

Ozarks Transportation Organization



April 18, 2013

Board of Directors Meeting

OTO Conference Room, Holland Building

205 Park Central East, Suite 212

12:00 – 1:30 PM



**Board of Directors Meeting Agenda, April 18, 2013
OTO Conference Room
205 Park Central Square, Suite 212**

Call to Order NOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the March 14, 2012 Meeting Minutes..... Tab 1
(2 minutes/Viebrock)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MARCH 14,
2012 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. Administrative Modification Number Four to the FY 2013-2016 TIP..... Tab 2
(3 minutes/Fields)**

Staff will present Administration Modification Number Four to the FY 2013-2016 Transportation Improvement Program. This modification includes a minor change in scope to add an alternate to a pavement improvement project along Route D.

NO ACTION REQUIRED – INFORMATIONAL ONLY

B. Amendment Number Four to the FY 2013-2016 TIP Tab 3
(5 minutes/Fields)

Staff will present Amendment Number Four to the FY 2013-2016 Transportation Improvement Program (TIP). Six items are included in the request. Please see the attached materials for more information.

**BOARD OF DIRECTORS ACTION REQUESTED TO RECOMMEND APPROVAL
OF AMENDMENT NUMBER FOUR TO THE FY 2013-2016 TIP**

C. FY 2014 Unified Planning Work Program Tab 4
(10 minutes/Fields)

Staff will present the FY 2014 Unified Planning Work Program. The UPWP is the work plan and budget document for the next fiscal year.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2014
UNIFIED PLANNING WORK PROGRAM**

D. PM Advance..... Tab 5
(3 minutes/Fields)

Staff will provide an overview of the EPA PM Advance Program, which is similar to the Ozone Advance Program, in which OTO already participates.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE PARTICIPATION
IN THE EPA PM ADVANCE PROGRAM**

E. OTO Funds Balance Report – December 2012..... Tab 6
(5 minutes/Fields)

Staff will present the OTO Funds Balance Report and OTO's current obligation of STP-Urban, Small Urban, and Bridge Funds.

INFORMATIONAL ONLY - NO ACTION REQUIRED

F. Limited English Proficiency Plan..... Tab 7
(15 minutes/Owens)

Staff will present the proposed Limited English Proficiency Plan. As a recipient of federal funds, OTO is required to have a plan to allow participation by those who do not speak English.

**BOARD OF DIRECTORS ACTION REQUESTED TO ADOPT THE LIMITED
ENGLISH PROFICIENCY PLAN**

G. Travel Demand Model Contract Award Tab 8
(3 minutes/Fields)

The Travel Demand Model Subcommittee has selected a consultant to build a new travel demand model. The Travel Demand Model will forecast future traffic volumes based on three different growth scenarios to assist in transportation planning efforts

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE TRAVEL
DEMAND MODEL CONTRACT AWARD**

H. OTO Website

(5 minutes/Richards)

Staff will present the newly designed OTO website.

INFORMATIONAL ONLY - NO ACTION REQUIRED

I. New Ozarks Transportation Organization Logo.....Tab 9

(10 minutes/Richards)

Staff will present two new possible logos that have been developed through the Executive Committee.

BOARD OF DIRECTORS ACTION REQUESTED TO SELECT A NEW LOGO

III. Other Business

A. Board of Directors Member Announcements

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. Transportation Issues For Board of Directors Member Review

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

C. Articles for Board of Directors Member InformationTab 10 (Articles attached)

IV. Adjournment

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, June 20, 2012 at 12:00 P.M. in OTO Offices at 205 Park Central East, Suite 212.

Attachments

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

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

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

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

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

TAB 1

MEETING MINUTES AGENDA 4/18/2013; ITEM I.C.

Attached for Board of Directors member review are the minutes from the March 14, 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
March 14, 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:

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|---|---|
| Mr. Brian Bingle, City of Nixa (a) | Mr. J. Howard Fisk, Citizen-at-Large |
| Mr. Steve Bodenhamer, City of Strafford (a) | Mr. Jim Krischke, City of Republic (a) |
| Mr. Randy Brown, City of Willard (a) | Mr. Lou Lapaglia, Christian County (Vice-Chair) |
| Mr. Phil Broyles, City of Springfield (a) | Ms. Robin Robeson, City Utilities |
| Mr. Steve Childers, City of Ozark (a) | Mr. Jim Viebrock, Greene County (Chair) |
| Mr. Tom Finnie, Citizen-at-Large | Mr. Brian Weiler, Airport Board (a) |

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

The following members were not present:

| | |
|---|--|
| Mr. Mokhtee Ahmad, FTA | Mr. Tom Keltner, City of Willard |
| Ms. Becky Baltz, MoDOT | Mr. Bill Kirkman, City Utilities (a) |
| Mr. Harold Bengsch, Greene County | Ms. Susan Krieger, City of Strafford |
| Mr. Shawn Billings, City of Battlefield (a) | Mr. Aaron Kruse, City of Battlefield |
| Mr. Brian Bingle, City of Nixa (a) | Mr. Bradley McMahon, FHWA |
| Mr. Richard Bottorf, Airport Board | Mr. Steve Meyer, City of Springfield (a) |
| Mr. Brian Buckner, City of Republic | Mr. Shane Nelson, City of Ozark |
| Mr. Sam Clifton, City of Nixa | Mr. John Rush, City of Springfield |
| Mr. Jerry Compton, City of Springfield | Mr. Dan Salisbury, MoDOT (a) |
| Mr. John Elkins, Citizen-at-Large (a) | Mr. Mark Schenkelberg, FAA |
| Ms. Teri Hacker, Citizen-at-Large | Mr. Tim Smith, Greene County (a) |
| Mr. Rick Hess, City of Battlefield (a) | Mr. Bob Stephens, City of Springfield |

Others Present: Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, Ms. Melissa Richards, Ozarks Transportation Organization; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Frank Miller, MoDOT.

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

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Mr. Broyles made the motion to approve the Board of Directors March 14, 2013 agenda. Mr. Bingle seconded and the motion was carried unanimously.

C. Approval of the December 20, 2012 Meeting Minutes

Mr. Finnie made the motion to approve the Board of Directors December 20, 2012 Meeting Minutes. Mr. Broyles seconded and the motion was carried unanimously.

D. Public Comment Period

None

E. Staff Report

Ms. Longpine thanked everyone for rescheduling the February meeting due to the inclement weather. Staff has been working on several projects. Staff started working on the Performance Measure Report, updating the Performance Measures in the Long Range Plan so that the measures can be tracked going forward. Part of the project is looking at the Congestion Management Process, which looks specifically at the congestion on the system over the past few years. Staff is also working on additional documents per federal requirements, including the Limited English Proficiency Plan, Title VI, Environmental Justice Plan, as well as the Annual Growth Trends Report for the region.

The STP Report will be brought to the next Board of Directors meeting. There are also a couple RFPs out. There are interviews scheduled for the Travel Demand Model. That will give good projections for the traffic on the system going forward. There is also an Audit RFP that the Executive Committee reviewed earlier in the week.

The Online TIP Tool will be used to produce the FY 2014-2017 Transportation Improvement Program this year. There will be a presentation at the next Board of Directors meeting. A person can go online and look at a map, click on the project and see all the information about it. If the TIP number is known, that can be typed in. It will be nice for communities to create custom reports and not have to sort through the whole TIP document.

Staff has also been updating Facebook daily, including transportation articles, at the local and national level. In the future the OTO is looking at a LinkedIn website. This will incorporate the new OTO logo that staff has been working on. The new logo will be presented at the next Board of Directors meeting. Ms. Richards is working on a

plan to promote OTO's presence in the community and increasing Public Participation.

The UPWP development is complete and the document will go to the TPC next week and then the Board in April.

Staff has participated in the MoDOT Planning Partner Meetings and the On the Move Listening Session here in Springfield.

F. Legislative Reports

Mr. Wadlington stated that the sequester started. The hope is that the continuing resolution will rectify some of the sequester. A proposal was made to let the FAA have greater leeway to keep over 100 airport towers operational. The continuing resolution contains language to allow the President some leeway in other areas as well.

There has been discussion with people negatively impacted by the sequester and many believe it was unnecessary. The Legislature stated it had to be done. The continuing resolution is coming up for a vote and should be resolved before Easter. The next ceiling comes up in May. The continuing resolution would solve the most immediate financial crisis. The bill would fund the government through the end of September. Mr. Viebrock stated that the Board of Directors appreciates the Senator's hard work in difficult times.

II. New Business

A. MoDOT's On The Move Initiative

Mr. Miller presented an overview of MoDOT's On the Move Initiative. MoDOT is conducting outreach with the citizens of Missouri to talk about the transportation needs of the State. It is similar to the Blue Ribbon Panel information that the panel had sent out. The emphasis of this initiative is that MoDOT is trying to create a broader group of stakeholders in the state and to remind people that transportation is relevant. There is a window for MoDOT to raise the level of awareness about transportation amongst stakeholder groups and also there is a lot of interest at the State and legislative level in transportation. There are some opening statements that the current legislature had about what they are looking to achieve during the coming legislative year. Transportation is on the agenda.

Part of the message is that Missouri is a big transportation state. Transportation is very relevant. Missouri has the seventh largest highway system in the nation with 33,000 miles of highways. There are 213 bridges statewide that are over 1,000 feet. In the OTO area, those include the railway overpass on Kansas Expressway and some flyover bridges. But looking beyond the OTO, there are the Missouri and Mississippi Rivers. In the Southwest District there are six major lakes with bridges spanning those lakes. There are over 10,000 bridges of all sizes. There are 4,800 miles of track that carried 410 million tons of freight in 2010. Missouri has the fourth greatest volume of freight in the State. Locally, this can be seen with the BNSF lines bringing coal from Wyoming to take

it to the southeast power plants. Also, containers come from the port of Los Angeles through Springfield up towards St. Louis and down towards Memphis. It is pretty significant. In the other part of southwest Missouri, over in Joplin and up to Nevada, there is the Kansas City Southern Line that carries freight from the northern part of the United States to Mexico, where Kansas City Southern actually owns the railroad. Kansas City and St. Louis are the second and third largest rail hubs in the nation.

Seven million transit trips occur in the state. Transit is significant in the State of Missouri. Eighty-one percent of the travel occurs on 17 percent of the roads. These are major roads, the ones that MoDOT focuses on resurfacing in the State, the principal arterials. There are 125 airports. The Springfield-Branson National Airport is an important airport for the region. The Branson airport has flights going to other parts of the United States and Joplin Regional Airport also has commercial flights going to Dallas. There are 14 public ports. There are the Missouri and Mississippi Rivers, so freight transportation on the rivers is very important. Right now the water level on the Missouri River is low. It is starting to cause problems. There is a concern about getting the freight from point A to B if the rivers cannot be relied on to do this.

Locally, looking at the past ten years MoDOT, has accomplished many things in the area. MoDOT has six-laned Highway 65 and completed improvements at the both 60/65 and the I-44/65 interchanges. MoDOT has completed three diverging diamond interchanges. One more is under construction, two more are planned. MoDOT has done interchange improvements on non-DDIs at four interchanges. There has been a lot of bridge work and resurfacing. There was a list of bicycle and pedestrian priorities. MoDOT is getting ready to let two of those pedestrian priorities, which are the north Glenstone sidewalks and Kearney Street sidewalks. There has been work done on Hunt Road and 160 in Willard that includes pedestrian accommodations, another identified high priority. Ward Branch Greenway was identified as a bicycle priority and it is moving forward. MoDOT has the projects of regional significance outlined. There are a lot of unfunded needs. The extension of transit in the region from the OTO study is not funded. There are still bicycle and pedestrian needs left in the region. The funding is now stagnant and is not keeping up with the needs.

As a reminder of the funding, 45 percent of the funding comes from the federal gas tax, which is 18.4 cents per gallon. That is not depending on a certain percentage of gas. If gas cost \$6.00 per gallon or \$1.00 per gallon it is still 18.4 cents tax for that gallon. It is not a percentage like a sales tax would be. Twenty-two percent of the funding comes from the state gas tax which is 17 cents per gallon. Twelve percent of the funding comes from license and registration fees that come back to MoDOT for transportation funding. Another 12 percent comes from the vehicle sales tax whenever a new car is purchased, and 9 percent comes from the revenue at the state level and most of that goes to other modes such as the little bit that CU and rural transit systems get, as well as the subsidy for the Amtrack service between St. Louis and Kansas City. There is also assistance for small airports. It is really critical for the municipal airports like Bolivar and Monett. Since MoDOT passed the last gas tax in 1992, the revenue has grown 86 percent, but inflation for transportation projects has grown faster. The price of steel in the same period has gone up 100 percent. The price of asphalt has gone up 176 percent and the price of concrete has gone up 199 percent. The revenues have not kept pace with the inflation.

Part of the case that MoDOT wants to make to the public is that MoDOT is doing a good job delivering projects. In the past ten years, MoDOT has delivered 4,220 projects that are valued at \$11.6 billion. Those projects have been 4 percent under budget and 95 percent have been delivered on time.

MoDOT conducts an annual customer service survey that came back with an 85 percent customer satisfaction rate. The people that conducted the survey went back and checked the numbers since it was so high. Apple has 83 percent customer satisfaction. The next was Sam's Club with 81 percent.

MoDOT also has the 4th lowest administrative cost in the nation among the DOTs. MoDOT recently made changes in the departments to find more cost savings. The districts were reorganized from 10 to 7. There are now 1200 positions reduced and 131 facilities have been closed. MoDOT has sold 750 pieces of equipment. Right now there is \$342 million in savings, with the goal of \$512 million in savings. At the last TPC meeting a TIP amendment to resurface Route 125 and a portion of Route D was because of savings.

MoDOT has made a lot of progress making the roads safer. For the first time since the 1950s, fatalities have been less than 1,000 people per year in the state. Last year there were 823, which is up slightly from 2011, but is good from when there were 1,200 to 1,400 fatalities. MoDOT has done a lot by implementing measures like guardrails, guard cable on the interstates, and most recently with the minor routes in the rural areas, putting in two-foot shoulders with rumble stripes. MoDOT would like that put everywhere if possible. There is still a lot to be done to make the roads safer.

MoDOT has done a good job taking care of the major routes, where there is 80 percent of the traffic. In the Southwest District those routes are 94 percent in good condition. It is going to take most of the resources to keep the maintenance cycle going. In addition to Missouri being a big state for transportation, the actual act of investing in transportation is a real economic benefit to the state. For every dollar invested in transportation, there is a \$4 return. For every \$1 billion invested there are 34,000 jobs generated. Right now is a good time to move Missouri forward with transportation and have this discussion. Missourians can be reminded again of the importance transportation plays in their lives. Companies need to remember the importance the transportation network plays in how business is done. As there is a slow economic recovery, Missouri needs to be poised strategically to take advantage as a state of transportation with rivers, rail and interstate.

Mr. Childers inquired if the ten percent going to the cities would be channeled through the OTO. Mr. Miller stated that the funds were like the current CART funds. Some of the funds from the current fuel tax is given directly to the cities. In this proposal, some money would be given directly to cities and counties to use any way for transportation. The remaining 90 percent would go to the MoDOT districts. However, the three larger cities get their own set-aside. For example there will be a set of funds for inside the OTO area and MoDOT will work with the OTO to identify how to spend the funds.

Mr. Childers inquired if there would flexibility for the funds, such as use on local roads.

Mr. Miller stated that the OTO funds could still be used for Other Modes off the statewide system, as one proposal.

The next step is going to be introducing a website called Missourionthemove.org. MoDOT is requesting those individuals, agencies, and the OTO comment on where MoDOT should be headed. There will be listening sessions around the state. In March, there was one in Springfield and one in Joplin. In April there will be a mobile listening tour. There will be vans wrapped in the new logo that will be going to every county in the state to get input from the citizens of the state. This will be used for the input of the Long Range Transportation Plan Update.

Mr. Childers heard that the November 2014 Ballot had been moved to November 2013. Mr. Miller stated he did not know about that. Mr. Bingle inquired where Missouri compared to other states, when it came to private sector contributions to the transportation system. There appears to be a lot of barges, tractor trailers and airports, with Missouri being the second and third in the nation for rail ports. Mr. Miller stated that he did not have total number on that. Obviously the modes are important to the state, and a large number are privately funded. Mr. Weiler stated that especially the rail modes are privately held. A lot of the ports and airports are municipally owned. The port authorities are political subdivisions within themselves and are able to levy taxes. There are still MoDOT funds spent on these entities for capital investments, but not for operating funds. Mr. Miller stated that City Utilities receives less than \$30,000 from the state to support transit operations. Mr. Weiler stated that MoDOT used to receive \$8 million from the legislature for transit support but now that is less than \$1 million.

B. OTO In-Kind Match Letters

Ms. Parks stated in-kind is used in the UPWP to provide some match to the local match portion of the OTO budget. There are two forms. The first form is the Volunteer Rate Form. If a member is a Mayor, Citizen-at-Large, or from another Board, or County Commissioner, then the Volunteer In-Kind Rate Form should be filled out. Every year a new form needs to be completed since the rate changes annually. The auditor verifies that the OTO is keeping up with the in-kind paperwork.

The second form is for city administrators and public work directors, if the member is an employee of the jurisdiction that they represent. This form requests the hourly rate and the hourly rate with benefits, since the OTO is allowed to include the fringe amount. Since the program has started, the OTO has received \$40,000 in in-kind funding.

C. OTO Board Appointment Letters

Ms. Parks stated that the OTO requests a letter from the jurisdictions about the official members of the board and the alternates. There are several jurisdictions that have had changes.

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

Mr. Kruschke stated that in the second quarter expenses exceeded revenues by \$14,692.18. The expenses for the first half of the year came to only \$347,330.03 or

41.9 percent of the budgeted expenses. That includes four major projects, so that means the operational expenses were good for the first part of the year. The aerial photography was completed at \$50,000 and the audit was a \$4,750.00 expense. The Travel Time Runs came to \$9,189. The Electronic TIP Tool was also completed at \$24,100.

Another reason expenses were higher than revenue, is that typically the local jurisdiction dues are received in the second half of the year. There is currently \$165,113 in cash in the OTO bank account. At the end of the report, there is a breakdown by task and how much is completed on each of the tasks.

Mr. Lapaglia made the motion to accept the Second Quarter Financial Report. Mr. Finnie seconded and the motion was approved unanimously.

E. On-System Bridge (BRM) Selection Process

Ms. Longpine stated that the OTO receives an annual allocation of On-System Bridge Replacement and Rehabilitation funding. This is distributed to each area based on need and on the number of deficient bridges for the area. Those bridges have to be on the state system, basically a collector or above, based on the federal classification. Very few bridges in the OTO are eligible for this funding because bridges to be both on-system and deficient.

The committee met to review how to award the funding of about \$1 million. The committee decided that it should be awarded to those bridges that are the most deficient. MoDOT and the City of Springfield were the only ones with eligible bridges. MoDOT and the City of Springfield were partnering on US 65 and the Battlefield interchange and that bridge was eligible for the funding.

Mr. Broyles made the motion to approve the BRM selection process and the use of that funding on the US 65/Battlefield interchange. Mr. Finnie seconded and the motion was carried unanimously.

F. FY2012 and FY2013 Enhancement Program Funding Awards

Ms. Longpine stated that each year the OTO receives Transportation Enhancement funding. The terminology changed just a little with the new highway authorization bill and is now called Transportation Alternatives Program funding. It is still meant trails and bicycle and pedestrian accommodations. This year there is funding from both programs for FY 2012 and FY 2013. The FY 2012 funding is remaining funding from SAFETEA-LEU. It gave the OTO a little over \$1.3 million. The committee accepted and reviewed projects and decided to award the top 6 projects. Those projects are the Willard sidewalk project, streetscapes on Jefferson and Commercial Street; a sidewalk project in Strafford that connects to a school; ADA accommodations on Route 14 in Nixa and Ozark adding ramps and repairing ramps; the Jordan Creek Trail through West Meadows; and an alternate project in case things come in under budget or a project is canceled - a streetscape on Phelps Street. There is a different format this year since there are two different funding categories based on the two different transportation bills.

Mr. Fisk made the motion to approve the recommended Enhancement Funding Awards. Mr. Weiler seconded and the motion carried unanimously.

G. Amendment Number Three to the FY 2013-2016 TIP

Ms. Longpine stated that Amendment number three for the TIP includes the On-System Bridge funding and the Enhancement funding just approved. There is one change to the list of projects. There are some bridge projects in Greene County, replacing a bridge on Farm Road 166, replacing two bridges on Farm Road 141, replacing another bridge on Farm Road 102. There are the improvements that were approved for Battlefield and 65, to show the incorporation of the On-System Bridge Funding. Item 5 listed in the agenda is for the McDaniel Lake Bridge. Greene County requested to remove that project from the TIP amendment. Initially the funding was going to go to Ozark Greenways, but City Utilities who owns the land around has agreed to take over that bridge and still do the easement for Ozark Greenways. When the motion is made Ms. Longpine asked that it not include the McDaniel Lake Bridge.

Mr. Broyles made the approval of TIP Amendment Number Three to the FY 2013-2016 TIP with the removal of the McDaniel Lake Bridge. Mr. Fisk seconded and the motion was carried unanimously.

H. Functional Classification and Urbanized Area Boundary Changes

Ms. Longpine stated that the Urbanized area is set by the Census Bureau every ten years. The Census Bureau looks at a number of factors to decide what is considered urbanized, including land use, density of population and such. The Census releases a boundary based on those rules. MPOs, for planning functions, are allowed to smooth those boundaries out, since sometimes the edges are interesting.

MoDOT reviewed this first. The Major Thoroughfare Plan Committee reviewed the changes and agreed with MoDOT's recommendation with one change. There was an extension of the Urbanized Boundary down US 65 south of Ozark. It is not known where this change came from. The OTO would have to adjust the entire OTO boundary if this change was kept, so it was recommended for removal.

The second part of this is the Functional Classification Changes. There are two sets of changes. Annually, OTO actually goes to each jurisdiction to see if there are changes needed. Functional class affects how funding can be used on certain roadways. MoDOT was the only entity that proposed changes this year. The changes revolve around the airport. Previously, Kearney Street was classified as a primary arterial. Airport Boulevard is considered local and MO 266 was considered a collector. With the new midfield terminal it was suggested that MO 266 be upgraded to expressway and Airport Boulevard upgraded to principal arterial, while downgrading the piece of Kearney to minor arterial.

There were also functional classification recommendations made on the new Urbanized Area. The subcommittee agreed with most of the proposals, but there were a few that were elected be kept as currently classified. Number 4 was a proposal to downgrade Sunshine from the ramp at US 65 and Blackman Road. The function is the same as the rest of Sunshine until Blackman Road. The MoDOT reviewer is looking at it from a technical standpoint, not from road function. Number 5 is a downgrade of National Avenue South of Republic Road and the committee agrees with the recommendation. Number 6 had several options revolving around Kansas Expressway and Grant, Norton and Kearney. The recommendation was to upgrade Norton to a minor arterial between Kansas and Glenstone, and to upgrade Grant to minor arterial between I-44 and Norton, but north of Norton to downgrade Grant to Local. By upgrading it between I-44 and Norton, that makes it match the rest of Grant south. Downgrading it to local north helps the county spend Off-System Bridge funds on the road.

Number 7 and 8 in the rural areas show a split between a minor and major collector. In the Urban areas it is called collector. It is currently called collector so it does not need to change. Number 9 is to down grade Route P south of Miller Road in Republic but the subcommittee opted not to make a change. Number 10 had two options about where to draw the line for changing the classification. The subcommittee recommended changing the classification of Route 174 between the west urban limit in Republic and Kansas Street in Republic, from a minor arterial to a collector. Number 11 was not among the recommendations but in looking at everything the committee thought that Business Route 65 in Ozark, US 65 and 14 should be upgraded to minor arterial.

Mr. Finnie asked what the impact of changing, for example, south National means and does it change the funding. Ms. Longpine stated in that case it does not change much since it is still on the system. It is usually only impacted when it goes between collector and local. It is supposed to reflect the actual use of the road today. There are some funding allocations based on the highway system, which is principal arterial and above. That is such a small part of the funding that it does not really affect the funding. Overall the system ends up being a better reflection of how it is used.

Mr. Finnie asked if it included projections or just actual. Ms. Longpine stated just actual. Mr. Finnie asked if traffic counts go up, could it change again? Ms. Longpine stated that if the development along that portion of National changes drastically OTO could definitely revisit. That was part of the discussion on that piece of Kearney by the airport, and whether it should change because of the businesses out there. The traffic counts, however, are so small that road still does not function the way it is classified.

Mr. Krischke made the motion to approve the proposed Urbanized Area Boundary and Functional Classification Changes. Ms. Robeson seconded and the motion was carried unanimously.

I. Bylaws Amendments

Ms. Longpine stated that there are two sets of changes recommended for the Bylaws. The first set is with the Executive Committee and the Officers of the Board of Directors. This came from the Nominating Committee to create the third appointment to the Executive Committee. There are currently four Officer positions - the Chair, Vice Chair, Secretary, and Treasurer. There are three appointed positions. In review, it was noticed that the Past-Chair does not have a position on the committee. That was considered an oversight, due to the fact that the person who is Vice-Chair is then Chair off for one year. The recommendation was to make an Officer position of the Past Chair. The Executive Committee would consist of five officers and two appointed positions to keep the membership seven. This also benefits the OTO when it comes to bank signature cards. This should eliminate the need to have the signature cards changed every year.

Mr. Fisk stated that the Executive Committee thought it was a very practical improvement to the Executive Committee.

Mr. Owens explained the second set of changes and stated that on page 18 of the Bylaws, staff looked at the Local Coordinating Board for Transit section and updated the Bylaws so that the Bylaws matched the requirements for MAP-21. There is a transition from SAFETEA-LU to MAP-21 so some items had to be updated to accommodate the new program such as 5310, 5316, and 5317 which were consolidated. Under Section 9 under membership there was a clause added that is consistent with federal guidance. The terms of the Board members were originally staggered and that was changed to two year terms. There was a change on the order of the agenda as well.

Mr. Fisk made the motion to approve the proposed Bylaw changes. Mr. Finnie seconded and the motion was carried unanimously.

III. Other Business

A. Board of Directors Member Announcements

Mr. Childers stated that MoDOT started the 3rd Street Project in Ozark. MoDOT is moving dirt right now. It is ahead of schedule and under budget. Mr. Childers commented that Mr. Miller is right that the way MoDOT is seeking the bids is resulting in savings. Mr. Viebrock stated that Greene County is also seeing savings.

Mr. Kruschke announced that Mr. Jim Huntsinger, former Board of Directors member, passed away a week and half ago.

B. Transportation Issues For Board of Directors Member Review

None

C. Articles for Board of Directors Member Information

Mr. Viebrock mentioned that there were article for Board member review.

IV. Adjournment

Mr. Fisk made the motion to adjourn. Mr. Broyles seconded and the meeting was adjourned at 12:54 p.m.

DRAFT

TAB 2

BOARD OF DIRECTORS AGENDA 4/18/2013; ITEM II.A.

Administrative Modification Number Four to the FY 2013-2016 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item to be included as part of Administrative Modification 4 to the FY 2013-2016 Transportation Improvement Program.

- **Revision – Minor Changes to the Scope of a Project:**
East Sunshine Street Pavement Improvements (SP1319) – Modified 3/11/2013

This project was updated to include an alternate should the low bid stay within the programmed amount. The alternate includes pavement improvements on Route 65 at Route D interchange. The programmed funding has not changed with this minor change in scope.

BOARD OF DIRECTORS ACTION REQUESTED:

No action required. Informational only.

PROGRAMMED IMPROVEMENTS

-Roadways-

| CITY OF SPRINGFIELD | | | Funding | Fiscal Year | | | | |
|--|---|-----|------------|-------------|------------|--------------|------|------------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| ORIGINAL | | | | | | | | |
| Project Title: | EAST SUNSHINE STREET PAVEMENT IMPROVEMENTS | ENG | FHWA (STP) | \$ - | \$ - | \$ 42,400 | \$ - | \$ 42,400 |
| MoDOT # | 8P2263 | | MoDOT | \$ 4,000 | \$ 49,000 | \$ (42,400) | \$ - | \$ 10,600 |
| TIP # | SP1319 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Pavement improvements on various sections of Sunshine Street (Route D) from Glenstone Avenue (Business 65) to Blackman Road in Springfield. | ROW | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ - | \$ - | \$ 559,200 | \$ - | \$ 559,200 |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ 699,000 | \$ (559,200) | \$ - | \$ 139,800 |
| MoDOT Funding Category | Taking Care of the System | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$752,000 | | | | | | | |
| Source of MoDOT Funds: State transportation revenues. Advance Construction with conversion anticipated in FY 2015. | | | | | | | | |
| | | | TOTAL | \$ 4,000 | \$ 748,000 | \$ - | \$ - | \$ 752,000 |

| CITY OF SPRINGFIELD | | Funding | Fiscal Year | | | | | |
|--|--|---------|-------------|----------|------------|--------------|--------|------------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| MODIFIED - AM4 (3/11/2013) | | | | | | | | |
| Project Title: | EAST SUNSHINE STREET PAVEMENT IMPROVEMENTS | ENG | FHWA (STP) | \$ - | \$ - | \$ 42,400 | \$ - | \$ 42,400 |
| MoDOT # | 8P2263 | | MoDOT | \$ 4,000 | \$ 49,000 | \$ (42,400) | \$ - | \$ 10,600 |
| TIP # | SP1319 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Pavement improvements on various sections of Sunshine Street (Route D) from Glenstone Avenue (Business 65) to Blackman Road in Springfield. Alternate to include pavement improvements on Route 65 at Route D interchange. | ROW | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ - | \$ - | \$ 559,200 | \$ - | \$ 559,200 |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ 699,000 | \$ (559,200) | \$ - | \$ 139,800 |
| MoDOT Funding Category | Taking Care of the System | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$752,000 | | | | | | | |
| Source of MoDOT Funds: State transportation revenues. Advance Construction with conversion anticipated in FY 2015. | | | TOTAL | \$ 4,000 | \$ 748,000 | \$ - | \$ - | \$ 752,000 |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|--------------|-----|------------|-----|-----|------------|--------------|-----|--------------|--------------|--------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1106 | | | | | | | | | | | \$ 7,000 | | | \$ 7,000 |
| MO1107 | | | | \$ 27,000 | | | | | | | \$ 3,000 | | | \$ 30,000 |
| MO1150 | | | | | | | | | | | \$ 195,000 | | | \$ 195,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 13,000 | | | \$ 13,000 |
| MO1303 | | \$ 260,000 | | | | | | | | | \$ 451,000 | \$ 65,000 | | \$ 776,000 |
| MO1304 | | | | | | | | | | | \$ 39,000 | | | \$ 39,000 |
| MO1306 | | | | | | | | | | | \$ 4,000 | | | \$ 4,000 |
| MO1308 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | | | | | | | | | | \$ 22,000 | | | \$ 22,000 |
| CC1201 | | | | \$ 288,000 | | | | | | | \$ 32,000 | | | \$ 320,000 |
| CC1202 | | | | \$ 1,800 | | | | | | | \$ 200 | | | \$ 2,000 |
| CC1203 | | | | | | | | | | | \$ 447,000 | | | \$ 447,000 |
| CC1301 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| CC1302 | | | | \$ 504,000 | | | | | | | \$ 56,000 | | | \$ 560,000 |
| CC1303 | | | | | | | | | | | \$ 12,000 | | | \$ 12,000 |
| CC1304 | | | | \$ 11,700 | | | | | | | \$ 1,300 | | | \$ 13,000 |
| CC1305 | | | | \$ 2,700 | | | | | | | \$ 300 | | | \$ 3,000 |
| CC1306 | | | | | | | | | | | \$ 2,984,000 | | | \$ 2,984,000 |
| CC1307 | | | | | | | | | | | \$ 10,000 | | | \$ 10,000 |
| CC1401 | | | | \$ 11,700 | | | | | | | \$ 1,300 | | | \$ 13,000 |
| GR0909 | | \$ 320,000 | | | | | | | | | | \$ 80,000 | | \$ 400,000 |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1206 | | | | | | | | \$ 33,600 | | | \$ 8,400 | | | \$ 42,000 |
| GR1212 | | | | | | | | | | \$ 960,000 | | \$ 240,000 | | \$ 1,200,000 |
| GR1213 | | | | | | | | | | \$ 1,133,600 | | \$ 283,400 | | \$ 1,417,000 |
| GR1302 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| GR1303 | | | | | | | | | | | \$ 4,486,000 | | | \$ 4,486,000 |
| GR1304 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1305 | | | | | | | | | | | \$ 10,000 | | | \$ 10,000 |
| GR1306 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1307 | | | | | | | | | | | \$ 216,000 | | | \$ 216,000 |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1309 | | \$ 290,848 | | | | | | | | | \$ 5,000 | \$ 1,674,367 | | \$ 1,970,215 |
| GR1310 | | | | \$ 861,000 | | | | | | | \$ 1,047,000 | | | \$ 1,908,000 |
| GR1311 | | | | | | | | | | \$ 168,000 | | \$ 42,000 | | |
| GR1312 | | | | | | | | | | \$ 371,200 | | \$ 92,800 | | |
| NX0601 | | \$ 1,989,600 | | | | | | | | | | \$ 633,400 | | \$ 2,623,000 |
| NX0701 | | \$ 301,920 | | | | | | | | | | \$ 75,480 | | \$ 377,400 |
| NX1201 | | | | | | | | | | | | \$ 30,000 | | \$ 30,000 |
| NX1301 | | | | | | | | | | | \$ 189,000 | | | \$ 189,000 |
| OK1004 | | | | | | | | \$ 2,433,600 | | | \$ 608,400 | | | \$ 3,042,000 |
| OK1006 | | \$ 723,000 | | | | | | | | | \$ 767,000 | \$ 20,000 | | \$ 1,510,000 |
| OK1101 | | | | | | | | \$ 909,600 | | | \$ 227,400 | | | \$ 1,137,000 |
| RP1201 | | | | | | | | | | | \$ 272,000 | | | \$ 272,000 |
| RP1301 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RP1302 | | | | | | | | | | | \$ 1,187,000 | | | \$ 1,187,000 |
| RP1303 | | \$ 64,000 | | | | | | | | | | \$ 16,000 | | \$ 80,000 |
| RP1304 | | \$ 50,000 | | | | | | | | | | | | \$ 50,000 |
| RP1305 | | | | | | | | | | | \$ 228,000 | | | \$ 228,000 |

