

Ozarks Transportation Organization



December 15, 2011

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, December 15, 2011
OTO Conference Room**

Call to Order NOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the October 20, 2011 Meeting Minutes Tab 1
 (2 minutes/Lapaglia)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE OCTOBER
20, 2011 MINUTES**

**D. Public Comment Period
 (5 minutes/Lapaglia)**

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

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

Sara Edwards will provide a review of the OTO staff activities since the October 20, 2011 Board of Directors meeting.

**F. Legislative Reports
 (5 minutes/Lapaglia)**

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

II. New Business

**A. MoDOT Airport Funding Discussion Tab 2
 (15 minutes/Pestka)**

At the last Board of Directors meeting, questions were raised regarding the funding of airports in Missouri. Mr. Joe Pestka will a present to give an overview of the issue.

**BOARD OF DIRECTORS ACTION REQUESTED TO CONSIDER AMENDMENT
OF LRTP BASED ON THIS INFORMATION**

**B. Final Draft OTO Long Range Transportation Plan (LRTP) Tab 3
 (10 minutes/Longpine)**

The Final Draft of the Long Range Transportation Plan was distributed for member review in October. Staff will highlight any modifications since the last draft was provided as well as review the public comment received during the public meetings in September and October.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE JOURNEY 2035,
THE OZARKS TRANSPORTATION ORGANIZATION’S LONG RANGE
TRANSPORTATION PLAN**

C. Amendment Number One to FY2012-2015 Transportation Improvement Program Tab 4
(2 minutes/Edwards)

There are three additions proposed to the FY 2012-2015 Transportation Improvement Program. Please see attached materials for more information.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE TIP
AMENDMENT NUMBER ONE.**

D. Annual Listing of Obligated Projects Tab 5
(5 minutes/Edwards)

Staff will present the Annual Listing of Obligated Projects in the OTO area as required under CFR §450.332.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE ANNUAL
LISTING OF OBLIGATED PROJECTS**

E. Nominating Committee Report Tab 6
(5 minutes/Nominating Committee)

The OTO Board of Directors Nominating Committee will present the 2012 Slate of Officers.

**BOARD OF DIRECTORS ACTION REQUESTED TO ELECT THE 2012
CHAIRMAN, VICE-CHAIRMAN, TREASURER, AND SECRETARY FOR THE
OTO BOARD OF DIRECTORS**

F. Welcome to New Chair and Vice-Chair
(2 Minutes/Lapaglia)

NO ACTION REQUIRED

G. OTO Board of Directors 2012 Meeting Schedule Tab 7
(2 minutes/Edwards)

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 Information Tab 8

(Articles attached)

D. Closed Session

(20 minutes/ Board of Directors Members)

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

A motion is requested to go into closed session to discuss the Executive Director's annual performance evaluation.

IV. Adjournment

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, February 16, 2012 at 12:00 P.M. in OTO Offices at 205 Park Central East, Suite 212.

Attachments

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

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Sharon Davis al teléfono (417) 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 Sharon Davis 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

Attached for Board of Directors member review are the minutes from the October 20, 2011 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
October 20, 2011

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

The following members were present:

Ms. Becky Baltz, MoDOT	Ms. Teri Hacker, Citizen-at-Large
Mr. Harold Bengsch, Greene County	Mr. Nick Heatherly, City of Willard (a)
Mr. Brian Bingle, City of Nixa (a)	Mr. Jim Krischke, City of Republic (a)
Mr. Phil Broyles, City of Springfield (a)	Mr. Aaron Kruse, City of Battlefield
Mr. Steve Childers, City of Ozark (a)	Mr. Lou Lapaglia, Christian County (Chair)
Mr. Jim Enyart, Airport Board	Ms. Lisa Officer, City Utilities
Mr. Tom Finnie, Citizen-at-Large	Mr. Tom Vicat, City of Strafford (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Steve Meyer, City of Springfield (a)
Ms. Roseann Bentley, Greene County (a)	Mr. Shane Nelson, City of Ozark
Mr. Thomas Bieker, City of Springfield (a)	Mr. Jim O'Neal, City of Springfield
Mr. Shawn Billings, City of Battlefield (a)	Mr. Tom Rankin, City Utilities (a)
Mr. Brian Buckner, City of Republic	Mr. John Rush, City of Springfield
Mr. Sam Clifton, City of Nixa	Mr. Dan Salisbury, MoDOT (a)
Mr. Jerry Compton, City of Springfield	Mr. Mark Schenkelberg, FAA
Mr. John Elkins, Citizen-at-Large (a)	Mr. Tim Smith, Greene County (a)
Mr. J. Howard Fisk, Citizen-at-Large	Mr. John Vicat, City of Strafford
Mr. Tom Keltner, City of Willard	Mr. Jim Viebrock, Greene County
Mr. Bradley McMahon, FHWA	Mr. Brian Weiler, Airport Board (a)

Others Present: Ms. Anna Barbee, Congressman Billy Long's Office; Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, Mr. Chris Stueve and Mr. Michael Sparlin, Ozarks Transportation Organization; Ms. Ann Razer and Mr. Ralph Rognstad Jr., City of Springfield Planning & Development; Mr. Carl Carlson, Olsson Associates; Ms. Cinda Rogers, Cinda Rogers CPA; Mr. Matthew Kent, Community Free Press; Mr. David Rauch, Senator Claire McCaskill's Office; Mr. Dan Smith, Greene County Highway Department.

Mr. Lapaglia called the meeting to order at 12:00 p.m.

I. Administration

A. Introductions

Mr. Lapaglia presented a certificate for Mr. Jim Huntsinger who had retired from the Board of Directors. Mr. Jim Krischke accepted the award on his behalf. The Certificate stated "In recognition of your dedication, the Ozarks Transportation Organization thanks you for your years of service on the Ozarks Transportation Organization Board of Directors." Introductions were made around the room.

B. Approval of Board of Directors Meeting Agenda

Ms. Officer made the motion to approve the Board of Directors Agenda. Mr. Broyles seconded and the motion carried unanimously.

C. Approval of the August 18, 2011 Meeting Minutes

Ms. Officer made the motion to approve the August 18, 2011 Meeting Minutes. Mr. Bingle seconded and the motion was carried unanimously.

D. Public Comment Period

None.

E. Executive Director's Report

Ms. Edwards stated the OTO staff had been very busy. The air quality ozone standard did not change. The President had made an announcement that the standard would stay at the 2008 level. The standard would be reviewed again in 2013 as originally scheduled. The standard is currently 75 ppb. The OTO area has been running around 68 to 69 ppb, is well under the current standard.

The OTO has been conducting the Regional Transit Study with consultants. The consultants were in Springfield, October 11 through the 13th. There were four public meetings held, including several stakeholders meetings. OTO staff also oversaw an on-board bus survey with almost 2,000 returned surveys from bus riders. The surveys asked questions such as riders' ages, where the riders were going, and what their interests in the bus system were. City Utilities is currently tallying the surveys for the consultants. The study is projected to be complete sometime in the spring.

There has been a six month extension of the Transportation Bill which will run through March 31. This is the eight extension of the Transportation Bill. STP-Urban funds have been allocated on a six month, partial year basis. Enhancement and BRM funding was not allocated in the extension. There has been a lot of discussion on new funding sources. The House originally discussed a 34% decrease, but has changed the talk to looking for new funding sources. OTO and MoDOT staffs are hopeful that the current funding level will be maintained.

The OTO is scheduled to move into the Holland Building next Monday. Final carpeting and furniture has been ordered. The Board of Director's Meeting will be held in the Holland Building in December.

Ms. Longpine has been completing the Long Range Transportation Plan which has taken a lot of time and hard work. The final draft will be done soon for member review. There have been eight public meetings on the LRTP.

OTO Staff has also been busy with a lot of training. Staff has attended training sessions on freight, commuter transportation, public transit, GIS, leadership training, communication, and community relations. Staff will attend the American Association of Metropolitan Planning Organization National Conference next week.

OTO staff hosted a booth at the Chamber Business Expo to inform employers about the OTO Rideshare Matching Program. There is also a billboard on 1-44 facing west near Strafford. There are two bus wraps on the back of buses with ads about the Rideshare Program.

Federal Highway approved the TIP in October.

Congressman Long was in town in September and conducted a Transportation Advisory Council to discuss transportation and what matters to the region. Staff sat on the Council. The Highway Commission was also in town in October. The OTO was able to present thanks for the area partnering and cost share opportunities as well as show support for the on-going transition.

Mr. Bengsch stated that there was a temporary stay on the ozone standards but it will be reviewed again in 2013. He stated the region narrowly escaped on the issue, since the region would have been out of compliance. The OTO needs to remind the delegation and keep the issue forefront due to the severe sanctions when the level will be readjusted in 2013.

Ms. Edwards stated that OTO is still planning with the 2013 standards in mind. The OTO is modeling transportation improvements on the transportation side. The new Census Transportation Planning Package comes out December 2012. The OTO will start an update of the model when that is released so the region would be ready to go with the new standards.

F. Legislative Reports

Mr. Rauch stated the Transportation Bill was extended again for a period of time. The House is talking about the PAYGO Rule, which would result in a significant reduction in revenue to the States. The House is discussing courses of action, but people cannot guess at this point what the action would be due to the challenge of finding a replacement source for the lost funding. There is not an expectation of a full Reauthorization before next March.

Ms. Barbee stated that the House leadership was working towards additional sources of funding outside of the Highway Fund.

New Business

A. Independent Financial Audit Report

Ms. Officer introduced the auditor, Cinda Rodgers.

Ms. Rodgers thanked the Board of Directors for allowing her to serve as the OTO Auditor. She discussed the audit report. The third page of the report serves as the auditor's opinion on the OTO Financial Statements. The Auditor's role is to express an opinion on the financials. The auditor opinion was an unqualified opinion. That is the best. The financial statements were fairly stated.

The OTO financial operation is very clean and the books were found in an excellent state. There are no issues to report on. The next page of the report contains the OTO Balance Sheet. There are actually two different versions of the balance sheet in the report. Under Governmental Accounting Standards an audit is required to present it on the accrual basis of accounting. Because the OTO is on the Modified Cash Basis, there is a little difference between the two bases represented. There is an adjustment column in the middle. The column serves to adjust from one basis to the other. Overall there are no adjustments on the modified cash basis since not a lot shows up on the balance sheet. The cash balance was \$150,000 on June 30, 2011. That was an increase over last year which was \$72,000.

The OTO's Modified Cash Basis is a Cash Basis which has been modified by two things. The first is that the OTO recognizes In-Kind funds which normally are not done on a cash basis. The second item is the payables, which show up on the balance sheet.

The Income Statement is prepared differently than the traditional way due to Governmental accounting requirements. The Expenditures are listed first then program revenues. The objective is to show a net over expense. The net then becomes the general revenue. Overall the revenues are expenses that get reimbursed. There was not as much as the previous year. The expenditures were way under budget so there was no problem with exceeding budget.

The net income is the excess of revenues over expenditures. The net income is \$70,000. Last year's audit report had an \$87,000 loss. That turned around due to the timing of the year end reimbursements. The notes of the financial statements include the background information on the accounting policies that were utilized in preparing the financial statements.

There was a new standard this year that was implemented showing the fund balance designation. This is the only disclosure different from the previous year.

There were no material findings for internal control or compliance. The internal controls are very good for the size of the organization. The controls were the best that she saw for the organization size. There was no management letter included. The Letter to those charged with Government summarized the auditing experience and any issues that should be brought to the Board's attention. There were no issues. It was first audit that she conducted in 20 years without a material audit adjustment. There were no issues working with management. She commended the organization and staff on the records and procedures.

Mr. Finnie made the motion to accept the 2010-2011 Budget Year Independent Financial Audit. Mr. Krischke seconded and the motion was carried unanimously.

B. Financial Statements for 1st Quarter 2011-2012 Budget Year

Ms. Officer stated that the balance sheet showed a cash increase from \$150,000 to \$198,000. The Budget to Actual Profit and Loss Report, shows that the first quarter is well below a fourth of the budget for the year. There are big expenses like the Transit Study that have not occurred yet. The budget will even out as the year progresses. The first quarter shows a net income of \$46,700.00

Mr. Broyles made the motion to accept the first quarter financial report. Mr. Kruse seconded and the motion was carried unanimously.

C. OTO Property Control Manual

Ms. Parks stated that the OTO decided to write a policy on the inventory and the disposal of items. The OTO has not disposed of surplus or broken equipment to date. The policy addresses two issues: inventory and disposal.

The funds are FTA funds that come through MoDOT. The OTO had to address items over \$5,000 with a useful life since permission must be obtained before items can be disposed. The second item addressed was that if an item had a value of \$5,000 and a useful life then it could be sold, but FTA must be reimbursed for the percentage of the funds used to purchase the item. If it is under \$5,000 and has met its useful life, then the OTO can put the funds back into the general budget.

The OTO consulted with the City of Springfield for disposal and inventory guidelines. Greene County was also contacted, but the County is currently rewriting their policies. One of the items from the City of Springfield that that OTO uses is the policy of employees not allowed to purchase or take surplus items. The OTO will create a link on the OTO website. Items will be placed on the website so that different jurisdictions can have an opportunity to take the items. If it is something with a value then the OTO has the right to charge a jurisdiction a fair market price. The items will be on the website for 30 days.

The other issue addressed in the policy is inventory. If an item has a value over \$500 then it will be tagged, if it is something that can be physically tagged and placed in the inventory record. The record will be updated yearly to be completed by December 31. The policy will be reviewed every three years. MoDOT staff reviewed the current proposed policy. State Regulations were referenced in addition to other manuals by governmental organizations.

Mr. Childers made the motion to approve the OTO Property Control Manual. Ms. Hacker seconded and the motion carried unanimously.

D. Appointment of a Nominating Committee

Mr. Lapaglia stated that a nominating committee of three to five volunteers was needed to establish the officers for the 2012 year. Mr. Jim Viebrock will become the Vice-Chairman, Mr. Jerry Compton will be the Chairman in 2012. Mr. Fisk, who is out of town, stated he would not mind being a candidate to continue the Secretary position. The OTO will need to nominate a Treasurer and any other candidates for the Secretary Position.

Mr. Steve Childers, Mr. Harold Bengsch, and Mr. Jim Krischke volunteered for the Nominating committee.

Ms. Officer made the motion to approve the nominating committee. Mr. Enyart seconded and the motion was carried unanimously.

E. Draft OTO Long Range Transportation Plan (LRTP) & Public Hearing

Ms. Longpine presented the OTO Long Range Transportation Plan. The Power Point presentation is attached.

Ms. Hacker asked if there would be more bus turnouts built in town. Ms. Longpine stated that bus turnouts were still the recommendation. Once the transit study is complete and the future transit routes in the area are established, then City Utilities will know where to put the turnouts. Ms. Hacker stated that there were a lot of opportunities on the existing routes. Ms.

Longpine stated that City Utilities works with Public works for additional funding opportunities from FTA. Mr. Broyles stated that City Utilities would like more, but the bus drivers do not like the turnouts since they are tough to get back out. Ms. Hacker asked if there were other reasons besides the bus drivers. Mr. Broyles stated that there is not funding for it at the moment. Ms. Hacker stated that the LRTP shows there are still problems on the Major Thoroughfares. One of the solutions would be bus turnouts. This solution does not involve blocking businesses or purchasing a lot of right-of-way. It requires a small area so would be an easier solution.

Mr. Finnie stated there was recommendation to continue the support for funding a Statewide Passenger Rail. He stated there was no reason to take a position since the Statewide Railroad funding had no impact to the OTO region. Ms. Longpine stated that the thought was St. Louis and Tulsa twenty years down the road. Every year Amtrak makes a request for funding from the general fund. The planning process will continue to include plans of passenger rail in the state including Springfield in the future. It is easier to have it happen if there is a funding source to actually support the railroad. Mr. Finnie stated that twenty years was a long time and it would be worth thinking about further out in future years. Ms. Edwards stated that the region is neutral on the issue. The Statewide rail study was planned for last year but took longer than anticipated. The public meetings start November 3. The Statewide Rail plan will hopefully give a more definitive answer if passenger rail is even possible. The tracks would need upgrading, but that is not impossible to do. Mr. Finnie stated he is not opposed to it, but does not think that the OTO needs to take a position at this time.

Mr. Finnie inquired if there had been discussion on taking a position on the Branson Airport and federal funding. Ms. Longpine stated that the position had not come up in any LRTP discussions. Mr. Finnie stated that it did not have to do with the Branson Airport itself, but it should be considered to ensure that it does not compete in terms of funding. It might be appropriate to take a position that the OTO is opposed to federal or state funding for other airports than the Springfield-Branson Airport. Mr. Lapaglia stated the Branson Airport was privately funded right now but that could change. Mr. Finnie stated since the OTO was taking a position on the railroad then it would be appropriate to take a position on competing funds for part of the transportation program.

Mr. Lapaglia stated the OTO could put a draft form together if the Board wanted to take a position, that a voice vote on a draft could occur but not an official motion. Mr. Finnie asked to have a draft for the next BOD meeting. Mr. Childers asked if the draft was for opposing federal funding for the Branson Airport. Mr. Finnie stated for any airport other than the Springfield-Branson Airport in the OTO area. Ms. Officer stated that other airports receive state funding but are not in the OTO region. Mr. Krischke stated there should be a draft and additional information on whether it was a good idea. It might be great for the Springfield-Branson Airport but to oppose another airport might mean putting it out of business. Mr. Finnie stated the Branson Airport did not receive federal funds at the moment. Mr. Krischke stated it was beneficial to the area to have the Branson Airport. Public or private, it is beneficial to have another mode of transportation into the OTO area.

Mr. Enyart stated the Branson Airport had been good for the Springfield-Branson National Airport. Pricing has been going up here and down there. It is a complicated situation between the Springfield-Branson National Airport and the Branson Airport. It was a plus for the OTO area when the Branson Airport opened. Mr. Finnie stated he had no issue with the Branson Airport. The issue was when the Branson Airport started to compete for federal and

aviation funds. Mr. Enyart stated that the Branson Airport did apply once and did not receive the funds. Ms. Longpine inquired if the Springfield-Branson National Airport Board had taken a position on the matter. Mr. Enyart stated it sounded like a good idea but would have to discuss it with the other Board members. Ms. Officer stated that it might not be a good precedent to set if the OTO region grows bigger. Mr. Finnie did not anticipate it growing large enough to support multiple airports. Ms. Officer stated that small town airports receive a lot of funding. Mr. Finnie stated that the position would be for airports that do not receive funding currently.

Ms. Longpine suggested the wording could state “currently privately funded airports” or “airports who do not receive federal funds currently.” Mr. Lapaglia stated it would be a voice vote. He asked how many would be in favor of a draft of the position Mr. Finnie proposed. Mr. Childers stated that it would be good if the Board could receive some education on the matter. He inquired if the Springfield-Branson National Airport could bring information to the Board. Mr. Lapaglia postponed the issue until the December BOD meeting. The Springfield-Branson National Airport and MoDOT will present information to the Board on the matter for consideration.

Ms. Hacker asked about the public comments that had been received on the LRTP. Ms. Longpine stated the comments had not been compiled yet. The public comments will be presented to the LRTP Subcommittee and the Technical Committee to see if there is reaction or additional recommendations needed. This meeting also serves as a public meeting for additional comments.

F. Transit Coordination Plan Information

Mr. Owens stated that the Local Coordination Board for Transit met on September 1. The group began discussions on the five year update of the Transit Coordination Plan. The plan covers three FTA Programs, 5310, 5316, and 5317. What the plan tries to accomplish is having a better and more uniform transit system for the low income, elderly, and disabled population. The Local Coordination Board reviewed the surveys from the last plan and started the update on the surveys. The LCBT also looked at the service providers in the region and put together a list. The first meeting will be on November 10 for the 40 different service providers in the region. The plan should be finished in February.

Ms. Longpine stated that the 5317 funds were not for bus turnouts but rather for projects that go above and beyond ADA. City Utilities partners with Public Works to build sidewalks to bus stops having pads, where there are not full sidewalks to get to the bench and other projects like that. Ms. Edwards stated that City Utilities does not provide a list of where the projects are. The funds are given to City Utilities and they partner to accomplish the completion of the projects and in the past the OTO has not required a list of turnouts or shelters. Ms. Hacker stated that it would be nice to see what the plans are for the future because there are areas that need it and are obvious. There are bus stops in the middle of ditches. She inquired if a document could be obtained showing where the projects are and where they are proposed.

