



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Board of Directors MEETING AGENDA

OCTOBER 17, 2013
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

**Board of Directors Meeting
Agenda
October 17, 2013
OTO Conference Room
205 Park Central Square, Suite 212**

Call to OrderNOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the August 15, 2013 Meeting Minutes Tab 1
(2 minutes/Viebrock)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AUGUST 15, 2013 MINUTES

D. Public Comment Period
(5 minutes/Viebrock)

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

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

Sara Fields will provide a review of the OTO staff activities since the last Board of Directors meeting.

F. Legislative Reports
(5 minutes/Viebrock)

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

II. New Business

A. OTO Bylaw Amendment..... Tab 2
(3 minutes/Longpine)

Staff will present a proposed bylaw amendment to the bicycle and pedestrian committee membership section.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE BYLAW AMENDMENT

- B. Independent Financial Audit Report for FY 2012-2013..... Tab 3**
(5 minutes/Krischke)
Jim Krischke, OTO Treasurer will provide an overview of the FY 2012-2013 Independent Financial Audit Report.

BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE FY 2012-2013 INDEPENDENT FINANCIAL AUDIT REPORT

- C. OTO FY 2014 Operational Budget Amendment Tab 4**
(10 minutes/Parks)
A budget amendment is proposed which includes the adoption of an operational budget in lieu of the approved work program budget. This amendment will allow for the audit of the operational budget which only includes OTO expenses.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2013-2014 OPERATIONAL BUDGET AS AMENDED

- D. Federal Transportation Planning Certification Review Tab 5**
(10 minutes/Fields)
A federal transportation planning certification review was conducted in June and the report is attached for Board Member review.

INFORMATIONAL ONLY - NO ACTION REQUIRED

- E. Cost of Living Adjustment Request Tab 6**
(5 minutes/Fields)
A cost of living adjustment is proposed at 1.7%.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE A 1.7% COST OF LIVING ADJUSTMENT

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 7**
(Articles attached)

IV. Adjourn. A motion is requested to adjourn the meeting.

Targeted for **1:00 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, December 19, 2013 at 12:00 P.M. in OTO Offices at 205 Park Central East, Suite 212.

Attachments

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

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

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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.

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TAB 1

MEETING MINUTES AGENDA 10/17/2013; ITEM I.C.

Attached for Board of Directors member review are the minutes from the August 15, 2013 Board of Directors meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
August 15, 2013

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

The following members were present:

Ms. Becky Baltz, MoDOT	Mr. David Gardner, City of Willard (a)
Mr. Harold Bengsch, Greene County	Ms. Teri Hacker, Citizen-at-Large
Mr. Brian Bingle, City of Nixa (a)	Mr. Quinton Hamp, City of Battlefield
Mr. Phil Broyles, City of Springfield (a)	Mr. Jim Krischke, City of Republic (a)
Mr. Steve Childers, City of Ozark (a)	Mr. Lou Lapaglia, Christian County (Vice-Chair)
Mr. Craig Fishel, City of Springfield	Ms. Robin Robeson, City Utilities
Mr. Tom Finnie, Citizen-at-Large	Mr. Jim Viebrock, Greene County (Chair)
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Brian Weiler, Airport Board (a)
Mr. Wendell Forshee, City of Willard	

(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. Bradley McMahon, FHWA
Mr. Shawn Billings, City of Battlefield (a)	Mr. Steve Meyer, City of Springfield (a)
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Andy Mueller, MoDOT (a)
Mr. Richard Bottorf, Airport Board	Mr. Shane Nelson, City of Ozark
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. Bill Kirkman, City Utilities (a)	Mr. Bob Stephens, City of Springfield
Ms. Susan Krieger, City of Strafford	

Others Present: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Ms. Melissa Richards, Ozarks Transportation Organization; Mr. Frank Miller, Mr. Ed Hassinger, Mr. Nathan Whipple, and Ms. Bethanie Kennicott, MoDOT; Mr. Ralph Rognstad, Jr., City of Springfield; Ms. Gail Melgren, Senator Claire McCaskill's Office; Adam Humphrey, Greene County Highway Department; Mr. Carl Carlson, Olsson Associates; Dan Wadlington, Senator Roy Blunt's Office.

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

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Mr. Finnie made the motion to approve the Board of Directors agenda. Mr. Lapaglia seconded and the motion was approved unanimously.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the June 20, 2013 Meeting Minutes

Mr. Lapaglia made the motion to approve the June 20, 2013 meeting minutes. Mr. Fisk seconded and the minutes were approved unanimously.

D. Public Comment Period

Ms. Fields mentioned that she handed out a couple of letters regarding the request for a bus stop over at the Salvation Army at West Chestnut and Kansas Expressway. These were sent to City Utilities to review. The OTO has established a policy to include in the agenda all public comment for the Board of Directors to review.

E. Executive Director's Report

Ms. Fields stated that Federal Highway and Federal Transit came in June for the Federal Planning Certification Review. The Review covered not only OTO, but MoDOT and City Utilities for compliance with the federal planning requirements. The final report is not expected until the end of September. Federal Highway is planning on coming to the October Board of Directors Meeting to explain the recommendations. The report has findings in three areas. First, there are Corrective Actions. The reviewers did not find any. Second, there are recommendations for improvement. There are some of those and the OTO was given the preliminary findings. One recommendation is for the OTO to go through and update the OTO Memorandum of Understanding with the Member Jurisdictions. Staff will be working on that. There was also a request for additional information on the planning process, like the OTO work program.

Another recommendation was for the OTO Congestion Management Process to outline some goals so improvements can be clearly measured. There were some suggestions in regards to Title VI reporting and the request to have all public comment posted to the website. Staff is looking at that recommendation to see how practical it is and if it will work. Staff was expecting that recommendation, not the requirement but ideas for improvement.

The third area is for Commendations, some things that the OTO is doing well. Staff is expecting a number of Commendations. One Commendation has to do

with performance measures. The reviewers really liked that the OTO was out in front of the MAP-21 Legislation. There was also a commendation on the Electronic TIP that just went online. The reviewers also gave a commendation for livability and sustainability planning in the area. Finally, there was a commendation for the Public Participation Plan, which is in this agenda. The final report is expected and will be presented in October.

Staff is working hard with MAP-21, the new federal transportation bill, and Transit. There is guidance coming out almost monthly on the different programs. Staff has attended some training. Natasha went to the Federal Highway Freight Partnership Meeting in Washington, D.C. Curtis attended the Midwest Transit Conference in Kansas City. There have been three important studies released in the last couple of months. The James River/Campbell/Republic Road Study is one. This went to the final public meeting last month. There are outlined alternatives for the interchange. After reviewing it, two or three options have been looked at for relocating Republic Road. There are exhibits and maps of these options, as well as adding capacity on Campbell on the interchange up North through Battlefield. These options can be found on the website, www.springfieldjrforcampbell.com. There is also a survey about what the public likes about the different alternatives. There have been no decisions made, the study was commissioned to look at alternatives and get some preliminary information about what the best options are and the consultants have done that.

Mr. Broyles stated that there has been a lot of questions, especially from the Parkcrest neighborhood and shopping area. Their concern was that the City has selected an option and will be purchasing homes. Right now there is no funding for that. In addition there has been no selection of an option, just the presentation of all the options available.

Ms. Fields stated that MoDOT conducted a Foreign Trade Zone Study for the Springfield Foreign Trade Zone. OTO is going to get the link out for that study. There is some good information in it. Christian County, Nixa, and Ozark also conducted an Economic Development Strategic Plan to look at the best ways to strategically develop Christian County. Mr. Childers stated that the Strategic Plan is on the City of Ozark Website under Economic Development. Ms. Fields stated the plan has a lot of interesting demographics about how Christian County is growing.

The OTO's Fiscal Year ended June 30. The annual audit will be starting next week. The plan is for the Audit to be on the October Board of Directors Agenda.

F. Legislative Reports

Ms. Melgren stated that it was quiet right now, since it is a break in D.C. and legislators are back home. Senator McCaskill will be spending time in the state. She gave an update on Senator McCaskill's schedule and projects. She stated that she had attended the Christian County Strategic Planning for the Economic Development Committee Meeting. She acknowledged their effort into improving

the area. There were also similar planning meetings in Waynesville and West Plains. There are good efforts going on in Southwest Missouri.

Mr. Wadlington stated that session is out for a couple of weeks. The Senator appreciated the City Administration of Ozark in helping get out the fuel price message. There are currently no appropriation bills that have gone through the House or the Senate and nothing is ready for signature. The Senator is a supporter of the Sequester. He will not vote to close down the federal government. The Senator is looking for ways to fund local projects but there are no earmarks. Historically earmarks were useful in solving community projects, building roads and moving infrastructure, but there are no earmarks through the end of at least next year.

II. New Business

A. MoDOT “On The Move” Update

Mr. Ed Hassinger thanked the Board for the time on the agenda. It is good to have a view from outside the community. He wanted to let the Board know that the OTO area is seen as one of the most cooperative regions in the State. Many staff members on the MoDOT team value that.

The primary purpose of the presentation is to reinforce to the Board that MoDOT values the planning process, values the MPOs and RPCs and how they work together. It is vital to have a good relationship with the MPO. It is of utmost importance for MoDOT to make the effort to develop a new Long Range Plan. MoDOT has not really had a comprehensive Long Range Plan for a while. There was a big back log of projects when MoDOT was working with Amendment 3. Then after Amendment 3 funds, ARRA funds, and Cost Share Partnerships there were suddenly many projects that the public wanted done. MoDOT has been working on the process of looking at a 20 year vision for transportation in Missouri, and a lot of jurisdictions have been involved with the “On the Move” discussion.

MoDOT has received feedback from thousands of Missourians over the last six months. After that part of the process is done, MoDOT is going to try and put that into a technical report and executive summary for the Commission in a draft format. The final product is not done. Ms. Baltz has shared the initial responses that MoDOT received. The responses are categorized into four areas. That is universal across the state. There are really big areas of interest. The Missouri public said to take care of what exists. That was across all modes of transportation. The existing transportation system needs to be maintained across the state. Safety is of utmost importance in all modes. Economic Development is also important. There are all these forums going on. Transportation drive economic development and vice versa. Economic development needs transportation to be successful.

Another thing heard is that people want all modes of the transportation system connected. It was heard across the state that it was important. MoDOT is going to take these four pillars of interest and put those into a document that can be shared

with the public again. That will probably happen this fall, probably in October. The MoDOT Commission will give comments and then endorse the draft that will go out to the public.

The next step is going to be pretty critical. That is where MoDOT is going to rely on the planning partners across the state and a lot on the stakeholders to take those big issue statements and to develop those into strategies. MoDOT cannot be involved in any funding initiative, but MoDOT cannot separate completely either. MoDOT is watching to make sure MoDOT's actions do not jeopardize any of that. This is being mentioned so that the Board will be aware of the time line. The proposals that are being talked about actually include a project list. The project list cannot be completed until MoDOT gets to the strategies and moves through the process. At some point MoDOT has to be ready. Missourians, the Planning Organizations, MoDOT, all the other implementing agencies like the MPO and Transit agencies are all going to have to come together and figure out what this looks like. This is going to be a challenge. In the past funding initiatives have been compartmentalized, MoDOT spent the money on roads and bridges, transit spent the money on transit.

The initiatives discussed so far is that the funds are far game for any mode of transportation. The question is how to plan and prioritize for that and what does it look like regionally. "On the Move" is important for that reason. By next year at this time there needs to be a prioritized regionally significant project list in place. It is a great opportunity, working on a Long Range Plan is core to MoDOT's business.

Mr. Bengsch inquired about the time frame Mr. Hassinger said it was still unclear. The Commission should look at a draft sometime this fall perhaps October. Then there will be another round of the public engagement process and try to narrow the strategies on the feedback to have something in place by the spring. The funding initiative will want the project list by August. That gives an ideal of the milestones, there is no guarantee that this will happen with the funding initiative. There is an opportunity here for a good process.

Ms. Melgren stated that there was an effort to gain more funding streams this year and it sounds like the process is being continued. Mr. Hassinger stated that MoDOT is not but some partners in Missouri are. Ms. Melgren inquired if the state was streamlining or changing the system process to save money. Mr. Hassinger stated that MAP-21 did some significant things on the streamlining side. MoDOT has always been an advocate and pusher of going fast. The MoDOT customers demand that.

Mr. Childers asked about the fourth component of MoDOT's process. He thought it was bringing everything together or all modes of transportation. Mr. Hassinger stated that there is a pent up demand for spending money on other modes of transportation as well as the opportunity to connect modes, like the freight arena. A lot of people want to be able to fund the connections from the river to rail to roads. That is an area that has been lacking because the funding is committed to roads and bridges. Along the Mississippi and Missouri River there is a real big demand for ports. MoDOT has

heard a lot of community development, people want to spend money on bicycle and pedestrian accommodations and transit. There are huge issues surrounding transit and how to fund those and operate those systems. This is not just an urban request, but in the rural parts of the state as well. It is how to connect the modes together to give the state a competitive advantage. That has been heard statewide.

Mr. Viebrock thanked Mr. Hassinger from attending. He mentioned that Mr. Hassinger had a great staff and team.

B. Bicycle and Pedestrian Implementation Report

Ms. Longpine stated that the Bicycle and Pedestrian Implementation Report is included in the agenda. The report reviews what has been set forth as Recommendations in the Long Range Transportation Plan, then it identifies the implementation status. In the first section of the report, the status of each goal in the plan is outlined. The status is ongoing. This is something that the Bicycle and Pedestrian Committee is continuously striving to improve, developing a comprehensive regional and pedestrian network among itself, then integrate that network with the rest of the transportation system, which is important statewide.

Under Enhancing and Promoting Bicycle and Pedestrian Safety, there have been a few incidents this past year. That is something the committee is focusing on. Staff is looking for additional funding to encourage people to get out there and be active. Also supporting the economic development and tourism side that bicycle and pedestrian infrastructure can offer. The accomplishments of 2013 are outlined in the report. Something that is key is additional funding. There were additional funds for the Transportation Enhancement Program as well as the newly coined Transportation Alternatives Program. That is something that probably will be funded again this year. The OTO also applied for the TIGER Grant. That is another avenue for funding in this region.

The committee has outlined the five E's that is promoted by the Safe Routes to School Program and the League of American Bicyclists. Under Engineering there has been a lot of construction over the last year, including improvements on sidewalks and ADA accessibility, adding some bicycle facilities, a lot of paint on the roads, and some trail work as well. Evaluation-wise this report is produced annually. The Bicycle and Pedestrian Committee for the OTO has been looking at the priorities so there will be a better idea locally of what the highest priorities to implement as far as each individual project goes and the committee tries to review that annually. Springfield is updating their mobility plan as well. The committee submitted and update in July to the Bicycle Friendly Communities Application. That is renewed every four years. The region was awarded the Bronze Level in 2010. It is due again in 2014. Hopefully the area has improved the status, but at the very least, the region has shown it is a strong community for the Bicycle Friendly Program.

In the area of Enforcement, the committee wants to improve the relationship with law enforcement in the area. Making sure that everyone shares the road safely, that bicyclists know the rules of the road, and that motorists know how to treat bicyclists

along the roadway. Under Education and Encouragement, Safe Routes to School, there were some additional funds in that program this past year. There are some mobile classrooms that MoDOT is going to be working with and the City of Ozark got some sidewalk funding through the program. The “Let’s Go Smart Springfield” launch keeps growing every day. Ozark Greenways is working on some public service announcements related to the website. There are events in the area that encourage additional activity and people getting out and experiencing the bicycle and pedestrian network.

C. FTA 5339 Project Selection Criteria

Mr. Owens stated that there is a new program for Bus and Bus Facilities FTA 5339 in MAP-21. This program takes into account the 5309 program under the SAFETEA-LU Program and incorporates all of that. Staff is trying to get ahead of the Circulars that are coming out in October. Staff set up some selection criteria for the program. There are 8 criteria that are going into this. That criteria has been approved through the Technical Planning Committee and it has been sent to the Board of Directors.

The funding for this program for FY 2014 is about \$258,000. It is a formula based program, under MAP-21, which is a lot different than the discretionary program under the SAFETEA-LU Program. There is not a lot of money in this program. The OTO is trying to take a look and fund those programs already in place. The selection criteria is in the direction to continue those projects that have been started. Going through the 8 selection criteria staff looked at the old FTA Circular and looked at what the new circular would include. The new circular does not come out until October. The Long Range Transportation Plan was also looked at to bring in some of the ideas of the plan. Some of the points include, Level of Service, Travel Times, Parking, and different things including Safety. A third criterion was to preserve the existing transit systems. Staff took the Transit Provider Service Area within the OTO area and gave it points as well.

Mr. Bingle inquired how many agencies are competing for the appropriations. Mr. Owens stated that there were maybe two. Ms. Fields stated that as far as staff was aware, City Utilities was the only one that had shown interest in the program. MSU would be eligible since it operates a Transit System, but MSU was not interested in the funding because of regulatory issues. If another agency decided to run a Transit System, the agency would become eligible. Mr. Bingle inquired why the OTO was adopting measures for one application and if the measurements did not exist already. Ms. Fields stated there were no current measurements since it was a new federal program which is primarily to purchase buses.

Mr. Bingle made the motion to approve the proposed 5339 project selection criteria. Mr. Finnie seconded and the motion carried unanimously.

D. TIGER Grant

Ms. Longpine presented the TIGER Grant PowerPoint. The PowerPoint is on the OTO website.

Mr. Childers inquired if City Utilities, City of Springfield, and the OTO were using already scheduled projects to go toward the local match portion of the TIGER Grant. He wanted to know if there was money from the OTO going to meet the program. Ms. Longpine stated that the way the program works is that applicants have to be out ahead of the funding. The projects need to be already planned. The Grant is then the last piece of funding to make it happen. Everything else needs to be in place but the TIGER Grant is what is really going to make the project a great project. For example the Bus Transfer Multimodal Facility has a basic design concept, but the TIGER Grant, will provide a lot more amenities at the Bus Transfer site. There is some Enhancement funding identified here but if the region was to get the TIGER Grant the funding would be used elsewhere in the region. The College Street project would be sped up, otherwise the City would have to wait for additional Enhancement Funding for that to be completed. She thanked City Utilities and the City of Springfield who helped put together the application.

E. OTO Growth Trends Report

Mr. Owens presented the OTO Growth Trends PowerPoint. PowerPoint is on the OTO website.

F. Performance Measures Report

Ms. Longpine presented the OTO Performance Measures Report. The PowerPoint is on the OTO website.

Ms. Baltz wanted to add how Ms. Longpine had talked about how this relates to MAP-21. Ms. Baltz indicated the State is doing the same thing at the statewide level. MoDOT had the Tracker with the Performance Measures for years now, but some of the Measures do not quite align with the MAP-21 Performance Measures that are being discussed. The Measures are being reviewed to make sure there is alignment with MAP-21. Ms. Longpine stated that the State will know what it is required to track next spring. Then, the OTO will work with the State to establish a new set of Measures. It has not really helped to use measures established by the American Community Survey or the Census, because the information is so delayed. The FHWA is working on purchasing some data that can be shared with MPOs and States regarding travel times and that sort of thing. There should be a lot more of this type of information so that Performance Measures can be measured nationwide.

G. Year-End Financial Statements 2012-2013 Budget Year

Mr. Krischke presented the Year-End Financial Statement 2012-2013 which ended June 2013. The bottom line is that the expenses, which were budgeted for \$829,064, came in at \$624,596, which is reflective of the work that has been done at the OTO Organization. The Travel Model Consultant expense that had been calculated in the fiscal year was delayed due to the Census Reporting. It has been moved over to next fiscal year.

Revenues exceeded expenditures by \$22,907.49. Some of the other expenses that were less than calculated were the training expenses. That was due to the educational reimbursement program that staff did not utilize as much as anticipated. The other

item that was less than projected was the consultant services. Those are operational consultants such as legal and accounting. It was a good year and there was no need for outside consultation. Overall, it created a positive balance for the year and a good start for next year.

Mr. Broyles made the motion to accept the Year-End Financial Report. Mr. Fisk seconded and the motion was carried unanimously.

H. FY 2014-2017 Transportation Improvement Program

Ms. Longpine presented the FY 2014-2017 Transportation Improvement Program PowerPoint. The PowerPoint is on the Ozarks Transportation Organization's website.

Mr. Childers inquired what the Route 65 Improvements are specifically, if the improvements are new or currently being made. Ms. Fields stated it goes down to Evans Road. Ms. Baltz stated the improvements are new. It is a segment between 60 and FF. It is not fully funded with the \$10 million dollars but will have some progress made.

Ms. Longpine stated that the only changes from the rough draft will be including the public comment that comes in.

Mr. Fisk stated that there was a lot of information but staff did an excellent job with the summary and great slides.

Mr. Fisk made the motion to approve the FY 2014-2017 TIP. Mr. Weiler seconded and the motion was approved unanimously.

I. Planning Process Certification

Ms. Longpine stated that the Planning Process Certification is something that is included in the TIP. A separate approval is being requested of the Board of Directors. It outlines that the OTO is following the Planning Process as prescribed by federal regulations. It looks at if the OTO is following Title VI of the Civil Rights Act and making sure the OTO is prohibiting discrimination, is involving Disadvantaged Business, and is an Equal Opportunity Employer. It also checks if the OTO complies with American with Disabilities and Older American Acts, as well as prohibiting additional Gender Discrimination. The OTO certifies as staff that these things are being done and the Board is asked to affirm it.

Mr. Lapaglia made the motion to certify that OTO has complied. Mr. Broyles seconded and the motion carried unanimously.

J. Public Participation Plan and Annual Evaluation Report

Ms. Richards presented the Public Participation Plan and Annual Evaluation Report PowerPoint. The PowerPoint is on the OTO website.

Mr. Broyles made the motion to approve the Public Participation Plan. Mr. Bingle seconded and the motion was carried unanimously.

K. Highway 160 Presentation

Mr. Viebrock introduced the Mayor from Willard. He stated that there was a meeting with several people in attendance at the Board meeting as well as some of the Legislative Delegation last week to talk about improvements to HWY 160.

Mr. Forshee stated that the City of Willard is trying to get a four lane highway from I-44 junction west of Willard. It has been in the planning stage for 35 years. The City of Willard is doing a study of the traffic. The City thinks it is much needed. There are plans for another meeting with Senator McCaskill's delegation, as well as Senator Blunt, to help accomplish something that should have been completed a long time ago.

Mr. Brown thanked the OTO for what has been done so far. The City has some available funds and a current sidewalk project on Farmers Street that is in progress. The people of Willard kind of feel left out. The City of Willard is the only surrounding community that does not have a four lane into Springfield. The present road was built about 36 years ago and at that time, the right-of-way was purchased for a four lane. The traffic has since increased. This road leads on to the communities of Willard, Walnut Grove, Everton, Greenfield, Lockwood, Carson, KS and then into Wichita, KS. There is lot of traffic. The cost is about \$10 million and if the City were to cost share, their portion would be about \$5 million. The City of Willard does not have \$5 million, but recognizes this might be where they are headed. He thanked everyone who attended the previous meeting.

Ms. Baltz stated that at the meeting there was discussion on looking at, not only road improvements, but some other options. MoDOT committed to the community to look at all of the options and cost of each of the different option and get back to the community. That is under way.

Mr. Wendell stated that Jefferson City used a three lane with alternating passing lanes, but the problem is that this area has a lot of curvature and the railroad bridge. The City was hoping to get rid of the railroad bridge because it is a trail now. The railroad still has an agreement that the railroad can take it back at any time and use it for the railroad function.

Mr. Viebrock stated that he was looking forward to the next meeting and ideas that the region can come up with and step in that direction. He thanked the Mayor for coming.

III. Other Business

A. Board of Directors Member Announcements

Mr. Broyles stated that he had been discussing with Ms. Baltz the possibility of a second interstate in the region. What is being discussed is a loop within the City of Springfield which would be 65 and James River Freeway back out to I-44. It would be similar to Interstate 244 in Tulsa. The City has not committed funds, but is in discussions about cost sharing and what improvements would have to be made to make it up to interstate standards. Those improvements would have to be made before the Federal Highway Administration would consider it. The consensus is that it make sense in a city this size.

B. Transportation Issues For Board of Directors Member Review

C. Articles for Board of Directors Member Information

IV. Adjournment

Mr. Viebrock adjourned the meeting at 1:35 p.m.

TAB 2

BOARD OF DIRECTORS AGENDA 10/17/2013; ITEM II.A.

OTO Bylaw Amendment

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Bicycle and Pedestrian Advisory Committee has reviewed the membership guidelines in the OTO bylaws regarding the Bicycle and Pedestrian Advisory Committee. The Committee membership calls for a variety of member organizations who do not participate and therefore impact the number available for a quorum. In order to maintain consistent membership and to have a quorum for the purpose of taking action as a Committee, BPAC has recommended the following Bylaws changes:

Section 8.1: Membership

- A. Bicycle and Pedestrian Advisory Committee
 - 1. Representative from the City of Willard
 - 2. Representative from the City of Strafford
 - 3. Representative from the City of Republic
 - 4. Representative from the City of Nixa
 - 5. Representative from the City of Ozark
 - 6. Representative from the City of Battlefield
 - 7. Representative from the City of Springfield
 - 8. Representative from City Utilities
 - 9. Representative from MODOT
 - ~~10. Representative from the Springfield/Greene Co. Parks and Rec. Department~~
 - 11. Representative from Missouri State University
 - 12. Representative from Ozark Greenways
 - ~~13. Representative from Greene County Highway Department~~
 - 14. Representative from Christian County
 - ~~15. Representative from Missouri Bicycle Federation~~
 - ~~16. Representative from the Springfield/Greene Co. Health Department~~
 - 17. Citizen Representative

Section 8.2: Meeting Procedure

- D. A quorum shall consist of at least ~~one-half~~ five of the voting members.

BICYCLE PEDESTRIAN ADVISORY COMMITTEE RECOMMENDATION:

At its September 4, 2013 meeting, the Bicycle Pedestrian Advisory Committee recommended that the OTO Board of Directors approve the membership changes to the OTO Bylaws.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the bylaws amendments as presented.”

OR

“Move to return the proposed bylaws amendments back to the Bicycle Pedestrian Advisory Committee to consider the following...”

TAB 3

BOARD OF DIRECTORS AGENDA 10/17/2013; ITEM II.B.

Independent Financial Audit Report for 2012-2013

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization requested an independent audit be conducted for the fifth year of operation as an independent organization. In the 2008-2009 Budget Year, the City of Springfield performed all the accounting functions for the OTO. In the 2009-2010 budget year, OTO took over all operations of the organization including the accounting functions. Audits have been conducted for the 2009-2010, 2010-2011, and 2011-2012 budget years in which there were no significant findings.

The Draft Audit for 2012-2013 budget year, which ran from July 1, 2012 to June 30, 2013 is included for Board of Directors review and acceptance. There are no findings included as part of this audit.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Budget Year 2012-2013 Independent Financial Audit.”

OR

“Move to reject the Budget Year 2012-2013 Independent Financial Audit in consideration of the following.....”

September 18, 2013

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

Dear Members of the Board:

We have audited the financial statements of Ozarks Transportation Organization as of and for the period ended June 30, 2013, and have issued our report thereon dated September 18, 2013. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards

As stated in our engagement letter, our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with the U.S. modified cash basis of accounting. Our audit of the financial statements does not relieve you or management of your responsibilities.

Our responsibility is to plan and perform the audit to obtain reasonable, but not absolute, assurance that the financial statements are free of material misstatement.

As part of the audit we will consider the internal control of Ozarks Transportation Organization. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures specifically to identify such matters.

Significant Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we will advise management about the appropriateness of accounting policies and their application.

The significant accounting policies used by Ozarks Transportation Organization are described in Note A to the financial statements. No new accounting policies, except GASBS No. 63, were adopted and the application of existing policies was not changed during the fiscal year. We noted no transactions entered into by the Organization during the year for which there is a lack of authoritative guidance or consensus.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no significant sensitive estimates affecting the financial statements for the period ended June 30, 2013.

The disclosures in the financial statements are neutral, consistent, and clear. Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There were no significant sensitive disclosures in the financial statements for the period ended June 30, 2013.

Material Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. One adjusting journal entry, to record additional in-kind services, was proposed to management.

Other Information in Documents Containing Audited Financial Statements

Pursuant to professional standards, our responsibility as auditors for other information in documents containing the Organization's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

Other Issues

Our responsibility also includes communicating to you any information that we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

We have requested certain representations from management that are included in the management representation letter dated September 18, 2013.

For the purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to the Organization's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

To our knowledge and as management has informed us, there were no consultations with other accountants regarding auditing and accounting matters.

**OZARKS TRANSPORTATION
ORGANIZATION**

**Basic Financial Statements and
Supplementary Data with
Independent Auditor's Report**

June 30, 2013

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Ozarks Transportation Organization

We have audited the accompanying financial statements of the governmental activities and the major fund of the Ozarks Transportation Organization, as of and for the year ended June 30, 2013, which collectively comprise the Organization's basic financial statements as listed in the table of contents, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with the modified cash basis of accounting as described in Note A; this includes determining that the modified cash basis of accounting is an acceptable basis for the preparation of the financial statements in the circumstances. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund, of the Ozarks Transportation Organization, as of June 30, 2013, and the respective changes in financial position thereof for the year then ended in accordance with the modified cash basis of accounting as described in Note A.

Basis of Accounting

We draw attention to Note A of the financial statements, which describes the basis of accounting. The financial statements are prepared on the modified cash basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to that matter.

Other Matters

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Ozarks Transportation Organization's basic financial statements. The budgetary comparison schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements

The budgetary comparison schedules have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated September 18, 2013, on our consideration of the Ozarks Transportation Organization's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Ozarks Transportation Organization's internal control over financial reporting and compliance.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri
September 18, 2013

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF NET ASSETS AND GOVERNMENTAL FUND BALANCE SHEET -
MODIFIED CASH BASIS
JUNE 30, 2013

	<u>General Fund</u>	<u>Adjustments (Note E)</u>	<u>Statement of Net Assets</u>
ASSETS			
Cash	<u>\$ 208,109</u>	<u>\$ -</u>	<u>\$ 208,109</u>
Total Assets	<u>208,109</u>	<u>-</u>	<u>208,109</u>
LIABILITIES			
Current Liabilities			
Credit card payable	<u>2,642</u>	<u>-</u>	<u>2,642</u>
Total Liabilities	<u>2,642</u>	<u>-</u>	<u>2,642</u>
FUND BALANCES/NET ASSETS			
Fund Balances:			
Unassigned	<u>205,467</u>	<u>(205,467)</u>	<u>-</u>
Total Liabilities and Fund Balances	<u>\$ 208,109</u>		
Net Assets:			
Invested in capital assets, net of related debt		-	-
Unrestricted		<u>205,467</u>	<u>205,467</u>
Total Net Assets		<u>\$ 205,467</u>	<u>\$ 205,467</u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES, EXPENDITURES, AND CHANGES IN
FUND BALANCES - MODIFIED CASH BASIS
FOR THE YEAR ENDED JUNE 30, 2013

	<u>Governmental Fund</u>		<u>Statement</u>
	<u>General</u>	<u>Adjustments</u>	<u>of Activities</u>
	<u>Fund</u>	<u>(Note E)</u>	
EXPENDITURES			
Membership dues and fees	\$ 4,236	\$ -	\$ 4,236
Professional Fees	4,750	-	4,750
Building and equipment rental	59,106	-	59,106
In-kind match expense	121,930	-	121,930
Advertising	1,138	-	1,138
Computer software, upgrades, backup	31,842	-	31,842
Supplies	2,993	-	2,993
GIS maintenance	4,500	-	4,500
IT maintenance contract	9,200	-	9,200
Office supplies and furniture	12,905	-	12,905
Printing and postage	9,994	-	9,994
Aerial Photos	50,000	-	50,000
Telephone	5,354	-	5,354
Insurance	4,472	-	4,472
Wages and payroll taxes	332,913	-	332,913
Employee Benefits	-	-	-
Contract services	22,347	-	22,347
Miscellaneous	678	-	678
Travel, training and education	16,247	-	16,247
Total Expenditures	<u>694,605</u>	<u>-</u>	<u>694,605</u>
PROGRAM REVENUES			
Operating grants	453,920	-	453,920
In-kind match income	131,930	-	131,930
NET PROGRAM EXPENSES	108,755	-	108,755
GENERAL REVENUES			
Local jurisdiction match funds	135,276	-	135,276
Interest income	386	-	386
Miscellaneous	-	-	-
Total General Revenues	<u>135,662</u>	<u>-</u>	<u>135,662</u>
EXCESS OF REVENUES OVER EXPENDITURES	26,907	-	26,907
OTHER FINANCING SOURCES (USES)	<u>-</u>	<u>-</u>	<u>-</u>
EXCESS OF REVENUES AND OTHER FINANCING SOURCES OVER EXPENDITURES AND OTHER FINANCING USES	26,907	(26,907)	-
CHANGE IN NET ASSETS	-	26,907	26,907
FUND BALANCE/NET ASSETS:			
Beginning of Year	<u>178,560</u>	<u>-</u>	<u>178,560</u>
End of Year	<u>\$ 205,467</u>	<u>\$ -</u>	<u>\$ 205,467</u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The Ozarks Transportation Organization is a federally designated Metropolitan Planning Organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies.

The Organization is governed by the Board of Directors ("Board") that acts as the authoritative and legislative body of the entity. The Board includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

As discussed below, these financial statements are presented on a modified cash basis of accounting. This modified cash basis of accounting differs from accounting principles generally accepted in the United States of America (GAAP). Generally accepted accounting principles include all relevant Governmental Accounting Standards Board (GASB) pronouncements. In the government-wide financial statements and the fund financial statements for proprietary funds, if any, Financial Accounting Standards Board (FASB) pronouncements and Accounting Principles Board (APB) opinions issued on or before November 30, 1989, have been applied, to the extent they are applicable to the modified cash basis of accounting, unless those pronouncements conflict with or contradict GASB pronouncements, in which case GASB prevails.

