual average daily traffic, 50th and 85th percentile speeds, statutory speed limit, and crash history. USLIMITS2 recommends a speed limit and shares a list of issues that the user may need to investigate.

The original USLIMITS was developed in 2006 as a National Cooperative Highway Research Project (NCHRP) product. FHWA then adopted the program with enhancements and pushed it forward with user/customer support on the FHWA server.

The USLIMITS2 tool is available online at bit.ly/USLIMITS2.

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

July 27, 2012

States' Financial Issues Continue to Take Toll on Transportation Infrastructure

A report released this month by the State Budget Crisis Task Force emphasizes the numerous budget problems states are facing, naming the underinvestment in transportation infrastructure as a major problematic result of these financial issues.

While the report focuses on the overall budget problem that states are facing, the lack of funding resources in transportation infrastructure serves as a major cause for concern in the report.

"The status of the nation's physical infrastructure may be characterized as anywhere from discouraging to alarming, based on surveys of infrastructure conditions and needs," the report states. "While federal spending for transportation is significant, more than half the capital funding for such purposes comes from other levels of government. They often rely on dedicated revenues, including state gas and diesel taxes, but these revenues are in decline."

States are in a tough spot, the report says, because they don't have the money they need to revitalize their transportation systems. And, the less existing infrastructure is maintained, the more it costs to keep in a safe condition. However, the funding to do so is often simply not there.

Since it is unlikely the state budget crisis will be solved in the immediate future, the report says there is only one way to bring in the necessary funding to keep transportation infrastructure afloat until states are in a better financial position.

"Unless the federal and state governments are willing to raise gas taxes or find alternative sources to pay debt service on bonds, there will be insufficient revenue to meet the nation's transportation infrastructure needs," the report states.

According to its website, the State Budget Crisis Task Force was developed by former New York Lieutenant Gov. Richard Ravitch and former Federal Reserve Board Chair Paul Volcker due to their concern about the long-term financial sustainability of states. Ravitch and Volcker are examining specific threats to near and long term fiscal sustainability in six states: California, Illinois, New Jersey, New York, Texas, and Virginia.

The 112-page report is available at bit.ly/statebudget.

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



July 20, 2012

Missouri DOT Faces Shrinking Levels with Reduced Transportation Plan

Missouri Department of Transportation is facing funding troubles head on with a diminished transportation program.

The Missouri Highways and Transportation Commission approved a new 2013-2017 Statewide Transportation Improvement Program, which reduces the state's transportation construction program from roughly \$1.2 billion to about \$700 million.

This news comes one year after MoDOT implemented the Bolder Five-Year Direction, which is reducing the number of MoDOT employees, facilities, and equipment to save MoDOT \$512 million by 2015 (see story: bit.ly/AJmissouri). Had the Bolder Five-Year Direction not been implemented last year, MoDOT would be facing a transportation program of less than \$600 million for the years 2013-2017.

"We've been talking about diminishing revenue streams since 2006 and we've taken action," said MoDOT Director Kevin Keith in a statement. "The Bolder Five-Year Direction implemented last year helps, but the reality is we can't cut our way to an improved transportation system."

The new \$700 million plan funds some resurfacing projects and general maintenance of the existing transportation system. However, according to MoDOT, no construction projects are planned that would create additional jobs, increase safety, ease congestion, or support economic development.

"This program shows how we will deliver on the commitments we've made to Missouri, but it also shows how we must now focus our resources on the roads and bridges that need it most," Keith said.

MoDOT's 2013-2017 Statewide Transportation Improvement Program is available at bit.ly/MoDOTplan.

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

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Walk Appeal

Blog post by [Steve Mouzon](#) on 25 Jul 2012

[feature](#) [streets](#) [walking](#)

Steve Mouzon, Better! Cities & Towns



Walk Appeal promises to be a major new tool for understanding and building walkable places, and it explains several things that were heretofore either contradictory or mysterious. It begins with the assertion that the quarter-mile radius (or 5-minute walk,) which has been held up for a century as the distance Americans will walk before driving, is actually a myth.

Both images below are at the same scale, and the yellow dashed line is a quarter-mile radius. On the left is a power center. As we all know, if you're at Best Buy and need to pick something up at Old Navy, there's no way you're walking from one store to another. Instead, you get in your car and drive as close as possible to the Old Navy front door. You'll even wait for a parking space to open up instead of driving to an open space just a few spaces away... not because you're lazy, but because it's such a terrible walking experience.

The image on the right is Rome. The circles are centered on the Piazza del Popolo (North is to the left) and the Green radius goes through the Vittorio Emanuele on the right. People regularly walk that far and then keep on walking without ever thinking of driving.