Ms. Longpine stated that the OTO has a list that Diane Gallion of City Utilities works with Public Works on pedestrian needs and transit needs in the area. OTO staff can ask City Utilities for that list. Mr. Broyles stated that there are two different programs. The first program addresses the traffic on the streets and the second addresses the customers. The program tries to keep the customers safe.

III. Other Business

A. Board of Directors Member Announcements

None

B. Transportation Issues For Board of Directors Member Review

None

C. Articles for Board of Directors Member Information

Ms. Edwards stated that the TMC was recognized by the ITE Institute of Transportation Engineers for the Transportation Management Center. A second article highlights where the City of Springfield got seventh in the report for the Safest Place to Drive in America.

The meeting was adjourned at 1:07 p.m. to go into a closed session.

C. Closed Session

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

Mr. Broyles made the motion to go into closed session to discuss the Executive Director's six month performance evaluation. Mr. Enyart seconded and the motion was carried unanimously.

At the conclusion of the closed session, Mr. Finnie made the motion to add the performance review to the Ms. Edwards personnel record. Mr. Enyart seconded and the motion was carried unanimously.

IV. Adjournment

The closed session was adjourned at 1:24 p.m.



Background

- 25 year planning horizon
- 8 SAFETEA-LU Planning Factors
 - 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 nonmotorized users;
 - Increase the security of the transportation system for motorized and nonmotorized users;
 - Increase the accessibility and mobility of people and for 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; and
 - Emphasize the preservation of the existing transportation system



Background

- Livability Principles
 - Provide more transportation choices to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health;
 - Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation;
 - Improve economic competitiveness of neighborhoods by giving people reliable access to employment centers, educational opportunities, services and other basic needs;
 - Target federal funding toward existing communities – through transit-oriented and land recycling – to revitalize communities, reduce public works costs, and safeguard rural landscapes;
 - Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth; and
 - Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban



Planning Process

- Public Input
 - April 8, 2010 Kick-off
 - Public Input Meetings
 - On-line Survey
- LRTP Subcommittee Meetings
- MTP Subcommittee Meetings
- BPAC Meetings



Public Comment

- 9/22, 5pm to 7pm
 - Ozark Community Center, 1530 W. Jackson
- 9/26, 5pm to 7pm
 - Springfield Library Station, 2535 N. Kansas Expressway
- 9/27, 5pm to 7pm
 - Stafford City Hall, 126 S. Washington
- 9/29, 5pm to 7pm
 - Republic Fire Station #1, 701 US Hwy 60 East
- 10/1, 10am to 12 noon
 - Springfield Library Center, 4635 S. Campbell Avenue
- 10/3, 5pm to 7pm
 - Battlefield Community Room, 5434 S. Tower Drive
- 10/4, 5pm to 7pm
 - Willard Community Center, 220 W. Jackson
- 10/6, 5pm to 7pm
 - Nixa City Hall, 715 W. Mount Vernon



Public Hearing

- OTO Board of Directors Meeting
 - October 20
- Approval by TPC
 - November 16
- Adoption by Board
 - December 15

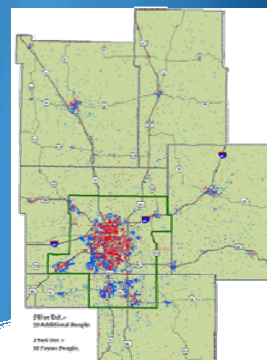


Journey 2035

JOURNEY 2035
Ozark Transportation Corporation
Long Range
Transportation Plan

Regional Trends and Existing Conditions

- Population
 - OTO grew by 20% between 2000 and 2010
 - Many OTO jurisdictions grew 50+%
 - High percentage of college-aged and baby boomers
 - Most population density is within Springfield
 - Growth has been moving south and west in the OTO region
 - OTO is youngest in the south and west
 - OTO is oldest in southeast Springfield and eastern Greene County



Regional Trends and Existing Conditions

- Employment
 - The majority of jobs are in south central Springfield, along Glenstone, and on the northeast side of Springfield
 - Each community has a concentration of jobs at their core
 - Most jobs are in the Health Care, Retail Trade, Accommodation and Food Services, Education, and Manufacturing sectors



Performance Measures

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

Major Thoroughfare Plan

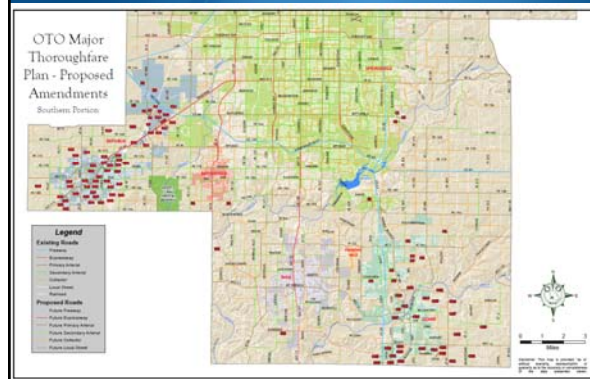
- Addresses
 - Design standards
 - Alignment preservation
 - Land use
 - Transportation system management
 - Transportation demand management
 - Safety
- Strategies
 - Regularly updating the Functional Classification Map
 - Consistent design standards among the OTO member jurisdictions
 - Complete Streets
 - Continuity of the street network
 - Compatible land uses

JOURNEY 2035
 OTO Transportation Council
 Long Range
 Transportation Plan

Major Thoroughfare Plan



Major Thoroughfare Plan



Transit

- Addresses
 - City Utilities, Missouri State, OATS, and regional transit
 - Thresholds for transit service
 - Supporting and encouraging transit
 - How transit can support other modes
 - Human service transportation
- Strategies
 - Constructing a downtown transfer facility
 - Accommodating larger buses when planning and designing facilities
 - Continue reviewing the possibilities and funding options for regional transit service
 - Identify future transit routes
 - Encourage growth and transit efficiency along future transit routes
 - Marketing transit service
 - Taking advantage of transit technologies
 - Considerations for bicycles and pedestrians with transit
 - Addressing the need for a single-call service for paratransit

JOURNEY 2035
 OTO Transportation Council
 Long Range
 Transportation Plan

Inter-City Passenger Transportation

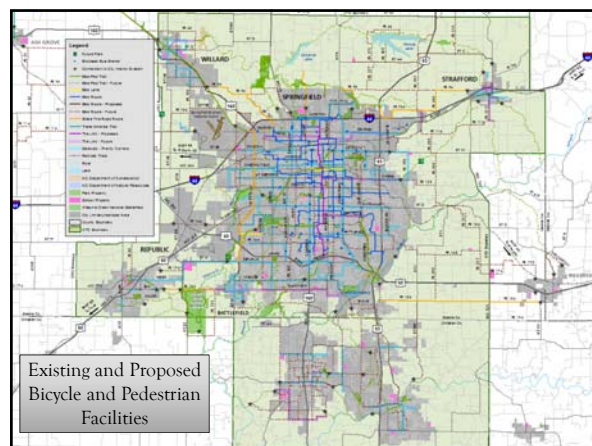
- Bus – Greyhound
- Strategy
 - Pursue options to connect fixed-route transit service to the Springfield-Branson National Airport, providing a better connection to inter-city bus service such as Greyhound.
- Train
 - Currently rail is not feasible on existing tracks to St. Louis
- Strategies
 - OTO should stay involved with discussions that would bring passenger rail to Springfield.
 - The Missouri General Assembly is encouraged to find a stable funding source for passenger rail in Missouri.

JOURNEY 2035
 OTO Transportation Council
 Long Range
 Transportation Plan

Bicycle/Pedestrian

- Bicycle and Pedestrian Existing and Proposed Facilities Map
- Priorities focus on developing a regional system with continuity between each community.
- Strategies
 - Maintaining a list of bicycle and pedestrian needs
 - Developing data on bicycle and pedestrian activities
 - Developing an implementation plan that addresses the challenges and costs associated with each need

J. URNEY
2035
Ozark Transportation Organization
Long Range
Transportation Plan



Aviation

- Springfield-Branson National Airport
- Downtown Airport
- Land Use Considerations
 - Existing Land Use and Zoning
 - Noise Impacts
 - Land Use Compatibility based on Noise Impacts
- Strategy
 - The City of Springfield and Greene County should continue the existing zoning patterns in effect around the Springfield-Branson National Airport. No rezoning of agricultural land use to noise-sensitive uses should be allowed within the noise contours unless a noise analysis is conducted and noise control features are included in the building design.

J. URNEY
2035
Ozark Transportation Organization
Long Range
Transportation Plan

Goods Movement

- Rail
 - Addresses
 - Reconfiguration and Grade Separation Study
 - MoDOT State Rail Plan
 - At-grade crossings
 - Inter-modal connections and land use considerations
 - Strategies
 - Funding for the recommendations of the Rail Reconfiguration Plan
 - Preventing and improving at-grade crossings
 - Ensuring land use compatibility near railroads
 - Working with Ozark Greenways for rail-to-trail opportunities
- Safety recommendations relating to hazardous materials and coordinating the planning efforts for hazardous material incidents.

J. URNEY
2035
Ozark Transportation Organization
Long Range
Transportation Plan

Goods Movement

- Trucking
 - Addresses
 - Increasing truck activity along I-44 through 2040 (>2x Truck Traffic)
 - Promoting efficient truck movements
 - Land use considerations
 - Strategies
 - Preserving freight mobility
 - Locating truck-generating facilities along major streets
 - Addressing existing or potential truck traffic problems
 - Providing adequate delivery and access needs
 - Limiting truck travel in residential areas



Environmental Considerations

- Natural Environment
- Endangered Species
- Cultural and Historical Resources
 - Strategy - OTO, member jurisdictions, and MoDOT should be aware of these sensitive areas when planning and constructing transportation projects.
- Environmental Justice
- Air Quality
 - Strategy - When OTO updates its travel demand model, it should ensure that the model complies with needs for a regional emissions analysis to demonstrate transportation conformity.
 - Strategy - The requirement that conformity must be determined within 12-months after a new non-attainment designation means that OTO should start preparing for the possibility of becoming non-attainment before it becomes a reality.

J. URNEY
2035
Ozark Transportation Organization
Long Range
Transportation Plan

Financial Capacity and Constraint

- Revenue
 - MoDOT
 - Local
 - Private
- Strategies
 - OTO jurisdictions, who do not already have one, should explore the creation of a transportation sales tax to provide additional opportunities for matching federal funds and cost sharing on MoDOT projects.
 - Cities, counties, and MoDOT should continue to work together on inter-governmental methods of financing transportation improvements and should continue to work with the private sector to ensure that the costs of new roadway improvements are equitably shared between all benefiting parties.

**JOURNEY
2035**
Greene Transportation Organization
Long Range
Transportation Plan

Project Prioritization Process and Selection

- Project Submissions
- Prioritization Process
 - Based on Goals
 - Economic Development – 20%
 - Multi-Modal, Interconnected System – 10%
 - Quality of Life and Livability – 10%
 - Operations and Maintenance – 35%
 - Safety and Security – 25%
- Constrained Project List = **\$599,713,898**
- Unconstrained List = **Additional \$1,107,096,392**

Total Revenue from All Sources	
State and Federal	\$471,908,090
Local Sales	\$75,979,483
Motor Fuel and Vehicle	\$57,754,040
Greene County Road and Bridge	\$356,617
TOTAL REVENUE	\$605,641,614

**JOURNEY
2035**
Greene Transportation Organization
Long Range
Transportation Plan

Public Comment

- Preference for improving Hwy 14 before CC
- Should focus on transportation to Branson
- Need train and adequate bus service
- Appreciate bicycle/pedestrian recommendations
- People on trails hurt farm animals with litter
- Need an outer road N. of I-44 between Glenstone and US 65
- Need a bike lane on EE to the Airport
- A different alignment should be considered for the East-West Arterial
- The bike racks on buses are hard on bicycles with fenders

**JOURNEY
2035**
Greene Transportation Organization
Long Range
Transportation Plan

Visualizations

**JOURNEY
2035**
Greene Transportation Organization
Long Range
Transportation Plan

TAB 2

BOARD OF DIRECTORS AGENDA 12/15/11; ITEM II.A.

Airport Funding Discussion

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

At the October 20, 2011 Board of Directors meeting, there was discussion regarding federal funding of the Branson Airport and other future airports. It was suggested that the OTO Board of Directors take a position opposing the use of federal funding for additional airports in the region.

As a result of this discussion, it was requested that the Board be better educated on this issue. Joe Pestka with the Missouri Department of Transportation will present an overview of airport funding in Missouri. Brian Weiler, Director of Aviation for the Springfield-Branson National Airport, will also be available to address any questions Board members may have.

BOARD OF DIRECTORS ACTION REQUESTED: Board discussion of possible recommendations within the OTO Long Range Transportation Plan, Journey 2035 relating to the federal funding of airports.

Possible motions:

“Move to add the following recommendation to the OTO Long Range Transportation Plan, Journey 2035 –

- The OTO opposes the use of federal funds for airports in the OTO region that do not already receive federal funds.”

OR

“Move to add a recommendation to the OTO Long Range Transportation Plan, Journey 2035, that addresses the following regarding federal funding of additional airports in the OTO region...

- _____.”

OR

“Move not to add a recommendation to the OTO Long Range Transportation Plan, Journey 2035, at this time, instead requesting that staff monitor the issue, keeping the Board informed of future developments regarding the use of federal funding at airports within the region.”

Chapter 9 – Aviation

The main air facility in southwest Missouri is the Springfield-Branson National Airport. This is the primary air connection to the national and international markets. The region also has a private aircraft airport, the Downtown Airport, which coupled with the general aviation facility at the Springfield-Branson airport, serves the charter and private aircraft needs for the community. Additional commercial airports that also serve the Springfield region include Branson, Joplin, Tulsa, Northwest Arkansas, Kansas City, and St. Louis.

According to the Boeing Current Market Outlook, nationally, passenger air traffic rose 8 percent in 2010, after a 2 percent decline in 2009. Traffic is projected to increase in 2011 and at least maintain the historical growth rate of 5 percent for the next 5 years. Low-cost carriers continue to see growth, even in 2009 when there was overall decline. Springfield is served by Allegiant Airlines, a low cost carrier that connects Springfield to specific markets and offers no connecting service beyond those destinations. The network carriers have consolidated their service through mergers. The top four US airlines include American Airlines, Delta, Southwest, and United. Southwest Airlines is the only one that does not serve the Springfield-Branson National Airport. These four airlines control 80 percent of the capacity in the US. The Current Market Outlook projects that this will lead to increased stability in the air travel market.

Springfield-Branson National Airport

The Springfield-Branson National Airport is owned by the City of Springfield and managed by an 11 member administrative board, appointed by the Springfield city manager, with confirmation by the City Council. The Airport Board has the power and duty to operate the airport and related facilities, including day-to-day care, as well as supervision and custody of airport activities and properties. They can also acquire property, hire

Figure 56 - Airport Service Area

Source: Draft Airport Master Plan, June 28, 2011



employees, and adopt by-laws, rules, and regulations for the control and management of airport facilities with approval from City Council. The City of Springfield does not contribute local tax revenues or general funds to the airport, meaning the airport must operate as a self-sustaining facility. The Airport does, however, contribute to the local tax base through sales and the car rental agencies.

The draft Airport Master Plan estimates that 400,000 people live within a 45-minute drive of the airport and an additional 393,000 live within a less than two-hour drive. As of December 2010, there were ten destinations for air service from Springfield:

- Atlanta
- Chicago O'Hare
- Dallas/Fort Worth
- Denver
- Las Vegas
- Los Angeles
- Memphis
- Orlando
- Phoenix
- St. Petersburg, FL

Air service in Springfield is dependent upon the hub market which connects the major airlines to additional destinations nationwide and internationally. Allegiant Airlines, which flies direct to Las Vegas, Los Angeles, Orlando, Phoenix, and St. Petersburg, is the only airline which does not offer any connecting service to onward destinations. Dallas/Fort Worth is the only destination with enough demand to support nonstop, point-to-point service. Two Allegiant destinations serve the most passengers per day – Las Vegas and Los Angeles. Dallas/Fort Worth is third, but the first for the major commercial airlines.

The airlines and destinations serving the Springfield-Branson National Airport have been varied over the previous decade, but through 2007, and even into 2008, there has been growth in the passengers and flights serving those passengers. The downturn of the economy in 2008 has affected the industry overall. The number of passengers flying through the airport has decreased since 2007. The number of flights has also been reduced since 2007. Revenue passenger-miles have grown, however. This could be due to the addition of destinations which are further from Springfield, such as Los Angeles.

Table 28 - SGF Passenger Data

Source: Bureau of Transportation Statistics T-100 Market data
http://www.transtats.bts.gov/Data_Elements.aspx?Data=1

YEAR	Revenue Passenger-miles (SGF)	Percent Change	Passengers (SGF)	Percent Change	Load Factor (SGF)	Percent Change	Flights (SGF)	Percent Change
2000	82,195		264,207		54		6,909	
2001	71,402	-13.13%	226,217	-14.38%	54.25	0.46%	6,716	-2.79%
2002	80,024	12.08%	247,231	9.29%	59.23	9.18%	7,768	15.66%
2003	112,546	40.64%	311,662	26.06%	70.37	18.81%	9,904	27.50%
2004	149,158	32.53%	351,253	12.70%	69.36	-1.44%	10,826	9.31%
2005	204,037	36.79%	431,668	22.89%	69.23	-0.19%	12,450	15.00%
2006	213,121	4.45%	426,115	-1.29%	74.9	8.19%	11,164	-10.33%
2007	226,504	6.28%	430,578	1.05%	72.35	-3.40%	11,362	1.77%
2008	207,931	-8.20%	376,887	-12.47%	68.31	-5.58%	11,030	-2.92%
2009	232,904	12.01%	395,396	4.91%	75.51	10.54%	9,986	-9.47%
2010	235,755	1.22%	378,150	-4.36%	74.85	-0.87%	9,600	-3.87%

Midfield Terminal

The new midfield terminal opened in May of 2009 and was built with expansion in mind. The previous terminal had capacity issues and was not designed with the current security requirements in mind. The new terminal was built with 10 gates in operation, but can grow to 60 gates at full operation. Having been designed post-9/11, the new terminal also has the appropriate accommodations for the new security measures. Besides containing ticketing and baggage claim, the new terminal has currently facilities for five rental car companies – Avis, Budget, Enterprise, Hertz, and Thrifty.

General Aviation

The general aviation facility at the Springfield-Branson National Airport serves all the additional flights at the airport that are not part of the scheduled passenger flights or related to cargo. The Airport owns 8 hangars with 36 aircraft stalls. The City of Springfield also owns and leases hangar space. The general aviation facility at the airport is near capacity, however, additional development will not occur until the land at the former Air Park South location in Ozark is sold. Aircraft parking is available in addition to the hangar space.

Air Cargo

The Springfield-Branson National Airport also supports cargo. The cargo facilities are utilized by UPS, FedEx, BAX Global, U.S. Customs, and Eagle Global Logistics. The cargo facility is considered a Foreign Trade Zone. This allows for deferment of U.S. Customs' duty payment until goods are sold in the United States.

Surface Transportation

The new midfield terminal was constructed in a different location on airport property, which required access from a new network of roads. Whereas the prior terminal was the terminus of Kearney Street, the new terminal required the construction of a new roadway, Airport Boulevard, and access from Chestnut (Route 266) and Division (Route EE). The general aviation facilities are located along General Aviation Boulevard, and can be accessed from West Kearney. These two access points can be seen in Figure 49.

Farm Road 103, which is a road that exits Willard and heads south toward EE, has seen an increase in traffic since the new terminal and airport access road have been constructed. The OTO Major Thoroughfare Plan classifies the road as a secondary arterial, but the Federal Functional Class has been that this is a local street. OTO has reviewed and approved that an application be made to upgrade the classification to a collector. The designation of a collector or above would allow the roadway to be eligible for federal funding when making the necessary future improvements.