The Reporting Entity

The Organization, for financial purposes, includes all of the funds and account groups relevant to the operations of the Ozarks Transportation Organization. The financial statements presented herein do not include agencies which have been formed under applicable state laws or separate and distinct units of government apart from the Ozarks Transportation Organization.

The financial statements of the Organization include those of separately administered organizations that are controlled by or dependent on the Organization. Control or dependence is determined on the basis of budget adoption, taxing authority, funding and appointment of the respective governing boards. Currently, there are no such entities.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Presentation

Government-Wide Statements

The Organization's basic financial statements include both government-wide (reporting the Organization as a whole) and fund financial statements (reporting the Organization's major fund). Both the government-wide and fund financial statements categorize primary activities as either governmental or business type. The Organization's activity for transportation planning is classified as a governmental activity. The government-wide Statement of Activities reports both the gross and net cost of the Organization's function. The function is supported by general governmental revenues. The Statement of Activities reduces gross expenses by related program revenues, operating and capital grants. Program revenues must be directly associated with the function and include grants and in-kind match income.

The net costs (by function) are normally covered by general revenue.

The Organization does not allocate indirect costs.

This government-wide focus is more on the sustainability of the Organization as an entity and the change in the Organization's net position resulting from the current year's activities.

Fund Financial Statements

The accounts of the Organization are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts which are comprised of each fund's assets, liabilities, fund equity, revenues and expenditures/expenses. Government resources are allocated to and for individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. Funds are organized into two major categories: governmental and proprietary. Presently, there is only one fund which is the General Fund. This is a governmental-type fund. The General Fund is the operating fund of the Organization and is always considered a major fund. It is used to account for all activities except those legally or administratively required to be accounted for in other funds. At this time, there are no such requirements for other funds.

Measurement Focus and Basis of Accounting

Measurement focus is a term used to describe "how" transactions are recorded within the various financial statements. Basis of accounting refers to "when" transactions are recorded regardless of the measurement focus applied.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Measurement Focus and Basis of Accounting (continued)

Measurement Focus

In the government-wide Statement of Net Position and Statement of Activities, activities are presented using the economic resources measurement focus, within the limitations of the modified cash basis of accounting, as described below. The objectives of the economic resources measurement focus are the determination of operating income, changes in net assets and financial position. All assets and liabilities (whether current or noncurrent, financial or nonfinancial) associated with their activities are reported.

In the fund financial statements (governmental only), the current financial resources measurement focus, as applied to the modified cash basis of accounting, is used as appropriate. With the current financial resources measurement focus, only current financial assets and liabilities are generally included on the balance sheet. The operating statement presents sources and uses of available spendable financial resources in a given period.

Basis of Accounting

The government-wide Statement of Net Position and Statement of Activities and the fund financial statements are presented using a modified cash basis of accounting. This basis of accounting recognizes assets, liabilities, net position/fund equity, revenues, and expenditures/expenses when they result from cash transactions in the government-wide statements. This basis is a comprehensive basis of accounting other than accounting principles generally accepted in the United States of America.

As a result of the use of the modified cash basis of accounting, certain assets and their related revenues (such as accounts receivable and revenue for billed or provided services not yet collected) and certain liabilities and their related expenses (such as accounts payable and expenses for goods or services received but not yet paid, and accrued expenses and liabilities) are *not recorded* in these financial statements. However, in-kind transactions and certain payables have been recorded.

If the Organization utilized the basis of accounting recognized as generally accepted, the fund financial statements for governmental funds would use the modified accrual basis of accounting. All government-wide financial statements would be presented on the accrual basis of accounting.

Use of Restricted Funds

When both restricted and unrestricted resources are available for use, it is the Organization's policy to use restricted resources first, then unrestricted resources as they are needed.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Cash and Cash Equivalents

For the purpose of financial reporting, "cash and cash equivalents" includes all demand and savings accounts, certificates of deposit and short-term investments with an original maturity of three months or less.

Fund Balance Classification

Beginning with fiscal year 2011, the Organization implemented GASB Statement No. 54, "Fund Balance Reporting and Governmental Fund Type Definitions." This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent. The following classifications describe the relative strength of the spending constraints:

Nonspendable: This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted: This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

Committed: This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board of Directors. These amounts cannot be used for any other purpose unless the Board of Directors removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned: This classification includes amounts that are constrained by the Organization's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board of Directors or through the Board of Directors delegating this responsibility to the executive director through the budgetary process. This classification also includes the remaining positive fund balance for any governmental funds except for the General Fund.

Unassigned: This classification includes the residual fund balance for the General Fund. The Unassigned classification also includes negative residual fund balance of any other governmental fund that cannot be eliminated by the offsetting of Assigned fund balance amounts. The Organization's total fund balance was classified as Unassigned as of June 30, 2013.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Balance Classification (continued)

The Organization would typically use Restricted fund balances first, followed by Committed resources, and then Assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend Unassigned resources first to defer the use of these other classified funds.

Net Position Classifications

In government-wide statements, equity is classified as net position displayed in three components:

Invested in Capital Assets, Net of Related Debt: consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction, or improvements of those assets.

Restricted Net Position: consists of assets with constraints placed on their use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

Unrestricted Net Position: all other assets that do not meet the definitions above.

Use of Estimates

The preparation of financial statements in accordance with the modified cash basis of accounting may require management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Budgets and Budgetary Accounting

The Organization follows these procedures in establishing the budgetary data presented:

- a) Formal budgetary integration is employed as a management controlled device during the year for the Governmental Fund. This budget is adopted on an other comprehensive basis of accounting (modified cash).
- b) The schedule of revenue, expenditures, and changes in fund balance - budget and actual for the major governmental fund presents comparisons of legally adopted budgets with actual data on a budgetary basis.
- c) Unused appropriations for annually budgeted funds lapse at year end.
- d) The budget amounts shown in the financial statements are the original authorized amounts and the revised amounts at the end of the year.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE B – CASH

All deposits with financial institutions must be collateralized in an amount at least equal to uninsured deposits. As of June 30, 2013, the Organization's cash deposits were insured by the FDIC.

Statutes authorize the Organization to invest in certificates of deposit, repurchase agreements, passbooks, banker's acceptances, and other available bank investments provided that approved securities are pledged to secure those funds on deposit in an amount equal to the amount of those funds. In addition, the Organization can invest in direct debt securities of the United States Government unless such an investment is expressly prohibited by law.

The Organization's deposits are comprised of the following as of June 30, 2013:

	<u>Book Balance</u>	<u>Bank Balance</u>
Checking (bearing interest at .07%)	\$208,109	\$215,680

NOTE C – RISK MANAGEMENT

The Organization is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Organization maintains commercial insurance coverage for property damage, liability and accidents. Management believes coverage is sufficient to preclude any significant uninsured losses to the Organization.

NOTE D – RELATED PARTY TRANSACTIONS

During the fiscal year ended June 30, 2013, the Organization had transactions with the following related parties:

City of Springfield – services	\$45,758
--------------------------------	----------

NOTE E – ADJUSTMENTS

Entries in the "Adjustments" column of the Statement of Net Position and Statement of Activities would normally be recorded because governmental funds report capital outlays and principal payments as expenditures, while governmental activities report depreciation expense to allocate capital expenditures over the life of the assets. However, because Ozarks Transportation Organization presents its financial statements on the modified cash basis of accounting, there are no such adjustments.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2013

NOTE F – SUBSEQUENT EVENTS

Management has evaluated potential subsequent events through September 18, 2013, the date the financial statements were available to be issued.

NOTE G – LEASE

The Organization executed a five-year lease for office space effective October 1, 2011. The lease provides for monthly payments of \$4,259 for years one through three and \$4,387 for years four and five. For the fiscal year ended June 30, 2013, rental expenditures totaled \$55,367. Future minimum rental payments are as follows:

Year ended June 30,	
2014	\$46,849
2015	52,260
2016	52,644
2017	13,161

NOTE H – ECONOMIC DEPENDENCY

Approximately 70% of total revenue was received from the Missouri Department of Transportation.

OZARKS TRANSPORTATION ORGANIZATION
BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2013

	Budgeted Amounts		General	Variance with
	Original	Final	Fund	Final Budget
				Pos (Neg)
BEGINNING BUDGETARY FUND BALANCE	\$ 178,560	\$ 178,560	\$ 178,560	\$ -
RESOURCES (INFLOWS)				
Consolidated planning grant	\$ 651,252	\$ 663,252	\$ 453,920	\$ (209,332)
In-kind match income - direct cost	33,977	33,977	131,930	97,953
Local jurisdiction match funds	128,836	131,836	135,276	3,440
City Utilities match	121,230	121,230	-	(121,230)
Interest income	-	-	386	386
Miscellaneous	-	-	-	-
Amounts Available for Appropriation	1,113,855	1,128,855	900,072	(228,783)
CHARGES TO APPROPRIATIONS (OUTFLOWS)				
Membership dues and fees	4,200	4,200	4,236	(36)
Professional Fees	4,750	4,750	4,750	-
Building and equipment rental	60,367	60,367	59,106	1,261
In-kind match expense	23,977	23,977	121,930	(97,953)
Advertising	3,800	3,800	1,138	2,662
Computer software, upgrades, backup	19,600	34,600	31,842	2,758
Supplies	4,500	4,500	2,993	1,507
GIS maintenance	7,000	7,000	4,500	2,500
IT maintenance contract	12,000	12,000	9,200	2,800
Office supplies and furniture	16,500	16,500	12,905	3,595
Printing and postage	17,000	17,000	9,994	7,006
Aerial Photos	50,000	50,000	50,000	-
Telephone	6,620	6,620	5,354	1,266
Insurance	5,100	5,100	4,472	628
Wages and payroll taxes	361,001	361,001	332,913	28,088
Contract services	180,600	180,600	22,347	158,253
Miscellaneous	3,050	3,050	678	2,372
Travel, training and education	34,000	34,000	16,247	17,753
City Utilities match	121,230	121,230	-	121,230
Total Charges to Appropriations	935,295	950,295	694,605	255,690
OTHER FINANCING SOURCES	-	-	-	-
ENDING BUDGETARY FUND BALANCE	<u>\$ 357,120</u>	<u>\$ 357,120</u>	<u>\$ 384,027</u>	<u>\$ 26,907</u>



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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

To the Board of Directors
Ozarks Transportation Organization

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the major fund of Ozarks Transportation Organization, as of and for the year ended June 30, 2013, and the related notes to the financial statements, which collectively comprise Ozarks Transportation Organization's basic financial statements, and have issued our report thereon dated September 18, 2013.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Ozarks Transportation Organization's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control. Accordingly, we do not express an opinion on the effectiveness of Ozarks Transportation Organization's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Ozarks Transportation Organization's financial statements are free from material misstatement, we performed tests of

its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cinda L. Rodgers, CPA, PC

Springfield, Missouri
September 18, 2013

TAB 4

BOARD OF DIRECTORS AGENDA 10/17/2013; ITEM II.C.

OTO FY 2014 Operational Budget

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Ozarks Transportation Organization Audit revealed a need for a separate budget from the approved Unified Planning Work Program (UPWP) Budget. The traditionally used UPWP budget is required to show all planning activities that use federal funds. Therefore the planning activities of City Utilities is shown in the budget. In-Kind match and donated services are also required to be shown. This includes work that MoDOT does for the area in terms of signal timing and planning that is funded with state funds and member jurisdiction attendance at meetings. As the approved budget, this is the budget that is audited.

A new proposed operational budget has been developed which includes the same OTO expenses as approved in the OTO UPWP Budget. The format is different allowing the Board of Directors to see the projected cash flow for the year. All revenues and expenses that appear in the proposed operational budget pertain to OTO only. If approved this will be the audited budget.

Primary Differences:

Revenue

In-Kind Match has been removed

The Direct Outside grant has been removed

Expenses

The In-Kind Match has been removed

The Direct Outside grant has been removed

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to adopt the OTO FY 2014 Operational Budget.”

OR

“Move to reject the OTO FY 2014 Operational Budget in consideration of the following.....”

OTO OPERATIONAL BUDGET

FY 2014

July 1, 2013 - June 30, 2014

Beginning Operating Fund Balance 6/30/13

\$208,108.96

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>
Ozarks Transportation Organization Revenue		
Consolidated FHWA/FTA PL Funds	\$721,534.40	
Local Jurisdiction Match Funds	\$127,971.66	
Employee Insurance Premium	\$8,580.00	
Total Ozarks Transportation Organization Revenue		\$858,086.06
TOTAL REVENUE		\$858,086.06

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>
Personnel		
Salaries & Fringe	\$385,000.00	
Mobile Data Plans	\$2,700.00	
Payroll Services	\$3,000.00	
Total Personnel		\$390,700.00
Building		
Building Lease	\$51,108.00	
Parking	\$960.00	
Total Building		\$52,068.00
Commodities		
Office Supplies/Furniture	\$10,000.00	
Publications	\$400.00	
Total Commodities		\$10,400.00
Information Technology		
IT Maintenance Contract	\$9,000.00	
Computer Upgrades/Equipment Replacement/Repair	\$6,000.00	
Data Backup/Storage	\$2,500.00	
GIS Licenses	\$4,500.00	
Software	\$3,000.00	
Webhosting	\$550.00	
Total Information Technology		\$25,550.00

ESTIMATED EXPENDITURES Continued

<i>Cost Category</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>
Insurance		
Board of Directors Insurance	\$2,600.00	
Liability Insurance	\$1,100.00	
Workers Comp	\$1,300.00	
Total Insurance		\$5,000.00
Operating		
Copy Machine Lease	\$3,000.00	
Education/Training/Travel	\$25,000.00	
Food/Meeting Expense	\$4,000.00	
IRS Tax Fees	\$11,000.00	
Legal/Bid Notices (formerly Advertising)	\$3,400.00	
Multi-media Public Relations	\$3,000.00	
Staff Mileage Reimbursement	\$2,500.00	
Postage/Postal Services	\$3,500.00	
Printing/Mapping Services (combines two categories)	\$12,000.00	
Dues/Memberships	\$4,300.00	
Telephone	\$4,500.00	
Total Operating		\$76,200.00
Services		
Aerial Photos	\$0.00	
Audit	\$6,000.00	
Professional Services (Legal & Accounting)	\$12,000.00	
TIP Tool Maintenance	\$10,000.00	
Travel Time Collection Units	\$80,000.00	
Travel Time Runs and Traffic Counts	\$12,000.00	
Travel Model Consultant	\$150,000.00	
Total Services		\$270,000.00
TOTAL OTO Expenditures		\$829,918.00
 Estimated Net Increase in Operating Fund Balance*		 \$28,168.06
 Ending Operating Fund Balance 6/30/14		 \$236,277.02

*Actual increase will be greater depending on in-kind expenses that are captured during the year.

UPWP BUDGET

APPENDIX A

FY 2014

July 1, 2013 - June 30, 2014

OTO BUDGET DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$361,000.78		\$385,000.00		
Mobile Data Plans	\$1,620.00		\$2,700.00		
Payroll Services	\$2,600.00		\$3,000.00		
Total Personnel		\$365,220.78		\$390,700.00	↑ \$25,479.22
Building					
Building Lease	\$55,367.00		\$51,108.00		
Parking	\$1,000.00		\$960.00		
Total Building		\$56,367.00		\$52,068.00	↓ (\$4,299.00)
Commodities					
Office Supplies/Furniture	\$16,000.00		\$10,000.00		
Publications	\$1,000.00		\$400.00		
Total Commodities		\$17,000.00		\$10,400.00	↓ (\$6,600.00)
Information Technology					
IT Maintenance Contract	\$12,000.00		\$9,000.00		
Computer Upgrades/Equipment Replacement/Repair	\$4,500.00		\$6,000.00		
Data Backup/Storage	\$3,600.00		\$2,500.00		
GIS Licenses	\$7,000.00		\$4,500.00		
Software	\$2,000.00		\$3,000.00		
Webhosting	\$550.00		\$550.00		
Total Information Technology		\$29,650.00		\$25,550.00	↓ (\$4,100.00)
Insurance					
Board of Directors Insurance	\$2,300.00		\$2,600.00		
Liability Insurance	\$1,400.00		\$1,100.00		
Workers Comp	\$1,400.00		\$1,300.00		
Total Insurance		\$5,100.00		\$5,000.00	↓ (\$100.00)
Operating					
Copy Machine Lease	\$4,000.00		\$3,000.00		
Education/Training/Travel	\$32,000.00		\$25,000.00		
Food/Meeting Expense	\$4,500.00		\$4,000.00		
IRS Tax Fees	\$0.00		\$11,000.00		
Legal/Bid Notices (formerly Advertising)	\$3,800.00		\$3,400.00		
Staff Mileage Reimbursement	\$2,000.00		\$2,500.00		
Postage/Postal Services	\$4,000.00		\$3,500.00		
Printing/Mapping Services (combines two categories)	\$14,500.00		\$12,000.00		
Dues/Memberships	\$4,200.00		\$4,300.00		
Telephone	\$5,000.00		\$4,500.00		
Total Operating		\$74,000.00		\$73,200.00	↓ (\$800.00)

ESTIMATED EXPENDITURES Continued

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Services					
Aerial Photos	\$50,000.00		\$0.00		
Audit	\$4,750.00		\$6,000.00		
Professional Services (Legal & Accounting)	\$8,000.00		\$12,000.00		
TIP Tool Maintenance	\$25,000.00		\$10,000.00		
Travel Time Collection Units	\$0.00		\$80,000.00		
Travel Time Runs and Traffic Counts	\$20,000.00		\$12,000.00		
Travel Model Consultant	\$150,000.00		\$150,000.00		
Total Services		\$257,750.00		\$270,000.00	↑ \$12,250.00
TOTAL OTO Expenditures		\$805,087.78		\$826,918.00	↑ \$21,830.22
In-Kind Match, Direct Cost, Donated					
Member Attendance at Meetings	\$8,000.00		\$10,000.00		
Direct Cost - MoDOT Salaries	\$15,977.00		\$65,000.00		
Total In-Kind Match, Direct Cost, Donated		\$23,977.00		\$75,000.00	↑ \$51,023.00
TOTAL OTO Budget		\$829,064.78		\$901,918.00	↑ \$72,853.22
Direct Outside Grant					
CU Transit Salaries*		\$121,230.00		\$197,500.00	↑ \$76,270.00
TOTAL EXPENDITURES		\$950,294.78		\$1,099,418.00	↑ \$149,123.22

Notes * Cost includes federal and required 20% matching funds

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$663,251.82		\$721,534.40		
Local Jurisdiction Match Funds	\$131,835.96		\$96,803.60		
In-kind Match, Direct Cost, Donated**	\$23,977.00		\$75,000.00		
Employee Insurance Premium	\$0.00		\$8,580.00		
City of Springfield Aerial Photography Match Funds	\$10,000.00		\$0.00		
Total Ozarks Transportation Organization Revenue		\$829,064.78		\$901,918.00	↑ \$72,853.22
Direct Outside Grant					
City Utilities Transit Planning					
FTA 5307	\$96,984.00		\$158,000.00		
City Utilities Local Match	\$24,246.00		\$39,500.00		
Total Direct Outside Grant		\$121,230.00		\$197,500.00	↑ \$76,270.00
TOTAL REVENUE		\$950,294.78		\$1,099,418.00	↑ \$149,123.22

Notes: * Cost includes federal and required 20% matching funds Pass through funds, OTO does not administer or spend the City Utility funds

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

APPENDIX B

FY 2014

July 1, 2013 - June 30, 2014

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Audit	\$4,750.00		\$6,000.00		
Professional Services Fees	\$8,000.00		\$12,000.00		
Data Storage/Backup	\$3,600.00		\$2,500.00		
IT Maintenance Contract	\$12,000.00		\$9,000.00		
TIP Tool	\$25,000.00		\$10,000.00		
Travel Time Runs and Traffic Counts	\$20,000.00		\$12,000.00		
Travel Model Consultant	\$150,000.00		\$150,000.00		
Total Consultant Usage		\$223,350.00		\$201,500.00	↓\$21,850.00

APPENDIX C

FY 2014

July 1, 2013 - June 30, 2014

OTO BUDGET DETAIL

Utilizing Local Jurisdiction Funds

<i>Cost Category</i>	<i>Prior Budgeted FY2013</i>	<i>Total Amount Prior Budgeted FY2013</i>	<i>Budgeted Amount FY2014</i>	<i>Total Amount Budgeted FY2014</i>	<i>Increase/ Decrease</i>
Multi-media Public Relations*	\$0.00		\$3,000.00		
		\$0.00		\$3,000.00	↑\$3,000.00

* Public Relations (of the nature of governmental unit promotion) is not an allowable expense in the Consolidated Planning Grant under OMB Circular A-87. This expense will not be submitted to MoDOT for reimbursement and will come solely from the Local Jurisdiction Funds.

TAB 5

BOARD OF DIRECTORS AGENDA 10/17/2013; ITEM.II.D.

OTO Certification Review of the Metropolitan Transportation Planning Process for the Springfield, MO Transportation Management Area

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO has received the Federal Certification Review of the Metropolitan Transportation Planning Process Report from FHWA and FTA. The Federal Certification Review is required every four years for Metropolitan Planning Organizations (MPOs) classified as Transportation Management Areas (TMAs). OTO has 60 days provide a response describing OTO's plan to address each recommendation.

OTO received no corrective actions and was certified as meeting the federal requirements as stated below:

Based on this review and ongoing oversight by the Federal Highway Administration and the Federal Transit Administration, the transportation planning process carried out in the Springfield, Missouri Transportation Management Area for the period October 1, 2013 to September 30, 2017 is certified as meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613.

Please find below a summary of recommendations and commendations that is from the June 2013 certification review of the Metropolitan Transportation Planning Process for the Springfield, MO Transportation Management Area:

COMMENDATIONS

1. The OTO is commended for developing a Planning MOU between OTO, MoDOT, and CU which does an outstanding job in defining the roles and responsibilities of each planning partner in the Springfield TMA planning process.
2. City Utilities (CU) is commended for its comprehensive review of its transit route system to improve on time performance and route efficiency. CU is also commended for planning a state of the art downtown transit transfer facility projected to open by the end of 2014.
3. The OTO is commended for its pending use of VISSUM modeling package which will include transit micro modeling for the next MTP update.
4. The OTO is commended for incorporating MAP-21 planning Performance Measures in its planning work products: UWPW, TIP, and MTP.
5. The OTO is commended for its development of its exceptional financial revenue/expenditure summary in the UPWP.

6. The OTO is commended for its comprehensive rating system that is used to prioritize and select projects for inclusion in the both constrained and unconstrained elements of the Journey 2035 (LRTP).
7. The OTO is commended for development of its electronic Transportation Improvement Program.
8. The OTO is commended for its enhanced documentation of the demonstration of fiscal constraint, including the documentation of Operation and Maintenance (O&M) and state and local revenue in the Transportation Improvement Program (TIP) financial plan.
9. The OTO is commended for creating a public comment link for planning products directly on its website's home page.
10. OTO is commended for its level of planning for bicycle and pedestrian facilities and support programs that continues to enhance the realization of walkable neighborhoods and intermodal transportation options.
11. The OTO is commended for its proactive transportation planning effort to help reduce ozone levels and improve overall air quality in the Springfield region.
12. The OTO is commended developing a Public Participation Plan Evaluation Handbook that provides guidelines for the OTO's periodic evaluation of their public involvement techniques.

This ongoing evaluation initiative reflects OTO's commitment to seek out opportunities for enhancing the Plan's strategies and techniques and the elimination of ineffective strategies.
13. The OTO and its planning partners are commended for the extensive integration of Safety and Security planning throughout the Springfield TMA planning process.
14. The MoDOT is commended for their partnering effort to facilitate the development of a Foreign Trade Zone Study in the Springfield region and their current effort to develop a Statewide Freight Plan.

CORRECTIVE ACTIONS

NONE

RECOMMENDATIONS

1. Recommend that the OTO take timely steps to produce a Metropolitan Planning Area (MPA) map. The approval date of the MPA should be shown on the map and a copy of the map be provided to the FHWA Missouri Division. *Action Completed.*

The approval date should also be shown on all Urban Area Boundary (UAB) and Functional Classification (FC) Maps. *Action Completed.*
2. Recommend that OTO and its planning partners incorporate a description of the most important metropolitan transportation planning issues into its future annual work programs and the

documentation of their basis for the decision to maintain the identified carryover balance. *Will be considered with the development of the next UPWP.*

3. Recommend that the Springfield metropolitan area planning partners continue to work together to ensure an enhanced working partnership that adheres to the FHWA/FTA/MoDOT Planning Partnership Agreement and the TIP, UPWP, and MTP development and approval process. *The partnership agreement was developed with a one size fit all approach without accounting for different processes and timelines among the various MPOs in the state of Missouri. We do our best to comply with the very large lead times provided for in the document.*
4. Recommend that the OTO and its planning partners implement CMP enhancement opportunities, including the development of CMP goals, objectives, a standing CMP advisory committee, and an improved process for evaluating the effectiveness of implemented mitigation strategies. *This recommendation will be implemented with the next CMP update.*
5. Recommend that OTO make all public comments, with OTO and LPA responses, available for viewing on the OTO website during the planning work product development process and for a determined reasonable period of time following the OTO Board's adoption of the work product. *OTO staff is working on a plan to improve public comment and develop a website that will more adequately facilitate public comment.*
6. Recommend that OTO enhance the effectiveness of the Title VI complaint process by updating the Title VI Policy to include a clearly outlined collaborative process that includes communication and coordination with Federal, state and local planning partners. *OTO will add a section addressing the communication to partners.*
7. Recommend that OTO consider incorporating into their TIP project development and selection process, the stated requirement for the project sponsor to make available to the OTO, copy of the agency's Title VI Plan. *A Title VI plan is not project specific but area specific. MoDOT is the agency responsible for enforcement of compliance with Title VI.*

The inaugural implementation of this requirement should include the action step to provide copies of the LPA Title VI Plans to MoDOT for information purposes. *This item should be enforced by MoDOT.*

8. Recommend that OTO and MoDOT partner together to develop a collaborative and coordinated inter-agency process for handling ADA, including the specifics of the ADA complaint and the complaint resolution effort. *OTO will develop a process for forwarding all ADA complaints to MoDOT.*
9. Recommend that MoDOT develop an LPA project level Title VI statistical data (race, color, religion, sex, national origin, and disability) collection process that is implemented by each MoDOT District as part of the LPA project oversight effort.

MoDOT is encouraged to consider revising Section (15) (H) of the Annual Consolidated Planning Grant Agreement for the purpose of clarifying a more limited and specific grantee Title VI reporting requirement.

This is not a recommendation for OTO.

10. Recommend that OTO consider incorporating into the TIP project selection process, the requirement for LPA project sponsors to provide project level Title VI statistical data to the MoDOT SW District, when called for, as a condition for the LPA project's inclusion in the OTO TIP.

The OTO maintains information relating to Title VI populations and can furnish the data to MoDOT upon request.

11. Recommend that OTO and MODOT lead an effort to complete a Freight Study, identify freight corridors, determine bottleneck locations for freight traffic, and initiate the formulation of a freight stakeholder working group.

MoDOT has undertaken a statewide freight study.

BOARD OF DIRECTORS ACTION REQUESTED

Informational Only – No Action Required



U.S. Department of Transportation

Federal Transit Administration
901 Locust, Room 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, MO 65109
573-636-7104
573-636-9283 (fax)

September 30, 2013

Ms. Sara Fields, Executive Director
Ozark Transportation Organization (OTO)
205 Park Central East, Suite 205
Springfield, Missouri 65806

Subject: FY2013 Federal Certification Review of the Transportation Planning Process in the Springfield Transportation Management Area – Final Report

Dear Ms. Fields:

Federal law 23 United States Code (U.S.C.) 134 (i)(5) and 49 U.S.C. 1607 require the transportation planning process for all Transportation Management Areas be jointly reviewed and certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) at least once every four years. The objective of the certification review is to determine whether the transportation planning process can be certified as implementing the federal transportation planning requirements.

The certification review team consisted of staff from the FHWA Missouri Division and the FTA Region 7 Office. The review team's work effort consisted of both office desk and on-site reviews. The on-site portion of the review was conducted June 25-27, 2013. In addition to assessing the Metropolitan Planning Organization's (MPO's) progress in addressing findings from the 2009 Certification Review, the June site visit also focused on verifying the MPO's compliance with current transportation law, planning regulations, current issues, best practices, and planning process enhancement opportunities. The scope of the certification review was comprehensive, covering the transportation planning process for the entire area and all the agencies (MPO, SDOT, and transit operators) involved.

Enclosed is the final *MPO Planning Certification Review Report* that documents the various components of the recent certification review of the Springfield metropolitan planning process. The report provides an overview of the MPO certification process; summarizes the various discussions from the site visit; provides a series of review findings, including recommendations for improvement and commendations. The Certification Review Team did not identify any corrective actions.

The Certification Review Team noted significant improvements and many noteworthy practices in the Ozarks Transportation Organization's (OTO) planning process. We believe this reflects the results of cooperative efforts by MoDOT, local officials, City Utilities and the OTO staff to

enhance the quality of the transportation planning process in the Springfield metropolitan planning area. The Certification Review Team did not identify any corrective actions

Based on this review and ongoing oversight by the FHWA and FTA, the transportation planning process carried out in the Springfield Transportation Management Area (TMA), for the period October 1, 2013 to September 30, 2017, is certified as substantially meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613.

We are available to meet with OTO staff to discuss and clarify the certification review's findings that included multiple commendations and recommendations for improving the current planning process. As agreed, please provide a response within 60 days of receipt of this report describing how you plan to address each recommendation. Please be advised this final report is being transmitted concurrently to the Missouri Department of Transportation (MoDOT) and City Utilities.

The certification review was done in the spirit of cooperation with the goal of enhancing the quality of the metropolitan transportation planning process. We would like to thank you and your staff for their time and assistance during the review process.

If you should have any questions regarding the certification review process and/or the certification review Final Report, please contact Brad McMahon of the FHWA Missouri Division at (573) 638- 2609 or Mark Bechtel of the FTA Region 7 Office at (816) 329-3937.

Sincerely,



for Mohktee Ahmad
Regional Administrator
FTA – Region VII



For: Kevin W. Ward, P.E.
Division Administrator
FHWA – MO Division

Enclosure

cc: Machelles Watkins, MoDOT HQs, w/enc.
Shelia Schmitt, City Utilities of Springfield, w/enc.
Becky Baltz, MoDOT SW District Engineer, w/enc.

Certification Review of the Metropolitan Transportation Planning Process for the Springfield, MO Transportation Management Area

**Certification Review by:
Federal Highway Administration
Federal Transit Administration**



September 30, 2013

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EXECUTIVE SUMMARY

Section 134 of Title 23 United States Code requires that the Federal Highway Administration and the Federal Transit Administration jointly review at least every four years the metropolitan transportation planning process for each urbanized area with a population of over 200,000 persons. The Ozarks Transportation Organization (OTO) is the designated Metropolitan Planning Organization for the Springfield region and works with the Missouri Department of Transportation (MoDOT) as well as the region's public transit operators to implement the federally required transportation planning process.

The scope of the federal certification review of the Springfield metropolitan transportation planning process was comprehensive, covering the transportation planning process for the entire area and all the agencies involved. The federal review team's work consisted of reviewing the products of the planning process, reviewing the ongoing oversight activities conducted by the FHWA and the FTA, and an on-site review conducted June 25-27, 2013, where discussions were held with the members of the planning process. In addition to assessing the progress in addressing recommendations from the last certification review in 2009, the on-site review focused on compliance with current transportation law, planning regulations, current issues, best practices, and opportunities to enhance the planning process.

This final report summarizes the various discussions from the site visit, provides a series of review findings, and highlights noteworthy practices and significant improvements in the planning process in a number of areas. There are no corrective actions noted. A number of recommendations have been made throughout this report for the enhancement of the metropolitan transportation planning process in the Springfield region. A detailed summary of commendations and recommendations is shown in section three of the report.

Based on this review and ongoing oversight by the Federal Highway Administration and the Federal Transit Administration, the transportation planning process carried out in the Springfield, Missouri Transportation Management Area for the period October 1, 2013 to September 30, 2017 is certified as meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613.

I. Introduction

A. Background and Purpose of the Review

As required by 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly review and certify the metropolitan transportation planning processes in Transportation Management Area (TMA) at least every four years. A TMA is an urbanized area, as defined by the U. S. Census, with a population of over 200,000. The purpose of a Certification Review of a TMA is to determine if the planning process can be certified as meeting the requirements in the metropolitan planning regulations (23 CFR 450).

A Certification Review consists of three primary activities: a site visit, review of planning products, and preparation of a report, which summarizes the review and offers findings. The reviews focus on compliance with federal regulations, challenges, successes, and experiences of the cooperative relationship between the Metropolitan Planning Organization (MPO), State Transportation Agency and transit operators in the conduct of the metropolitan planning process. Joint FTA/FHWA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect local issues and needs. As a consequence, the scope and depth of the certification review reports may vary.

The certification review process is only one of several methods used to assess the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Unified Planning Work Program approval, Metropolitan and Statewide Transportation Improvement Program findings, air quality conformity determinations (in non-attainment and maintenance areas), as well as a range of other formal and less formal contacts provide both FHWA and FTA an opportunity to provide feedback regarding the planning process. The results of these other processes are considered during the certification review process.