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

| 2013 Continued | | | | | | | | | | | | | | |
|----------------|-----------------------------|--------------|------|--------------|------|------|--------------|--------------|------|--------------|---------------|--------------|-------|---------------|
| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 80,000 | | | \$ 20,000 | | | \$ 100,000 |
| SP1021 | | | | | | | | | | | \$ 825,000 | | | \$ 825,000 |
| SP1106 | \$ 100,000 | | | | | | | | | | \$ 1,349,942 | \$ 1,178,942 | | \$ 2,628,884 |
| SP1107 | | | | | | | | | | | \$ 830,000 | | | \$ 830,000 |
| SP1108 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| SP1109 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1110 | | | | | | | | | | | \$ 1,571,000 | | | \$ 1,571,000 |
| SP1112 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| SP1113 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| SP1115 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1202 | | | | | | | | | | | \$ 1,469,000 | | | \$ 1,469,000 |
| SP1203 | | | | | | | | | | | \$ 1,024,000 | | | \$ 1,024,000 |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1206 | | | | | | | | | | | \$ 120,000 | | | \$ 120,000 |
| SP1212 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1213 | | | | | | | | | | | \$ 100,000 | | | \$ 100,000 |
| SP1302 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| SP1303 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1304 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1305 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1306 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1307 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1308 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1309 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1310 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1311 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1312 | | | | | | | | | | | \$ 6,000 | | | \$ 6,000 |
| SP1313 | \$ 2,135,742 | | | | | | | | | | \$ 2,669,677 | \$ 533,936 | | \$ 5,339,355 |
| SP1314 | | | | | | | | | | | \$ 12,000 | | | \$ 12,000 |
| SP1315 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1316 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1317 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1318 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1319 | | | | | | | | | | | \$ 4,000 | | | \$ 4,000 |
| SP1320 | \$ 627,000 | | | | | | | | | | \$ 109,500 | \$ 110,500 | | \$ 847,000 |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 190,000 | \$ 560,000 | | \$ 750,000 |
| SP1401 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| ST1201 | | | | | | | | | | | \$ 133,000 | | | \$ 133,000 |
| ST1204 | | | | | | | \$ 400,000 | | | | \$ 100,000 | | | \$ 500,000 |
| WI1201 | | \$ 21,000 | | | | | | | | | \$ 593,000 | | | \$ 614,000 |
| WI1301 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| TOTAL | \$ 2,862,742 | \$ 4,030,368 | \$ - | \$ 1,708,800 | \$ - | \$ - | \$ 2,160,130 | \$ 3,456,800 | \$ - | \$ 2,632,800 | \$ 25,496,519 | \$ 5,639,809 | \$ - | \$ 47,313,838 |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|------------|--------------|--------------|-----|-----|-----------|-----------|-----|-----|----------------|--------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| | FHWA Federal Funding Source | | | | | | | | | | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1107 | | | | \$ 13,500 | | | | | | | \$ 1,500 | | | \$ 15,000 |
| MO1150 | | | | | | | | | | | \$ 202,000 | | | \$ 202,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 2,230,000 | | | \$ 2,230,000 |
| MO1306 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1401 | | | | | | | | | | | \$ 29,000 | | | \$ 29,000 |
| MO1403 | | \$ 268,000 | | | | | | | | | \$ 451,000 | \$ 67,000 | | \$ 786,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | \$ 238,000 | | | | | | | | | \$ 166,000 | | | \$ 404,000 |
| CC1201 | | | | \$ 1,885,500 | | | | | | | \$ 209,500 | | | \$ 2,095,000 |
| CC1202 | | | | \$ 274,500 | | | | | | | \$ 30,500 | | | \$ 305,000 |
| CC1203 | | | | | | | | | | | \$ 495,000 | | | \$ 495,000 |
| CC1301 | \$ 105,000 | | | | | | | | | | \$ 264,000 | | | \$ 369,000 |
| CC1302 | | | | \$ 967,500 | | | | | | | \$ 107,500 | | | \$ 1,075,000 |
| CC1303 | | | | | | | | | | | \$ 1,808,000 | | | \$ 1,808,000 |
| CC1304 | | | | \$ 104,400 | | | | | | | \$ 11,600 | | | \$ 116,000 |
| CC1305 | | | | \$ 146,700 | | | | | | | \$ 16,300 | | | \$ 163,000 |
| CC1306 | \$ 2,387,200 | | | | | | | | | | \$ (2,387,200) | | | \$ - |
| CC1401 | | | | \$ 180,900 | | | | | | | \$ 20,100 | | | \$ 201,000 |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| GR1206 | | | | | | | | \$ 34,400 | | | \$ 8,600 | | | \$ 43,000 |
| GR1303 | \$ 3,588,800 | | | | | | | | | | \$ (3,588,800) | | | \$ - |
| GR1304 | | | | | | | | | | | \$ 17,000 | | | \$ 17,000 |
| GR1305 | | | | | | | | | | | \$ 1,574,000 | | | \$ 1,574,000 |
| GR1306 | | | | | | | | | | | \$ 8,000 | | | \$ 8,000 |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1309 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| NX0801 | | | | | | | | | | | | \$ 175,000 | | \$ 175,000 |
| NX0803 | | | | | | | | | | | | \$ 1,313,314 | | \$ 1,313,314 |
| NX1401 | | | | | | | | | | | | \$ 188,700 | | \$ 188,700 |
| OK1006 | \$ 535,200 | | | | | | | | | | \$ (535,200) | | | \$ - |
| RP1201 | | | \$ 217,600 | | | | | | | | \$ (217,600) | | | \$ - |
| RP1301 | | | | | | | | | | | \$ 7,000 | | | \$ 7,000 |
| RP1302 | | | \$ 949,600 | | | | | | | | \$ (949,600) | | | \$ - |
| RP1305 | | | \$ 182,400 | | | | | | | | \$ (182,400) | | | \$ - |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 80,000 | | | \$ 20,000 | | | \$ 100,000 |
| SP1021 | \$ 660,000 | | | | | | | | | | \$ (660,000) | | | \$ - |
| SP1106 | \$ 1,315,742 | | | | | | | | | | \$ (1,315,742) | | | \$ - |
| SP1108 | | | | | | | | | | | \$ 174,892 | \$ 25,751 | | \$ 200,643 |
| SP1109 | \$ 2,067,130 | | | | | | | | | | \$ 84,604 | \$ 2,000,000 | | \$ 4,151,734 |
| SP1110 | | | \$ 1,256,800 | | | | | | | | \$ (1,256,800) | | | \$ - |
| SP1112 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| SP1202 | | | \$ 1,175,200 | | | | | | | | \$ (1,175,200) | | | \$ - |
| SP1203 | \$ 819,200 | | | | | | | | | | \$ (819,200) | | | \$ - |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

| 2014 Continued | | | | | | | | | | | | | | |
|----------------|-----------------------------|------------|--------------|--------------|------|------|-----------|------------|------|------|--------------|--------------|-------|---------------|
| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| SP1206 | | | | | | | | | | | \$ 715,000 | | | \$ 715,000 |
| SP1213 | | | | | | | | | | | \$ 100,000 | | | \$ 100,000 |
| SP1310 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1311 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1312 | | | | | | | | | | | \$ 1,027,000 | | | \$ 1,027,000 |
| SP1313 | \$ 3,105,079 | | | | | | | | | | \$ 3,881,350 | \$ 776,269 | | \$ 7,762,698 |
| SP1314 | | | | | | | | | | | \$ 1,880,000 | | | \$ 1,880,000 |
| SP1315 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1316 | | | | | | | | | | | \$ 13,000 | | | \$ 13,000 |
| SP1317 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1318 | | | | | | | | | | | \$ 7,000 | | | \$ 7,000 |
| SP1319 | | | | | | | | | | | \$ 748,000 | | | \$ 748,000 |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 125,000 | \$ 375,000 | | \$ 500,000 |
| SP1401 | | | | | | | | | | | \$ 3,000 | | | \$ 3,000 |
| ST1201 | | | | | | | | | | | \$ 549,000 | | | \$ 549,000 |
| WI1201 | \$ 470,200 | | | | | | | | | | \$ (470,200) | | | \$ - |
| WI1301 | | | | | | | | | | | \$ 3,000 | | | \$ 3,000 |
| TOTAL | \$ 15,053,551 | \$ 516,000 | \$ 3,781,600 | \$ 3,573,900 | \$ - | \$ - | \$ 80,130 | \$ 114,400 | \$ - | \$ - | \$ 3,791,604 | \$ 4,925,018 | \$ - | \$ 31,836,073 |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|--------------|--------------|--------|------|------|------------|--------------|--------------|------|----------------|---------------|-------|---------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1150 | | | | | | | | | | | \$ 206,000 | | | \$ 206,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 1,700,000 | | | \$ 1,700,000 |
| MO1306 | | | | | | | | | | | \$ 4,246,000 | | | \$ 4,246,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1501 | | | | | | | | | | | \$ 22,000 | | | \$ 22,000 |
| MO1503 | | \$ 276,000 | | | | | | | | | \$ 451,000 | \$ 69,000 | | \$ 796,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | \$ 2,072,000 | | | | | | | | | \$ 4,740,000 | \$ 1,557,000 | | \$ 8,369,000 |
| CC1203 | | | \$ 753,600 | | | | | | | | \$ (753,600) | | | \$ - |
| CC1301 | \$ 212,000 | | | | | | | | | | \$ (212,000) | | | \$ - |
| CC1303 | \$ 1,456,000 | | | | | | | | | | \$ (1,456,000) | | | \$ - |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 40,000 | | | | \$ 10,000 | | | \$ 50,000 |
| GR1206 | | | | | | | | \$ 1,708,800 | | | \$ 427,200 | | | \$ 2,136,000 |
| GR1304 | | | | | | | | | | | \$ 2,880,000 | | | \$ 2,880,000 |
| GR1305 | \$ 1,267,200 | | | | | | | | | | \$ (1,267,200) | | | \$ - |
| GR1306 | | | | | | | | | | | \$ 1,663,000 | | | \$ 1,663,000 |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| NX0801 | | | | | | | | | | | | \$ 1,530,000 | | \$ 1,530,000 |
| NX0906 | \$ 1,754,941 | | | | | | | | | | \$ (8,000) | \$ 1,746,941 | | \$ 3,493,882 |
| NX1501 | | | | | | | | | | | | \$ 150,000 | | \$ 150,000 |
| RP1301 | | | | | | | | | | | \$ 1,422,000 | | | \$ 1,422,000 |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 5,639,200 | | | \$ 1,409,800 | | | \$ 7,049,000 |
| SP1108 | \$ 3,295,436 | | | | | | | | \$ 1,189,657 | | \$ 4,711,276 | \$ 4,127,755 | | \$ 13,324,124 |
| SP1109 | \$ 658,533 | | | | | | | | | | \$ 5,329,258 | \$ 1,190,415 | | \$ 7,178,206 |
| SP1112 | | | | | | | | | | | \$ 50,000 | | | \$ 50,000 |
| SP1114 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1120 | | | | | | | \$ 4,000 | | | | \$ 1,000 | | | \$ 5,000 |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1206 | | | \$ 668,000 | | | | | | | | \$ (668,000) | | | \$ - |
| SP1310 | | | | | | | | | | | \$ 241,000 | | | \$ 241,000 |
| SP1311 | | | | | | | | | | | \$ 28,000 | | | \$ 28,000 |
| SP1312 | \$ 821,600 | | | | | | | | | | \$ (821,600) | | | \$ - |
| SP1313 | \$ 5,240,822 | | | | | | | | | | \$ (5,240,822) | | | \$ - |
| SP1314 | | | \$ 1,427,920 | | | | | | | | \$ (1,427,920) | | | \$ - |
| SP1315 | | | | | | | | | | | \$ 753,000 | | | \$ 753,000 |
| SP1316 | | | | | | | | | | | \$ 2,361,000 | | | \$ 2,361,000 |
| SP1317 | | | | | | | | | | | \$ 689,000 | | | \$ 689,000 |
| SP1318 | | | | | | | | | | | \$ 1,453,000 | | | \$ 1,453,000 |
| SP1319 | \$ 601,600 | | | | | | | | | | \$ (601,600) | | | \$ - |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 47,610 | \$ 232,390 | | \$ 280,000 |
| SP1401 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| ST1101 | \$ 468,000 | | | | | | | | | | \$ (468,000) | | | \$ - |
| ST1201 | \$ 546,800 | | | | | | | | | | \$ (546,800) | | | \$ - |
| WI1301 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| TOTAL | \$ 16,322,932 | \$ 2,358,000 | \$ 2,849,520 | \$ 900 | \$ - | \$ - | \$ 204,000 | \$ 7,348,000 | \$ 1,189,657 | \$ - | \$ 21,741,702 | \$ 10,607,485 | \$ - | \$ 62,622,196 |

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|------------|--------------|----------|------|------------|-----------|--------|------|------|-----------------|--------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1150 | | | | | | | | | | | \$ 210,000 | | | \$ 210,000 |
| MO1201 | | | | \$ 2,700 | | | | | | | \$ 300 | | | \$ 3,000 |
| MO1206 | | | | | | | | | | | \$ 1,164,000 | | | \$ 1,164,000 |
| MO1306 | | | \$ 3,401,600 | | | | | | | | \$ (3,401,600) | | | \$ - |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1601 | | | | | | | | | | | \$ 21,000 | | | \$ 21,000 |
| MO1603 | | \$ 284,000 | | | | | | | | | \$ 451,000 | \$ 71,000 | | \$ 806,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | | \$ 3,862,400 | | | | | | | | \$ (3,862,400) | | | \$ - |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 40,000 | | | | \$ 10,000 | | | \$ 50,000 |
| GR1304 | | | \$ 2,319,200 | | | | | | | | \$ (2,319,200) | | | \$ - |
| GR1306 | \$ 1,338,400 | | | | | | | | | | \$ (1,338,400) | | | \$ - |
| NX1502 | | | | | | | | | | | | \$ 1,500,000 | | \$ 1,500,000 |
| RP1301 | \$ 1,144,800 | | | | | | | | | | \$ (1,144,800) | | | \$ - |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG01201 | | | | | | | | | | | \$ 27,000 | | | \$ 27,000 |
| SP1112 | | | | | | \$ 166,134 | | | | | \$ 1,911,866 | | | \$ 2,078,000 |
| SP1204 | | | | | | | | | | | \$ 16,000 | | | \$ 16,000 |
| SP1310 | \$ 195,200 | | | | | | | | | | \$ (195,200) | | | \$ - |
| SP1311 | \$ 25,600 | | | | | | | | | | \$ (25,600) | | | \$ - |
| SP1315 | \$ 605,600 | | | | | | | | | | \$ (605,600) | | | \$ - |
| SP1316 | \$ 1,900,800 | | | | | | | | | | \$ (1,900,800) | | | \$ - |
| SP1317 | \$ 554,400 | | | | | | | | | | \$ (554,400) | | | \$ - |
| SP1318 | \$ 1,169,600 | | | | | | | | | | \$ (1,169,600) | | | \$ - |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1401 | | | | | | | | | | | 70,000.00 | | | \$ 70,000 |
| WI1301 | | | | | | | | | | | 50,000.00 | | | \$ 50,000 |
| TOTAL | \$ 6,934,400 | \$ 294,000 | \$ 9,583,200 | \$ 2,700 | \$ - | \$ 166,134 | \$ 40,000 | \$ - | \$ - | \$ - | \$ (12,269,434) | \$ 1,574,984 | \$ - | \$ 6,325,984 |

FINANCIAL SUMMARY

- Roadways -

FINANCIAL CONSTRAINT

| | FHWA Federal Funding Source | | | | | | | | | | | | | | | |
|-----------------------|-----------------------------|---------------------|----------------------|---------------------|-------------------|---------------------|----------------------|---------------------|---------------------|----------------------|------------------------|----------------------------|-----------------------|----------------------|-------------|-----------------------|
| | STP | STP-Urban | NHS | Safety | I/M | 130 | Bridge | BRM | BRO | TOTAL Federal Funds | MoDOT Programmed Funds | Operations and Maintenance | TOTAL | Local | Other | TOTAL |
| 2013 Funds Programmed | \$ 2,862,742 | \$ 4,030,368 | \$ - | \$ 1,708,800 | \$ - | \$ 2,160,130 | \$ 3,456,800 | \$ - | \$ 2,632,800 | \$ 16,851,640 | \$ 25,496,519 | \$ 6,245,959 | \$ 48,594,118 | \$ 5,639,809 | \$ - | \$ 54,233,927 |
| 2014 Funds Programmed | \$ 15,053,551 | \$ 516,000 | \$ 3,781,600 | \$ 3,573,900 | \$ - | \$ 80,130 | \$ 114,400 | \$ - | \$ - | \$ 23,119,581 | \$ 3,791,604 | \$ 6,439,584 | \$ 33,350,769 | \$ 4,925,018 | \$ - | \$ 38,275,787 |
| 2015 Funds Programmed | \$ 16,322,932 | \$ 2,358,000 | \$ 2,849,520 | \$ 900 | \$ - | \$ 204,000 | \$ 7,348,000 | \$ 1,189,657 | \$ - | \$ 30,273,009 | \$ 21,741,702 | \$ 6,639,211 | \$ 58,653,922 | \$ 10,607,485 | \$ - | \$ 69,261,407 |
| 2016 Funds Programmed | \$ 6,934,400 | \$ 294,000 | \$ 9,583,200 | \$ 2,700 | \$ 166,134 | \$ 40,000 | \$ - | \$ - | \$ - | \$ 17,020,434 | \$ (12,269,434) | \$ 6,838,387 | \$ 11,589,387 | \$ 1,574,984 | \$ - | \$ 13,164,371 |
| Total | \$ 41,173,625 | \$ 7,198,368 | \$ 16,214,320 | \$ 5,286,300 | \$ 166,134 | \$ 2,484,260 | \$ 10,919,200 | \$ 1,189,657 | \$ 2,632,800 | \$ 87,264,664 | \$ 38,760,391 | \$ 26,163,141 | \$ 152,188,196 | \$ 22,747,296 | \$ - | \$ 161,771,121 |

| | Prior Year | 2013 | 2014 | 2015 | 2016 | TOTAL |
|--|---------------------|-----------------------|--------------------|-----------------------|---------------------|---------------------|
| Available State and Federal Funding | \$0 | \$21,534,163 | \$28,611,163 | \$19,949,000 | \$31,800,000 | \$101,894,325 |
| Available Operations and Maintenance Funding | \$0 | \$ 6,245,959 | \$ 6,439,584 | \$ 6,639,211 | \$ 6,838,387 | \$26,163,141 |
| Available Suballocated STP-U | \$20,641,220 | \$4,346,528 | \$4,346,528 | \$4,346,528 | \$4,346,528 | \$38,027,332 |
| Available Suballocated BRM | \$1,420,249 | \$326,535.00 | \$326,535.00 | \$326,535.00 | \$326,535.00 | \$2,726,389 |
| TOTAL AVAILABLE FUNDING | \$22,061,469 | \$32,453,185 | \$39,723,810 | \$31,261,274 | \$43,311,450 | \$168,811,187 |
| Programmed State and Federal Funding | \$0 | \$ (48,594,118) | \$ (33,350,769) | \$ (58,653,922) | \$ (11,589,387) | (\$152,188,196) |
| TOTAL REMAINING | \$22,061,469 | (\$16,140,934) | \$6,373,041 | (\$27,392,648) | \$31,722,063 | \$16,622,991 |

| | |
|-------------------------------------|---------------------|
| Remaining State and Federal Funding | (\$15,742,705) |
| Remaining Suballocated STP-Urban | \$30,828,964 |
| Remaining Suballocated BRM | \$1,536,732 |
| TOTAL REMAINING | \$16,622,991 |

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

TAB 3

BOARD OF DIRECTORS AGENDA 4/18/2013; ITEM II.B.

Amendment Number Four to the FY 2013-2016 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are six items to be included as part of TIP Amendment Number Four to the FY 2013-2016 Transportation Improvement Program.

1. Safe Routes to School Program (EN1308)

MoDOT received a Safe Routes to School Grant for a mobile classroom, bike helmets, school guard training and equipment, and promotional items to support bicycle and pedestrian safety education in area for a total programmed amount of \$74,990.

2. Ozark East Elementary Sidewalks (EN1309)

The City of Ozark received a Safe Routes to School Grant for Phase I of a sidewalk project for East Elementary, connecting the Autumn Meadows subdivision, along Samuel J. Street and 20th Avenue, with the school for a programmed amount of \$152,972.50.

3. West Sunshine Pavement Improvements (GR1306)

MoDOT is requesting acceleration of this project for the Southwest Pavement Plan, with funds programmed in 2014 and anticipated conversion in 2015. This includes pavement improvements on various sections of Sunshine Street from Kansas Expressway to James River Freeway for a total programmed amount of \$1,841,000.

4. Route 60 Pavement Improvements (RP1301)

MoDOT is requesting acceleration of this project for the Southwest Pavement Plan, with funds programmed in 2014 and anticipated conversion in 2015. This includes pavement improvements on various sections of Route 60 from James River Freeway to Route 174 for a total programmed amount of \$1,685,000.

5. Intersection Improvements at Kearney and Packer (SP1323)

MoDOT is requesting to do scoping for intersection improvements at Kearney Street and Packer Road in Springfield for a total programmed amount of \$12,000.

6. Sound Abatement on James River Freeway (SP1324)

MoDOT is requesting to do scoping for sound abatement at various locations on James River Freeway from Kansas Expressway to Campbell Avenue for a total programmed amount of \$22,000.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

At its March 20, 2013 meeting, the Technical Planning Committee unanimously recommended that the Board of Directors approve Amendment Number Four to the FY 2013-2016 TIP.

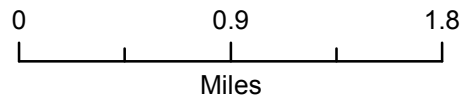
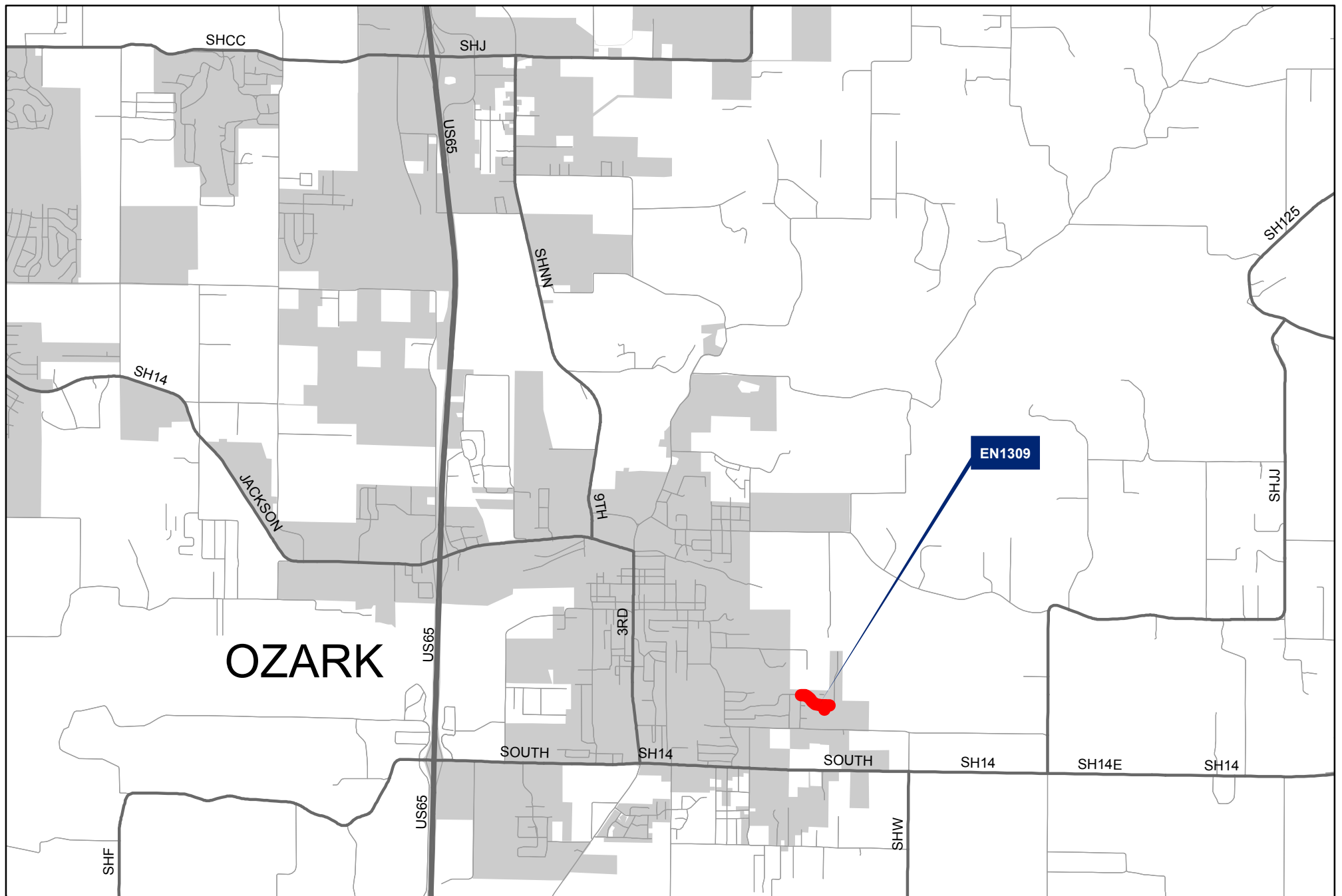
BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment Number Four to the FY 2013-2016 TIP.”

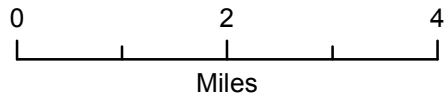
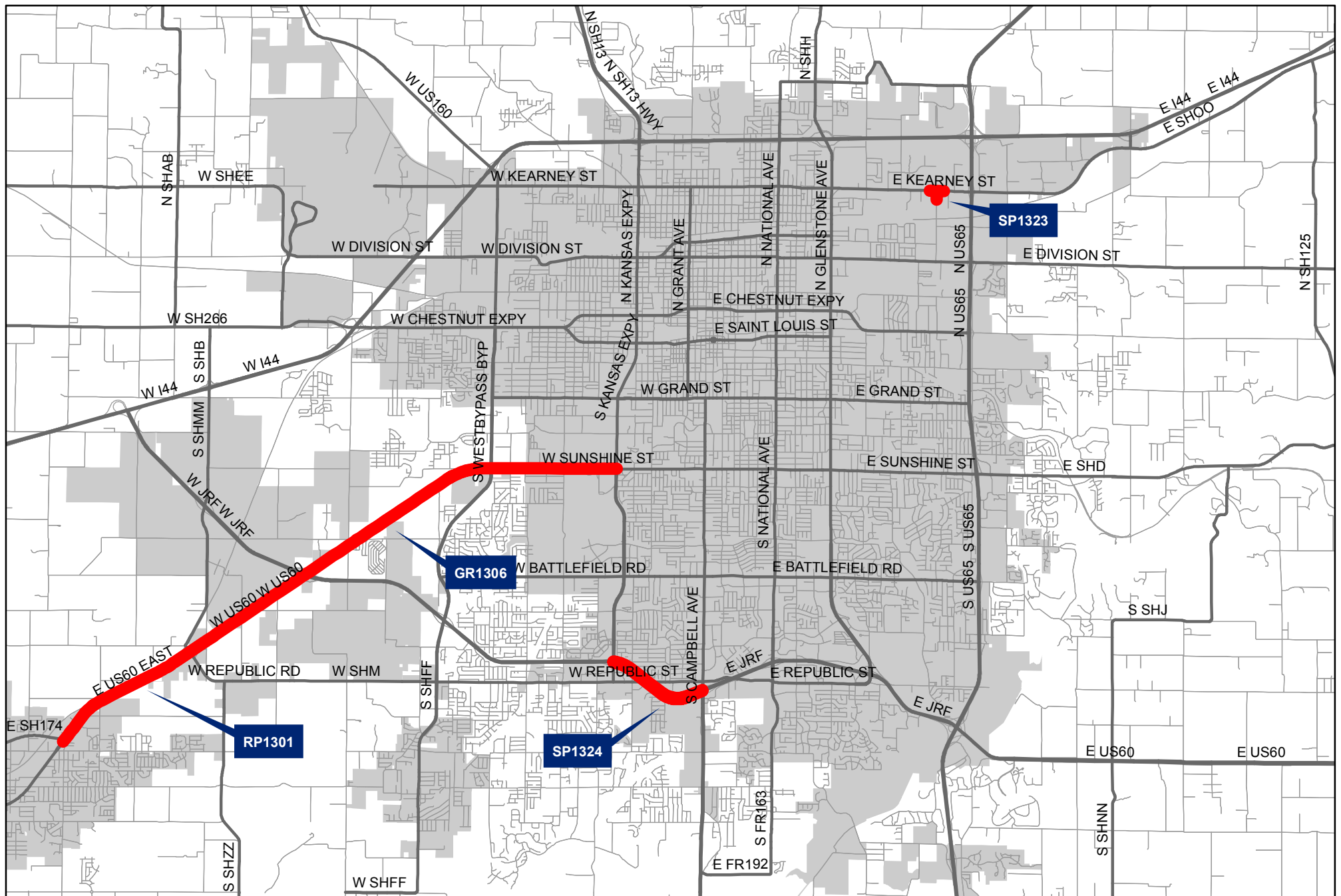
OR

“Move to return to staff Amendment Number Four in order to _____.”



Amendment #4 2013-2016 TIP





Amendment #4 2013-2016 TIP



PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

| AREA WIDE | | Funding | Fiscal Year | | | | | |
|---|---|---------|-------------|-----------|------|------|--------|-----------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| PROPOSED | | | | | | | | |
| Project Title: | SAFE ROUTES TO SCHOOL PROGRAM | ENG | FHWA (SRTS) | \$ 74,990 | \$ - | \$ - | \$ - | \$ 74,990 |
| MoDOT # | N/A | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | EN1308 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Mobile classroom, bike helmets, school guard training and equipment, promotional items to support bicycle and pedestrian safety education in schools. | ROW | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | SRTS | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT Funding Category | Safe Routes to School | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Program | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$74,990 | | | | | | | |
| Source of Funds: Safe Routes to School Program Balances | | | | | | | | |
| | | | TOTAL | \$ 74,990 | \$ - | \$ - | \$ - | \$ 74,990 |

| CITY OF OZARK | | Funding | Fiscal Year | | | | | |
|---|---|---------|-------------|------------|------|------|--------|------------|
| | | | 2013 | 2014 | 2015 | 2016 | TOTALS | |
| PROPOSED | | | | | | | | |
| Project Title: | EAST ELEMENTARY SIDEWALKS | ENG | FHWA (SRTS) | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT # | N/A | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | EN1309 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Phase 1 of 3. Sidewalk connections in and between Autumn Meadows subdivision and Ozark East Elementary, with sidewalk along S. 20th Ave. and E. Samuel J. Street. | ROW | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA () | \$ 152,973 | \$ - | \$ - | \$ - | \$ 152,973 |
| Federal Funding Category | SRTS | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT Funding Category | Safe Routes to Schools | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$152,973 | | | | | | | |
| Source of Funds: Safe Routes to School Program Balances | | | | | | | | |
| | | | TOTAL | \$ 152,973 | \$ - | \$ - | \$ - | \$ 152,973 |

FINANCIAL SUMMARY
- Bicycle and Pedestrian -

YEARLY SUMMARY
FY2013

| PROJECT | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|--------------|------------------------|-------------------|-------------|-------------------|-------------------|-------------------|---------------------|-----------------|---------------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| EN0808 | \$ 489,600 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 122,400 | \$ - | \$ 612,000 |
| EN0817 | \$ 364,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 159,440 | \$ - | \$ 524,240 |
| EN0818 | \$ 268,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 74,603 | \$ - | \$ 343,403 |
| EN1002 | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ - | \$ 12,500 | \$ - | \$ 62,500 |
| EN1101 | \$ 534,000 | \$ - | \$ - | \$ - | \$ 75,200 | \$ 175,300 | \$ 156,500 | \$ - | \$ 941,000 |
| EN1102 | \$ - | \$ - | \$ - | \$ - | \$ 200,000 | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| EN1111 | \$ - | \$ - | \$ - | \$ 200,000 | \$ - | \$ - | \$ 178,286 | \$ 2,500 | \$ 380,786 |
| EN1112 | \$ 219,840 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 237,043 | \$ - | \$ 456,883 |
| EN1113 | \$ 216,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 54,000 | \$ - | \$ 270,000 |
| EN1301 | \$ 240,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 60,000 | \$ - | \$ 300,000 |
| EN1302 | \$ 240,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 60,000 | \$ - | \$ 300,000 |
| EN1303 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| EN1304 | \$ 165,587 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 70,966 | \$ - | \$ 236,553 |
| EN1305 | \$ 220,413 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 179,587 | \$ - | \$ 400,000 |
| EN1306 | \$ 320,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 80,000 | \$ - | \$ 400,000 |
| EN1307 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ 250,000 |
| EN1308 | \$ - | \$ 74,990 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 74,990 |
| EN1309 | \$ - | \$ 152,973 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 152,973 |
| TOTAL | \$ 3,679,040 | \$ 227,963 | \$ - | \$ 250,000 | \$ 275,200 | \$ 175,300 | \$ 1,595,325 | \$ 2,500 | \$ 6,205,328 |

FY2014

| PROJECT | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

FY2015

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

FY2016

| PROJECT | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| | Federal Funding Source | | | | | MoDOT | Local | Other | TOTAL |
|----------------------|------------------------|-------------------|----------|-------------------|-------------------|-------------------|---------------------|-----------------|---------------------|
| | Enhancement | SRTS | RTP | STP-U | STP | | | | |
| TOTAL PROGRAM | \$ 3,679,040 | \$ 227,963 | - | 250,000.00 | \$ 275,200 | \$ 175,300 | \$ 1,595,325 | \$ 2,500 | \$ 6,205,328 |

FINANCIAL SUMMARY
- Bicycle and Pedestrian -

FINANCIAL CONSTRAINTS

| | Funding Source | | | | | | | | |
|------------------------|--------------------|--------------|------------|--------------|--------------|--------------|----------------|------------|--------------------|
| | Enhancement | SRTS | RTP | STP-U | STP | MoDOT | Local | Other | TOTAL |
| PRIOR YEAR | | | | | | | | | |
| Balance | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2013 | | | | | | | | | |
| Funds Anticipated | \$ 4,029,040 | \$ 227,963 | \$ - | \$ 250,000 | \$ 275,200 | \$ 175,300 | \$ 1,595,325 | \$ 2,500 | 6,555,328 |
| Funds Programmed | \$ (3,679,040) | \$ (227,963) | \$ - | \$ (250,000) | \$ (275,200) | \$ (175,300) | \$ (1,595,325) | \$ (2,500) | \$ (6,205,328) |
| Running Balance | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| 2014 | | | | | | | | | |
| Funds Anticipated | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 550,000 |
| Funds Programmed | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Running Balance | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$900,000 |
| 2015 | | | | | | | | | |
| Funds Anticipated | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 550,000 |
| Funds Programmed | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0 |
| Running Balance | \$1,450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,450,000 |
| 2016 | | | | | | | | | |
| Funds Anticipated | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 550,000 |
| Funds Programmed | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 0 |
| Running Balance | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |

PROGRAMMED IMPROVEMENTS

-Roadways-

| GREENE COUNTY | | | Funding | Fiscal Year | | | | |
|--|--|-----|------------|-------------|----------|--------------|----------------|--------------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| ORIGINAL | | | | | | | | |
| Project Title: | WEST SUNSHINE PAVEMENT IMPROVEMENTS | ENG | FHWA (STP) | \$ - | \$ - | \$ - | \$ 90,400 | \$ 90,400 |
| MoDOT # | 8S3003 | | MoDOT | \$ 2,000 | \$ 8,000 | \$ 103,000 | \$ (90,400) | \$ 22,600 |
| TIP # | GR1306 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Pavement improvements on various sections of Sunshine Street (Route 413) from Kansas Expressway (Route 13) to James River Freeway (Route 60) in Springfield. | ROW | FHWA (___) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ - | \$ - | \$ - | \$ 1,248,000 | \$ 1,248,000 |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ - | \$ 1,560,000 | \$ (1,248,000) | \$ 312,000 |
| MoDOT Funding Category | Taking Care of the System | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$1,673,000 | | | | | | | |
| Source of MoDOT Funds: State transportation revenues. Advance Construction with anticipated conversion in FY 2016. | | | TOTAL | \$ 2,000 | \$ 8,000 | \$ 1,663,000 | \$ - | \$ 1,673,000 |

| GREENE COUNTY | | | Funding | Fiscal Year | | | | |
|--|--|-----|------------|-------------|--------------|----------------|------|--------------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| PROPOSED | | | | | | | | |
| Project Title: | WEST SUNSHINE PAVEMENT IMPROVEMENTS | ENG | FHWA (STP) | \$ - | \$ - | \$ 108,800 | \$ - | \$ 108,800 |
| MoDOT # | 8S3003 | | MoDOT | \$ 2,000 | \$ 136,000 | \$ (108,800) | \$ - | \$ 29,200 |
| TIP # | GR1306 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Pavement improvements on various sections of Sunshine Street (Route 413) from Kansas Expressway (Route 13) to James River Freeway (Route 60) in Springfield. | ROW | FHWA (___) | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ - | \$ - | \$ 1,362,400 | \$ - | \$ 1,362,400 |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ 1,703,000 | \$ (1,362,400) | \$ - | \$ 340,600 |
| MoDOT Funding Category | Taking Care of the System | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$1,841,000 | | | | | | | |
| Source of MoDOT Funds: State transportation revenues. Advance Construction with anticipated conversion in FY 2015. | | | TOTAL | \$ 2,000 | \$ 1,839,000 | \$ - | \$ - | \$ 1,841,000 |

PROGRAMMED IMPROVEMENTS

-Roadways-

| CITY OF REPUBLIC | | | Funding | Fiscal Year | | | | |
|--|---|-----|------------|-------------|----------|--------------|----------------|--------------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| ORIGINAL | | | | | | | | |
| Project Title: | ROUTE 60 PAVEMENT IMPROVEMENTS | ENG | FHWA (STP) | \$ - | \$ - | \$ - | \$ 77,600 | \$ 77,600 |
| | | | MoDOT | \$ 2,000 | \$ 7,000 | \$ 88,000 | \$ (77,600) | \$ 19,400 |
| MoDOT # | 8P3004 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | RP1301 | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Pavement improvements on various sections of Route 60 from Route 174 to the James River Freeway (Route 360/60) in Republic. | ROW | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ - | \$ - | \$ - | \$ 1,067,200 | \$ 1,067,200 |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ - | \$ 1,334,000 | \$ (1,067,200) | \$ 266,800 |
| MoDOT Funding Category | Taking Care of the System | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$1,431,000 | | | | | | | |
| Source of MoDOT Funds: State transportation revenues. Advance Construction with anticipated conversion in FY 2016. | | | TOTAL | \$ 2,000 | \$ 7,000 | \$ 1,422,000 | \$ - | \$ 1,431,000 |

| CITY OF REPUBLIC | | | Funding | Fiscal Year | | | | |
|--|---|-----|------------|-------------|--------------|----------------|------|--------------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| PROPOSED | | | | | | | | |
| Project Title: | ROUTE 60 PAVEMENT IMPROVEMENTS | ENG | FHWA (STP) | \$ - | \$ - | \$ 88,800 | \$ - | \$ 88,800 |
| | | | MoDOT | \$ 2,000 | \$ 111,000 | \$ (88,800) | \$ - | \$ 24,200 |
| MoDOT # | 8P3004 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| TIP # | RP1301 | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Pavement improvements on various sections of Route 60 from Route 174 to the James River Freeway (Route 360/60) in Republic. | ROW | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ - | \$ - | \$ 1,257,600 | \$ - | \$ 1,257,600 |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ 1,572,000 | \$ (1,257,600) | \$ - | \$ 314,400 |
| MoDOT Funding Category | Taking Care of the System | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Construction | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$1,685,000 | | | | | | | |
| Source of MoDOT Funds: State transportation revenues. Advance Construction with anticipated conversion in FY 2015. | | | TOTAL | \$ 2,000 | \$ 1,683,000 | \$ - | \$ - | \$ 1,685,000 |

PROGRAMMED IMPROVEMENTS

-Roadways-

| CITY OF SPRINGFIELD | | | Funding | Fiscal Year | | | | |
|--|---|-----|------------|-------------|------|------|-------------|-----------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| PROPOSED | | | | | | | | |
| Project Title: | INTERSECTION IMPROVEMENTS AT KEARNEY AND PACKER | ENG | FHWA (STP) | \$ - | \$ - | \$ - | \$ 10,000 | \$ 10,000 |
| MoDOT # | 8S3019 | | MoDOT | \$ 12,000 | \$ - | \$ - | \$ (10,000) | \$ 2,000 |
| TIP # | SP1323 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Scoping for intersection improvements at Kearney Street (Route 744) and Packer Road in Springfield. | ROW | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT Funding Category | Major Projects and Emerging Needs. | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Engineering | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$1,000,000 - \$2,000,000 | | | | | | | |
| Source of MoDOT Funds: District operating budget. Advance Construction with anticipated conversion in FY 2015. | | | | | | | | |
| | | | TOTAL | \$ 12,000 | \$ - | \$ - | \$ - | \$ 12,000 |

| CITY OF SPRINGFIELD | | | Funding | Fiscal Year | | | | |
|--|---|-----|------------|-------------|------|------|-------------|-----------|
| | | | | 2013 | 2014 | 2015 | 2016 | TOTALS |
| PROPOSED | | | | | | | | |
| Project Title: | SOUND ABATEMENT ON JAMES RIVER FREEWAY | ENG | FHWA (STP) | \$ - | \$ - | \$ - | \$ 18,000 | \$ 18,000 |
| MoDOT # | 8P3020 | | MoDOT | \$ 22,000 | \$ - | \$ - | \$ (18,000) | \$ 4,000 |
| TIP # | SP1324 | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Description: | Scoping for sound abatement at various locations on James River Freeway (Route 60) from Kansas Expressway to Campbell Avenue. | ROW | FHWA () | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Source Agency | FHWA | CON | FHWA (STP) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Funding Category | STP | | MoDOT | \$ - | \$ - | \$ - | \$ - | \$ - |
| MoDOT Funding Category | Major Projects and Emerging Needs | | Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| Work or Fund Category | Engineering | | Other | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Project Cost | \$450,000 - \$500,000 | | | | | | | |
| Source of MoDOT Funds: District operating budget. Advance Construction with anticipated conversion in FY 2015. | | | | | | | | |
| | | | TOTAL | \$ 22,000 | \$ - | \$ - | \$ - | \$ 22,000 |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|--------------|-----|------------|-----|-----|------------|--------------|-----|--------------|--------------|--------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1106 | | | | | | | | | | | \$ 7,000 | | | \$ 7,000 |
| MO1107 | | | | \$ 27,000 | | | | | | | \$ 3,000 | | | \$ 30,000 |
| MO1150 | | | | | | | | | | | \$ 195,000 | | | \$ 195,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 13,000 | | | \$ 13,000 |
| MO1303 | | \$ 260,000 | | | | | | | | | \$ 451,000 | \$ 65,000 | | \$ 776,000 |
| MO1304 | | | | | | | | | | | \$ 39,000 | | | \$ 39,000 |
| MO1306 | | | | | | | | | | | \$ 4,000 | | | \$ 4,000 |
| MO1308 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | | | | | | | | | | \$ 22,000 | | | \$ 22,000 |
| CC1201 | | | | \$ 288,000 | | | | | | | \$ 32,000 | | | \$ 320,000 |
| CC1202 | | | | \$ 1,800 | | | | | | | \$ 200 | | | \$ 2,000 |
| CC1203 | | | | | | | | | | | \$ 447,000 | | | \$ 447,000 |
| CC1301 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| CC1302 | | | | \$ 504,000 | | | | | | | \$ 56,000 | | | \$ 560,000 |
| CC1303 | | | | | | | | | | | \$ 12,000 | | | \$ 12,000 |
| CC1304 | | | | \$ 11,700 | | | | | | | \$ 1,300 | | | \$ 13,000 |
| CC1305 | | | | \$ 2,700 | | | | | | | \$ 300 | | | \$ 3,000 |
| CC1306 | | | | | | | | | | | \$ 2,984,000 | | | \$ 2,984,000 |
| CC1307 | | | | | | | | | | | \$ 10,000 | | | \$ 10,000 |
| CC1401 | | | | \$ 11,700 | | | | | | | \$ 1,300 | | | \$ 13,000 |
| GR0909 | | \$ 320,000 | | | | | | | | | | \$ 80,000 | | \$ 400,000 |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1206 | | | | | | | | \$ 33,600 | | | \$ 8,400 | | | \$ 42,000 |
| GR1212 | | | | | | | | | | \$ 960,000 | | \$ 240,000 | | \$ 1,200,000 |
| GR1213 | | | | | | | | | | \$ 1,133,600 | | \$ 283,400 | | \$ 1,417,000 |
| GR1302 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| GR1303 | | | | | | | | | | | \$ 4,486,000 | | | \$ 4,486,000 |
| GR1304 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1305 | | | | | | | | | | | \$ 10,000 | | | \$ 10,000 |
| GR1306 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1307 | | | | | | | | | | | \$ 216,000 | | | \$ 216,000 |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1309 | | \$ 290,848 | | | | | | | | | \$ 5,000 | \$ 1,674,367 | | \$ 1,970,215 |
| GR1310 | | | | \$ 861,000 | | | | | | | \$ 1,047,000 | | | \$ 1,908,000 |
| GR1311 | | | | | | | | | | \$ 168,000 | | \$ 42,000 | | |
| GR1312 | | | | | | | | | | \$ 371,200 | | \$ 92,800 | | |
| NX0601 | | \$ 1,989,600 | | | | | | | | | | \$ 633,400 | | \$ 2,623,000 |
| NX0701 | | \$ 301,920 | | | | | | | | | | \$ 75,480 | | \$ 377,400 |
| NX1201 | | | | | | | | | | | | \$ 30,000 | | \$ 30,000 |
| NX1301 | | | | | | | | | | | \$ 189,000 | | | \$ 189,000 |
| OK1004 | | | | | | | | \$ 2,433,600 | | | \$ 608,400 | | | \$ 3,042,000 |
| OK1006 | | \$ 723,000 | | | | | | | | | \$ 767,000 | \$ 20,000 | | \$ 1,510,000 |
| OK1101 | | | | | | | | \$ 909,600 | | | \$ 227,400 | | | \$ 1,137,000 |
| RP1201 | | | | | | | | | | | \$ 272,000 | | | \$ 272,000 |
| RP1301 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RP1302 | | | | | | | | | | | \$ 1,187,000 | | | \$ 1,187,000 |
| RP1303 | | \$ 64,000 | | | | | | | | | | \$ 16,000 | | \$ 80,000 |
| RP1304 | | \$ 50,000 | | | | | | | | | | | | \$ 50,000 |
| RP1305 | | | | | | | | | | | \$ 228,000 | | | \$ 228,000 |

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

| 2013 Continued | | | | | | | | | | | | | | |
|----------------|-----------------------------|--------------|------|--------------|------|------|--------------|--------------|------|--------------|---------------|--------------|-------|---------------|
| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 80,000 | | | \$ 20,000 | | | \$ 100,000 |
| SP1021 | | | | | | | | | | | \$ 825,000 | | | \$ 825,000 |
| SP1106 | \$ 100,000 | | | | | | | | | | \$ 1,349,942 | \$ 1,178,942 | | \$ 2,628,884 |
| SP1107 | | | | | | | | | | | \$ 830,000 | | | \$ 830,000 |
| SP1108 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| SP1109 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1110 | | | | | | | | | | | \$ 1,571,000 | | | \$ 1,571,000 |
| SP1112 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| SP1113 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| SP1115 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1202 | | | | | | | | | | | \$ 1,469,000 | | | \$ 1,469,000 |
| SP1203 | | | | | | | | | | | \$ 1,024,000 | | | \$ 1,024,000 |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1206 | | | | | | | | | | | \$ 120,000 | | | \$ 120,000 |
| SP1212 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1213 | | | | | | | | | | | \$ 100,000 | | | \$ 100,000 |
| SP1302 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| SP1303 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1304 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1305 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1306 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1307 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1308 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1309 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | \$ 200,000 |
| SP1310 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1311 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1312 | | | | | | | | | | | \$ 6,000 | | | \$ 6,000 |
| SP1313 | \$ 2,135,742 | | | | | | | | | | \$ 2,669,677 | \$ 533,936 | | \$ 5,339,355 |
| SP1314 | | | | | | | | | | | \$ 12,000 | | | \$ 12,000 |
| SP1315 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1316 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1317 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1318 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1319 | | | | | | | | | | | \$ 4,000 | | | \$ 4,000 |
| SP1320 | \$ 627,000 | | | | | | | | | | \$ 109,500 | \$ 110,500 | | \$ 847,000 |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 190,000 | \$ 560,000 | | \$ 750,000 |
| SP1323 | | | | | | | | | | | \$ 12,000 | | | \$ 12,000 |
| SP1324 | | | | | | | | | | | \$ 22,000 | | | \$ 22,000 |
| SP1401 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| ST1201 | | | | | | | | | | | \$ 133,000 | | | \$ 133,000 |
| ST1204 | | | | | | | \$ 400,000 | | | | \$ 100,000 | | | \$ 500,000 |
| WI1201 | | \$ 21,000 | | | | | | | | | \$ 593,000 | | | \$ 614,000 |
| WI1301 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| TOTAL | \$ 2,862,742 | \$ 4,030,368 | \$ - | \$ 1,708,800 | \$ - | \$ - | \$ 2,160,130 | \$ 3,456,800 | \$ - | \$ 2,632,800 | \$ 25,530,519 | \$ 5,639,809 | \$ - | \$ 47,347,838 |

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|------------|--------------|--------------|-----|-----|-----------|-----------|-----|-----|----------------|--------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| | FHWA Federal Funding Source | | | | | | | | | | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1107 | | | | \$ 13,500 | | | | | | | \$ 1,500 | | | \$ 15,000 |
| MO1150 | | | | | | | | | | | \$ 202,000 | | | \$ 202,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 2,230,000 | | | \$ 2,230,000 |
| MO1306 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1401 | | | | | | | | | | | \$ 29,000 | | | \$ 29,000 |
| MO1403 | | \$ 268,000 | | | | | | | | | \$ 451,000 | \$ 67,000 | | \$ 786,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | \$ 238,000 | | | | | | | | | \$ 166,000 | | | \$ 404,000 |
| CC1201 | | | | \$ 1,885,500 | | | | | | | \$ 209,500 | | | \$ 2,095,000 |
| CC1202 | | | | \$ 274,500 | | | | | | | \$ 30,500 | | | \$ 305,000 |
| CC1203 | | | | | | | | | | | \$ 495,000 | | | \$ 495,000 |
| CC1301 | \$ 105,000 | | | | | | | | | | \$ 264,000 | | | \$ 369,000 |
| CC1302 | | | | \$ 967,500 | | | | | | | \$ 107,500 | | | \$ 1,075,000 |
| CC1303 | | | | | | | | | | | \$ 1,808,000 | | | \$ 1,808,000 |
| CC1304 | | | | \$ 104,400 | | | | | | | \$ 11,600 | | | \$ 116,000 |
| CC1305 | | | | \$ 146,700 | | | | | | | \$ 16,300 | | | \$ 163,000 |
| CC1306 | \$ 2,387,200 | | | | | | | | | | \$ (2,387,200) | | | \$ - |
| CC1401 | | | | \$ 180,900 | | | | | | | \$ 20,100 | | | \$ 201,000 |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 80,000 | | | | \$ 20,000 | | | \$ 100,000 |
| GR1206 | | | | | | | | \$ 34,400 | | | \$ 8,600 | | | \$ 43,000 |
| GR1303 | \$ 3,588,800 | | | | | | | | | | \$ (3,588,800) | | | \$ - |
| GR1304 | | | | | | | | | | | \$ 17,000 | | | \$ 17,000 |
| GR1305 | | | | | | | | | | | \$ 1,574,000 | | | \$ 1,574,000 |
| GR1306 | | | | | | | | | | | \$ 1,839,000 | | | \$ 1,839,000 |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1309 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| NX0801 | | | | | | | | | | | | \$ 175,000 | | \$ 175,000 |
| NX0803 | | | | | | | | | | | | \$ 1,313,314 | | \$ 1,313,314 |
| NX1401 | | | | | | | | | | | | \$ 188,700 | | \$ 188,700 |
| OK1006 | \$ 535,200 | | | | | | | | | | \$ (535,200) | | | \$ - |
| RP1201 | | | \$ 217,600 | | | | | | | | \$ (217,600) | | | \$ - |
| RP1301 | | | | | | | | | | | \$ 1,683,000 | | | \$ 1,683,000 |
| RP1302 | | | \$ 949,600 | | | | | | | | \$ (949,600) | | | \$ - |
| RP1305 | | | \$ 182,400 | | | | | | | | \$ (182,400) | | | \$ - |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 80,000 | | | \$ 20,000 | | | \$ 100,000 |
| SP1021 | \$ 660,000 | | | | | | | | | | \$ (660,000) | | | \$ - |
| SP1106 | \$ 1,315,742 | | | | | | | | | | \$ (1,315,742) | | | \$ - |
| SP1108 | | | | | | | | | | | \$ 174,892 | \$ 25,751 | | \$ 200,643 |
| SP1109 | \$ 2,067,130 | | | | | | | | | | \$ 84,604 | \$ 2,000,000 | | \$ 4,151,734 |
| SP1110 | | | \$ 1,256,800 | | | | | | | | \$ (1,256,800) | | | \$ - |
| SP1112 | | | | | | | | | | | \$ 5,000 | | | \$ 5,000 |
| SP1202 | | | \$ 1,175,200 | | | | | | | | \$ (1,175,200) | | | \$ - |
| SP1203 | \$ 819,200 | | | | | | | | | | \$ (819,200) | | | \$ - |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

| 2014 Continued | | | | | | | | | | | | | | |
|----------------|-----------------------------|------------|--------------|--------------|------|------|-----------|------------|------|------|--------------|--------------|-------|---------------|
| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| SP1206 | | | | | | | | | | | \$ 715,000 | | | \$ 715,000 |
| SP1213 | | | | | | | | | | | \$ 100,000 | | | \$ 100,000 |
| SP1310 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1311 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1312 | | | | | | | | | | | \$ 1,027,000 | | | \$ 1,027,000 |
| SP1313 | \$ 3,105,079 | | | | | | | | | | \$ 3,881,350 | \$ 776,269 | | \$ 7,762,698 |
| SP1314 | | | | | | | | | | | \$ 1,880,000 | | | \$ 1,880,000 |
| SP1315 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1316 | | | | | | | | | | | \$ 13,000 | | | \$ 13,000 |
| SP1317 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| SP1318 | | | | | | | | | | | \$ 7,000 | | | \$ 7,000 |
| SP1319 | | | | | | | | | | | \$ 748,000 | | | \$ 748,000 |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 125,000 | \$ 375,000 | | \$ 500,000 |
| SP1401 | | | | | | | | | | | \$ 3,000 | | | \$ 3,000 |
| ST1201 | | | | | | | | | | | \$ 549,000 | | | \$ 549,000 |
| WI1201 | \$ 470,200 | | | | | | | | | | \$ (470,200) | | | \$ - |
| WI1301 | | | | | | | | | | | \$ 3,000 | | | \$ 3,000 |
| TOTAL | \$ 15,053,551 | \$ 516,000 | \$ 3,781,600 | \$ 3,573,900 | \$ - | \$ - | \$ 80,130 | \$ 114,400 | \$ - | \$ - | \$ 7,298,604 | \$ 4,925,018 | \$ - | \$ 35,343,073 |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|--------------|--------------|--------|------|------|------------|--------------|--------------|------|----------------|---------------|-------|-------|---------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | | \$ 284,000 |
| MO1150 | | | | | | | | | | | \$ 206,000 | | | | \$ 206,000 |
| MO1201 | | | | \$ 900 | | | | | | | \$ 100 | | | | \$ 1,000 |
| MO1206 | | | | | | | | | | | \$ 1,700,000 | | | | \$ 1,700,000 |
| MO1306 | | | | | | | | | | | \$ 4,246,000 | | | | \$ 4,246,000 |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | | \$ 25,000 |
| MO1501 | | | | | | | | | | | \$ 22,000 | | | | \$ 22,000 |
| MO1503 | | \$ 276,000 | | | | | | | | | \$ 451,000 | \$ 69,000 | | | \$ 796,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | | \$ 2,000 |
| CC1110 | | \$ 2,072,000 | | | | | | | | | \$ 4,740,000 | \$ 1,557,000 | | | \$ 8,369,000 |
| CC1203 | | | \$ 753,600 | | | | | | | | \$ (753,600) | | | | \$ - |
| CC1301 | \$ 212,000 | | | | | | | | | | \$ (212,000) | | | | \$ - |
| CC1303 | \$ 1,456,000 | | | | | | | | | | \$ (1,456,000) | | | | \$ - |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 40,000 | | | | \$ 10,000 | | | | \$ 50,000 |
| GR1206 | | | | | | | | \$ 1,708,800 | | | \$ 427,200 | | | | \$ 2,136,000 |
| GR1304 | | | | | | | | | | | \$ 2,880,000 | | | | \$ 2,880,000 |
| GR1305 | \$ 1,267,200 | | | | | | | | | | \$ (1,267,200) | | | | \$ - |
| GR1306 | \$ 1,471,200 | | | | | | | | | | \$ (1,471,200) | | | | \$ - |
| GR1308 | | | | | | | | | | | \$ 2,000 | | | | \$ 2,000 |
| NX0801 | | | | | | | | | | | | \$ 1,530,000 | | | \$ 1,530,000 |
| NX0906 | \$ 1,754,941 | | | | | | | | | | \$ (8,000) | \$ 1,746,941 | | | \$ 3,493,882 |
| NX1501 | | | | | | | | | | | | \$ 150,000 | | | \$ 150,000 |
| RP1301 | \$ 1,346,400 | | | | | | | | | | \$ (1,346,400) | | | | \$ - |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | | \$ 2,000 |
| RG1201 | | | | | | | | | | | \$ 1,000 | | | | \$ 1,000 |
| SP1018 | | | | | | | | \$ 5,639,200 | | | \$ 1,409,800 | | | | \$ 7,049,000 |
| SP1108 | \$ 3,295,436 | | | | | | | | \$ 1,189,657 | | \$ 4,711,276 | \$ 4,127,755 | | | \$ 13,324,124 |
| SP1109 | \$ 658,533 | | | | | | | | | | \$ 5,329,258 | \$ 1,190,415 | | | \$ 7,178,206 |
| SP1112 | | | | | | | | | | | \$ 50,000 | | | | \$ 50,000 |
| SP1114 | | | | | | | \$ 160,000 | | | | \$ 40,000 | | | | \$ 200,000 |
| SP1120 | | | | | | | \$ 4,000 | | | | \$ 1,000 | | | | \$ 5,000 |
| SP1204 | | | | | | | | | | | \$ 2,000 | | | | \$ 2,000 |
| SP1206 | | | \$ 668,000 | | | | | | | | \$ (668,000) | | | | \$ - |
| SP1310 | | | | | | | | | | | \$ 241,000 | | | | \$ 241,000 |
| SP1311 | | | | | | | | | | | \$ 28,000 | | | | \$ 28,000 |
| SP1312 | \$ 821,600 | | | | | | | | | | \$ (821,600) | | | | \$ - |
| SP1313 | \$ 5,240,822 | | | | | | | | | | \$ (5,240,822) | | | | \$ - |
| SP1314 | | | \$ 1,427,920 | | | | | | | | \$ (1,427,920) | | | | \$ - |
| SP1315 | | | | | | | | | | | \$ 753,000 | | | | \$ 753,000 |
| SP1316 | | | | | | | | | | | \$ 2,361,000 | | | | \$ 2,361,000 |
| SP1317 | | | | | | | | | | | \$ 689,000 | | | | \$ 689,000 |
| SP1318 | | | | | | | | | | | \$ 1,453,000 | | | | \$ 1,453,000 |
| SP1319 | \$ 601,600 | | | | | | | | | | \$ (601,600) | | | | \$ - |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | | \$ 13,984 |
| SP1322 | | | | | | | | | | | \$ 47,610 | \$ 232,390 | | | \$ 280,000 |
| SP1401 | | | | | | | | | | | \$ 5,000 | | | | \$ 5,000 |
| ST1101 | \$ 468,000 | | | | | | | | | | \$ (468,000) | | | | \$ - |
| ST1201 | \$ 546,800 | | | | | | | | | | \$ (546,800) | | | | \$ - |
| WI1301 | | | | | | | | | | | \$ 5,000 | | | | \$ 5,000 |
| TOTAL | \$ 19,140,532 | \$ 2,358,000 | \$ 2,849,520 | \$ 900 | \$ - | \$ - | \$ 204,000 | \$ 7,348,000 | \$ 1,189,657 | \$ - | \$ 15,839,102 | \$ 10,607,485 | \$ - | \$ - | \$ 59,537,196 |

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

| PROJECT | FHWA Federal Funding Source | | | | | | | | | | MoDOT | Local | Other | TOTAL |
|---------|-----------------------------|------------|--------------|----------|------|------------|-----------|--------|------|------|----------------|--------------|-------|--------------|
| | STP | STP-Urban | NHS | Safety | ITS | I/M | 130 | Bridge | BRM | BRO | | | | |
| MO1105 | | | | | | | | | | | \$ 284,000 | | | \$ 284,000 |
| MO1150 | | | | | | | | | | | \$ 210,000 | | | \$ 210,000 |
| MO1201 | | | | \$ 2,700 | | | | | | | \$ 300 | | | \$ 3,000 |
| MO1206 | | | | | | | | | | | \$ 1,164,000 | | | \$ 1,164,000 |
| MO1306 | | | \$ 3,401,600 | | | | | | | | \$ (3,401,600) | | | \$ - |
| MO1309 | | | | | | | | | | | \$ 25,000 | | | \$ 25,000 |
| MO1601 | | | | | | | | | | | \$ 21,000 | | | \$ 21,000 |
| MO1603 | | \$ 284,000 | | | | | | | | | \$ 451,000 | \$ 71,000 | | \$ 806,000 |
| CC0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1102 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| CC1110 | | | \$ 3,862,400 | | | | | | | | \$ (3,862,400) | | | \$ - |
| GR1010 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| GR1104 | | | | | | | \$ 40,000 | | | | \$ 10,000 | | | \$ 50,000 |
| GR1304 | | | \$ 2,319,200 | | | | | | | | \$ (2,319,200) | | | \$ - |
| GR1306 | | | | | | | | | | | | | | \$ - |
| NX1502 | | | | | | | | | | | | \$ 1,500,000 | | \$ 1,500,000 |
| RP1301 | | | | | | | | | | | | | | \$ - |
| RG0901 | | | | | | | | | | | \$ 2,000 | | | \$ 2,000 |
| RG01201 | | | | | | | | | | | \$ 27,000 | | | \$ 27,000 |
| SP1112 | | | | | | \$ 166,134 | | | | | \$ 1,911,866 | | | \$ 2,078,000 |
| SP1204 | | | | | | | | | | | \$ 16,000 | | | \$ 16,000 |
| SP1310 | \$ 195,200 | | | | | | | | | | \$ (195,200) | | | \$ - |
| SP1311 | \$ 25,600 | | | | | | | | | | \$ (25,600) | | | \$ - |
| SP1315 | \$ 605,600 | | | | | | | | | | \$ (605,600) | | | \$ - |
| SP1316 | \$ 1,900,800 | | | | | | | | | | \$ (1,900,800) | | | \$ - |
| SP1317 | \$ 554,400 | | | | | | | | | | \$ (554,400) | | | \$ - |
| SP1318 | \$ 1,169,600 | | | | | | | | | | \$ (1,169,600) | | | \$ - |
| SP1321 | | \$ 10,000 | | | | | | | | | | \$ 3,984 | | \$ 13,984 |
| SP1323 | \$ 10,000 | | | | | | | | | | \$ (10,000) | | | \$ - |
| SP1324 | \$ 18,000 | | | | | | | | | | \$ (18,000) | | | \$ - |
| SP1401 | | | | | | | | | | | 70,000.00 | | | \$ 70,000 |
| WI1301 | | | | | | | | | | | 50,000.00 | | | \$ 50,000 |
| TOTAL | \$ 4,479,200 | \$ 294,000 | \$ 9,583,200 | \$ 2,700 | \$ - | \$ 166,134 | \$ 40,000 | \$ - | \$ - | \$ - | \$ (9,814,234) | \$ 1,574,984 | \$ - | \$ 6,325,984 |

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

TAB 4

BOARD OF DIRECTORS AGENDA 4/18/2013; ITEM II.C.

FY 2014 Unified Planning Work Program (UPWP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into the following tasks:

Task 010 – OTO General Administration
Task 020 – OTO Committee Support
Task 030 – General Planning and Plan Implementation
Task 040 – Project Selection and Programming
Task 050 – Transportation Demand Management
Task 060 – OTO and City Utilities Transit Planning
Task 070 – Special Studies and Related Projects

The UPWP contains the proposed budget for FY 2014. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the budget for FY 2014 is shown below:

| | <u>FY 2013</u> | <u>FY2014</u> |
|-------------------------------------|----------------|---------------|
| Ozarks Transportation Organization | | |
| Consolidated FHWA/FTA PL Funds | \$666,439.02 | \$ 721,534.40 |
| Local Jurisdiction Match Funds | \$128,648.76 | \$ 96,803.60 |
| In-Kind Match, Direct Cost, Donated | \$ 27,961.00 | \$ 75,000.00 |
| City Of Springfield Aerial Match | \$ 10,000.00 | \$ -- |
| Employee Paid Insurance Premium | \$ -- | \$ 8,580.00 |
| Total OTO Revenue | \$833,048.78 | \$901,918.00 |

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$158,000. City Utilities is providing the local match in the amount of \$39,500. The total budget amount for FY 2014 UPWP is \$1,099,418.

OTO is utilizing In-Kind Match, Direct Cost, and Donated City Utilities Match Funds. These additional match sources allow OTO to build an operating fund balance.

The UPWP Subcommittee met on January 28, 2013 and voted to recommend the Draft FY 2014 UPWP to the Technical Planning Committee.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

At its March 20, 2013 meeting, the Technical Planning Committee unanimously recommended that the OTO Board of Directors approve the FY 2014 Unified Planning Work Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY 2014 UPWP.”

OR

“Move to return the FY 2014 UPWP back to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”



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

UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2014

(July 1, 2013 – June 30, 2014)

Ozarks Transportation Organization

Metropolitan Planning Organization Staff

Directed by the Ozarks Transportation Organization Metropolitan Planning Organization, which is composed of the:

City of Battlefield
City of Nixa
City of Ozark
City of Republic
City of Springfield
City of Strafford
City of Willard
Christian County
Greene County

Missouri Department of Transportation (Non-Voting)
Federal Highway Administration (Non-Voting)
Federal Transit Administration (Non-Voting)

APPROVED BY OTO BOARD OF DIRECTORS:

APPROVED BY ONEDOT:

The MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate on the basis of race, color, national origin, English proficiency, religious creed, disability, age, sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the MPO (see below) or at www.ozarkstransportation.org.

For additional copies of this document or to request it in an accessible format, contact:

| | |
|---------------|---|
| By mail: | Ozarks Transportation Organization 205 Park Central East, Suite 205 Springfield, MO 65806 |
| By Telephone: | 417-865-3042, Ext. 100 |
| By Fax: | 417-862-6013 |
| By Email | staff@ozarkstransportation.org |

Or download it by going to www.ozarkstransportation.org.

The preparation of this report was financed in part by Metropolitan Planning Funds from the Federal Transit Administration and Federal Highway Administration, administered by the Missouri Department of Transportation. Its contents do not necessarily reflect the official views or policies of the U.S. DOT.



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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2014 (July 2013 - June 2014). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, Missouri State University Transportation Department, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a Federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, Missouri State University Transportation Department, and members of the OTO Technical Planning Committee and Board of Directors.

The Ozarks Transportation Organization's Public Participation Plan may be found on the OTO website at:

<http://www.ozarkstransportation.org>

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

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



Task 010 – OTO General Administration

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

| | |
|----------------------|-----------------------|
| Work Elements | Estimated Cost |
|----------------------|-----------------------|

| | |
|----------------------------------|-----------------|
| Financial Management..... | \$47,315 |
|----------------------------------|-----------------|

July to June

Responsible Agency – OTO

- Preparation of quarterly progress reports, payment requests, payroll, and year-end reports to MoDOT.
- Maintenance of OTO accounts and budget, with reporting to Board of Directors.

| | |
|------------------------------|----------------|
| Financial Audit | \$6,000 |
|------------------------------|----------------|

August to October

Consultant Contract Needed

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY2013 and report to Board of Directors.

| | |
|---|----------------|
| Unified Planning Work Program..... | \$9,863 |
|---|----------------|

January to June

Responsible Agency – OTO

- Modifications to the FY 2014 UPWP as necessary.
- Development of UPWP for FY 2015, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.

| | |
|----------------------------------|-----------------|
| Travel and Training | \$44,000 |
|----------------------------------|-----------------|

July to June

Responsible Agency – OTO

- Travel to meetings both regionally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees. Training could include the following:
 - Transportation Research Board (TRB) Conferences
 - Association of MPOs Annual Conference
 - Census Bureau Training
 - ESRI User Conference
 - Association for Commuter Transportation Conference
 - Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
 - ITE Web Seminars
 - National American Planning Association Conference
 - Missouri Chapter, American Planning Association Conference and Activities
 - Midwest Transportation Planning Conference
 - National Transit Institute and National Highway Institute Training
 - Small to Medium Sized Communities Planning Tools Conference
 - Geographic Information Systems (GIS) Advanced Training (ESRI's Arc



Products)

- Bicycle/Pedestrian Professional Training
- Provide Other OTO Member Training Sessions, as needed and appropriate
- Missouri Association of Procurement Professional Training
- GFOA Institute Training
- Missouri Public Transit Association Annual Conference
- Employee Educational Assistance

General Administration and Contract Management.....\$13,998

July to June

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.

Electronic Support for OTO Operations.....\$29,315

July to June

Responsible Agency – OTO

- Maintain and update website.
- Software upgrades and maintenance contracts.
- Web hosting and backup services.

Civil Rights Compliance\$7,729

July to June

Responsible Agency – OTO

- Meet federal and state reporting requirements.
- Meet MoDOT established DBE goals.
- Accept and process complaint forms and review all projects for Title VI compliance.
- Continue to include environmental justice and low-English proficiency requirements in planning process.

IRS Tax Status Determination\$16,000

July to June

Consultant Contract Needed

Responsible Agency – OTO

- Attorney to file request for IRS Tax Ruling for determination of tax status for required tax filings. Ruling may span multiple budget years.