Downtown Airport

According to OzarksWatch Video Magazine, the Downtown Airport was one of the first airports in the Ozarks region. The City of Springfield bought the land where the airport is located in 1928, paying \$55,000 for approximately 360 acres. The terminal building was built in 1929 and is now the Alpha House on East Division. The airport has played host to a number of important dignitaries and aviators and served as a link to medical care during World War II. The Park Board were the designated managers of the airport. Half of the original airport has now become the Cooper Sports Complex. Road access to the Downtown Airport is from East Division, between U.S. 65 and Glenstone. The Downtown Airport now has one runway, which has gotten longer over time and can accommodate most modern private aircraft.

Figure 57 - Airport Access

Source: OTO Major Thoroughfare Plan

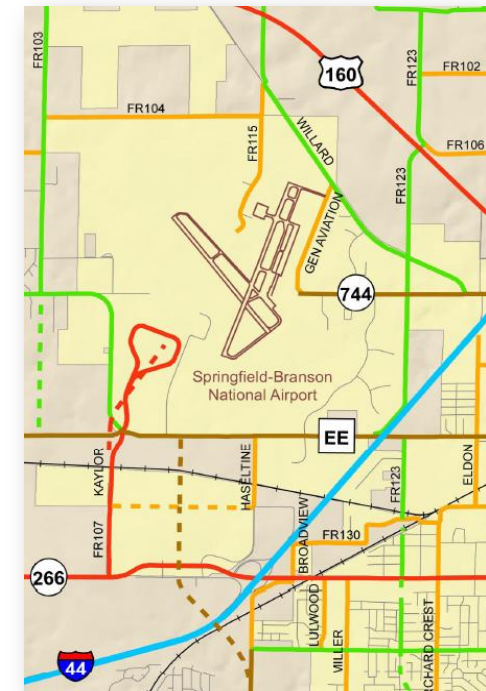


Figure 58 - Downtown Airport Location

Source: Wikimapia

<http://wikimapia.org/99028/Springfield-Downtown-Airport-3DW>



Land Use Considerations

Existing Land Use

Existing land use around the Springfield-Branson National Airport is mostly residential and rural, as well as industrial. Partnership Industrial Center West is located between the airport and I-44. Nearly 50 percent of the sites are now occupied. Some commercial is also located along Chestnut which is a major east-west road to the south of the airport.

Figure 2 - Springfield Airport Overlay Districts

Source: Springfield Zoning Ordinance

http://www.springfieldmo.gov/zoning/pdfs/ZO_041811.pdf

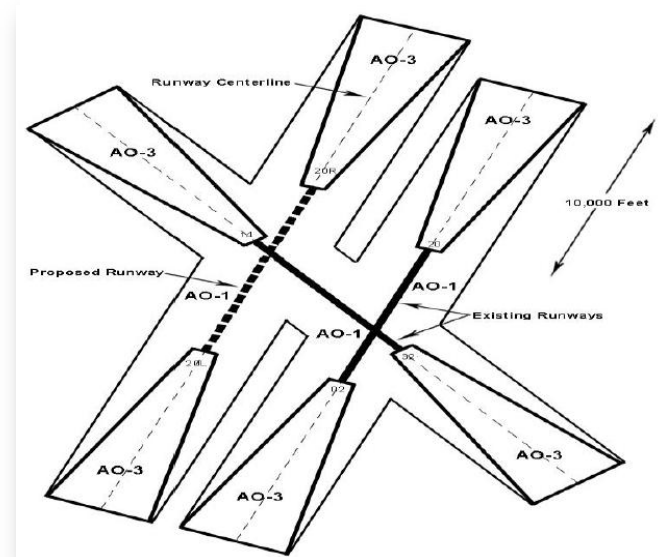


Figure 60 - Springfield Zoning around Airport

Source: City of Springfield

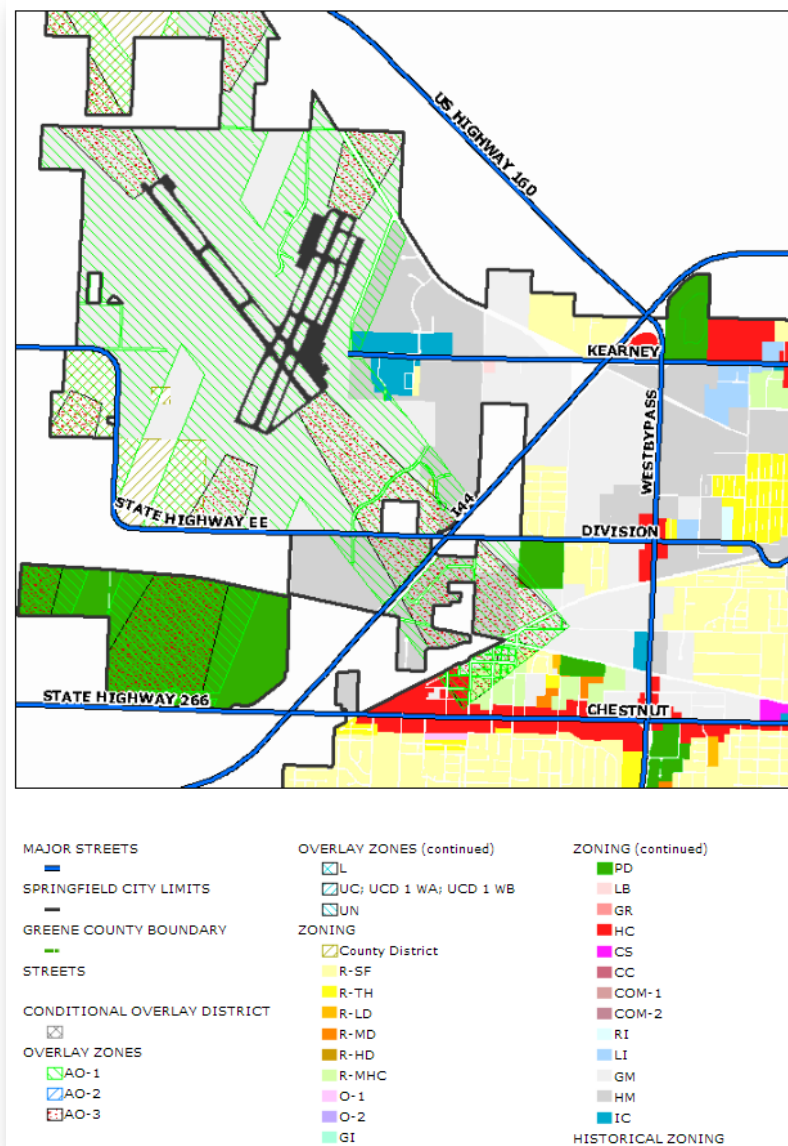
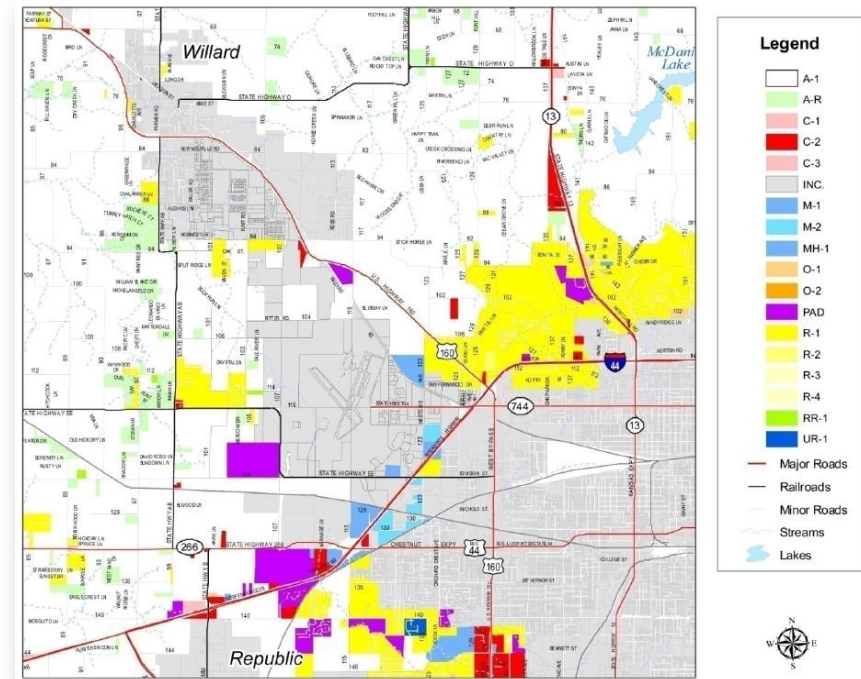


Figure 61 - Greene County Zoning around Airport

Source: Greene County



Zoning

The existing zoning near the airport, yet outside of the city limits, is mainly agricultural, with some residential. The area to the south of the airport is zoned industrial, while that to the northeast is mainly residential. Commercial is concentrated on Chestnut, with some along Kearney, near West Bypass. The City of Springfield also has airport overlay zones that extend beyond the runways. The Airport Overlay Zoning District 1 prohibits residential, public uses, and recreational uses. Airport Overlay Zoning District 3 supersedes AO-1 and restricts land use to single-family on minimum 10-acre tracts and limiting the height of structures on those lots. Greene County has a similar airport zoning district, restricting uses and heights of structures. Both City and County

zoning districts also govern the transmission of radio signals, electronic emissions, and lights.

Noise Impacts

Noise is a concern surrounding airports. The Federal Aviation Administration (FAA) has established criteria to help protect public health and safety, though the Airport has no noise abatement procedures of its own, due its somewhat rural location. This includes Day-Night Sound Level (L_{dn}) contours as a guide to identify areas susceptible to noise from aircraft operations. The FAA also looks at factors such as noise duration, number of aircraft operations, flight paths, and time of day. These criteria are based on known effects of noise on people, such as hearing loss, communication interference, sleep interference, physiological responses, and annoyance. According to the FAR Part 150 Land Use Compatibility Matrix, residential land use is deemed acceptable for noise exposures up to 65 L_{dn} . Certain sensitive land uses, such as hospitals, nursing homes, churches, auditoriums, and concert halls, must have structures that are compatible to noise level readings of 25-35 decibels. The Land Use Compatibility Matrix is meant to be used in conjunction with the noise level contours which specify a maximum amount of noise exposure (L_{dn}) that will be considered acceptable or compatible with people living and working within these areas. The new noise level contours for the Springfield-Branson National Airport have not yet been incorporated into the new draft Airport Master Plan. The current contours date back to 1988, forecasted to 2000.

The FAA notes that the responsibility for determining the acceptability and permissible land uses remains with the local authorities. It is important that Greene County and the City of Springfield continue their existing airport zoning policies. As a general rule, land within any of the defined noise contours (65-75 L_{dn}) should not be zoned to allow construction of residences, hospitals, theaters, outdoor amphitheaters, or other noise-sensitive uses. Such uses may be permitted, however, if a detailed noise analysis is conducted and noise control features are included in the building design.

Strategy to Implement Plan Goals

- ***The City of Springfield and Greene County should continue the existing zoning patterns in effect around the Springfield-Branson National Airport. No rezoning of agricultural land use to noise-sensitive uses should be allowed within the noise contours unless a noise analysis is conducted and noise control features are included in the building design.***
-

Table 29 - Suggested Land Use Compatibility for Airport Development

Source: FAR Part 150, <http://www.risingup.com/fars/info/part150-A-APPX.shtml>

Land use	Yearly day-night average sound level (L_{dn}) in decibels					
	Below 65	65–70	70–75	75–80	80–85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	$N_{(1)}$	$N_{(1)}$	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	$N_{(1)}$	$N_{(1)}$	$N_{(1)}$	N	N
Public Use						
Schools	Y	$N_{(1)}$	$N_{(1)}$	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	$Y_{(2)}$	$Y_{(3)}$	$Y_{(4)}$	$Y_{(4)}$
Parking	Y	Y	$Y_{(2)}$	$Y_{(3)}$	$Y_{(4)}$	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	$Y_{(2)}$	$Y_{(3)}$	$Y_{(4)}$	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	$Y_{(2)}$	$Y_{(3)}$	$Y_{(4)}$	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	$Y_{(2)}$	$Y_{(3)}$	$Y_{(4)}$	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	$Y_{(6)}$	$Y_{(7)}$	$Y_{(8)}$	$Y_{(8)}$	$Y_{(8)}$
Livestock farming and breeding	Y	$Y_{(6)}$	$Y_{(7)}$	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	$Y_{(5)}$	$Y_{(5)}$	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key to Table 29

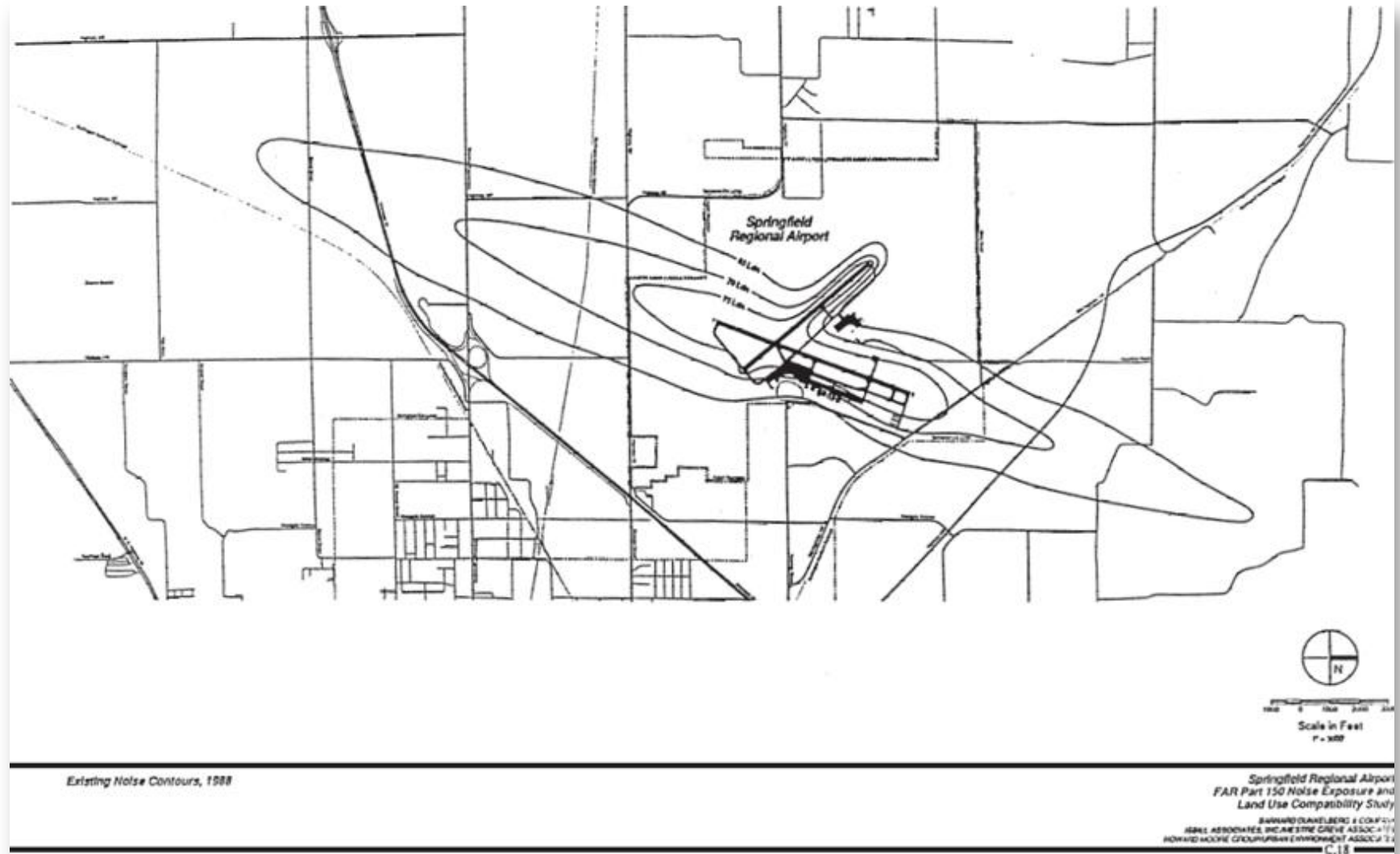
SLUCM	Standard Land Use Coding Manual.
Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35	Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table 29

- (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- (2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.
- (5) Land use compatible provided special sound reinforcement systems are installed.
- (6) Residential buildings require an NLR of 25.
- (7) Residential buildings require an NLR of 30.
- (8) Residential buildings not permitted.

Figure 62 - Springfield-Branson National Airport Noise Contours

Source: Journey 2030



Current land uses appear to be in keeping with the previous noise contours. Having updated contours in the new Airport Master Plan will be key to ensuring this compatibility in the future.

TAB 3

BOARD OF DIRECTORS AGENDA 12/15/11; ITEM II.B.

Long Range Transportation Plan (LRTP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Final Draft of the LRTP is available on the OTO website with the Board Agenda – <http://www.ozarkstransportation.org/Board/BoardAgendas.html>

As part of the federal transportation planning requirements, the OTO is required to develop a long range transportation plan. This plan must be updated every five years. *Journey 2035* is the five year update of the Long Range Transportation Plan. *Journey 2035* serves as a blueprint that guides the OTO Metropolitan Area's transportation development over a 24-year period. The plan is based on projections of growth and travel demand coupled with financial assumptions.

The goals of the plan center around economic development, the provision of a multi-modal interconnected system, quality of life, operations and maintenance, safety and security, transportation advocacy and needs assessment. For the first time, performance measures are included to monitor the performance of the transportation system and to identify the projects that best address the needs of the system based on expected population, housing and employment growth, while taking forecast financial assumptions into account at the same time.

There are approximately \$600 million available over the life of the plan. A constrained project list has been developed which takes into account funding limitations. An unconstrained project list is also included which provides a vast array of potential improvements should additional funding sources become available.

Journey 2035 was developed through an extensive public outreach process that spanned a year and a half. A community official kickoff meeting was held on April 8, 2010. This meeting was followed by meetings in various jurisdictions. The plan began to take shape through meetings of the Long Range Transportation Plan Subcommittee. The draft plan was released for public comment in September of this year. Additional meetings in various locations were held in September and October in order for the public to comment on the draft plan. Comments received from these meetings have been incorporated into the Plan.

Additions to the prior draft shared for public comment include:

- Plan Summary
- Comments from the Public Meetings
- MSU Transit Ridership Numbers
- Additional photos in the Bicycle/Pedestrian Chapter
- Project Numbers added to the Constrained Project List
- Visualizations

TECHNICAL COMMITTEE RECOMMENDATION:

At its November 17, 2011 meeting, the Technical Planning Committee unanimously recommended that the OTO Board of Directors approve the Ozarks Transportation Organization Long Range Transportation Plan, Journey 2035.

BOARD OF DIRECTORS ACTION REQUESTED: That a member of the Board of Directors makes one of the following motions:

“Move to adopt the OTO Long Range Transportation Plan, Journey 2035.”

OR

“Move to adopt the OTO Long Range Transportation Plan, Journey 2035, with the following modifications...”

OR

“Move to return Journey 2035 to the Technical Committee and ask that they consider the following concerns of the Board...”

Ozarks Transportation Organization

J JOURNEY 2035

Long Range Transportation Plan



Plan Summary

As part of the federal transportation planning requirements, the OTO is required to develop a long range transportation plan. This plan must be updated every five years. *Journey 2035* is the five year update of the Long Range Transportation Plan. *Journey 2035* serves as a blueprint that guides the OTO Metropolitan Area's transportation development over a 24-year period. The plan is based on projections of growth and travel demand coupled with financial assumptions.

The OTO region has grown to 310,283 people, according to the 2010 Census, from 258,335 in 2000. The region is projected to have nearly 470,000 people by 2035. This growth has a major impact on congestion in the region. As seen in Chapter 5, the region will be unable to build its way out of the congestion caused by growth. With limited funding, the region must find alternative approaches. *Journey 2035* proposes a multi-modal solution to the OTO region's transportation system, addressing transit, bicycling, and walking, in addition to the street network.

From all sources, \$605 million in funding has been projected during the life of the plan. Over \$1.6 billion in projects have been identified. OTO has prioritized \$600 million worth of projects that are financially feasible over the next 24 years. This means there are projects, totaling \$1.1 billion, with no funding source available. The funded and unfunded project lists can be found in Chapter 13.