The 2013 Certification Review of the transportation planning process for the Springfield Transportation Management Area was performed by FHWA and FTA from June 25 – 27, 2013. The purpose of the review is to determine if the planning process can be certified as satisfying the requirements in the metropolitan planning regulations (23 CFR 450). This review had the following objectives:

1. Determine if the metropolitan transportation planning activities in the Springfield TMA are being carried out in accordance with the governing metropolitan planning regulations, policies, and procedures.
2. Determine if the metropolitan transportation planning process is a continuing, cooperative, and comprehensive process that results in the support and development of transportation improvements for the overall Springfield metropolitan area.

3. Determine if the metropolitan transportation planning process provides adequate representation and input from all levels of local government and individual interest groups in addressing the transportation needs of the Springfield metropolitan area.
4. Determine if the metropolitan transportation planning process, including the Transportation Improvement Program (TIP), is financially constrained and that the revenue sources identified demonstrate that the proposed Federal-aid projects can be advanced.
5. Enhance the metropolitan planning process and improve the quality of transportation investment decisions.
6. Identify noteworthy practices, which can be shared with other states, metropolitan planning organizations, and transit operators.

B. Federal Review Team Members

Brad McMahon, Transportation Specialist, FHWA Missouri Division
Lauren Paulwell, Civil Rights Officer FHWA Missouri Division
Mark Bechtel, Community Planner, FTA Region VII

C. Review Participants

Sara Fields, Executive Director, Ozarks Transportation Organization
Natasha Longpine, Ozarks Transportation Organization
Curtis Owens, Ozarks Transportation Organization
Debbie Parks, Ozarks Transportation Organization
Melissa Richards, Ozarks Transportation Organization
Sheila Schmitt, Transit Director, City Utilities of Springfield
Diane Gallion, City Utilities of Springfield
Eva Voss, TMA Liaison, MoDOT HQ
Angela Hoecker, Senior Transportation Planner, MoDOT Central Office
William Robinett, Senior Transportation Planner, MoDOT Central Office
Angela Sutton, External Civil Rights Administrator, MoDOT Central Office
Frank Miller, Transportation Planning Manager, MoDOT SW District

D. Review Format and Guidelines

Office/Desk Segment of the Review

Prior to the on-site visit, the federal review team developed an updated set of review guidelines in the form of questions based on the review of planning work products, processes, documents and the team's working knowledge. The metropolitan planning organization (MPO) for the Springfield TMA is the Ozarks Transportation Organization (OTO). Updated guideline questions were provided to the MPO and the local transit operator, City Utilities, in advance of the on-site segment of the review. The OTO and City Utilities staff's provided responses to the guideline questions in advance of the review team's

on-site visit. Although not required, this information was of great assistance to the review team during the on-site portion of the review.

On-Site Segment of the Review

The on-site portion of the Federal Certification Review of the transportation planning process for the Springfield Transportation Management Area was performed by FHWA Missouri Division and FTA Region VII on June 25 – 27, 2013. The review was conducted at the offices of the Ozarks Transportation Organization which are located at Park Central East, Suite 205, and Springfield, Missouri.

The majority of the Review Team's on-site visit consisted of roundtable discussions with staff from OTO, City Utilities, and MoDOT. These agencies receive federal funds and are required to comply with federal planning laws and regulations. These agencies answered questions regarding specific requirements in the law, planning work product development processes and the overall metropolitan transportation planning process. Attendance sheets containing the names of participating staff are contained in the appendices of this report.

Review Team Public Meeting

With the passage of TEA-21 in 1998, public involvement became a required component of the TMA Certification Review process. The principal objective of this component is to provide the opportunity for the public to express their thoughts and comments to the Federal Review Team about the transportation planning process and specifically how the process is meeting the needs of the area. In order to provide this opportunity for public engagement, a public meeting was held by the review team on the evening of June 25, 2013 from 4:30 to 6:30 P.M at OTO's conference room. The meeting was advertised by a variety of methods including local newspapers, the MPO website, briefings to local governments, and direct mailings and e-mailings.

The public meeting began with a presentation of the Certification Review process by the review team. Following the presentation an open forum was held to receive public comments. The public meeting was attended by six local residents. The attendance sheet and public comments are included in this report's appendices.

II. Disposition of 2009 Certification Review Corrective Action and Recommendations

The 2009 Federal Review Team's findings included no Corrective Actions.

The 2009 Federal Review Team's Recommendations:

1. During the on-site review closeout session, the Review Team recommended that the OTO take timely steps to finalize its effort to update Memorandum of Understanding (MOU) agreement between OTO, the Missouri Highway Transportation Commission (MHTC), and local transit operators. It is noted that a new MOU agreement was approved by the OTO Board of Directors on December 7, 2009.

****OTO has implemented this recommendation.****

2. The OTO should develop an Indirect Cost Allocation Plan (ICAP). The MoDOT and the FHWA Missouri Division should provide follow-up technical assistance to OTO regarding the billing of indirect transportation planning program expenses costs and OTO's development of an Indirect Cost Allocation Plan (ICAP).

After extensive post Final Report research and discussions, it was collectively decided by MoDOT, OTO and FHWA that an indirect cost allocation plan was not required due to the singularity of funding and purpose of OTO.

****OTO did not need to implement this recommendation.****

3. The OTO should document the public involvement processes utilized by the various local public agencies in connection with their TIP project prioritization and selection process.

OTO has included a certification statement on the TIP application for the local jurisdiction to sign that states "This project has been made available for public comment before submittal." The OTO believes that the OTO TIP public involvement process meets the requirements of 23 CFR 450.316.

****OTO has implemented this recommendation.****

4. The OTO should program sub-allocated STP funds on the basis of the overall transportation needs of the Springfield regional area.

This programming process was reviewed and OTO believes that the STP _suballocated funds are programmed based on the overall transportation need of the Springfield metropolitan planning area. The basis for this determination is the modification to the MPO By-Laws and the fact that transportation needs are identified within the constrained project list and are further refined within the Regional Priority Project List. All projects utilizing STP suballocated funding come from these lists.

****OTO has implemented this recommendation.****

5. The OTO should take ownership of the functional classification process for the Springfield metropolitan planning area (i.e., OTO Board review and approve all changes). The review team suggests that OTO develop with MoDOT, an OTO functional classification process that calls for the MPO's solicitation of recommended functional classification changes from MPO member agencies on an annual basis.

The OTO has developed and is implementing a functional classification process that calls for recommended functional classification changes from MPO member agencies on an annual basis. These changes are reviewed and approved by the Board of Directors.

OTO has implemented this recommendation.

6. The OTO should redefine the Congestion Management Process (CMP) network.

The Congestion Management Process has been modified to include a redefined network as recommended by ONE DOT.

OTO has implemented this recommendation.

7. The OTO should provide FHWA and FTA (ONEDOT) a CMP Phase III implementation schedule.

The CMP Phase III implementation schedule was developed and provided to FHWA in December 2010.

OTO has implemented this recommendation.

8. The OTO should place more emphasis on improving the linkage between future land use and the population and employment forecasts. Techniques for consideration include OTO's facilitating the development of an inventory of the metropolitan planning area's existing land uses and OTO's coordinating the formulation of a regional land use planning effort.

OTO has been collecting data from the U.S. Census, State of Missouri, local jurisdictions, and the Chamber of Commerce to better forecast development and employment trends in the region. Land use planning is completed at the local level and OTO considers those plans in the development of the long range transportation plan.

OTO has partially implemented this recommendation.

9. During the on-site review closeout session, the Review Team recommended that the OTO take timely steps to finalize its effort to develop and adopt the Public Participation Plan (PPP). It is noted that a PPP was approved by the OTO Board of Directors on December 7, 2009.

The update to the Public Participation Plan (PPP) is complete and was adopted by the Board of Directors on December 13, 2009.

OTO has implemented this recommendation.

10. The OTO needs to formulate and adopt a process for implementing Annual Title VI reporting requirements per Section 14(i) of the Annual Planning Grant Agreement and in compliance with annual data collection and reporting requirements subject to Title VI of the Civil Rights Act of 1964 and implementing federal regulations (23CFR 200.949, 49 CFR 21.9 (9)).

****OTO has not implemented this recommendation.****

11. The MoDOT Freight Program Coordinator should develop an enhanced Freight Movement partnership with the OTO and add more emphasis on integrating freight movement into the Springfield metropolitan area transportation planning process. We encourage OTO to utilize the FHWA's Freight Development Program (www.ops.fhwa.dot.gov/freight/fpd/) as a package of tools to assist integrating freight movement into the planning process.

There has been effort by MoDOT to develop an enhanced freight development partnership with OTO since the 2009 certification review. The freight coordination responsibility has shifted to the SW District Planner and the statewide Freight Administrator. These two positions worked together to identify needs through both the OTO planning process and through interactions with freight shippers including the trucking industries so prevalent in SW Missouri.

****MoDOT has implemented this recommendation.***

OTO updated the Long Range Transportation Plan and considered FHWA's Freight Development Program as part of this update.

****OTO has implemented this recommendation.****

12. The OTO should educate all jurisdictions regarding their need to consider bicycle transportation facilities and pedestrian walkways accommodations in conjunction with all new construction and reconstruction of transportation facilities. OTO should also consider requiring project sponsors to provide explanation should such facilities be absent from the project.

OTO requires all jurisdictions to submit information on how the proposed project complies "with the Comprehensive OTO Area Bicycle and Pedestrian Plan." OTO also has a standing Bicycle and Pedestrian Advisory Committee that is utilized to educate jurisdictions regarding their need to consider bicycle and pedestrian accommodations in conjunction with all new construction and reconstruction of transportation facilities.

****OTO has implemented this recommendation.****

III. 2013 Commendations, Corrective Actions, and Recommendations Summary

It is important to understand the specific meaning for terms that specify the outcome of the certification review. These terms are defined as follows:

Key Definitions:

Corrective Actions: Those items that fail to meet the requirements of the federal regulations seriously impacting the outcome of the overall process.

Recommendations: Items while somewhat less substantial and not requiring action but are still significant enough that FHWA and FTA are hopeful that the State and local officials will consider taking some action. The recommendations involve the state of the practice instead of regulatory requirements.

Commendations - Noteworthy Practices: Elements that demonstrate well thought out procedure for implementing the planning requirements. Elements that address items that have been difficult nationwide could be cited as noteworthy practice. Also FHWA and FTA may wish to offer commendations for significant improvements and/or resolution of past finding.

COMMENDATIONS

1. The OTO is commended for developing a Planning MOU between OTO, MoDOT, and CU which does an outstanding job in defining the roles and responsibilities of each planning partner in the Springfield TMA planning process.
2. City Utilities (CU) is commended for its comprehensive review of its transit route system to improve on time performance and route efficiency. CU is also commended for planning a state of the art downtown transit transfer facility projected to open by the end of 2014.
3. The OTO is commended for its pending use of VISSUM modeling package which will include transit micro modeling for the next MTP update.
4. The OTO is commended for incorporating MAP-21 planning Performance Measures in its planning work products: UWPW, TIP, and MTP.
5. The OTO is commended for its development of its exceptional financial revenue/expenditure summary in the UPWP.
6. The OTO is commended for its comprehensive rating system that is used to prioritize and select projects for inclusion in the both constrained and unconstrained elements of the Journey 2035 (LRTP).
7. The OTO is commended for development of its electronic Transportation Improvement Program.
8. The OTO is commended for its enhanced documentation of the demonstration of fiscal constraint, including the documentation of Operation and Maintenance (O&M) and state and local revenue in the Transportation Improvement Program (TIP) financial plan.

9. The OTO is commended for creating a public comment link for planning products directly on its website's home page.
10. OTO is commended for its level of planning for bicycle and pedestrian facilities and support programs that continues to enhance the realization of walkable neighborhoods and intermodal transportation options.
11. The OTO is commended for its proactive transportation planning effort to help reduce ozone levels and improve overall air quality in the Springfield region.
12. The OTO is commended developing a Public Participation Plan Evaluation Handbook that provides guidelines for the OTO's periodic evaluation of their public involvement techniques.

This ongoing evaluation initiative reflects OTO's commitment to seek out opportunities for enhancing the Plan's strategies and techniques and the elimination of ineffective strategies.

13. The OTO and its planning partners are commended for the extensive integration of Safety and Security planning throughout the Springfield TMA planning process.
14. The MoDOT is commended for their partnering effort to facilitate the development of a Foreign Trade Zone Study in the Springfield region and their current effort to develop a Statewide Freight Plan.

CORRECTIVE ACTIONS

NONE

RECOMMENDATIONS

1. Recommend that the OTO take timely steps to produce a Metropolitan Planning Area (MPA) map. The approval date of the MPA should be shown on the map and a copy of the map be provided to the FHWA Missouri Division.

The approval date should also be shown on all Urban Area Boundary (UAB) and Functional Classification (FC) Maps.

2. Recommend that OTO and its planning partners incorporate a description of the most important metropolitan transportation planning issues into its future annual work programs and the documentation of their basis for the decision to maintain the identified carryover balance.
3. Recommend that the Springfield metropolitan area planning partners continue to work together to ensure an enhanced working partnership that adheres to the FHWA/FTA/MoDOT Planning Partnership Agreement and the TIP, UPWP, and MTP development and approval process.
4. Recommend that the OTO and its planning partners implement CMP enhancement opportunities, including the development of CMP goals, objectives, a standing CMP advisory committee, and an improved process for evaluating the effectiveness of implemented mitigation strategies.

5. Recommend that OTO make all public comments, with OTO and LPA responses, available for viewing on the OTO website during the planning work product development process and for a determined reasonable period of time following the OTO Board's adoption of the work product.
6. Recommend that OTO enhance the effectiveness of the Title VI complaint process by updating the Title VI Policy to include a clearly outlined collaborative process that includes communication and coordination with Federal, state and local planning partners.
7. Recommend that OTO consider incorporating into their TIP project development and selection process, the stated requirement for the project sponsor to make available to the OTO, copy of the agency's Title VI Plan.

The inaugural implementation of this requirement should include the action step to provide copies of the LPA Title VI Plans to MoDOT for information purposes.

8. Recommend that OTO and MoDOT partner together to develop a collaborative and coordinated inter-agency process for handling ADA, including the specifics of the ADA complaint and the complaint resolution effort.
9. Recommend that MoDOT develop an LPA project level Title VI statistical data (race, color, religion, sex, national origin, and disability) collection process that is implemented by each MoDOT District as part of the LPA project oversight effort.

MoDOT is encouraged to consider revising Section (15) (H) of the Annual Consolidated Planning Grant Agreement for the purpose of clarifying a more limited and specific grantee Title VI reporting requirement.

10. Recommend that OTO consider incorporating into the TIP project selection process, the requirement for LPA project sponsors to provide project level Title VI statistical data to the MoDOT SW District, when called for, as a condition for the LPA project's inclusion in the OTO TIP.
11. Recommend that OTO and MODOT lead an effort to complete a Freight Study, identify freight corridors, determine bottleneck locations for freight traffic, and initiate the formulation of a freight stakeholder working group.

IV. Review Team Observations and Findings

ORGANIZATION OF THE METROPOLITAN PLANNING ORGANIZATION

Background: The 23 CFR 450.310 requires the designation of a Metropolitan Planning Organization (MPO) for each urbanized area (UZA) with a population of more than 50,000 people. MPOs are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and programming process for the metropolitan planning area. The voting membership of an MPO policy board designated after December 18, 1991 and serving a Transportation Management Area (TMA) must include local elected officials, officials of local agencies that administer or operate major modes of transportation within the area, and appropriate State officials. Existing MPO designations made prior to December 18, 1991 remain valid until a new MPO is re-designated.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) created new requirements for MPOs serving Transportation Management Areas to include, among others, officials of public agencies that administer or operate major modes of transportation. The requirement to include providers of public transportation was added in MAP-21. (23 USC 134(d) (2))

Observation: The Ozarks Transportation Organization (OTO) is the designated metropolitan planning organization (MPO) that serves as a forum for cooperative transportation decision making by state and local governments and regional transportation planning agencies in the Springfield region. The OTO is a voluntary association of local governments in a two county area that encompasses the Springfield metropolitan area. The counties included in the Springfield metropolitan planning area are Christian and Greene Counties. Member jurisdictions include Christian County, Greene County, and the cities of Springfield, Battlefield, Nixa, Republic, Ozark, Strafford, and Willard. OTO has a Board of Directors and a Technical Planning Committee. There has not been a change in Board of Directors composition since the last Certification review. The OTO does not anticipate the need to modify the structure of the Board of Directors or the OTO Committees in the near future. OTO has established a Bicycle and Pedestrian Advisory Committee and a Local Coordinating Board for Transit. The composition of these committees and the Board of Directors and Technical Committees are outlined in the OTO bylaws.

The Board of Director’s provide official decision making responsibility for the OTO. The coordination of elected officials and policy makers at this decision making level allows for a broad geographical impact on transportation planning decisions. The Board of Directors has representation from the Airport, City Utilities Transit, citizen representatives, as well as representatives from member jurisdictions. The Technical Planning Committee (TPC) analyzes issues arising during the conduct of the Springfield metropolitan planning process from a technical perspective, provides a linkage between planning and implementation, and makes recommendations to the Board of Directors. The TPC has representation from the Airport, Trucking Companies, Railroad Company, Springfield Public Schools, Transit Agencies, Ozark Greenways, The Chamber of Commerce, as well as jurisdictions with Road, Bicycle and Pedestrian interests.

In 2011 Sara Fields replaced Tim Conklin as the OTO Executive Director. Sara currently oversees four full time staff members. The Executive Director manages all staff and operations. The Executive Director position of OTO is overseen by the Board of Directors. The OTO utilizes interns on an as needed and as available basis. In addition to the Executive Director, there are the positions of Planner,

Principal Planner, Operations manager and Multimedia Coordinator. The responsibilities of each staff member can be viewed in the OTO Organization Chart found in Appendix A.

The transition of OTO to an independent organization began when OTO incorporated in April 2008, assessed their first local dues in July 2008, and relocated to offices outside the City of Springfield's Busch Municipal Building in August 2008. The OTO assesses member jurisdiction annual dues based upon the decennial census population at 41 cents per capita. The current bylaws state that this assessment will be made annually until such time that an adjustment is deemed necessary. On July 1, 2009, the City of Springfield discontinued the practice of providing metropolitan planning services to the OTO. Since that time, it has been necessary for OTO to administer its own accounts payable and to establish and manage a cash reserve.

OTO maintains a website at www.ozarkstransportation.org which includes a staff directory, meeting agendas and notes, various transportation planning work products, priority project list, and links to other transportation and local agencies as well as state and federal agencies.

Cooperative Agencies and Agreements

Background: 23 CFR 450.314 requires cooperative agreements to be in place between the MPO, the State DOT, and the public transit operators. These agreements should describe mutual responsibilities in carrying out the metropolitan transportation planning process.

Observation: The OTO finalized their effort to update their cooperative agreements in 2009 shortly following the close of the 2009 Federal Certification Review on-site segment. The OTO operates under one Memorandum of Understanding (MOU) agreement with OTO, the Missouri Highway Transportation Commission (MHTC), the nine member jurisdictions, and City Utilities all as parties.

This agreement describes the planning partners, OTO's governance structure, planning process roles and responsibilities for the planning partners, as well as the expectations the region has for the roles and responsibilities of USDOT.

The MOU was updated in 2009 for the purpose of ensuring its conformity to regulatory requirements and to more accurately represent the cooperative, coordinated, and comprehensive planning process in practice. The current MOU includes the description of the roles and responsibilities for development of the Long Range Plan, the TIP, and UPWP, corridor or other major project studies and the defining of the role of public involvement in terms of decision making by the MPO coordination of public involvement by the MPO with other planning partners. The parties to the 2009 MOU between OTO and MHTC are the City and County Managers, Mayors, Administrators, and presiding commissioners of the seven cities and two counties located within the Metropolitan Area Planning boundaries and the MoDOT Chief Financial Officer.

A membership committee was formed to look at a membership structure for the MPO. The current OTO By-Laws set out the MPO membership within the Springfield metropolitan planning area boundary. The Committee determined that there has not been a need to reevaluate at this time based on the Urbanized Area definition as outlined by the census.

MoDOT is an active participant in the OTO planning process, including the participation in all OTO core committees and subcommittees and MoDOT SW District Engineer, Becky Baltz participates on the Board of Directors in an ex-officio capacity. OTO and MoDOT staffs have monthly coordination meetings to discuss the status of projects and issues with the planning process. MoDOT District staff sits on all OTO Committees.

Finding: The current cooperative agreements between the OTO, the MHTC, and the public transit operators, meet the federal requirements. Should new agreements be necessitated or desired for any reason, a single agreement among MPO members, the MoDOT, and the local transit operators is encouraged to help promote regional coordination and cooperation.

Commendation #1: The OTO is commended for developing a Planning MOU between OTO, MoDOT, and CU which does an outstanding job in defining the roles and responsibilities of each planning partner in the Springfield TMA planning process.

METROPOLITAN AREA BOUNDARIES & FUNCTIONAL CLASSIFICATION

Metropolitan Planning Area Boundary (MPA)

Background: 23 CFR 350.312 requires that the boundaries of a metropolitan planning area (MPA) should, at a minimum, cover the UZA and those areas likely to become urbanized within the twenty-year life of the Long Range Transportation Plan. Copies of the boundary maps must be submitted to FHWA and FTA after their approval by the MPO and the Governor.

Observation: The MPA boundary for the Springfield region was last updated in the early 1990's and has not been modified since that approval. The MPA boundary extends to the boundaries of Greene and Christian Counties. The MPA boundary was reviewed after the 2010 Census by the OTO and the MoDOT to determine if the existing MPA boundary meets the minimum statutory requirements for new and updated urbanized areas (UZAs). Population density and regional mobility were considerations in the boundary expansion consideration. The review concluded that there was no need to change the current MPA boundary. OTO will examine potential boundary expansion following release of census data in connection with the 2020 census.

The OTO has produced an OTO Study Area map that reflects the MPA. The identification of the MPA as the OTO Study Area is potentially confusing to viewers and inconsistent with the requirement to produce a MPA map. The need to produce a dated map entitled an MPA boundary map was discussed with the review participants. This MPA boundary map should also be on file with the FHWA Missouri Division office.

Recommendation #1: Recommend that the OTO take timely steps to produce a Metropolitan Planning Area (MPA) map. The approval date of the MPA should be shown on the map and a copy of the map be provided to the FHWA Missouri Division.

The approval date should also be shown on all Urban Area Boundary (UAB) and Functional Classification (FC) Maps.

Urban Area Boundary (UAB) Map

Background: A metropolitan planning process is required where there is a Census-defined urbanized area (UZA). On May 1, 2012, the Bureau of the Census issued its designations of the urbanized areas (UZA) and urban clusters (UC) based on the 2010 Census. The 2010 Census-defined UZA may be adjusted outward by local and state officials to better account for transportation features. The new boundary under FHWA regulations is called the urbanized area boundary (UAB). The boundaries of urban areas are fixed by responsible state and local officials in cooperation with each other, subject to approval by the FHWA. Once the adjustments to UZA boundaries are adopted, highways that are impacted by the new boundaries must be functionally reclassified. The UAB does not change the Census Bureau UZA designations or population figures. The UABs are necessary for determining eligibility for federal-aid, statistical reporting, highway street functional classification determinations, and travel demand forecasting.

Observation: Federal legislation provides SDOTs and MPOs the authority to adjust the 2010 Census boundaries to create updated Federal-aid UABs. The Springfield Urbanized Area map provided by the Census Bureau for Census 2010 included various small land areas as new urbanized areas (UZAs). The OTO facilitated the work effort to ensure that the Springfield region UAB reflected the new changes in the Census Bureau's UZA, including smoothing the 2010 UZA based on comments from MoDOT and the local jurisdictions. The UAB changes were approved by the OTO Board in April 2013. The revised UAB map has been submitted to Transportation Planning in MoDOT's Central Office. MoDOT plans to eventually update this map along with that of other urbanized areas around the state to accommodate changes from Census 2010. The updated UAB maps will be submitted to FHWA for approval.

Roadway Functional Classification Process

Background: 23 CFR 470.105(b) states that it is the SDOT that has the primary responsibility for developing and maintaining the functional classification system. The SDOTs shall cooperate with responsible local officials in developing and updating the functional classification. As the Metropolitan Planning Organization (MPO) for the Springfield region, it is the OTO's responsibility to develop and maintain the Functional Classification System of roadways within its planning boundaries through coordination with local cities, counties, and the MoDOT. In order to be eligible for federal (STP) funding, a roadway must be functionally classified as a major collector or higher.

The guide on classifying highways continues to be Highway Functional Classification: Concepts, Criteria and Procedures. Rev. March 1989. It is important to note that the 2008 Addendum allows for greater flexibility for deciding on an appropriate place for changing the functional classification of rural routes when they cross an urban boundary.

Observation: The MoDOT maintains the functional classification map for OTO and the Springfield region. OTO delivers a call for functional classification changes once per calendar year. This annual request for changes is solicited from all local jurisdictions and the MoDOT. An announcement is posted on the OTO website along with an application and guidelines that can be downloaded by the local jurisdictions (applicants). The OTO completes the MoDOT developed FC Request Form when changes are proposed to existing roadways or to classify a planned roadway. As applications are received, OTO staff transmits them to the MoDOT for concurrent review. The OTO and MoDOT collaborative and cooperative interagency review of each application, including a joint site visit, is completed before approval recommendations are presented to the OTO Technical Planning Committee and the Board of

Directors for final approval. The Board's recommended changes are submitted to the MoDOT SW District Office with the OTO's request for the FHWA Missouri Division's final review and approval. The MoDOT Transportation Planning Division is responsible for facilitating the receipt of the FHWA Missouri Division approval. The MoDOT was the only entity that proposed changes in 2013.

Finding: The collaborative functional classification modification process currently being delivered by the OTO and MoDOT meets the federal requirements.

TRANSIT AND MULTI-MODAL PLANNING

Background: Section 5303 of Title 49 and Section 134 of Title 23 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

Observation: Transit planning is integrated into the OTO transportation planning process and there is effective coordination between OTO's staff and the transit providers. The OTO has formulated a Local Coordinating Board for Transit (LCBT) that is as a standing committee that meets six times per year. The LCBT has representatives from area service and transportation agencies. The primary responsibility of the LCBT is to confer with and advise on the effectiveness of the coordinating transportation and to be a problem solving entity where possible, analyze issue from a human service transit perspective and make recommendations to the Board. With the help of a formulated Transit Coordination Plan Advisory Team a Transit Coordination Plan (TCP) was developed and adopted in 2006. The LCBT serves as the implementing committee for TCP.

Transit Providers and Services

Currently, there are two transit providers in the region: City Utilities of Springfield (CU) and Missouri State University (MSU). CU is the major fixed-route transit and para-transit service provider for the area, while MSU provides fixed routes limited to the University, downtown, and MSU Idea Commons/Brick City. CU is the only utility company in the nation that still operates a public transit system. As of July 2013, the transit system has 15 fixed day routes and four fixed night routes, encompassing 185 miles of service. The transit bus fleet consists of 25 regular street service (fixed route) buses and 5 demand-response buses. The transit system provides service to approximately 85% of the population and covers 52 square miles of the area inside the city limits of Springfield based on the 2010 census.

There are a number of specialized human service agencies providing transportation services within the Springfield metropolitan planning area (MPA). For example, OATS provides transit services within the MPA outside of the city of Springfield. They also bring individuals from the rural communities into the MPA. OATS, Inc. is a not-for-profit 501(c)3 corporation providing specialized transportation for senior citizens, people with disabilities and the rural general public in 87 Missouri counties.

In each county served by OATS, Inc., there is a support and advisory group, the OATS County Support Committee, which is comprised of volunteers and riders. This County Support Committee meets regularly to review service schedules, assist with problem resolution, and to develop fundraising activities to assist OATS, Inc. in raising the local match required for capital equipment grants. This

grassroots group of users and other interested parties provides input regarding service needs and planning.

OATS, Inc.'s single largest operating funding source within the Springfield metropolitan area is the Southwest Missouri Office on Aging. OATS, Inc. works closely with this agency in identifying service needs on an ongoing basis. They receive feedback from public forums held annually to learn what services their client groups need.

CU Paratransit Service

CU operates a Paratransit Service (Access Express) to serve the disabled who are unable to ride a regular route bus due to their disability. Service eligibility is dependent upon the individual's inability to use the regular fixed-route buses. All riders must complete an application for certification for paratransit eligibility. CU maintains 5 demand-response buses, of which 4 operate during the peak period. These specially-designed vehicles are equipped with low-floor ramps and are used to transport passengers to their destination within the designated service area. Although fixed route service is not provided throughout the entire city, paratransit service is provided to all residents who reside within the city limits of Springfield and is operated on a demand-responsive, origin-to-destination basis. In July, 2010, CU purchased a new fleet of paratransit buses replacing five (5) 1997 model coaches. The new fleet offers a low-floor feature and a ramp for passengers traveling in wheelchairs. The new paratransit coaches also have the "blue wave" design featured on the outside of the coach. CU plans to carryover this design to the bus stop signs and will be featured on the fixed route fleet of buses when they are replaced. The purchase of the demand-response buses was fully funded through the American Recovery and Reinvestment Act of 2009.

CU maintains a website at: www.cityutilities.net. CU also uses Twitter as the online method of notifying passengers of route changes or system events. Twitter is a free service that allows transit users to be informed of CU schedule & route changes, transit-related community events, free ride days and other CU performance and outreach efforts.

MSU provides an intra-campus shuttle bus service. There are no fares for utilizing the system or the park and ride facility on the campus. A parking pass or a metered spot is required for users to park in the campus parking garage. The MSU student shuttle service is funded through student fees, which continues to be a stable funding source. The transit system has grown along with the continued expansion of the MSU campus. This growth has been spurred in part by the MSU policy to limit auto use on campus and the increase in campus parking costs. In addition, the MSU has a bike system that is tied into the transit system and will eventually be tied into the region's bicycle system. In addition to the bike and pedestrian interface, the MSU transit system has connectivity with auto and CU fixed route transit. The effective coordination effort between CU and MSU on existing and proposed services allows for maximized connectivity between the two systems.

Coordinated Human Services Transportation Plan (CHSTP)

The OTO completed the update to the CHSTP in April 2012. The Transit Coordination plan outlines strategies to improve paratransit service. The Local Coordinating Board for Transit (LCBT) is working to implement these strategies. The LCBT meets with the various local agencies that service mobility impaired populations to gain a better understanding of how each agency operates. The results of this

outreach effort have enhanced the effectiveness of the process to prioritize the delivery of strategies to improve the overall paratransit service in the Springfield region.

Collaboration and Coordination

The CU is actively involved in OTO's overall planning and project development process. The CU is represented on the OTO Board, Technical Committee, Local Coordinating Board for Transit and Bicycle and Pedestrian Advisory Committee. MSU has representation on the Technical Committee, LCBT and Bicycle and Pedestrian Advisory Committee. OATS has representation on the Local Coordinating Board for Transit and Bicycle and Pedestrian Advisory Committee. Many other providers have representation through the LCBT. Every plan and project is examined and/or adopted through these established committees. To assure effective coordination of each transit operator's planning process and the OTO's planning process, the transit section of the current Journey 2035 Transportation Plan element incorporates critical planning features of the OTO Fixed Route Transit Study completed in April 2012 and MSU's Master Plan. Transit is also looked at in the land use portion of the transportation plan. The Regional Transit study conducted by OTO outlined strategies to improve the current system, which are being implemented by CU. The MPO and CU coordinate long range planning efforts.

Transit Budget/Funding

CU's Transit operating budget is funded by ridership fares, public utility bills (gas, water, and electric), federal assistance, and some state funding. These funding sources generate about \$7.2 million annually. CU receives little financial support from the State of Missouri. The average amount of MoDOT's annual funding during the period from 2004 to 2010 was \$298K. The annual average amount of funding for the period 2011-2014 has been \$24K. The FY2014 funding is estimated to be \$15.9K. CU also receives 5307 apportionment allocation of \$2.4 million for operating, preventive maintenance, planning, security, and enhancement projects. The CU transit system, as most transit systems in the United States, requires subsidy to maintain operations. City Utilities gas, water and electric ratepayers currently cover fifty-five percent of operation costs in the amount of \$4.0 million. Transit fares were last increased on October 1, 2009 as part of a three phase fare increase. The current adult fare is \$1.25. Transit ridership decreased in the three years that followed the fare increase. A portion of this decline was attributed to job losses and a downturn in the economy. Today, the transit ridership is trending upward. The fare box recovery ratio is 14%, up from the 12% at the time of the 2009 certification review. This recovery ratio produces approximately \$1.0 M in revenue to offset \$7.2 M in transit operating expenses. CU's goal for fare box income is 20% of operating expenses. Historically 40% of transit riders use discounted ticket rate. CU is considering reducing the discount and free ride offerings in the future as a means to increase revenue. CU is currently working on moving towards Smart Cards for the purpose of streamlining the efficiency of passenger faring and increasing the recovery rate significantly.

The CU transit program in 2013 implemented the inaugural use of "on time performance measures." Emphasis on implementing various measurement strategies has produced a 90% on time performance rating. Effective strategies for the upcoming year include developing more efficient routes with less need for transfers and completion of customer satisfaction surveys.

There are currently 868 bus stop locations of which 400 are equipped with benches and 89 with bus shelters. The CU has been working to install additional bus shelters. Limited funding to address the need for shelters and difficulty with finding locations for bus shelter placement is an ongoing problem for CU. The OTO, CU, and MoDOT are utilizing FAHP funding flexibilities that allow Surface

Transportation Program (STP) funds to be used to support the transit program in the Springfield region. Approximately \$250K of FHWA STP funding has been transferred to FTA for the CU's use in constructing handicap accessible sidewalks at established bus stops.