End Products for FY 2014

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT
- Completion of the FY 2015 Unified Planning Work Program
- Attendance of OTO staff and OTO members at the various training programs
- Monthly updates of website
- Financial reporting to Board of Directors
- Calculate dues and send out statements
- DBE reporting
- Title VI reporting and complaint tracking
- IRS submission for tax ruling



Tasks Completed in FY 2013

- Completed quarterly and year end reports for MoDOT (Completed June 2013)
- Completed the FY 2014 UPWP (Completed April 2013)
- Staff attended the following conferences and training (Completed June 2013)
 - FHWA Web Seminars
 - FTA Web Seminars
 - American Planning Association Web Seminars
 - MAP-21 Web Seminars
 - Association of Pedestrian and Bicycle Professionals Web Seminars
 - Organizational Leadership Classes
 - Springfield Chamber 9th Annual Economic Outlook Conference
 - Missouri MPO Annual Meeting
 - Pictometry (aerial photo) Training
 - FHWA – Congestion Management Process
 - Springfield Area Human Resource Association Annual Conference
 - TRB Tools of the Trade Conference
 - Ozarks Chapter ITE Technical Conference and Lunch Seminars
 - Missouri Public Transit Association Conference
 - Association for Commuter Transportation Conference
 - AMPO National Conference
 - Missouri Chapter American Planning Association Conference
 - National American Planning Association Conference
 - ESRI Online Training
 - Social Media Marketing Conference
 - Missouri Coalition for Roadway Safety Conference
- Dues calculated and mailed statements for July 2013 (Completed April 2013)
- Website maintenance (Completed June 2013)
- Completed DBE reporting (Completed June 2013)
- Title VI Reporting and Tracking (Completed June 2013)

Funding Sources

| | | |
|--------------------|------------------|----------------|
| Local Match Funds | \$34,844 | 20.00% |
| Federal CPG Funds | \$139,376 | 80.00% |
| Total Funds | \$174,220 | 100.00% |



Task 020 – OTO Committee Support

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

| | |
|----------------------|-----------------------|
| Work Elements | Estimated Cost |
|----------------------|-----------------------|

| | |
|------------------------------------|-----------------|
| OTO Committee Support | \$81,624 |
|------------------------------------|-----------------|

July to June

Responsible Agency – OTO

- Conduct and staff all Technical Planning Committee, Bicycle and Pedestrian Advisory Committee, Local Coordinating Board for Transit, and Board of Directors meetings.
- Respond to individual committee requests.
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year.

| | |
|--|-----------------|
| Community Committee Participation | \$13,371 |
|--|-----------------|

July to June

Responsible Agency – OTO

- Participate in and encourage collaboration among various community committees directly related to transportation. Committees include:
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Governments Board and Transportation Advisory Committee
 - Missouri Public Transit Association
 - MoDOT Blueprint for Safety
 - Ozarks Clean Air Alliance and Clean Air Action Plan Committee
 - Ozark Greenways Technical Committee
 - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
 - SeniorLink Transportation Committee
 - Missouri Safe Routes to School Network
 - Ozark Safe Routes to School Committee
 - Local Safe Routes to School
 - Childhood Obesity Action Group and Healthy Living Alliance
 - Other committees as needed

| | |
|---|----------------|
| OTO Policy and Administrative Documents..... | \$9,925 |
|---|----------------|

July to June

Responsible Agency – OTO

- Process amendments to bylaws, policy documents, and administrative staff support consistent with the OTO organizational growth.
- Conduct an annual review of the OTO Public Participation Plan and make any needed revisions, consistent with federal guidelines.

| | |
|--|-----------------|
| Member Attendance at OTO Meetings | \$10,000 |
|--|-----------------|

July to June

Responsible Agencies – OTO and Member Jurisdictions

- OTO member jurisdiction time spent at OTO meetings.

**End Product(s) for FY 2014**

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

Tasks Completed in FY 2013

- Conducted Technical Planning Committee Meetings, Bicycle and Pedestrian Committee Meetings, UPWP Subcommittee Meetings, Local Coordinating Board for Transit Meetings, and Board of Directors meetings
- Prepared agendas and minutes
- Documented meeting attendance for in-kind reporting
- Staff participated in multiple community committees
- Review of Public Participation Plan
- Worked with the MO Coalition of Roadway Safety SW District

Funding Sources

| | | |
|--------------------|------------------|----------------|
| Local Match Funds | \$12,984 | 11.30% |
| In-kind Services | \$10,000 | 8.70% |
| Federal CPG Funds | \$91,936 | 80.00% |
| Total Funds | \$114,920 | 100.00% |



Task 030 – General Planning and Plan Implementation

This task addresses general planning activities, including the OTO Long-Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), the Bicycle and Pedestrian Plan, as well as the implementation of related plans and policies. MAP-21 guidance will be incorporated as it becomes available.

| | |
|----------------------|-----------------------|
| Work Elements | Estimated Cost |
|----------------------|-----------------------|

| | |
|--|----------------|
| OTO Long-Range Transportation Plan, Journey 2035..... | \$2,700 |
|--|----------------|

July to June

Responsible Agency – OTO

- Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.
- Prepare for the LRTP update, which is due by 12/2016. This includes incorporating MAP-21 performance measures and other guidance, as well as new guidance from the next transportation reauthorization.

| | |
|---|------------------|
| OTO Travel Demand Model Update | \$155,000 |
|---|------------------|

July to June (Continued from Prior Year)

Consultant Contract Continued

Responsible Agency – OTO

- Travel Demand Model Update to reflect new 2010 census data which is expected to be released in May 2013.

| | |
|---|-----------------|
| Congestion Management Process Update | \$30,000 |
|---|-----------------|

July to October (Continued from Prior Year)

Responsible Agency – OTO

- Publish updated Phase III report to reflect 2012 traffic conditions.

| | |
|---|----------------|
| Bicycle and Pedestrian Plan Implementation | \$5,000 |
|---|----------------|

July to June

Responsible Agency – OTO

- The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan.

| | |
|---|-----------------|
| Geographic Information Systems (GIS) | \$18,000 |
|---|-----------------|

July to June

Responsible Agency – OTO

- Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support Transportation Planning efforts.

| | |
|--|----------------|
| Federal Certification Review..... | \$3,000 |
|--|----------------|

July to December

Responsible Agency – OTO

- Prepare for, coordinate with MoDOT and ONEDOT, and participate in OTO's Federal Certification Review.



Air Quality Planning\$5,000

July to June

Responsible Agency – OTO

- Staff serves on the Ozarks Clean Air Alliance along with Springfield Greene-County Health Department, which is updating the regional Clean Air Action Plan, in hopes to preempt designation as a non-attainment area for ozone.

Demographics and Future Projections\$5,000

July to June

Responsible Agency – OTO

- Continue to analyze growth and make growth projections for use in transportation decision-making by collecting and compiling development data into a demographic report that will be used in travel demand model runs, plan updates, and planning assumptions.

MoDOT Transportation Studies and Data Collection\$65,000

MoDOT Southwest District - \$65,000

July to June

Responsible Agency – MoDOT Southwest District

- MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.
 - OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model.
 - Transportation studies would be conducted to provide accident data for use in the Congestion Management Process.
 - Speed studies would be conducted to analyze signal progression to meet requirements of Congestion Management Process.
 - Miscellaneous studies to analyze congestion along essential corridors would also be a billable activity under this task.

Source of Eligible MoDOT Match

| MoDOT Position | Yearly Salary | Yearly Fringe | Annual Salary Additives | Yearly Total | % Time | Eligible |
|-----------------------------------|---------------|---------------|-------------------------|--------------|--------|-------------|
| Senior Traffic Studies Specialist | \$53,496.00 | \$35,184.32 | \$19,408.35 | \$108,088.67 | 20 | \$21,617.73 |
| Senior Traffic Studies Specialist | \$47,796.00 | \$31,435.43 | \$17,340.39 | \$96,571.82 | 20 | \$19,314.36 |
| Senior Traffic Technician | \$35,556.00 | \$23,385.18 | \$12,899.72 | \$71,840.39 | 34 | \$24,425.91 |
| TOTAL Eligible Match | | | | | | \$65,358.00 |
| TOTAL Match Requested | | | | | | \$65,000.00 |



Performance Measures\$5,000

July to June

Responsible Agency – OTO

- Coordinate with MoDOT on efforts to address national performance measures as outlined in MAP-21
- Production of an annual report to monitor the performance measures as outlined in the Long Range Transportation Plan, incorporating connection to MAP-21 performance measures.

Mapping and Graphics Support for OTO Operations\$11,502

July to June

Responsible Agency – OTO

- Development and maintenance of mapping and graphics for OTO activities, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials.

Travel Time Collection Units\$82,000

December to June

Responsible Agencies – OTO, MoDOT, City of Springfield

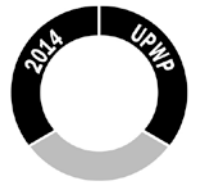
- Joint purchase with the City of Springfield and MoDOT of travel time collection units and reporting software for use in transportation planning. The overall cost is \$600,000 for 90 units, with OTO's share at \$80,000 for 8 units. MoDOT and the City of Springfield will split the remainder, while collaborating on the installation of the units through the Transportation Management Center. OTO's share includes the 8 units, the installation of those units, and equipment such as cabling, cabinets, solar, and cellular technology. The per unit cost is higher for the 8 OTO units as they are being installed in the outlying area and those inside the City of Springfield can take advantage of existing equipment and infrastructure.

End Product(s) for FY 2014

- Amendments to the Long Range Transportation Plan
- Implementation of Bicycle and Pedestrian Plan
- Complete updated Travel Demand Model
- Continued monitoring of attainment status
- Demographic Report
- Performance Measure Report
- Updated CMS Phase III
- Complete installation of travel time collection units

Tasks Completed in FY 2013

- Changes to Springfield Urbanized Area Boundary
- Changes to Federal Functional Classification System
- Maintenance of GIS System Layers
- Bicycle and Pedestrian Plan Implementation Status Report
- Demographic Report
- Continued Monitoring of Attainment Status



- Selection of Enhancement and support of Safe Routes to School Projects
- Performance Measure Report
- Distribution of LRTP Executive Summary
- Assisted in Update of Clean Air Action Plan

Funding Sources

| | | |
|--------------------|------------------|----------------|
| Local Match Funds | \$12,440 | 3.21% |
| MoDOT Direct Costs | \$65,000 | 16.79% |
| Federal CPG Funds | \$309,762 | 80.00% |
| Total Funds | \$387,202 | 100.00% |



Task 040 – Project Selection and Programming

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

| | |
|----------------------|-----------------------|
| Work Elements | Estimated Cost |
|----------------------|-----------------------|

| | |
|--|----------------|
| Solicit Applications and Select 2014-2017 Transportation Projects | \$5,000 |
|--|----------------|

July to June

Responsible Agency – OTO

- Continue to improve project selection processes including project application development, scoring, and selection criteria for multiple transportation funding sources.

| | |
|--|----------------|
| 2014-2017 Transportation Improvement Program (TIP)..... | \$7,485 |
|--|----------------|

July to August

Responsible Agency – OTO

- Complete and publish the 2014-2017 TIP.
 - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

| | |
|--|-----------------|
| 2015-2018 Transportation Improvement Program (TIP)..... | \$60,625 |
|--|-----------------|

March to June

Responsible Agency – OTO

- Begin development of the 2015-2018 TIP.
- Conduct the Public Involvement Process for the TIP (March-August).
- Work with the TIP subcommittees (June).
- Complete Draft document.

| | |
|----------------------------|-----------------|
| TIP Amendments..... | \$11,784 |
|----------------------------|-----------------|

July to June

Responsible Agency – OTO

- Process all modifications to the FY 2013-2016 and 2014-2017 TIPs including the coordination, advertising, public comment and Board approval and submissions to MoDOT for incorporation in the STIP.

| | |
|------------------------------------|----------------|
| Federal Funds Tracking..... | \$3,923 |
|------------------------------------|----------------|

July to June

Responsible Agency – OTO

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website.
- Monitor STP-Urban, Small Urban, and bridge balances.
- Track area cost-share projects.

| | |
|------------------------------|-----------------|
| Online TIP Tool | \$10,000 |
|------------------------------|-----------------|

June to December

Consultant Contract

Responsible Agency – OTO

- Maintenance contract for web-based tool to make an online searchable database for projects.



End Product(s) for FY 2014

- TIP amendments, as needed
- Adopt FY 2014-2017 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2015-2018 Transportation Improvement Program
- Annual Listing of Obligated Projects
- Online searchable database of TIP projects
- Solicit and select projects for various funding sources

Tasks Completed in FY 2013

- Adopted FY 2013-2016 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2014-2017 Transportation Improvement Program
- Amended the FY 2013-2016 TIP numerous times
- Annual Listing of Obligated Projects
- Solicited and selected projects for various funding sources

Funding Sources

| | | |
|--------------------|-----------------|----------------|
| Local Match Funds | \$19,763 | 20.00% |
| Federal CPG Funds | \$79,054 | 80.00% |
| Total Funds | \$98,817 | 100.00% |



Task 050 – Transportation Demand Management

Planning Activities to support the Regional Rideshare program.

| | |
|-----------------------------|------------------------------|
| <u>Work Elements</u> | <u>Estimated Cost</u> |
|-----------------------------|------------------------------|

| | |
|---|----------------|
| Coordinate Employer Outreach Activities..... | \$6,000 |
|---|----------------|

July to June

Responsible Agencies – OTO, City of Springfield

- Work with the City of Springfield to identify and coordinate with major employers to develop employer-based programs to promote ridesharing and other transportation demand management (TDM) techniques within employer groups.

| | |
|--|----------------|
| Collect and Analyze Data to Determine Potential Demand..... | \$6,000 |
|--|----------------|

July to June

Responsible Agency – OTO

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities.

End Product(s) for FY 2014

- Annual report of TDM activities including number of users, employer promotional activities, results of location data analysis, and benefits to the region.

Tasks Completed in FY 2013

- Not included in FY2013 UPWP

Funding Sources

| | | |
|--------------------|-----------------|----------------|
| Local Match Funds | \$2,400 | 20.00% |
| Federal CPG Funds | \$9,600 | 80.00% |
| Total Funds | \$12,000 | 100.00% |



Task 060 – OTO and City Utilities Transit Planning

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

| Work Elements | Estimated Cost |
|-----------------------------------|--------------------------------|
| Operational Planning | \$66,000 |
| | City Utilities/5307 - \$60,000 |
| | OTO/CPG - \$6,000 |

July to June

Responsible Agencies – OTO, City Utilities

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

| | |
|--------------------------------|--------------------------------|
| ADA Accessibility | \$11,000 |
| | City Utilities/5307 - \$10,000 |
| | OTO/CPG - \$1,000 |

July to June

Responsible Agencies – OTO, City Utilities

- OTO staff to work with City Utilities Transit staff on transportation improvements at bus stops.
- CU Transit retains contract management for ADA projects with OTO staff assistance as requested.
- OTO staff and City Utilities Transit staff to work together on efforts to provide curb cuts and sidewalk accessibility at bus stops and shelters around Springfield, on an annual basis (FTA Line Item Code 44.24.00).
- CU Transit ADA accessibility projects for the New Freedom grants and future 5310 grants.

| | |
|---|--------------------------------|
| Transit Fixed Route and Regional Service Analysis Implementation | \$30,000 |
| | City Utilities/5307 - \$20,000 |
| | OTO/CPG - \$10,000 |

July to June

Responsible Agencies – OTO, City Utilities

- OTO and CU will analyze, plan for, and possibly implement recommendations of the Transit Fixed Route Regional Service Analysis.



Service Planning\$40,000
City Utilities/5307 - \$30,000
OTO/CPG - \$10,000

July to June

Responsible Agencies – OTO, City Utilities

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

Financial Planning.....\$30,000
City Utilities/5307 - \$30,000

July to June

Responsible Agency – City Utilities

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

Competitive Contract Planning.....\$9,000
City Utilities/5307 - \$8,000
OTO/CPG - \$1,000

July to June

Responsible Agencies – OTO, City Utilities, Missouri State University

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



Safety, Security and Drug and Alcohol Control Planning.....\$20,500
 City Utilities/5307 - \$19,500
 OTO/CPG - \$1,000

July to June

Responsible Agencies – OTO, City Utilities, Missouri State University

- CU and Missouri State University have adopted policies of drug-free awareness programs to inform their employees on the dangers of drug abuse (FTA Line Item Code 44.26.82). Funding is intended to assist in the development of a drug and alcohol awareness program in an effort to provide a drug- and alcohol-free working environment for the employees at CU, and MSU transit. In particular, special studies addressing critical transportation and related drug and alcohol issues may need to be completed.
- OTO, CU, and MSU will review existing plans and procedures for maintaining security on existing transit facilities and take steps to mitigate any identified shortcomings.
- Implementation of additional safety and security policies as required by MAP-21.

Transit Coordination Plan Implementation.....\$23,000
 City Utilities/5307 - \$10,000
 OTO/CPG - \$13,000

July to June

Responsible Agencies – OTO, City Utilities, Human Service Transit Providers

- Update of the existing Transit Coordination Plan including examination and possible update of the competitive selection process to comply with MAP-21 legislation.

Program Management Plan.....\$6,000
 City Utilities/5307 - \$1,000
 OTO/CPG - \$5,000

July to June

- Update the existing program management plan to ensure compliance with MAP-21.

Data Collection and Analysis.....\$12,987
 City Utilities/5307 - \$9,000
 OTO/CPG - \$3,987

July to June

Responsible Agencies – OTO, City Utilities

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes.
- Update CU Title VI and LEP plans, with new demographics provided by OTO.
- CU will collect and analyze, with OTO's assistance, ridership data for use in transit planning and other OTO planning efforts.

End Products for FY 2014

- Transit agency coordination (OTO staff)
- Project rankings and allocations in the 2014-2017 TIP related to transit, and various new ADA accessible bus shelters and stops (OTO staff)
- Special Studies (OTO staff, CU, and possible consultant services as necessary)
- On-Board Bus Surveys as needed (OTO staff, CU)
- Quarterly reporting to National Transit Database (CU)
- Transit Coordination Plan Implementation of Selected Strategies



- Transit Fixed Route and Regional Service Analysis Implementation

Tasks Completed in FY 2013

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

Funding Sources

| | | |
|-----------------------------|------------------|----------------|
| Local Match Funds | \$10,197 | 4.10% |
| CU Match Funds | \$39,500 | 15.90% |
| Total Local Funds | \$49,697 | 20.00% |
| Federal CPG Funds | \$40,790 | 16.41% |
| FTA 5307 Funds | \$158,000 | 63.59% |
| Total Federal Funds | \$198,790 | 80.00% |
| Total Task 060 Funds | \$248,487 | 100.00% |



Task 070 – Special Studies and Projects

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

| | |
|----------------------|-----------------------|
| Work Elements | Estimated Cost |
|----------------------|-----------------------|

| | |
|--|-----------------|
| Continued Coordination with entities that are implementing Intelligent Transportation Systems | \$18,310 |
|--|-----------------|

July to June

Responsible Agency – OTO

- Coordination with the Traffic Management Center in Springfield and with City Utilities Transit as needed.

| | |
|--|-----------------|
| Studies of Parking, Land Use, and Traffic Circulation | \$16,262 |
|--|-----------------|

July to June

Responsible Agency – OTO

- Studies that are requested by member jurisdictions to look at traffic, parking, or land use.

| | |
|--|-----------------|
| Other Special Studies in accordance with the Adopted Long-Range Transportation Plan | \$12,000 |
|--|-----------------|

July to June

Responsible Agency – OTO

- Studies relating to projects in the Long Range Transportation Plan.

| | |
|----------------------------|-----------------|
| Traffic Counts..... | \$12,000 |
|----------------------------|-----------------|

February to April

Consultant Contract Needed

Responsible Agency – OTO

- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.

| | |
|--|----------------|
| Livability/Sustainable Planning | \$5,200 |
|--|----------------|

July to June

Responsible Agency – OTO

- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning. Project selection could result in OTO administering livability/sustainability-type projects.

End Products for FY 2014

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



- ITS Coordination

Tasks Completed in FY 2013

- Traffic Counts within the OTO Area for MoDOT roadways
- Crash Data
- Speed Studies
- ITS Coordination
- Transportation Section of the Community Report Card

Funding Sources

| | | |
|-------------------------|-----------------|----------------|
| Total Local Match Funds | \$12,754 | 20.00% |
| Federal CPG Funds | \$51,018 | 80.00% |
| Total Funds | \$63,772 | 100.00% |



Financial Revenues Summary

| Ozarks Transportation Organization Revenue | Total Amount Budgeted |
|---|------------------------------|
| Consolidated FHWA/FTA PL Funds | \$721,534.40 |
| Local Jurisdiction Match Funds | \$96,803.60 |
| In-kind Match, Direct Cost, Donated** | \$75,000.00 |
| Employee Insurance Premium | \$8,580.00 |
| City of Springfield Aerial Photography Match Funds | \$0.00 |
| Total Ozarks Transportation Organization Revenue | \$901,918.00 |
| Direct Outside Grant | Total Amount Budgeted |
| City Utilities Transit Planning – FTA 5307 | \$158,000.00 |
| City Utilities Local Match | \$39,500.00 |
| Total Direct Outside Grant | \$197,500.00 |
| TOTAL REVENUE | \$1,099,418.00 |

Financial Expenditures Summary

| Task | Local | | | | Federal | | Total | Percent (%) |
|--------------|------------------|-----------------|-----------------|------------------|------------------|------------------|--------------------|---------------|
| | OTO | CU | MoDOT | In-Kind Services | CPG | 5307 | | |
| 010 | \$34,844 | | | | \$139,376 | | \$174,220 | 15.85 |
| 020 | \$12,984 | | | \$10,000 | \$91,936 | | \$114,920 | 10.45 |
| 030 | \$12,440 | | \$65,000 | | \$309,762 | | \$387,202 | 35.22 |
| 040 | \$19,763 | | | | \$79,054 | | \$98,817 | 8.99 |
| 050 | \$2,400 | | | | \$9,600 | | \$12,000 | 1.09 |
| 060 | \$10,197 | \$39,500 | | | \$40,790 | \$158,000 | \$248,487 | 22.60 |
| 070 | \$12,754 | | | | \$51,018 | | \$63,772 | 5.80 |
| TOTAL | \$105,382 | \$39,500 | \$65,000 | \$10,000 | \$721,536 | \$158,000 | \$1,099,418 | 100.00 |

Financial Revenues and Expenditures Summary



| | |
|--|------------------------------|
| FY11 (MO-81-0011) Balance | \$505,468.45 |
| FY12 (MO-81-0012) Balance | <u>\$478,455.68</u> |
| CPG Fund Balance as of 12/31/12* | \$983,924.13 |
| Remaining funds committed to fulfill last year's FY2013 UPWP | <u>(\$415,945.99)</u> |
| Remaining CPG Funds Balance available from Prior Years UPWP* | \$567,978.14 |
| | |
| FY 2013 Estimated CPG Funds allocation** | \$502,309.00 |
| FY 2014 Estimated CPG Funds allocation*** | <u>\$512,000.00</u> |
| | |
| TOTAL Estimated CPG Funds Available for FY 2014 UPWP | \$1,582,287.14 |
| | |
| TOTAL CPG Funds Programmed for FY 2014 | <u>(\$721,534.40)</u> |
| | |
| Remaining Unprogrammed Balance | \$860,752.74 |

*Previously allocated but unspent CPG Funds through FY 2012

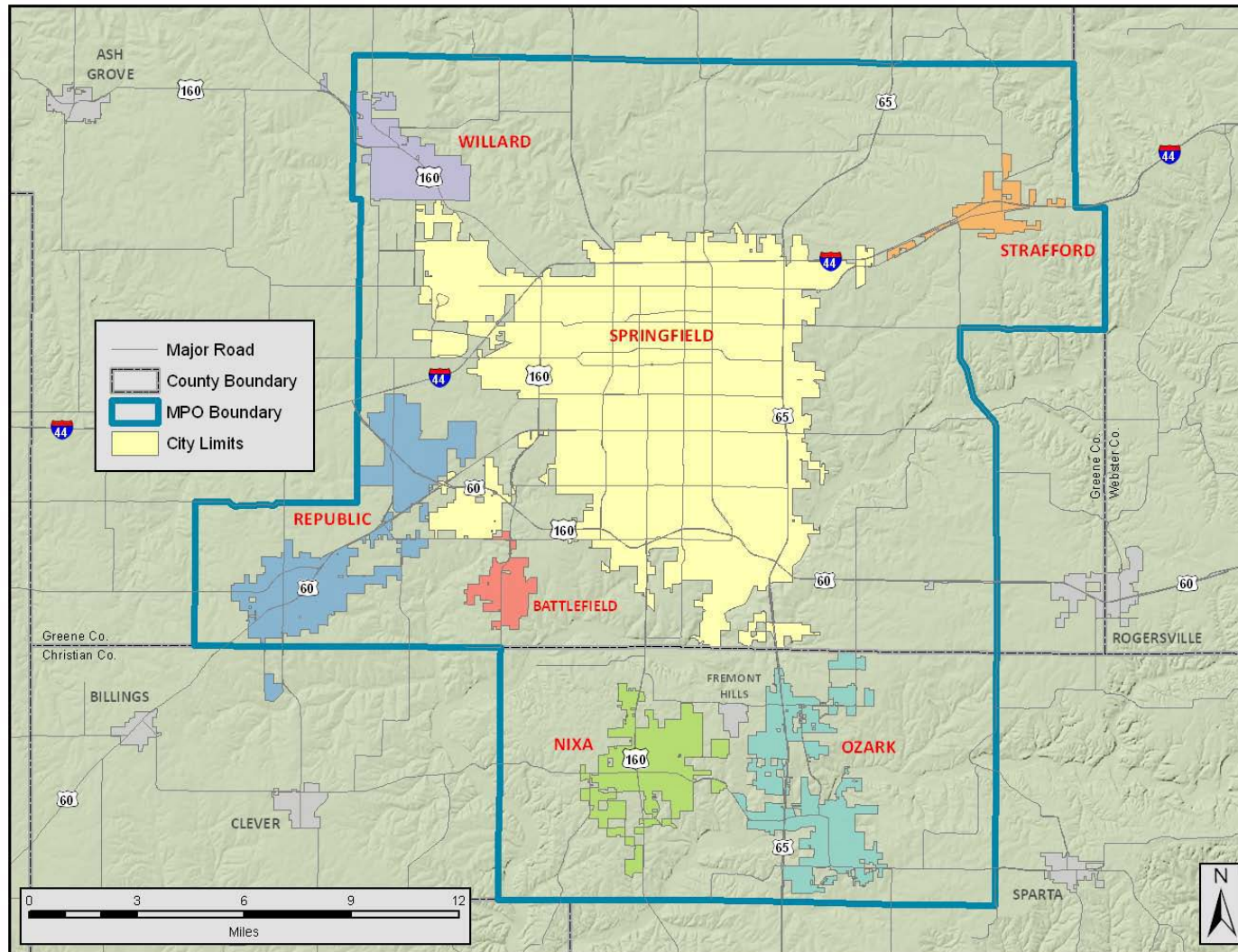
**FY 2013 Estimated CPG Funds Allocation

***The TOTAL Estimated CPG Funds Available for FY 2014 UPWP is an estimated figure based on an estimate for the FY 2013 allocation.

OTO Boundary Map



OTO Boundary Map



OTO Organization Chart

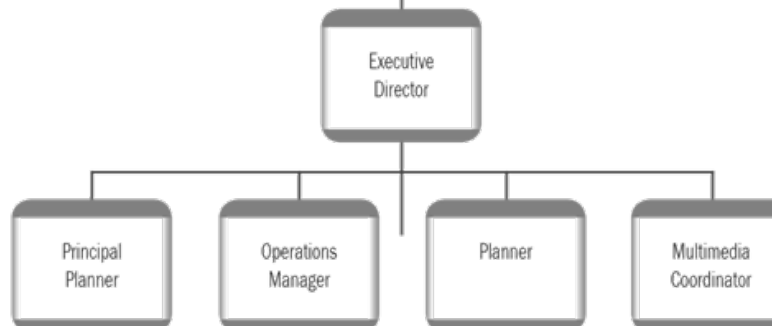


OTO Organization Chart

Membership of the Ozarks Transportation Organization Region Metropolitan Planning Organization



Ozarks Transportation Organization Planning Staff



Board and Committee membership composition may be found at:
<http://www.ozarkstransportation.org>

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 4/18/2013; ITEM II.D.

PM Advance

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

PM Advance is a collaborative effort by EPA, states, tribes, and local governments to encourage emission reductions in PM_{2.5} attainment areas nationwide to maintain the National Ambient Air Quality Standard (NAAQS) for fine particulates (PM_{2.5}). The goals of the program are to help attainment areas take action in order to keep PM levels below the level of the PM_{2.5} NAAQS to ensure continued health protection for their citizens, better position areas to remain in attainment, and efficiently direct available resources toward actions to address PM problems quickly.

The PM Advance program offers participating governments the opportunity to work in partnership with EPA and each other. While participation is not a guarantee that an area will avoid a future nonattainment designation or other Clean Air Act requirements, it can better position the area to comply with the requirements associated with such a designation. For example, emission reduction actions undertaken as part of the program could potentially receive credit in State Implementation Plans (SIPs) in the event an area is eventually designated nonattainment with a moderate or higher classification, either in terms of reflecting a lower baseline from which additional reductions are needed to meet reasonable further progress goals or, if they occur after the baseline year, as a measure that shows progress toward attainment.

The Ozarks Clean Air Alliance has voted to apply to this program and would like the Ozarks Transportation Organization as a partner in that application. Many of the steps required to be a part of this program are already underway with the development and update of the Clean Air Action Plan. Participation in this program does not commit the region to any new regulatory requirements. The region already participates in the Ozone Advance program. The efforts required under PM Advance would be an extension of that program.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

At its March 20, 2013 meeting, the Technical Planning Committee unanimously recommended that the Board of Directors participate in the PM Advance Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to support application of the region for the EPA PM Advance Program.”

OR

“Move to have staff consider the following _____”

TAB 6

BOARD OF DIRECTORS AGENDA 4/18/2013; ITEM II.E.

OTO Funds Balance Report – December 2012

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated STP-Urban, Small Urban, and BRM (On-System Bridge) funds each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STP-Urban allocation to accrue due to requirements by FHWA. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub-allocate the STP-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2013.

Staff has included a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2013, therefore, there is not an immediate threat of rescission by MoDOT. The report also outlines activity in other OTO funding accounts, such as BRM and Small Urban. These accounts are subject to the same rescission policy.

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. OTO has an ending balance of \$26,884,546.48 as of December 31, 2012. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$8,948,874.64. This is well within the balance allowed to be carried by MoDOT.

In 2009, \$3.5 million in STP-Urban funding was rescinded when SAFETEA-LU expired, though it was restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance that is subject to rescission is \$26,884,546.48. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. Several jurisdictions have partnered with MoDOT to spend these funds. OTO commends those who have acted in response to the suggestion that these funds be spent.

BOARD OF DIRECTORS ACTION:

No official action requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

Ozarks Transportation Organization



Funds Balance Report

December 2012

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

Ozarks Transportation Organization

Funds Balance Report

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Balance Sheet

| | |
|--|----------------------------------|
| TOTAL APPROPRIATIONS FY2003-FY2013 (See Pg 2) | \$48,683,189.30 |
| TOTAL OBLIGATIONS FY2003-FY2013 (See Pg 2) | <u>(\$21,798,642.82)</u> |
| TOTAL UNOBLIGATED BALANCE | \$26,884,546.48 |
| MoDOT COST SHARES (See Pg 5) | <u>(\$17,935,671.84)</u> |
| BALANCE AFTER COST SHARES | \$8,948,874.64 |
| TOTAL BALANCE* | <u><u>\$8,948,874.64</u></u> |
| STP URBAN ONLY BALANCE | \$24,173,423.90 |
| AFTER MoDOT COST SHARES | \$6,237,752.06 |
| MAXIMUM STP URBAN BALANCE ALLOWED | <u>\$16,144,476.00</u> |
| REMAINING STP URBAN TO BE OBLIGATED BY SEPT 2013 | <u>\$0.00</u> |

* Total Balance reflects cost shares committing future STP-U funding not yet allocated.