Figure 1 - Population Change in the OTO Region, 2000-2035

Source: U.S. Census Bureau – 2000 SF1, 2010 SF1; Ozarks Transportation Organization

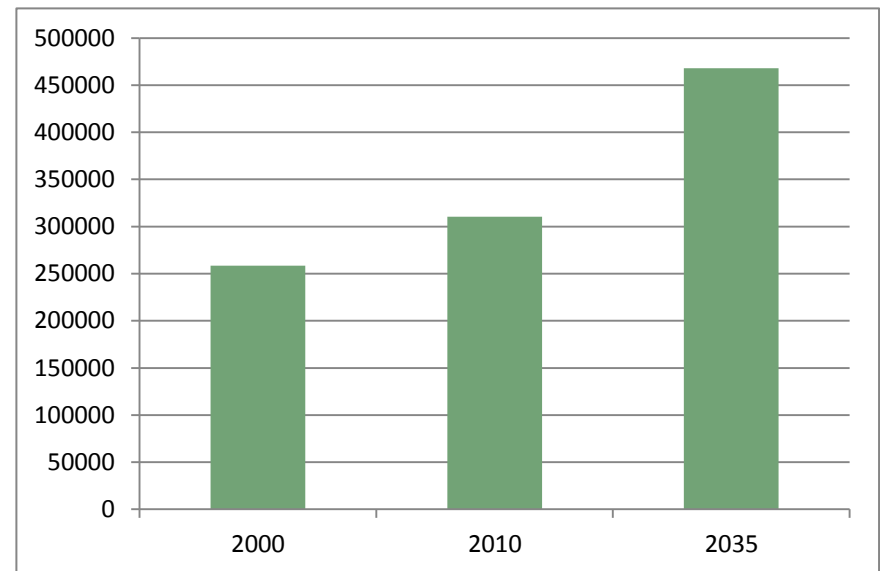


Table 1 - Financial Constraints

Total Revenue through 2035	\$605,641,614
Constrained Project List	\$599,713,898
Unconstrained Project List	\$1,107,096,392

Public Involvement

Journey 2035 was developed through an extensive public outreach process that spanned a year and a half. A community official kickoff meeting was held on April 8, 2010. This meeting was followed by public input meetings in various jurisdictions. The plan began to take shape through meetings of the Long Range Transportation Plan Subcommittee. The draft plan was released for public comment in September of 2011 with additional meetings in various locations held in September and October in order for the public to comment on the draft plan. An additional public hearing was held in conjunction with the October 2011 Board of Directors Meeting.

Plan Goals

The goals of the plan, found in Chapter 4, center around economic development, the provision of a multi-modal interconnected system, quality of life, operations and maintenance, safety and security, transportation advocacy and needs assessment. For the first time, performance measures, also in Chapter 4, are included to monitor the performance of the transportation system and to identify the projects that best address the needs of the system based on expected population, housing and employment growth, while taking forecast financial assumptions into account at the same time.

Plan Topics

- Public Participation – Chapter 2
- Regional Trends – Chapter 3
- Goals and Performance Measures – Chapter 4
- Major Thoroughfare Plan – Chapter 5
- Public Transit – Chapter 6
- Inter-City Surface Transportation – Chapter 7
- Bicycle and Pedestrian – Chapter 8
- Aviation – Chapter 9
- Goods Movement – Chapter 10
- Environmental Considerations – Chapter 11
- Financial Capacity – Chapter 12
- Project Selection – Chapter 13

About OTO

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

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

Chapter 2 – Public Participation

The OTO Public Participation Plan recommends that a plan-specific process be developed for the Long Range Transportation Plan. The OTO has employed a variety of methods to reach out to the public. The LRTP public participation process has included a paper and online survey, an all-day public official workshop, public input meetings with comment cards, a plan specific website, public comment meetings, and a presence at community events. In addition to these OTO directed efforts, each of the OTO member jurisdictions continually seek public input. Most recently, the City of Springfield, as part of their strategic planning process, engaged the public with an online survey and numerous listening sessions with anyone who requested one. The public input has served as a guide for goal development in this plan and has contributed to the strategies recommended herein.

OTO Website

A Plan website has been created through the OTO website. The web address is <http://www.ozarkstransportation.org/Journey2035>. Announcements regarding opportunities for public input and the progress of the Springfield Strategic Plan have been placed there. As the draft plan is developed, that information will be posted as well.

Public Officials Workshop – April 8, 2010

As a kick-off event for Journey 2035, OTO conducted a brainstorming workshop with local public officials and their staff, as well as other interested parties. The workshop was one whole day which began with presentations by relevant professionals relating to the region's population and housing trends, transit, air, freight, roadways, bicycles and pedestrians, and future funding. This was followed by several brainstorming sessions in which attendees could contribute to general policies for the area, as well as specific directions OTO should take in relation to the various transportation modes. The Agenda and attendees can be found in Appendix A.

One unique feature of this event was the assignment of attendees to a table. Each breakout table was arranged so attendees were mixed based on their backgrounds and geographic representation. These groups sat together during the first visioning exercise and then were rearranged for the next set of

Figure 2 - Save the Date Card for Workshop



activities. This was done so everyone would have an opportunity to participate and so that everyone would have a chance to hear the varying perspectives of the attendees.

After each topical presentation, a copy of the presentation was hung on the wall. Each group was given a set of sticky notes and throughout the day, attendees were encouraged to use the sticky notes to make comments on the presentation wall. This would allow for comments to be collected throughout the day. A “digital” comment board was kept during the day too. As breakout groups reported the results of their visioning exercises, each comment was captured on the computer and displayed for all to see. This demonstrated that each comment was received and also allowed everyone to see that they were captured correctly.

The first visioning exercise of the day asked one question, “How can the transportation system help create the community you, your children, and your grandchildren want to live in, come 2035?” The following visioning sessions focused on modal changes for the future. The second session asked about the vision for Transit, Rail and Air in 2035. The third session focused on the vision for bicycles and pedestrians, while the fourth examined the vision for streets, highways, and freight.

A variety of answers were received for the questions and the full results can be seen in Appendix A, but the answers could be categorized into several themes:

- Regionalism, Partnerships, and Cooperation
- Multimodality and Interconnectivity
- Higher Density/Smart Growth/Efficient Land Use
- Bus Transit Expansion
- Bicycle/Pedestrian
- Corridor Maintenance and Preservation
- Passenger Rail
- Education
- Benchmark Cities

The results were summarized for the attendees before adjourning the workshop and the results carried forward into the information presented at the public input meetings.

Springfield Strategic Plan Process

The Springfield Strategic Plan update was a regional process, though the end product made recommendations for the City of Springfield. OTO was staff for the Transportation Committee for the Strategic Plan. There were over committee members who represented a variety of interests and covered a geography larger than the City of Springfield. The Transportation Committee met 13 times, not counting additional subcommittee meetings. Over 1200 volunteer hours were put into this effort. The Strategic Plan Committee participated in the initial planning workshop with the public officials. This joint public input provided direction for Journey 2035.

Public Input Meetings

In 2010, OTO held six public input meetings around the region. At each meeting, the public had the opportunity to review current trends, ask questions, complete a survey, and comment on what they would like to see in the future for the region. These meetings were advertised in a variety of ways. The OTO website and calendar listed each public input meeting. A press release was sent out ahead of each meeting. The meetings were also advertised in the Community Free Press and the Springfield News-Leader. The News-Leader package included online advertising as well. OTO also took advantage of the many online community calendars, and posted the meetings on those sites as well.

Figure 3 - Calendar Showing Meeting Dates



June 1, 4:30 to 6:30 p.m. – Strafford City Hall

June 4, 4:30 to 6:30 p.m. – Springfield's Downtown Farmer's Market

June 8, 4:30 to 6:30 p.m. – Ozark Community Center

June 10, 4:30 to 6:30 p.m. – Republic High School

June 15, 4:30 to 6:30 p.m. – Nixa City Hall

June 17, 4:15 to 6:15 p.m. – Willard Community Center

Almost 60 separate individuals attended the public input meetings. Though the meetings were held in different areas of the region, many comments at each meeting addressed transportation issues for the whole region, in addition to those community-specific concerns. Input addressed every type of transportation issue this region faces. The public requested road improvements, enhancements to the bus service, bicycle improvements, sidewalks and trail connections, and both freight and passenger rail changes. A list of the specific comments can be found in Appendix B.

Public Input Survey

A survey was available for completion by the public at the public meetings as well. The survey was then made available on the web and at community events for further public input.

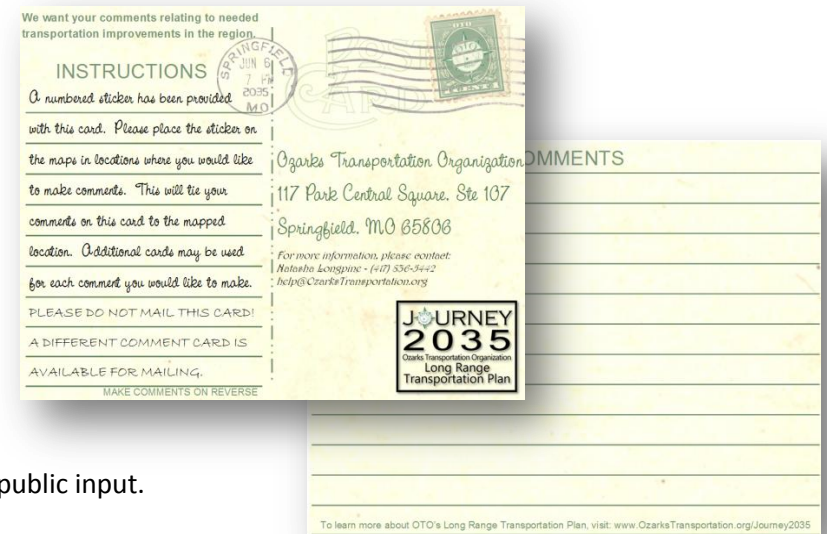
Results show that respondents believe traffic congestion is currently a problem in the community and that will continue for the next 10 and 20 years. The majority think that the existing transportation system does not meet the needs of all citizens. This is for a variety of reasons, including the aging population, the need for mass transit, more public transportation for those who can't drive, the need for a user friendly transportation system, traffic congestion, the region is growing faster than road improvements can be made, problematic railroad crossing, and other similar comments.

The public listed the top five measures for improving mobility as Widening Existing Roads first, Building New Roads, Increasing Bus Service, Adding Pedestrian Facilities, and Adding Bicycle Facilities fifth. This was out of a list of 10 options. The original survey and results can be seen in Appendix C. The public thought government officials should consider Congestion, the Efficiency of the System, and Safety over all else when making transportation decisions. Three changes the public would make regarding transportation in the region include Improving Roadway Design, Adding/Improving the Sidewalk Network, and Adding/Improving Bike Paths.

Long Range Transportation Plan Subcommittee Meetings

The Long Range Transportation Plan Subcommittee is comprised of OTO Technical Planning Committee members. The Subcommittee started meeting in September of 2010 and has been responsible for establishing the Plan Goals and Objectives, the Prioritization Criteria, and project submissions. Each of these items will be addressed in their respective Chapters.

Figure 4 - Comment Cards at Meetings



Bicycle Pedestrian Advisory Committee

The bicycle and pedestrian recommendations of the plan have been developed through the OTO Bicycle and Pedestrian Advisory Committee. The Committee has set additional bike/ped goals for Journey 2035, developed a process for tracking and prioritizing bicycle and pedestrian projects, and redesigned the bike/ped plan map.

Major Thoroughfare Plan Subcommittee Meetings

The Major Thoroughfare Subcommittee met and took public comment two times to specifically discuss the extension of East Republic Road. This then became part of a larger discussion on all necessary changes to the Major Thoroughfare Plan which was further discussed at another two meetings. The recommended changes will be discussed in the Streets and Highways Chapter. Public comment for changes to the Major Thoroughfare Plan was accepted at the Multicultural Festival on January 17, 2011, where OTO had a booth. Further comment was taken at the Public Hearings for the entirety of Journey 2035.

The Subcommittee meetings were well attended by the public, though spoken comment was given only regarding the extension of East Republic Road. No comments regarding the Major Thoroughfare Plan were received at the Multicultural Festival, although general public input was received regarding the transportation system. This information will be covered under the public comments and public input survey.

City Utilities Transit Fixed Route Advisory Committee

OTO staff met with the Fixed Route Advisory Committee at City Utilities Transit to further develop input on the transit system in its current form, as well as to gain insight for the future of transit in the region. Details from this meeting will be discussed in the Transit Chapter.

Public Hearings for Comment on the Plan

Public Hearings were scheduled in September and October of 2011 to gather comments on the final plan document. A public hearing was included as part of the regular OTO Board of Directors meeting on October 20, 2011. The meetings were advertised

Figure 5 - Advertisement for Public Hearings

Public Comment Meetings

See and comment on the recommendations in the
OTO Long Range Transportation Plan
Read the Plan!
www.OzarksTransportation.org

Sept. 22, 5pm to 7pm	Ozark Community Center 1530 W. Jackson
Sept 26, 5pm to 7pm	Springfield Library Station 2535 N. Kansas Expressway
Sept. 27, 5pm to 7pm	Strafford City Hall 126 S. Washington
Sept. 29, 5pm to 7pm	Republic Fire Station #1 701 US Hwy 60 East
Oct. 1, 10am to 12pm	Springfield Library Center 4653 S. Campbell Ave.
Oct. 3, 5pm to 7pm	Battlefield Community Room 5434 S. Tower Drive
Oct. 4, 5pm to 7pm	Willard Community Center 220 W. Jackson
Oct. 6, 5pm to 7pm	Nixa City Hall 715 W. Mount Vernon

OTO receives federal funding and may not discriminate against anyone on the basis of race, color, sex, creed, or national origin. For additional information or for special accommodations visit www.OzarksTransportation.org or call (417) 836-5442.

through several area newspapers, including the Christian County Headliner, Community Free Press, Marshfield Mailer, Nixa Xpress, Republic Monitor, and the Springfield News-Leader.

During the meetings, OTO staff provided comment cards, as well as kept track of verbal comments expressed by attendees. Each meeting consisted of a projected presentation and display boards highlighting the Plan and its recommendations. The meetings were held in an open house format that allowed the public time to visit on their own schedules and ask questions of staff as they had them. The specific comments received are listed in Appendix D.

Comments that were received during the public meetings have been shared with the Technical Planning Committee and the Board of Directors, as well as agencies that might also be impacted by the comments. Several comments are already addressed by the Plan or other OTO activities. Those comments pertaining to specific projects will be reviewed again as those projects move forward.

Figure 6 - At the Public Hearing in Ozark



Appendix D – Public Hearing Comments

Written

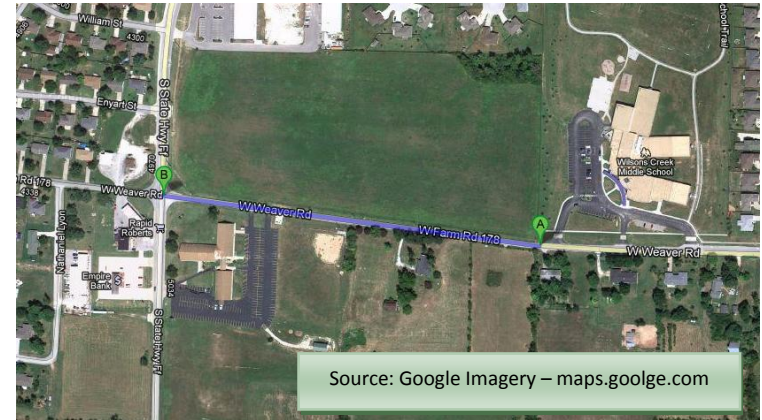
- I strongly recommend OTO concentrating on the improvement of Highway 14 between Nixa and Ozark. Improving Highway 14 between Nixa and Ozark will provide opportunity for economic (retail and commercial) development in Christian County.
- To me it seems Highway 14 between Ozark and Nixa makes better economical progress available than CC. Since it goes all the way across the county – good businesses on 14 could draw from Bruner – east and Billings – west.
- 20 years, ran transportation, including tour and charter. Focus on transportation to Branson. Through existing carriers, approach the Department of Economic Development, people in Springfield need jobs, venues in Branson need workers, and PSU and DOT coordination.
- We need train service and an adequate bus service. Maybe we could build another new airport instead of things we need.

Verbal

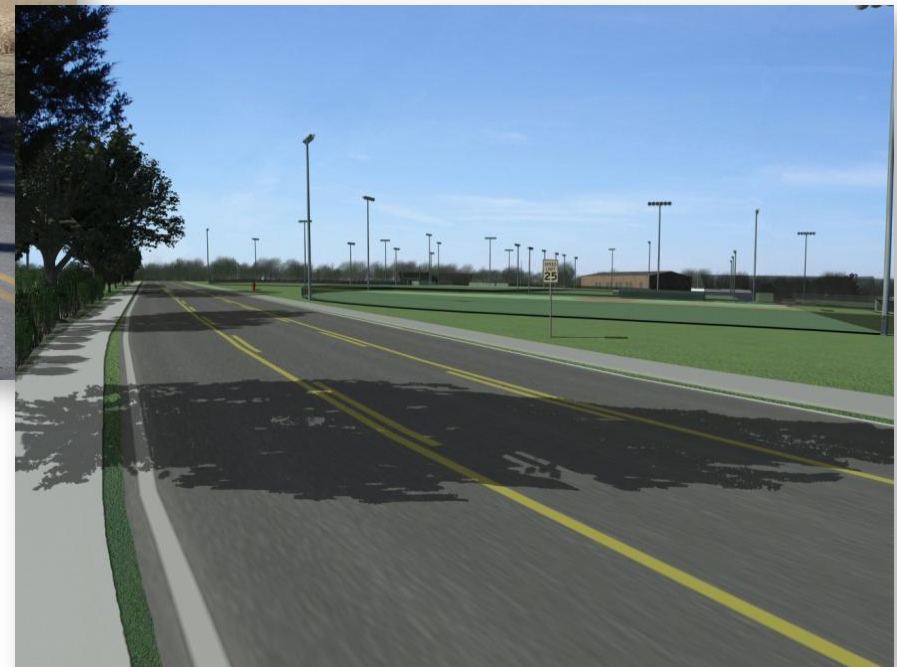
- Appreciate the bicycle and pedestrian recommendations.
- Keep trails away from farms. People litter and that harms horses.
- There should be an outer road north of I-44 between Glenstone and US 65 – continuation of Norton Road, south of the Greens apartments. This would help prevent cut-throughs.
- Nothing should happen along Farm Road 170.
- Need a bike lane on EE out to airport. There is a gap in travel for people needing to work at airport that bike.
- Farm Road 190 is a bad place for East-West arterial. Heard this both at the Battlefield end, and where Kansas Expressway extension would intersect. There should not be a stop light at new intersection of Campbell and the East-West Arterial. Trucks have difficulty with the terrain and if stopped on a hill, would dramatically impact traffic.
- Highway 14 should be addressed before CC.
- The bike racks on the buses are hard on bicycles with fenders.