CU is facing a severe shortage of capital funding for replacement buses at the same time operating 13 regular street service buses that are beyond their useful life. CU is committed to continuing to seek Federal discretionary program funding opportunities for implementing capital facilities improvements and replacing buses.

City Utilities (CU) Public Involvement Process

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

The CU public involvement process for fare increases or route changes is aligned with FTA guidelines. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of a route, either at one time or cumulative during any twelve (12) month period; or
- An increase in headway for a route of more than 15 minutes; or
- A rerouting that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

Finding: Though faced with decreased funding issues since the 2009 Certification Review, the CU transit program has not cut back their services and has no intentions of doing so in the future. The CU has secured funding to construct a new downtown main terminal, improved on-time performance and is delivering an ongoing effort to improve bus stop facilities. These CU accomplishments and planned for future improvements to the Springfield region transit system are strongly dependent on the CU maintaining the financial capacity to cover the transit operating budget shortfall with local utility fees.

Commendation #2: City Utilities (CU) is commended for its comprehensive review of its transit route system to improve on time performance and route efficiency. CU is also commended for planning a state of the art downtown transit transfer facility projected to open at the end of 2014.

Commendation #3: The OTO is commended for its pending use of VISSUM modeling package which will include transit micro modeling for the next LRTP update.

PLANNING PROGRAM WORK PRODUCTS

Unified Planning Work Program (UPWP)

Background: 23 CFR 450.308 identifies the requirements for MPO to cooperatively develop a Unified Planning Work Program (UPWP), in cooperation with the State and transit operators, which discusses planning priorities and documents the transportation and air quality planning activities anticipated in the area for the next one or two years.

The Federal statutes 23 U.S.C. 104(f)(4) and 49 U.S.C. 5305(d)(2) require States to make all FHWA and FTA planning funds available to the Missouri MPOs in accordance with a formula developed by the State, in consultation with the MPOs, and approved by the FHWA and FTA.

Observation: OTO's work program year runs from July 1 to June 30. The UPWP is the document that is used by OTO to organize and unify all of its planning program work for the upcoming year. Although many of the planning activities focus on tasks within the urbanized boundary, there is consideration of the planning needs of member jurisdictions located outside the urbanized boundary. Planning activities are undertaken within the entire metropolitan planning area. OTO staff assists MPO member jurisdictions outside the urbanized area with potential funding source information for transportation planning project needs that are not included in the UPWP. OTO work elements in the UPWP are developed through a coordinated effort among Technical Committee members. Each year the OTO asks for members of the Technical Committee to serve on the UPWP subcommittee. The UPWP subcommittee suggests planning activities for inclusion in the UPWP. These activities are then prioritized based upon need, development pressures, transportation issues, etc. The UPWP reflects the LRTP goals and recommendations including the TDP, CMS, and the Priority Projects of Regional Significance. The subcommittee agrees upon a list of prioritized planning work elements for the upcoming program year and recommends the proposed UPWP to the Technical Committee and Board. In addition, work elements proposed by cooperating agencies are typically incorporated into the program as submitted.

OTO does not determine the needs of units of governments, but an assessment of needs is made based on an evaluation of the transportation system and its performance in serving the needs of citizens. The UPWP is designed to produce the analysis to quantify transportation needs that lead to planning and programming of suitable transportation improvements or policy changes. All planning activities, irrespective of jurisdiction, are incorporated. The UPWP is categorized into seven broad categories that are identified as tasks. The categories are broad to allow for the flexibility to incorporate work to address additional transportation planning issues that develop during the year without major revision to the document. The UPWP includes the professional development needs of OTO staff as well as status of prior year work activities. Historically the UPWP has reflected only the transportation planning activities to be funded with Federal planning funds. A recognized opportunity to enhance the OTO's effort for the UPWP to provide a strategic view of and a strategic direction for the Springfield metropolitan planning area activities is the OTO's inclusion of a brief overview of metropolitan transportation planning issues into its future UPWPs.

Federal Funding Allocation

Missouri's annual allocation for federal FY 2014 is approximately \$4.7 million FHWA metropolitan planning (PL) funds and \$1.6 million FTA Section 5303 funds. This allocation will vary from year to year depending on Congressional appropriations. Missouri is a Consolidated Planning Grant (CPG) state and FHWA PL funds are transferred from FHWA to FTA. The FTA Region VII Office is the Lead Grant Agency. The MoDOT policy that outlines the allocation formula for distributing the PL funds to Missouri MPOs was updated in 2012 to include official updated population information from the 2010 census and the newest MPO in Missouri, Cape Girardeau. The new allocation formula was developed in consultation with all Missouri MPOs. The FHWA and FTA reviewed and approved the revised CPG Funding Distribution Formula for Missouri MPOs, on August 1, 2012. The new CPG Funding Distribution Formula for Missouri MPOs became effective with the FY 2013 apportionment of FHWA PL and FTA Section 5303 funding. The current MoDOT CPG distribution formula policy permits MPOs to keep balances of FHWA PL and FTA Section 5303 funding accumulated from previous years. Annual allocations must be spent within a five-year period, or they will be redistributed to the remaining MPOs. The redistribution of any funds after five years would be based on relative populations. The five-year time frame was selected to allow Missouri MPOs to accumulate funds for larger projects such as their long-range plans every five years.

Using a \$6.3 million allocation total as an example, the resulting annual distribution of CPG funds to the OTO is \$546,147 in FY2014. This amount breaks down as \$419,822 (FHWA PL) and \$126,325 (FTA 5303). The OTO programmed \$721,534.40 of CPG (Federal planning funds) in the FY 2014 UPWP. It is estimated that the OTO will maintain a CPG funds carryover balance in excess of \$750,000 at the start of the FY2014 UPWP period beginning July 1, 2013. By maintaining a carryover balance of funds, the OTO is able to undertake special planning efforts (i.e. LRTP update, On-Board Transit Survey, Regional Freight Study etc.) that are deemed to be necessary. With the uncertainty of the amount of federal funding in future, the estimated carryover balance will supplement the available funding allocation for the next year and allow OTO to continue to provide the same level of planning activities in the Springfield region. It is important that the OTO incorporate, into the UPWP, the documentation of their basis for the decision to maintain the identified carryover balance.

The local dues collected by OTO from each local jurisdiction provide the necessary local match for the federal-aid as approved in the UPWP. OTO utilizes local agency in-kind services and the value of eligible metropolitan transportation planning work completed by the MoDOT SW District planning staff, as the preferred alternative to asking its local jurisdictions to pay more annual dues. The MoDOT is implementing a policy to fund a limited amount of metropolitan planning work done by the SW District planning staff with state road funds and to allow the value of this work to be credited toward the local match portion of planning activities billed to federal-aid. The OTO and MoDOT's cooperative use of this innovative direct credit approach is expected to generate a credit amount of \$52,000 (80% of \$65,000) in FY 2014. An in-kind credit in the amount of \$8,000 (80% of \$10,000) is accumulated for OTO members' attendance at meetings. The OTO's use of the total credit amount of \$60,000 towards meeting the local match requirement helps OTO to continue to build up a cash reserve in FY 2014. The OTO continues to do an excellent job of documenting the financial element of their UPWPs.

Rideshare Program Funding Issue

OTO has also established its own Regional Rideshare Program to implement the Travel Demand Management (TDM) strategy recommendations of the Congestion Mitigation Process (CMP). Federal CPG funds can participate in an MPO's cost to "develop a rideshare program." This includes the cost of planning for a rideshare program and when needed, to collect and analyze transportation-related data needed to determine the (potential) demand for ridesharing to keep the rideshare program relevant and successful. In 2012, issues arose regarding the OTO's use of CPG funding for the ongoing maintenance of the established OTO rideshare program, including long-term marketing efforts and other activities that are necessary to keep a well-established program operating. At the request of the FHWA Missouri Division, the OTO discontinued the use of CPG funding for a large share of the Rideshare program costs.

Since that time the FHWA and FTA have been working to develop guidelines for the use of CPG funds in connection with Missouri MPO Rideshare Programs. The intent of the guidelines is to outline the difference between qualifying Rideshare Program development costs and non-qualifying Rideshare Program operating costs. A draft guide that addresses the use of CPG funding for Rideshare Programs was cooperatively developed in late 2012 by FTA Region VII, FHWA Headquarters, FHWA Kansas Division, and FHWA Missouri Division. This draft has not been finalized to-date. ONE DOT is committed to completing timely to finalize the ONE DOT Rideshare Program guidance document and to share the guidance with OTO and all other MO and KS MPOs.

Annual Planning Grant Agreement

The MoDOT and the OTO enter into a Planning Grant Agreement each year that covers the MPO's use of federal planning funds allocated to the MPO for the given fiscal year. This Annual Planning Grant Agreement requires the OTO to certify services actually performed under the Agreement through submittal of quarterly progress reports. Each quarter the Executive Director submits a performance report to the MoDOT central office for approval and payment. The FHWA and FTA receive copies of the OTO quarterly progress reports for information purposes.

Federal planning regulations require that the OTO UPWP be reviewed and approved by the ONEDOT. OTO effectively partners with MoDOT and ONE DOT to achieve the common goal to implement a local/federal/state interagency UPWP development process that results in ONEDOT's delivery of its approval of the OTO annual UPWP on or before the start of the new work program year. This commitment to a collaborative work effort is realized by OTO's continued partnering effort to allow for ONEDOT and MoDOT's early involvement in the OTO UPWP development process and the UPWP amendment process.

Recommendation #2: Recommend that OTO and its planning partners incorporate a description of the most important metropolitan transportation planning issues into its future annual work programs and the documentation of their basis for the decision to maintain the identified carryover balance.

Recommendation #3: Recommend that the Springfield metropolitan area planning partners continue to work together to ensure an enhanced working partnership that adheres to the FHWA/FTA/MoDOT Planning Partnership Agreement as well as the TIP, UPWP, and LRTP development and approval process.

Commendation #4: The OTO is commended for incorporating MAP-21 planning Performance Measures in its planning work products: UWPW, TIP, and MTP.

Commendation #5: The OTO is commended for its development of its exceptional financial revenue/expenditure summary in the UPWP.

Long Range Transportation Plan (LRTP)

Background: 23 CFR 450.322 requires that TMAs develop a Long Range Transportation Plan (LRTP) addressing a minimum twenty-year planning horizon and that this plan be updated at least every four years in air quality maintenance and nonattainment areas and every five years in attainment areas. The LRTP must be consistent with current and forecasted transportation/land use conditions and trends so that it can appropriately project transportation demand of persons and goods. The transportation plan must include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. Under MAP-21 legislation, the LRTP has been replaced with the Metropolitan Transportation Plan (MTP).

The LRTP is required to identify all “major projects,” including those from non-Federal funding sources. Both MoDOT and local public agency (LPA) sponsored major projects must be formally included in the fiscally constrained and conforming LRTP and TIP before FHWA or FTA can take authorization and funding obligation actions on them.

Observation: The OTO programs the update of the LRTP in its UPWP every four years. The updated LRTP entitled “Journey for 2035” was adopted by the Board of Directors in April 2012. The horizon year of the current plan is 2035.

Long Range Transportation Plan Development

OTO began development of Journey 2035 with a series of visioning sessions, in which local jurisdictions, interested agencies, and MoDOT were involved. These session provided background and educational information on the socioeconomics of the region, the various modes serving the region, and projections for the future. In addition to these visioning sessions, OTO conducted a series of public input sessions for each of OTO’s member jurisdictions. Maps and educational information were presented at these outreach meetings to illustrate major issues and the proposed investment plan. During the planning process, the LRTP subcommittee (comprised of staff from member jurisdictions) provided input on goals and objectives, performance measures, weightings, project prioritization, and plan recommended strategies. The public’s comments were considered in developing the final versions of the Journey 2035 LRTP.

The LRTP presents five goals: 1) Economic Development; 2) Multi-Modal, Interconnected System; 3) Quality of Life and Livability; 4) Operations and Maintenance and Safety and Security; and 5) Transportation Advocacy and Needs Assessment. These goals were developed through a regional process of public input and review. The goals serve as the foundation that guides the LRTP’s policies, recommendations, project prioritization process, and developed performance measures.

LTRP Performance Measures

OTO has identified eleven performance measures which can help to monitor the performance of the recommendations contained within the plan. The performance measures were developed through the LRTP Subcommittee. A strategic target is established for each measure. The OTO selected measures that had data available and that were based on their relevance to the Plan goals. Accompanying each performance measure is a description, the associated Major Goal(s), and the current status of the measure. The recommendations found in this plan will help OTO meet these performance measures, as well as the broader goals which have been set for the region.

Financial Plan

Available Revenue

OTO's process for developing the Journey 2035 financial plan included OTO's facilitation of a partnership work effort with MoDOT and local jurisdictions to formulate the identification of federal, state, and local revenue sources, the estimate of anticipated available revenue, and the rates of revenue growth over the LRTP horizon period. Over the last three years the MoDOT available revenue for funding transportation projects has been decreasing. MoDOT effort to realize new legislation for the creation of a new statewide tax sales tax failed in the spring of 2013. Observed growth in local sales tax revenue throughout the metropolitan planning area has allowed local funding revenue to remain constant over the TIP horizon period.

Project Cost Estimates

The OTO worked together with the MoDOT, local jurisdictions and CU in the effort that involved estimating road and bridge rehabilitation costs for the highway systems and maintenance, capital replacements, and operating costs for the transit system. Project cost estimates were based on design work and costs of similar projects. An inflation rate was applied to each project based upon its estimated year of implementation.

Finding: The financial plan demonstrates sufficient revenue for State and local project sponsors efforts to operate and maintain the segments of roadway identified as being on the Federal-aid Highway System and for funding capital expenditures for the entire Journey 2035 Plan horizon period.

Project Development and Selection

The OTO LRTP development process proactively solicits projects from the MoDOT and LPAs located throughout the Springfield metropolitan planning area. To prioritize the projects to be included in the LRTP, OTO and the LRTP Subcommittee developed a set of prioritization criteria based on the established LRTP goals. Under each goal, a set of measurable criteria were selected. Each overall goal was given a weight, while each criterion was assigned points. Projects were scored based on all of these criteria and weights. The OTO prioritization process weights projects of regional significance higher than those of local significance.

Once the prioritized list of potential projects was produced, they were compared against the available amount of funding. The completion of this final step in the project prioritization process produced a list of projects for inclusion in the fiscally constrained element of the LRTP. The prioritized projects that did

not score high enough to make it into the constrained element of the LRTP were summarized in the unconstrained element as “illustrative projects.”

The OTO recognizes the illustrative projects as important to addressing the transportation network needs to the extent that these projects are a reflection of prioritized needs and ready for delivery should new funding become available to the Springfield region.

Finding: The Journey 2035 LRTP provides a transportation vision for the Springfield region that includes the outlining of a hierarchy of roadway systems linking the region to other regions and providing connectivity within the region with a higher functional classification. A major thoroughfare plan that identifies roadway functional classification and design standards for the Springfield area roadways is incorporated into the LRTP.

Commendation #6: The OTO is commended for its comprehensive rating system that is used to prioritize and select projects for inclusion in the both constrained and unconstrained elements of the Journey 2035 (LRTP).

Public Involvement

The projects submitted by the various local public agencies (LPA) for inclusion in the TIP are required to have been subjected to citizen input through each individual agency's public involvement process. The projects submitted by the various cities are all part of their respective Capital Improvement Programs (CIP) where required. Depending on their area of concern, the following City boards hold public hearings on the proposed projects - Airport Board, Park Board, and Planning and Zoning Commission/Board. After receiving a recommendation on the CIP from the Planning and Zoning Commission/Board, the City Council/Board of Aldermen of the respective city, hold another public hearing at which additional comments are received. LPAs that submit projects for inclusion in the TIP must include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g., projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency must provide OTO a summary, analysis and report on the disposition of the comments which will be made a part of the approved TIP.

In addition to the public involvement processes of the individual agencies, OTO conducts its own public involvement process. This includes the notification of transportation agencies and other interested groups concerning the TIP process and how to participate. OTO also publishes written notices and press releases to alert the public to those meetings at which the proposed TIP would be discussed. Public comment is solicited and hard copies of the draft are made available for public examination at the public library and in the OTO offices and electronic copy made available on the OTO website. Public comments received during this OTO public review period are presented to the Technical Planning Committee and Board of Directors as part of the approval process.

MoDOT Long Range Transportation Plan Update

Observation: The MoDOT is currently in the process of updating the MoDOT Long Range Transportation Plan. MoDOT recognizes that engaging Missourians to provide input is a critical step to ensure that MoDOT outlines a sustainable and economically viable transportation vision that serves the

growing needs of Missourians well into the future. They have utilized a community engagement effort, called “On the Move” to gather direction and insight from Missourians on major transportation issues and priorities across the state. The MoDOT, the regional planning commissions (RPC), OTO, city officials, and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from many sources including county-wide public meetings, calls to MoDOT’s customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develops a prioritized list of needs for MoDOT’s consideration in programming.

In 2013, as part of the “On the Move” program, MoDOT and various community partners hosted a series of listening sessions, a mobile tour, and virtual forums so that interested citizens, stakeholders, and policymakers from across Missouri could actively participate in a conversation about Missouri’s transportation future. These events involved engaging many community leaders, transportation experts, and everyday citizens in the discussion about the next steps for Missouri transportation. These events were characterized by small group discussions that enabled MoDOT to learn in detail about what really matters to Missourians when it comes to transportation. Listening session attendees for the Springfield region included OTO, local jurisdictions and chambers, businesses, associations, healthcare and transportation providers, among others. There was one listening session held in Springfield in March 2013. Frank Miller, MoDOT SW District Transportation Planner, presented an overview of MoDOT’s “On the Move” initiative to the OTO Board of Directors on January 2013.

The MoDOT held their annual Statewide Planning Meeting on 2/14/13. The meeting was attended by MoDOT District staff and Missouri MPO and RPC planning partners. One of the agenda items was an overview of the “On the Move” program.

The MoDOT plans to prepare a report that outlines the long-term vision for Missouri transportation later in calendar year 2013. A timeline for release will likely be announced in late summer 2013. Additional information about the MoDOT effort to update their LRTP can be viewed at:
<http://www.missourionthemove.org>.

The MoDOT is committed to continuing to seek out opportunities to enhance collaboration and coordination between MoDOT and the OTO, local transit operators, and local jurisdiction representatives during the ongoing development of the Statewide Transportation Plan to ensure that the portion of the Statewide Plan that covers the Springfield metropolitan planning area reflects the policies and vision of the metropolitan transportation plan (Journey 2035).

Finding: The finalized Journey 2035 is consistent with good planning practice, providing the public with a useful product that addresses the most important intermodal transportation needs of the Springfield TMA over the next 20 year horizon period.

Transportation Improvement Program (TIP)

Background: Federal legislation and the implementing 23 CFR 450.324 requires that an MPO in cooperation with the SDOTs and public transit operators, develop a Transportation Improvement Program (TIP) consistent with the metropolitan long range transportation plan (LRTP) and that it be financially constrained. The TIP must cover at least a four-year program of projects and must be updated at least every four years. The TIP must list all projects in sufficient detail as outlined in the regulations.

The TIP must reflect public participation and identify the criteria for prioritizing projects. The MPO must have an approved process for making changes to the TIP. FHWA and FTA must jointly find the TIP to be based on a continuing, comprehensive, and cooperative transportation process before federal funding for SDOT and LPA sponsored projects located within the metropolitan planning area can be obligated and the project work can be authorized to begin.

Observation:

TIP Development and Project Selection:

The OTO TIP is developed annually and covers a four-year period. The TIP is the implementation of Journey 2035 and the short-range financing plan and schedule for federally funded transportation projects and all regionally significant projects, regardless of funding source, located in the Springfield metropolitan planning area. The TIP is financially constrained for each year. All programmed projects are eligible for implementation in each particular year.

Project evaluation and selection procedures of projects for inclusion in the TIP are based on the principles and priorities outlined in the Journey 2035. MoDOT is an active participant in the OTO planning process and collaborates with OTO staff and representatives of member jurisdictions in the selection and prioritization of projects for inclusion in the TIP. MoDOT staff participates in all OTO core committees and subcommittees. MoDOT SW District Engineer, Becky Baltz, participates on the Board of Directors in an ex officio capacity. MoDOT provides data and information that can be integrated into the planning process as well as information of project development and funding levels to be used for programming the TIP. MoDOT, like the member jurisdictions of OTO, submits projects for consideration in the TIP, based on consultation with member jurisdictions and OTO staff. OTO and MoDOT staffs have monthly coordination meetings to discuss the status of projects and issues with the planning process. The MoDOT process for identifying and prioritizing Missouri's transportation system's needs, designing and developing projects, and prioritizing projects for programming is outlined in MoDOT's "Missouri's Framework for Transportation Planning and Decision-making." The Planning Framework calls for each step in MoDOT's decision-making process to include opportunities for Springfield local officials and the public's involvement in MoDOT's transportation investment decisions for the Springfield region. MoDOT highway projects located in the Springfield metropolitan planning area may only be programmed in the STIP if they are also in the OTO current LRTP and TIP.

The OTO staff sends a letter to all local jurisdictions by April of each year requesting a submission of new projects for inclusion in the new TIP and a status update for projects included in current TIP. The project status information is documented at the beginning of each Program Section of the new TIP. This status of prior year projects narrative summary shows the progress of transportation, transit, and aviation projects programmed in prior years and indicates what projects should be rolled forward. Projects not awarded, in most cases, are reprogrammed in the first year of the updated TIP. Unobligated federal funds from prior years are built into the updated TIP and included in the revenue forecasts. The OTO TIP project application requires local project sponsors to certify that the submitted project was made available for public comment. The Review Team encourages OTO to consider the value of including a description of and/or a website link to, the public involvement processes utilized by the various local public agencies in connection with their TIP project prioritization and selection process.

There are separate prioritization processes for different project types. STP-Urban funds are sub-allocated to the local jurisdictions that prioritize and select their own projects with OTO approval. The Federal Review team encourages the OTO to incorporate an overview of the project development and prioritization processes utilized by each LPA project sponsor into the TIP.

FTA Sections 5307, 5310, 5339 funded projects are selected through the TIP subcommittee. Transportation Enhancement projects are subject to the enhancement criteria and selection process, which entails an application and scoring by Committee. Major roadway projects are selected by the MPO.

New E-TIP Development

The OTO has developed an online TIP Tool and used it to produce the FY 2014-2017 TIP. This electronic interactive tool can be accessed by the public on OTO's website. This improved visualization tool element allows users to pull up a map of the metropolitan planning area that shows all programmed project locations, click on a project of interest, and view the project listing information. With TIP identification number, the "find a project" feature enhances a viewer's ability to locate projects as well as create customized reports as needed.

TIP Financial Plan

Available Revenue Estimating

The OTO develops federal, state, and local revenue estimates necessary for funding and programming MoDOT and LPA sponsored projects. MoDOT provides OTO their estimate of Federal-aid Highway Program (FAHP) funds and state funds available to MoDOT for funding MoDOT sponsored projects located within the Springfield metropolitan planning area over the TIP horizon period. These revenue estimates take into account that funding appropriations will be less than MAP-21 authorized amounts by projecting obligation limitation based on previous years' limitations. OTO ensures that the MoDOT revenue estimates are equal or greater than the estimated costs of the programmed MoDOT projects. FHWA and FTA (ONE DOT) reviews and concurs in the MoDOT statewide demonstration of fiscal constraint as part of the Federal Planning Finding developed and issued at the time of the annual STIP update. MoDOT's demonstration of fiscal constraint is reviewed and approved in by FHWA and FTA at the time of STIP modifications throughout the program year.

The OTO requires the transit operator and local governments to provide the OTO information about available and anticipated financial resources for funding projects for the TIP prior to project solicitation. Projects may not be included in the TIP unless adequate local revenue estimates have been received. The OTO uses trending information and their knowledge of current tax levies to determine the reasonableness of local revenue estimates. OTO uses no inflation in its local revenue projections as the sources are fuel taxes, sales taxes, and property taxes have experienced little if any growth in the recent past. As part of the project development and selection process, local project sponsors are required to provide their written certification that the projects sponsor has the financial capacity to provide the local revenue necessary to match the federal funds that the OTO programs for the LPA sponsored projects.

Project Cost Estimating:

The MoDOT incorporates year of expenditure inflation factor of 3% into project cost estimates for their projects expected to be implemented beyond the first year of the STIP and the TIP. OTO requires each LPA project sponsor to provide detailed project cost information for each project submitted for inclusion into the TIP. OTO expects these project cost estimates to be developed by each jurisdiction's transportation engineers (or appropriate cost estimator) to ensure accuracy. These local agency engineers deal with roadway improvement projects on a daily basis and are expected to have a firm understanding of the actual project costs. The MoDOT SW District Office also reviews the LPA project cost estimates for reasonableness and accuracy. Like MoDOT, the LPA project cost estimates are shown in year of expenditure dollars that reflect an annual inflation factor of 3%.

Operation and Maintenance Costs (O&M)

The OTO financial analysis includes the incorporation of MoDOT and local project sponsors' developed operation and maintenance (O & M) costs for state and locally owned federal-aid highways located with the Springfield metropolitan planning area. The OTO staff compares the documented project costs estimates to the anticipated revenue estimates, after deduction for O&M considerations, to determine that the TIP financial plan is fiscally constrained.

Sub-allocated Funding

LPA projects utilize On System Bridge Replacement and Rehabilitation Program (BRM), and STP-Urban program funds distributed through OTO. For these programs, future revenue estimates are based on previous year's allocations, and estimated obligation limitation. OTO has accumulated balances in STP-Urban and in On-System Bridge funds from prior years. The OTO has elected to maintain a large reserve of sub-allocated STP Urban funds in order to assure the ability to fund larger regionally significant projects. This reserve is termed carryover balance in the TIP financial plan. The reserve balance of unobligated and unprogrammed STP-Urban funds in the amount of \$24.2 million was carried over from FY2013 and available for funding new projects in the FY2014-2017 TIP. The OTO has an accumulated balance of \$1.2 million of BRM funds available for funding projects in the FY2014-2017 TIP. The BRM funds are allocated based on need and on the number of deficient bridges for the Springfield region. Eligible bridges must be on the state system, be classified as collector or above and have a deficient bridge condition rating. There continues to be only a limited number of bridges in the Springfield region that meet the eligibility criteria. The new MAP-21 transportation bill makes previous TE eligible projects fundable under the new Transportation Alternatives Program (TAP). The OTO has an accumulated balance of \$1.1 million of TE/TAP funds available for funding projects in the FY2014-2017 TIP.

Finding: OTO continues to do an excellent job of documenting their demonstration of fiscal constraint in a manner that clearly shows that LPA project sponsors maintain the financial capacity to cover the local funding match for programmed Federal-aid projects while at the same time operating and maintaining their locally owned roadways on the Federal-aid Highway System.

Commendation #7: The OTO is commended for its development of an electronic Transportation Improvement Program.

Commendation #8: The OTO is commended for its enhanced documentation of the demonstration of fiscal constraint, including the documentation of Operation and Maintenance (O&M) and state and local revenue in the Transportation Improvement Program (TIP) financial plan.

OTO Project Monitoring Policy

The OTO monitors the expenditure of pass-through funds and other administrative grants management requirements. The OTO has adopted a Reasonable Progress Policy in order to maximize the efficiency of the limited federal funds and to ensure that locally sponsored projects are completed in a timely manner. The goal is for each project sponsor to award projects or phases in the year that the work is programmed in the TIP. The OTO policy has two objectives: (1) ensure that federal funds will be programmed for a project within one year of the funds being allocated by MoDOT; (2) ensure that once a project is programmed, it will reach construction. The policy has created maximum timeframes for a project sponsor to implement project phases beginning with project programming and ending with construction contract award. Working with MoDOT staff, OTO is committed to the goal of keeping projects on track with the project development and implementation schedule through their timely communication with project sponsors when deadlines to the reasonable progress policy are approaching. For delayed projects, each project sponsor is required to submit documentation that explains why the project is behind schedule. The Reasonable Progress Policy can be viewed on the OTO website at:

http://www.ozarkstransportation.org/Documents/OTO_ReasonableProgressRequirements.pdf

The OTO utilizes a MoDOT developed federal funds management policy for the STP-Urban and BRM fund balances. Unobligated fund balances in excess of three years of the MoDOT's annual allocation to OTO will lapse on September 30 of each year. The lapsed funds will be used to deliver MoDOT highway projects located inside of the Springfield MPA. The MoDOT sends status letters to each Missouri MPO in January, July, and October of each year. This status letter informs each MPO of its current unobligated fund balance and highlights those funds in jeopardy of lapsing on September 30.

Annual List of Obligated Projects

MoDOT provides a listing of obligated federal-aid projects to OTO within 30 days of the end of the TIP fiscal year. OTO then utilizes that information to develop its Annual Listing of Obligated Projects. This list is approved by the Board of Directors and then published each year in December on the OTO website www.ozarkstransportation.org

The published listing includes all of the information required by 23 CFR 450.332.

TIP Modification Process

The TIP is a working document that requires modifications during the program year to reflect funding availability and to aid in implementing projects efficiently. The criteria for both a formal amendment (major revision) requiring public comment opportunity and Board approval and an administrative modification (minor revision) that does not require public comment or Board approval is outlined in the OTO Public Participation Plan. OTO considers MoDOT to have the responsibility for ensuring fiscal constraint on formal amendments involving MoDOT projects. The OTO is responsible for ensuring the demonstration of fiscal constraint for amendments involving local projects, including the verification of

the availability of federal STP-Urban and transportation enhancement funds balances and the LPA project sponsor's documentation of the reasonableness of local match funding.

Finding: The OTO TIP is a fiscally constrained document that reflects the collaboratively developed short-range financing plan and schedule for federally funded transportation projects as well as non-federally funded regionally significant projects in the Springfield metropolitan planning area. Since the 2009 Certification Review, OTO working in partnership with MoDOT, has continued to enhance the quality, clarity, and transparency of their TIP document. The OTO, MoDOT and ONEDOT collaborative and coordinated TIP review and approval process results in the completion of the Missouri Governor and ONE DOT approval of the TIP update and amendments on or before the start of the OTO program year. The process for facilitating ONE DOT review and approval of formal amendments is outlined in the FHWA/FTA/MoDOT Planning Partnership Agreement. The enhanced partnership effort has reduced the amount of time it takes for the ONE DOT approval to be transmitted to MoDOT and the OTO.

Commendation #9: The OTO is commended for creating a public comment link for planning products directly on its website's home page.

TRANSPORTATION SYSTEMS MANAGEMENT

Congestion Management Plan

Background: Federal legislation (23 U.S.C. 134(k)(3) and regulations (23 CFR 450.320(a)) require a Congestion Management Process (CMP) in TMAs. The Federal regulations require the transportation planning process in a TMA to address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies.

Observation: The intent of the OTO CMP is to improve the efficiency and effectiveness of both the existing and future transportation system through the implementation of Transportation System Management (TSM), which includes Intelligent Transportation Systems (ITS) and Travel Demand Management (TDM) techniques. The CMP consists of three main parts. Phase I is a methodology to identify congestion and designate specific strategies to address congestion. Phase II is the identification of where congestion is occurring or is expected to occur during the 20-year plan horizon and the implementation of identified strategies. Since the 2009 Certification Review, the OTO has redefined the CMP network to include all NHS routes and all roadways with a functional classification of principal or greater. Phase III is the development of a monitoring program to determine if implemented congestion mitigation strategies have been effective, and if not, identify other strategies to alleviate congestion.

The CMP identifies congestion at various levels and extents. Examples include the analysis of peak hour volume to capacity ratios at specific segment levels in order to see possible congestion at the spot location and the regional corridor as a whole. The CMP also calls for the monitoring of the duration of congestion and the time of day. Crash rates are also monitored as a possible indicator of congestion. Nonrecurring congestion is handled through the Transportation Operations Center by either manually

changing signal timing in response to an incident or through running a preplanned signal timing plan in response to special events such as the Christmas shopping season.

Collaboration and Coordination:

OTO has identified transportation agencies, system operators and other CMP stakeholders and strives to include them in all facets of the metropolitan transportation planning process. The Review Team discussed the potential value of establishing a standing Congestion Management Committee (CMC) comprised of stakeholders from, state, counties and jurisdictions throughout the metropolitan region. The purpose of the CMC can be to act in the role of advisory in providing vital input and direction to the outcomes and ongoing process. As an outcome, the CMC would serve as the ongoing collective framework for cross-jurisdictional coordination of traffic performance reporting and use while working to advance data collection activities in the process of establishing performance measures that accurately measure mode performance and congestion related issues.

CMP Goals and Objectives

While the federal rules do not require a statement of congestion management goals, it is vital to the CMP process to identify the overall guiding purpose and integrated planning needs for the development of the CMP and, more specifically, establishment of specific performance measures and evaluation strategies. Phase I identifies benefits of a CMP. The Review Team encourages OTO to consider establishing clearly stated goals that represent in broad terms what the Springfield region wants to accomplish with respect to tangible outcomes and benefit from the CMP. The comprehensive goals of the Springfield CMP should serve as the foundation for the principal planning steps of identifying/defining congestion, defining performance measures, advancing/implementing mitigation alternatives, and overall intermodal project development/solutions for the region's congested areas.

Objectives are specific steps that help to accomplish the goal, and entail outcome or output-oriented measures. Objectives are intended to be result oriented in a direct way so that performance measures can be derived from the objectives. It is important that OTO work to develop CMP objectives for highway, transit, bicycle, and pedestrian modes and are connected to mitigation strategies.

Each specific objective needs to be aligned with a goal and performance measure. FHWA has encouraged transportation management areas to develop CMP objectives that are:

- more specific,
- measureable,
- agreed to by the entire region,
- realistically achievable, and
- time bound.