Appropriations

| | |
|---|------------------------|
| SMALL URBAN | |
| TOTAL REMAINING SMALL URBAN (2008-2013) | \$124,524.56 |
| TOTAL PREVIOUS REPUBLIC SMALL URBAN BALANCE (thru 2009) | \$198,465.99 |
| TOTAL REPUBLIC SMALL URBAN (2010-2013) | \$132,310.64 |
| STP URBAN | |
| TOTAL STP URBAN (2003-2012) | \$39,436,099.91 |
| TOTAL STP URBAN (2013) | \$5,381,492.00 |
| OTO STP PAYBACK ACCOUNT | \$428,838.77 |
| BRM | \$2,981,457.43 |
| TOTAL APPROPRIATIONS | \$48,683,189.30 |

Obligations

| | |
|--|-----------------------|
| SMALL URBAN (2008-2013) | |
| N/S Corridor Study | \$14.67 |
| Campbell/Weaver | (\$124,524.56) |
| JRF/Glenstone | \$47,734.48 |
| TOTAL Small Urban Obligations | (\$76,775.41) |
| REPUBLIC SMALL URBAN | |
| Obligation | (\$198,465.00) |
| Small Urban Transfer to STP | (\$99,233.97) |
| TOTAL Republic Small Urban Obligations | (\$297,698.97) |
| OTO STP PAYBACK | |
| Payback for National/James River | \$1,244,617.00 |
| Route 125/OO | (\$63,775.00) |
| Republic Small Urban Transfer to OTO Payback Account | \$99,233.97 |
| Kansas Expressway/James River Freeway | (\$385,519.89) |
| Kansas Expressway/James River Freeway | \$48,882.69 |
| City of Springfield, TMC Salaries | (\$260,000.00) |
| 160/Hunt | (\$21,000.00) |
| South Glenstone | (\$233,600.00) |
| Total OTO STP Payback Obligations | \$428,838.77 |
| BRM | |
| Adjustment to Balance | (\$0.43) |
| James River Bridge | (\$780,000.00) |
| TOTAL BRM Obligations | (\$780,000.43) |

Obligations, continued

STP-URBAN

| | |
|--|------------------|
| Chestnut/National | (\$20,056.73) |
| JRF/Glenstone | (\$946,611.27) |
| TMC Staff | (\$112,000.00) |
| Terminal Access Rd | (\$1,993,062.73) |
| Terminal Access Rd | (\$2,461,290.27) |
| Glenstone/Primrose | (\$134,432.60) |
| Terminal Access Rd | \$1,069,858.00 |
| Terminal Access Rd | (\$508,570.80) |
| CC | (\$236,800.00) |
| Glenstone/Primrose | \$22,101.02 |
| Campbell/Weaver | (\$124,524.56) |
| 17th street/65 | (\$244,800.00) |
| Scenic Avenue Sidewalks | (\$74,642.40) |
| Roadway Prioritization | (\$14,681.60) |
| Main Street | (\$53,822.02) |
| Gregg/14 | (\$38,133.92) |
| Scenic Avenue Sidewalks | \$18,089.16 |
| Glenstone (I-44 to Valley Water Mill) | (\$2,700,000.00) |
| TMC Salaries | (\$128,800.00) |
| Chestnut/National | (\$78,307.24) |
| Prioritization Study | \$349.91 |
| TMC Salaries | (\$61,600.00) |
| Kansas/Evergreen | (\$300,000.00) |
| Kansas/Evergreen | \$19,036.04 |
| National/JRF Interchange | (\$1,244,617.00) |
| Northview Rd | (\$17,386.10) |
| Glenstone/Primrose | (\$312,694.65) |
| 13/44 | (\$978,000.00) |
| CC | (\$320,000.00) |
| Master Transportation Plan | (\$7,243.20) |
| Traffic Analysis | (\$6,821.60) |
| Kansas/Evergreen | \$38,753.65 |
| 65 | (\$7,570.99) |
| 65 | (\$1,061,000.00) |
| TMC Salaries | \$659.24 |
| TMC Salaries | \$859.06 |
| TMC Salaries | (\$228,000.00) |
| Rt 160 & Weaver Rd | (\$2,657,587.76) |
| Highway M Study | (\$14,399.22) |
| Scenic Sidewalks | (\$7,350.46) |
| Elm Street Sidewalks | (\$1,998.24) |
| Cloverdale Lane Sidewalks | (\$795.68) |
| Hwy 14 (Third St), Ozark | (\$56,192.80) |
| Rt 160 & Weaver Rd | \$328,117.82 |
| Rte FF, Greene Co, pavement improvements | (\$70,000.00) |
| James River Freeway & Rte 160 (Campbell Ave) | (\$1,800,000.00) |
| ARRA City of Ozark Trans Plan | \$7,243.20 |

STP-URBAN, continued

| | |
|--|--------------------------|
| Gregg/14 | (\$54,780.00) |
| Airport Blvd, SPGFD | \$0.15 |
| Airport Blvd, SPGFD | (\$43,205.64) |
| Airport Blvd, SPGFD | (\$59,268.28) |
| Hwy 14 (Third St), Ozark - Streetscape | (\$72,962.40) |
| City of Nixa - Northview Rd | (\$89,798.40) |
| Rte 65, Greene Co, pedestrian accommodations on Bus 65/Loop 44 | (\$106,000.00) |
| Rte FF, Greene Co, pavement improvements | \$35,578.89 |
| City of Springfield, TMC Salaries | (\$276,000.00) |
| Springfield/Greene County Bicycle Destination Plan, Ph. 1 | (\$40,033.84) |
| Ozark Traffic Study from Jackson to Church on 3rd | \$17.39 |
| 60/65 Interchange Improvements | (\$100,000.00) |
| 14/3rd Street Streetscape | (\$177,500.00) |
| Northview Rd | \$107,184.50 |
| 14 and Gregg Intersection Improvements | (\$209,764.71) |
| Route 60 Intersection Improvemenst at Oakwood/FR93 | (\$173,050.00) |
| Route 65 Interchange Improvements at Chestnut Expy | (\$1,369,515.74) |
| 65 and Evans Rd Interchange | (\$500,000.00) |
| Route FF Pavement Improvements | \$3,552.55 |
| 14 and Gregg Intersection Improvements | \$104.26 |
| TOTAL STP-Urban Obligations | (\$20,644,168.01) |

| | |
|--------------------------|--------------------------|
| TOTAL OBLIGATIONS | (\$21,798,642.82) |
|--------------------------|--------------------------|

Ending Balance by Jurisdiction FY 2013

| Jurisdiction | Allocations | Obligations | Balance | MoDOT Cost Share Balance | Balance after Cost Shares |
|----------------------------|------------------------|--------------------------|------------------------|--------------------------|---------------------------|
| Christian* | \$2,428,434.72 | (\$320,000.00) | \$2,108,434.72 | (\$2,300,000.00) | (\$191,565.28) |
| Greene (inc. Small-U) | \$10,213,681.82 | (\$6,845,221.67) | \$3,368,460.15 | (\$1,236,637.20) | \$2,131,822.95 |
| Battlefield | \$526,834.69 | (\$116,614.25) | \$410,220.44 | N/A | \$410,220.44 |
| Nixa | \$2,336,493.82 | (\$593,196.39) | \$1,743,297.43 | (\$1,052,948.47) | \$690,348.96 |
| Ozark | \$1,984,448.02 | (\$705,391.10) | \$1,279,056.92 | (\$594,344.80) | \$684,712.12 |
| Republic (inc. Small-U) | \$867,869.23 | (\$371,515.00) | \$496,354.23 | N/A | \$496,354.23 |
| Springfield (inc. Small-U) | \$29,762,356.54 | (\$14,752,038.16) | \$15,010,318.38 | (\$12,751,741.37) | \$2,258,577.01 |
| Strafford | \$110,844.83 | (\$63,775.00) | \$47,069.83 | N/A | \$47,069.83 |
| Willard | \$230,877.38 | (\$21,000.00) | \$209,877.38 | \$0.00 | \$209,877.38 |
| TOTAL | \$48,461,841.05 | (\$23,788,751.57) | \$24,673,089.48 | (\$17,935,671.84) | \$6,737,417.64 |

* Overprogrammed Balance reflects cost shares committing future STP-U funding not yet allocated.

MoDOT Cost Shares

Projects Currently Programmed in the STIP

| | Christian | Greene | Nixa | Ozark | Springfield | Willard | Total |
|----------------------|-------------------------|-------------------------|-------------|-----------------------|--------------------------|---------------|--------------------------|
| Chestnut/65 | \$ - | \$0.00 | \$ - | \$ - | (\$953,606.26) | \$ - | (\$953,606.26) |
| 14/3rd Street | \$ - | \$ - | \$ - | (\$594,344.80) | \$ - | \$ - | (\$594,344.80) |
| CC/65 | (\$2,300,000.00) | \$ - | \$ - | \$ - | \$ - | \$ - | (\$2,300,000.00) |
| South Glenstone | \$ - | \$ - | \$ - | \$ - | (\$5,007,156.00) | \$ - | (\$5,007,156.00) |
| Kansas Expy/JRF | \$ - | (\$336,637.20) | \$ - | \$ - | (\$1,669,880.11) | \$ - | (\$2,006,517.31) |
| Hunt/160 | \$ - | \$ - | \$ - | \$ - | \$ - | \$0.00 | \$0.00 |
| Battlefield/65 | \$ - | (\$500,000.00) | \$ - | \$ - | (\$2,795,436.00) | \$ - | (\$3,295,436.00) |
| Chestnut RR Overpass | \$ - | (\$400,000.00) | \$ - | \$ - | (\$2,325,663.00) | \$ - | (\$2,725,663.00) |
| TOTAL | (\$2,300,000.00) | (\$1,236,637.20) | \$ - | (\$594,344.80) | (\$12,751,741.37) | \$0.00 | (\$16,882,723.37) |

Approved Cost Shares Not Yet Programmed*

| | Christian | Greene | Nixa | Ozark | Springfield | Willard | Total |
|----------------------------|-------------|-------------|-------------------------|-------------|-------------|-------------|-------------------------|
| Main-Aldersgate to Tracker | \$ - | \$ - | (\$1,052,948.47) | \$ - | \$ - | \$ - | (\$1,052,948.47) |
| TOTAL | \$ - | \$ - | (\$1,052,948.47) | \$ - | \$ - | \$ - | (\$1,052,948.47) |

| | | | | | | | |
|--------------------|-------------------------|-------------------------|-------------------------|-----------------------|--------------------------|---------------|--------------------------|
| GRAND TOTAL | (\$2,300,000.00) | (\$1,236,637.20) | (\$1,052,948.47) | (\$594,344.80) | (\$12,751,741.37) | \$0.00 | (\$17,935,671.84) |
|--------------------|-------------------------|-------------------------|-------------------------|-----------------------|--------------------------|---------------|--------------------------|

Proposed Cost Shares Pending Agreement**

| | Christian | Greene | Nixa | Ozark | Springfield | Willard | Total |
|----------------------------|-------------|-----------------------|-------------|-------------|-------------------------|-------------|-------------------------|
| Route 60/NN/J Right-of-Way | \$ - | (\$200,000.00) | \$ - | \$ - | (\$200,000.00) | \$ - | (\$400,000.00) |
| Plainview and Campbell | \$ - | \$ - | \$ - | \$ - | (\$1,186,848.00) | \$ - | (\$1,186,848.00) |
| TOTAL | \$ - | (\$200,000.00) | \$ - | \$ - | (\$1,386,848.00) | \$ - | (\$1,586,848.00) |

*Will be placed in the STIP once agreements have been approved and signed by jurisdiction

**Until Cost Share Agreements are final, these numbers will not count against the remaining balance.

Bridge (BRM) Balance

| | |
|-----------------------|-----------------------|
| 2004 | \$210,242.66 |
| 2005 | \$203,613.48 |
| 2006 | \$265,090.64 |
| Adjustment to Balance | (\$0.43) |
| 2007 | \$255,748.00 |
| James River Bridge | (\$780,000.00) |
| 2008 | \$297,860.03 |
| 2009 | \$299,406.62 |
| 2010 | \$341,753.00 |
| 2011 | \$326,535.00 |
| 2012 | \$395,013.00 |
| 2013* | \$386,195.00 |
| TOTAL | \$2,201,457.00 |

| | |
|-----------------------------|------------------|
| Programmed (Farmer Branch) | (\$1,000,000.00) |
| Programmed (Battlefield/65) | (\$1,189,657.00) |

| | |
|------------------------|--------------------|
| TOTAL AVAILABLE | \$11,800.00 |
|------------------------|--------------------|

| | |
|---------------------------------------|-----------------------|
| Maximum Balance Allowed | \$1,158,585.00 |
| Need to Obligate an Additional | \$0.00 |

*Funds for FY2013 are estimates only.

STP-Urban Balance Based on Current Obligations

Christian County

| Allocation/Project | Amount | Running Balance |
|--------------------------|-----------------------|-----------------|
| Allocation FY 03/04 | \$348,765.16 | \$348,765.16 |
| Allocation FY 05 | \$210,184.62 | \$558,949.78 |
| Allocation FY 06 | \$176,680.04 | \$735,629.82 |
| Allocation FY 07 | \$205,358.35 | \$940,988.17 |
| Allocation FY 08 | \$219,817.75 | \$1,160,805.92 |
| Allocation FY 09 | \$225,611.20 | \$1,386,417.12 |
| CC | (\$320,000.00) | \$1,066,417.12 |
| Allocation FY 10 | \$263,786.21 | \$1,330,203.33 |
| Allocation FY 11 | \$255,650.53 | \$1,585,853.86 |
| Allocation FY 12 | \$239,722.79 | \$1,825,576.65 |
| Allocation FY 13 | \$282,858.07 | \$2,108,434.72 |
| TOTAL ALLOCATIONS | \$2,428,434.72 | |
| TOTAL OBLIGATIONS | (\$320,000.00) | |
| TOTAL AVAILABLE | \$2,108,434.72 | |

Remaining MoDOT Cost Shares

| | | |
|--|-------|------------------|
| | CC/65 | (\$2,300,000.00) |
| Total Available after MoDOT Cost Shares* | | (\$191,565.28) |

| | |
|---------------------------------------|---------------------|
| Maximum Balance Allowed | \$848,574.21 |
| Need to Obligate an Additional | \$0.00 |

*Note: Christian County cost shares with MoDOT assume future year STP-Urban funding availability not reflected in this report.

STP-Urban Balance Based on Current Obligations

Greene County

| Allocation/Project | Amount | Running Balance |
|---|-------------------------|-----------------------|
| Small Urban Remaining Funds | \$344,278.68 | \$344,278.68 |
| Allocation FY 03/04 | \$1,399,042.73 | \$1,743,321.41 |
| Allocation FY 05 | \$843,138.29 | \$2,586,459.70 |
| Transfer from City of Battlefield | \$45,000.00 | \$2,631,459.70 |
| Allocation FY 06 | \$708,737.42 | \$3,340,197.12 |
| Allocation FY 07 | \$823,778.07 | \$4,163,975.19 |
| Allocation FY 08 | \$881,780.76 | \$5,045,755.95 |
| Transfer from City of Springfield | \$43,450.00 | \$5,089,205.95 |
| Scenic Avenue Sidewalks | (\$74,642.40) | \$5,014,563.55 |
| Scenic Avenue Sidewalks | \$18,089.16 | \$5,032,652.71 |
| JRF/Glenstone | (\$500,000.00) | \$4,532,652.71 |
| Division Underground Tank Removal | (\$64,027.15) | \$4,468,625.56 |
| Midfield Terminal Access Road | (\$1,000,000.00) | \$3,468,625.56 |
| Glenstone (I-44 to Valley Water Mill) | (\$1,500,000.00) | \$1,968,625.56 |
| Allocation FY 09 | \$905,020.70 | \$2,873,646.26 |
| Transfer from City of Battlefield | \$20,000.00 | \$2,893,646.26 |
| Allocation FY 10 | \$1,058,156.57 | \$3,951,802.83 |
| Campbell/Weaver | (\$124,524.56) | \$3,827,278.27 |
| Campbell/Weaver | (\$1,328,793.88) | \$2,498,484.39 |
| Scenic Avenue Sidewalks | (\$7,350.46) | \$2,491,133.93 |
| Campbell/Weaver | \$164,058.91 | \$2,655,192.84 |
| James River Freeway & Rte 160 (Campbell Ave) | (\$1,000,000.00) | \$1,655,192.84 |
| Allocation FY 11 | \$1,025,521.09 | \$2,680,713.93 |
| Bicycle Destination Plan | (\$40,033.84) | \$2,640,680.09 |
| Allocation FY 12 | \$1,020,316.77 | \$3,660,996.86 |
| 65/Chestnut Interchange Improvements | (\$1,000,000.00) | \$2,660,996.86 |
| 65 and Evans Rd Interchange | (\$500,000.00) | \$2,160,996.86 |
| Route FF Pavement Improvements | \$3,552.55 | \$2,164,549.41 |
| Allocation FY 13 | \$1,203,910.74 | \$3,368,460.15 |
| TOTAL ALLOCATIONS (inc. prior Small Urban) | \$10,213,681.82 | |
| TOTAL OBLIGATIONS | (\$6,845,221.67) | |
| TOTAL AVAILABLE | \$3,368,460.15 | |
| MoDOT Cost Shares | | |
| Kansas/JRF | (\$336,637.20) | |
| Battlefield/65 | (\$500,000.00) | |
| Chestnut RR Overpass | (\$400,000.00) | |
| Total Available after MoDOT Cost Shares | \$2,131,822.95 | |
| Maximum Balance Allowed | \$3,611,732.22 | |
| Need to Obligate an Additional | \$0.00 | |

OZARKS TRANSPORTATION ORGANIZATION
FUNDS BALANCE REPORT - DECEMBER 2012

STP-Urban Balance Based on Current Obligations

City of Battlefield

| Allocation/Project | Amount | Running Balance |
|--|---------------------|-----------------|
| Allocation FY 03/04 | \$63,402.45 | \$63,402.45 |
| Transfer to Greene County | (\$45,000.00) | \$18,402.45 |
| Allocation FY 05 | \$38,209.72 | \$56,612.17 |
| Allocation FY 06 | \$32,118.88 | \$88,731.05 |
| Allocation FY 07 | \$37,332.34 | \$126,063.39 |
| Allocation FY 08 | \$39,960.94 | \$166,024.33 |
| Allocation FY 09 | \$41,014.13 | \$207,038.46 |
| Transfer to Greene County | (\$20,000.00) | \$187,038.46 |
| Allocation FY 10 | \$47,954.01 | \$234,992.47 |
| Highway M Study | (\$14,399.22) | \$220,593.25 |
| Elm Street Sidewalks | (\$1,998.24) | \$218,595.01 |
| Cloverdale Lane Sidewalks | (\$795.68) | \$217,799.33 |
| Rte FF, Greene Co, pavement improvements | (\$70,000.00) | \$147,799.33 |
| Allocation FY 11 | \$46,475.03 | \$194,274.36 |
| Rte FF, Greene Co, pavement improvements | \$35,578.89 | \$229,853.25 |
| Allocation FY 12 | \$82,739.59 | \$312,592.84 |
| Allocation FY 13 | \$97,627.60 | \$410,220.44 |
| TOTAL ALLOCATIONS | \$526,834.69 | |
| TOTAL OBLIGATIONS | (\$116,614.25) | |
| TOTAL AVAILABLE | \$410,220.44 | |
| Maximum Balance Allowed | \$292,882.80 | |
| Need to Obligate an Additional | \$117,337.64 | |

STP-Urban Balance Based on Current Obligations

City of Nixa

| Allocation/Project | Amount | Running Balance |
|---|-----------------------|-----------------|
| Allocation FY 03/04 | \$315,253.93 | \$315,253.93 |
| Allocation FY 05 | \$189,988.95 | \$505,242.88 |
| Allocation FY 06 | \$159,703.67 | \$664,946.55 |
| CC Realignment | (\$236,800.00) | \$428,146.55 |
| Main Street | (\$53,822.02) | \$374,324.53 |
| Allocation FY 07 | \$185,626.40 | \$559,950.93 |
| Allocation FY 08 | \$198,696.47 | \$758,647.40 |
| Gregg/14 | (\$38,133.92) | \$720,513.48 |
| Allocation FY 09 | \$203,933.25 | \$924,446.73 |
| Northview | (\$17,386.10) | \$907,060.63 |
| Allocation FY 10 | \$238,440.19 | \$1,145,500.82 |
| Allocation FY 11 | \$231,086.26 | \$1,376,587.08 |
| Northview | (\$89,798.40) | \$1,286,788.68 |
| Gregg/14 | (\$54,780.00) | \$1,232,008.68 |
| Allocation FY 12 | \$281,551.42 | \$1,513,560.10 |
| Northview | \$107,184.50 | \$1,620,744.60 |
| Gregg/14 | (\$209,764.71) | \$1,410,979.89 |
| Allocation FY 13 | \$332,213.28 | \$1,743,193.17 |
| Gregg/14 | \$104.26 | \$1,743,297.43 |
| TOTAL ALLOCATION | \$2,336,493.82 | |
| TOTAL OBLIGATIONS | (\$593,196.39) | |
| TOTAL AVAILABLE | \$1,743,297.43 | |
| MoDOT Cost Shares | | |
| Main - Aldersgate to Tracker | (\$1,052,948.47) | |
| Total Available after MoDOT Cost Shares | \$690,348.96 | |
| Maximum Balance Allowed | \$996,639.84 | |
| Need to Obligate an Additional | \$0.00 | |

STP-Urban Balance Based on Current Obligations

City of Ozark

| Allocation/Project | Amount | Running Balance |
|---|-----------------------|-----------------|
| Allocation FY 03/04 | \$257,927.98 | \$257,927.98 |
| Allocation FY 05 | \$155,441.25 | \$413,369.23 |
| Allocation FY 06 | \$130,663.07 | \$544,032.30 |
| Allocation FY 07 | \$151,872.00 | \$695,904.30 |
| Third Street/14 | (\$132,800.00) | \$563,104.30 |
| Allocation FY 08 | \$162,565.39 | \$725,669.69 |
| 17th Street Relocation | (\$244,800.00) | \$480,869.69 |
| Roadway Prioritization | (\$14,681.60) | \$466,188.09 |
| Allocation FY 09 | \$166,849.92 | \$633,038.01 |
| Roadway Prioritization | \$349.91 | \$633,387.92 |
| Transportation Plan | (\$7,243.20) | \$626,144.72 |
| Traffic Analysis | (\$6,821.60) | \$619,323.12 |
| Allocation FY 10 | \$195,082.09 | \$814,405.21 |
| Hwy 14 (Third St), Ozark | (\$56,192.80) | \$758,212.41 |
| ARRA City of Ozark Trans Plan | \$7,243.20 | \$765,455.61 |
| Allocation FY 11 | \$189,065.41 | \$954,521.02 |
| Hwy 14 (Third St), Ozark - Streetscape | (\$72,962.40) | \$881,558.62 |
| 3rd Street Traffic Study | \$17.39 | \$881,576.01 |
| Allocation FY 12 | \$263,760.19 | \$1,145,336.20 |
| Hwy 14 (Third St), Ozark - Streetscape | (\$177,500.00) | \$967,836.20 |
| Allocation FY 13 | \$311,220.72 | \$1,279,056.92 |
| TOTAL ALLOCATION | \$1,984,448.02 | |
| TOTAL OBLIGATIONS | (\$705,391.10) | |
| TOTAL AVAILABLE | \$1,279,056.92 | |
| MoDOT Cost Shares | | |
| Hwy 14 (Third St), Ozark - Streetscape | (\$594,344.80) | |
| Total Available after MoDOT Cost Shares | \$684,712.12 | |
| Maximum Balance Allowed | \$933,662.16 | |
| Need to Obligate an Additional | \$0.00 | |

STP-Urban Balance Based on Current Obligations

City of Republic

| Allocation/Project | Amount | Running Balance |
|---|-----------------------|---------------------|
| Small Urban Balance FY 09 | \$198,465.99 | \$198,465.99 |
| Obligation | (\$198,465.00) | \$0.99 |
| Small Urban Allocation FY 10 | \$33,077.66 | \$33,078.65 |
| Small Urban Allocation FY 11 | \$33,077.66 | \$66,156.31 |
| STP-Urban Allocation FY 11 | \$ 127,291.50 | \$193,447.81 |
| Small Urban Allocation FY 12 | \$33,077.66 | \$226,525.47 |
| Small Urban Transfer to STP | (\$99,233.97) | \$127,291.50 |
| STP-Urban Allocation FY 12 | \$ 185,257.16 | \$312,548.66 |
| Route 60/Oakwood/FR93 | (\$173,050.00) | \$139,498.66 |
| Small Urban Transfer to STP | \$99,233.97 | \$238,732.63 |
| Small Urban Allocation FY 13 | \$33,077.66 | \$271,810.29 |
| STP-Urban Allocation FY 13 | \$ 224,543.94 | \$496,354.23 |
| <hr/> | | |
| TOTAL SMALL URBAN ALLOCATION | \$330,776.63 | |
| TOTAL STP-URBAN ALLOCATION | \$537,092.60 | |
| TOTAL ALLOCATION | \$867,869.23 | |
| <hr/> | | |
| TOTAL SMALL URBAN OBLIGATIONS | (\$297,698.97) | |
| TOTAL STP-URBAN OBLIGATIONS | (\$73,816.03) | |
| TOTAL OBLIGATIONS | (\$371,515.00) | |
| <hr/> | | |
| TOTAL SMALL URBAN AVAILABLE | \$33,077.66 | |
| TOTAL STP-URBAN AVAILABLE | \$463,276.57 | |
| TOTAL AVAILABLE | \$496,354.23 | |
| <hr/> | | |
| Maximum Small Urban Balance Allowed | \$99,232.98 | |
| Maximum STP-Urban Balance Allowed | \$673,631.82 | |
| Need to Obligate an Additional Small Urban | \$0.00 | |
| Need to Obligate an Additional STP-Urban | \$0.00 | |

STP-Urban Balance Based on Current Obligations

City of Springfield

| Allocation/Project | Amount | Running Balance |
|------------------------------------|-----------------------|------------------------|
| Small Urban Balance | \$3,163,403.16 | \$3,163,403.16 |
| Allocation FY 03/04 | \$3,925,754.34 | \$7,089,157.50 |
| Allocation FY 05 | \$2,365,870.41 | \$9,455,027.91 |
| Allocation FY 06 | \$1,988,737.70 | \$11,443,765.61 |
| Allocation FY 07 | \$2,311,545.07 | \$13,755,310.68 |
| Allocation FY 08 | \$2,474,302.31 | \$16,229,612.99 |
| 44/65 | (\$74,000.00) | \$16,155,612.99 |
| Chestnut/National | (\$20,056.73) | \$16,135,556.26 |
| Chestnut/National | (\$948,888.79) | \$15,186,667.47 |
| JRF/Glenstone | (\$2,103,741.90) | \$13,082,925.57 |
| JRF/Glenstone | (\$446,611.27) | \$12,636,314.30 |
| Midfield Terminal Access Road | (\$2,461,290.27) | \$10,175,024.03 |
| Glenstone/Primrose | (\$134,432.60) | \$10,040,591.43 |
| Midfield Terminal Access Road | \$1,069,858.00 | \$11,110,449.43 |
| Glenstone/Primrose | \$22,101.02 | \$11,132,550.45 |
| TMC Salaries | (\$112,000.00) | \$11,020,550.45 |
| Weaver/Campbell | (\$124,524.56) | \$10,896,025.89 |
| JRF/Glenstone | (\$946,611.27) | \$9,949,414.62 |
| Midfield Terminal Access Road | (\$993,062.73) | \$8,956,351.89 |
| Midfield Terminal Access Road | (\$508,570.80) | \$8,447,781.09 |
| Transfer to Greene County | (\$43,450.00) | \$8,404,331.09 |
| JRF/Glenstone (small urban credit) | \$1,071,135.83 | \$9,475,466.92 |
| Glenstone (I-44 to VW Mill) | (\$1,200,000.00) | \$8,275,466.92 |
| Allocation FY 09 | \$2,539,514.25 | \$10,814,981.17 |
| TMC Salaries | (\$128,800.00) | \$10,686,181.17 |
| Chestnut/National | (\$78,307.24) | \$10,607,873.93 |
| TMC Salaries | (\$61,600.00) | \$10,546,273.93 |
| Kansas/ Evergreen | (\$300,000.00) | \$10,246,273.93 |
| Kansas/ Evergreen | \$19,036.04 | \$10,265,309.97 |
| National/JRF | (\$1,244,617.00) | \$9,020,692.97 |
| 13/44 | (\$978,000.00) | \$8,042,692.97 |
| Glenstone/Primrose | (\$312,694.65) | \$7,729,998.32 |
| Kansas/ Evergreen | \$38,753.65 | \$7,768,751.97 |
| JRF/Glenstone (small urban credit) | \$47,734.48 | \$7,816,486.45 |
| Allocation FY 10 | \$2,969,217.93 | \$10,785,704.38 |
| 65 | (\$7,570.99) | \$10,778,133.39 |
| 65 | (\$1,061,000.00) | \$9,717,133.39 |
| TMC Salaries | \$659.24 | \$9,717,792.63 |
| TMC Salaries | \$859.06 | \$9,718,651.69 |
| TMC Salaries | (\$228,000.00) | \$9,490,651.69 |
| Campbell/Weaver | (\$1,328,793.88) | \$8,161,857.81 |
| Campbell/Weaver | \$164,058.91 | \$8,325,916.72 |
| JRF/Campbell | (\$800,000.00) | \$7,525,916.72 |

STP-Urban Balance Based on Current Obligations

City of Springfield

| Allocation/Project | Amount | Running Balance |
|---|----------------------------|------------------------|
| Allocation FY 11 | \$2,877,641.82 | \$10,403,558.54 |
| Midfield Terminal Access Road | \$0.15 | \$10,403,558.69 |
| Midfield Terminal Access Road | (\$43,205.64) | \$10,360,353.05 |
| Midfield Terminal Access Road | (\$59,268.28) | \$10,301,084.77 |
| Glenstone Sidewalks | (\$106,000.00) | \$10,195,084.77 |
| TMC Salaries | (\$276,000.00) | \$9,919,084.77 |
| Allocation FY 12 | \$2,360,786.90 | \$12,279,871.67 |
| 60/65 Interchange Improvements | (\$100,000.00) | \$12,179,871.67 |
| 65/Chestnut Interchange Improvements | (\$369,515.74) | \$11,810,355.93 |
| Payback on National/James River Freeway | \$1,244,617.00 | \$13,054,972.93 |
| Kansas Expressway/James River Freeway | (\$385,519.89) | \$12,669,453.04 |
| Allocation FY 13 | \$2,785,582.65 | \$15,455,035.69 |
| Kansas Expressway/James River Freeway | \$48,882.69 | \$15,503,918.38 |
| TMC Salaries | (\$260,000.00) | \$15,243,918.38 |
| South Glenstone | (\$233,600.00) | \$15,010,318.38 |
| TOTAL ALLOCATIONS (inc. prior Small Urban) | \$29,762,356.54 | |
| TOTAL OBLIGATIONS | (\$14,752,038.16) | |
| TOTAL AVAILABLE | \$15,010,318.38 | |
| MoDOT Cost Shares | | |
| Chestnut/65 | (\$953,606.26) | |
| Battlefield/65 | (\$2,795,436.00) | |
| Chestnut RR Overpass | (\$2,325,663.00) | |
| South Glenstone | (\$5,007,156.00) | |
| Kansas/James River Freeway | (\$1,669,880.11) | |
| Total Available after MoDOT Cost Shares | \$2,258,577.01 | |
| Maximum Balance Allowed | \$8,356,747.95 | |
| Need to Obligate an Additional | \$0.00 | |

STP-Urban Balance Based on Current Obligations

City of Strafford

| <u>Allocation/Project</u> | <u>Amount</u> | <u>Running Balance</u> |
|--------------------------------|----------------------|------------------------|
| Allocation FY 11 | \$34,761.50 | \$34,761.50 |
| Allocation FY 12 | \$34,901.60 | \$69,663.10 |
| Route 125/OO | (\$63,775.00) | \$5,888.10 |
| Allocation FY 13 | \$41,181.73 | \$47,069.83 |
| TOTAL ALLOCATION | \$110,844.83 | |
| TOTAL OBLIGATIONS | (\$63,775.00) | |
| TOTAL AVAILABLE | \$47,069.83 | |
| | | |
| Maximum Balanced Allowed | \$123,545.19 | |
| Need to Obligate an Additional | \$0.00 | |

STP-Urban Balance Based on Current Obligations

City of Willard

| Allocation/Project | Amount | Running Balance |
|---|----------------------|--------------------|
| Allocation FY 11 | \$60,254.53 | \$60,254.53 |
| Allocation FY 12 | \$78,269.58 | \$138,524.11 |
| Allocation FY 13 | \$92,353.27 | \$230,877.38 |
| Hunt/160 | (\$21,000.00) | \$209,877.38 |
| TOTAL ALLOCATION | \$230,877.38 | |
| TOTAL OBLIGATIONS | (\$21,000.00) | |
| TOTAL AVAILABLE | \$209,877.38 | |
| MoDOT Cost Shares | | |
| Hunt/160 | \$0.00 | |
| Total Available after MoDOT Cost Shares | \$209,877.38 | |
| Maximum Balance Allowed | \$277,059.81 | |
| Need to Obligate an Additional | \$0.00 | |

MPO Population Distribution

| <u>Jurisdiction</u> | <u>2000</u> <u>Population in</u> <u>MPO Area</u> | <u>Population in</u> <u>Urbanized Area</u> | <u>% of MPO</u> <u>Population</u> | <u>%of Urbanized</u> <u>Area Population</u> | <u>2010</u> <u>Population in</u> <u>MPO Area</u> | <u>% of MPO</u> <u>Population</u> | <u>Percent Change</u> |
|---------------------|--|---|--------------------------------------|--|--|--------------------------------------|-----------------------|
| Christian County | 13,488 | 13,488 | 5.24% | 5.53% | 16,196 | 5.23% | 0.00% |
| Greene County | 54,106 | 54,106 | 21.01% | 22.17% | 68,934 | 22.28% | 1.26% |
| Battlefield | 2,452 | 2,452 | 0.95% | 1.00% | 5,590 | 1.81% | 0.85% |
| Nixa | 12,192 | 12,192 | 4.73% | 5.00% | 19,022 | 6.15% | 1.41% |
| Ozark | 9,975 | 9,975 | 3.87% | 4.09% | 17,820 | 5.76% | 1.88% |
| Republic | 8,461 | - | 3.29% | 0.00% | 14,751 | 4.77% | 1.48% |
| Springfield | 151,823 | 151,823 | 58.96% | 62.21% | 159,498 | 51.54% | -7.42% |
| Strafford | 1,834 | - | 0.71% | 0.00% | 2,358 | 0.76% | 0.05% |
| Willard | 3,179 | - | 1.23% | 0.00% | 5,288 | 1.71% | 0.47% |
| Totals | 257,510 | 244,036 | 100.00% | 100.00% | 309,457 | 100.00% | 0.00% |

STP Funding Allocation

| Jurisdiction | FY 2003/2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | FY 2010 |
|-----------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| TOTAL STP ALLOCATION | \$6,310,146.59 | \$3,386,706.24 | \$3,380,864.78 | \$3,715,512.23 | \$3,977,123.62 | \$4,081,943.45 | \$4,772,637.00 |
| Republic Small Urban* | \$ 33,077.66 | \$ 33,077.66 | \$ 33,077.66 | \$ 33,077.66 | \$ 33,077.66 | \$ 33,077.66 | \$ 33,077.66 |
| Additional Funds | | | | | | | |
| Special Earmarks | \$ - | \$ - | (\$184,224.00) | \$ - | \$ - | \$ - | \$ - |
| Special Projects | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Credit | \$ - | \$416,127.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL AVAILABLE | \$6,310,146.59 | \$3,802,833.24 | \$3,196,640.78 | \$3,715,512.23 | \$3,977,123.62 | \$4,081,943.45 | \$4,772,637.00 |
| Christian County | \$348,765.16 | \$210,184.62 | \$176,680.04 | \$205,358.35 | \$219,817.75 | \$225,611.20 | \$263,786.21 |
| Greene County | \$1,399,042.73 | \$843,138.29 | \$708,737.42 | \$823,778.07 | \$881,780.76 | \$905,020.70 | \$1,058,156.57 |
| Battlefield | \$63,402.45 | \$38,209.72 | \$32,118.88 | \$37,332.34 | \$39,960.94 | \$41,014.13 | \$47,954.01 |
| Nixa | \$315,253.93 | \$189,988.95 | \$159,703.67 | \$185,626.40 | \$198,696.47 | \$203,933.25 | \$238,440.19 |
| Ozark | \$257,927.98 | \$155,441.25 | \$130,663.07 | \$151,872.00 | \$162,565.39 | \$166,849.92 | \$195,082.09 |
| Springfield | \$3,925,754.34 | \$2,365,870.41 | \$1,988,737.70 | \$2,311,545.07 | \$2,474,302.31 | \$2,539,514.25 | \$2,969,217.93 |
| Strafford | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Willard | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL | \$6,310,146.59 | \$3,802,833.24 | \$3,196,640.78 | \$3,715,512.23 | \$3,977,123.62 | \$4,081,943.45 | \$4,772,637.00 |

| Jurisdiction | FY2011 | FY2012 | Projected FY2013 | TOTAL FY2003-2012 | TOTAL FY2003-FY2013 |
|-----------------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|
| TOTAL STP ALLOCATION | \$4,847,733.00 | \$4,547,306.00 | \$5,381,492.00 | \$39,019,972.91 | \$44,401,464.91 |
| Additional Funds | | | | | |
| Republic Small Urban | \$ 33,077.66 | \$ 33,077.66 | \$ 33,077.66 | \$231,543.62 | \$231,543.62 |
| Special Earmarks | \$14.67 | \$ - | \$ - | (\$184,209.33) | (\$184,209.33) |
| Special Projects | \$ - | \$ - | (\$10,000.00) | \$0.00 | (\$10,000.00) |
| Credit | \$ - | \$ - | \$ - | \$416,127.00 | \$416,127.00 |
| TOTAL AVAILABLE | \$4,880,825.33 | \$4,580,383.66 | \$5,404,569.66 | \$39,318,045.90 | \$44,722,615.56 |
| Christian County | \$255,650.53 | \$239,722.79 | \$282,858.07 | \$2,145,576.65 | \$2,428,434.72 |
| Greene County | \$1,025,521.09 | \$1,020,316.77 | \$1,203,910.74 | \$8,665,492.40 | \$9,869,403.14 |
| Battlefield | \$46,475.03 | \$82,739.59 | \$97,627.60 | \$429,207.09 | \$526,834.69 |
| Nixa | \$231,086.26 | \$281,551.42 | \$332,213.28 | \$2,004,280.54 | \$2,336,493.82 |
| Ozark | \$189,065.41 | \$263,760.19 | \$311,220.72 | \$1,673,227.30 | \$1,984,448.02 |
| Republic** | \$160,369.16 | \$218,334.82 | \$257,621.60 | \$378,703.98 | \$636,325.58 |
| Springfield | \$2,877,641.82 | \$2,360,786.90 | \$2,785,582.65 | \$23,813,370.73 | \$26,598,953.38 |
| Strafford | \$34,761.50 | \$34,901.60 | \$41,181.73 | \$69,663.10 | \$110,844.83 |
| Willard | \$60,254.53 | \$78,269.58 | \$92,353.27 | \$138,524.11 | \$230,877.38 |
| TOTAL | \$4,880,825.33 | \$4,580,383.66 | \$5,404,569.66 | \$39,318,045.90 | \$44,722,615.56 |

*Republic Small Urban FY04-10 not included in overall distribution

**Includes Republic Small Urban Appropriation

Notes:

FY2003-FY2010 STP-Urban funds distribution based on percentage of 2000 Urbanized Population.