Appendix E – Visualizations

Battlefield – Weaver Road, from FF to Wilson's Creek Middle School



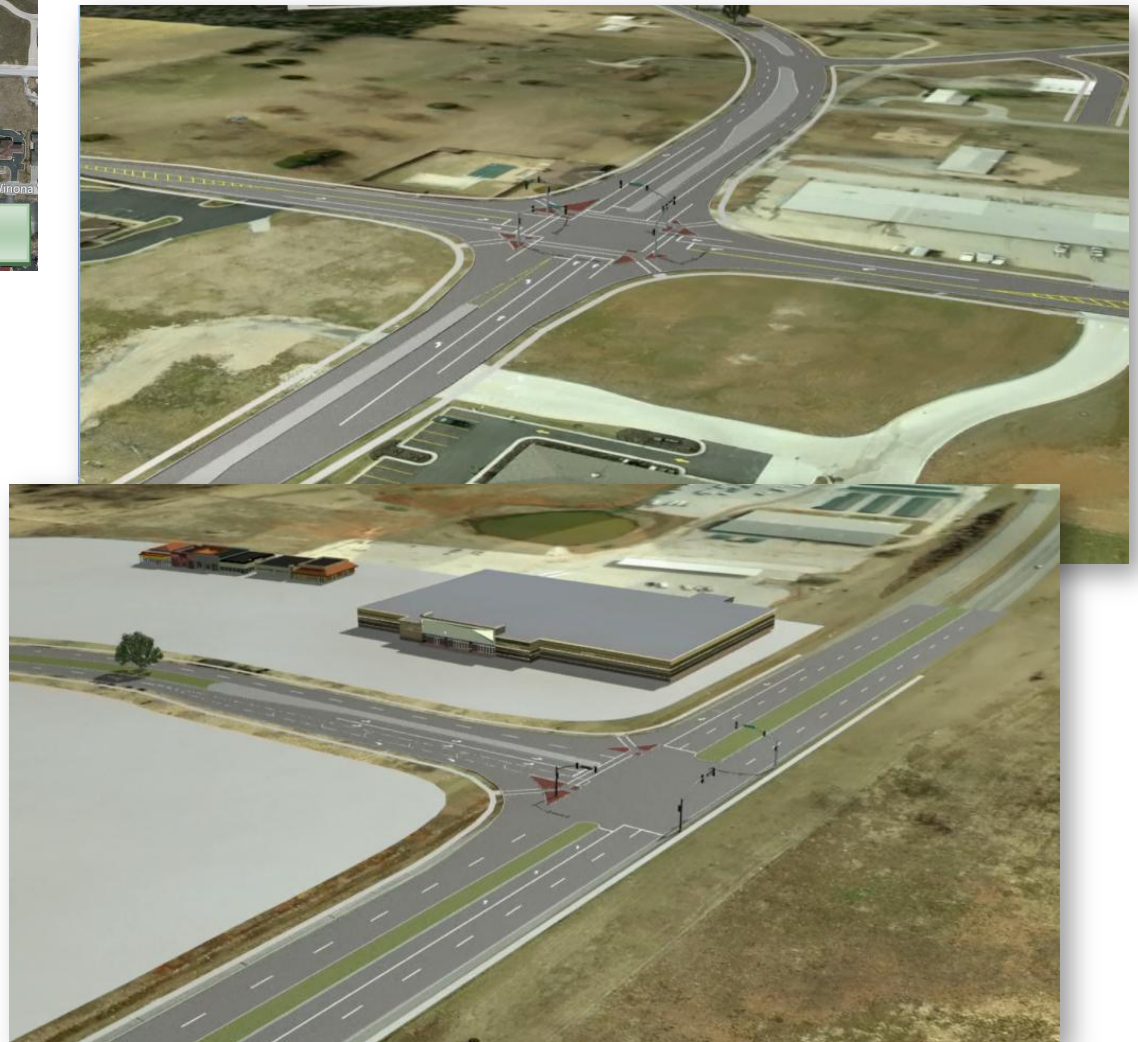
The *Before* picture shows Weaver Road as it is today, with an empty field to the north. The *After* picture shows the continuation of roadway improvements that are planned for Weaver up to this point, with the addition of a new municipal building and sports complex to the north.



Nixa – CC Extension from Main to US 160

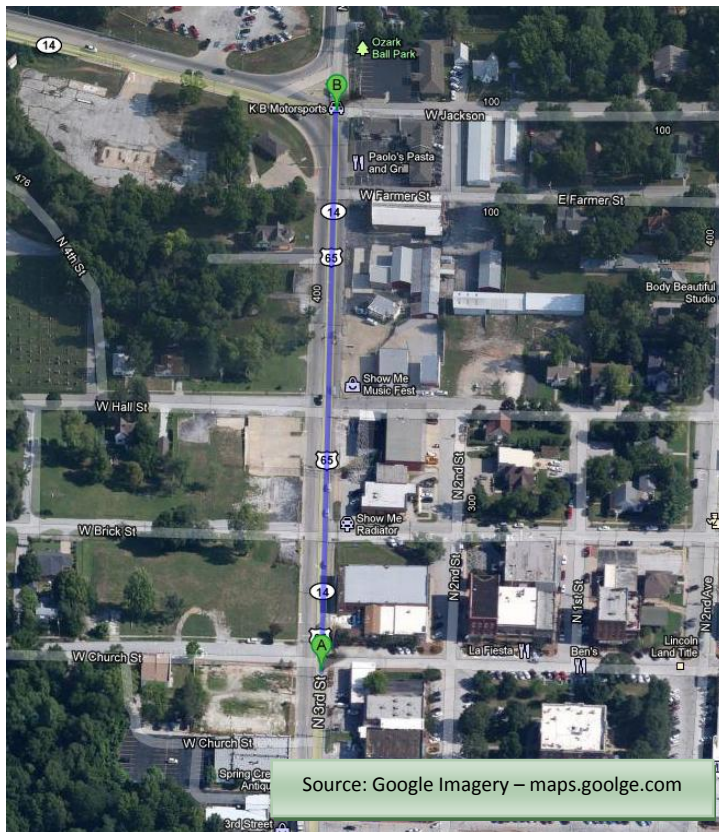


This visualization does not have a *Before* picture, as it demonstrates the new alignment of CC from Main to US 160. The top picture shows the intersection of CC and Main, while the bottom picture shows the intersection of CC and US 160, looking south along US 160. New land uses in the area are thought to be several large retail anchors with smaller retail/office mixed throughout.



Ozark – 3rd Street, from Church to Jackson

These images in Ozark are on 3rd Street, looking north toward Jackson from Church. The changes include removing the overhead lines, the communications tower, making roadway improvements, signaling Church Street, signaling Jackson, planting trees, and providing some new land uses.



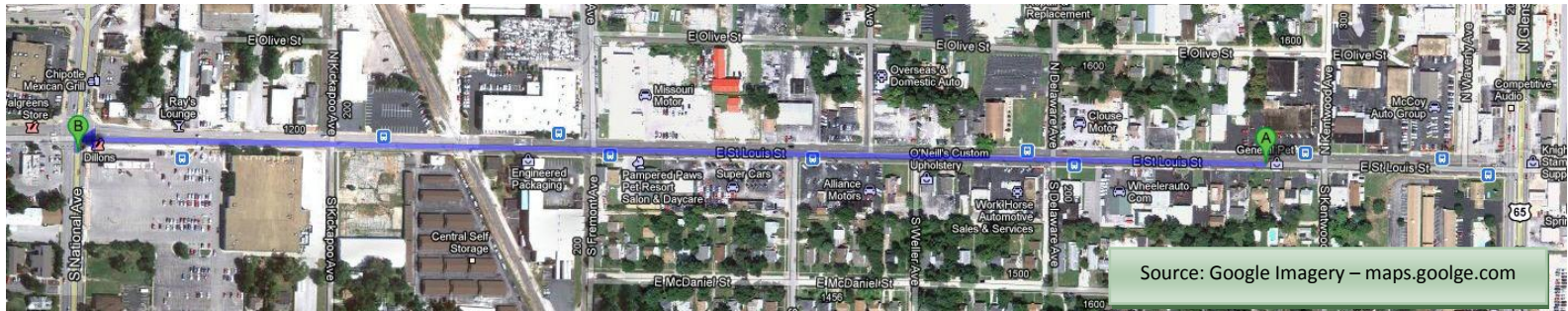
Republic – Intersection of Brookline and Sawyer, looking West along Sawyer



Future plans for land use around this intersection include the expansion of an industrial Park and new commercial development. McLane Company can be seen in the background of both *Before* and *After* pictures. Sawyer, also known as Farm Road 156, will be widened to three lanes with added sidewalks. Brookline Boulevard, known as MM Highway, will also be improved, including a new bike lane. The intersection will be signalized with pedestrian signals.



Springfield – St. Louis Street, from Glenstone looking West to Downtown



The improvements to St. Louis Street include restriping to three lanes from four, which provides room for bicycle lanes on both sides of the street. New bus stops have been added in the spirit of Link Stations. Additional density has been shown through new 3- to 5-story buildings in the forefront and new 12- to 14-story buildings along the Downtown skyline. The powerlines have also been removed and trees planted.

Strafford – State Highway 00 (Route 66) from Washington looking East

The main transportation improvement shown here is the addition of a trail paralleling Route 66 along the south. This trail is intended to connect Springfield, through Strafford, to the ball fields at Farm Road 249 on the east end of Strafford. The additional land use changes are inspired by the Route 66 Corridor Management Plan, as well as Strafford's DREAM Plan for their downtown.



Willard – Jackson Street, from Main to South



The improvements along Jackson include changing the signalized intersection at Main into a roundabout, improved sidewalks on both sides of the street, a replica train depot at the corner of Jackson and Main, landscaping, and the removal of power lines.



TAB 4

BOARD OF DIRECTORS AGENDA 12/15/11; ITEM II.C.

Amendment Number One to the FY 2012-2015 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are three items included as part of TIP Amendment Number One to the FY 2012-2015 Transportation Improvement Program.

Two items are streetscape improvements on South Campbell Avenue. The first project is for improvements from Mt. Vernon Street to Walnut Street. The second project is for improvements from Walnut Street to McDaniel Street. A third item is a streetscape improvement along Boonville Avenue from Chestnut Expressway to Tampa Street. All are funded utilizing prior year federal enhancement funding and local match dollars.

These projects appeared in prior year transportation improvement programs but were unable to be obligated by September 30, 2011, therefore the request is to add them to the current Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee unanimously recommended approval of the three (3) item included in Amendment Number One to the FY 2012-2015 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 Amendment Number One (1) to the FY 2012-2015 Transportation Improvement Program.”

OR

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

OZARKS TRANSPORTATION ORGANIZATION

- Bicycle and Pedestrian -

ENHANCEMENTS CITY OF SPRINGFIELD		Funding	2012	2013	2014	2015	TOTALS
Project Title:	CAMPBELL AVENUE STREETSCAPE	ENG	FHWA(ENH)	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -
TIP #	EN0817		Local	\$ -	\$ -	\$ -	\$ -
Description:	Streetscape improvements on Campbell Avenue between Mt. Vernon and Walnut Streets.	ROW	FHWA(ENH)	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	\$ 364,800	\$ -	\$ -	\$ 364,800
Federal Funding Category	Enhancement		MoDOT	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A		Local	\$ 91,200	\$ -	\$ -	\$ 91,200
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$491,000	TOTAL	TOTAL	\$ 456,000			\$ 456,000
Source of Local Funds: 1/4 cent sales tax							

ENHANCEMENTS CITY OF SPRINGFIELD		Funding	2012	2013	2014	2015	TOTALS
Project Title:	COLLEGE STATION PHASE IV	ENG	FHWA(ENH)	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -
TIP #	EN0818		Local	\$ -	\$ -	\$ -	\$ -
Description:	Streetscape improvements on Campbell Avenue between McDaniel and Walnut Streets and on Walnut between Market and Main Avenues.	ROW	FHWA(ENH)	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	\$ 268,800	\$ -	\$ -	\$ 268,800
Federal Funding Category	Enhancement		MoDOT	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A		Local	\$ 67,200	\$ -	\$ -	\$ 67,200
Work or Fund Category	Construction		Other(STP-U)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$370,000	TOTAL	TOTAL	\$ 336,000	\$ -	\$ -	\$ 336,000
Source of Local Funds: 1/4 cent sales tax							

OZARKS TRANSPORTATION ORGANIZATION

- Bicycle and Pedestrian -

ENHANCEMENTS CITY OF SPRINGFIELD		Funding	2012	2013	2014	2015	TOTALS	
Project Title:	BOONVILLE AVENUE STREETSCAPE PHASE IV	ENG	FHWA(ENH)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN0808		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Streetscape improvements on Boonville Avenue from Chestnut Expressway to Tampa Street.	ROW	FHWA(ENH)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	\$ 489,600	\$ -	\$ -	\$ -	\$ 489,600
Federal Funding Category	Enhancement		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A		Local	\$ 122,400	\$ -	\$ -	\$ -	\$ 122,400
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$682,000	TOTAL						
Source of Local Funds: 1/4 cent sales tax			TOTAL	\$ 612,000	\$ -	\$ -	\$ -	\$ 612,000

FINANCIAL SUMMARY

- Bicycle and Pedestrian -

YEARLY SUMMARY FY2012

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN0707	\$ 227,916						\$ 65,584		\$ 293,500
EN0808	\$ 489,600						\$ 122,400		\$ 612,000
EN0817	\$ 364,800						\$ 91,200		\$ 456,000
EN0818	\$ 268,800						\$ 67,200		\$ 336,000
EN1002				\$ 50,000			\$ 12,500		\$ 62,500
EN1101						\$ 3,000			\$ 3,000
EN1102						\$ 502,000			\$ 502,000
EN1104				\$ 8,000			\$ 2,000		\$ 10,000
EN1105				\$ 1,920			\$ 480		\$ 2,400
EN1108	\$ 147,232						\$ 36,808		\$ 184,040
EN1109	\$ 353,395						\$ 88,349		\$ 441,744
EN1110	\$ 256,000						\$ 58,720	\$ 5,280	\$ 320,000
EN1111	\$ 200,000						\$ 47,500	\$ 2,500	\$ 250,000
EN1112	\$ 219,840						\$ 130,160		\$ 350,000
EN1113	\$ 216,000						\$ 54,000		\$ 270,000
EN1114	\$ 199,967						\$ 24,992	\$ 25,000	\$ 249,959
TOTAL	\$ 2,943,550	\$ -	\$ -	\$ 59,920	\$ -	\$ 505,000	\$ 801,893	\$ 32,780	\$ 4,343,143

FY2013

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN1101	\$ 543,444					\$ 252,383	\$ 222,583		
TOTAL	\$ 543,444	\$ -	\$ -	\$ -	\$ -	\$ 252,383	\$ 222,583	\$ -	\$ 1,018,410

FY2014

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

FY2015

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
EN1102	\$ 401,600					\$ (401,600)			\$ -
TOTAL	\$ 401,600	\$ -	\$ -	\$ -	\$ -	\$ (401,600)	\$ -	\$ -	\$ -

	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
TOTAL PROGRAM	\$ 3,486,994	\$ -	\$ -	\$ 59,920.00	\$ -	\$ 355,783	\$ 1,024,476	\$ 32,780	\$ 4,959,953

FINANCIAL SUMMARY

- Bicycle and Pedestrian -

FINANCIAL CONSTRAINTS

	Funding Source								
	Enhancement	SRTS	RTP	STP-U	STP	MoDOT	Local	Other	TOTAL
PRIOR YEAR									
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012									
Funds Anticipated	\$ 2,943,550	\$ -	\$ -	\$ 59,920	\$ -	\$ 505,000	\$ 801,893	\$ 32,780	4,343,143
Funds Programmed	\$ (2,943,550)	\$ -	\$ -	\$ (59,920)	\$ -	\$ (505,000)	\$ (801,893)	\$ (32,780)	\$ (4,343,143)
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013									
Funds Anticipated	\$ 543,444	\$ -	\$ -	\$ -	\$ -	\$ 252,383	\$ 222,583	\$ -	1,018,410
Funds Programmed	\$ (543,444)	\$ -	\$ -	\$ -	\$ -	\$ (252,383)	\$ (222,583)	\$ -	\$ (1,018,410)
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014									
Funds Anticipated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015									
Funds Anticipated	\$ 401,600	\$ -	\$ -	\$ -	\$ -	\$ (401,600)	\$ -	\$ -	0
Funds Programmed	\$ (401,600)	\$ -	\$ -	\$ -	\$ -	\$ 401,600	\$ -	\$ -	0
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TAB 5

BOARD OF DIRECTORS AGENDA 12/15/11; ITEM II.D.

Annual Listing of Obligated Projects (ALOP)

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION: Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.332 Annual listing of obligated projects. (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. (b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

Included for review and consideration is the Ozarks Transportation Organization Federal Fiscal Year 2011 Annual Listing of Obligated Projects.

Staff is requesting each jurisdiction review the report for any inaccuracies and advise staff. Please note that this is required to be published by December 30, 2011.

TECHNICAL COMMITTEE RECOMMENDATION : The Technical Committee unanimously recommended that the Board of Directors approve the 2011 Annual Listing of Obligated Projects.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes the following motion(s):

“Move to approve the 2011 Annual Listing of Obligated Projects”

Or

“Move to approve the 2011 Annual Listing of Obligated Projects with the following changes.....”