A useful guide to help write specific objectives tied to specific goals is the "Advancing Metropolitan Planning for Operations Desk Reference" which can be found at <http://www.ops.fhwa.dot.gov/publications/fhwahop10027/> and the 2011 CMP Guidebook http://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf.

Performance Measures

The OTO has adopted a series of performance measures with targets to monitor the transportation system in the region. The OTO has established the following four measures to determine where congestion is occurring:

- volume-to-capacity ratio
- accident rates
- average travel speed
- intersection level of service

These congestion indicators provide a basis for evaluating the transportation system operating conditions and help to identify the location, extent, and severity of congestion. Data for the CMP is collected in collaboration with the joint MoDOT/City of Springfield Traffic Operations Center, State Highway Patrol, and any other local agency responsible for monitoring traffic conditions or responding to traffic emergencies. There is no “real time” data monitoring effort to-date. The forthcoming work effort to utilize blue tooth technology is expected to enhance monitoring to this extent.

Ongoing data collection activities and the evaluation of the above performance measures, initiates the integration of the CMP into the metropolitan transportation planning process. The outputs of the CMP (i.e. identified locations of congestion and recommended congestion mitigation strategies) are incorporated into the regional planning process where they are evaluated, prioritized, and assimilated into the Long-Range Transportation Plan (LRTP). The LRTP sets an overall transportation policy framework for the region and identifies strategies and potential projects for implementation. Projects identified in the LRTP move into project development. After being vetted through the project development and prioritization process, projects that incorporate congestion mitigation strategies are then programmed into the Transportation Improvement Program (TIP) along with other all other MoDOT and LPA sponsored capital improvement programs for implementation.

Evaluation of Implemented Strategies

The 2009 Federal Certification Review identified the need for OTO to provide FHWA and FTA (ONEDOT) a CMP Phase III monitoring program implementation schedule. The CMP Phase III implementation schedule was developed and provided to ONE DOT in December 2010.

Staff at the Traffic Management Center and at MoDOT Central Office collects and transmits data to OTO. Both the MoDOT (MPA) and the City of Springfield Department of Public Works (city limits) complete traffic counts that are a primary source of data. Another source of data is travel time runs that are conducted on all roadways in the CMP network utilizing Global Positioning System (GPS) units. These units collected data to determine the average time it takes to travel a corridor. OTO analyzes all collected data. MoDOT completes traffic counts every three years. This current schedule limits the OTO evaluation effort to every three years. The evaluation is of all completed projects during this period of time rather than a limited sampling of specific projects with known congestion mitigation strategies built into the scope of work. The Review Team discussed the value of MoDOT partnering with OTO for the purpose of establishing an annual traffic count evaluation of a smaller sampling of completed projects on the CMP network that delivered congestion mitigation strategies. Funding availability for an annual evaluation is currently a problem. The Review Team encouraged MoDOT SW District to consider the

possibility of utilizing available Statewide Planning funds to cover the cost of the annual evaluation of implemented mitigation strategies in the Springfield region as part of the functioning CMP.

The inaugural Congestion Monitoring and Strategy Evaluation Report was completed in June 2010.

The following implemented strategies were evaluated:

- Improve Roadway Operations
- Reduce Vehicle Miles Traveled (VMT) at Peak Travel Times
- Shift Trips from Automobile to Other Modes
- Shift Trips from Single Occupancy Vehicle (SOV) to High Occupancy Vehicle (HOV)
- Add Capacity

The OTO evaluation shows that congestion on the arterial network has moderately increased. Increased traffic volumes and accidents on the CMP network of roadways is in large part due to fast-paced population growth of approximately 2 percent per year. OTO has concluded that continued implementation of operational improvements congestion mitigation strategies will be an insufficient approach for enhancing the movement of people and goods throughout the MPA. The more effective mitigation strategy will be those that decrease the demand on the system. These strategies will need to be regional in nature and include: 1) the reduction of vehicle miles traveled, or VMT, at peak travel times, and 2) the shifting of trips to other modes of transportation and to HOV, or high-occupancy vehicles.

OTO's CMP efforts will shift focus to developing congestion mitigation strategies that place emphasis on achieving the reduction of peak travel demand.

Finding: The OTO's CMP substantially addresses the eight elements of congestion management highlighted in the FHWA and FTA Guidebook on the CMP in Metropolitan Transportation Planning. With a functioning CMP, the OTO will work to achieve consistency of ITS investments in transportation facilities and further advancing the concept of shared interoperability in the Springfield region. The long-term goal is coordination and consistency of signalization software for regional arterials and the ability to collect and utilize system performance data in mitigation congestion and the project development process.

Recommendation # 4: Recommend that the OTO and its planning partners implement CMP enhancement opportunities, including the development of CMP goals, objectives, a standing CMP advisory committee, and an improved process for evaluating the effectiveness of implemented mitigation strategies.

Intelligent Transportation Systems

Background: In 2001, the Final Rule on Intelligent Transportation Systems (ITS) Architecture and Standards Conformity (Final Rule) and the Final Policy on Architecture and Standards Conformity (Final Policy) were enacted by FHWA and FTA respectively. The Final Rule/Final Policy ensure that ITS projects carried out using funds from the Highway Trust Fund, including the Mass Transit Account, conform to the National ITS Architecture and applicable ITS standards. This is to be accomplished through the development and maintenance of regional ITS architectures and using a systems engineering process for ITS project development.

Observation: The ITS Regional Architecture for the Springfield region was completed in 2005 consistent with the timeline established in the Final Rule for ITS Architectures. The Architecture was updated in July 2012. It serves as a resource for planning, programming, designing, and deploying ITS projects in the Springfield region that encompasses a large section of Southwest Missouri, which includes twelve counties and 3,670 miles of highway.

The Regional Traffic Operations Center (TOC) in Springfield was constructed in April 2011. The TOC is the principal ITS architecture framework. ITS enables people and goods to move more safely and efficiently throughout the Springfield metropolitan planning area. The Regional ITS Architecture focuses on the application and implementation of communications technology in addressing congestion and transportation incident obstacles in a technologically coordinated way. One of the goals of the ITS Architecture Program is the coordination among stakeholders and jurisdictions. The Regional ITS Architecture defines the system components, key functions, organizations involved in developing architecture, and the type of information to be shared between organizations and between parts of the system. The architecture successfully engages the various stakeholders (MoDOT, transit operators, law enforcement, EMS, etc.) and creates a shared understanding of how a systematic approach can create a simple, yet effective, method for communicating and working together. New ITS applications and technologies are being developed and implemented as part of the SW Missouri region's priority of mitigating incident related nonrecurring congestion and bottleneck issues. The TOC monitors and manages traffic and operates an Incident Response Program.

The Journey 2035 LRTP calls for support of increased Transportation System Management and Operations (M&O) strategies. The ITS architecture has outlined phases for the development of enhanced integration and interoperability. All phases pertaining to the City of Springfield have been implemented. The next phases include other surrounding cities. Currently, OTO is examining the possibility of continuing fiber connections as new expansion projects are planned. The continued use of the ITS framework will be utilized in making cooperative ITS investment decisions.

Finding: The Springfield Regional ITS Architecture satisfies the Federal Final Rule/Final Policy and ensures that ITS projects carried out using funds from the Highway Trust Fund, including the Mass Transit Account, Conform to the National ITS Architecture and applicable ITS standards.

LAND USE/LIVABILITY

Background: While current statute and transportation planning regulations do not make direct references to land use or livability planning, the transportation planning process is required to be coordinated with "planned growth" and similar activities, as those that exist within the region. In addition, MPOs and SDOTs must, when appropriate, consult with other agencies that have certain responsibilities for land and other resource management.

Observation:

There has been little change in the demographic and socio-economic conditions and trends in the Springfield region since the 2009 certification review. Between 2000 and 2008, the Springfield MSA was the fastest growing MSA in the State of Missouri and ranked 64th nationwide. Christian County was the fastest growing county in Missouri during this same period and ranked 47th in the U.S. Much of this growth occurred in a suburban residential development pattern. The recent nationwide recession had a significantly negative impact on Springfield region development over the past four years. At the present

time, development in the Springfield region is beginning to trend upward again. Commercial infill continues with Wal-Mart, Hy-Vee, and CVS expansions. New subdivision development has halted while some increase in residential lot infill has begun.

The OTO has limited legal authority to effectively integrate regional land use planning into local development decision making processes. Planning and zoning is locally controlled, which limits a region-wide ability to manage growth and development in a more coordinated manner. Although there is no regional land use plan, each community has a land use plan in place. OTO does maintain land use data collected from the U.S. Census, State of Missouri, local jurisdictions, and the Chamber of Commerce, representing the region's existing development patterns and indicating the future direction of development. This land use data provides input into the OTO's planning decisions regarding transportation improvements in the Springfield metropolitan planning area. Land use projections and land use allocations are developed in consultation with local planning officials. Currently all local jurisdictions have developed land use plans, however, not all local jurisdiction have plans in digital formats that can be easily transferable. The OTO is encouraged to consider ways to enhance the level of coordination of transportation planning projects through the development of a "system of plans" work effort to collect and digitize city and county zoning maps where land use plans are not available or where plans are in need of updating. A digitalized "System of Plans" could utilize GIS files representing the local jurisdictions' future land use plans and zoning maps and make data layers available to other agencies for the purpose of enhancing inter-agency coordination in the delivery of transportation planning projects. In the St. Louis Transportation Management Area, a system of plans work effort has included the creation of a Regional Data Exchange ("data portal") that serves as an interactive web interface allowing local governments to share and update their land use plans and zoning files. The goal is for local governments to use the portal to create a dynamic, frequently updated System of Plans.

The Journey 2035 (LRTP) suggests a compact urban development pattern and identifies regional goals and policies that reflect quality of life, livability, sustainability, and similar ideals or standards. OTO has made presentations to community groups on sustainable development practices. The TIP project selection process continues to focus on walkability, safety, bus turnouts, bicycle improvements, and other development and land use policies to promote a more compact urban form at the regional level. MoDOT considers the LRTP for the Springfield MPA when reviewing and commenting on local jurisdiction's specific development proposals. MoDOT transmits their review comments to city and county planning departments and local planning and zoning commissions.

Though OTO has not developed a comprehensive access management plan for the Springfield metropolitan planning area, the Journey 2035 LRTP does include a Major Thoroughfare Plan and a streets section that provides guidelines for designing a roadway network for the efficient movement of people and goods throughout the metropolitan area, including the access management and safety of roadways that can be incorporated into local land development regulations. Also included is a streets and highways minimum design standards section that presents minimum design standards, including access management, by roadway classification. Many local jurisdictions have implemented these access management strategies through their local development policies and regulations. The Roadway Design Standards must be followed if state and/or federal funds will be used on the roadway project. A sponsor's deviation from the minimum standards must be approved by the OTO Board of Directors.

Bicycle and Pedestrian Accommodations

Background: Federal legislation requires that bicyclists and pedestrians be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and that bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. Federal-aid project sponsors are also required to identify what bicyclist and pedestrian facilities are incorporated into the project and to provide explanation should such facilities be absent from the project.

Observation: OTO staff sits on several different outside committees and groups which are solely focused on ensuring the incorporation of bicycle and pedestrian planning as part of the regular Springfield region's metropolitan transportation planning process. These committees and groups include the Bicycle and Pedestrian Advisory Committee (BPAC), Ozark Greenways, and the Sustainable Transportation Advocacy Team. The BPAC has representatives from City Utilities, MoDOT, Springfield/Greene County Parks Department, MSU, Ozark Greenways, Missouri Bicycle Federation, and the Springfield Greene County Health Department, as well as a representative from each of the nine OTO local jurisdictions. The primary responsibility of the BPAC is to analyze issues from a bicycle and pedestrian perspective and make recommendations to the OTO Transportation Planning Committee (TPC).

The Journey 2035 strongly supports the implementation of future bicycle and pedestrian activities, defining a vision that calls for improving the safety, access, connectivity, convenience, and prevalence of bicycling and walking as a transportation choice supporting livability within the Ozarks Transportation Organization (OTO) region. The LRTP established goals and objectives for realizing the vision with the stated expectation that said goals and objectives should be considered during the development and implementation of future bicycle and pedestrian activities. In addition to the goals and objectives the LRTP identifies collaboratively developed bicycle/pedestrian priority policies and projects and an updated Bicycle-Pedestrian plan map that shows those facilities which currently exist and those that should receive the most attention in the future. All roadway project sponsors consult the LRTP to decide if accommodations should be provided for bicyclists based on if the roadway is a designated bicycle route. All MoDOT and LPA sponsored projects are required to consider sidewalks in the design phase.

Bicycle and Pedestrian Plan

The comprehensive OTO Area-Wide Bicycle and Pedestrian Plan was adopted by the Board in December 2005. The Bicycle and Pedestrian Plan is a three-phase plan. Phase I is the Bicycle Plan, Phase II is a Pedestrian Plan near schools and Phase III is a region-wide pedestrian plan. The BPAC is responsible for the plan's implementation. The plan outlines Bicycle and Pedestrian Design Standards. Additional standards were set within the prior Comprehensive OTO Area Bicycle-Pedestrian Plan. OTO and the Bicycle Pedestrian Advisory Committee have revised these standards to reflect lessons learned to accommodate future best practices. The updated standards are presented in the Journey 2035 Chapter 8: Bike and Pedestrian section, which now replaces the 2005 Bicycle and Pedestrian Plan.

The OTO produces an Annual Bike/Ped Report that summarizes the previous program year bicycle and pedestrian accomplishments related to the OTO Area-Wide Bicycle and Pedestrian Plan. This report and the OTO Area-Wide Bicycle and Pedestrian Plan are made available on the OTO website.

Finding: OTO's level of planning for bicycle and pedestrian facilities and support programs, including the development and funding of a regional bike or pedestrian system, championing complementary land use planning efforts to foster non-motorized transportation, and the identification and description of prioritized bike/pedestrian policies and projects, is integrated into the OTO's long range planning and TIP programming efforts and continues to foster the realization of walkable neighborhoods and intermodal transportation options.

Commendation #10: OTO is commended for its' level of planning for bicycle and pedestrian facilities and support programs that continues to enhance the realization of walkable neighborhoods and intermodal transportation options.

Air Quality

Observation: The Ozarks Transportation Organization region is currently in attainment for all transportation-related criteria pollutants. Of special concern, however, is ozone. The current standard is 75 parts per billion. The 2009-2011 design value for the Ozarks Transportation Organization region is 69 parts per billion.

The following is being undertaken by OTO and other organizations to improve air quality in the Springfield metropolitan area.

Ozarks Clean Air Alliance (OCAA)

OTO staff participates on the Ozarks Clean Air Alliance (OCAA) which is a part of Community Partnership of the Ozark's Community Collaborative Initiative. The OCAA, with its 15 county membership, was created as a response to the needs and issues identified in an environmental health assessment conducted in 2002. The goals of the OCAA include a focus on improving the Springfield region's local air quality by:

- Guiding the region's education and outreach efforts to reduce the negative effects of air pollution.
- Bringing together vested individuals and both public and private representatives who are dedicated to raising awareness and understanding of current air quality issues.
- Creating opportunities to voluntarily reduce the emissions that cause air pollution.

Additional information can be found on the OCAA website at: <http://www.showmecleanair.com>.

Clean Air Action Plan (CAAP)

The OCAA adopted a Clean Air Action Plan (CAAP) for SW Missouri in 2009 that strategically maps out the efforts that will be pursued to reduce ozone and particulate matter and improve air quality in the Springfield region. An OTO staff member served as Vice-Chair of the CAAP workgroup that helped to develop the CAAP. The CAAP was updated in May 2013.

EPA Ozone & PM2.5 Advance Programs

The OTO, in partnership with the OCAA and the City of Springfield, participates in the EPA's Ozone Advance and PM Advance program that help areas continue to meet the National Ambient Air Quality

Standards (NAAQS) for ground-level ozone. The effects of these activities further result in the co-benefits of reduced Green House Gas (GHG) emissions.

Ongoing OTO Air Quality Improvement Efforts

The OTO is actively working in the community to help reduce ozone levels. OTO-related activities include working with the City of Springfield to promote carpooling throughout southwest Missouri and improving the efficiency of the transportation network, thereby reducing congestion and idling, which negatively impact air quality. This efficiency is achieved by managing operations, improving transit, bicycling, and pedestrian modes, as well as additional roadway network improvements. This work effort is in addition to travel demand management efforts to reduce vehicle-related emissions. Information about the OTO's ongoing effort to reduce ozone levels can be accessed on OTO's website at:

<http://www.ozarkstransportation.org/Programs/AirQuality.html>

Commendation # 11: The OTO is commended for its proactive transportation planning effort to help reduce ozone levels and improve overall air quality in the Springfield region.

PUBLIC INVOLVEMENT PROCESS

Background: Public involvement is a mandated core MPO activity that supports the overall metropolitan area transportation planning process and development of all key MPO products. 23 CFR 450.316 requires that the transportation planning process include a proactive public participation process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement in plans and programs. This process is required to facilitate public participation for all interested parties. Additionally, it is required that a documented public participation plan (PPP) be developed in consultation with all interested parties. The participation process must demonstrate explicit consideration and response to public input and it must seek out and consider the needs of those traditionally underserved by existing transportation systems. Its effectiveness must be periodically reviewed and assessed by the MPO.

Observation: Since the 2009 certification review, the OTO has developed a Public Participation Plan (PPP) that provides an overview of the OTO, the challenges of effective public participation, the goals and objectives of the agency, levels and strategies for effective involvement, and staff training. The PPP was developed in consultation with "interested parties" and calls for OTO to continuously evaluate the effectiveness of public involvement activities. The effectiveness of the PPP was evaluated in July 2013 for the purpose of ensuring the opportunity for enhancing the Plan's strategies and techniques and the elimination of ineffective strategies. The OTO has developed a Public Participation Plan Evaluation Handbook that provides guidelines for the OTO's periodic evaluation of their public involvement techniques. The handbook is incorporated into the PPP Appendix A and includes the following six performance measures that OTO uses to evaluate the PPP objectives:

- Reach,
- Access,
- Effective Communication,
- Input,
- Impact, and
- Diversity & Equity.

The PPP along with basic information about the MPO process, members, meeting times, and contact information is accessible at: www.ozarkstransportation.org. Additional planning work products and policies (i.e. LRTP, UPWP, TIP, Title VI Policy etc.) are presented in electronic format on the OTO website. The public is given the opportunity make comments on draft work products directly on the website.

The Review Team encourages OTO to consider making all public comments with OTO and LPA responses available for viewing on the OTO website during the planning work product development process and for a determined reasonable period of time following the OTO Board's adoption of the work product.

Environmental Justice

Background: Executive Order (E.O.) 12898, issued February 11, 1994, provides that “each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high or adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations . . .”.

The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households that may face challenges accessing employment and other services, be sought out and considered.

Observation: OTO actively seeks out the viewpoint of underserved populations as well as the issues and needs of their communities and is committed to building strong relationships with the workforce and economic development and social service communities. These strengthen relationships that reflect enhanced trust levels and credibility allow the OTO to gain a better perspective of the transportation and community issues through the eyes and ears of low-income persons and interest groups. The OTO's transportation planning process has produced a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations. The demographic profile and the locations of protected populations of the metropolitan planning area are identified in the Journey 2035 LRTP. ArcMap and 2010 Census data is used to identify the protected populations by census tract.

When a project is developed for inclusion in the TIP, this data is used to consider the impacts on the protected populations. The PPP includes specific and separate strategies for engaging low-income and minority populations early in the project development process.

The organizations and groups that serve minority households, low income, older adults, and those with disabilities have the opportunity to directly serve on the OTO's advisory committees and receive their information mailings. The OTO has developed and maintained a contact resource list of organizations and works to create personal connections with a variety of regional organizations in housing, community development, economic development, and social services and seeks their assistance in the collaborative effort to reach out to communities that may not be familiar with what OTO does and how it can impact them.

The PPP strategies for engaging minority and low-income populations in transportation decision-making include OTO sending letters to identified groups that include neighborhood associations, council of churches, transportation providers, and others, encouraging them to comment on planning work products and policies. Established minority groups such as Grupo Latino and the local NAACP are on the OTO

mailing list in order to specifically solicit participation during the development of the TIP and LRTP. The strategies have been evaluated and it has been determined that the minority population participation is consistent with overall participation.

Limited English Proficiency

Background: Executive Order 13166, issued August 11, 2000 directs federal agencies to evaluate services provided to Limited English Proficient (LEP) persons and implement a system that ensures that LEP persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their Limited English Proficiency applicants and beneficiaries.

Observation: OTO adopted an updated Limited English Proficient (LEP) Plan in April 2013. Historically the OTO has had very limited contact with LEP persons. The plan reflects input from human service agencies, public transit agencies, transportation providers, public schools, universities, colleges, and other organizations that work closely with LEP persons. The OTO mapped specific Census Tracts where the proportion of LEP persons exceeds the proportion of LEP persons in the MPA. The maps highlight those Census Tracts which have a LEP population higher than the MPA average proportion of LEP individuals and Spanish speaking LEP individuals, respectively. The majority of LEP individuals are in the City of Springfield, with some along the eastern and southern portions of the Springfield region. The OTO surveyed organizations serving LEP populations for the purpose of identifying agencies that provide services to local LEP persons and to determine what services are most critical to the local LEP population.

The 2010 census data for the MPA area indicates an increased population growth in non-English speaking groups. The presence of individuals speaking various non-English languages has grown to 7,445. Two languages, Chinese and Russian, have increased significantly since the 2000 Census. Spanish speaking persons 5+ years of age continue to represent the largest percentage of people in the MPA who speak English less than very well.

The OTO completed an assessment of what staff and volunteer language interpreters are readily available, which planning documents should be translated, an inventory of available organizations that OTO could partner with for outreach and translation efforts, which financial and in-kind sources could be used to provide assistance, and what level of staff training is needed. The results of the assessment guided the LEP plans for assisting persons of limited English proficiency. This plan is designed to be flexible and is one that can be easily updated. At a minimum, the OTO will follow the Title VI program update schedule for the LEP plan.

The LEP plan is available for viewing on the OTO website at http://www.ozarkstransportation.org/Documents/OTO_LimitedEnglishProficiencyPlan_2013.pdf For those without personal internet access, all Greene County Libraries offer free internet access. Copies of the LEP plan have been provided to the MoDOT and the ONE DOT and will be provided to any person or agency requesting a copy. Each OTO staff member is provided a copy and is educated on the importance of providing language assistance. The LEP has recently been made available in Spanish translation.

Finding: The OTO public participation work effort is a proactive process that actively encourages broad participation and full public access to key decisions, and support for early and continuing public involvement in developing all planning work products, programs, and policies.

Commendation # 12: The OTO is commended for developing a Public Participation Plan Evaluation Handbook that provides guidelines for the OTO's periodic evaluation of their public involvement techniques.

This ongoing evaluation initiative reflects OTO's commitment to seek out opportunities for enhancing the Plan's strategies and techniques and the elimination of ineffective strategies.

Recommendation #5: Recommend that OTO make all public comments, with OTO and LPA responses, available for viewing on the OTO website during the planning work product development process and for a determined reasonable period of time following the OTO Board's adoption of the work product.

CIVIL RIGHTS

Title VI Compliance

Background: Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Title VI prohibits intentional discrimination as well as disparate impacts on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations.

Observation: Since the 2009 certification review, the OTO has developed a Title VI policy that includes a complaint procedure that outlines the roles and responsibilities for prompt processing and disposition of Title VI complaints received by OTO in connection with all OTO, MoDOT and LPA sponsored projects and planning program work activities. The OTO has designated a Transportation Planner staff member as the Title VI area representative who is responsible for ensuring compliance with Title VI requirements. The complaint process calls for the OTO Executive Director to assign the complaint to this OTO planning staff member that assumes the responsible for addressing the complaint through the completion of resolution steps identified in the Policy. The OTO has proactively facilitated the training of several staff members and has embraced the importance of the need for all staff members' awareness of the agency's Title VI responsibilities. A copy of the Title VI Policy is available for viewing at: http://www.ozarkstransportation.org/Documents/OTO_TitleVI_PolicyProcedure.pdf

Since the 2009 Certification Review, there have been no Title VI or ADA complaints submitted to OTO in connection with delivered projects or the OTO's transportation planning process.

Semi-Annual Title VI Reporting

The OTO currently reports its Title VI activities to MoDOT quarterly. This reporting includes the following:

- Description on its planning activities performed
- Actions taken to promote Title VI compliance including monitoring and review processes and their outcomes or status

- Information about public meetings held including the number of meeting, locations, attendees, and advertisement of the meetings

During the onsite meeting, there was a discussion about the type of information that is being reported to MoDOT and how this information is being used. It became clear that OTO is not sure of how the information that it reports is being used by MoDOT. Additionally, when looking at OTO's past two reports to MoDOT, one which covered three months and the second which covered two years, we observed that much of the information contained in the most recent report was the same information in the report that covered a the prior report with the two year time period.

Despite the transition of MoDOT Title VI staff, MoDOT recognizes the importance of partnering with OTO to provide guidelines as to the type of Title VI related information that should be reported. By working together, OTO and MoDOT have the opportunity to enhance the Title VI reporting to where OTO is submitting meaningful and useful data will positively contribute to MoDOT's Annual Tile VI reporting to FHWA (23 CFR 200.9 (b)(10).

LPA Sponsors Title VI Awareness

The Review Team encourages OTO to incorporate into their TIP project development and selection process the stated requirement for the project sponsor to make available to the OTO, copy of the agency's Title VI plan. The inaugural implementation of this requirement should include the action step to provide copies of the LPA Title VI Plans to MoDOT for information purposes. The value of implementing this process will be OTO and the MoDOT's better awareness of those LPAs that do not have adopted Title VI Plans or a sound knowledge of the Title VI program requirements.

LPA Project Level Collection and Reporting of Title VI Statistical Data

23 CFR Part 200 requires MoDOT to have procedures for collecting statistical data (race, color, religion, sex, age, national origin, and disability) of participants in and beneficiaries of state highway programs, i.e., relocatees, impacted citizens, and affected communities.

Currently, the MoDOT Section (14) (h) of the Annual Consolidated Planning Grant Agreement requires each Missouri MPO to comply with Title VI data collection and reporting requirements. 23 CFR 200.9(b)(4) requires the state to collect statistical data (race, color, religion, sex, national origin, and disability) of participants in, and beneficiaries of the State highway programs, i.e. relocates, impacted citizens, and affected communities. Historically the Section (14) (h) Title VI reporting requirement was recognized as including the collection of statistical data of participants in and beneficiaries of "local public agency" highway projects that utilize federal funding. An observation from the 2005 and the 2009 Certification Reviews and continuing for the 2013 Certification Review, is that there is no effort by the OTO to collect statistical data of participants in and beneficiaries of "local public agency" highway projects in the Springfield MPA that utilize federal funding. The extent of OTO Title VI Reporting activity is limited to OTO's completion of semi-annual Title VI Reporting that is limited to MPO only work activities in connection with the delivery of the metropolitan transportation planning process. This reporting is documented on a MoDOT reporting form and submitted to MoDOT in March and October.

The OTO has a limited understanding of the MoDOT SW District's LPA project oversight process, including the collection of statistical data from project sponsors. The MoDOT SW District staff that are responsible for LPA project oversight do not ensure MoDOT's compliance with the Federal requirements

for collecting statistical data (race, color, religion, sex, national origin, and disability) of participants in, and beneficiaries of the State highway programs, i.e. relocates, impacted citizens, and affected communities. The Review Team and the review participants discussed the need for developing an enhanced MoDOT SW District LPA project oversight role that ensures MoDOT's compliance with the 23 CFR 200.9(b)(4) requirement for collecting and reporting statistical data. The Review Team encourages the MoDOT to consider revising Section (15) (H) of the Annual Consolidated Planning Grant Agreement for the purpose clarifying a more limited and specific grantee Title VI reporting requirement.

The opportunity for OTO to contribute to the success of the MoDOT statistical data collection process may be realized through an OTO effort to incorporate into its TIP project development and selection process, the requirement for LPA project sponsors to provide the project level Title VI statistical data to the MoDOT SW District, when called for, as a condition for the LPA project's inclusion in the OTO TIP.

American Disabilities Act (ADA) Complaint Process

It was noted during the on-site session that the MoDOT staff occasionally receive complaints from the public concerning non-ADA compliant roadway infrastructure. The question of how this type of complaint was formally documented, including its resolution, was discussed at length. The OTO and MoDOT agreed that development of a collaborative and coordinated inter-agency process for handling these types of ADA complaints would enhance the effectiveness of the resolution work effort. It was concluded that the current OTO Title VI complaint procedure afforded a starting framework for effectively documenting the specifics of the ADA complaint and its resolution.

Recommendation #6: Recommend that OTO enhance the effectiveness of the Title VI complaint process by updating the Title VI Policy to include a clearly outlined collaborative process that includes communication and coordination with Federal, state and local planning partners.

Recommendation #7: Recommend that OTO consider incorporating into their TIP project development and selection process, the stated requirement for the project sponsor to make available to the OTO, a copy of the agency's Title VI Plan.

The inaugural implementation of this requirement should include the action step to provide copies of the LPA Title VI Plans to MoDOT for information purposes.

Recommendation #8: Recommend that OTO and MoDOT partner together to develop a collaborative and coordinated inter-agency process for handling ADA, including the specifics of the ADA complaint and the complaint resolution effort.

Recommendation #9: Recommend that MoDOT develop an LPA project level Title VI statistical data (race, color, religion, sex, national origin, and disability) collection process that is implemented by each MoDOT District as part of the LPA project oversight effort.

MoDOT is encouraged to consider revising Section (15) (H) of the Annual Consolidated Planning Grant Agreement for the purpose clarifying a more limited and specific grantee Title VI reporting requirement.

Recommendation #10: Recommend that OTO consider incorporating into the TIP project selection process, the requirement for LPA project sponsors to provide project level Title VI statistical data to the MoDOT SW District, when requested by the SW District, as a condition for the LPA project's inclusion

in the OTO TIP.

SAFETY AND SECURITY IN TRANSPORTATION PLANNING:

Safety

Background: SAFETEA-LU requires MPOs to consider safety as one of eight planning factors. As stated in 23 CFR 450.306, the metropolitan transportation planning process provides for consideration and implementation of projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

23 USC 148 established a core safety program called the Highway Safety Improvement Program (HSIP) which introduced a mandate for a coordinated Statewide Highway Safety Improvement Plan (SHSIP) that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.

23 CFR 450.306 (h) states that the metropolitan transportation planning process should be consistent with the SHSIP, and other transit safety and security planning and review processes, plans, and programs as appropriate.

23 CFR 450.322 (h) encourages the inclusion of a safety element in the MTP that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the SHSP, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.

Safety also appears in the Metropolitan Transportation Planning rule as a consideration in the CMP (450.320), Development and Content of the MTP (450.322), and Development and Content of the TIP (450.324).

Observation: Safety is a high priority area for OTO and its planning partners. Safety is addressed in all of the OTO short and long range multi-modal planning process and developed documents. A collaborative process among key planning and safety professionals (e.g., transit operators, bike/pedestrian specialists, enforcement officers, emergency medical services managers, data managers, motor carriers, and traffic operations planners) in the development of the long-range transportation plan and the TIP ensures the consistency and integration of safety in the Journey 2035, TIP, and the State Highway Safety Plan (SHSIP).

As part of the OTO Congestion Management Program (CMP) process, OTO staff works with safety stakeholders in obtaining crash data as well as with the Bicycle and Pedestrian committee to identify safety concerns for non-motorized users and have worked closely with local school districts in implementation of Safe Routes to School programs. The OTO safety policies, recommendations, and goals are outlined in the LRTP, TIP, and TDP. The LRTP has specific goals and recommendations and design standards for each mode to improve safety for all modes of transportation. For example, removing and not creating additional at-grade railroad road crossings and monitoring the number of crashes as part of the CMP. Specific examples of implemented safety considerations include guard cable projects on interstates, intersection and driveway spacing, upgraded bus transfer facility, bus turnouts, at-grade rail crossings, and street cross sections that address bicycle and pedestrian safety.

The importance of integrating safety into the OTO's planning process is reflected in the evaluation measures used to select projects for the RTP and the TIP, and in the thorough evaluation of safety issues in corridor and subarea studies. Proposed infrastructure improvements to enhance safety and reduce congestion are evaluated by MoDOT in collaboration with local jurisdictions as part of the project development and selection process. For projects proposed for inclusion in the TIP, the safety evaluation process is point-based. Both processes include safety measures that are evaluated and given priority consideration in awarding points.

The OTO and the MoDOT planning for region wide transportation safety has included public education, legislation and law enforcement, reducing emergency medical response time, and engineering improvements in roadways and vehicles, as well as the analysis of traffic accident fatality rates by reviewing fatal accident statistics, preparing maps showing locations of such accidents, and reviewing accidents' contributing factors. The OTO and MoDOT's partnering work effort continues to facilitate a coordinated regional support system to help communities in their efforts to save lives. Safety initiatives have also included extensive public communications effort using various media, including public service announcements, posters, and billboards.

Finding: Transportation safety is addressed in all of the OTO's short and long range multi-modal planning processes and developed documents.

Security

Background: Federal legislation has separated security as a stand-alone element of the planning process (both metropolitan and statewide planning). Prior to SAFETEA-LU, safety and security were combined into one planning factor. Decoupling the two concepts in SAFETEA-LU signified a heightened importance of *both safety and security* to transportation decision-making.

23 CFR 450.306(a)(3) requires the metropolitan transportation planning process to be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

(3) Increase the security of the transportation system for motorized and non-motorized users:

23 CFR 450.206(a)(3) requires each state to carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

(3) Increase the security of the transportation system for motorized and non-motorized users;

The regulations also state that the degree and consideration of security should be based on the scale and complexity of many different local issues.