FY2011 STP-Urban funds distributed based on percentage of 2000 MPO Population.

FY2012-FY2013 STP-Urban funds distribution based on percentage of 2010 MPO Population.

OZARKS TRANSPORTATION ORGANIZATION FUNDS BALANCE REPORT - DECEMBER 2012

STP Urban Running Balance

| | | Allocation | STP Balance | Bridge Balance | STP Expenditures | Bridge Expenditures | TOTAL Balance |
|----------------|--------------------------------------|----------------|--------------------|----------------|------------------|---------------------|------------------------|
| FY 2003 | STP | \$3,014,341.72 | | \$0.00 | | | \$3,014,341.72 |
| FY 2004 | STP | \$3,295,804.87 | \$6,310,146.59 | | | | |
| | Bridge | \$210,242.66 | | \$210,242.66 | | | \$6,520,389.25 |
| FY 2005 | STP | \$3,386,706.24 | \$9,696,852.83 | | | | |
| | Bridge | \$203,613.48 | | \$413,856.14 | | | |
| | STP Credit | | \$416,127.00 | | | | |
| | | | \$10,112,979.83 | | | | \$10,526,835.97 |
| FY 2006 | STP | \$3,380,864.78 | \$13,493,844.61 | | | | |
| | Bridge | \$265,090.64 | | \$678,946.78 | | | \$14,172,791.39 |
| | ADJUSTMENT TO BRIDGE BALANCE | | | | | (\$0.43) | \$14,172,790.96 |
| | | | 13,493,844.61 | \$678,946.35 | | | \$14,172,790.96 |
| FY 2007 | STP | \$3,715,512.23 | \$17,209,356.84 | | | | |
| | Bridge | \$255,748.00 | | \$934,694.35 | | | \$18,144,051.19 |
| | Chestnut and National | | | | (\$20,056.73) | | \$18,123,994.46 |
| | | | 17,189,300.11 | 934,694.35 | | | \$18,123,994.46 |
| FY 2008 | STP | \$3,977,123.62 | \$21,166,423.73 | | | | |
| | Bridge | \$297,860.03 | | \$1,232,554.38 | | | \$22,398,978.11 |
| | 10/23/07 JRF/GLENSTONE | | Springfield | | (\$946,611.27) | | \$21,452,366.84 |
| | 10/24/07 TMC STAFF | | Springfield | | (\$112,000.00) | | \$21,340,366.84 |
| | 11/8/07 TERMINAL ACCESS ROAD | | Springfield/Greene | | (\$1,993,062.73) | | \$19,347,304.11 |
| | 11/9/07 TERMINAL ACCESS ROAD | | Springfield/Greene | | (\$2,461,290.27) | | \$16,886,013.84 |
| | 12/21/07 GLENSTONE/PRIMROSE | | Springfield | | (\$134,432.60) | | \$16,751,581.24 |
| | 1/24/08 TERMINAL ACCESS ROAD | | Springfield/Greene | | \$1,069,858.00 | | \$17,821,439.24 |
| | 2/15/08 TERMINAL ACCESS ROAD | | Springfield/Greene | | (\$508,570.80) | | \$17,312,868.44 |
| | 2/22/08 CC | | Nixa | | (\$236,800.00) | | \$17,076,068.44 |
| | 2/29/08 GLENSTONE/PRIMROSE | | Springfield | | \$22,101.02 | | \$17,098,169.46 |
| | 3/7/08 CAMPBELL/WEAVER | | Springfield/Greene | | (\$124,524.56) | | \$16,973,644.90 |
| | 4/18/08 17TH STREET/65 | | Ozark | | (\$244,800.00) | | \$16,728,844.90 |
| | 5/23/08 SCENIC SIDEWALKS | | Greene | | (\$74,642.40) | | \$16,654,202.50 |
| | 7/1/08 ROADWAY PRIORITIZATION | | Ozark | | (\$14,681.60) | | \$16,639,520.90 |
| | 8/7/08 MAIN STREET | | Nixa | | (\$53,822.02) | | \$16,585,698.88 |
| | 8/7/08 GREGG/14 | | Nixa | | (\$38,133.92) | | \$16,547,564.96 |
| | 8/15/08 SCENIC SIDEWALKS | | Greene | | \$18,089.16 | | \$16,565,654.12 |
| | 9/18/08 GLENSTONE (H) | | Greene | | (\$2,700,000.00) | | \$13,865,654.12 |
| | | | \$12,633,099.74 | \$1,232,554.38 | | | \$13,865,654.12 |
| FY 2009 | STP* | \$4,081,943.45 | \$16,715,043.19 | | | | |
| | Bridge | \$299,406.62 | | \$1,531,961.00 | | | \$18,247,004.19 |
| | 11/28/2008 TMC SALARIES | | Springfield | | (\$128,800.00) | | \$18,118,204.19 |
| | 11/28/2008 CHESTNUT AND NATIONAL | | Springfield | | (\$78,307.24) | | \$18,039,896.95 |
| | 12/10/2008 PRIORITIZATION STUDY | | Ozark | | \$349.91 | | \$18,040,246.86 |
| | 1/8/2009 LAKE SPRINGFIELD BRIDGE | | | | | (\$780,000.00) | \$17,260,246.86 |
| | 3/13/2009 TMC SALARIES | | Springfield | | (\$61,600.00) | | \$17,198,646.86 |
| | 3/25/2009 KANSAS/ EVERGREEN | | Springfield | | (\$300,000.00) | | \$16,898,646.86 |
| | 5/1/2009 KANSAS/ EVERGREEN | | Springfield | | \$19,036.04 | | \$16,917,682.90 |
| | 6/18/2009 NATIONAL/JRF | | Springfield | | (\$1,244,617.00) | | \$15,673,065.90 |
| | 7/9/2009 NORTHVIEW ROAD | | Nixa | | (\$17,386.10) | | \$15,655,679.80 |
| | 7/9/2009 GLENSTONE/PRIMROSE | | Springfield | | (\$312,694.65) | | \$15,342,985.15 |
| | 8/21/2009 13/44 | | Springfield | | (\$978,000.00) | | \$14,364,985.15 |
| | 9/17/2009 CC STUDY | | Christian County | | (\$320,000.00) | | \$14,044,985.15 |
| | 9/3/2009 TRAFFIC ANALYSIS | | Ozark | | (\$6,821.60) | | \$14,038,163.55 |
| | 9/5/2009 KANSAS/ EVERGREEN | | Springfield | | \$38,753.65 | | \$14,076,917.20 |
| | 9/22/2009 MASTER TRANSPORTATION PLAN | | Ozark | | (\$7,243.20) | | \$14,069,674.00 |
| | | | \$13,317,713.00 | \$751,961.00 | | | \$14,069,674.00 |

STP Urban Running Balance

| | | Allocation | STP Balance | Bridge Balance | STP Expenditures | Bridge Expenditures | TOTAL Balance |
|----------|--|----------------|-----------------|----------------|------------------|---------------------|-----------------|
| FY 2010 | STP | \$4,772,637.00 | \$18,090,350.00 | | | | |
| | Bridge | \$341,753.00 | | \$1,093,714.00 | | | \$19,184,064.00 |
| | 65 | | | | (\$7,570.99) | | \$19,176,493.01 |
| | 65 | | | | (\$1,061,000.00) | | \$18,115,493.01 |
| | TMC SALARIES | | | | \$659.24 | | \$18,116,152.25 |
| | TMC SALARIES | | | | \$859.06 | | \$18,117,011.31 |
| | TMC SALARIES | | | | (\$228,000.00) | | \$17,889,011.31 |
| | 160/ WEAVER | | | | (\$2,657,587.76) | | \$15,231,423.55 |
| | HIGHWAY M BATTLEFIELD | | | | (\$14,399.22) | | \$15,217,024.33 |
| | SCENIC SIDEWALKS | | | | (\$7,350.46) | | \$15,209,673.87 |
| | BATTLEFIELD ELM STREET SIDEWALKS | | | | (\$1,998.24) | | \$15,207,675.63 |
| | CLOVERDALE LANE SIDEWALKS | | | | (\$795.68) | | \$15,206,879.95 |
| | HWY 14 (THIRD ST), OZARK--STREETSCAPE FOR 3RD STREET PROJECT | | | | (\$56,192.80) | | \$15,150,687.15 |
| | RT 160 & WEAVER RD, SPGFD-RDWAY REALIGNMENT & INTERSECTION IMPROVEMENTS | | | | \$328,117.82 | | \$15,478,804.97 |
| | RTE FF, GREENE, PAVEMENT IMPROVEMENTS FROM S/O WEAVER TO END OF ROUTE | | | | (\$70,000.00) | | \$15,408,804.97 |
| | RTE 160, GREENE, IMPROVE INTERCHANGE SAFETY & CAPACITY AT JRF & RTE 160 | | | | (\$1,800,000.00) | | \$13,608,804.97 |
| | ARRA OZARK TRANS PLAN FOR PRELIM SCOPING OF TRANS PROJECTS IN CITY LIMITS | | | | \$7,243.20 | | \$13,616,048.17 |
| | | | \$12,522,334.17 | \$1,093,714.00 | | | \$13,616,048.17 |
| FY 2011 | STP | \$4,847,733.00 | \$17,370,067.17 | | | | |
| | Bridge | \$326,535.00 | | \$1,420,249.00 | | | \$18,790,316.17 |
| | GREENE, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE AVE) | | | | (\$106,000.00) | | \$18,684,316.17 |
| | AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE-CONSTRUCT RDWY | | | | (\$102,473.77) | | \$18,581,842.40 |
| | SPRINGFIELD/GREENE COUNTY BICYCLE DESTINATION PLAN - PHASE I | | | | (\$40,033.84) | | \$18,541,808.56 |
| | SPRINGFIELD, TMC SALARIES | | | | (\$276,000.00) | | \$18,265,808.56 |
| | OZARK-STREETSCAPE FOR 3RD ST INC. JACKSON & CHURCH STREET INTERSECTIONS | | | | (\$72,962.40) | | \$18,192,846.16 |
| | NIXA--STREET WIDENING, GRADING & STORM SEWER IMPRMNTS ON NORTHVIEW | | | | (\$89,798.40) | | \$18,103,047.76 |
| | ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA | | | | (\$54,780.00) | | \$18,048,267.76 |
| | CITY OF OZARK TRAFFIC STUDY FROM JACKSON TO CHURCH ON 3RD STREET | | | | \$17.39 | | \$18,048,285.15 |
| | RTE FF, GREENE, PAVEMENT IMPRMNTS FROM S/O WEAVER RD TO END OF ROUTE | | | | \$35,578.89 | | \$18,083,864.04 |
| | NORTH-SOUTH CORRIDOR STUDY Credit | | | \$14.67 | | | \$18,083,878.71 |
| | | | \$16,663,615.04 | \$1,420,249.00 | | | \$18,083,864.04 |
| FY2012 | STP | \$4,547,306.00 | \$21,210,921.04 | | | | |
| | Bridge | \$395,013.00 | | \$1,815,262.00 | | | \$23,026,183.04 |
| | 0602065 RTES 60/65, INTERCHANGE IMPROVEMENTS, GREENE COUNTY | | | | (\$100,000.00) | | \$22,926,183.04 |
| | 9900824 OZARK-STREETSCAPE FOR 3RD ST INC. JACKSON & CHURCH STREET INTERSECTIONS | | | | (\$177,500.00) | | \$22,748,683.04 |
| | 9900861 NORTHVIEW, STREET WIDENING, GRADING & STORM SEWER IMPROVEMENTS, NIXA | | | | \$107,184.50 | | \$22,855,867.54 |
| | 9900869 RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA | | | | (\$209,764.71) | | \$22,646,102.83 |
| | 0602076 RTE 60, INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/FR93 | | | | (\$173,050.00) | | \$22,473,052.83 |
| | 0652076 RTE 65, INTERCHANGE IMPROVEMENTS AT CHESTNUT EXPRESSWAY | | | | (\$1,369,515.74) | | \$21,103,537.09 |
| | 9900891 RTE 65, WIDEN NORTHBOUND & SOUTHBOUND OFF-RAMPS AT EVANS RD, GREENE | | | | (\$500,000.00) | | \$20,603,537.09 |
| | S959003 RTE FF, PAVEMENT IMPROVEMENTS FROM S. OF WEAVER RD TO END OF ROUTE, GREENE | | | | \$3,552.55 | | \$20,607,089.64 |
| | 8/12/2011 PAYBACK FOR COSTSHARE 8P0791 ON JAMES RIVER FREEWAY/NATIONAL | | | | \$1,244,617.00 | | \$21,851,706.64 |
| | 6/14/2012 ROUTE 125/OO | | | | (\$63,775.00) | | \$21,787,931.64 |
| | 7/3/2012 KANSAS EXPY/JAMES RIVER FREEWAY | | | | (\$385,519.89) | | \$21,402,411.75 |
| | | | \$19,587,149.75 | \$1,815,262.00 | | | \$21,402,411.75 |
| FY2013** | STP | \$5,381,492.00 | \$24,968,641.75 | | | | |
| | Bridge | \$386,195.00 | | \$2,201,457.00 | | | \$27,170,098.75 |
| | 8/29/2012 TRANSFER FROM REPUBLIC SMALL URBAN TO OTO PAYBACK ACCOUNT | | | | \$99,233.97 | | \$27,269,332.72 |
| | 0132070 KANSAS EXPY/JAMES RIVER FREEWAY | | | | \$48,882.69 | | \$27,318,215.41 |
| | 5938803 SPRINGFIELD, TMC SALARIES | | | | (\$260,000.00) | | \$27,058,215.41 |
| | 1601043 HUNT/160 | | | | (\$21,000.00) | | \$27,037,215.41 |
| | 0652074 SOUTH GLENSTONE | | | | (\$233,600.00) | | \$26,803,615.41 |
| | 9900858 RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA | | | | \$104.26 | | \$26,803,719.67 |
| | | | \$24,602,262.67 | \$2,201,457.00 | | | \$26,803,719.67 |

*FY2009 Allocation of \$4,081,943.43+\$0.02 in adjustments to match MoDOT Reported Balance

**Funds for FY2013 are estimates only.

Note 1: TOTAL STP-U Balance is **\$24,640,087.80** (\$26,841,544.80-\$2,201,457.00 bridge balance), using FY 2013 Funds, plus \$419,019.01 additional STP-U Payback Balance.

Note 2: STP-U Suballocations adjusted to add back in the 05 and 07 STP-Expenditures, as the projects are unknown and cannot be subtracted from a single jurisdiction

Surface Transportation Program (STP) Springfield Urban Area

| | | <u>Apportionment</u> | <u>Available (OL)</u> |
|---|--|------------------------|------------------------|
| Balance as of September 30, 2011 | | \$18,067,018.13 | \$16,663,615.04 |
| Fiscal Year 2012 Apportionment (OL percentage = 96.76%) | | \$4,699,572.00 | \$4,547,306.00 |
| Fiscal Year 2012 Obligations: | | | |
| 0602065 | RTES 60/65, INTERCHANGE IMPROVEMENTS, GREENE COUNTY | -\$100,000.00 | -\$100,000.00 |
| 9900824 | RTE 14 (THIRD STREET), STREETSCAPE FOR 3RD STREET PROJECT INCLUDING JACKSON AND CHURCH STREET INTERSECTIONS, CITY OF OZARK | -\$177,500.00 | -\$177,500.00 |
| 9900861 | NORTHVIEW ROAD, STREET WIDENING, GRADING AND STORM SEWER IMPROVEMENTS, CITY OF NIXA | \$107,184.50 | \$107,184.50 |
| 9900869 | RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA | -\$209,764.71 | -\$209,764.71 |
| 0602076 | RTE 60, INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/COUNTY ROAD 93, CITY OF REPUBLIC | -\$173,050.00 | -\$173,050.00 |
| 0652076 | RTE 65, INTERCHANGE IMPROVEMENTS AT CHESTNUT EXPRESSWAY, CITY OF SPRINGFIELD | -\$1,369,515.74 | -\$1,369,515.74 |
| 9900891 | RTE 65, WIDEN NORTHBOUND & SOUTHBOUND OFF-RAMPS AT EVANS ROAD TO TWO LANES WITH SIGNALS, GREENE COUNTY | -\$500,000.00 | -\$500,000.00 |
| S959003 | RTE FF, PAVEMENT IMPROVEMENTS FORM SOUTH OF WEAVER ROAD TO END OF ROUTE, GREENE COUNTY | \$3,552.55 | \$3,552.55 |
| Balance as of September 30, 2012 | | \$20,347,496.73 | \$18,791,827.64 |
| Fiscal Year 2013 Apportionment (OL percentage = 94.6%, Preliminary) | | \$5,688,681.00 | \$5,381,492.00 |
| Fiscal Year 2013 Obligations: | | | |
| 9900858 | RTE 14 & GREGG ROAD, CITY OF NIXA | \$104.26 | \$104.26 |
| Balance as of December 31, 2012 | | \$26,036,281.99 | \$24,173,423.90 |

STP - OTO Payback

| | Transaction Amount |
|--|----------------------------|
| Cost Share payback on 8P0791 | \$1,244,617.00 |
| FY2013 Obligations | |
| 9900878 - Strafford > Route 125/00 | (\$63,775.00) |
| 0132070 - Springfield > Kansas and James River Freeway | (\$385,519.89) |
| Transfer from Republic Small Urban | \$99,233.97 |
| FY2013 Obligations | |
| 0132070 - Springfield > Kansas and James River Freeway | \$48,882.69 |
| 5938803 - Springfield > Springfield TMC | (\$260,000.00) |
| 1601043 - Willard > 160 and Hunt Road | (\$21,000.00) |
| 0652074 - Springfield > South Glenstone | (\$233,600.00) |
| Balance of STP-OTO Payback 12/31/2012 | <u><u>\$428,838.77</u></u> |

Springfield Area Small Urban

| | Transaction Amount | |
|---|---------------------------|--------------------|
| Balance ending August 31, 2009 | \$124,524.56 | |
| Project Obligations: | | |
| 5907801 | (\$124,524.56) | |
| Return of funds from Final Voucher: | | |
| 0602064 and 5900837 | <u>\$47,749.15</u> | |
| Balance | <u><u>\$47,749.15</u></u> | |
| <u>5900837</u> | | \$14.67 |
| North-South Corridor Study | | |
| Attributed to Springfield in OTO STP Report | | |
| Obligated \$184,224 in FY2006 | | |
| Deobligated \$14.67 in FY2011 | | |
| <u>0602064</u> | | \$47,734.48 |
| Rt 60 at JRF/Glenstone - Grading, drainage, alternate bid PCC or Superpave pavement | | |
| TIP # - SP040; Under construction FY08-09; Complete FY10 | | |
| Obligated \$946,611.27 in FY2008 | | |
| Deobligated \$47734.48 in FY2010 | | |
| | <u>Total</u> | <u>\$47,749.15</u> |
| No FY2013 Activity | | |

City of Republic Small Urban

| Date | Amount Available | Amount Obligated | Balance |
|-----------|---------------------|---------------------|--------------|
| 10/1/2003 | \$303,436.03 \$ | - | \$303,436.03 |
| 3/19/2004 | \$33,077.66 | (\$303,436.00) | \$33,077.69 |
| 2005 | \$33,077.66 \$ | - | \$66,155.35 |
| 2006 | \$33,077.66 \$ | - | \$99,233.01 |
| 2007 | \$33,077.66 \$ | - | \$132,310.67 |
| 2008 | \$33,077.66 \$ | - | \$165,388.33 |
| 2009 | \$33,077.66 | (\$198,465.00) | \$0.99 |
| 2010 | \$33,077.66 | | \$33,078.65 |
| 2011 | \$33,077.66 \$ | - | \$66,156.31 |
| 2012 | \$33,077.66 | (\$99,233.97) | \$0.00 |
| 2013 | \$33,077.66 \$ | - | \$33,077.66 |

Highway Bridge Program (BRM) Springfield Urban Area

| | <u>Apportionment</u> | <u>Available (OL)</u> |
|---|------------------------------|------------------------------|
| Balance as of September 30, 2011 | \$1,523,280.00 | \$1,420,249.00 |
| Fiscal Year 2012 Apportionment (OL percentage = 96.76%) | \$408,240.00 | \$395,013.00 |
| Fiscal Year 2012 Obligations: | | |
| None | \$0.00 | \$0.00 |
| Balance as of September 30, 2012 | <u>\$1,931,520.00</u> | <u>\$1,815,262.00</u> |
| Fiscal Year 2013 Apportionment (OL percentage = 94.6%, Preliminary) | \$408,240.00 | \$386,195.00 |
| Fiscal Year 2013 Obligations: | | |
| None | \$0.00 | \$0.00 |
| Balance as of December 31, 2012 | <u>\$2,339,760.00</u> | <u>\$2,201,457.00</u> |

TAB 7

BOARD OF DIRECTORS AGENDA 4/18/2013; ITEM II.F.

Limited English Proficiency Plan

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal financial assistance.

Ozarks Transportation Organization, as a recipient of federal funding, is required to take steps to ensure meaningful access to benefits, services, and information for persons with limited English proficiency (LEP), and is suggested to develop a language implementation plan consistent with the Department of Transportation LEP guidance.

The following four areas are required to be analyzed:

1. The number or proportion of LEP persons eligible to be served or likely to encounter an MPO program, activity, or service
2. The frequency with which LEP individuals come into contact with an MPO program, activity, or service
3. The nature and importance of the program, activity, or service provided by the MPO to LEP community
4. The resources available to the MPO and overall costs

After the four required areas were considered, a plan was developed outlining measures to assist with interpretation and public outreach.

STAFF RECOMMENDATION:

The OTO staff recommends approval of the Limited English Proficiency Plan to the Board of Directors.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Limited English Proficiency Plan”

OR

“Move to return the Limited English Proficient Plan to staff for changes...”

OZARKS TRANSPORTATION ORGANIZATION LIMITED ENGLISH PROFICIENCY PLAN



DRAFT 2013

Draft



Ozarks Transportation Organization

Limited English Proficiency Plan

OTO Office Location

205 Park Central East, Suite 205
Springfield, Missouri 65806

Phone: (417) 865-3042
Fax: (417) 862-6013

Email: Staff@OzarksTransportation.Org

Web: www.OzarksTransportation.Org



Ozarks Transportation Organization

Draft

OZARKS TRANSPORTATION ORGANIZATION

OTO Limited English Proficiency Plan

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Introduction

Excerpted from “Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers” as prepared by The Federal Transit Administration Office of Civil Rights, dated April 13, 2007.

“Individuals who have a limited ability to read, write, speak, or understand English are limited English proficient, or “LEP.” According to the 2000 U.S. Census, more than 10 million people reported that they do not speak English at all, or do not speak English well. The number of persons reporting that they do not speak English at all or do not speak English well grew by 65 percent from 1990 to 2000. Among limited English speakers, Spanish is the language most frequently spoken, followed by Chinese (Cantonese or Mandarin), Vietnamese, and Korean (page 4).

“Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. The Supreme Court, in *Lau v. Nichols*, 414 U.S. 563 (1974), interpreted Title VI regulations prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination (page 5).

“Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency,” reprinted at 65 FR 50121 (August 16, 2000), directs each Federal agency to examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services. Federal agencies were instructed to publish guidance for their respective recipients in order to assist them with their obligations to LEP persons under Title VI. The Executive Order states that recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons (Pages 5-6).

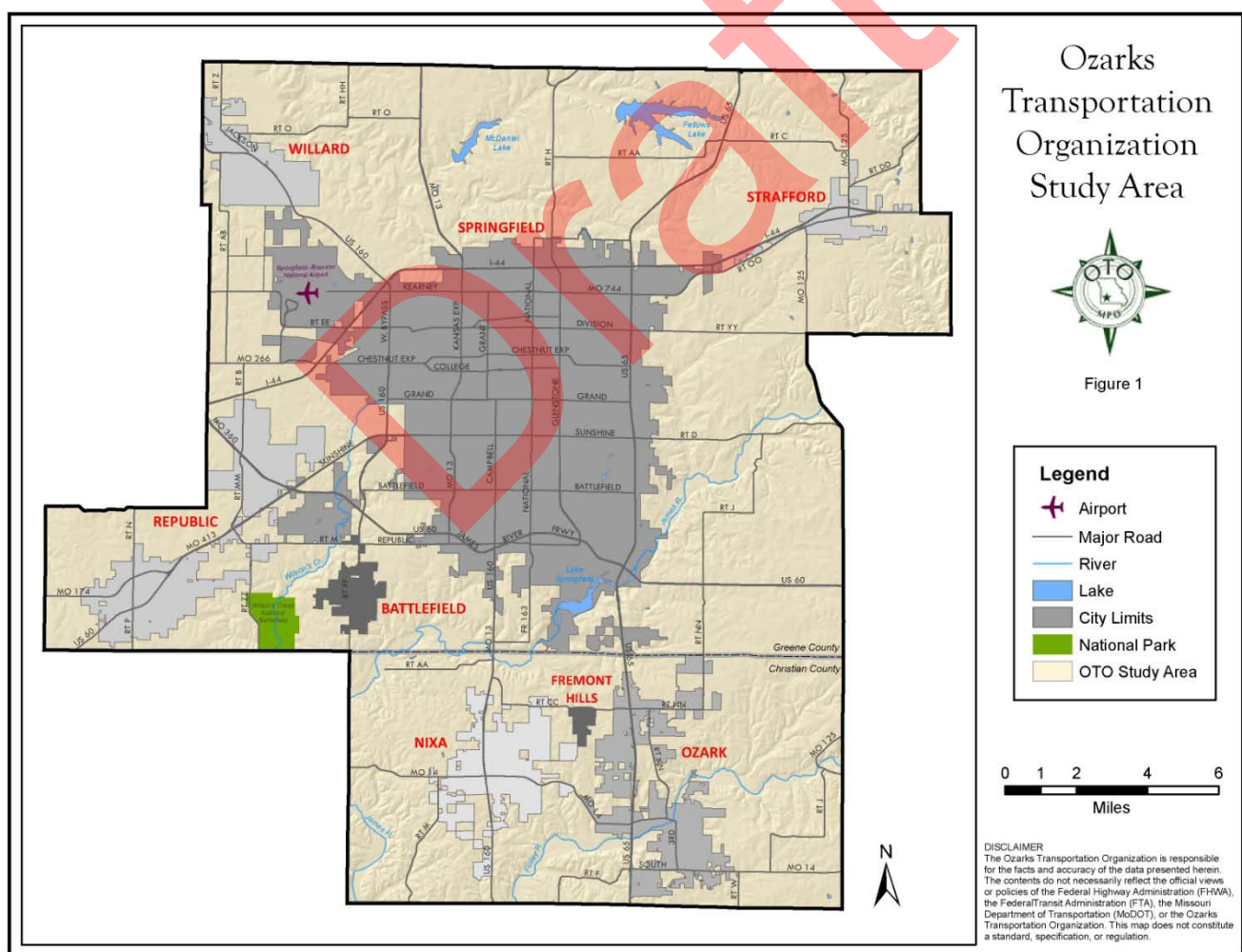
“The U.S. DOT published revised guidance for its recipients on December 14, 2005. This document states that Title VI and its implementing regulations require that DOT recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP) and that recipients should use DOT LEP Guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP (page 6).

“The FTA references the DOT LEP guidance in its Circular 4702.1B, “Title VI, DOT’s implementing regulations for FTA Recipients, “ which was published on October 1, 2012. Chapter III, Section 9 of this Circular references the LEP requirement and responsible steps ensuring meaningful access to benefits, services, and information for LEP persons and suggests that FTA recipients and subrecipients develop a language implementation plan consistent with the provisions of Section 9 of the DOT LEP guidance.

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

The OTO includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

Staff from local governments and area transportation agencies serve on the OTO's various committees and provide technical review, comments, and recommendations on draft OTO plans, programs, studies, and issues.



Four Factor Analysis

Factor 1: The Number or Proportion of LEP Persons eligible to be served or likely to encounter an MPO program, activity, or service.

The Ozarks Transportation Organization has had very limited contact with LEP persons. In recent history, there has been no contact at meetings, through Board or Committee members, through phone contact, or by personal visit. Website access by LEP persons is unknown. OTO did, however, conduct an on-board passenger survey of the City Utilities Transit System in 2011. The survey was one page with a total of sixteen questions that was printed with one side in English and another translated in Spanish. It was distributed to transit customers boarding all day time routes (*See Appendices-D*). As indicated in Table 1, a total of 1,844 surveys were returned. Of the 1,844 returned, one survey was completed on both sides without assistance from survey staff. A total of 60 survey respondents indicated they were Hispanic, 30 female, 26 male, and 5 did not indicate gender.

Table 1: City Utilities Transit On-Board Survey

| | Female | Male | No Gender Answer | Total | Percentage |
|-----------------|--------|------|------------------|-------|------------|
| Asian | 15 | 10 | 0 | 25 | 1.4% |
| Black | 84 | 114 | 7 | 205 | 11.1% |
| Hispanic | 30 | 25 | 5 | 60 | 3.3% |
| Native American | 23 | 44 | 10 | 77 | 4.2% |
| White | 639 | 684 | 18 | 1341 | 72.7% |
| White/Hispanic | 1 | 0 | 0 | 1 | 0.1% |
| White/Black | 1 | 0 | 0 | 1 | 0.1% |
| Other | 26 | 31 | 4 | 61 | 3.3% |
| No answer | 14 | 20 | 39 | 73 | 4.0% |
| Total | 833 | 928 | 83 | 1844 | 100% |

Source: 2011 City Utilities Transit On-Board Survey

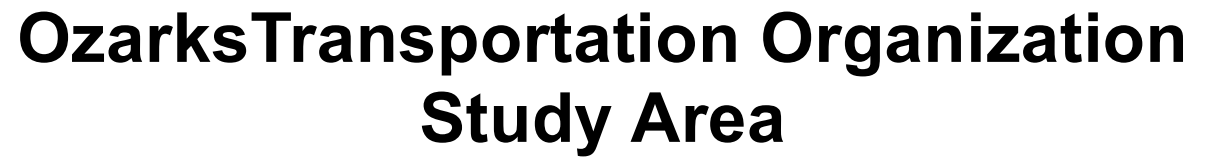
The OTO includes the jurisdictions of Christian and Greene Counties, and the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. The boundaries of the OTO region can be seen in Figure 1. According to the 2010 U.S. Census, the OTO service area population increased to 323,774.

U.S. Census Bureau information from the 2011 American Community Survey was used in the analysis of OTO area LEP persons. The 2011 American Community Survey table DP02 and B16001 for Christian and Greene Counties provided data for information in this analysis.

| Table 2: Analysis of LEP Persons | | | |
|---|--|---|-----------------------------|
| Number | Greene County within OTO Study Area | Christian County within OTO Study Area | Total OTO Study Area |
| Number of Non-English Indo-European Language Speaking Persons 5+ Years of Age who Speak English Less than “Very Well” | 581 | 86 | 667 |
| Number of Spanish Speaking Persons 5+ Years of Age who Speak English Less than “Very Well” | 1,797 | 488 | 2,285 |
| Number of All Persons 5+ Years of Age who Speak English Less than “Very Well” | 3,878 | 615 | 4,493 |
| Percentage | | | |
| Percentage of Non-English Indo-European Language Speaking Persons 5+ Years of Age who Speak English Less than “Very Well” | 0.23% | 0.13% | 0.206% |
| Percentage of Spanish Speaking Persons 5+ Years of Age who Speak English Less than “Very Well” | 0.70% | 0.72% | 0.705% |
| Percentage of All Persons 5+ Years of Age who Speak English Less than “Very Well” | 1.51% | 0.91% | 1.38% |
| | | | |
| Number of Persons 5+ Years of Age | 256,180 | 67,594 | 323,774 |
| <i>Source: U.S. Census Bureau, 2011 American Community Survey</i> | | | |

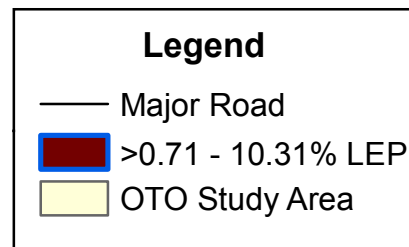
The OTO also mapped specific Census Tracts where the proportion of LEP persons exceeds the proportion of LEP persons in the service area as a whole. This can be seen in Figure 2 and Figure 3. These maps highlight those Census Tracts which have a LEP population higher than the MPO average proportion of 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 region.

Additional languages for OTO to be aware of, as certain populations grow, include German, French(including Patois and Cajun), Chinese, and Russian. After English and Spanish, these are among the top languages that are spoken at home for the population 5 years and over, regardless of the ability to speak English (*See Appendix-A*).