**ANNUAL LISTING OF OBLIGATED PROJECTS
FEDERAL FUNDS OBLIGATED IN OTO MPO AREA
OCTOBER 1, 2010 - SEPTEMBER 30, 2011**

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	DISTRICT	PROGRAM CODE	STIP/TIP	TRANS DATE	FED FUND CHANGE	PROGRAMMED FEDERAL FUNDS
0651052	J8P0893	RTE 65, CHRISTIAN CO, PAVEMENT IMPROVEMENT FROM OZARKS TRANSPORTATION ORGANIZATION BOUNDARY TO RTE EE, 2.82 MI	CHRISTIAN	8	L2ZE	None	2/15/2011	\$510,860.00	\$843,380.00
9900869	#N/A	ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA.	CHRISTIAN	8	H230	NX0901	3/11/2011	\$54,780.00	\$54,780.00
9900883	#N/A	CHRISTIAN COUNTY, SIDEWALK ON HWY 14 @ COMMUNITY CENTER IN THE CITY OF OZARK.	CHRISTIAN	8	L2ZE	EN0805	3/17/2011	\$4,657.22	\$4,657.22
9900882	#N/A	CHRISTIAN COUNTY, SIDEWALK IMPROVEMENTS TO NICHOLAS (ROUTE M), BUTTERFIELD AND VERNA LANE IN THE CITY OF NIXA, MO.	CHRISTIAN	8	L2ZE	0	4/1/2011	\$11,984.74	\$0.00
0141014	J8P0588F	RT 14, CHRISTIAN CO, AT RTE 65 IN OZARK, IMPROVE CAPACITY AT RT 65 INTERCHANGE IN OZARK - 1.09 MI	CHRISTIAN	8	L900	OK0703	4/7/2011	\$577,214.55	\$7,163,357.87
0141014	J8P0588F	RT 14, CHRISTIAN CO, AT RTE 65 IN OZARK, IMPROVE CAPACITY AT RT 65 INTERCHANGE IN OZARK - 1.09 MI	CHRISTIAN	8	LY30	OK0703	4/7/2011	\$0.17	\$7,163,357.87
0141014	J8P0588F	RT 14, CHRISTIAN CO, AT RTE 65 IN OZARK, IMPROVE CAPACITY AT RT 65 INTERCHANGE IN OZARK - 1.09 MI	CHRISTIAN	8	L05E	OK0703	5/25/2011	\$691,272.54	\$7,163,357.87
9900824	0.00	HWY 14 (THIRD ST), OZARK--STREETSCAPE FOR 3RD STREET PROJECT INCLUDING JACKSON & CHURCH STREET INTERSECTIONS	CHRISTIAN	8	L230	OK1004	5/25/2011	\$72,962.40	\$261,955.20
NB9761	#N/A	2011 UNDERWATER BRIDGE INSP ON NON FED AID ROUTES IN KANSAS CITY, CHRISTIAN, GREENE, LACLEDE & MCDONALD COUNTIES	CHRISTIAN	8	L110	None	6/1/2011	\$6,153.74	\$32,839.73
NB9761	#N/A	2011 UNDERWATER BRIDGE INSP ON NON FED AID ROUTES IN KANSAS CITY, CHRISTIAN, GREENE, LACLEDE & MCDONALD COUNTIES	CHRISTIAN	8	Q110	None	6/1/2011	\$26,685.99	\$32,839.73
0141014	J8P0588F	RT 14, CHRISTIAN CO, AT RTE 65 IN OZARK, IMPROVE CAPACITY AT RT 65 INTERCHANGE IN OZARK - 1.09 MI	CHRISTIAN	SW	L05E	OK0703	7/12/2011	\$480,932.64	\$7,163,357.87
ES08006	ARRA	ARRA CITY OF OZARK CURRENT & PROJECTED TRAFFIC STUDY FROM JACKSON TO CHURCH ON 3RD ST.	CHRISTIAN	SW	L230	OK0912	7/13/2011	(\$17.39)	\$19,992.21
9900882	0	CHRISTIAN COUNTY, SIDEWALK IMPROVEMENTS TO NICHOLAS (ROUTE M), BUTTERFIELD AND VERNA LANE IN THE CITY OF NIXA, MO.	CHRISTIAN	SW	L2ZE	0	7/26/2011	(\$11,984.74)	\$0.00
RT04003	0	FY 2004 PROJ FUNDS	CHRISTIAN	SW	H940	0	9/20/2011	(\$34,776.02)	\$1,119,670.08
RT07003	0	FY 2007 RTP Project Grants	CHRISTIAN	SW	L940	0	9/20/2011	(\$34,511.23)	\$1,062,081.77
MO-96-X007		ARRA - BUS SECURITY CAMERAS & EQUIPMENT	CITY UTILITIES	8	FTA	CU1011	9/1/2011	\$335,000.00	\$163,391.00
MO-90-X273		OPERATING ASSISTANCE	CITY UTILITIES	8	FTA	CU1100	6/10/2011	\$874,465.00	\$874,465.00
MO-90-X273		PREVENTIVE MAINTENANCE	CITY UTILITIES	8	FTA	CU1101	6/10/2011	\$903,764.00	\$903,764.00
MO-90-X273		MAINTENANCE PARATRANSIT OPERATIONS	CITY UTILITIES	8	FTA	CU1102	6/10/2011	\$210,956.00	\$210,956.00
MO-90-X273		TRANSIT SECURITY	CITY UTILITIES	8	FTA	CU1105	6/10/2011	\$21,095.00	\$21,095.00
MO-90-X273		TRANSIT ENHANCEMENTS	CITY UTILITIES	8	FTA	CU1103	6/10/2011	\$21,095.00	\$14,265.00
MO-90-X273		TRANSIT PLANNING	CITY UTILITIES	8	FTA	CU1104	6/10/2011	\$78,180.00	\$78,180.00
MO-37-X044		JARC LINES 8, 10, 11, 15	CITY UTILITIES	8	FTA	CU1113	8/31/2011	\$151,803.00	\$151,803.00
MO-57-X008		NEW FREEDOM AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNECT TO SERVE MIDFIELD TERM & SPGFD/BRANSON NAT'L AIRPORT	CITY UTILITIES	8	FTA	CU1114	9/26/2011	\$75,876.00	\$0.00
2661009	J850795	ST LOUIS ST, SPRINGFIELD--STREETSCAPE PHASE I	GREENE	8	H230	SP0722	10/19/2010	\$59,268.28	\$4,556,444.76
5900840	0.00	RT 65 INTERCHANGE AT I-44, GREENE CO--PE & GRADE, PAVE, BR & RETAINING WALLS	GREENE	8	H220	EN0706	10/20/2010	\$4,717.10	\$108,740.60
0652048	J8U0548B	RT 65 INTERCHANGE AT I-44, GREENE CO--PE & GRADE, PAVE, BR & RETAINING WALLS	GREENE	8	HY10	0	10/26/2010	(\$166,134.42)	\$23,996,521.81
0652048	J8U0548B	RT 65 INTERCHANGE AT I-44, GREENE CO--PE & GRADE, PAVE, BR & RETAINING WALLS	GREENE	8	L2ZE	0	10/26/2010	(\$424,975.77)	\$23,996,521.81
0652069	J852150	RTE 65, GREENE CO, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE AVE), 1.296 MI	GREENE	8	L220	EN0809	10/29/2010	\$58,000.00	\$164,000.00
0652069	J852150	RTE 65, GREENE CO, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE AVE), 1.296 MI	GREENE	8	L230	EN0809	10/29/2010	\$106,000.00	\$164,000.00
0602065	J8P0683C	RTE 60/65 GREENE CO-IMPROVE INTERCHANGE AND RAMPS AT RTE 60-65, CONSTRUCT FLYOVER RAMPS AND BRIDGES, 1.4	GREENE	8	H170	SP0626	11/8/2010	\$1,047,748.00	\$2,887,608.00
9900848	0.00	WILLARD SCHOOL DISTRICT -- SIDEWALK PROJECT	GREENE	8	L220	EN0803	11/22/2010	\$3,866.32	\$105,645.11
5959003	J852233	RTE FF, GREENE CO, PAVEMENT IMPROVEMENTS FROM S/O WEAVER RD TO END OF ROUTE, 2.976 MI	GREENE	8	L230	BA1001	12/10/2010	(\$35,578.89)	\$119,920.00
9900819	0.00	S DRY SAC GREENWAY PHASE II, GREENE CO--BUILD TRAIL; LOCATED N. SPRINGFIELD BTWN LOST HILL NATURAL RESOURCES PARK & TRUMAN SCHOOL	GREENE	8	L220	EN0607	12/16/2010	(\$91.35)	\$120,377.07
H308505	#N/A	OZARK REGIONAL YMCA--WALKING SCHOOL BUS PROGRAM AT DELAWARE, JEFFRIES, ROUNTREE, WEAVER AND WILLIAMS ELEMENTRIES IN SPRINGFIELD	GREENE	8	LU10	EN1006	12/22/2010	\$20,812.00	\$20,812.00
9900864	#N/A	OZARK GREENWAY - PHASE 2 SAFETY & EDUCATION INITIATIVE IN THE OZARK TRANSPORTATION ORGANIZATION REGION.	GREENE	8	L220	EN0906	12/23/2010	\$73,000.00	\$73,000.00
0132056	J8P0841	ROUTE 13, GREENE CO, AT I-44 AND KANSAS EXPRESSWAY IN SPRINGFIELD, CONSTRUCT DIVERGING DIAMOND INTERCHANGE 0.425 MI	GREENE	8	HY20	SP0806	12/28/2010	\$57,092.80	\$2,519,409.40
0132056	J8P0841	ROUTE 13, GREENE CO, AT I-44 AND KANSAS EXPRESSWAY IN SPRINGFIELD, CONSTRUCT DIVERGING DIAMOND INTERCHANGE 0.425 MI	GREENE	8	LY20	SP0806	12/28/2010	\$61,390.60	\$2,519,409.40
2661009	J850795	NAT'L AIRPORT	GREENE	8	H230	SP0722	1/3/2011	\$43,205.64	\$4,556,444.76
8039027	0.00	GREENE COUNTY; NON STATE BRIDGE REPLACEMENT PROGRAM OVER CLEAR CREEK ON COUNTY ROAD 97.	GREENE	8	L110	GR0804	1/3/2011	(\$6,839.20)	\$171,945.80
9900849	0.00	CITY OF WILLARD -- SIDEWALK PROJECT	GREENE	8	L220	EN0804	1/6/2011	(\$6,864.98)	\$73,299.24
H108504	0.00	SAFE RTS TO SCHOOL, WILLARD SCHOOL DIST--BICYCLE SAFETY TRAINING PROG	GREENE	8	HU30	EN0815	1/20/2011	(\$19.84)	\$13,964.16
S947010	J850724	RT H, GREENE CO--ROW AND FROM NORTH OF VALLEY WATER MILL RD TO I-44, REPLACE BRIDGES, WIDEN	GREENE	8	L03E	SP0703	1/23/2011	\$78,046.56	\$7,635,974.20
S947010	J850724	RT H, GREENE CO--ROW AND FROM NORTH OF VALLEY WATER MILL RD TO I-44, REPLACE BRIDGES, WIDEN	GREENE	8	L21E	SP0703	1/23/2011	\$157,051.84	\$7,635,974.20
2661011	J850851	RT 266 AT THE I-44 INTERCHANGE 7 BETWEEN I-44 & FARM RD 107, GREENE CO--PVMT, BR, HWY LIGHTING	GREENE	8	L200	0	1/24/2011	\$208,389.13	\$6,389,816.40
2661011	J850851	RT 266 AT THE I-44 INTERCHANGE 7 BETWEEN I-44 & FARM RD 107, GREENE CO--PVMT, BR, HWY LIGHTING	GREENE	8	L20E	0	1/24/2011	\$222,678.07	\$6,389,816.40
0652067	J8P0880	RTE 65, GREEN CO, PAVEMENT IMPROVEMENT FROM RTE 60 TO THE OZARKS TRANSPORTATION ORGANIZATION BOUNDARY, 9.539 MI	GREENE	8	LS3E	GR0902	1/24/2011	\$122,130.00	\$3,387,590.00
2661009	J850795	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNECT TO SERVE MIDFIELD TERM & SPGFD/BRANSON NAT'L AIRPORT	GREENE	8	H230	SP0722	2/15/2011	(\$0.15)	\$4,556,444.76
2661009	J850795	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNECT TO SERVE MIDFIELD TERM & SPGFD/BRANSON NAT'L AIRPORT	GREENE	8	H660	SP0722	2/15/2011	(\$39,094.81)	\$4,556,444.76
0652067	J8P0880	RTE 65, GREEN CO, PAVEMENT IMPROVEMENT FROM RTE 60 TO THE OZARKS TRANSPORTATION ORGANIZATION BOUNDARY, 9.539 MI	GREENE	8	L05E	GR0902	2/15/2011	\$1,036,060.00	\$3,387,590.00
5900839	0.00	CITY OF SPRINGFIELD; GREENE COUNTY, BOONEVILLE AVE, STREETSCAPE PHASE I NORTH	GREENE	8	L220	EN0702	2/21/2011	(\$7,568.78)	\$184,931.22
9900890	#N/A	SIDEWALK ENHANCEMENT: CHESTNUT/WASHINGTON/BUMGARDNER STREETS IN CITY OF STRAFFORD, GREENE COUNTY	GREENE	8	L220	EN1114	2/22/2011	\$16,000.00	\$16,000.00
6900805	0.00	E LLM ST, REPUBLIC--SIDEWALKS PHASE 2	GREENE	8	H220	EN0703	2/25/2011	(\$163.61)	\$59,685.39
9900837	0.00	SPRINGFIELD--NORTH SOUTH CORRIDOR STUDY	GREENE	8	Q200	SP0716	2/25/2011	(\$14.67)	\$184,209.33
0132059	J852157	RTE 13, GREENE CO, BRIDGE IMPROVEMENTS OVER THE BNSF RAILWAY KANSAS AVE YARDS IN SPRINGFIELD, 0.458 MI	GREENE	8	L930	SP0911	3/2/2011	\$507,875.29	\$3,465,965.60
0132059	J852157	RTE 13, GREENE CO, BRIDGE IMPROVEMENTS OVER THE BNSF RAILWAY KANSAS AVE YARDS IN SPRINGFIELD, 0.458 MI	GREENE	8	LY20	SP0911	3/2/2011	\$2,958,090.31	\$3,465,965.60

**ANNUAL LISTING OF OBLIGATED PROJECTS
FEDERAL FUNDS OBLIGATED IN OTO MPO AREA
OCTOBER 1, 2010 - SEPTEMBER 30, 2011**

PROJECT NO	JOB NO	PROJECT DESCRIPTION	COUNTY	DISTRICT	PROGRAM CODE	STIP/TIP	TRANS DATE	FED FUND CHANGE	PROGRAMMED FEDERAL FUNDS
0602061	J8P0683B	RT 60, GREENE CO--PE	GREENE	8	H170	None	3/2/2011	(\$89,447.78)	\$10,552.22
0442234	#N/A	RTE 44, GREENE CO, PAVEMENT & PEDESTRIAN IMPROVEMENTS ON CHESTNUT EXPRESSWAY FROM KANSAS EXPRESSWAY TO GLENSTONE AVE; SPRINGFIELD	GREENE	8	L22E	SP1103-2011	3/14/2011	\$259,172.74	\$323,874.22
9900820	0.00	GREENE COUNTY, FASSNIGHT CRK GREENWAY TRAIL, CAMPBELL STREET TO THE EAST AND THE SPRINGFIELD SKATE PARK WEST OF GRANT ST.	GREENE	8	L220	EN0606-2010 TIP	3/14/2011	\$190,664.00	\$173,061.78
0005156	0.00	STATEWIDE, INSTALL NEW SIGNALS GATES & CIRCUIT	GREENE	8	Q260	None	3/16/2011	(\$20,788.16)	\$808,371.84
0442225	J8I0754	ROUTE 44, GREENE COUNTY, RESURFACE ALL LANES FROM W/O RTE 13 TO RTE H IN SPRINGFIELD, 3.3 MI	GREENE	8	LS3E	SP1001	4/7/2011	\$171,810.00	\$1,515,470.00
0442225	J8I0754	ROUTE 44, GREENE COUNTY, RESURFACE ALL LANES FROM W/O RTE 13 TO RTE H IN SPRINGFIELD, 3.3 MI	GREENE	8	LZ2E	SP1001	4/7/2011	\$393,660.00	\$1,515,470.00
0442228	J8I2172	ROUTE 44, GREENE COUNTY, BRIDGE IMPROVEMETNS ON INTERSTATE BRIDGES OVER BROADWAY, GRANT & NAT'L STS IN SPGFD, 0.2 MI	GREENE	8	LZ1E	SP1014	4/7/2011	\$194,976.24	\$974,430.00
0442228	J8I2172	ROUTE 44, GREENE COUNTY, BRIDGE IMPROVEMETNS ON INTERSTATE BRIDGES OVER BROADWAY, GRANT & NAT'L STS IN SPGFD, 0.2 MI	GREENE	8	Q010	SP1014	4/7/2011	\$779,453.76	\$974,430.00
7441003	J8S0919	RT 744, GREENE CO, WIDEN TO FIVE LANES BETWEEN RTE 65 AND LECOMPTE AVENUE, 0.557 MI	GREENE	8	LZ1E	SP0809	4/18/2011	\$10,854.41	\$1,955,422.81
H288502	0.00	CITY OF SPRINGFIELD--SAFETY EDUCATION PROGRAM WITH BOWERMAN, COWDEN, PITTMAN AND WESTPORT ELEMENTARY	GREENE	8	LU1E	EN0819	4/18/2011	\$24,799.00	\$24,799.00
H288502	0.00	CITY OF SPRINGFIELD--SAFETY EDUCATION PROGRAM WITH BOWERMAN, COWDEN, PITTMAN AND WESTPORT ELEMENTARY	GREENE	8	LU20	EN0819	4/18/2011	(\$24,799.00)	\$24,799.00
5938801	#N/A	CITY OF SPRINGFIELD, SALARIES OF ENGINEERS THAT OPERATE AND MANAGE THE TRANSPORTATION MANAGEMENT CENTER FOR CITY OF	GREENE	8	L20E	MO1103	4/18/2011	\$279,307.20	\$276,000.00
9900884	#N/A	CITY OF REPUBLIC, SIDEWALKS ON THE NORTH SIDE OF ELM STREET FROM MAIN STREET TO SHERMAN AVENUE.	GREENE	8	L22E	EN1108	4/27/2011	\$17,497.94	\$17,497.94
5900844	0.00	WILSON CRK PHASE III, SPRINGFIELD--BIKE TRAIL & PED SYS IMPROVEMENTS	GREENE	8	L220	EN0711	5/5/2011	\$264,559.15	\$274,912.00
5938801	#N/A	CITY OF SPRINGFIELD, SALARIES OF ENGINEERS THAT OPERATE AND MANAGE THE TRANSPORTATION MANAGEMENT CENTER FOR CITY OF	GREENE	8	L20E	0	5/9/2011	(\$279,307.20)	\$276,000.00
5938801	#N/A	SPRINGFIELD.	GREENE	8	L230	0	5/9/2011	\$276,000.00	\$276,000.00
0442234	#N/A	CITY OF SPRINGFIELD, SALARIES OF ENGINEERS THAT OPERATE AND MANAGE THE TRANSPORTATION MANAGEMENT CENTER FOR CITY OF	GREENE	8	L22E	SP1103-2011	5/24/2011	\$64,701.48	\$323,874.22
0442234	#N/A	RTE 44, GREENE CO, PAVEMENT & PEDESTRIAN IMPROVEMENTS ON CHESTNUT EXPRESSWAY FROM KANSAS EXPRESSWAY TO GLENSTONE AVE; SPRINGFIELD	GREENE	8	L22E	SP1103-2011	5/24/2011	\$64,701.48	\$323,874.22
0602066	J8P0898	RT 60, GREENE CO - REBUILD AND WIDEN WB BRIDGE AND WIDEN AND STRENGTHEN EB BRIDGE RT 60 OVER JAMES RIVER SE SPRINGFIELD	GREENE	8	L05E	SP0902	5/25/2011	\$2,897,140.00	\$6,254,640.00

TAB 6

BOARD OF DIRECTORS AGENDA 12/15/11; I.I.E.

OTO Nominating Committee Report

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Pursuant to OTO By-Laws, the OTO Board of Directors is required to elect the following four positions for the 2012 OTO Board of Directors:

Position	2012 Nominations	2011 Current Officers	Affiliation
Chairman	_____	Lou Lapaglia	Christian County
Vice-Chairman	_____	Jerry Compton	Springfield City Council
Secretary	_____	J. Howard Fisk	OTO – At Large Member
Treasurer	_____	Lisa Officer	City Utilities Board

The 2011 Nominating Committee is made up of the following three board members of OTO:

- Harold Bengsch, Greene County Commissioner
- Steve Childers, City Administrator, City of Ozark
- Jim Krischke, City Administrator, City of Republic

The nominating committee will present the slate of officers at this meeting. The City of Springfield is next in the rotation schedule for Chairman of the OTO Board of Directors as set out in the OTO By-Laws and Greene County is next in the rotation for Vice- Chairman. Nominations from the floor may also be made at this Board meeting prior to electing each officer.

The By-Laws as amended at the August 21, 2008 meeting:

Section 6.4: Officers

A. The Board of Directors shall elect a representative from their membership to serve as Chairman at their initial meeting. The Chairman shall serve a one (1) year term to expire the first meeting of the calendar year following the first full-year of the position. Thereafter, each one (1) year term shall commence at the first meeting of the calendar year and end at the first meeting of the following calendar year. There must be a majority of the voting members present to vote on the Chairman position. The Chairman shall follow the adopted rotation schedule between Springfield, Greene County and Christian County as approved by the Board of Directors on December 18, 2003.

B. The Board of Directors shall elect a Vice Chairman. The Vice Chairman shall assume the responsibilities of the Chairman in his or her absence.

C. The Board of Directors shall elect a Treasurer. The Treasurer shall be in charge of funds of the corporation and approve payments and expenses as authorized by the Board of Directors. The treasurer shall be responsible for an annual audit of the finances of the corporation as well as other financial reports as may be desirable.

D. The Board of Directors shall elect a Secretary. The secretary shall be responsible for all permanent records of the corporation, its minutes, contracts and other documents and for official notifications and correspondence as may be required.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes the following motion(s):

“Move to accept slate of officers as recommended by the 2011 Nominating Committee”

Or

“Move to nominate the following Board Member(s) for the following position(s)...”

TAB 7

Board of Directors

Meeting Schedule

Meetings are held the third Thursday every other month from 12:00 P.M. to 1:30 P.M.

- February 16, 2012**
- April 19, 2012**
- June 21, 2012**
- August 16, 2012**
- October 18, 2012**
- December 20, 2012**

Meetings will be held in the Ozarks Transportation Organization's Conference Room:

**205 Park Central East, Suite 212
Springfield, MO 65806**

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

TAB 8



December 2, 2011

Super Committee Fails to Produce Bill; Future Transportation Cuts Possible

Congress' Joint Select Committee on Deficit Reduction failed to approve a bill by its Nov. 23 deadline, triggering \$1.2 trillion in mandatory federal budget cuts beginning in calendar year 2013. U.S. Transportation Secretary Ray LaHood expressed disappointment that the "super committee," which had been given special powers, could not reach an agreement, which could have a future impact on federal transportation programs funded with general revenue.

"Because the super committee failed to reach an agreement, we now face across-the-board cuts to programs that are critical to rebuilding our crumbling transportation infrastructure and putting Americans back to work," LaHood said in a statement issued last week. "The American people want common-sense, bipartisan solutions that take a balanced approach to reducing the deficit while protecting critical transportation investments that create jobs and allow our economy to grow."

LaHood implored Congress "to set aside politics and get to work on a bipartisan plan that will allow us to live within our means, while also meeting our responsibility to rebuild America's critical transportation infrastructure."

The automatic spending cuts, known as "sequesters," will take effect Jan. 2, 2013, unless Congress changes the law governing deficit reduction. That law ([Public Law 112-25, the Budget Control Act of 2011](#)) was enacted in August to raise the nation's debt ceiling only hours before the U.S. Treasury Department was set to run out of money to continue paying America's financial obligations. ([see Aug. 5 AASHTO Journal story](#))

Beginning in 2013, the Office of Management and Budget will divide the required \$1.2 trillion spending reductions evenly over nine years. Half the cuts must come from defense programs and the other half from nondefense programs -- including transportation programs not funded by the Highway Trust Fund, which has dedicated revenue sources and pays for most federal highway and transit grants to the states.