Observation: FHWA and FTA generally define security planning as planning related to an event that is beyond the ability of local authorities to handle and respond to an emergency. The legislation does not require an MPO to develop a security plan. Rather, each MPO is encouraged to create a local definition that fits both regional needs and addresses the security planning factor. There will always be tremendous variation among MPOs in their security planning roles, and it is critical for each MPO to determine its own value-added niche. OTO defines security planning for the Springfield metropolitan planning area through the various modes including transit, roadways, enhancements, greenways, etc. Security is an

evaluation criterion for selection of transit projects and enhancement projects. The Greene County and Christian County emergency management professionals are included in the planning process. While not voting members of any committee, they receive correspondence from the OTO regarding meetings and general public input requests.

Highway, transit, bicycle/pedestrian and airport security roles and responsibilities are defined in the Journey 2035. Security is also considered in corridor and project studies completed by the OTO.

Greene County and Christian County have their own Emergency Operations plans that provide for the transportation challenged. The Greene County Plan accounts for emergencies and natural disasters while the Christian County Plan accounts for natural disasters. Natural disasters that the OTO plans for and for which the transit operator participates as a first response include tornadoes, ice, high winds, possible New Madrid Fault action, sink holes, fires, and major traffic accidents.

Commendation #13: The OTO and its planning partners are commended for the extensive integration of Safety and Security planning throughout the Springfield TMA planning process.

FREIGHT DEVELOPMENT

Background: The 23 U.S.C. 134 and 23 CFR 450.306 specifically calls for the need for MPOs to address freight movement as part of the metropolitan transportation planning process. The scope of an MPO's planning process must provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the accessibility and mobility of people and for freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

The MPO participation planning and consultation requirements under title 23 U.S.C.134 and 23 CFR 450.316 call for the inclusion of freight shippers, who are providers of freight transportation services, as interested parties that should be provided a reasonable opportunity to comment on MTPs and TIPs.

Observation:

Current and Forecasted Goods Movement Activity

The trucking industry is well represented in the OTO area, and all of southwest Missouri. Census Employment Dynamics numbers show that trucking and warehousing accounts for nearly 5 percent of the jobs in the OTO region. Numerous trucking firms are headquartered locally. Local trucking firms are located mostly in northeast Springfield. I-44 has some of the highest truck volumes in Missouri.

The highest truck volumes on the OTO highway network are on I-44 and US 65. As of 2007, I-44 through Springfield has Annual Average Daily Truck Traffic between 10,000 and 20,000. US 65 shows volumes between 5,000 and 10,000. The only locations in Missouri with more than 20,000 are at small segments in St. Louis, Kansas City, and Columbia. By 2040, I-44 will become the significant truck route through Missouri, with daily truck tonnage exceeding that all along I-70. In the Springfield region, most

of I-44, US 65, and US 60 will experience significant congestion. Local truck traffic is forecasted to also increase by 2040. Additional routes in Springfield will be used to help direct that traffic. In addition to I-44, US 65, and US 60, local truck traffic is expected to increase on Glenstone, Sunshine, Fremont, and West Bypass roadways.

Freight and Long Range Planning

The OTO recognizes the value of identifying the transportation planning link between freight and economic development opportunities for the Springfield area. The OTO used the FHWA's Freight Development Program as a resource tool to help OTO to integrate the consideration of freight movement into the metropolitan planning process.

Three of the seven Journey 2035 goals and related strategies focus on freight and economic development:

- Economic Development
- Multi-Modal, Interconnected System
- Safety and Security

The Journey 2035 LRTP recognizes the transportation planning link and presents specific recommendations relating to freight and economic development. There are goals and recommendations throughout the MPA regarding economic development opportunities related to freight and identified future issues the MPO will have to address. Strategies highlighted to implement these plan goals are presented in the "Goods Movement" chapter with a focus on rail, trucking and the land use considerations for enhancing the efficiency and safety associated with goods movement. OTO has not identified "Freight Corridors" in the Journey 2035 LRTP. However, major transportation infrastructure, railroad lines, and at-grade crossings have been identified and are visually mapped in the plan. Transportation projects that address low clearance bridges that impact freight movements in the Springfield region continue to be identified in the Plan.

The process for prioritizing and selecting projects for inclusion in the plan recognized the value of freight movement by giving scoring weight to those projects that promoted economic development, impacted strategic economic corridors, mitigated freight bottlenecks, and addressed multiple modes. The Review Team encourages OTO to incorporate the consideration of "goods movement" when evaluating and selecting projects for inclusion in the TIP and suggest that one of the evaluation considerations be analyzing the number of shippers and receivers in a corridor, the percentage of commercial truck volume for roadway or bridge project, and whether a project provides some specific benefit for freight movement (e.g., increase load limit on bridge, turning radius improvements, direct connections to freight intermodal centers).

The Review Team encourages OTO to consider formulating a Freight Development Advisory Group that could be made up of both public and private freight officials from shippers and receivers, trucking, rail, water and air. The purpose of this Advisory Group would be to facilitate increased participation in the freight planning effort, expand the OTO's reach into the freight community and enhance the effectiveness of future engagement activities.

Collaboration, Coordination and Outreach

The freight community in the Springfield region has membership on the Technical Planning Committee and Board of Directors (Air, Rail, and Truck). They all participate in the preparation of the LRTP, TIP, MTP and project selection. OTO has met with the railroad to discuss regional issues in the MPA. A developed list of freight contacts is included in all of the OTO's public engagement efforts.

The 2009 Certification Review recommended that the MoDOT Freight Program Coordinator facilitate the development an enhanced Freight Movement partnership with the OTO for the purpose of realizing increased emphasis on integrating freight movement into the Springfield metropolitan area transportation planning process. Following the 2009 Certification Review the MoDOT discontinued utilizing the Freight Development Team as a means to ensure that the various MoDOT Divisions and Districts with freight responsibilities are aware of and responsive to department-wide activities. Once the freight development team was disbanded, the freight coordination responsibility shifted to the SW District Planner and the statewide freight administrator. These two positions worked together to identify needs through both the OTO planning process and through interactions with freight shippers including the trucking industries so prevalent in SW Missouri.

In Fall 2012, MoDOT partnered with the Springfield National Airport to identify specific transportation infrastructure that would enable businesses in SW Missouri to better use the Foreign Trade Zone located at the airport. As part of this study, businesses in the SW Missouri region were interviewed and supply chains reviewed to identify needs. Throughout the process, OTO, the Joplin Area Transportation Study Organization (JATSO), and the regional planning commissions participated in forums to identify needs and gain understanding of the needs of that freight business sector. The multimodal needs identified through that effort were shared with the planning partners and are available at MoDOT's website.
<http://www.modot.org/services/OR/byDate.htm>

In Fall 2013, MoDOT will begin development of a comprehensive and implementable Statewide Freight Plan. This effort will include stakeholder involvement from both the planning partners and the business community stakeholders. The anticipated completion of this project is late 2014.

The MoDOT Freight Development website can be accessed at:
<http://www.modot.mo.gov/othertransportation/freight/index.htm>

Freight Program Resources

The OTO and the MoDOT are aware of the FHWA Headquarters' Freight Professional Development Program and the "Talking Freight" web seminars as well as the FHWA Headquarters' Office of Freight Management and Operations (HOFM) website. These resources are recognized as value adding opportunities to share best practices and methodologies related to freight planning efforts. Additional information about the FHWA Freight management and Operations can be viewed at:
<http://www.ops.fhwa.dot.gov/freight/index.cfm>.

A Railroad Reconfiguration and Grade Separation Study was completed in November 2006 and addressed three main areas in Springfield. At the time of the 2009 Certification Review, OTO was considering developing a Regional Freight Plan to further identify issues relating to freight. This work effort was not implemented. The OTO has not determined a need to produce a freight study that will evaluate the economic impact of the existing regional freight system and the economic growth potential

associated with the freight industry based on the region's assets and market trends. Given the LRTP's forecasted growth in freight movement, the Review Team encourages the OTO to reconsider the value of a completing freight study that will produce a baseline regional inventory and freight movement profile, analyze the adequacy of the region's existing freight system compared to current and future demand; identify system deficiencies, needs, and opportunities, establish goals, objectives, and performance measures for the regional freight system, identify short- and long-term investments needed to achieve those goals and objectives, and evaluate the public and private costs and benefits of those investments.

Commendation #14: The MoDOT is commended for their partnering effort to facilitate the development of a Foreign Trade Zone Study in the Springfield region and their current effort to develop a Statewide Freight Plan.

Recommendation #11: Recommend that OTO and MODOT lead an effort to complete a Springfield region Freight Study, identify freight corridors, determine bottleneck locations for freight traffic, and initiate the formulation of a freight stakeholder working group.

V. Conclusion

Overall, the OTO's transportation planning activities provide for a transportation planning process that results in the support and development of transportation improvements for the entire metropolitan area. The transportation planning process provides adequate representation and input from all levels of local government and individual groups on the transportation needs of the region. Based on this review and ongoing oversight by the Federal Highway Administration and the Federal Transit Administration, the transportation planning process carried out in the Springfield, Missouri Transportation Management Area for the period October 1, 2013 to September 30, 2017, is certified as substantially meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613.

VI. APPENDICES

Appendix A: Public Meeting

Appendix B: On-Site Agenda

Appendix C: Review Guideline Questions and Answers (All)

APPENDIX A

Review Team Public Meeting

With the passage of TEA-21 in 1998, public involvement became a required component of the TMA Certification Review process. The principal objective of this component is to provide the opportunity for the public to express their thoughts and comments about the transportation planning process and specifically how the process is meeting the needs of the area. In order to provide this opportunity for public engagement, a public meeting was held the evening of June 25 from 4:30 PM to 6:30 PM. at the Ozark Transportation Organization (OTO), Holland Building, 205 Park Central East, Second Floor, Suite 212.

The meeting was advertised by a variety of methods including press releases, a local newspaper add, a notice to OTO Boards, Committees and Legislative Delegation, and announcement on the OTO website. Additional outreach was effort included mailings to “interested parties” (i.e. churches, minority groups, neighborhood organizations, disabled groups, transportation providers, educational institutions and senior centers), and notice on Facebook.

The public meeting included a brief “review overview” PowerPoint presentation by the Certification Review Team and an open forum to receive public comments. The public meeting was attended by five local residents.

APPENDIX B

FY 2013 FHWA/FTA CERTIFICATION REVIEW SPRINGFIELD METROPOLITAN AREA PLANNING PROCESS JUNE 25-27, 2013

ON SITE REVIEW PLAN

TUESDAY, JUNE 25, 2013

Afternoon (OTO Offices):

1:00 – 1:30 pm – Introductions / Overview/Transportation Issues (FA Leader: Brad McMahon)

1:30 – 2:00 pm – Agreements & Contracts / MPO Administration (FA Leader: Mark Bechtel)

2:00 – 2:30 pm – TMA Planning Area Boundaries/Urban Boundaries/Functional Classification (FA Leader: Brad McMahon)

2:30 – 2:45 pm – Break

2:45 – 4:00 pm – Transportation Systems Management / CMP (FA Leader: Brad McMahon)

PUBLIC COMMENT SEGMENT

Start Time: 4:30 pm (OTO Board Meeting Room)

End Time: 6:30 pm

WEDNESDAY, JUNE 26, 2013

Morning (Hotel):

7:30 – 8:00 am. – “Kick Off” meeting (Hotel Breakfast Area Following Breakfast)

**** Meeting for the purpose of clarifying the review team member’s observations and findings resulting from the previous day’s roundtable session.**

Morning (OTO Offices):

8:30 – 10:30 am - Transit Planning and Ridership (FA Team Leader: Mark Bechtel)

10:00 – 10:30 am – Planning Program Process/Work Products (FA Team Leader: Brad McMahon) (MTP/McMahon, UPWP/Bechtel, TIP/McMahon)

10:30 – 10:45 am – Break

10:45 – 12:00 am – Continuation of Planning Program Process/Work Products (FA Team Leader: Brad McMahon)

12:00 – 1:00 pm – Lunch

Afternoon (OTO Offices):

**1:00 – 1:30 pm – ONE DOT Review & Approval Process (FA Team Leader: Brad McMahon)
Safety / Security Planning (FA Team Leader: Brad McMahon)**

1:45 – 2:45 pm - Land Use /Livability (FA Leader: Mark Bechtel)

2:45 – 3:00 pm – Break

3:00 – 3:30 pm –Bicycle/Pedestrian Planning (FA Leader: Brad McMahon)

3:30 – 4:30 pm – Freight Planning (FA Leader: Brad McMahon)

THURSDAY, JANUARY 27, 2013

Morning:

7:30 - 8:00 am – Wrap Up and Move On Session (Review Team get together / Hotel breakfast Area)

Morning (OTO Offices):

8:30 – 9:30 am – Safety / Security Planning (FA Team Leader: Brad McMahon)

9:30 – 10:30 am - Public Involvement (FA Leader: Mark Bechtel)

10:30 – 10:45 am – Break

10:45 – 11:30 am – Civil Rights/EJ (FA Team Leaders: Lauren Paulwell)

11:30 - 12:00 am - ADA (FA Leader: Lauren Paulwell)

12:00 – 1:00 pm – Lunch

Afternoon (OTO Offices):

1:00 – 1:30 pm – FA Session Wrap-up

1:30 – 2:45 pm – Federal Review Team Meeting

2:45 – 4:00 pm - Closeout Meeting With OTO Executive Director and Staff

Appendix C

**FY 2013 FHWA/FTA Certification Review Springfield
Metropolitan Area Transportation Planning Process Ozark
Transportation Organization
Review Guideline Questions
June 2013**

REGIONAL PERSPECTIVE

1. Briefly discuss changes in the demographic and socio-economic conditions and trends in the region since the 2009 certification review.

There has been little change overall. Development slowed greatly due to the recession. The new census revealed that we had experienced steady growth over the last decade. The OTO area grew by over 50,000 in the time between the censuses. Two documents look at the demographic and socio-economic conditions, the Long Range Transportation Plan and the Growth Trends Report. Links are provided below.

http://www.ozarkstransportation.org/Documents/OTO_Journey2035_Chapter3_RegionalTrends.pdf

http://www.ozarkstransportation.org/Documents/OTO_GrowthTrends_Dec2011.pdf

2. Briefly discuss regional development trends and challenges.

The Great Recession slowed development greatly over the past four years. However, development is trending upward again. Commercial infill continues with Wal-Mart(s), Hy-Vee and CVS. New subdivision development has halted. Some increase in residential lot infill has begun.

3. Briefly discuss travel trends (VMT, transit usage) and transportation funding conditions (state and local) in the region.

See below tables for VMT and Transit Ridership. Federal roadway formula funding has remained steady in the terms of highway program funding. We have suffered due to lack of earmarks and inability to secure TIGER funding. Federal transit funding has decreased substantially. MoDOT funding has been experiencing decreases with efforts to raise a statewide tax falling short this legislative year. Local road funding remains mostly constant. Sales tax is rebounding over the last year bringing revenues back up. City Utilities has been covering most transit shortfalls with local utility fees.

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

Transit Ridership

2005	1,659,279.00
2006	1,903,926.00
2007	2,047,496.00
2008	1,599,278.00
2009	1,475,617.00
2010	1,406,547.00
2011	1,502,626.00
2012	1,620,614.00

source: City utilities

- Briefly describe the major transportation issues and planning priorities of the Springfield metropolitan planning area.

We continue to be unable to meet the forecasted travel demand with limited revenue. We have established our Regional Priorities in which to focus roadway projects. We continue to work to improve the transit system inside the City limits of Springfield in hope to one day provide regional transit. We are facing a severe shortage of capital funding for replacement buses.

ORGANIZATION AND ADMINISTRATION OF THE PLANNING PROCESS

- Since the 2009 certification review, have there been changes made to the members of the OTO Board of Directors or to the jurisdictions or agencies that are represented?

No changes

Please discuss these changes as well as modifications anticipated in the near future.

There are not modifications anticipated.

- Have there been changes made to the formal Committee structure of OTO and to the responsibilities of each committee since the 2009 certification review?

We have created an Executive Committee to oversee day to day operations.

- How are the OTO staff organized and what are their responsibilities?

See attached organizational chart

- What are the organizational strengths of OTO?

Our biggest strength is the high level of participation by public officials with a willingness to collaborate and work together to solve complex issues.

9. What are some of the organizational challenges OTO faces?

A small staff that must continually multi-task and be experts in many different areas. When something happens in which we are short staffed for any reason, it is difficult to meet all requirements.

10. Discuss changes, if any, which have been made to the cooperative agreements governing the metropolitan transportation planning process, since the 2009 Certification Review. Please attach all active cooperative agreements that direct the metropolitan transportation planning process with your response packet.

All cooperative agreements were updated in 2009 and not been updated since that time.

11. How do the MPO, the MoDOT, and transit operator cooperatively determine their mutual responsibilities in the conduct of the planning process, including the following products?

- Corridor studies
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan
- Transportation Improvement Program (TIP)

Many of these have been outlined in the agreements. The MPO is in charge of all four and asks for participation and information from MoDOT and CU.

12. Do agreements specify the responsibilities of the MPO, the MoDOT and the public transportation operator?

Yes.

13. How does the actual functioning of the MPO conform to the provisions of the agreement(s) as concerns the planning process, decision-making, and development of the key products?

Generally aligns well.

14. Describe the MoDOT role and how they are involved in the OTO's overall transportation planning and project development process.

MoDOT and OTO work together in all aspects of planning and project development. MoDOT and OTO staffs have monthly meetings to discuss all projects. MoDOT staff sits on all OTO Committees.

15. What operations and maintenance responsibilities does the MoDOT have within the metropolitan area?

MoDOT maintains the state transportation system in the OTO area, including state roadways and most sidewalks on state right-of-way. MoDOT inspects and repairs bridges, pavements, and other infrastructure, including guardrail, guard cable and signal systems. MoDOT and the City of Springfield operate a regional Traffic Operations Center to monitor and manage traffic through Intelligent Transportation Systems. MoDOT operates an Incident Response Program

To facilitate traffic flow during major traffic accidents, special events that impact traffic flow, and roadway closures or limitations due to project construction. With transit and airports MoDOT has no responsibilities in operations or maintenance.

Activities within the O&M budget

- Pavement repairs not addressed through the TIP, including chip seals on low volume routes.
- Sign replacements and upgrades.
- Mowing and landscaping on MoDOT ROW.
- Reapplication of striping.
- Snow plowing.
- Roadway closure and clean up during flooding events or other natural disasters.
- Signal repairs and minor signal upgrades.
- Sidewalk repairs and ADA upgrades not addressed through the TIP.
- Bridge repairs not addressed through the TIP.
- Guardcable and access restraint cable repairs.
- Incident management.

Specific TIP projects:

- ITS operations and management, including signal timing.
- On-call contracts guardrail and guard cable repair.
- On-call pavement repair (mainly interstate).
- On-call work zone enforcement.
- Signal replacement program.
- Preventive maintenance on roads and bridges through various projects.
- ADA and other upgrades on sidewalks.

MULTI-MODAL PLANNING

- 16 Please discuss the services provided by the region's public transit operators. What jurisdictions do these operators serve and how they are funded?

City Utilities provides the only federally funded fixed-route transit services for the area. They provide service within the City of Springfield only. They also provide demand response para-transit services. CU is federally funded with a minimal amount of state assistance. The majority of pertains is funded through local utility service funds. OATS operates within the metropolitan area and is federally, state and locally funded. Several human service agencies obtain federally funded vehicles to provide services to elderly and disable persons.

17. Discuss current transit ridership trends and farebox recovery ratios. Discuss current and future capital (vehicle and facility) needs. Are transit operators aware of and have they applied for DOT and FTA discretionary competitive funding? Please discuss.

Ridership is trending upward. The farebox recovery rate is low at 14 %. There are 15 new buses needed that are beyond their useful life. CU has taken advantage of many discretionary programs and received funding for capital facilities and replacement buses.

18. Discuss the current financial condition and future financial capacity of City Utilities and other transit providers in the region.

Currently fund transit match through utility payments for Fixed Route and paratransit. The financial capacity continues to remain strong. MSU and the student shuttle service are paid through student fees, which is a stable funding source. Other human service transit agencies are primarily grant funded.

19. Discuss how the City Utilities planning process is coordinated with the MPO planning process.

The Regional Transit study conducted by OTO outlined strategies to improve the current system, which are being implemented by CU. The MPO and CU coordinate long Range Planning Efforts.

20. Discuss strategies developed and activities conducted in the region designed to improve accessibility for mobility impaired populations through paratransit or other services.

The Transit Coordination plan outlines strategies to improve paratransit service. However, this type of service is severely underfunded.

21. Discuss the effort, since the 2009 Certification Review, to update the Coordinated Human Services Transportation Plan and the status of efforts to implement the strategies in the CHSTP,

The plan was updated in April of 2012. The Local Coordinating Board for Transit is working to implement these strategies. They are currently planning to have meetings to better understand the different organizations and will decide which strategies to look at first.

22. Discuss the incorporation of bicycle and pedestrian planning as part of the regular metropolitan transportation planning process. What groups or resources have been identified to determine the needs for pedestrian and bicycle transportation and how are their needs addressed?

OTO staff sits on several different outside committees which are solely focused on this effort. The groups include Ozark Greenways, Springfield Bicycle Committee and the Sustainable Transportation Advocacy Team. All roadways projects consult the LRTP to decide if accommodations should be provided for bicyclists based on if the roadway is a designated bicycle route. All state and local projects consider sidewalks in the design phase.

PLANNING AREA BOUNDARIES & FUNCTIONAL CLASSIFICATION

23. What is the date of the last OTO and the governor approvals for the Federal-aid Urban Area Boundaries (UAB) and for the Metropolitan Planning Area (MPA)?

In 2001, the UAB boundary was approved by the MHTC as part of the MOU.

Please provide a map(s) in your response packet showing the following boundaries: Census-Urbanized Area (UZA), FHWA Urban Area Boundary (UAB), Metropolitan Planning Area Boundary (MAP), and air quality Nonattainment/Maintenance Area boundaries (if applicable).

24. Discuss the cooperative process for modifying the UAB and the MPA.

In 2001, An MPO Boundary Expansion Subcommittee was formed. The Boundary Expansion Subcommittee made recommendation to the Board of Directors for a boundary expansion. Staff met with all affected jurisdictions to explain the MPO and to ascertain the level of interest of these jurisdictions. The jurisdictions agreed that the relationship would be mutual beneficial. A membership committee was formed to look at a membership structure for the MPO. The current OTO By-Laws set out the membership within the UAB. There has not been a need to reevaluate at this time based on the Urbanized Area definition as outlined by the census.

25. Which, if any, areas are under consideration for inclusion in an expanded MPA over the next 20 years? What factors will determine the decision on expanded boundaries?

Population density and regional mobility will be considered on expanding boundaries. However, staff would recommend waiting to examine potential boundary expansion until the next release of census data following the 2020 census and would delay any update of the LRTP until that data is obtained.

26. Discuss the process for developing a functional reclassification request from local inception to transmittal to MoDOT. What role does the MoDOT have in the local reclassification process?

OTO does a call for functional classification changes once per calendar year. MoDOT or any jurisdiction may submit changes. All recommendations made by the Board are submitted to MoDOT to forward to FHWA.

PLANNING PROGRAM WORK PRODUCTS

Unified Planning Work Program (UPWP)

27. How are UPWP activities developed, selected, and prioritized?

UPWP activities are annually developed, selected, and prioritized based on the requirements in the federal law and through specific requests from planning partners.

A subcommittee of the Technical Committee reviews the draft UPWP. The UPWP subcommittee suggests planning activities for inclusion in the UPWP. These activities are then prioritized based upon staff and financial resources. The subcommittee agrees upon a program and recommends it to the Technical Committee and OTO Board for approval.

28. Describe how the MoDOT and the public transit agencies are involved in UPWP development?

They are part of the UPWP subcommittee, technical planning committee, and Board of Directors.

29. How are the needs of each unit of government in the region determined and addressed in the UPWP?

Each jurisdiction may submit projects for inclusion in the UPWP. OTO also leaves a Special Projects section open for local government assistance.

30. Discuss the utilization of performance measurement throughout the metropolitan transportation planning process. What other factors typically direct transportation investments?

We have developed performance measures in the LRTP and evaluated them in the TIP. Other factors include Congestion, Safety and Economic Development.

31. How does the UPWP provide a strategic view of and a strategic direction for metropolitan area planning activities, and how do the activities in the UPWP relate to the goals and priorities identified in the Journey 2035 Plan?

The UPWP is used primarily to meet federal planning requirements and to monitor the current and projected transportation network. Additional activities beyond the federal requirements include participation in community initiatives and work done within the committee structure of the MPO.

32. Is the UPWP used to provide the direction to the staff on their work on transportation planning work products?

The UPWP outlines all anticipated tasks. If a project is not included in the task, staff is not allowed to work on it without special permission as decided under Task 070 Special Projects.

Describe how cost estimates are developed for the proposed UPWP work elements?

Tasks are based on projected time spent on different projects or activities. Project consultant tasks are based upon a reasonable guess as to anticipated costs.

33. What is the source of funds for the non-federal share of UPWP expenses?

Local dues are billed at 41 cents per capita based on most recent census estimates.

Describe the process for determining MoDOT direct cost work and dollar amounts.

We ask for MoDOT to estimate the number of hours spent on MPO specific tasks for traffic engineers by job classification for the Draft UPWP. They send us quarterly reports of how time is coded and we only bill the actual hours spent to the grant.

34. Describe how UPWP amendments are developed and processed?

If an amendment is determined to be needed, staff develops the proposal in conjunction with the Executive Committee who makes a recommendation to the Board of Directors.

35. In the current UPWP, are all Federal fiscal resources budgeted that are available for planning? What is the amount of PL/5303 funding that was carried over at the end of the last fiscal year? How does the OTO intend to spend down any carry-over funds?

We estimate a carryover balance of \$567,978.14 before the transfer of the FY 2013 funds. MoDOT will not complete the transfer of FY13 funds until FY14 begins. We programmed \$721,534.40 for FY14. We anticipate a transfer of \$502,309 in October. This should result in a carryover of \$348,752.74, or a half year of funding. We plan to spend funds only as needed.

36. Does the UPWP continue to reflect all transportation planning activities in the MPA regardless of how they are funded?

Yes

37. To what extent have regionally significant corridor studies been conducted in the MPA over the last four years? What studies, if any, are anticipated in the future?

Neither new studies in the past four years, nor any planned.

38. Are sub-area and corridor studies conducted in a manner so that planning decisions and analyses may be carried through to the project development and environmental review processes?

The most recent sub-area study included a Planning & Environmental Linkage (PEL) Study.

39. Since the 2009 Certification Review, have there been any changes made to the OTO process for developing and submitting performance expenditure reports to the MoDOT?

No.

Long Range Transportation Plan

40. Discuss the OTO effort in 2011 to update the long range transportation plan (LRTP), entitled **Journey 2035 - The Plan**, including the involvement of the MoDOT and local member jurisdictions in the effort to comply with the requirements of 23 CFR 450.322.

OTO began development of Journey 2035 with a series of visioning sessions, in which local jurisdictions, interested agencies, and MoDOT were involved. These session provided background and educational information on the socioeconomics of the region, the various modes serving the region, and projections for the future. In addition to these visioning sessions, OTO conducted a series of public input sessions for each of OTO's member jurisdictions. During the planning process, the LRTP subcommittee (comprised of staff from member jurisdictions) provided input on goals and objectives, performance measures, weightings, project prioritization, and plan recommended strategies.

41. Does the Journey 2035 plan include performance measures that relate to the Plan's goals, objectives and project selection?

Yes.

42. Discuss how the strategies and investments of the Journey 2035 Plan continue the regions emphasis on preservation of the existing transportation system.

The plan goals include Operations and Maintenance as well as an evaluative component in the Transportation Advocacy and Needs Assessment Goal. The Performance Measures specifically call for limited growth in VMT, encouragement of other modes, and maintaining roads and bridges in good condition. Project prioritization gave Operations and Maintenance the highest weighting.

43. Is asset management utilized effectively (either formally or informally) throughout the region? What does OTO see as the appropriate role for the MPO in implementing regional asset management strategies (e.g. leadership, data support, performance monitoring, etc.)?

Asset management is done informally within the OTO. MoDOT has a pavement rating system, snow removal plans and performance measures. The City of Springfield and Greene County have maintenance goals which include resurfacing every road within x number of years. Remaining jurisdictions have pavement resurfacing programs. All jurisdictions have snow removal priorities. The CMS monitors congestion levels.

44. Describe the process for developing and selecting regionally significant projects for inclusion in the Journey 2035 Plan.

To prioritize the projects, OTO and the LRTP Subcommittee developed a set of prioritization criteria based on the Goals which had been set within the Plan. Under each goal, a set of measurable criteria were selected. Each overall goal was given a weight, while each criterion was assigned points. Projects were scored based on all of these criteria and weights.

Economic Development	
<i>Weight</i>	20%
Promotion of Economic Development	25
Strategic Economic Corridor	75
Total	100
	pts
Multi-Modal, Interconnected System	
<i>Weight</i>	10%
Removes Bicycle and Pedestrian Barriers	30
Freight Bottlenecks	20
Addresses Multiple Modes	30
Enhances Public Transit	20
Total	100
	pts
Quality of Life and Livability	
<i>Weight</i>	10%
Complies with OTO Major Thoroughfare Plan	40
Improves Access to or from Environmental Justice Block Groups	20
Complies with Ozone Flex Plan (Clean Air Action Plan)	40
	100
	pts

Operations and Maintenance	
<i>Weight</i>	35%
Level of Service	20
Daily Usage	25
Functional Classification	25
Truck Volume	10
Identified as a Currently Congested Corridor in CMP	10
Increases Availability of Real-Time Information to Transportation System Operators and Travelers	10
Total	100
	pts
Safety and Security	
<i>Weight</i>	25%
Safety Index	80
Safety Concern	10
Safety and Security Enhancements	10
Total	100
	pts

Once projects were prioritized, the potential list was compared against the available amount of funding. The results of this prioritization were compiled into a constrained and unconstrained list.

45. Describe how the financial plan demonstrates sufficient revenue for systems management, operations, and capital expenditures for the entire planning horizon of the Journey 2035 Plan.

Revenue was analyzed at the federal, state, OTO, and local levels with conservative growth rates applied as appropriate for each revenue source. Journey 2035 constrained the priority project list to account for only the revenue available.

46. Describe the OTO's process for developing this financial plan, including projected total state and local revenue, project cost estimates, and operations and maintenance costs.

OTO worked with MoDOT and local jurisdictions to determine revenue sources and rates of growth for those sources. These figures were applied to the years of the Plan – 2015 through 2035. Project cost estimates were based on completed design work and costs of similar projects. An inflation rate was applied to each project based upon its estimated year of implementation.

47. Does the Journey 2035 Plan include management and operations (M&O) strategies that are supported by specific goals and measurable objectives contained in the plan? What involvement does the operations community have in the development of these goals, objectives and strategies, and more generally, in the planning process?

Yes. The operations community was involved through the OTO LRTP Subcommittee and continues to be in contact with OTO staff regarding the operations needs in the OTO region.

Are these M&O strategies consistent with those contained in the OTO's Congestion Management Process (CMP)?

Yes.

48. How is the projected travel demand determined in the Journey 2035 Plan? How is the travel demand model used in the long-range planning and project selection process?

Travel demand was projected using OTO's Travel Demand Model. The data inputs were updated for Journey 2035. The constrained project list was analyzed to determine improvement upon the transportation network for 2035. This analysis also gave credence to the need to develop additional modes within the OTO region. OTO is continuing its efforts to maintain a current travel demand model and will have a new model ready for the next review of project priorities.

49. Discuss the environmental consultation and mitigation efforts delivered in the development of the Journey 2035 Plan. How is the Plan compared with State and local conservation plans and maps? How is the Plan compared to inventories of natural or historic resources?

Journey 2035 gives strong consideration to the natural and historic environment in the OTO region. The Missouri Department of Conservation and Department of Natural Resources were consulted in the development of this section of the Plan. The region's natural resources are described in the Plan in order to increase the awareness of the region regarding potential impacts on said resources.

50. What environmental mitigation policies, programs and/or strategies have been identified? What information has been assembled regarding the location and condition of natural resources that might be affected by the proposals outlined in the Journey 2035 Plan?

Journey 2035 seeks to ensure the awareness of natural and historic resources among MoDOT and OTO jurisdictions. The Plan includes information on the natural environment such as the area's Eco regions and endangered species, as well as information on cultural and historical resources such as historic register listings.

51. How is the distribution of benefits and impacts to different socioeconomic and ethnic minorities identified and measured? How are benefits and burdens across all socioeconomic groups examined in the modeling and planning performed in support of LRTP development and individual project development?

Journey 2035 provides instruction on how to assess and address projects which may have an adverse effect on disadvantaged populations. The Plan also visualizes these populations for the OTO region through a series of maps. Individual projects have been identified based upon their relationship to these populations.

52. Describe to what extent illustrative projects and corridor studies were utilized in the development of the Journey 2035 Plan to provide a more complete vision for long range transportation investment needs.

OTO conducted a comprehensive solicitation process for projects recommendations in the Plan. Though not every project was identified for funding, their importance to the transportation network continues to be valuable. An unconstrained project list of these projects were incorporated into the Plan. In the even additional funding is secured in the future, these vision projects remain available as a priority for completion.

53. Describe the OTO's level of involvement in the current MoDOT effort to update the Statewide LRTP.

OTO staff, Board and committee members, and member jurisdictions have been kept aware of the ongoing effort to update the Statewide LRTP. There have been additional opportunities for input, in which OTO has participated, including a visioning session and requests for project and spending priorities.