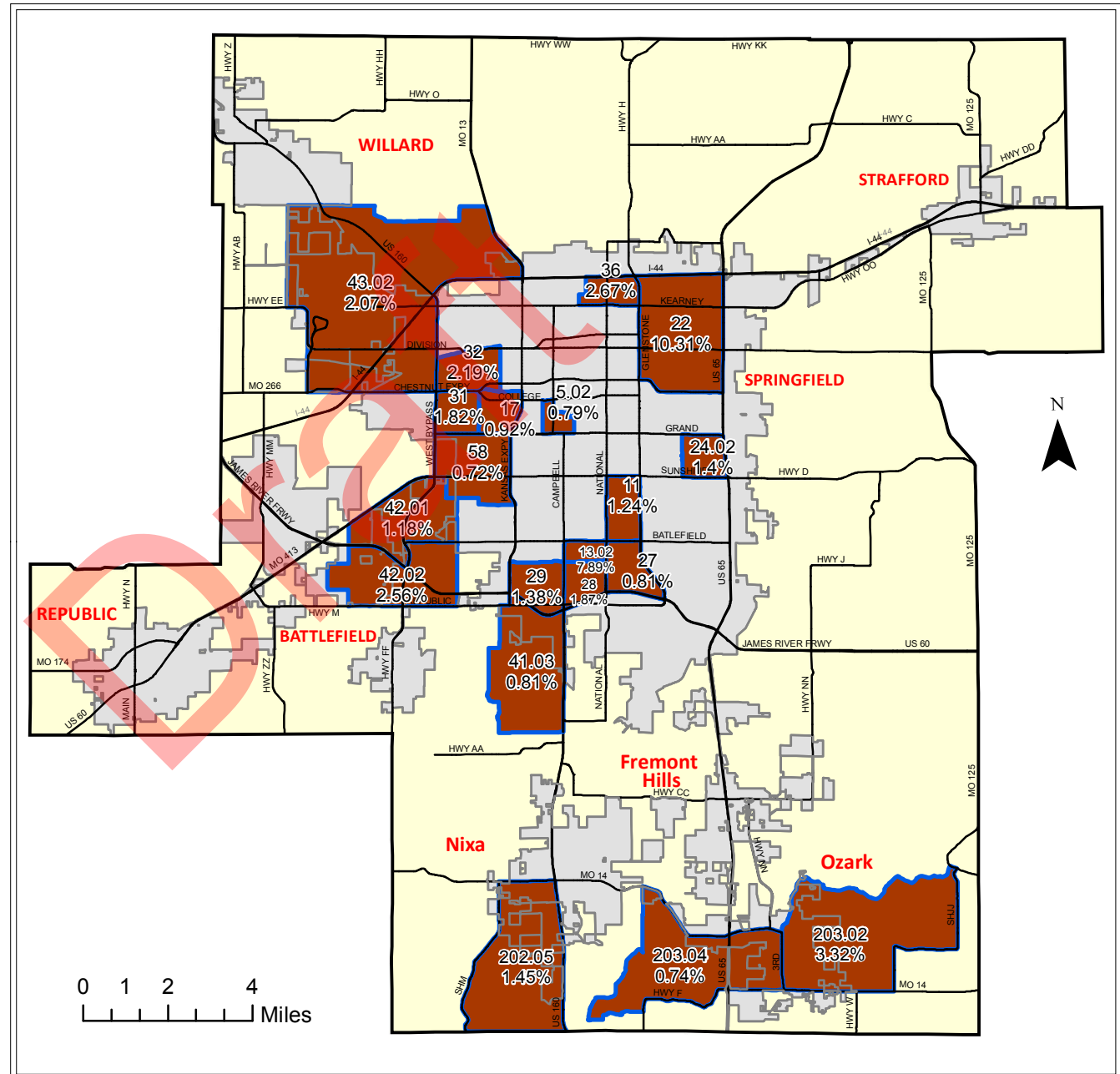


All Spanish Speaking
Persons 5+ Years of Age
Who Speak English
Less Than "Very Well"

Figure 2



DISCLAIMER
The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.



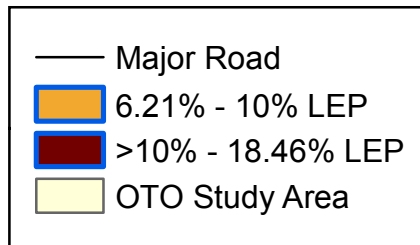


Ozarks Transportation Organization Study Area

LEP Census Tracts:

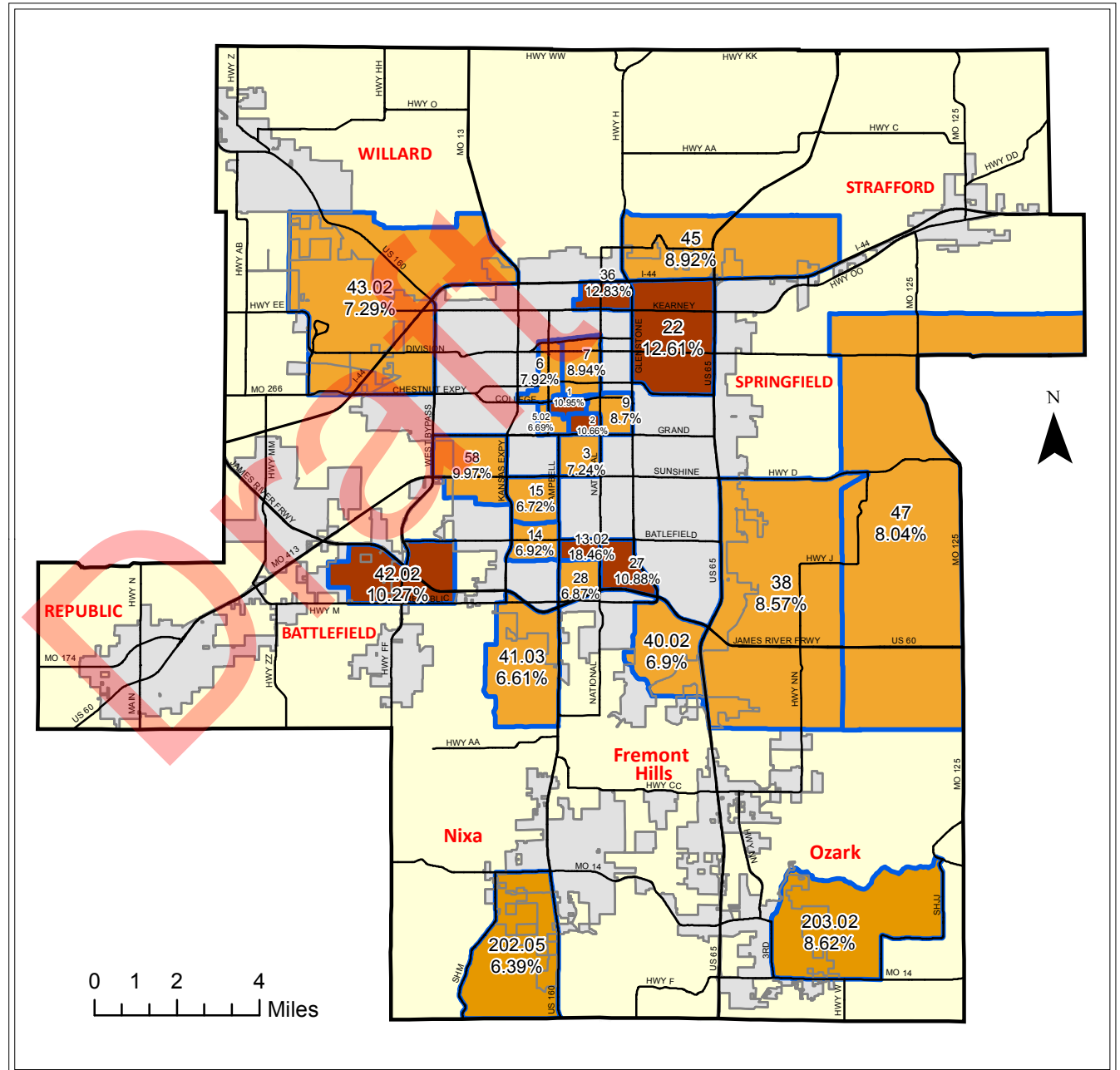
All Persons 5+ Years of Age
Who Speak a Language
Other Than English at Home

Figure 3



DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.



Factor 2: The Frequency with which LEP Individuals Come into Contact with an MPO Program, Activity, or Service

OTO does not have any knowledge, documented or otherwise, of LEP persons coming into contact with an OTO program, activity, or service outside of the 60 bilingual Spanish speaking persons who completed the City Utilities On-Board Survey in 2011. (See Table1)

Factor 3: The Nature and Importance of the Program, Activity, or Service Provided by the MPO to LEP Community

OTO has three main planning documents which identify and direct OTO's transportation activities in the region. One is the Long Range Transportation Plan, which provides direction for transportation investments twenty years in the future. The Transportation Improvement Program is a schedule of short-range transportation investments and activities intended to be implemented through a combination of State, Federal, and local funding. The Unified Planning Work Program outlines planning tasks and the budget for the upcoming year.

The OTO developed a survey that was available to regional organizations serving LEP populations. The intention of this survey was to identify agencies that provided services to local LEP persons and to determine what services are most critical to the local LEP population.

The OTO mailed 40 invitation letters to local educational organization, public agencies, and churches asking for each group to participate in the 16 question LEP survey. Surveys were collected from February 15th thru March 8th of 2013 (See Appendix-B for the mailing list, also see Appendix-C for the LEP survey). The survey responses included two organizations requesting removal from future mailings, and seven completed surveys. Two organizational addresses were no longer valid and are indicated in Appendix-B.

Survey respondents stated that they work with LEP persons that speak languages that include Chinese, French, Korean, Japanese, Portuguese, Romanian, Russian, Spanish, Thai, and most other languages. These individuals range in their ability to speak English, from Beginner to Proficient/Fluent. The 2010 census data for the OTO area indicates an increased population growth in most groups. The presence of individuals speaking these languages in the OTO area has grown to 7,445. There are however two languages that have increased significantly and they are Chinese and Russian.

The concerns these populations have relating to transportation, include public transit and transportation in general to access services. The survey respondents were asked, "Who would the population trust most in delivering language appropriate messages?" Survey respondents indicated the best way to reach these individuals is through agency officials, e-mail, surveys, their classroom instructors, or area church leaders.

The concerns these populations have relating to transportation, including public transit and transportation in general, are access to transit services at night, weekends and areas further away from center city.

OTO staff will consider this information when looking at who and how to reach out for public participation activities.

Factor 4: The Resources Available to the MPO and Overall Costs

OTO has assessed its available resources that could be used for providing LEP assistance. This includes identifying what staff and volunteer language interpreters are readily available, which documents should be translated, taking an inventory of available organizations that OTO could partner with for outreach and translation efforts, examining which financial and in-kind sources could be used to provide assistance, and what level of staff training is needed.

After analyzing the four factors, OTO developed the plan outlined in the following section for assisting persons of limited English proficiency.

Plan for Assisting Persons of Limited English Proficiency

How to Identify an LEP Person who Needs Language Assistance

Below are tools to help identify persons who may need language assistance:

- OTO staff will have on hand the “I speak” cards printed from the following website <http://www.lep.gov/ISpeakCards2004.pdf> (See Appendix E);
- OTO staff may also visit the California Department of Social Services website for more “I speak” cards <http://www.cdss.ca.gov/civilrights/PG584.htm>
- Examine records requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- When OTO sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee’s ability to speak and understand English, staff will ask a question that requires a full sentence reply;
- Though language needs may not be met at the current meeting, an inventory of those needs will help staff plan for language needs at a future meeting;
- Post a notice of available language assistance in the OTO reception area.

Language Assistance Measures

When an interpreter is needed, in person or on the telephone, first it should be determined what language is required. OTO staff can offer informal verbal interpretation in Spanish. If staff is not available, then there are several resources for interpreters in the region. OTO received confirmation from Group Latinoamericano that they can provide a Spanish interpreter. OTO contacted a local translation services that can provide an on demand translation services as needed for a fee. City Utilities, the Transit Operator has a Spanish interpreter available during normal business hours.

Relay Missouri offers Spanish Relay service. Relay users can type in Spanish and the conversations will be relayed in Spanish. Voice users can speak Spanish to the relay user. Spanish to English Translation is offered. Users must dial 1-800-548-8317 (TTY/ASCII/Voice). The Missouri Court Interpreter Service has a

sizable list of language interpreters that can be found at <http://www.courts.mo.gov/>. Interpretation services are also available through local professional groups that for a fee can be accessed.

Missouri's Office of Administration has a list of contractors that supply LEP services including language interpreters, verbal interpreters, phone interpreters and sign language interpreters. These services are available through the certain cooperative agreements OTO has with the State of Missouri.

There are a number of Universities and Colleges in Springfield, Missouri that have foreign language departments. These could also be used as a resource if need be. Currently, no OTO documents are available in a language other than English. The OTO website may be translated into a number of different languages using Google Translate.

Outside of these measures, OTO has limited resources and will, to the extent possible, ensure LEP individuals have the opportunity to participate.

OTO Staff Training

All OTO staff will be provided with the LEP plan and will be educated on procedures and services available. This information will also be part of the OTO staff orientation process for new hires. Training topics include:

- Understanding the Title VI LEP responsibilities;
- What language assistance the OTO offers;
- How to access an interpreter;
- Documentation of language assistance requests;
- How to handle a complaint;
- The importance of educating subrecipients on the OTO's LEP program responsibilities and their obligation to provide language assistance.

Providing Notice of Available Language Service to LEP Persons

- OTO will post signs that language assistance is available in public areas such as the OTO reception area or public notice bulletin board.

Outreach Techniques

- If staff knows that they will be presenting a topic that could be of potential importance to an LEP person or if staff will be hosting a meeting or a workshop in a geographic location with a known concentration of LEP persons, staff will have meeting notices, fliers, advertisements, and agendas contain a notice, in Spanish, of language service availability with notification in advance of the meeting.
- When running a general public meeting notice, staff should insert "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," which asks persons who need Spanish language assistance to make arrangements with OTO within two days of the meeting date.

Monitoring and Updating the LEP Plan

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.

Each update should examine all plan components such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population in the OTO region?
- Has there been a change in the types of languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified OTO programs?
- Are there other programs that should be included?
- Has the OTO's available resources, such as technology, staff, and financial costs, changed?
- Has the OTO fulfilled the goals of the LEP plan?
- Were there any complaints received?

Dissemination of the OTO Limited English Proficiency Plan

The OTO will post the LEP plan on its website at www.ozarkstransportation.org.

Any person, including social service, non-profit, and law enforcement agencies and other community partners with internet access will be able to access the plan. For those without personal internet access, all Greene County Libraries offer free internet access. Copies of the LEP plan will be provided to the Missouri Department of Transportation, Federal Highway Administration, the Federal Transit Administration, and any person or agency requesting a copy. Each OTO member will be provided a copy and will be educated on the importance of providing language assistance. An LEP person may obtain copies of the plan upon request.

Any questions or comments regarding this plan should be directed to the OTO Title VI Coordinator.

Ozarks Transportation Organization
205 Park Central East, Suite 205
Springfield, MO 65806
Phone: (417) 865-3042
Fax: (417) 862-6013
Email – staff@ozarkstransportation.org

Draft

Appendix-A: Language Spoken at Home by the Population Age 5 Years and Over

| Language Spoken at Home | Greene County within OTO Study Area | Christian County within OTO Study Area | Total # Speakers |
|--|---|--|---------------------|
| Total Population Over Age 5 | 256,180 | 67,594 | 323,774 |
| Speak only English | 243,213 | 65,020 | 308,233 |
| Spanish or Spanish Creole: | 6,027 | 1,552 | 7,579 |
| French (incl. Patois, Cajun): | 787 | 262 | 1,049 |
| French Creole: | 11 | 42 | 53 |
| Italian: | 233 | 0 | 233 |
| Portuguese or Portuguese Creole: | 153 | 25 | 178 |
| German: | 1,079 | 205 | 1,284 |
| Yiddish: | 0 | 0 | 0 |
| Other West Germanic languages: | 38 | 9 | 47 |
| Scandinavian languages: | 81 | 28 | 109 |
| Greek: | 24 | 0 | 24 |
| Russian: | 387 | 97 | 484 |
| Polish: | 48 | 0 | 48 |
| Serbo-Croatian: | 11 | 0 | 11 |
| Other Slavic languages: | 33 | 31 | 64 |
| Armenian: | 0 | 11 | 11 |
| Persian: | 23 | 0 | 23 |
| Gujarati: | 12 | 0 | 12 |
| Hindi: | 26 | 56 | 82 |
| Urdu: | 47 | 0 | 47 |
| Other Indic languages: | 100 | 0 | 100 |
| Other Indo-European languages: | 265 | 0 | 265 |
| Chinese: | 1,227 | 0 | 1,227 |
| Japanese: | 184 | 10 | 194 |
| Korean: | 286 | 41 | 327 |
| Mon-Khmer, Cambodian: | 54 | 0 | 54 |
| Hmong: | 18 | 0 | 18 |
| Thai: | 19 | 0 | 19 |
| Laotian: | 0 | 0 | 0 |
| Vietnamese: | 501 | 17 | 518 |
| Other Asian languages: | 267 | 45 | 312 |
| Tagalog: | 282 | 21 | 303 |
| Other Pacific Island languages: | 161 | 0 | 161 |
| Navajo: | 16 | 0 | 16 |
| Other Native North American languages: | 22 | 15 | 37 |
| Hungarian: | 67 | 59 | 126 |
| Arabic: | 183 | 48 | 231 |
| Hebrew: | 21 | 0 | 21 |
| African languages: | 212 | 0 | 212 |
| Other and unspecified languages: | 62 | 0 | 62 |

Appendix-B: Community Groups Serving LEP Populations

| | | |
|--|--|--|
| Hand in Hand Ministries P.O. Box 1577 Springfield, MO 65801-1577 | Hazael Rodriguez Iglesia Cristiana Casa De Oracion 525 South Ave. Springfield, MO 65806 | Dol Seminary Korean Church 4557S Freemont Ave Springfield, MO 65804 |
| Sacred Heart Church 1609 N. Summit Ave. Springfield, MO 65803-3199 | Pablo Moreno Jr Iglesia Rio de Vida 2247 E. Lombard Ct. Springfield Mo 65802 | Korean Baptist Church 525 South Avenue Springfield, MO 65806 |
| El Faro Assembly of God P.O. Box 8466 Springfield, MO 65809 | Assemblies of God- Calvary Temple 528 W. Battlefield Springfield, MO 65807 | Korean Baptist Church 1361 E. Briar St. Springfield, MO 65804 |
| Second Baptist Church 3111 E. Battlefield Road Springfield, Missouri 65804 | Assembly of God - Chinese Church 1909 W. Chestnut Expressway Springfield, MO 65802 | Korean Presbyterian Church 1559 S. Grant Ave. Springfield, MO 65807 |
| Hazael Rodriguez Iglesia Cristiana Casa De Oracion 525 South Ave. Springfield, MO 65806 | Assembly of God Immanuel Korean Church 819 E. Dale St. Springfield, MO 65803 | Ebenezer Romanian Assembly 2233 N. East Ave. Springfield, Mo 65803 |
| Ozark Mountain Deaf Church 776 W. Farm Road 186 Springfield, MO 65810 | Pathways United Methodist Church 1232 E. Dale Street. Springfield, MO 65803 | Green County Baptist Association 834 W. Battlefield Springfield, MO 65807 |
| *Invalid address Baha'i Faith 941 N. Rogers Avenue Springfield, MO 65802-3549 | Baptist Bible College 628 E. Kearney St. Springfield, MO 65803 | Drury University 900 N. Benton Ave. Springfield, MO 65802 |
| Sister Cities P.O. Box 8368 Springfield, MO 65801 | Islamic Center of Springfield 2151 E. Division Street Springfield, MO 65803-4520 | Slavical Evangelical Church 1005 E. Dale St Springfield, MO 65803 |

| | | |
|--|---|--|
| Temple Israel 5910 S. Farm Road 193 Rogersville, MO 65742 | Ozarks Technical College International Programs and Services 933 E. Central Springfield, MO 65801 | Missouri State University International Student Services 901 S. National Springfield, MO 65897 |
| Assemblies of God Southern MO District Headquarters 528 W. Battlefield Springfield, MO 6580 | *Request removal Trinity Lutheran Espanola Church 1415 S. Holland Ave. Springfield, MO 65807 | Springfield Public Schools Kraft Administration Center 940 N. Jefferson Ave. Springfield, MO 65802 |
| St. Agnes Catholic Church 533 S. Jefferson Ave. Springfield, MO 65806 | United Methodist Hispanic Ministry 1232 E. Dale St. Springfield, MO 65803 | *Invalid address Group Latinoamericano 305 E. Walnut Street, Suite 228 Springfield, MO 65806 |
| *Request removal Latin America Theological Seminary 3728 W. Chestnut Expressway Springfield, MO 65802 | *Invalid address Latin America Library Services 1722 S. Glenstone Ave. Springfield, MO 65804 | *New Address Group Latinoamericano 918 E. Calhoun Springfield, MO 65802 |
| John Collins Strafford R-VI School District 201 W. McCabe Strafford, MO 65757 | Kathy Whitworth Nixa R-II School District 205 North Street Nixa, MO 65714 | Josh Ladd Willard R-II School District 460 E. Kime Street Willard, MO 65781 |
| Dr. Gordon Pace Ozark R-VI 302 N. 4 th Avenue P.O. Box 166 Ozark, MO 65721 | Chance Wistrom Republic R-III 518 N. Hampton Republic, MO 65738 | |

Appendix-C: Limited English Proficiency (LEP) Survey Input

For online survey go to <http://www.surveymonkey.com/s/LEP2013>

Limited English Proficiency (LEP) Input

1. Page 1 of 1

The Ozarks Transportation Organization is surveying area organizations that work with Limited English Proficient persons. Your input in this 16 question survey can help us reach out to the region's LEP population and can help them become more involved in the OTO's planning process.

*** 1. Please provide us with your contact information.**

Name:

Company:

Address:

Address 2:

City/Town:

State:

ZIP/Postal Code:

Country:

Email Address:

Phone Number:

2. What geographic area does your agency serve?

3. How many people does your agency provide services to?

☐ 0-25

☐ 26-50

☐ 51-75

☐ 76-100

☐ More than 100

4. Has the size of the population you serve increased, stayed the same, or decreased over the past five years?

☐ Increased

☐ Same

☐ Decreased

5. What are the countries of origin from which your population has immigrated?

Page 1

Return survey to Ozarks Transportation Organization, 205 Park Central East, Springfield, MO 65806

For online survey go to <http://www.surveymonkey.com/s/LEP2013>

Limited English Proficiency (LEP) Input

6. Does your population primarily come from an urban or rural background?

- ☐ Urban
☐ Rural

7. What are the languages spoken by the population you serve?

8. What is the age and gender of your population?

9. What is the education and literacy level of the population you serve?

10. What needs or expectations for public services has this population expressed?

11. Has the population inquired about how to have input regarding transportation in the area, including planning of construction of roadways, bicycle and pedestrian projects as well as public transit?

12. What locations in the region does this population most frequently travel to? e.g., Walmart on West Campbell, Cox Hospital, etc.

Page 2

Return survey to Ozarks Transportation Organization, 205 Park Central East, Springfield, MO 65806

For online survey go to <http://www.surveymonkey.com/s/LEP2013>

Limited English Proficiency (LEP) Input

13. Are there locations that the population has expressed difficulty accessing via the public transportation system?

14. Do the transportation needs and travel patterns of the population vary depending on the age or gender of the population members?

15. What is the best way to obtain input from the population?

16. Who would the population trust most in delivering language appropriate messages?

Thank you for your time answering these questions. Your input will help us communicate better with persons of limited English proficiency. Please contact us at (417) 865-3042 or COwens@OzarksTransportation.org if you have any question or additional input.

Appendix-D: City Utilities (CU) Transit On-Board Survey

CITY UTILITIES (CU) TRANSIT ON-BOARD SURVEY

Please tell us about your trip today. Thank you for helping CU Transit improve services for you. Your participation in this survey is voluntary and confidential. Please return the completed survey to the survey distributor. If you have any additional questions or comments, please call 836-5442.

- Which route are you on? _____
- Where are you going to or coming from on **this** trip (other than home)?
☐ Work ☐ School (K-12) ☐ Visiting/Recreation ☐ Government Agency ☐ Other (specify) _____
☐ Medical ☐ College/Technical School ☐ Shopping/Errands ☐ Social Service Agency
- Did you transfer from another route or will you transfer to another route to complete your journey? ☐ Yes If yes, which route: _____ ☐ No
- For **this** trip, did you pay using: ☐ Cash ☐ Pass ☐ Transfer
- What is the main reason you took the bus today? (Please check only one)
☐ Don't drive/don't have valid license ☐ Bus is more economical ☐ CU Transit is more convenient
☐ Car is not available ☐ Parking is too difficult/ expensive ☐ Other (Specify) _____
- How often do you use CU Transit? ☐ Everyday ☐ Couple times per week ☐ Occasionally
- How long have you been a transit user? ☐ Less than 1 year ☐ 1 to 5 years ☐ Over 5 years
- In general, how would you rate each of the following aspects of current CU Transit services? **Please circle the response that best reflects your opinion.**

| | | | | | | |
|----|---|-----------|------|------|------|-----------|
| a. | Your overall satisfaction with CU Transit | Very Good | Good | Fair | Poor | Very Poor |
| b. | Ability to get where you want to go | Very Good | Good | Fair | Poor | Very Poor |
| c. | Dependability of CU Transit buses (on-time) | Very Good | Good | Fair | Poor | Very Poor |
| d. | Availability of bus route information/maps | Very Good | Good | Fair | Poor | Very Poor |
| e. | Availability of seats on the bus | Very Good | Good | Fair | Poor | Very Poor |
| f. | Safety on the bus | Very Good | Good | Fair | Poor | Very Poor |
| g. | Safety at the CU Transit bus stops | Very Good | Good | Fair | Poor | Very Poor |
| h. | Courtesy of bus drivers | Very Good | Good | Fair | Poor | Very Poor |
| i. | Frequency of current CU Transit service (how often buses run) | Very Good | Good | Fair | Poor | Very Poor |
| j. | How early/late the current buses run on Monday-Friday | Very Good | Good | Fair | Poor | Very Poor |
| k. | How early/late current buses run on Saturdays | Very Good | Good | Fair | Poor | Very Poor |

- On a scale from 0 percent to 100 percent, what percentage of your transportation needs is served by the bus? _____ %
 - At what point would you begin riding transit **less** if fares increased? (Check one only)
☐ Fares increased by \$0.25 per ride ☐ Fares increased by \$0.50 per ride ☐ Any amount
 - How often would you use a regional service to: **Please circle the response that best reflects your opinion.**
- | | | | | | |
|----|--------------|-------|-----------------------|--------------|-------|
| a. | Battlefield | Daily | Couple times per week | Occasionally | Never |
| b. | Republic | Daily | Couple times per week | Occasionally | Never |
| c. | Willard | Daily | Couple times per week | Occasionally | Never |
| d. | Strafford | Daily | Couple times per week | Occasionally | Never |
| e. | Nixa | Daily | Couple times per week | Occasionally | Never |
| f. | Ozark | Daily | Couple times per week | Occasionally | Never |
| g. | Rogersville | Daily | Couple times per week | Occasionally | Never |
| h. | Fair Grove | Daily | Couple times per week | Occasionally | Never |
| i. | Walnut Grove | Daily | Couple times per week | Occasionally | Never |
| j. | Ash Grove | Daily | Couple times per week | Occasionally | Never |
| k. | Branson | Daily | Couple times per week | Occasionally | Never |
- In your opinion, how can CU Transit service be improved? Are there places in Springfield that you'd like to get to that aren't currently served by transit? _____

Please tell us about yourself:

- Your age is:
☐ 18 years or under ☐ 25 to 34 ☐ 45 to 54 ☐ 65 or over
☐ 19 to 24 ☐ 35 to 44 ☐ 55 to 64
- What is your race?
☐ White Non-Hispanic ☐ Hispanic ☐ Native American
☐ Black Non-Hispanic ☐ Asian ☐ Other
- What is your gender? ☐ Male ☐ Female
- What is your total household income range for 2010?
☐ Less than \$15,000 ☐ \$25,000 to \$49,999
☐ \$15,000 to \$24,999 ☐ More than \$50,000

Thank you for your time to participate in the survey. Your answers will help improve CU transit service in the future.

CIUDAD DE UTILIDADES (CU) TRÁNSITO EN Junta de Fiscalización de

Por favor, cuéntenos acerca de su viaje de hoy. Gracias por ayudar a mejorar los servicios de CU de tránsito para usted. Su participación en esta encuesta es voluntaria y confidencial. Por favor devuelva la encuesta completada a la distribución de la encuesta. Si usted tiene alguna pregunta o comentario, por favor llame al 836-5442.

- ¿Qué ruta está usted? _____
- ¿A dónde va o viene de este viaje (que no sea su casa)?
☐ Trabajo ☐ La escuela (K-12) ☐ Visitas/Recreación ☐ Agencias del Gobierno ☐ Otros (especificar)
☐ Médico ☐ Universidad/Escuela Técnica ☐ Compras/Diligencias ☐ Agencia de Servicio Social _____
- ¿Realizó la transferencia de otra ruta o va a transferir a otra ruta para completar su viaje? ☐ Sí En caso afirmativo, cuál es la ruta: _____ ☐ No
- Para este viaje, lo que usted paga con: ☐ Efectivo ☐ Pasar ☐ Transferencia
- ¿Cuál es la razón principal por la que tomó el autobús hoy en día? (Por favor, marque sólo una)
☐ No conduzca/no tener una licencia válida ☐ Autobús es más económico ☐ CU de tránsito es más conveniente
☐ Coche no está disponible ☐ El estacionamiento es muy difícil/caro ☐ Otro (Especificar) _____
- ¿Con qué frecuencia el uso del transporte CU? ☐ Diario ☐ Par de veces por semana ☐ de vez en cuando
- ¿Cuánto tiempo ha sido un usuario de transporte público? ☐ Menos de 1 año ☐ 1 a 5 años ☐ Más de 5 años
- En general, ¿cómo calificaría a cada uno de los siguientes aspectos de los actuales servicios de tránsito CU? Marque con un círculo la respuesta que mejor refleje su opinión.

| | | | | | | |
|----|--|-----------|-------|-------|-------|-----------|
| a. | Su satisfacción general con CU de Tránsito | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| b. | La capacidad para llegar a donde quieres ir | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| c. | La fiabilidad de CU autobuses de tránsito (a tiempo) | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| d. | Disponibilidad de la información autobús de la ruta / mapas | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| e. | Disponibilidad de asientos en el autobús | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| f. | Seguridad en el autobús | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| g. | Seguridad en el autobús del tránsito de CU se detiene | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| h. | Cortesía de los conductores de autobuses | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| i. | Frecuencia de la corriente de servicios de CU de tránsito (con qué frecuencia los autobuses salen) | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| j. | ¿Qué tan temprano / tarde los autobuses actuales funcionan de lunes a viernes | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |
| k. | ¿Cómo los autobuses actuales temprano / tardío ejecutar los sábados | Muy Bueno | Bueno | Feria | Pobre | Muy Pobre |

- En una escala del 0 al 100 por ciento, ¿qué porcentaje de sus necesidades de transporte se sirve en el autobús? _____ %
- ¿En qué momento de empezar a montar el tránsito menos si aumento de las tarifas? (Marque uno solamente)
☐ Aumento de las tarifas de \$ 0.25 por viaje ☐ Aumento de las tarifas de \$ 0.50 por viaje ☐ Cualquier cantidad
- ¿Con qué frecuencia se utiliza un servicio regional a: Por favor marque la respuesta que mejor refleje su opinión.

| | | | | | |
|----|--------------|--------|-------------------------|------------------|-------|
| a. | Battlefield | Diario | Par de veces por semana | De vez en cuando | Nunca |
| b. | Republic | Diario | Par de veces por semana | De vez en cuando | Nunca |
| c. | Willard | Diario | Par de veces por semana | De vez en cuando | Nunca |
| d. | Strafford | Diario | Par de veces por semana | De vez en cuando | Nunca |
| e. | Nixa | Diario | Par de veces por semana | De vez en cuando | Nunca |
| f. | Ozark | Diario | Par de veces por semana | De vez en cuando | Nunca |
| g. | Rogersville | Diario | Par de veces por semana | De vez en cuando | Nunca |
| h. | Fair Grove | Diario | Par de veces por semana | De vez en cuando | Nunca |
| i. | Walnut Grove | Diario | Par de veces por semana | De vez en cuando | Nunca |
| j. | Ash Grove | Diario | Par de veces por semana | De vez en cuando | Nunca |
| k. | Branson | Diario | Par de veces por semana | De vez en cuando | Nunca |

- En su opinión, ¿cómo puede CU servicio de transporte se puede mejorar? ¿Hay lugares en Springfield que le gustaría llegar a que actualmente no están servidas por transporte público? _____

Por favor, cuéntenos acerca de usted:

- Su edad es:
☐ 18 años o en ☐ 25 a 34 ☐ 45 a 54 ☐ 65 años
☐ 19 a 24 ☐ 35 a 44 ☐ 55 a 64
- ¿Cuál es su raza?
☐ Blancos no Hispanos ☐ Hispano ☐ Nativos Americanos
☐ Negro no Hispanos ☐ Asiático ☐ Otro
- ¿Cuál es su género? ☐ Masculino ☐ Femenino
- ¿Cuál es su rango total de ingresos de los hogares para el 2010?
☐ Menos de \$15,000 ☐ \$15,000 a \$24,999 ☐ \$25,000 a \$49,999 ☐ Más que \$50,000

Gracias por su tiempo para participar en la encuesta. Sus respuestas ayudarán a mejorar el servicio CU de tránsito en el futuro.

Appendix-E: "I Speak Cards"

| 2004 Census Test | | United States Census 2010 |
|-----------------------------------|--|---------------------------|
| LANGUAGE IDENTIFICATION FLASHCARD | | |
| <input type="checkbox"/> | ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية. | 1. Arabic |
| <input type="checkbox"/> | Խոսողո՞ւմ ե՞սք նշողո՞ւմ կատարե՞ք այս քանակությունը, եթե խոսողո՞ւմ կամ կարդողո՞ւմ եք հայերեն: | 2. Armenian |
| <input type="checkbox"/> | যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্সে দাগ দিন। | 3. Bengali |
| <input type="checkbox"/> | ឈ្មួញបញ្ជាក់ក្នុងប្រអប់នេះ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ ។ | 4. Cambodian |
| <input type="checkbox"/> | Motka i kahhon ya yangin ûntûngnu' manaitai pat ûntûngnu' kumentos Chamorro. | 5. Chamorro |
| <input type="checkbox"/> | 如果你能读中文或讲中文，请选择此框。 | 6. Simplified Chinese |
| <input type="checkbox"/> | 如果你能讀中文或講中文，請選擇此框。 | 7. Traditional Chinese |
| <input type="checkbox"/> | Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik. | 8. Croatian |
| <input type="checkbox"/> | Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky. | 9. Czech |
| <input type="checkbox"/> | Kruis dit vakje aan als u Nederlands kunt lezen of spreken. | 10. Dutch |
| <input type="checkbox"/> | Mark this box if you read or speak English. | 11. English |
| <input type="checkbox"/> | اگر خواندن و نوشتن فارسی بلد هستید، این مربع را علامت بزنید. | 12. Farsi |

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| | |
|---|--------------------|
| <input type="checkbox"/> Cocher ici si vous lisez ou parlez le français. | 13. French |
| <input type="checkbox"/> Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen. | 14. German |
| <input type="checkbox"/> Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά. | 15. Greek |
| <input type="checkbox"/> Make kazye sa a si ou li oswa ou pale kreyòl ayisyen. | 16. Haitian Creole |
| <input type="checkbox"/> अगर आप हिन्दी बोलते या पढ़ सकते हैं तो इस बक्स पर चिह्न लगाएँ। | 17. Hindi |
| <input type="checkbox"/> Kos lub voj no yog koj paub twm thiab hais lus Hmoob. | 18. Hmong |
| <input type="checkbox"/> Jelölje meg ezt a kockát, ha megérti vagy beszéli a magyar nyelvet. | 19. Hungarian |
| <input type="checkbox"/> Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano. | 20. Ilocano |
| <input type="checkbox"/> Marchi questa casella se legge o parla italiano. | 21. Italian |
| <input type="checkbox"/> 日本語を読んだり、話せる場合はここに印を付けてください。 | 22. Japanese |
| <input type="checkbox"/> 한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오. | 23. Korean |
| <input type="checkbox"/> ໃຫ້ໝາຍໃສ່ຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກພາສາລາວ. | 24. Laotian |
| <input type="checkbox"/> Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim. | 25. Polish |

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| | | |
|--------------------------|--|----------------|
| <input type="checkbox"/> | Assinale este quadrado se você lê ou fala português. | 26. Portuguese |
| <input type="checkbox"/> | Însemnați această căsuță dacă citiți sau vorbiți românește. | 27. Romanian |
| <input type="checkbox"/> | Пометьте этот квадратик, если вы читаете или говорите по-русски. | 28. Russian |
| <input type="checkbox"/> | Обележите овај квадратик уколико читате или говорите српски језик. | 29. Serbian |
| <input type="checkbox"/> | Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky. | 30. Slovak |
| <input type="checkbox"/> | Marque esta casilla si lee o habla español. | 31. Spanish |
| <input type="checkbox"/> | Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog. | 32. Tagalog |
| <input type="checkbox"/> | ให้กาเครื่องหมายลงในช่องสี่เหลี่ยมหรือพูดภาษาไทย. | 33. Thai |
| <input type="checkbox"/> | Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga. | 34. Tongan |
| <input type="checkbox"/> | Відмітьте цю клітинку, якщо ви читаете або говорите українською мовою. | 35. Ukrainian |
| <input type="checkbox"/> | اگر آپ اردو پڑھتے یا بولتے ہیں تو اس خانے میں نشان لگائیں۔ | 36. Urdu |
| <input type="checkbox"/> | Xin đánh dấu vào ô này nếu quý vị biết đọc và nói được Việt Ngữ. | 37. Vietnamese |
| <input type="checkbox"/> | באצייכנט דעם קעסטל אויב איר לייענט אדער רעדט אידיש. | 38. Yiddish |

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U.S. CENSUS BUREAU

TAB 8

BOARD OF DIRECTORS AGENDA 4/18/2013; ITEM II.G.