Nondefense spending cuts are estimated to total about \$55 billion per year from 2013 to 2021, according to Congressional Quarterly. (A CQ chart illustrating how the automatic spending cuts will take place is available at bit.ly/CQcuts).

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



December 2, 2011

House Pushes Highway & Transit Reauthorization Bill Back to 2012

House Republican leadership has postponed introduction and consideration of a surface transportation reauthorization bill until next year, House Transportation and Infrastructure Committee Chairman John Mica told industry leaders this week.

Federal highway and transit programs are currently authorized until March 31. House Speaker John Boehner, R-Ohio, spoke last month of his intent to introduce a five-year surface transportation reauthorization bill "in the weeks ahead." ([see Nov. 18 AASHTO Journal story](#)) The speaker posted a blog entry Nov. 3 stating his desire to move the combined highway and transit reauthorization as well as expanded domestic energy production legislation "through the House before the end of the year." ([see Nov. 4 AASHTO Journal story](#))

Mica, R-Florida, told a national transportation policy summit held Wednesday in Washington by the University of Virginia's Miller Center that representatives "could still complete action in the House and move to conference with the Senate on a timely basis," said John Horsley, executive director of the American Association of State Highway and Transportation Officials. "He also stated that he thought that as far as he was concerned, the March 31 deadline was a hard deadline and that would force the House and Senate to take action by the deadline."

There simply isn't time to complete House action on a transportation reauthorization bill before the holiday recess, Mica said. Congressional leaders are aiming to conclude this year's session by Dec. 16, when a continuing resolution funding several federal agencies is set to expire.

Mica spokesman Justin Harclerode told [Transport Topics](#) that "Republican leadership and the committee remain committed to moving this important infrastructure jobs bill early next year, likely in January or February."

After taking a holiday recess, the House is scheduled to reconvene Jan. 17 for the second session of the 112th Congress.

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



November 7, 2011

Senate EPW Committee Releases Full Text of 2-Year Reauthorization Bill

Leadership of the Senate Environment and Public Works Committee released Friday night the full text of a 600-page surface transportation reauthorization bill that will be marked up Wednesday morning.

The two-year legislation -- dubbed "MAP-21" for "Moving Ahead for Progress in the 21st Century" -- maintains funding at current levels; reforms the nation's transportation programs to make them more efficient; and provides robust assistance for transportation projects under the Transportation Infrastructure Finance and Innovation Act program to leverage state, local, and private-sector funding, according to a committee summary.

"We are happy to see the process has begun to put in place a long-term surface transportation authorization," said John Horsley, executive director of the American Association of State Highway and Transportation Officials. "We look forward to seeing the markup this week in committee. Meanwhile, we are reviewing the draft legislation and we look forward to working with the committee to craft the kind of robust, flexible legislation that will help states build and maintain a transportation system that meets our nation's needs in the 21st century."

MAP-21 was introduced by Senate EPW Committee Chairwoman Barbara Boxer, D-California; Sen. James Inhofe, R-Oklahoma and the committee's ranking minority member; Sen. Max Baucus, D-Montana and chairman of the Transportation and Infrastructure Subcommittee; and Sen. David Vitter, R-Louisiana and ranking minority member of the subcommittee. The bill will be marked up in the EPW Committee at 10 a.m. EST Wednesday, Nov. 9.

A four-page summary of the bill is available at 1.usa.gov/SEPWC4. The full text of the 600-page measure is available at 1.usa.gov/SEPWC600.

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

SUMMARY OF MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

Bill Highlights

- Moving Ahead for Progress in the 21st Century (MAP-21) reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level—equal to current funding levels plus inflation—for two fiscal years.
- MAP-21 consolidates the number of Federal programs by two-thirds, from about 90 programs down to less than 30, to focus resources on key national goals and reduce duplicative programs.
- Eliminates earmarks.
- Expedites project delivery while protecting the environment.
- Creates a new title called “America Fast Forward,” which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to leverage federal dollars further than they have been stretched before.
- Consolidates certain programs into a focused freight program to improve the movement of goods.

Authorizations and Programs

MAP-21 continues to provide the majority of Federal-aid highway funds to the states through core programs. However, the core highway programs have been reduced from seven to five, as follows:

- **National Highway Performance Program [New core program]** – This section consolidates existing programs (the Interstate Maintenance, National Highway System, and Highway Bridge programs) to create a single new program, which will provide increased flexibility, while guiding state and local investments to maintain and improve the conditions and performance of the National Highway System (NHS). This program will eliminate the barriers between existing programs that limit states' flexibility to address the most vital needs for highways and bridges and holds states accountable for improving outcomes and using tax dollars efficiently.
- **Transportation Mobility Program [New core program]** – This program replaces the current Surface Transportation Program, but retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities. It also gives a broad eligibility of surface transportation projects that can be constructed. Activities that previously received dedicated funding in SAFETEA-LU, but are being consolidated under MAP-21, will be retained as eligible activities under the Transportation Mobility Program.
- **National Freight Network Program [New core program]** – Our nation's economic health depends on a transportation system that provides for reliable and timely goods movements.

Unfortunately, the condition and capacity of the highway system has failed to keep up with the growth in freight movement and is hampering the ability of businesses to efficiently transport goods due to congestion.

MAP-21 addresses the need to improve goods movement by consolidating existing programs into a new focused freight program that provides funds to the states by formula for projects to improve regional and national freight movements on highways, including freight intermodal connectors.

- **Congestion Mitigation and Air Quality Improvement Program [Existing core program]**
The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality.

MAP-21 improves the existing CMAQ program by including particulate matter as one of the pollutants addressed, and by requiring a performance plan in large metropolitan areas to ensure that CMAQ funds are being used to improve air quality and congestion in those regions.

Reforms the Transportation Enhancements program with more flexibility granted to the states on the use of the funds within the program.

- **Highway Safety Improvement Program [Existing core program]** – MAP-21 builds on the successful Highway Safety Improvement Program (HSIP). MAP-21 substantially increases the amount of funding for this program because of the strong results it has achieved in reducing fatalities. Under HSIP, states must develop and implement a safety plan that identifies highway safety programs and a strategy to address them.
- **Transportation Infrastructure Finance and Innovation Program (TIFIA)** – The TIFIA program provides direct loans, loan guarantees, and lines of credit to surface transportation projects at favorable terms. TIFIA will leverage private and other non-federal investment in transportation improvements.

Included in the “America Fast Forward” title of MAP-21 will be provisions that build upon the success of the TIFIA program. MAP-21 modifies the TIFIA program by increasing funding for the program to \$1 billion per year, by increasing the maximum share of project costs from 33 percent to 49 percent, by allowing TIFIA to be used to support a related set of projects, and by setting aside funding for projects in rural areas at more favorable terms.

- **Projects of National and Regional Significance Program** –This bill authorizes a program to fund major projects of national and regional significance which meet rigorous criteria and eligibility requirements. This program authorizes for appropriation \$1 billion in Fiscal Year 2013.
- **Federal Lands and Tribal Transportation Highways Programs** – MAP-21 consolidates the existing program structure by creating a new Federal lands and tribal transportation program. The bill maintains funding for maintenance and construction of roads and bridges that are vital to the federal lands of this country.
- **Territorial and Puerto Rico Highways Program** –This program provides funds to the U.S. territories and Puerto Rico to construct and maintain highway, bridge, and tunnel projects.
- **Administrative Expenses** – Funds the general administrative operations of the Federal Highway Administration.
- **Emergency Relief** – Provides funds to states to repair highways and bridges damaged by natural disasters.
- **Highway Bridge and Tunnel Inventory and Inspection Standards** – Improves the existing highway bridge inspection program and authorizes a national tunnel inspection program to ensure the safety of our nation’s bridges and tunnels.

Performance Management

- Performance Measures and Targets in MAP-21
 - The bill establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations accountable for improving the conditions and performance of their transportation assets.
- State and Metropolitan Transportation Planning
 - MAP-21 improves statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to decision making. Utilizing performance targets will assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.

Acceleration of Project Delivery

MAP-21 includes program reforms designed to reduce project delivery time and costs while protecting the environment. Examples of improvements include: expanding the use of innovative contracting methods; creating dispute resolution procedures; allowing for early right-of-way acquisitions; reducing bureaucratic hurdles for projects with no significant environmental impact; encouraging early coordination between relevant agencies to avoid delays later in the review process; and accelerating project delivery decisions within specified deadlines.

Research and Education

- **Transportation Research Programs** – MAP-21 funds research and development, technology deployment, training and education, intelligent transportation system (ITS), and university transportation center activities to further innovation in transportation research. The primary research areas include: improving highway safety and infrastructure integrity; strengthening transportation planning and environmental decision-making; reducing congestion, improving highway operations; and enhancing freight productivity.



DOT Agency Maps Nation's Structurally Deficient Bridges

They are marked on a map for each state's congressional district(s), supporting Transportation Secretary Ray LaHood's call for Congress to provide repair funding.

Nov 07, 2011

The Bureau of Transportation Statistics has posted [a map of structurally deficient bridges](#) throughout the country. The data from BTS, which is part of DOT's Research and Innovative Technology Administration, consists of a separate map for each congressional district in the states. U.S. Transportation Secretary Ray LaHood urged Congress to provide repair funds on Nov. 3.

The following day, the Associated General Contractors of America said its latest analysis of federal employment data shows the construction industry's unemployment rate is 13.7 percent after 20,000 jobs were lost between September and October because of a slowdown in public-sector investments. The unemployment rate was even worse, at 17.3 percent, one year earlier, according to AGC. However, the association also reported some encouraging news: A group of Republican leaders signed a letter supporting a new six-year transportation funding bill.

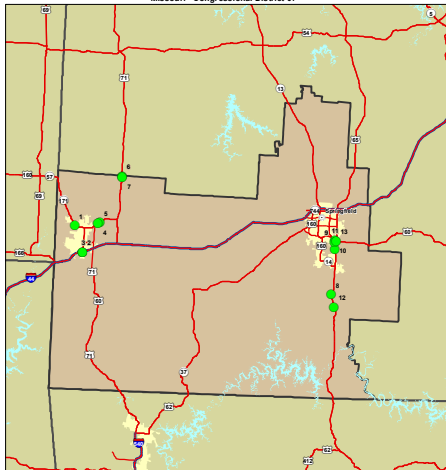
"I've said numerous times on this blog that there's no such thing as a Democratic or Republican bridge, and that remains true," LaHood wrote. "But unfortunately, there is such a thing as bridges in need of repair, and those are the bridges that President Obama would like to see rehabilitated through the transportation provisions of the American Jobs Act. Through these proposed investments, we can get people back to work and make our transportation network safer. . . .

"But it's not just bridges for cars and trucks that are in need of long-delayed repairs. As Federal Transit Administrator Peter Rogoff said this morning, 'Southeastern Pennsylvania, home to some of the oldest transit infrastructure in the nation, is in need of a 21st Century overhaul.' I agree with Administrator Rogoff. The Bridgeport-Norristown Viaduct was built a century ago, in 1911. In 2011, it carries thousands of Southeastern Pennsylvania Transportation Authority passengers monthly on the Norristown High Speed Line. The viaduct extends from the Norristown Transportation Center, and it carries riders over two other rail lines, the Schuylkill River, and the town of Bridgeport before ending at Bridgeport Station.

"But the 100-year-old structure is showing its age with cracks to the steel and concrete elements, corrosion losses, and failing timber ties. It's safe, but we need to make sure it stays that way. The transportation funding in the American Jobs Act will provide SEPTA and transit agencies across the country with the resources they need to complete critical repairs and upgrades. It will also provide a great opportunity for hundreds of thousands of American workers to get back on the job, whether that job is rebuilding roadways or repairing transit tracks."



Structurally Deficient Bridges on the National Highway System Missouri - Congressional District 07



Consult your state DOT for the most up-to-date status of bridges.

Area of Detail




Note: The bridges displayed on this map represent the results of a combined BTS/FHWA effort to geocode bridges from the FHWA's National Bridge Inventory (NBI). All data is from the 2010 NBI. Of the 131 structurally deficient NHS bridges in Missouri, 0 could not be geolocated because of insufficient data. Structurally deficient bridges are not necessarily unsafe; all public road bridges receive regular safety inspections. The bridges listed were categorized as structurally deficient at the time the maps were developed.

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You are here: Car Insurance » States » Which States Have the Worst Drivers?

Which States Have the Worst Drivers?

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It's the eternal question: which state has the worst drivers? While you may think *your* state has the worst drivers in the nation, especially when that guy pulls an illegal left turn in front of you, we decided to put it to the test. With bad driving comes high car insurance rates so be careful!

We compiled data from three sources: the National Highway Transportation Safety Administration (driving fatalities), the American Motorists Association (which states hand out the most tickets), and MADD (drunk drivers).

Then we translated all of this information into rankings: the higher the ranking, the worse the states were. For example, the state with the most tickets, Florida, got a 50 on the scale. Then we added up the numbers to give each state a score; the higher the score, the worse the drivers. If you find yourself in one of these states, expect your state car insurance to be higher than other states! One can save on car insurance by taking the time to use our ZIP code search! We will help you find cheap car insurance for whatever state you live in!

The numbers surprised us. Here are the top 10, in descending order:



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Previous Article:

Anchorage Car Insurance

The Ten States With the Worst Drivers

#10) South Carolina

South Carolinians are not careless drivers: according to our data, they're the third most careful drivers in the Union. But somehow, that doesn't apply to stop signs or turn signals: they also pulled a miserable 45 for obeying the signs on the road. We're pretty sure that's why they pulled an abysmal 48 on the fatality rankings, locking them squarely in number 10. At number 10, South Carolina car insurance won't be as high as some of the other states!

#9) Alabama

Alabama residents are pretty careful too: they got a 7 in our rankings. But not careful enough: they got a 41 in disobeying traffic laws and a whopping 46 for tickets and awful 42 for fatalities. So if you're going to a Crimson Tide game, drive carefully. There might be some crazy traffic laws in Alabama, but that doesn't mean one can disobey them

#8) Montana

Good news: Montana had the highest ranking in tickets! Bad news: they had the lowest ranking in fatalities, the second lowest in drunk driving, and pulled a nasty 40 on carelessness. Maybe they should start ticketing more. Montana drivers should start being safer or else their tickets will rise their Montana car insurance!

#7) Kentucky

We'll leave it to Kentucky to tell us which is worse: driving drunk or driving carelessly. They've got enough experience dealing with both to make an informed decision: they ranked 42 and 48, respectively. That means they're the seventh worst state for fatalities...and, not coincidentally, seventh on the list. Maybe if drivers within Kentucky stopped breaking DUI laws, the statistics would be lower!

#6) Arizona

Arizona is out of the bottom twenty in only one place; carelessness, where it pulls a 29. No wonder it's sixth on the list. Wonder how much Arizona car insurance is for being sixth on the "Worst Drivers" list? Compare car insurance and find out!

#5) Oklahoma

Oklahoma actually has one thing to be proud of: next to Florida, it has the best ranking out of the bottom ten for drunk driving. It sits at 25. The same isn't true of fatalities or paying attention to signals, which is why it rounds out the bottom five. Drivers who have Oklahoma car insurance could help their state out by driving safely!

#4) Florida

Florida has at least one thing to be proud of: it's in the top ten for drunken driving, at number 7. Unfortunately, it sits at the very bottom for tickets, and one away from the bottom slot for carelessness. All that puts it squarely in the bottom three, and makes Florida car insurance in the running for the highest state insurance!

#3) Texas

Texas is in the bottom twenty for every measure we had on this test, but it only gets in the bottom ten for one area: tickets. Unfortunately, its scores are so mediocre otherwise that it gets dragged down to number four. Which means Texas car insurance can be higher than most states!

#2) Missouri

Missouri drivers get lots of tickets: Missouri scored a 45 on our rankings. Unfortunately, that doesn't seem to teach Missouri drivers any lessons. Missouri is in the top ten for carelessness and drunken driving, and despite a decent score, 19, for obeying traffic laws, Missouri still wins the tarnished silver as the second worst state to drive in. Hopefully Missouri car insurance isn't as high as their "Worst Drivers" ranking!

#1) Louisiana

Residents of the Bayou may object, but the numbers don't lie: it's in the bottom ten in all categories except one, failure to obey. It's number eighteen there, but it's so bad elsewhere that it beats Missouri by twelve points. With all of these "Worst Driver" factors, we hope Louisiana drivers are saving some money on their Louisiana car insurance.

Here are some surprising trends you can pull from the data:

The Further South You Get, the Worse It Is

Next Article:

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Features



The states with the best safety records tend to be up north. Massachusetts, for example, had the single lowest fatality rate of any state in the Union, according to the most recent car insurance statistics. Right behind the Bay State was Minnesota, which, despite ranking number four in the data for failure to obey traffic signals, was almost as safe.

Meanwhile, the further down the list you get, the more members of Dixie and the Old West start cropping up. The Southwest didn't do much better; in all, the southern half of the country holds nine of the ten worst states.

This isn't to say that if it's cold and snowy you're in the clear: Alaska and Montana were both in the bottom twenty-five.



Once You Leave the Cities, It Gets Really Dangerous, Really Fast

Almost all of the states in the bottom ten are largely rural, agrarian states. But it's worth noting that the data also reflects how much people drive. For example, a small state with a major urban center, like Massachusetts, will have lots of residents, but many of them won't be getting behind the wheel, which helps skew the numbers in their favor. Compare this to states that don't have a lot of public transportation. They're going to have higher traffic fatalities practically by default.

There are exceptions: Texas, due to it being vast, is in the bottom 25, despite having Houston, Austin, and Dallas/Fort Worth as major commercial and urban areas.



Ticketing Isn't Much of a Deterrent

If you look at the rankings for the states that hand out the most tickets per capita, you'll find something people may not like to hear: traffic tickets don't have much of a deterring effect.

To be fair, part of that is our system. Florida, which hands out the most tickets, got a 50 added to its score, while Montana, which hands out the least, got a 1. On the other hand, they both wound up in the bottom fifteen of the list.



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The Best Way to Be the Worst State? Be a Careless Driver

Not shockingly, three of the ten worst states for drunk driving wound up in our top ten list. And, for failure to obey traffic signals, three states also bought a ticket onto the worst ten.

Careless driving? That made up five out of ten top-ranked states. Several states were ranked low in more than one category, but careless driving seems to be the real bullet: nine of the bottom twenty in carelessness made the bottom ten overall, compared to seven for failure to follow signals and eight for drunk driving.

All of this really drives home an important point: even if you follow traffic signals and drink responsibly, just get distracted by your cell phone and you're as much of a menace as someone who staggers out of the bar and tries to drive home. That is why many state are making cell phone driving laws!

Complete Rankings

State	Fatalities Per Million Miles	Ticketing Rank	Drunk	Failure to Obey	Careless	Total Score	Worst Driver Rank
Louisiana	49	41	41	18	47	196	1
Missouri	34	45	44	19	42	184	2
Texas	35	47	31	38	32	183	3
Florida	37	50	7	40	49	183	4
Oklahoma	40	34	25	42	39	180	5
Arizona	39	40	37	33	29	178	6
Kentucky	44	16	42	17	48	167	7
Alabama	42	46	29	41	7	165	8
Montana	50	1	49	25	40	165	9
Nevada	41	48	4	44	22	159	10
South Carolina	48	33	30	45	3	159	11
North Carolina	33	43	21	30	31	158	12
North Dakota	26	3	33	50	45	157	13
Delaware	29	25	36	39	27	156	14
Tennessee	36	31	45	21	23	156	15
Kansas	25	28	32	26	41	152	16
Arkansas	46	19	17	20	50	152	17
Idaho	38	8	34	24	44	148	18
Georgia	31	49	11	43	9	143	19
Alaska	24	5	48	23	34	134	20
Iowa	27	36	2	49	18	132	21
South Dakota	28	4	46	46	8	132	22
Mississippi	45	39	10	3	35	132	23
New Mexico	32	10	9	28	46	125	24
Colorado	21	26	35	12	30	124	25
Pennsylvania	30	21	20	32	19	122	26
Hawaii	12	14	47	9	38	120	27
Wisconsin	14	18	43	15	28	118	28

New York	5	44	16	34	17	116	29
Vermont	11	17	40	22	26	116	30
Indiana	22	32	14	36	10	114	31
Michigan	8	27	27	37	14	113	32
West Virginia	47	7	39	4	16	113	33
Maryland	18	37	19	5	33	112	34
Minnesota	2	24	13	47	25	111	35
California	13	38	22	31	6	110	36
Wyoming	43	2	50	14	1	110	37
Washington	6	35	23	8	37	109	38
New Jersey	4	42	8	11	43	108	39
Utah	17	12	15	35	24	103	40
Ohio	20	29	3	29	20	101	41
Nebraska	19	9	1	48	21	98	42
Illinois	9	30	18	27	13	97	43
Maine	16	6	26	7	36	91	44
Oregon	23	11	38	6	11	89	45
New Hampshire	15	15	24	2	12	68	46
Virginia	10	23	6	16	5	60	47
Massachusetts	1	22	5	13	15	56	48
Connecticut	7	20	12	10	4	53	49
Rhode Island	3	13	28	1	2	47	50

No matter where your state falls on our list, it's best to be fully covered with quality auto insurance. To get the lowest car insurance rates in your state, just type in your ZIP code into the box below, and we'll give you the best car insurance quotes we can find, for free!