54. To what extent does the development of the MoDOT Statewide LRTP affect the OTO long range transportation planning process in the Springfield region?

MoDOT's continued outreach efforts provide a more complete picture of public needs and desires for the area's transportation system. The development of priorities for the statewide system affects how statewide funding is spent within the OTO region and its surrounding roadway and multimodal networks. These priorities have a contributing influence on the continued planning process in the OTO region and will be considered with the next update of the OTO LRTP.

Transportation Improvement Program (TIP) and Programming

55. What is the process for ensuring that the projects in the TIP are consistent with the OTO LRTP and the Statewide LRTP?

Applicants are asked to list the LRTP number on the electronic TIP submittal.

56. Please discuss the criteria used to determine which projects will be included in the TIP and how projects are prioritized and selected?

Each funding type has its own application and process for selection including criteria. Projects are scored and recommended for approval by various subcommittees including enhancement, transit, etc.

57. Please discuss how the OTO staff, member agencies, the MoDOT, and the City Utilities collaborate on the development of the TIP, including the programming decisions of the MoDOT.

MoDOT has been given a list of Regional Priorities from which to consider when making investment decisions. CU requests available funding through an application process. Local agencies are given opportunities to request projects as needed.

Please discuss potential improvements that can be made to this process. What barriers exist in implementing these improvements?

We feel that we are all communicating effectively to program projects.

58. Describe the specific types of projects, if any, that fall outside the OTO project evaluation and selection processes.

We do not select nor evaluate maintenance, bridge or pavement improvement projects.

How does the OTO ensure consistencies between the Journey 2035 Plan and these types of projects submitted by member agencies?

We utilize the financial projects for maintaining the transportation infrastructure as provided by MODOT and focus our efforts on those projects which improve safety and reduce congestion.

59. Does the TIP document the demonstration of fiscal constrained by year? What assumptions does OTO staff use for revenue projections?

Yes. We utilize MoDOT and CU projections for state and local funding. We ask the member jurisdictions for projections of local taxes. We make our own projections of sub allocated federal funding. We have assumed the same funding for the next four years.

60. Describe the TIP development process that facilitates the:

- Documentation of anticipated revenue estimates for the MoDOT, the local transit operator and local governments that have projects programmed in the TIP.

The agencies provide the estimates to OTO.

- Documentation of MoDOT and local project sponsor's estimates of annual costs to operate and maintain locally owned Federal-aid system roadways (existing & planned).

The agencies provide the estimates to OTO.

- Documentation of MoDOT and local project sponsor's project cost estimates, including how the calculations ensure that project costs are in year of expenditure (YOE) dollars?

The agencies provide the estimates to OTO. The STIP has built in YOE dollars. The local agencies are asked to use a 3% inflation rate.

61. What mechanism is used to ensure project cost updates from completed environmental review documents, mega project cost plans, and final designs are included in the LRTP and TIP?

We update the TIP annually to include updated project costs.

62. Please discuss any current or possible future innovative financing techniques or programs for the Springfield metropolitan planning area.

Christian County has a State Infrastructure Bank loan for an interchange improvement project in FY 2014 and 2015

63. What process is used to ensure that projects utilize the federal funds in the year for which they are programmed? Over the past three years, what percentage of projects in the TIP actually advanced to construction?

The programming data form used by MoDOT verifies the programming information. OTO adopted MoDOTs reasonable progress policy. The percentage is not tracked.

64. MoDOT design/scoping project is for design work through 30% design and the completion of the NEPA determination. MoDOT design/scoping projects are shown in Section Three of the MoDOT STIP. How are the MoDOT design/scoping projects shown in the TIP?

They are incorporated in the project pages with all other projects.

65. Discuss the procedures for processing TIP amendments. Discuss the procedures for administrative modifications. How prevalent is the use of administrative modification?

The TIP amendment process requires a recommendation from the Technical Committee to the Board of Directors. A 15 day public comment period is also required. An administrative modification is processed by staff with notice given to the TPC and Board. We do five to ten administrative modifications per year.

66. What is the process for ensuring MoDOT, LPA and City Utilities sponsored “rollover projects” are included in the updated TIP?

We ask all project sponsors to provide a status update on projects. One option is reprogrammed to the next fiscal year, which will precipitate a rollover.

67. Discuss what changes, if any, since the 2009 Certification, have been made to the process for producing the Annual Listing of Obligated Projects.

None

To what extent, if any, has OTO considered the utilization of visualization techniques to enhance the effort to transmit project delivery information to implementers and/or the general public?

We used visualization techniques in the LRTP. We have a new online searchable map for the TIP.

68. Discuss OTO procedures to distribute and program sub allocated Surface Transportation Program (Urban) funds.

Funds are programmed based on needs. Needs are identified within the constrained project list and are further refined within the Regional Priority Project List. All projects utilizing STP-Funding come from these lists. However in order to ensure a balanced geographical distribution each jurisdiction is allocated a percentage based on population to use on the specified projects.

69. How does the OTO ensure continued private sector involvement in the transportation planning and project development processes?

OTO and MoDOT sit on the Springfield Chamber of Commerce transportation committee to specifically maintain involvement with the private sector.

Discuss any efforts to develop public-private partnerships for any transportation projects.

We have had several partnership projects recently including:

Eastgate relocation - contract with City, County, MoDOT and Developer.

National and JRF - Cox Health contributed to the project.

Evans Road - Did Mercy contribute?

Route 60 and NN/J - working with Keltner family (developers) for ROW donations

Employer portals on OzarksCommute.com

70. Please describe the extent that MoDOT/OTO collaboration and coordination reflects the opportunity for OTO staff to review and comment on the respective state programming processes.

MoDOT shares a copy of the SW District Draft STIP for OTO staff review.

Is the timing of the opportunity for OTO input at an early enough stage to allow for OTO's meaningful input prior to MoDOT's submittal of projects for inclusion into the TIP?

Yes

AIR QUALITY, CLIMATE CHANGE AND GREENHOUSE GAS REDUCTION

71. Describe the roles and responsibilities of all the organization responsible for air quality monitoring and analysis?

We are currently in attainment. OTO staff sits on the Ozarks Clean Air Alliance which monitors Air Quality issues. We are currently participants in the EPA Ozone and PM2 Advance Programs.

72. Please describe any air quality issues your planning area is facing.

Monitoring Ozone and PM2 for possible non-attainment.

73. Has the OTO assessed the implications of climate change and determined any adaptation measures. If so, please describe any specific changes to infrastructure design, changes to operations, maintenance, etc.

No.

74. What assessments, policies, strategies, or targets has the OTO taken to address reductions in greenhouse gas (GHG) emissions?

OTO recognizes the impact of declining air quality. Much effort has been put into addressing ozone and PM2.5 in the region. OTO has signed-on as a partner with the City of Springfield and the Ozarks Clean Air Alliance's 15-county membership for EPA's Ozone Advance and PM Advance Programs. This participation only solidifies the efforts which have been already ongoing in the region. The effects of these activities further results in the co-benefits of reduced GHG emissions. OTO-related activities include improving the efficiency of the transportation network, thereby reducing congestion and idling, which negatively impact air quality. This efficiency is achieved by managing operations, improving transit, bicycling, and pedestrian modes, as well as additional roadway network improvements. This is coupled with travel demand management to reduce vehicle-related emissions.

TRANSPORTATION SYSTEMS MANAGEMENT

75. Discuss the status of the OTO's Congestion Management Process (CMP) for the Springfield region.

The last monitoring report was adopted in 2012. A draft is being developed for completion this year to monitor congestion.

76. Discuss how the region measures congestion.

We look at four areas; v/c ratio, accident rate, travel speed, and intersection los

What data sources are used to identify areas of congestion? Who collects and analyzes this data? Is this data shared with others?

Staff at the Traffic Management Center and at MoDOT headquarters collects and transmits data to OTO. OTO analyzes the data.

77. Discuss how the CMP affects planning and investment decisions, including how the CMP leads to the development of programs and projects contained in the RTP and TIP.

The CMP has identified areas of congestion. These areas are considered when planning for new projects for the TIP. The LRTP incorporated the CMP into the planning process.

78. What performance measures has the MPO established to monitor the transportation system in the region? What are the existing and future data needs for these 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

Data needs include vmt, census data, sidewalk data, crash data, transit data, housing data, travel time data, road condition data, bridge condition data, and air quality data.

79. How is the effectiveness of CMP efforts documented?

Through a monitoring report every three to five years.

What monitoring systems are being developed to provide a framework for additional effectiveness evaluation?

No new ones at this time.

80. Describe to what extent Management and Operations (M&O) strategies are identified in the Journey 2035 Plan.

The LRTP calls for support of increased transportation system management strategies.

How are these M&O strategies advanced and implemented throughout the planning or project development processes?

The TMC operations costs are primarily staffing. This cost is both in the TIP and the LRTP. While we are cognizant of the development of new technologies they are looked at on a case by case basis as all projects are. The benefit of having staff dedicated to transportation system operations and management is that they are always looking for better and new ways to improve system operations and fully incorporated into our committee structure.

81. Describe the updates to the Springfield region Architecture that have been completed since the 2009 Certification Review.

A new architecture was completed in July 2010.

82. In what ways does the ITS Architecture continue to add value in guiding investment decisions and/or fostering integration and interoperability? Please provide the Review Team an electronic copy of the existing ITS Architecture.

The ITS architecture has outlined phases. We have completed all phases in the City of Springfield. The next phases include other surrounding cities. Currently, we examine the possibility of continuing fiber connections as new expansion projects are planned. The ITS architecture is only available in CD format and will be mailed.

TRAVEL DEMAND ANALYSIS

83. Who is responsible for travel forecasting at the MPO? What modeling package is used for travel forecasting? Provide a brief overview of the status of the OTO travel demand model.

We use consultants to build and run the model. We currently use TRANSCAD. We have hired new consultants to develop a new model and are still undecided on the platform. The new model is slated for completion in June 2014 and work has not yet begun.

84. Does the OTO organizational structure include a technical committee to review planning assumptions for land use and/or forecasting methods?

Yes

85. Has the OTO convened a peer review or other independent assessment of their travel forecasting methods, since the 2009 Certification Review?

No. We have decided to develop a new model.

86. To what extent are the OTO modeling results for regionally significant projects utilized by implementing agencies in project development and environmental review processes?

The model is used in the development of subarea models for significant projects.

87. Does OTO share their model files outside the MPO structure?

Yes, we share the files upon request. And have frequently given the files to consultants.

PUBLIC PARTICIPATION

88. Describe to what extent the current Public Participation Plan (PPP) identifies goals and the description of explicit procedures, strategies, and desired outcomes for the ten listed areas called out in 23 CFR 450.316 (a).

The PPP outlines goals and strategies to comply with 23 CFR 450.316

89. Describe how the PPP update effort, completed in December 2009, was developed and delivered in consultation with all interested parties.

OTO maintains an interested party list. Parties from this list were contacted for input in the update.

90. What opportunities are provided for public participation at key decision points in the planning, programming, and project development phases of transportation decision making? How is the process managed and updated to meet the changing needs of communicating with the public and their expectations for active involvement?

The PPP describes each planning product and the public involvement requirements. The plan is a basic framework. In the event we receive significant public comment on a project, we adapt our procedures to accommodate any desire for input.

91. Describe how the public involvement process proactively seeks out and addresses the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households.







Our interested party list specifically includes representatives from minority churches and organizations. We advertise in free publications and provide media notices. We also post notices in the buses.

92. How does the public participation process demonstrate explicit consideration and responsiveness to public input received during the planning and program development process? Specifically, in what instances have comments raised through public participation resulted in changes to policy, plans, programs or projects?

In 2010, the public was opposed to a proposed change in the Major Thoroughfare Plan. After many committee hearings in which public input was considered, the road was not placed on the plan.

93. How is public participation evaluated internally and externally? What is considered “successful” public participation?

The PPP include the following performance measures. Meeting the considerations below is considered successful public comment.

Performance Measures	Considerations
Reach 	1. Public's awareness of OTO (logo, office location, media, radio, etc.) 2. The public's familiarity with OTO's role and publications 3. Effectiveness of methods to get <i>informed</i> (mail, e-mail, website, etc.) 4. Effectiveness of methods to get <i>involved</i> (meetings, focus groups, surveys, website, boards, commissions, etc.)
Access 	5. Provide timely information to allow the public to review plans, give comments and attend meetings 6. Convenience of meetings at a given time and location (e.g. meetings held at a central location and in neighborhoods where affected people live) 7. Ability to access OTO's publications (internet, library, OTO's office, etc.)
Effective Communication 	8. OTO products and presentations use effective visualization techniques to help the public conceptualize the material presented 9. Material presented on meetings is relevant 10. A quality discussion takes place on meetings
Input 	11. Create a number of opportunities for participants to give their input during comment periods, meetings and other activities (public speaking, surveys, comment cards, etc.) 12. The public understands why, how and when to participate?
Impact 	13. Public concerns are addressed, questions are answered and comments are taken into consideration
Diversity & Equity 	14. Outreach to diverse populations (citizens, interest groups, governmental organizations/ stakeholders from a wide geographical area/ demographical diversity by age, race, income and gender) 15. Inclusion of traditionally underrepresented groups (racial/ethnic minorities, the elderly, low-income households, persons with Limited English Proficiency, and persons with disabilities)

Title VI and ADA

94. Please provide a demographic profile of the MPA that includes identification of socio-economic groups and protected populations traditionally underrepresented in transportation decision making processes.

The LRTP has a demographic profile of the metropolitan planning area identified and the locations of protected populations in the planning process.

http://www.ozarkstransportation.org/Documents/OTO_Journey2035_Chapter3_RegionalTrends.pdf

95. Has the OTO planning process determined and measured the impact of projects on the identified locations of low-income and minority populations?

The identified populations are considered in project development for all projects. Page 146 of the LRTP identifies projects that will have a significant impact on these populations.

Explain how the technical resources (models, GIS, databases and analysis, etc.) are used for Title VI-related planning and analysis.

Maps are developed using GIS data for Title VI-related planning and analysis.

96. What strategies and efforts, including the development of goals and measures, has the OTO planning process developed for ensuring, demonstrating, and substantiating that the multimodal system access and mobility performance improvements in the Transportation Plan, TIP, and underlying planning process, comply with Title VI and related requirements.

Title VI compliance is built into the planning process at OTO in terms of planning, planning products and goals and strategies.

97. As per the Environmental Justice requirements, how has the OTO sought to seek out and consider the needs of those traditionally underserved by transportation systems (such as low income, minority households, or limited English proficiency persons) that may face challenges accessing employment and other services?

OTO has outlined the Title VI populations for the LRTP and the CU Title VI plan. They are considered in planning for transportation projects and transit routes.

98. Discuss how the planning process has demonstrated sensitivity to the unique transportation needs of the elderly and disabled.

All notices include a means to request special accommodations.

99. Have there been any Title VI or ADA complaints regarding the MPO or the transportation planning process?

No.

What is the Title VI reporting process?

We submit a report to MoDOT every 6 months

100. To what extent does OTO's current formalized Title VI Policy include the documentation of the outlined roles and responsibilities for prompt processing and disposition of Title VI complaints received by OTO in connection with all projects (local and MoDOT sponsored).

It is defined in the policy.

101. Please discuss significant ADA issues in the metropolitan area. How has the planning process been utilized to implement ADA requirements and address these issues?

There are a significant number of sidewalks which need upgrading or built. The TIP is used to program projects in order of need. Glenstone, Kearney and Campbell have been identified as first tier improvements. Other first tier improvements include sidewalks near transit stops.

102. To what extent has the OTO evaluated the regional transportation system to ensure that services are accessible to persons with disabilities.

No specific evaluation has been made. However, we consider sidewalks with every project.

FREIGHT DEVELOPMENT / MOVEMENT OF GOODS AND PEOPLE

103. How has the OTO identified the transportation planning link between freight and economic development opportunities for the area per 23 CFR 450.306(a)? How have these planning factors been documented within the MPO planning products (e.g., TIP, MTP, UPWP, etc.)?

The LRTP specifically identifies freight movement as a priority for the region. The TIP specifically lists needed at grade rail crossing improvements.

104. Has the OTO developed a "freight contact" list for purposes of encouraging freight shippers and providers of freight transportation services a reasonable opportunity to participate as part of the metropolitan planning process per 23 CFR 450.316(a)?

Yes.

105. How does the OTO consider and evaluate land use and freight-oriented developments within their metropolitan planning area?

We have not had the opportunity to date. We do look at rail and road improvements.

106. How is the freight community engaged in the planning process, particularly in the development of the transportation plan and TIP?

A representative from BNSF sits on the Technical Committee.

Is the involvement of the freight community in the planning process a sustained, ongoing collaborative effort?

Yes.

107. What have been some of the outcomes from the participation of the freight community in the planning process? Who specifically has participated? What are some of the lessons learned?

BNSF has participated in efforts to improve the railroad connections while improving downtown livability through rail line relocation.

LIVABILITY AND SUSTAINABLE COMMUNITIES

108. To what extent does the OTO coordinate land use or other infrastructure plans, policies, and strategies throughout the region?

We monitor local land use plans for coordination with the LRTP.

What other non-transportation factors (housing, tax policy, education, other infrastructure, etc.) are the most critical development variables that the OTO monitors for the region?

We monitor housing growth through building permit data collection.

109. Discuss initiatives to reach beyond the usual stakeholders and interest groups that are concerned with housing, public health and fitness, water resources, or other “non- traditional” transportation issues, programs, or activities.

OTO sits on the Healthy Living Alliance which seeks to incorporate public health and fitness with transportation. OTO also sits on Ozarks Greenways Technical Committee, the Sustainable Transportation Advocacy Team, and the Springfield Bicycle Committee.

110. Discuss any regional programs or policies supporting context sensitive solutions, complete streets, or similar approaches to transportation corridor planning and design.

The Major Thoroughfare Plan outlines sidewalks and bicycle lanes provisions. The City of Springfield has a downtown boundary in which context sensitive solutions are applied.

111. Has the MPO applied for, or considering applying for, funding for the livability initiative, such as the DOT TIGER funding program, FHWA and FTA competitive funding programs (i.e. FTA’s State of Good Repair and TIGGER programs), HUD Regional Sustainable Communities grants, EPA Smart Growth grants, or other Partnership for Sustainable Communities grant program? Please discuss any applications or initiatives.

We have applied for TIGER two times, CU has received a State of Good Repair Grant. The grant deadlines are too tight to give us ample time to put together a solid TIGER application. The 10 million minimum is very large for a community of this size as well.

SELF - CERTIFICATION

112. What process/procedures are used to self-certify the planning process?

A specific agenda item is provided to the Board and then the self-certification is adopted.

113. What educational efforts, background information, guidance or documentation is the policy board provided to help them understand the meaning of self-certification in regard to the various Federal laws and requirements?

The Board is given an explanation sheet with background information regarding the self-certification.

STATUS OF RECOMMENDATIONS FROM PREVIOUS REVIEW

114. Please discuss the implementation status of each of the recommendations presented in the 2009 Federal Certification Review Final Report.

1. During the on-site review closeout session, the Review Team recommended that the OTO take timely steps to finalize its effort to update Memorandum of Understanding (MOU) agreement between OTO, the Missouri Highway Transportation Commission (MHTC) and local transit operators. It is noted that a new MOU agreement was approved by the OTO Board of Directors on December 7, 2009.

Response to recommendation # 1. This process was completed in December of 2009.

2. The OTO should develop an Indirect Cost Allocation Plan (ICAP). The MoDOT and the FHWA Missouri Division should provide follow-up technical assistance to OTO regarding the billing of indirect transportation planning program expenses costs and OTO's development of an Indirect Cost Allocation Plan (ICAP).

Response to recommendation # 2. After extensive research and discussions, it was decided by MoDOT, OTO and FHWA that an indirect cost allocation plan was not required due to the singularity of funding and purpose of OTO.

3. The OTO should document the public involvement processes utilized by the various local public agencies in connection with their TIP project prioritization and selection process.

Response to recommendation # 3. OTO has included a certification statement on the TIP application for the local jurisdiction to sign that states "This project has been made available for public comment before submittal." Furthermore, OTO believes that the OTO TIP public involvement process meets the required public involvement process.

4. The OTO should program sub-allocated STP funds on the basis of the overall transportation needs of the Springfield regional area.

Response to recommendation # 4. This issue was reviewed and OTO feels that the funds are programmed based on needs. Needs are identified within the constrained project list and are further refined within the Regional Priority Project List. All projects utilizing STP-Funding come from these lists.

5. The OTO should take ownership of the functional classification process for the Springfield metropolitan planning area (i.e., OTO Board review and approve all changes). The review team

suggests that OTO develop with MoDOT, an OTO functional classification process that calls for the MPO's solicitation of recommended functional classification changes from MPO member agencies on an annual basis.

Response to recommendation # 5. OTO has implemented a functional classification process that calls for recommended functional classification changes from MPO member agencies on an annual basis. These changes will be reviewed and approved by the Board of Directors.

6. The OTO should redefine the Congestion Management Process (CMP) network.

Response to recommendation # 6. The draft Congestion Management Process has been amended to include a redefined network as recommended by FHWA.

7. The OTO should provide FHWA and FTA (ONEDOT) a CMP Phase III implementation schedule.

Response to recommendation # 7. The CMP Phase III schedule has been provided to FHWA and was completed in 2010.

8. The OTO should place more emphasis on improving the linkage between future land use and the population and employment forecasts. Techniques for consideration include OTO's facilitating the development of an inventory of the metropolitan planning area's existing land uses and OTO's coordinating the formulation of a regional land use planning effort.

Response to recommendation # 8. OTO has been collecting data from the U.S. Census, State of Missouri, local jurisdictions, and the Chamber of Commerce to better forecast development and employment trends in the region. Land use planning is completed at the local level and OTO considers those plans in the development of the long range transportation plan.

9. During the on-site review closeout session, the Review Team recommended that the OTO take timely steps to finalize its effort to develop and adopt the Public Participation Plan (PPP). It is noted that a PPP was approved by the OTO Board of Directors on December 7, 2009.

Response to recommendation # 9. The update to the Public Participation Plan (PPP) is complete and was adopted by the Board of Directors in December 2009.

10. The OTO needs to formulate and adopt a process for implementing Annual Title VI reporting requirements per Section 14(i) of the Annual Planning Grant Agreement and in compliance with annual data collection and reporting requirements subject to Title VI of the Civil Rights Act of 1964 and implementing federal regulations (23CFR 200.949, 49 CFR 21.9 (9)).

Response to recommendation # 10. OTO has requested guidance from MoDOT on how best to report this information. OTO has submitted to Mr. Stefan Denson, Senior Civil Rights Specialist, External Civil Rights, the annual reporting form supplied to OTO.

11. The MoDOT Freight Program Coordinator should develop an enhanced Freight Movement partnership with the OTO and add more emphasis on integrating freight movement into the Springfield metropolitan area transportation planning process. We encourage OTO to utilize the FHWA's Freight

Development Program (www.ops.fhwa.dot.gov/freight/fpd/) as a package of tools to assist integrating freight movement into the planning process.

Response to recommendation # 11. OTO updated the Long Range Transportation Plan and considered FHWA's Freight Development Program as part of this update.

12. The OTO should educate all jurisdictions regarding their need to consider bicycle transportation facilities and pedestrian walkways accommodations in conjunction with all new construction and reconstruction of transportation facilities. OTO should also consider requiring project sponsors to provide explanation should such facilities be absent from the project.

Response to recommendation # 12. OTO requires all jurisdictions to submit information on how the proposed project complies "with the Comprehensive OTO Area Bicycle and Pedestrian Plan." OTO also has a standing Bicycle and Pedestrian Advisory Committee that is utilized to educate jurisdictions regarding their need to consider bicycle and pedestrian accommodations in conjunction with all new construction and reconstruction of transportation facilities.

OPTIONAL ADDITIONAL COMMENTS

115. Please provide any additional comments for consideration during the Certification Review.

None

TAB 6

BOARD OF DIRECTORS AGENDA 10/17/2013; ITEM II.E.

Cost Of Living Adjustment Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The request is for a 1.7 percent cost of living adjustment for the employees of the OTO beginning November 1, 2013. This request is based upon the Social Security Administration 2013 Cost of Living Adjustment.

Other entities giving COLAs in 2013:

City of Springfield-1.5 %

Springfield Public Schools-1%

Missouri State University-2%

City of Nixa- 2%

City of Moberly-1%

Owensville-1.7%.

City of Union-2%

City of St. John-3%.

OTO FY 2013-2014 Budget Ramifications

Salaries	\$3,007.30
Retirement	\$420.92
Payroll Taxes	\$218.92
Total	\$3,646.67

The current salary line item can remain within budget with the COLA increase. Vacant intern positions have lowered the year to date salary expenditures.

EXECUTIVE COMMITTEE RECOMMENDATION:

The Executive Committee recommended approval to the Board of Directors at the September 19, 2013 meeting.

BOARD OF DIRECTORS ACTION REQUESTED

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

“Move to approve that a 1.7 percent Cost of Living adjustment be approved for the employees of OTO, beginning Nov. 1, 2013.”

OR

“Move to approve a _____ percent Cost of Living adjustment be approved for the employees of OTO, beginning Nov. 1, 2013.”

OR

“Move to send request back to Executive Committee to consider the following...”



News Release

SOCIAL SECURITY

Social Security Announces 1.7 Percent Benefit Increase for 2013

Monthly Social Security and Supplemental Security Income (SSI) benefits for nearly 62 million Americans will increase 1.7 percent in 2013, the Social Security Administration announced today.

The 1.7 percent cost-of-living adjustment (COLA) will begin with benefits that more than 56 million Social Security beneficiaries receive in January 2013. Increased payments to more than 8 million SSI beneficiaries will begin on December 31, 2012.

Some other changes that take effect in January of each year are based on the increase in average wages. Based on that increase, the maximum amount of earnings subject to the Social Security tax (taxable maximum) will increase to \$113,700 from \$110,100. Of the estimated 163 million workers who will pay Social Security taxes in 2013, nearly 10 million will pay higher taxes as a result of the increase in the taxable maximum.

Information about Medicare changes for 2013, when announced, will be available at www.Medicare.gov. For some beneficiaries, their Social Security increase may be partially or completely offset by increases in Medicare premiums.

The Social Security Act provides for how the COLA is calculated. To read more, please visit www.socialsecurity.gov/cola.

###

NOTE TO CORRESPONDENTS: A [fact sheet](#) showing the effect of the various automatic adjustments is attached.

TAB 7

Springfield neighborhoods' 'walkability' assessed by students

Written by Katie Lamb

Sep. 23, 2013 5:51 AM |

news-leader.com



Evangel students Paola Johnson (left), 20, and Bethany Ruttan, 21, mark off items on a checklist as they survey Pacific Street as part of The Walkable Neighborhood Project.

Evangel students Paola Johnson (left), 20, and Bethany Ruttan, 21, mark off items on a checklist as they survey Pacific Street as part of The Walkable Neighborhood Project.



Evangel students Paola Johnson (left), 20, and Bethany Ruttan, 21, mark off items on a checklist as they survey Pacific Street as part of the Walkable Neighborhood Project.

More than 400 Missouri State University students kicked off the Walka

Neighborhood Project on Saturday and assessed 11 Springfield neighborhoods for how safe, pleasant and easy it is to walk through the areas.

Armed with clipboards and checklists, volunteers wearing bright green shirts paired up and fanned out to determine “walkability,” including how easy it would be for someone with a disability to get through the neighborhood and how convenient stores are for senior citizens.

Kathy Nordyke, director of MSU’s citizenship and service-learning office, said the project was initiated by the City of Springfield and the Healthy Living Alliance. Nordyke coordinated the effort, and students will continue the project until all of the 24 identified neighborhoods have been assessed.

“This project reaches across all academic areas and coursework and really gives our students an opportunity to engage in community-based problem solving,” Nordyke said.

Evangel University students and members of High Street Baptist Church also evaluated neighborhoods. The volunteers met at MSU’s student union Saturday morning, where they received training on how to accurately assess the streets they were assigned to.

By 10:30 a.m., volunteers could be seen in several neighborhoods, such as Weller, Oak Grove, Sherwood and Woodland Heights.

Bethany Ruttan and Paola Johnson, both Evangel students, were assigned to six streets in the Weller neighborhood.

The students began near the intersection of Pacific Street and Rogers Avenue and looked for characteristics such as sidewalks, traffic, land use and other indicators of safety and walkability.

On Pacific, they marked the absence of a sidewalk and looked for other details, such as the amount of litter, parking options and the types of buildings lining the street.

In the Robberson neighborhood, three MSU students surveyed Garfield Street and East Avenue. As two filled out the checklist, Emma Acker took photos with her phone of the sidewalk conditions, which will also be submitted for the project.

Student Katie Harrison said there are neighborhoods in Springfield that need improvement but are overlooked.

“Hopefully, this will give them more attention,” Harrison said.

Nordyke said the students returned Saturday afternoon with positive experiences from being out in the community, and future students will continue the project over the next couple of years.

The Healthy Living Alliance and partners will use walkability information gathered to help Springfield address barriers that currently exist to everyday walking, such as a lack of sidewalks, safety issues and traffic.

Councilwoman Cindy Rushefsky commented on the project in a press release, saying, “Not only are we going to get a better idea of what needs to be done to make our city streets and sidewalks safer and more user friendly, we’re also teaching students that they can be actively involved in making our city better.”

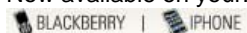
Nordyke said the project fulfills the university’s public affairs mission.

“This gives our students an opportunity to have a voice in making a difference in neighborhoods so that they are healthy communities.”



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Tuesday, September 03, 2013

TIGER V grants on tap for six rail projects, congressmen say

Six freight- and passenger-rail projects will receive Transportation Investment Generating Economic Recovery V (TIGER V) grants from the [U.S. Department of Transportation](#), a number of congressmen announced on Friday.

- In Missouri, Sen. Claire McCaskill (D-Mo.) announced the city of Kansas City will receive a \$20 million grant to build a two-mile streetcar line from the River Market area to the Crown Center/Union Station area, primarily by using the Main Street corridor.

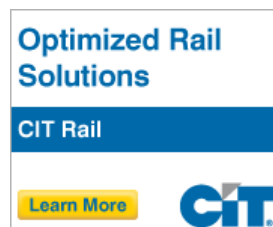
The line is slated to be operational by summer 2015. The TIGER V grant will cover about 20 percent of the project's cost, McCaskill said in a press release.

"This streetcar project will encourage housing, construction and business development in the city — and that will mean more jobs across the region," she said.

- In Illinois, Sen. Dick Durbin (D-Ill.) announced the city of Springfield will obtain a \$14.4 million grant to build one of eight underpasses for the 10th Street railroad consolidation project.

The \$22 million underpass would be built where Carpenter Street intersects tracks at 10th Street in Springfield. The city must complete complete design and engineering work by September 2014 or it risks losing the grant, according to Durbin.

In December 2012, the Federal Railroad



Administration approved the proposed relocation of [Union Pacific Railroad](#) and [Amtrak](#) tracks from Third Street to a [Norfolk Southern Railway](#) line along 10th Street. The consolidation would require construction of a second set of tracks for UP and Amtrak trains, a \$315 million project expected to take eight years to complete.

- In Maryland, Sens. Barbara Mikulski (D-Md.) and Ben Cardin (D-Md.), and Reps. Elijah Cummings (D-Md.), Dutch Ruppersberger (D-Md.) and John Sarbanes (D-Md.) announced the Maryland Port Administration (MPA) will receive a \$10 million grant to complete the Fairfield Terminal project at the Port of Baltimore.

The project involves the replacement of an obsolete and dilapidated wet basin in the port with a new 7.6-acre, rail-served cargo lay-down area at the terminal. The project will expand handling capacity at the marine terminal, improve rail access and increase intermodal flexibility for exports, according to the MPA.

- In Arizona, Rep. Ron Barber (D-Ariz.) announced Pima County will obtain a \$5 million TIGER V grant for a new an intermodal ramp at the Port of Tucson.

The project calls for building a ramp off UP's mainline so containers can be unloaded at the inland port and transferred to trucks or trains. The 780-acre port has invested about \$15 million to develop the project, including the addition of warehouses totaling 2 million square feet, said Barber in a press release.

"The Port of Tucson is Union Pacific Railroad's only intermodal ramp in Arizona," Barber wrote in the county's TIGER V grant application submitted in May. "The expansion of the port's current capacity to handle transloading to and from international ocean containers dramatically increases Arizona's competitiveness in overseas markets and distinguishes this project as one of regional significance."

- In Colorado, Sen. Mark Udall (D-Colo.) announced the town of Windsor won a \$2.7 million grant to establish two quiet zones.

"Train noise is a serious issue affecting communities throughout Colorado. It can deter economic development, hurt small businesses and reduce Coloradans' quality of life," Udall said in a press release. "This competitive grant will help Windsor work with the Federal Railroad Administration to reduce train noise and address this serious issue for the town."

- In New York, Sens. Charles Schumer (D-N.Y.) and Kirsten Gillibrand (D-N.Y.) announced the Port of Oswego will receive a \$1.5 million grant to upgrade infrastructure.



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The port plans to construct a roadway, embedded with heavy rail, connecting the main east Terminal to a six-acre open-storage area to accommodate both truck and rail traffic — nearly doubling the current storage and operation area — and construct two additional side tracks to increase rail-car storage capacity from 16 to 48 cars.





Posting as Sara Fields (Not you?)