The London standard - 2 miles



Like Rome, the world's great cities have streets that are so good that you'll happily walk for miles. For convenience, I've set a two-mile radius for the London Standard, which was so named because I presented it for the first time in London. But it could just as easily have been the Paris Standard, the Florence Standard, or... you get the idea. Europeans are reputed to walk much further than Americans, and for this reason: their streets have much better Walk Appeal. Put a Parisian accustomed to walking five miles or more per day on a suburban American cul-de-sac, and they wouldn't walk much, either!

The T5 standard - 3/4 mile



People will walk about $\frac{3}{4}$ of a mile on a good American Main Street. Or to be more precise, this is Transect Zone T5. Good T5 streets pull buildings right up to the sidewalk, and most of the buildings are fairly narrow because real estate is usually expensive in T5. Narrow storefronts change the walkers' view frequently, which is more entertaining than long blank walls or long stretches of the same building. New Urbanists from Australia have for years been advocating for a "elongated pedestrian shed" along Main Streets or High Streets. Walk Appeal shows precisely why they've been right all this time.

The T4 standard - $\frac{1}{4}$ mile



A good street in a traditional neighborhood is where the $\frac{1}{4}$ -mile walking radius is actually accurate. The buildings aren't right up on the sidewalk like they are in T5, so it takes a few more seconds of walking for your view to change substantially. Fences, hedges, and frontage walls all increase Walk Appeal in T4 because they're right beside the sidewalk, where the view changes fastest. They also make people feel more comfortable sitting on the porches, so they're more likely to get acquainted with people walking by, [as we discussed here](#).

The T3 standard - $\frac{1}{10}$ mile



Suburban streets (T3) allow houses to pull further away from the sidewalk, so your view changes slower. This is compounded by the fact that the lots are larger, so it takes longer to get from one house to the next. Hedges and especially fences are less frequent in T3 (I had to hunt awhile for this suburban image, with both fence and hedge,) and frontage walls are almost nonexistent. The walking distance, therefore, drops to 1/10 of a mile in T3.

Suburban streets have their proper place in traditional neighborhoods, but the problem is that we've been building entire subdivisions full of it, with little else. At an average walk of 1/10 mile, two blocks of T3 is more than enough to completely eat up a walk. So T3 is fine... in small doses, and near the edges of a neighborhood. But build too much, and people simply won't walk there.

The subdivision standard - 250 feet



It's possible, as noted above, to build entire subdivisions to the T3 standard, but most of them aren't even that good. Instead, typical subdivisions have for decades sited houses even further from the street, with no fences or hedges at all. Some don't even have sidewalks, a problem compounded by the wider and therefore faster streets. In these places, people are doing well to walk just 250 feet. In other words, you're likely to walk only far enough to see four or five neighbors on either side of you. Everyone else in the place isn't really

your neighbor because you don't even know them. Instead of calling them neighbors, we should instead say "they're my subdivision cohabitators."

The power center standard - 100 feet



We saw earlier how people won't walk across a sea of parking to get to another store because the walking experience is simply too dreadful. This is exacerbated by the fact that a sea of parking is a heat island, capturing and storing the sun's heat in all that dark asphalt, raising the temperature of the air above it by dozens of degrees in summertime. A sea of parking is also a huge stormwater runoff problem, and is most often solved by building really ugly stormwater retention pits nearby. If you don't know what they are, a retention pit is a depression several feet deep in the ground, usually surrounded by an ugly chain-link fence, where all the styrofoam cups, packing peanuts, and plastic wrapping collects after a rain.

The parking-backed standard - 25 feet???



The worst sidewalk you could possibly choose to walk on is one with an arterial thoroughfare on one side and a parking lot on the other. I use a Walk Appeal distance of 25 feet, but in reality, you're unlikely to ever walk in a place like this unless your car breaks down. Not only does it terminally bore you and leave you constantly awash in a sea of car exhaust fumes and sweating uncontrollably from the heat in summer, but it

also is an incredibly dangerous place to walk. So people don't.



So those are the basic settings of Walk Appeal... but that's only the beginning. In the next few days, we'll look at some things we can measure that determine which Walk Appeal setting a particular streetscape achieves. After that, we'll look at how Walk Appeal can actually predict the viability of walkable neighborhood businesses... and the amazing differences that a few Walk Appeal streetscape repairs can make in order to cast a broader net for walking customers. Walk Appeal just might end up being one of the best economic development tools for walkable places... keep reading and see what you think.

Steve Mouzon is principal of [Mouzon Design](#), an architecture and urban design firm, based in Miami Beach, Florida, and author of [The Original Green](#), book and [blog](#).

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