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December 4, 2011

Tolls could pay to rebuild I-70

Nixon, legislature are unsure about MoDOT's proposal.

Chris Blank

The Associated Press

JEFFERSON CITY -- Missouri Gov. Jay Nixon said a proposal to convert Interstate 70 into a toll road would be a "substantial change" and that doing it would require "broad consensus" among the public and within the state legislature.

The Missouri Department of Transportation has asked state lawmakers for authority to form a partnership with private contractors to rebuild I-70 and recover the costs with revenue collected from tolls. MoDOT says rebuilding the highway would cost roughly \$2 billion to \$4 billion depending upon how ambitious the project becomes. A less costly option would install three lanes for the whole route with a more elaborate rebuild creating dedicated truck lanes.

Nixon said it is important to examine ideas that ensure Missouri has sufficient infrastructure but that toll roads had not been part of his immediate proposals.

Nixon praised the Transportation Department for attempting to steer more money into road and bridge projects by approving a plan earlier this year that is expected to save \$512 million by 2015. It calls for cutting about 1,200 positions and closing 131 facilities.

Also unclear is where the legislature stands on requiring motorists to pay a toll for traveling the state's main east-west highway. A joint transportation committee last month praised the Department of Transportation for attempting to ignite the discussion but stopped short of actually endorsing the proposal.

MoDOT Director Kevin Keith said the toll road proposal was the only method currently available to the agency to rebuild a highway that he says is worn out and approaching the limits for its capacity to carry cars and trucks. Keith estimated other funding options would require a 15-cent increase to Missouri's fuel tax for the next decade or an extra half-cent sales tax for the next 10 years.



Sweet harmony

TMCs are dramatically expanding their capabilities to fine-tune the way they respond to fast-moving and potentially safety-critical incidents. **Timothy Compston** speaks with the front-line conductors who have to face the music on a daily basis

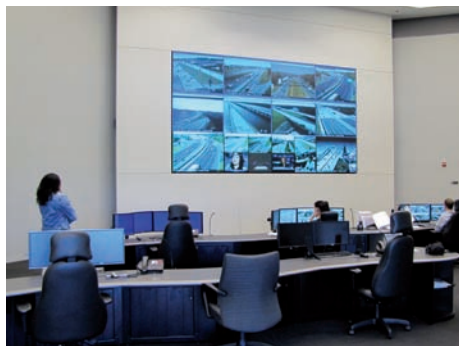
Illustration courtesy of Magictorch

Through the rollout of intelligent systems and robust management techniques, traffic management centers (TMCs) are very much at the heart of efforts to orchestrate the smooth running and safety of their extensive highway networks. Anticipating and tackling incidents is key. If proactive steps aren't taken at the earliest possible stage, situations out on the roads can very quickly escalate out of control. Even the smallest of delays can have severe follow-on cost implications for highway operators, but crucially also repercussions across the wider regional economy as commuters find their journeys disrupted while time-sensitive deliveries miss their critical deadlines.

Thankfully, the need for personnel to access the 'bigger picture' without missing a beat is being facilitated by a number of technologies, including the adoption of the latest visualization systems and videowalls as well as moves from wireless to fiber backbones to enhance data flow and – from an information-gathering perspective – the installation of IP-enabled camera networks. The take-up of video analytics for incident detection and the integration of speed and traffic flow sensors at key points is also a prerequisite for creating harmony on the roads. TMCs are additionally making extensive use of physical and virtual media to communicate geographical and audience-directed messages to maintenance personnel and the wider traveling public, whether through Dynamic Message Signs (DMS), emails, SMS, websites – and in this day and age even social networks.

Regional focus in New Orleans

Emergency scenarios are when TMCs have to become command centers, demonstrated all-too frequently in the USA over the past few years. But such events do initiate change for the better. The traffic management infrastructure across New Orleans, for instance, has certainly been transformed in recent years as a result of the city's experience with Hurricane Katrina. Steve Strength, the district traffic engineer from the Louisiana DOT and Development, is



When emergency conditions arise such as hurricanes, floods, industrial explosions, or terrorist attacks, the EOC at Houston TranStar is activated

enthusiastic about the resources that are now in place. In particular, Strength, who is responsible for overseeing the New Orleans TMC – which is coming up to its second anniversary – believes there has been a major step-up in capability over what was previously in place. "There's no doubt things have improved dramatically since Katrina, when there were essentially a few portable cameras and message signs on trailers with wireless capability to implement the contra-flow operations for the evacuation," he says. "Traffic was then being managed from my office on a laptop, including communication with state police and other relevant agencies."

Many of the lessons learned from events such as Katrina have been addressed in the design of the new facility: "During the

We regarded enhanced communications with our partners and the local agencies – covering the interstate highways and major roadways – as a priority in order to share information

Steve Strength, district traffic engineer, Louisiana DOT, USA

At the New Orleans RTMC, advanced cameras, viewing screens and VMS are designed to monitor and direct regional roadway operations year round and during periods of congestion and hurricane evacuation

planning of the new center, we regarded enhanced communications with our partners and the local agencies – covering the interstate highways and major roadways – as a priority in order to share information," Strength says. "And to this end, we now have a statewide fiber-optic network, which means we are linked with centers in other parts of Louisiana." With the new strategy in place, there is now complete redundancy with Baton Rouge so both regions are able to see each other's video feeds. "We have also been working on sharing video with the police and local public works personnel," Strength adds. "With previous events we found that it was impossible to be on the phone with multiple agencies at the same time, as things simply became confusing; so from an operational perspective the more information that can be made available in other ways the better. Our website, for instance,



Baltimore visualizes ROI

When traffic planners in Baltimore, Maryland, saw that their options for new roads were becoming limited they decided instead to focus on overlaying smart technology onto their existing infrastructure. Funding was secured through the Mayor's Office and the Baltimore and Maryland DOTs to rebuild Baltimore's TMC. The city's planners were also charged with minimizing capital and operating expenses.

As a consequence, Baltimore selected an open, IP-based, traffic management solution. The solution is now operational and consists of an IP-based network of existing and new ITS devices such as cameras, sensors, newer LED traffic signal systems, electronic signs, and wireless devices. This network allows



two-way data transmission and remote control and troubleshooting of traffic devices and has significantly improved information flow and overall situational awareness across multiple city, state, and police departments.

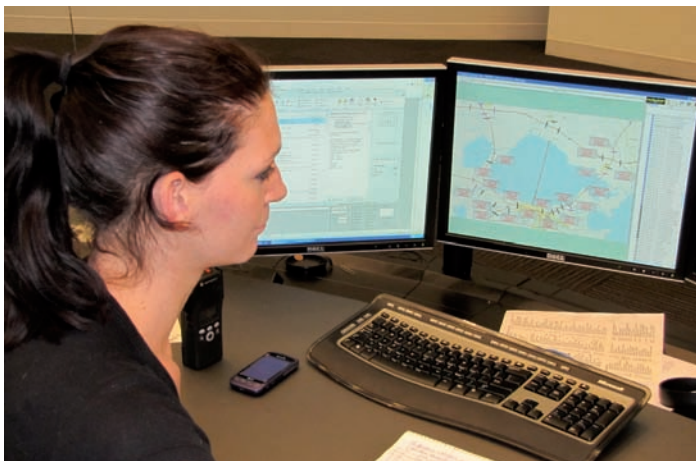
The centerpiece of the new TMC is a network-based visualization and collaboration solution that features a large video display wall in the main conference room, which can – if required – also serve as Baltimore's Emergency Operations Centre (EOC) to handle severe events such as hurricanes. It leverages technology from Siemens integrated with advanced visualization and collaboration software from Activu. Information from thousands of video and data sources can be controlled, prioritized, and selected in real time for viewing on the videowall. Information can also be accessed and viewed on secure, authorized, network-connected devices.

"With tight budgets and the proliferation of broadband wired and wireless networks, we believe that IP-based open systems such as the one in Baltimore are able to deliver a high return on investment and increasingly replace legacy systems in TMCs worldwide," says Paul Noble, CEO of Activu, which supplied the visualization solution.

offers traffic data and information that means even agencies that don't have a direct connection to us can view camera footage and other data."

The New Orleans TMC has been designed with flexibility in mind and has space for up to 12 workstations, raised floors and a computer room should agencies want to sit in for major incidents. Strength also sees the benefit of having a boardroom upstairs with a large glass window overlooking the operation: "People can go up there to see what is going on without impacting negatively on the work of the control room operators.

"Ironically, with all the changes we haven't had to conduct an evacuation since we opened," the TMC manager says. "The closest we've come was the very recent tropical storm Lee, which was the first major weather event for us. In the case of Lee, we were able to



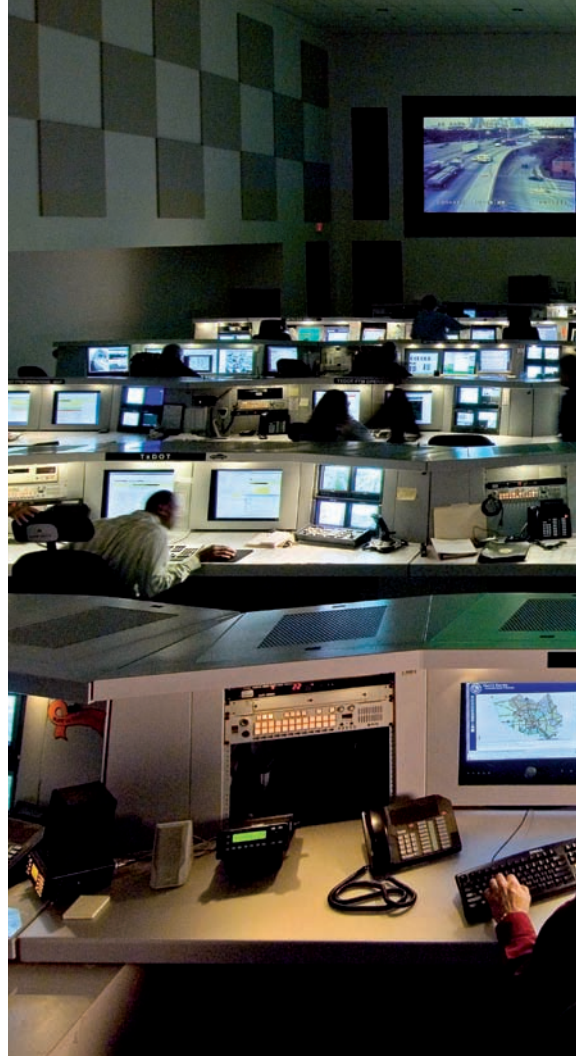
(Left) New Orleans RTMC operator Dixie French keeps a watchful eye on events out on the road

process reports of roadway flooding including outside the levee system that we don't normally monitor, put them on the website and 511 system and deliver email updates to selected officials and public highway representatives."

Of course, things don't just get hectic when storms roll into town. With planning well advanced for the National Football League's Superbowl 2013, Strength believes the TMC's capabilities will ensure a much smoother process than when the Superbowl last came to the city in 2002: "As the first major sporting event post 9/11, one of the challenging things was that the authorities didn't want any trucks in and around the Superdome," Strength recalls. "Being right in the downtown area meant that this impacted on our entire Interstate system so we were scrambling around to put up static signs and other measures before the event. Now with intelligent traffic management systems in place, such as video monitoring and variable message signs – which can be controlled directly from the TMC – it will be far easier to communicate restrictions and to obtain a bigger-picture view of what is actually going on."

Houston's intelligent approach

As with New Orleans, the operation of Houston's TranStar TMC in Texas has





benefited from years of experience handling major incidents. According to David Fink, manager, transportation management systems, a case in point is the way that TranStar has been able to build on the experience of Hurricane Rita in 2005 so that when Hurricane Ike came around three years later its operations ran much more smoothly. "It was like night and day in our ability to deal with the two hurricanes," Fink recalls. "For the first event it became apparent early on that all of our ITS were concentrated in the urban area while unfortunately many of the hurricane-related problems were actually outside of this ITS coverage. As a consequence, we dramatically extended our monitoring footprint into the rural roadways and now have around 900 cameras compared to around 400 previously.

"The result of this investment was that during Ike we were able to keep a watch on traffic from the TMC to a greater extent across the critical evacuation routes," Fink explains. Unlike Rita, though, alongside this Houston TranStar had incident management contracts in place to remove stalled vehicles during the evacuation. "If we saw a bottleneck developing, somebody could be sent out quickly to deal with it before the situation escalated. On I-45, for instance, one of our hurricane evacuation

Houston TranStar, a national leader in freeway incident management, uses state-of-the-art technologies to reduce congestion on major roadways

Motorway Traffic Systems

Custom tailored systems for;

- Traffic Management
- ETC Tolling
- Contactless Card Tolling
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routes, we are currently trialing Bluetooth technology to determine vehicle travel times on the roadway and to pick-up on closures. An early implementation of this for us was when we had major icing across Texas so we could monitor road conditions based on the data collected for speed and the number of vehicles out there."

The operators at Houston TranStar also found themselves handling the consequences earlier this year following the huge Tri-County fire – the largest in Fink's living memory: "It was about 60 miles from the center," he says. "Our main tasks during this time were to deal with road closures and to direct people around the area. It was challenging but being more localized it was not on the same scale as a hurricane-type evacuation."

NTTA focuses on detection software

Dallas-based North Texas Tollway Authority (NTTA) – which continues to win awards for its operations – reports that it is now using night-vision cameras and incident detection software to provide an early warning of potential problems to operators at its command center. Clayton Howe, assistant executive director of operations at the authority, sees the application of this technology as an important advance: "When you have a couple of thousand cameras and three or four people to monitor them, then it makes sense to implement this type of approach," he says. "The technology we use was originally applied at airports to detect what should and shouldn't be there. In the case of traffic, it establishes trends relating to how vehicles should be moving at a certain time of day. If there is a difference between what should be expected, the software will identify the cause and bring it to the attention of our operators."

Despite the rush to deploy ever-more sophisticated technology Howe still sees a place for the good old-fashioned eye on the ground: "During rush-hour traffic, you just can't beat people being there," he insists. "Within two or three seconds, we'll receive calls from motorists surrounding an incident, which is something technology still can't match. We also had a recent example where a mechanically stabilized



Wonder wall for Winter Olympics

When it comes to hosting a major event such as the Winter Olympics, invariably transportation management comes under the spotlight. The forthcoming 2014 event in Russia's Sochi is no exception, with a key development being the construction of a massive 4.2km tunnel – the third largest in the country – to deliver a critical connection from Sochi to the mountainous region of Krasnaya Polyana in the Western Caucasus, scheduled to host outdoor competitions such as downhill skiing. The Baranovsky tunnel, which took 10 years to complete, was officially opened by Prime Minister Vladimir Putin in December 2009.

From a TMC point of view, it was seen as imperative at



an early stage by the Russian authorities to set up an ultra-modern facility to ensure traffic safety in the tunnel. The purpose-built center takes feeds from more than 300 CCTV cameras deployed both for tunnel monitoring and to keep a watchful eye on the surrounding environment. Given the extent of the camera network it was decided that the optimum solution would be to display the outputs on a massive screen, alongside various computer signals,

via split high-end graphic controllers. The impressive video display wall solution from eyevis includes 36 of the company's 46in LCD screens installed in an ultra-thin 12x3 arrangement. The resulting display layout has been optimized to mirror the layout of the Baranovsky tunnel and the relative positions of the associated camera feeds, and will ensure that center operators have an optimum view of any tunnel-related incident during the 2014 Winter Olympic Games.

(Top left) When a problem occurs on an NTTA road, motorists can count on its 24/7 incident management teams within the command center

wall failed and moved 5ft. The initial buckling was actually picked up by one of our Roadway Customer Services team, who was passing the area and was then able to alert the command center to initiate a roadside closure.

"Once you know that there is an incident, the advantage with cameras of course is that they allow the command center to look at the situation remotely, send the right resources, and monitor progress," Howe adds. "In the past, without these cameras in place, if there was an incident out on the road such as a tanker fire everybody would be dispatched. Now there is at least the potential to identify who really needs to be at the location rather than needlessly tying up resources and impacting on response times for other events."



When you have a couple of thousand cameras and three or four people to monitor them, then it makes sense to implement this type of approach

Clayton Howe, assistant executive director, North Texas Tollway Authority, USA



Roadwork realities in Edmonton

One of the most problematic scenarios that TMC managers and operators have to deal with are major public works, with the associated disruption to normal traffic patterns causing more than a few gray hairs. Just ask Gord Cebryk, director of signals, street lighting and infrastructure rehabilitation in Edmonton, Canada, who will gladly tell you what he and his local TMC team faced when dealing with the large-scale CA\$161 million Quesnell Bridge Rehabilitation Project, which sought to widen the bridge



over the North Saskatchewan River. "With up to 120,000 vehicles transiting it each day, the Quesnell Bridge is a key part of Whitemud Drive, one of the busiest commuter corridors in Edmonton," Cebryk explains. "We were involved with the posting of specific road disruption information via strategically located dynamic message signs at an early stage," he reveals. "This allowed us to provide tailored messages for motorists with details on the roadworks and significantly, the lanes that were being closed in each direction. For peak periods, we were also able to deliver constantly updated travel-time information to provide commuters with an indication of the potential impact on their journeys."

According to Cebryk, it was imperative in this situation that the Edmonton TMC was able to liaise effectively with other agencies involved in the Quesnell Bridge project. "Our TMC operators regularly dealt with messaging requests to highlight

(Above and right)
Efficient TMC operations in Edmonton enable improved incident response and traffic management along monitored corridors, creating more efficient traffic flows



construction disruptions on this vital corridor from Edmonton's Traffic Control Group. A pivotal element in the successful handling of the travel disruption was the constant coordination regarding the content of these messages and where they were to be displayed. In addition, TMC operators closely monitored congestion in the area to manage any unplanned events, such as collisions and stalled vehicles, notifying the Edmonton Police Service and verifying the situation on the ground through our network of CCTV cameras."

Cebryk feels that the experience gained in Edmonton from this project underscores the importance of providing directed information to the traveling public: "We reaffirmed the benefits of a proactive messaging approach in alleviating the frustration of motorists over the inevitable disruption to this key arterial route while the construction work was under way," he says. "Ultimately, this helped them to make informed decisions as they were at least able to know why traffic flows were abnormal and to alter their travel plans accordingly." ○



Switch to better TMC efficiency

The clutter inherent with a computer terminal at TMC workstations – the mouse, keyboard and monitor – limits space, and generates noise, heat, dust, and health and technical issues, all when operators must maintain utmost levels of concentration. However, the



KVM (Keyboard, Video and Mouse signals) extending and switching technology from Guntermann & Drunck streamlines the system, allowing users to access a pool of computers – even different platforms – through one keyboard, video (display), and mouse. The solution is not only beneficial ergonomically, but also facilitates the work of the controller as computers can now be operated with one set of input devices. The free working space also allows for more staff within the same space, while economically it reduces materials costs and IT total cost of ownership

and saves primary energy (for components, etc.) and secondary energy (such as for cooling).

KVM products switch and extend multiple signals – DVI dual-link, single-link DVI and analog video, bidirectional audio, and transparent USB – establishing a one-to-one instead of a data connection to the computers without latency.

KVM switches can access between two and eight computers, cascaded up to several hundred. Each computer can be accessed over keyboard hot-key, on-screen display, push-button or external device.