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Albert Scott Ammon III · Littleton, Colorado
 We need TIGER grants to upgrade the line for Amtrak's Southwest Chief..
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Albert Scott Ammon III · Littleton, Colorado
 Thanks [Ken Hatridge](#) I'm a member of the Colorado Rail Passengers Association (Colorail at Colorail.org).
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Don Provencher · Gorham, New Hampshire
 ONE MIGHT KNOW THAT IT IS THE DEM FOLKS PUSHING TRANSP. PROJECTS AND NO SIGN OF HELP FROM THE REP'S/WHERE ARE THEY WHEN I COMES TO MOVING THIS COUNTRY FORWARD!
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 Noted. - These Grants are Interesting!
[Reply](#) · [Like](#) · [Follow Post](#) · September 9 at 7:49pm

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More news items from 9/3/2013

- [Sound Transit to receive \\$24 million in TIGER V grants](#)
- [Indiana port lets contract for rail loop work](#)
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Home » Federal » Five Things You'll Want to Know about USDOT TIGER V

Five Things You'll Want to Know about USDOT TIGER V

Posted on September 5, 2013 by Larry Ehl

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22

Wondering which modes, states, and projects got the most TIGER V funding? We've got the answers. USDOT announced that 52 projects in 37 states are splitting the \$474 million approved by Congress.

If you're new to TIGER, here's the lowdown. TIGER is program in which projects are awarded grants according to an objective set of criteria (set mostly by Congress). This contrasts to earmarks which were more susceptible to selection based on political reasons. TIGER is popular among communities and public agencies because it is one of the few remaining transportation grant programs that provide sizable dollars and funds multi-modal projects. Rural communities, often outgunned by their urban counterparts in lobbying, compete only against themselves, and communities with little political clout can still have a shot at funding.



Here are five things you'll want to know about the latest TIGER round.

1. Which modes received the most TIGER V funding? Transit and freight projects were the biggest winners in USDOT's TIGER V competitive grant program, taking roughly 55% of the \$474 million awarded.

This is based on our very rough analysis (i.e., looking at the project titles). See the project list below for how we categorized the projects, and feel free to let us know of any corrections.

- Transit/Rail (16 projects): \$176,414,257
- Freight (14): \$103,610,173
- Roads (9): \$57,642,885
- Bike-Ped (7): \$70,731,090
- Complete Streets (6): \$49,448,595

2. Which projects received the highest TIGER V awards? The top five were all city projects. In fact, nearly all of the awards went to cities, counties, or ports. Few grants went to State DOTs.

- Kansas City, MO: \$20,000,000 for the Kansas City Downtown Streetcar
- Atlanta, GA: \$18,000,000 for the Southwest Atlanta BeltLine Corridor Trail
- Rochester, NY: \$17,700,000 for the Inner Loop East Reconstruction
- Fresno, CA: \$15,924,620 for the Fulton Mall Reconstruction

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3. Which states received the most TIGER funding? No real surprises here.

- Florida: \$35,621,020
- Texas: \$31,640,043
- California: \$31,424,620
- New York: \$25,727,000
- Washington: \$24,000,000

4. Rural projects win again. USDOT was required by Congress to allocate at least \$120 million to rural projects; 25 such projects are splitting \$123.4 million. The green dots on this map represents rural TIGER V grants:



5. TIGER V barely moves the needle in funding transportation projects. In this round, USDOT received 585 applications from all fifty states (and DC, Puerto Rico, Guam and American Samoa) requesting more than \$9 billion. Here's how TIGER 2013 matches up against previous rounds, in terms of number of applications and total funding requested:

- TIGER 2013: 568 applications received, requesting \$9 billion.
- TIGER 2012: 703 applications requested \$10.2 billion; 47 grants were awarded and split \$500 million.
- TIGER 2011: 848 applications for \$14.29 billion; 46 grants split \$511 million.
- TIGER 2010: 1700 applications for \$54 billion; 75 grants split \$583.7 million.
- TIGER ARRA: 1400 applications for \$60 billion; 51 projects split \$1.5 billion.

The number of applicants has been dropping with every round, which we find very curious. A number of early-round applicants tell us they got discouraged, and the amount of work to complete an application is overwhelming. We say it's worth reconsidering for two reasons. First, the odds for success are higher now compared to early years as there are fewer applicants and perhaps the most compelling projects have been funded. Second, most of the information for the application can be copied from the previous application; there shouldn't be too much new information required.

Lastly, USDOT has been criticized by many Republicans and a few Democrats (many from states or districts with unsuccessful TIGER applicants) for a lack of transparency in the selection process. The nonpartisan U.S. Government Accountability Office investigated and found that the "[TIGER Program] Could Benefit from Increased Performance Focus and Better Documentation of Key Decisions." Learn more from GAO's [2-page Highlights PDF](#) or the [60-page Report PDF](#).

USDOT has also been criticized for funding too many bike-ped and complete streets projects. We

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looked at the first two rounds of TIGER grants and found little evidence: [“DID TIGER II Spend Too Much on Bicycle-Pedestrian Projects?”](#)

The TIGER V award list, by mode (according to our opinion and your feedback):

State	Applicant Organization	Project Name	Mode	Funding
AL	City of Foley	Foley Transportation Regional Infrastructure Pedestrian System	Bike-Ped	\$4,728,507
CA	City of Fresno	Fulton Mall Reconstruction	Bike-ped	\$15,924,620
CA	Town of Truckee	State Route 89 Railroad Undercrossing	Bike-Ped	\$1,500,000
FL	Lee County Metropolitan Planning Organization	Lee County Complete Streets Initiative	Bike-Ped	\$10,473,900
GA	City of Atlanta	Southwest Atlanta BeltLine Corridor Trail	Bike-Ped	\$18,000,000
MA	City of Boston	Connect Historic Boston	Bike-Ped	\$15,523,700
MT	Missoula County	Missoula to Lolo Trail	Bike-Ped	\$4,580,363
AK	Village of Alakanuk	Alakanuk Community Streets Improvement	CompStreets	\$2,200,000
FL	Florida International University	University City Prosperity Project	CompStreets	\$11,397,120
IA	Winnebago County	Northeast Iowa's Livable Rural Communities	CompStreets	\$1,651,475
NC	City of Goldsboro	Goldsboro Main Street Revitalization	CompStreets	\$10,000,000
NY	City of Olean	Walkable Olean: Complete Street Transformation	CompStreets	\$6,500,000
NY	City of Rochester	Inner Loop East Reconstruction	CompStreets	\$17,700,000
AZ	Pima County	Port of Tucson: Container Export Rail Facility	Freight	\$5,000,000
CO	Town of Windsor	Great Western Freight Improvement	Freight	\$2,790,185
DE	Diamond State Port Corporation	Rehabilitation of Wharf Unit 1 (Berths 5/6)	Freight	\$10,000,000
IN	Indiana DOT	White River Freight Railroad Bridge Replacement	Freight	\$8,245,220
MD	Maryland Port Administration	Port of Baltimore Enhancements	Freight	\$10,000,000
ME	Eastport Port Authority	Eastport Breakwater Replacement	Freight	\$6,000,000
MN	Duluth Seaway Port Authority	Port of Duluth Intermodal	Freight	\$10,000,000
MS	Jackson County Port Authority	Port of Pascagoula Intermodal Improvement	Freight	\$14,000,000

NY	Port of Oswego Authority	Port of Oswego: East Terminal Intermodal Connector	Freight	\$1,527,000
OK	Oklahoma DOT	Erick to Sayre Freight Railroad Rehabilitation	Freight	\$1,831,000
OR	Port of Garibaldi	Port of Garibaldi Wharf Revitalization	Freight	\$1,474,761
TX	Port of Houston Authority	Port of Houston: Bayport Wharf	Freight	\$10,000,000
VT	Vermont DOT	Western Corridor Rail Rehabilitation	Freight	\$8,992,007
FL	Florida DOT	South Florida Freight & Passenger Rail Enhancement	Freight/Transit	\$13,750,000
AR	Arkansas DOT	Highway 92 Roadway Improvement and Bridge Replacements	Road	\$4,960,000
CO	Colorado DOT	Eisenhower/Johnson Memorial Tunnel Fire Suppression	Road	\$10,000,000
MN	Minnesota DOT	Minnesota Rural Roads ITS	Road	\$1,457,307
MS	Mississippi DOT	I-20 Mississippi River Bridge Rehabilitation	Road	\$4,250,000
NM	Taos Pueblo	Taos Pueblo Veterans Highway	Road	\$3,290,121
NV	Pyramid Lake Paiute Tribe	Pelican Point Roads	Road	\$2,949,513
RI	Rhode Island DOT	Apponaug Circulator Improvements	Road	\$10,000,000
SD	Oglala Sioux Tribe	Improvements to BIA Route 2	Road	\$8,777,960
VA	Virginia DOT	Delta Frame Bridge	Road	\$11,957,984
CA	San Diego Association of Governments	Pacific Surfliner Coastal Railway Bridges	Transit/Rail	\$14,000,000
CT	Connecticut DOT	State Street Station Expansion	Transit/Rail	\$10,000,000
IL	City of Springfield	Springfield Rail Improvements	Transit/Rail	\$14,400,000
IN	Indianapolis Public Transportation Corporation	IndyGo Electric Bus	Transit/Rail	\$10,000,000
MI	Michigan DOT	Kalamazoo to Dearborn Rail Improvements	Transit/Rail	\$9,383,036
MO	City of Kansas City	Kansas City Downtown Streetcar	Transit/Rail	\$20,000,000
NC	City of Raleigh	Raleigh Union Station Phase 1B	Transit/Rail	\$10,000,000
NH	New Hampshire DOT	New Hampshire Northcoast Rail Corridor Improvements	Transit/Rail	\$1,400,000

OK	City of Oklahoma City	OKC Intermodal Transportation Hub	Transit/Rail	\$13,591,178
PA	Southeastern Pennsylvania Transportation Authority	SEPTA-CSX Separation Project	Transit/Rail	\$10,000,000
TN	Nashville Metropolitan Transit Authority	Nashville Transit Signal Priority System	Transit/Rail	\$10,000,000
TX	Capital Metropolitan Transportation Authority	Moving Central Texas	Transit/Rail	\$11,337,989
TX	Sun Metro	Northgate Transfer Center	Transit/Rail	\$10,302,054
WA	Sound Transit	I-90 Two Way Transit and HOV	Transit/Rail	\$14,000,000
WA	Sound Transit	Tacoma Trestle Replacement	Transit/Rail	\$10,000,000
WY	Town of Jackson	Jackson Transit Facility	Transit/Rail	\$8,000,000

Posted in: Federal, Funding

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4 comments on "Five Things You'll Want to Know about USDOT TIGER V"

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Rebecca on September 6, 2013 at 7:13 am said:

I think this isn't an accurate breakdown of the bike-ped projects. In addition to Fulton, Foley, Missoula and Atlanta, I would describe the Connect Historic Boston trail, Boston, Olean's sidewalks and bike paths, Lee County sidewalks, and State Route 89's separated pedestrian tunnel as all primarily bike/ped projects. In addition, the FIU, Goldsboro, and Northeast Iowa projects are complete streets that primarily benefit bike/ped as well.

Also a number that you've listed as road projects should really be "complete streets". Describing something as a road project implies that it's primarily benefitting road users in vehicles, but a number of the projects are road diets – Rochester most notably.

Reply ↓



Larry Ehl on September 6, 2013 at 7:49 am said:

Thanks for the feedback Rebecca, I appreciate it. I'll take a look at your suggestions. I struggled with the categories: for example, bike-ped vs. complete streets. And "roads" can be a little tricky, as this improvements can sometimes benefit transit and pedestrians.

Reply ↓



Jef Nickerson on September 6, 2013 at 9:34 am said:

The Rhode Island project is not rail, it is a road project:

<http://www.gcpvd.org/2013/06/12/10-reasons-why-the-apponaug-circulator-is-not-ready-to-go/>

We also had a submission for funding for a streetcar in Providence which we did not win.

Reply ↓

Tell us what you think:

Your email address will not be published. Required fields are marked *

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September 16, 2013

News Release

For Immediate Release

City starts work on last two waterways projects funded by 2006 Parks Sales Tax

By spring of 2014, citizens will see needed improvements to two Ozark Greenways trails and waterways systems in south Springfield. Once those projects are complete, the funding source for waterways improvements in Springfield will have essentially dried up, said Todd Wagner, P.E., of the City's Public Works department.

On Sept. 3, Public Works began work on the last two waterways improvement projects funded by the voter-approved county-wide 2006 Parks Sales Tax – the Ward Branch and Nathanael Greene/Close Memorial Park projects. The tax sunset June 30, 2012.

The City can pull funding for future water quality projects from the 1/4-cent Capital Improvements Sales Tax funds, but it's not enough to fund much more than small-scale projects here and there, Wagner said.

One of the charges of the [Joint City-County Planning Task Force](#) is to find solutions for the challenge of funding needed water quality projects in the city and county, he added.

Ward Branch

The \$1.5 million [Ward Branch Stormwater and Greenway Trail Improvements Project](#), (pdf) a multipurpose project that includes stream bank stabilization to protect road embankments and improve water quality, will continue the development of the Ward Branch Greenway Trail.

The project will extend from Bradford Parkway and Independence on the east end to Republic Road just north of Twin Oaks Country Club on the west end. It will utilize existing structures at National Avenue and James River Freeway for bicycle/pedestrian underpasses. Connections will be made to the Bradford Office Park, Cox Medical Center and the neighborhood west of Cox.

Future work will extend the Ozark Greenways trail to the east to Fremont and to the west to the existing Ward Branch Greenways Trail in Shadowood Subdivision, providing a continuous trail to the Library Center on South Campbell. In addition, it will eventually connect to [the Link](#), a north-south bicycle/pedestrian route connecting other greenway trails, universities and downtown.

Stabilization of the banks of Ward Branch reduces the amount of harmful sediment that washes downstream through neighborhoods, into the James River and eventually to Table Rock Lake.

The project includes a projected \$1.3 million for construction and an additional \$200,000 for design costs. All properties were acquired voluntarily with no use of eminent domain. Flat Creek Excavating is the contractor for the project.

Nathanael Greene/Close Memorial Park

The \$1.1 million [Nathanael Greene/Close Memorial Park Spillway Enhancements Improvement Project](#) (pdf) includes stabilization and beautification of the spillway of Lake Drummond to address erosion. The project includes new water features and improvements to the South Creek culvert under Scenic Avenue, and to the South Creek Greenway Trail.

The project cost includes a projected \$900,000 for construction and an additional \$100,000 for design costs. Hartman Construction is the contractor for the project.

Both the Ward Branch and Nathanael Greene/Close Memorial Park projects involve the removal of a number of trees at each location. The City is preserving as many existing trees as possible, and will also improve the overall tree canopy along the future creek corridor. The City had professional tree canopy evaluations at both locations, which were used to guide final project design to minimize tree loss. Trees removed will be replaced at twice the loss rate at these sites or at other locations along Springfield waterways and public properties.

The estimated completion date for both projects is spring 2014.

Other waterways improvement projects completed with 2006 Parks Sales Tax funds are:


- [Doling Lake and Waterway](#)
- [Sequoiota Park](#)
- [Fassnight Park](#)

- [Dickerson Park Zoo](#)

For more information, contact: Todd Wagner, Principal Engineer, 417-864-1901 or Cora Scott, Director of Public Information & Civic Engagement at 417-864-1009 or cscott@springfieldmo.gov.

Department of Public Works

840 Boonville Ave., P.O. Box 8368, Springfield, MO 65801-8368
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Major Projects in Depth

Battlefield Road at Route 65 Diverging Diamond/Bridge Project

Project Map:
[Project map \(PDF\)](#)

Project

- Replace Battlefield Road bridge over Route 65
- Convert interchange to a Diverging Diamond Interchange design, which allows Battlefield Road traffic to make "free" left-hand turns onto Route 65
- Build a southbound and a northbound auxiliary lane on Route 65 to connect the Sunshine Street and Battlefield Road ramps.

Construction: Begins Fall 2014/Winter 2015

Project is a partnership between MoDOT, city of Springfield, Greene County and Ozarks Transportation Organization.

Give us your comments on this project!

*For more information, contact our Southwest District Office at 1 888 275 6636
Last updated: August 2013*

District Map



Traveler Information

[Traveler Map](#)[Ozarks Traffic](#)

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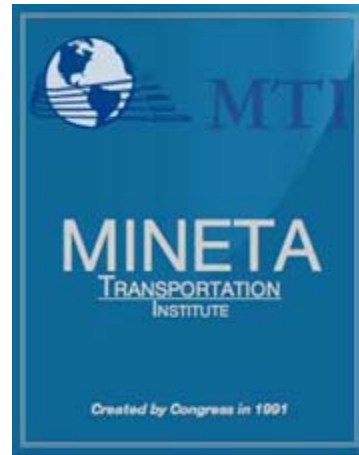
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**AMERICAN
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Americans' Support for Public Transportation

The survey America's Support For Public Transportation was conducted for The American Public Transportation Association (APTA) by the Mineta Transportation Institute (MTI).

Methodology

A total of 83,725 call attempts were made to complete the 1,501 surveys, with an average of 3.24 calls per completed survey. Of the 1,501 completed interviews, 54.5% were conducted with women and 45.4% with men. The age range of respondents was wide, with a minimum of 18 and a maximum of 95; on average, respondents were roughly 54 years old. The vast majority of respondents self-identified as white and more than half had a Bachelor's degree or higher (50.3%).

The Mineta Transportation Institute (MTI) is an organization established by Congress in 1991 as part of the Intermodal Surface Transportation Efficiency Act. One of the primary activities undertaken by MTI is conducting research in transportation policy and management issues. The Institute was interested in assessing the attitudes and opinions of US residents towards public transportation in their own communities and around the country. More specifically, MTI was interested in respondents' feelings toward current and potential future approaches to funding transportation projects. To collect the necessary data, MTI contracted with the Social Science Research Center (SSRC) at California State University, Fullerton.

Q1. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose the use of your tax dollars for creating, expanding, and improving public transportation in your community?

	2012	2013
Support	69.0	73.6
Oppose	25.4	24.6
Don't know	4.2	1.7
Refused	1.4	0.1

Q2. Every five years, the U.S. Congress reviews its spending priorities for transportation. All things considered, what do you believe Congress should do with the LEVEL of spending for public transportation? Should Congress significantly increase, slightly increase, slightly decrease, or significantly decrease spending for public transportation?

	2012	2013
Increase	61.1	66.1
Decrease	26.9	24.4
Don't know	9.9	7.7
Refused	2.0	1.8

I am now going to read you several statements. Please tell me if you agree or disagree with each one. (Questions 3-5 randomized).

Q3. As our country begins to recover from tough economic times, public transportation can be a solution and help pave the way to a stronger economy. Public transportation projects put Americans to work, revitalizing our communities.

	2012	2013
Agree	78.1	78.3
Disagree	16.6	18.4
Don't know	4.0	1.9
Refused	1.4	1.0

Q4. Public transportation provides affordable transportation options for people. It expands access to job and career opportunities, as well as to medical facilities and schools and colleges.

	2012	2013
Agree	83.4	87.8
Disagree	10.9	5.5
Don't know	4.5	1.6
Refused	1.3	1.1

Q5. Public transportation saves 4.2 billion gallons of gasoline that otherwise would have to be purchased from countries that may be unfriendly to America. Therefore, public transit reduces our dependence on foreign oil and transitions America toward a more energy efficient economy.

	2012	2013
Agree	70.8	72.4
Disagree	21.1	21.9
Don't know	6.0	4.9
Refused	2.1	0.8

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October 4, 2013

AASHTO Commuting in America Report Reveals New Modal Patterns and Trends

The American Association of State Highway and Transportation Officials this week announced that the first parts of [Commuting in America 2013](#) are now available online.

Commuting in America – a series of 16 briefs analyzing the evolving role of commuting, which accounts for 28 percent of the passenger miles traveled on America's roadways – examines the historical shift in employment from manufacturing and agriculture toward economic diversification and growth in service, information, and technology-related employment sectors. Its purpose is to help those in public policy, planning, research, and education better understand the patterns and trends in the nature of work and commuting that are influencing critical transportation policy issues and investment priorities.

"Commuters make up a large, dynamic, and evolving sector of the traveling public," said Bud Wright, AASHTO executive director. "Workers need dependable access to employment and businesses need access to both workers and customers. Transportation is the essential link that underpins the economic health of households, communities, and our nation as a whole."

This is the fourth in a series of Commuting in America reports published since 1987. The report was co-authored by Alan Pisarski, a transportation consultant who authored the three previous reports, and Steve Polzin, Ph.D., of the Center for Urban Transportation Research at the University of South Florida.

"Over the past 25 years, these reports have documented the story of the working years of the baby-boomer generation," said Pisarski. "Today we're finding that work related travel is being shaped by technological advances in IT and telecommunications, seven-days-per-week and 24-hours-per-day retail operations, and efforts by many employers to accommodate family-friendly work schedules. Decision makers can use this information to support sound decisions about future needs and investments."

Commuting in America 2013 is supported by the AASHTO Census Transportation Planning Products Program and carried out in conjunction with a National Cooperative Highway Research Program project that provided supporting data and analysis. For additional information and to download the briefs, go to traveltrends.transportation.org.

The first two briefs are now available for download:

Brief 1: Overview provides a summary of the development of the CIA 2013 series and establishes institutional context, objectives, importance, data sources, and products.

Brief 2: The Role of Commuting in Overall Travel presents national trend data on the relative role of commuting in overall person travel, and explores commuting as a share of trips, miles of travel, and travel time at the national level.

The remaining briefs will be available for download in the upcoming months. The briefs will include topics such as population and worker trends and dynamics; vehicle and transit availability; vehicle ownership and licensure levels; and the use of transit services, biking, walking, and carpool commuting options.

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

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Barry County

- **Route 39:** Replace deck on bridge over Table Rock Lake at Shell Knob (Complete: May 2013)
- **Route 76:** Chip-seal between Route 112 near Cassville and Barry/Stone county line near Cape Fair (Complete: Fall 2013)
- **Route 86:** Chip-seal between Route 76 and Route E south of Cassville (Complete: Fall 2013)
- **Route YY:** Chip-seal between Route 39 and end of state maintenance near Shell Knob (Complete: Fall 2013)
- **Route Z:** Chip-seal between Route 60 and Route 39 east of Monett (Complete: Fall 2013)
- **Route J:** Chip-seal between Route 86 and end of state maintenance near Golden (Complete: Fall 2013)



Barton County

- **I-49:** Build on- and off-ramps at 30th Road overpass south of Lamar to convert to interchange (Complete: Winter 2013)

Bates County

- **Route 52:** Replace bridge over Mulberry Creek near Amoret (Complete: Summer 2013)



Benton County

- **Route 7:** Resurface and add edge-line rumble stripes between Route PP in Tightwad and Route 65 in Warsaw (Complete: Fall 2013)
- **Route 65:** Resurface sections of older pavement between Main Street in Warsaw and Route 52 north of Lincoln (Complete: Fall 2013)
- **Route 83:** Resurface between Route 65 and Route MM in Warsaw (Complete: Fall 2013)
- **Route U:** Resurface between Benton/Pettis county line and Route 52 near Cole Camp (Complete: Fall 2013)
- **Route T:** Replace deck on bridge over Truman Lake near Lincoln (Complete: TBA)



Cedar County

- **Route 32:** Resurface and add edge-line rumble stripes between Route 245 west of Fair Play and Route 13 in Bolivar (Complete: Fall 2013)

2013 Construction Guide

Christian County

- **Route 14/Bus. 65 (Third Street):** Widen to five lanes and add turn lanes between the Finley River bridge and Church Street in Ozark (Complete: Summer 2013)
- **Route 65:** Replace northbound bridge over Farmer's Branch north of Ozark (Complete: TBA)
- **Route 65:** Repair deck on northbound bridge over Finley River south of Ozark (Complete: Summer 2013)
- **Route 160/13:** Resurface between the Greene/Christian county line north of Nixa and Reeds Spring Junction (Complete: Fall 2013)
- **Route 65:** Install interactive flasher at Routes BB/A north of Saddlebrooke (Complete: Summer 2013)
- **Route 14:** Chip-seal between Route 125 in Sparta and Route BB west of Ava (Complete: Fall 2013)
- **Route JJ:** Chip-seal between Route 125 at Linden and Route 14 near Sparta (Complete: Fall 2013)

Dade County

- **Route CC:** Replace deck on bridge over Stockton Lake east of Greenfield (Complete: Summer 2013)

Dallas County

- **Route 73:** Replace bridge over Coatney Branch north of Buffalo (Complete: Fall 2013)
- **Route 73:** Chip-seal between Maple Street in Buffalo and Route 54 north of Branch (Complete: Fall 2013)
- **Route F:** Replace deck on bridge over Greasy Creek south of Buffalo (Complete: Fall 2013)

Greene County

- **Route 160 (West Bypass):** Replace bridge over I-44, new traffic signals, widen ramps at interchange in Springfield (Complete: May 2013)
- **Route 13 (Kansas Exp.):** Convert interchange at Route 60 (James River Freeway) to Diverging Diamond Interchange and replace Kansas Exp. pavement north of interchange (Complete: September 2013)
- **Route 744 (Kearney Street):** Resurface, add/repair sidewalks, repair storm drain grates between Kansas Exp. and Glenstone Ave. (Complete: Fall 2013)
- **Route 125 -** Widen intersection at Route OO and add traffic signal in Strafford (Complete: Summer 2013)



2013 Construction Guide

- **Route 60 (James River Freeway):** Add third lane in each direction between Campbell Ave. and Kansas Exp. in Springfield (Complete: Fall 2013)
- **Route 160:** Build turn lanes at Hunt Road in Willard (Complete: Summer 2013)
- **Route 65:** Lengthen ramps at Evans Road interchange in Springfield (Complete: Fall 2013)*
- **Route 160:** Resurface and add edge-line rumble stripes between Farm Road 9 west of Ash Grove and Route 123 in Willard (Complete: Fall 2013)
- **Route 60:** Resurface between Glenstone Ave. in Springfield and Route B/VV in Rogersville (Complete: Fall 2013)
- **Route 60:** Resurface and improve sidewalks between Illinois Street and Route 174 in Republic (Complete: Fall 2013)
- **Bus. Loop 44/Bus. 65 (Glenstone Ave.):** Resurface, improve sidewalks and repair storm drain grates between Evergreen Street and Walnut Street in Springfield (Complete: Fall 2013)
- **Bus. Loop 44 (Chestnut Exp.):** Add turn lanes and replace traffic signals at Sherman Ave. in Springfield (Complete: Winter 2013)
- **Route 125:** Rebuild intersection at Route D east of Springfield to make three-way intersection (Complete: Fall 2013)
- **Route 160/13:** Resurface between Plainview Road and Greene/Christian county line south of Springfield (Complete: Fall 2013)
- **Route 125:** Resurface between Route OO in Strafford and Farm Road 174 north of Route 60 near Rogersville (Complete: Fall 2013)
- **Route FF:** Resurface between Route 60 and Weaver Road in Battlefield (Complete: Fall 2013)
- **Route CC:** Resurface and add edge-line rumble stripes between Route 13 north of Springfield and Fair Grove (Complete: Fall 2013)
- **Route D:** Resurface and add edge-line rumble stripes between Route J and Route 125 east of Springfield (Complete: Fall 2013)
- **Route AD:** Chip-seal between Route 125 east of Springfield and Webster County Route B north of Rogersville (Complete: Fall 2013)
- **Route T:** Chip-seal between Route F south of Ash Grove and I-44 west of Springfield (Complete: Fall 2013)
- **Route AA:** Chip-seal between Route H and Route 65 north of Springfield (Complete: Fall 2013)



Henry County

- **Route 7:** Resurface and add edge-line rumble stripes between Route PP in Tightwad and Route 65 in Warsaw (Complete: Fall 2013)

2013 Construction Guide

Hickory County

- **Route 64:** Resurface and add edge-line rumble stripes between Routes D/NN in Nemo and Route D north of Polk (Complete: Fall 2013)
- **Route 54:** Resurface between Route D in Preston and the Little Niangua River east of Preston (Complete: Fall 2013)
- **Route 64B:** Resurface near Pittsburg (Complete: Fall 2013)
- **Route RA:** Resurface near Pittsburg (Complete: Fall 2013)
- **Route J:** Resurface near Pittsburg (Complete: Fall 2013)

Jasper County

- **Route 43 (Main Street):** Build interchange at Zora Street in Joplin (Complete: May 2013)*
- **Route 171:** Build roundabout at Centennial Ave./East Road in Webb City (Complete: Fall 2013)*
- **Route O:** Replace bridge over Spring River south of Alba (Complete: Fall 2013)
- **Route 171:** Resurface and add edge-line rumble stripes between Kansas/Missouri state line and I-49 at Carthage (Complete: Fall 2013)
- **Route 171:** Improve sidewalks between Madison and Hall streets in Webb City (Complete: Fall 2013)
- **Route 571:** Resurface and improve sidewalks between Route E and I-49 in Carthage (Complete: Fall 2013)
- **Route 96:** Resurface and add edge-line rumble stripes between Route 171 near Carl Junction and Route 171 near Carthage (Complete: Fall 2013)

Lawrence County

- **Route 96:** Resurface and add edge-line rumble stripes between I-44 near Halltown and Route UU in Phelps (Complete: Fall 2013)
- **Bus. 60:** Chip-seal between Chappell Drive and Route 60 east of Monett (Complete: Fall 2013)
- **Route 97:** Chip-seal between I-44 outer road near Stotts City and Route 37 in Pierce City (Complete: Fall 2013)
- **I-44 Outer Road:** Chip-seal between County Road 1010 and Route H west of Mount Vernon (Complete: Fall 2013)
- **Route M:** Chip-seal between Route 96 and I-44 west of Halltown (Complete: Fall 2013)

McDonald County

- **Route 71:** Resurface between Route EE and Brush Creek south of Pineville (Complete: Fall 2013)



2013 Construction Guide

Newton County

- **I-44:** Replace bridges and convert Range Line Road (Bus. Loop 49) to Diverging Diamond Interchange in Joplin (Complete: December 2013)
- **I-44:** Rebuild ramps on south side of Route 86 interchange and build roundabout at Route 86/50th Street in Joplin (Complete: Fall 2014)*
- **I-44:** Rebuild ramps at Route 166 interchange west of Joplin (Complete: Fall 2013)*
- **Route 60:** Widen intersection and install traffic signal at Kodiak Road in Neosho (Complete: Fall 2013)
- **Route 86:** Chip-seal between Route P and I-49 near Racine (Complete: Fall 2013)
- **Route H:** Chip-seal between Route 86 east of Neosho and Route D in Boulder City (Complete: Fall 2013)



Polk County

- **Route 13:** Repair pavement between Route 32 in Bolivar and the Greene/Polk county line north of Springfield (Complete: Fall 2013)



Stone County

- **Route 13:** Resurface between Reeds Spring Junction and Branson West (Complete: Fall 2013)
- **Route 13:** Resurface between bridge over Table Rock Lake at Kimberling City and Missouri/Arkansas state line in Blue Eye (Complete: Fall 2013)
- **Route 76:** Resurface and add edge-line rumble stripes between Route 173 at Cape Fair and Rocky Top Way in Reeds Spring (Complete: Fall 2013)
- **Route 86:** Add edge-line rumble stripes between Route 13 near Blue Eye and Route 65 in Ridgedale (Complete: Fall 2013)
- **Route A:** Chip-seal between Route 413/265 north of Crane and Route K near Hurley (Complete: Fall 2013)



St. Clair County

- **Route 13:** Build interchange at Route 82 in Osceola (Complete: Winter 2014)
- **Route H:** Replace deck on bridge over Osage River near Taberville (Complete: August 2013)

Taney County

- **Route 160:** Resurface and add edge-line rumble stripes in areas between Route 65 and Route 76 east of Forsyth (Complete: Fall 2013)

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- **Route 160:** Build left-turn lanes at Casey Road, Route 176-East, Route F and Route H west of Forsyth (Complete: Fall 2013)
- **Route 265:** Resurface and add edge-line rumble stripes in areas between Table Rock Dam and Route 65 south of Hollister (Complete: Fall 2013)
- **Route 165:** Resurface between Route 76 and Route 265 in Branson (Complete: Fall 2013)
- **Route 176:** Resurface and add edge-line rumble stripes between Route 65 and Route 160 near Walnut Shade (Complete: Fall 2013)
- **Route Y:** Chip-seal between Route 160 and end of state maintenance south of Forsyth (Complete: Fall 2013)
- **Route O:** Chip-seal between Route 160 and end of state maintenance south of Kissee Mills (Complete: Fall 2013)

Vernon County

- **Route 54:** Resurface and add edge-line rumble stripes between I-49 at Nevada and Route 32 south of El Dorado Springs (Complete: Fall 2013)
- **I-49 Outer Road:** Build outer road on west side of I-49 between Talley Bend Road and Route BB near Milo (Complete: Fall 2013)

Webster County

- **Route 38:** Resurface and add edge-line rumble stripes between Route A in Marshfield and Route C east of Marshfield (Complete: Fall 2013)
- **Route 38:** Resurface and add edge-line rumble stripes between Dallas County Route M near Charity and Route E west of Marshfield (Complete: Fall 2013)
- **Route 60:** Resurface between Route A near Diggins and Wright County Route O near Cedar Gap (Complete: Fall 2013)
- **Route M:** Resurface between Route CC in Niangua and Route 5 in Grovespring (Complete: Fall 2013)
- **Route DD:** Resurface between Elm Street in Marshfield and the end of state maintenance (Complete: Fall 2013)
- **Route AD:** Chip-seal between Route 125 east of Springfield and Webster County Route B north of Rogersville (Complete: Fall 2013)
- **Route B:** Chip-seal between I-44 near Northview and Route AD north of Rogersville (Complete: Fall 2013)

* Projects built and paid for by others