Travel Demand Model Contract Award

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO is responsible for developing, maintaining, and applying the regional travel demand model. The existing model is quite dated and inadequate for current needs. Thus, the OTO has included in the FY 2013 and FY 2014 Unified Planning Work Programs funds to develop a new travel demand model for the region. Up to \$150,000 has been budgeted for this task.

To select a Travel Demand Model consultant, OTO staff issued a Request for Proposals outlining the requirements to develop an adequate model within specified data and budget constraints. A Travel Demand Subcommittee, with selected members of the Technical Planning Committee, reviewed the RFP and was involved in consultant selection.

Ten responses to the RFP were received. Of those, OTO staff and the Travel Demand Model Subcommittee narrowed the options to four. These four consultants were invited to interview with the OTO. During the interviews, the consultants were asked to present their proposal and to be available for questions. At the conclusion of the interviews, OTO staff and the Travel Demand Model Subcommittee selected Olsson Associates as the most qualified consultant.

Olsson has an acute understanding of local needs and the technical expertise to complete the project as requested, while staying on budget. OTO staff is requesting that the Board of Directors approve award of up to \$150,000 to Olsson Associates for the purpose of developing the OTO Travel Demand Model. After the contract has been reviewed by MoDOT and signed, a notice to proceed will be issued and work should begin in May 2013.

Attached, please find a project schedule, budget, and company overview as submitted in response to OTO's Request for Proposals.

TRAVEL DEMAND MODEL SUBCOMMITTEE RECOMMENDATION:

The OTO Travel Demand Model Subcommittee unanimously recommended Olsson Associates be selected as the consultant for the OTO Travel Demand Model.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to award up to \$150,000 to Olsson Associates for the purpose of developing the OTO Travel Demand Model.”

OR

“Move to have staff consider the following _____”



February 6, 2013

Attn: Debbie Parks
Ozarks Transportation Organization
205 Park Central East, Suite 205
Springfield, MO 65806

RE: Travel Demand Model: RFP 002-2013

Dear Ms. Fields and selection committee members:

We are pleased to submit this proposal to update the Ozarks Transportation Organization's (OTO) travel demand model and to assist in modeling future scenarios. The overall theme of our proposal is to provide you with a choice in a consulting firm that is practical and results focused. We believe that OTO will be best served with a firm that you can easily work with and is committed to making investments in the travel demand model that lead to strong improvement in reliability and confidence. Based on our review of the scope of services, and from our understanding of the project, we have organized our proposal to describe our project team, staffing, project approach, schedule, and budget to address this project goal in the most cost-effective manner.

As the largest engineering firm in Springfield, Olsson has a strong local office that will support our national expertise in transportation planning and travel demand forecasting. Our staff members have worked with state DOTs and MPOs in developing and using travel demand models for project forecasting. We are joined by ECO Resources Management Systems, Inc. (ERMSI), a small business enterprise that has built a national reputation for implementing innovative, cost-effective solutions to meet any modeling need. Key personnel from our firms have worked together for years, and have experience working with the OTO in the past.

OUR PEOPLE

Our project manager is Clyde Prem. Mr. Prem is a senior travel forecaster with over 25 years of experience developing models. He has extensive experience in Missouri, has taught a travel forecasting course at the University of Kansas, and has developed models for both the Mid-America Regional Council and for KDOT. In recent years he has led the implementation of models for projects in the mid-west including in Iowa, Nebraska, Illinois, Missouri, and Kansas. Supporting Mr. Prem will be Bob Shull from ERMSI and Yang Yang from Olsson. Bob brings input on state-of-the-art modeling approaches and Yang has experience working with you and with developing new models.

OUR EXPERIENCE

Olsson staff members have experience on similar projects that includes review and refinement of the TransCAD and Visum models for Metropolitan Planning Organizations. Our strength is that we understand how to refine travel demand models to obtain accurate model calibration and reliable future year forecasts that can be used for project development.

OUR COMMITMENT

Olsson has an office in Springfield, and has worked with OTO, for the City of Springfield, for Greene County, and for the Missouri Department of Transportation. It is of the utmost importance that we deliver

high quality and highly effective services on this project. I will be the project manager and I will assure you that we provide the resources and energy needed to improve the travel demand model to where member governments know that it is reliable and an excellent tool to support the long range transportation plan. We hope to put our extensive knowledge and practical experience to work for you and look forward to discussing this project with you in more detail. If you have any questions or concerns, please contact me at 913.381.1170 or cprem@oaconsulting.com.

Sincerely,
OLSSON ASSOCIATES



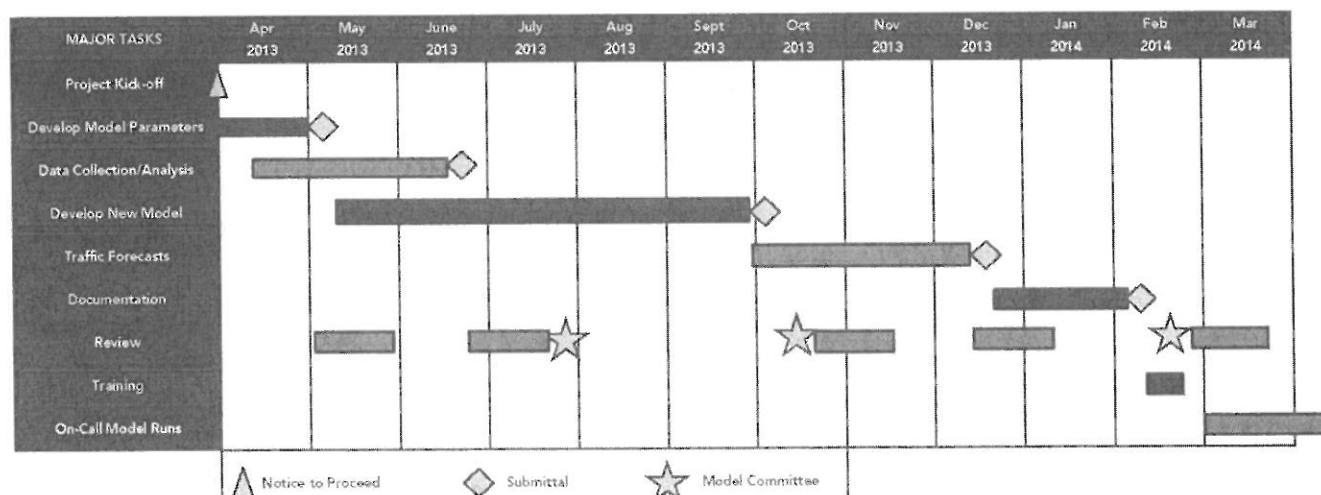
Clyde Prem, AICP, PTP
Project Manager/Transportation Planning Team Leader



Kelly Turner, PE
Springfield Transportation Group Leader

Project Schedule

The attached graphic shows the proposed project schedule. While this project could be accelerated if desired, we believe that this is a once in an every 10 year (or even longer) project and that this forecasting process needs to stand the test of time. For this reason, we show an 11-month schedule that **includes the requested 30-day review time**. The schedule also shows how subsequent tasks can proceed in part while a review is being completed. Following any review and comment, that task and any other task will be updated to reflect input. The longest task shown is the model development task of four-and-one-half months. We believe that this model development, which includes the model calibration, is the most critical portion of this project.



Budget

The proposed budget for this project is presented on the *next page*. Work will be billed monthly based on time and materials, with a budget not to exceed of \$150,000, including software and consulting services.

This budget includes one license for Olsson/ERMSI VISUM Base, which includes all functions for travel demand forecasting and intersection capacity analysis. This includes one year of maintenance, including all updates and technical support.

Some minor readjustment between the table categories may occur during the project. The maximum budget will only be revised upon mutual agreement of both Olsson/ERMSI and the Ozarks Transportation Organization based on changes in scope.

Also included in the budget under the total estimate of model development are the estimated costs for on-call services given six scenarios of average complexity coded, run, and summarized by Olsson/ERMSI staff members. Data and descriptions of scenario analysis will be provided by OTO staff members. It is assumed that no site visits will be made in conjunction with the on-call analyses.

Company Information/Company Overviews

FIRM NAME

Olsson Associates

YEAR ESTABLISHED

1956

TYPE OF ORGANIZATION

Corporation

FORMER FIRM NAMES AND YEARS ESTABLISHED

John E. Olsson Professional Engineering 1956

Olsson & Burroughs 1958

Olsson, Burroughs & Thomsen 1962

Enersen, Olsson, Burroughs & Thomsen 1962

Olsson Associates 1973

BRANCH OFFICES

Olsson Associates

7301 W. 133rd Street, Suite 200

Overland Park, KS 66053

Olsson Associates

550 E. Saint Louis Street

Springfield, MO 65806

OFFICE LOCATIONS

Overland Park, Olathe, and Manhattan, Kansas; Springfield, Joplin, and Kansas City, Missouri; Lincoln, Grand Island, Holdrege, South Sioux City, Omaha, Hastings, La Vista, and Scottsbluff, Nebraska; Sioux City and Des Moines, Iowa; Denver, Colorado; and Phoenix, Arizona

CONTACT INFORMATION

Clyde Prem, AICP, PTP

cprem@olssonassociates.com

913.381.1170

WHO WE ARE

Olsson Associates

Established in 1956, Olsson Associates offers transportation planning, transportation, traffic, structural, water resources, environmental, civil, water/wastewater, specialty lighting, mechanical/electrical, land planning, landscape architecture, power electrical, airport consulting, surveying, construction observation, geotechnical, automation and technology, GIS, and mapping services.

Our firm employs more than 650 staff members, including engineers, engineers-in-training, registered landscape architects, registered land surveyors, professional planners and designers, scientists, and support staff members made up of highly trained technical personnel with broad experience in all phases of engineering design and construction phase services.

Olsson Associates' has offices in Overland Park, Olathe, and Manhattan, Kansas; Kansas City, Springfield, and Joplin, Missouri; Golden and Grand Junction, Colorado; Phoenix, Chandler, and Tucson, Arizona; Sioux City and Des Moines, Iowa; Bismarck, North Dakota; and Lincoln, Omaha, La Vista, South Sioux City, Grand Island, Hastings, Holdrege, and Scottsbluff, Nebraska.

Engineering News-Record ranks Olsson Associates as one of the top 500 design firms in the United States. We believe this success results from our emphasis on client service, and we strive to make this value evident when you work with any of our staff members.



Eco Resource Management Systems Inc.

Eco Resource Management Systems Inc. was established in 2010 by Robert Shull, PE, to provide state of the practice transportation modeling services with emphasis on safety and efficiency. Specialties include travel demand forecasting, model development, traffic operations analysis, and custom training. We take pride in our individualized service and attention to detail that makes your project successful, on time, and on budget.

Principal staff of Eco Resource Management Systems have developed, applied, and supported city, county, MPO, and regional multi-modal models for clients throughout North America and internationally. They have developed or assisted with over 100 models in New Mexico, Illinois, New York, Washington State and others along with Australia, Canada, New Zealand, USA, and Venezuela and many others through providing highly respected support services.

ERMSI staff have led model innovations including applications of multi-resolution models which integrate macroscopic travel demand, mesoscopic dynamic assignment, and microscopic simulation. To improve model operation and responsiveness, they developed the now widely used innovations of intersection delays, multi-point assignment (MPA), integrated emissions calculators, dynamic assignment, and Level of Service (LOS) analysis. Model development and application ranges from single intersection, through modeling parking on a college campus, small and medium size cities, entire states, and to regions with populations exceeding 60 million.

We have developed and instructed transportation modeling training workshops in Australia, Canada, Germany, Mexico, New Zealand, USA, and Venezuela. We are certified to instruct the application of PTV Vision modeling software and provide this service independently as well as through PTV America. We continue to provide as-needed and on-call support to both agencies and consultants.

Robert Shull, PE is the founder and president of Eco Resource Management Systems Inc. He brings over 35 years of combined public and private experience. His expertise includes prior development of the TMODEL Transportation Modeling System and associated software such as NCAP, TGAP, and LPLATE. He was formerly Vice President of PTV America, supporting and applying PTV Vision software including VISUM and VISSIM. He is PTV Vision Certified Trainer #53.

TAB 9

BOARD OF DIRECTORS AGENDA 4/18/2013; ITEM II.I.

New Ozarks Transportation Organization Logo

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

AGENDA DESCRIPTION:

*“A logo design can be great, not because of what’s there but because of what isn’t.
Simple and clear. It was my first ‘aha’ into what design needs to be.”*
(Lindon Leader, award-winning designer of FedEx logo)

An update of the Ozarks Transportation Organization’s logo has been undertaken in order to better encompass and interpret the functions of the organization. This is part of an overall branding initiative to increase public awareness of OTO. The logo design development is focused on elements of Aviation, Rail, Roads, Bicycle and Pedestrian, incorporating visual motion, while striving for simplicity and clarity.

Over the past several months, the Executive Committee has been considering logo sketches and has approved two designs for presentation to the Board of Directors.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve logo #1.”

OR

“Move to approve logo #2.”

OR

“Move to return to the logo development process in order to _____.”

two logo samples:

1



2



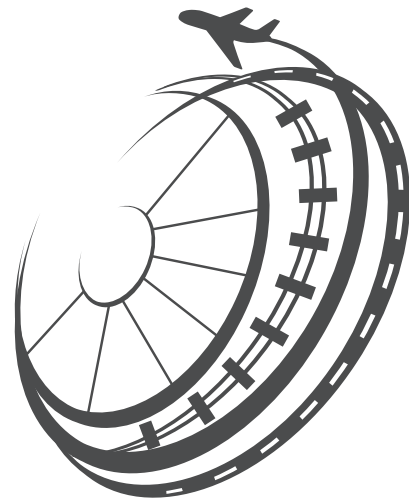
1 With each piece representing a facet of OTO, all of the elements together form a wheel - a universal representation for transportation - with good circular movement, and a forward direction. If you gaze at it just right, you can see the "treads" on this "tire."

The airplane graphic sits subtly at the top of the logo, since it is in the air flying upwards or "taking off."



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION



O T O

A METROPOLITAN PLANNING ORGANIZATION



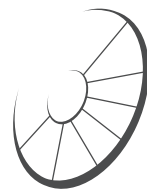
O T O
AVIATION



O T O
ROADS



O T O
RAIL



O T O
BICYCLE AND
PEDESTRIAN



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, STE 205 SPRINGFIELD, MO 65806 417-865-3042 [P] 417-862-6013 [F] OZARKSTRANSPORTATION.ORG



OZARKS TRANSPORTATION ORGANIZATION
205 PARK CENTRAL EAST, STE 205
SPRINGFIELD, MO 65806



OZARKS TRANSPORTATION
ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Sara Fields, AICP
Executive Director

sfields@ozarkstransportation.org
ozarkstransportation.org
(417) 865-3042 p
(417) 862-6013 f
205 Park Central East, Suite 205
Springfield, MO 65806

2

This second logo sample is comprised of the same representation shapes as #1, with a stylized letter t inserted in the middle to spell the letters "oto."



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

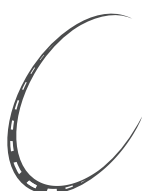


O T O

A METROPOLITAN PLANNING ORGANIZATION



O T O
AVIATION



O T O
ROADS



O T O
RAIL



O T O
BICYCLE AND
PEDESTRIAN



OZARKS TRANSPORTATION ORGANIZATION
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TAB 10

Missouri Senate OKs sales tax bump for transportation

Posted: 03.14.2013 at 3:00 AM

JEFFERSON CITY, MO. (AP) -- The Missouri Senate has advanced a proposed 1-cent sales tax to fund state and local transportation projects.

The tax would need approval by Missouri voters and would automatically go to another statewide vote after 10 years. It's expected to generate nearly \$8 billion over a decade, with 10 percent dedicated to local transportation needs.

Senators gave the measure first-round approval Wednesday.

The legislation requires the Highways and Transportation Commission to develop a list of projects before the tax goes on the ballot. The commission would prepare an annual status report for the governor and the Legislature.

When the increased sales tax is in effect, Missouri's gas tax would be frozen and existing roads could not become toll roads.

Transportation sales tax is SJR16.

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Public considers MoDOT priorities

Written by Christine Temple

Mar. 11

news-leader.com



Dori Grinder, executive director of the Ozark Chamber of Commerce, discusses her thoughts about what issues are important to Missouri transportation. / Christine Temple/News-Leader

Want to give your input?

Go to www.missourionthemove.org and navigate to Community Engagement. Select the Project Suggestion Form and fill in your suggestions. Also, check the On the Move site to see when MoDOT will bring its mobile tour to your area.

As the Missouri Department of Transportation creates its long-term transportation plan, it is looking for input from the community.

With limited funds available to southwest Missouri and costs continuing to rise, projects and maintenance must be prioritized, said Becky

Baltz, head of MoDOT's District 7.

A listening session was held Thursday to gather business leaders, community groups and local government representatives to discuss what transportation issues are important to southwest Missouri, said Bob Edwards, MoDOT spokesperson.

These listening sessions are part of an effort launched in January called Missouri On the Move. Listening sessions have been held across the state, Baltz said.

Forty-eight members of the southwest Missouri community shared what they thought MoDOT's priorities should be looking ahead to the next 20 years.

The attendees were split into groups of five or six to discuss questions about priorities, challenges and opportunities in Missouri transportation.

The groups' consensus was that maintaining road conditions, upgrading safety features and improving public transportation were the most important issues.

The groups also said MoDOT should focus on high-need areas. Baltz said 80 percent of traffic uses 17 percent of the roads.

Springfield's 3M plant manager Sylvia Propps said, "I think MoDOT is doing a lot in the community, and they are certainly doing a lot where 3M is in Springfield. I just want to make sure that we had enough input and understand what the plans are.

"Transportation impacts economic development, so it is definitely important that we are all on the same page."

Jim Anderson, president of the Springfield Chamber of Commerce, said, "Quality transportation equates to business success. Everyone here today has a stake in the conversation."

Baltz said that in Missouri, every \$1 invested in transportation leads to \$4 in new economic activity.

The organizations represented at the session included the Branson Chamber of Commerce, Springfield's NAACP chapter, Mercy Hospital, AARP and Care to Learn.

Mara Campbell, MoDOT director of organizational results, said On the Move will launch a mobile tour in April to hear public opinion on MoDOT projects. She said this could mean going anywhere from city council meetings to ballgames.

The mobile tour will end in June, and shortly after that MoDOT will have a final draft of its 20-year plan.

Jeff Glenn, CEO of GlennView Strategies, helped to facilitate the discussion between MoDOT and the community during the meeting. He said there is a frank discussion needed about Missouri roads.

"It's about tradeoffs," he said. "We will never have enough money to do everything that needs to be done."

Dan Smith, administrator for the Greene County Highway Department, said, "When MoDOT works with local entities and tries to benefit local organizations, it's a win/win."

Greenway path marks Trail of Tears

Written by Wes Johnson

Mar. 11

news-leader.com



A Bobcat grapple loader, operated by volunteer Mike Chiles, helps move the heaviest debris off the future path of the Ozark Greenways Trail of Tears in southwest Springfield. The trail is being developed with private donations and volunteer labor.

[Purchase Image Zoom](#)

A Bobcat grapple loader, operated by volunteer Mike Chiles, helps move the heaviest debris off the future path of the Ozark Greenways Trail of Tears in southwest Springfield. The trail is being developed with private donations and volunteer labor. / Wes Johnson/News-Leader

Amid the whine of chainsaws and the crackling crunches of a heavy grappling machine, volunteers are clearing an overgrown railroad bed in southwest Springfield that traces a portion of the infamous 1830s Trail of Tears.

By the end of the year, the nonprofit Ozark Greenways hopes to transform the rail bed into a hiking/biking trail — the Ozark Greenways Trail of Tears — with signs explaining the historic nature of the path through southwest Springfield and Greene County.

Historians believe about 4,500 Cherokee died on the trail after being forced off their eastern U.S. lands by the U.S. government. Several relocation routes crossed the country, the northern route cutting diagonally across Greene County.

The Cherokee called the grueling forced relocation
nunahi-duna-dlo-hilu-I –
“the trail where they cried.”

“There are not many sections of the Trail of Tears that look and feel the way it did when the people walked it,” said Jack Shryock, a member of the southeastern Cherokee of Georgia who helped clear the trail with a chainsaw this week.

“This is something that’s very meaningful to us, to be able to walk these grounds that our people walked on many years ago and the suffering that they went through,” he said. “We’re feeling some of that as we stand on these trails and paths. We just want to do everything we can to bring this to the attention of everybody who has the heart to feel this is important to them, as it is to us.”

Four people with ties to the Cherokee Nation helped other volunteers clear the long-abandoned railway, which runs southwest from Walnut Lawn Street to the town of Battlefield, where a section of the Trail of Tears Greenway path has already been completed. Several Ozark Greenways board members pitched in this week, and brothers Mike and Dan Chiles donated their Bobcat machine with grappling claw to quickly grab tree debris and move it out of the way.

Eventually the Trail of Tears Greenway will run from the city of Battlefield to just south of Nathanael Greene Park, connecting with the South Creek Greenway on its way east through Springfield.

It approximates the route Native Americans walked on their forced relocation. Though it will be a recreational trail, Terry Whaley, executive director of Ozark Greenways, said the trail will respect the past.

“This is an opportunity to interpret the cultural experience that happened here,” Whaley said. “Over time, we’ve already disfigured the actual route of the Trail of Tears, with railroads and subdivisions. We hope this trail will be the closest representation of where the Cherokee walked and will give us a chance to tell the story of the Trail of Tears to a whole new generation of people.”

Along with being a Green County Historic Site, the Trail of Tears through Green County has been designated a National Historic Trail by the National Park Service.

After the trail is completed, Whaley said Cherokee Nation leaders will be invited to dedicate it, much as they did when the city of Battlefield completed its Trail of Tears park in 2011.

They estimate that more than 13,000 Cherokee passed through the Ozarks from their lands in the Tennessee, North Carolina and Georgia mountains to the designated Indian Territory in present-day Oklahoma.

About the Trail of Tears

To commemorate tragic removal of the Cherokee Nation in 1838-39, Congress designated the Trail of Tears National Historic Trail in December 1987. The legislated trail encompasses about 2,200 miles of land and water routes. The Cherokee Heritage Center Museum at Tahlequah, Okla., has an extensive display of the National Historic Trail of Tears. The Trail of Tears is not one distinct road, but a web of routes and rivers traveled by the organized tribal groups from Alabama, Florida, Georgia, Mississippi, North Carolina and Tennessee. The National Park Service has more about the Trail of Tears National Historic Trail at <http://www.nps.gov/trte/index.htm> The Museum of the Cherokee Indian in Cherokee, N.C., is another resource for information about the Trail of Tears: http://www.cherokeemuseum.org/html/collections_tot.html
Source: National Park Service

March 12, 2013

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Missouri Highways and Transportation Commission announces new chairman

March 7, 2013 By [Mary Farucci](#)

The Missouri Highways and Transportation Commission has chosen a new chairman to replace former chairman Rudy Farber, whose term ended on March 1st. During a highway commission hearing, Farber announced that Lloyd “Joe” Carmichael (D-Springfield) will succeed him and fill the position as chairman. Carmichael says Farber is a tough act to follow.

Carmichael thanked his fellow commissioners for their vote and confidence. “I’d like to thank Rudy (Farber) for all his hard work over the last year...and if we get this funding proposal through, frankly, it will be in

large part because of your leadership and effort in that regard,” he says. “And that’s a tremendous legacy.”

He says Farber’s message to him is “don’t drop the ball.” Carmichael says he promises to keep the ball in place while he serves as chairman.

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Missourinet Blog



March 29, 2013

Senate Passes FY 2014 Budget Plan

Just a day and a half after the House passed a fiscal year 2014 budget resolution (see related AASHTO Journal story [here](#)), members of the Senate early Saturday morning (March 23) passed their own budget resolution, 50-49.

The [Senate FY 2014 budget plan](#), put forth by Senate Appropriations Committee Chair Patty Murray (D-WA), includes a \$100 billion "targeted jobs and infrastructure package" that aims to increase employment and address infrastructure issues. Roughly \$70 billion of that would be tapped for transportation-related projects -- \$50 billion for general transportation infrastructure, \$10 billion for fixing the nation's major dams, and \$10 billion to create an infrastructure bank.

The House plan, set forth by House Appropriations Committee Chair Paul Ryan (R-WI), identifies transportation as an area in which funding may be cut.

"The mechanisms of federal highway and transit spending have become distorted, leading to imprudent, irresponsible, and often downright wasteful spending," says a [summary of the House Budget](#). The summary goes on to identify high-speed and intercity rail projects as areas in which to cut, as they "should only be pursued if they can be established as self-supporting commercial services."

Still, Murray expressed her hope that the House and Senate would come together to hammer out differences and come to an agreement regarding a budget for the next fiscal year, which officially begins Oct. 1, 2013.

"I spoke with Chairman Ryan after his budget passed the House to congratulate him and continue our conversation about moving this process forward," Murray said in a [statement](#). "I am confident that if Republicans join Democrats at the table and are truly ready to compromise, we can get to the balanced and bipartisan deal that the American people expect and deserve."

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

February 22, 2013

Wyoming Officials Approve 10-Cent Fuel Tax Increase for Transportation

Wyoming Governor Matt Mead last week signed into law a 10-cent a gallon fuel tax increase that raises the state tax on gas and diesel fuels to 24 cents per gallon, effective July 1.

[According to the Casper \(Wyoming\) Star Tribune](#), the increase should raise roughly \$71 million in the 2014 fiscal year with \$47 million set aside for state highways, \$16 million for county roads, and the rest for local roads and state parks.

The fuel tax increase, the first in Wyoming since 1998, was supported by a pro-fuel tax hike coalition of 18 organizations led by the Wyoming Taxpayers Association and included the mineral, trucking, tourism, and ranching industries as well as the Wyoming Association of Municipalities and the Wyoming Association of County Commissioners.

Wyoming Department of Transportation officials have identified a \$135 million annual funding shortfall.

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



Virginia Passes Measure to Eliminate State Gas Tax, Fund Transportation through Sales Tax

The Virginia General Assembly last week approved a transportation funding package that is expected to raise more than [\\$860 million per year for transportation](#).

Under the new law, that state gas tax will be replaced by a 3.5 percent wholesale tax on fuel and a 6 percent tax on diesel fuel. The deal also includes an increase in the registration fee for electric cars (now up to \$100), while also making that fee mandatory for alternative fuel and hybrid vehicles. Additionally, the plan will increase the sales tax from 5 percent to 5.3 percent on nonfood merchandise and rely on some state general fund revenues.

Gov. Bob McDonnell, who originally proposed a similar transportation package on Jan. 8, hailed the passage of the bill.

"Virginia's economy depends upon a modern transportation system," McDonnell [said in a statement](#). "Without good roads, rail, transit, and bridges we cannot attract the new businesses that will create the good-paying jobs our citizens need and deserve. A continued failure to dramatically improve transportation would leave the Commonwealth less competitive economically, shrink our tax base, and endanger our well-earned reputation as the best state in the nation in which to do business."

Though passage of the bill was not easy, McDonnell said the support he received from various individuals and groups helped push the plan through.

"I thank the over 60 percent of legislators in each chamber who voted for this bill and I thank Secretary of Transportation Sean Connaughton and his team and the many individuals and groups all across Virginia who have advocated for this legislation from business to labor, and local government to technology."

Virginia will see the state gas tax change to a sales tax in July. Additional information on the plan is available [here](#).

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

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THE BIG FIX

The End of Federal Transportation Funding as We Know It

ERIC JAFFE MAR 11, 2013 17 COMMENTS



This month marks 120 years since the federal government got involved in funding road transportation. (Strange as it sounds, bicycle advocates did the [bulk of the lobbying](#).) The original Office of Road Inquiry — today, the Federal Highway Administration — was a line item with a budget of \$10,000. That was only enough money to build about three miles of road, and the office wasn't empowered to build roads anyway, but states fought tooth and nail against giving the feds even this incredibly modest level of transport oversight.

Today the federal transportation program faces perhaps its greatest challenge since that shaky start. The most urgent problem is funding. The Highway Trust Fund that pays for America's road and rail program is heading [straight toward bankruptcy](#). For two decades politicians have refused to raise the 18.4-cents-per-gallon gas tax that populates the trust, even as it steadily loses purchasing power to inflation and fuel-efficient cars. The public has [yet to embrace](#) alternative funding sources — [road fares](#) or mileage fees on the user-pay side favored by economists; [income taxes](#) on the social welfare end — in part because people ([mistakenly](#)) believe they already pay a lot for transportation.

Money is only part of the problem. The other big sticking point is purpose. There's no longer a clear priority for national transport investment like there was during the heyday (or, rather, hey-half century) of the interstate highway program. Maintaining existing roads lacks the ribbon-cutting appeal of opening new ones. The closest thing to a new national initiative is a high-speed rail program, but while regional lines will no doubt emerge in dense [corridors like California](#) and the Northeast, political support for a national bullet train network is, to be generous, rather tepid. Lawmakers can barely muster the energy to pay for the rail system America [already has](#), let alone a brand new one.

At stake is the very nature of America's top-down system of surface transportation funding.

At stake is the very nature of America's top-down system of surface transportation funding. Confronted with these obstacles, officials and experts have intensified the debate over what role the federal government will play in funding transportation. Many are wondering, just as they did 120 years ago, whether there should be a federal role at all.

The Case for Devolution

On one hand, there are those who believe the country would be better off if federal governance of transportation were either significantly reduced or entirely eliminated. Last year urban scholar Edward Glaeser of Harvard called for the country to de-federalize transport spending because the central government has played an ["outsized role"](#) for decades. Earlier this year, writing for Bloomberg View, former New York City planning guru Rohit Aggarwala [echoed the sense](#) that the time has arrived for "cutting Washington's role in surface transportation":

Ending the federal surface-transportation program would be a radical move. But if Congress can't get in gear, moving its stalled car out of the way of American transportation policy might help us all get where we need to go.

Many experts see a great deal of logic in devolving transportation funding responsibility to states and localities. The vast majority of the country's road network is local, and likewise most travel occurs in a person's home county [\[PDF\]](#), so to some extent it makes sense for this level of government to generate its own funding revenues and establish its own funding priorities. A [World Bank report](#) from back in 1994, which examined a number of developed countries, even concluded that as decentralization increases, so does local infrastructure spending.

Proponents of decentralization also point out that, like it or not, the process has already started. [This past fall](#), a number of cities passed referendums to fund local transportation, extending a trend that goes back several years. Legislatures from Oregon to Virginia are handling the depleted power of state gas taxes by testing out new funding mechanisms like [V.M.T. fees](#) or sales taxes. In other words, with the federal government struggling to find its own funding footing, states and localities have found ways to fill the gaps themselves.

"Under a decentralized system we'd see more variation across metropolitan areas."

"I'd expect under a decentralized system we'd see more variation across metropolitan areas," says planner David King of Columbia University. "We don't necessarily have shared needs, or homogenous needs across the country, when it comes to what we need for transportation."

King and others in the decentralization camp note that the federal government frequently gets transport policy wrong. Financial and housing incentives used during the interstate construction era led, in large part, to the sprawl that's crippling metropolitan areas today. There's widespread feeling that federal involvement in transportation has resulted in more roads and rails than America needs, with the prospect of free federal money encouraging questionable projects — such as the Detroit [People Mover](#) years ago, and [some streetcar lines](#) more recently — that might not have been built with local funding alone.

On top of all that, there's reason to question whether the federal government actually redistributes Highway Trust funding fairly. Under the current system, states send their federal gas taxes to Washington, which returns most of the money (at least 95 cents on the dollar in [the latest bill](#)) to its place of origin. The feds have the power to redistribute the difference to states with greater needs, but a [recent study](#) published in the journal *Transportation* found that states benefiting from the system have *less* highway usage and *higher* income — not to mention better Congressional committee representation.

In other words, conclude study authors Pengyu Zhu of Boise State University and Jeffrey Brown of Florida State University, the extra money goes to places that may not need it at all:

These findings indicate that the user tax revenues are not used in places where they are most needed. Thus they provide little empirical support for any compelling policy argument for continued geographic redistribution of federal highway user tax dollars.

"Decentralization of transport finance is happening, and we shouldn't fear it," says King. "It may or may not be better than what we have, but the current system is not sufficiently wonderful that we should fight to make sure it remains."

The Case for Continued Federal Funding

Last month, for his first hearing as chair of the House transportation committee, Congressman Bill

Shuster convened a panel to discuss "[The Federal Role in America's Infrastructure](#)." All three witnesses advocated for central involvement to continue, stressing the historical roots of national transportation investment and the need to coordinate interstate infrastructure.

"It's kind of a myth that it will be feasible for the federal government simply to shed responsibility and leave it to the states," says transport scholar [Martin Wachs](#) of the RAND Corporation, a California-based think tank. "There's a national interest in every aspect of the transportation system, and it's a political question as to how to organize it. It's a terrible mistake to think that the best thing to do is just to let it go."

A major counterpoint to devolution is that state infrastructure spending isn't always done wisely. Many new state and local funding measures have involved sales tax increases, but research has found that approach can be regressive, disproportionately harming low-income residents compared to wealthier parts of the population [[PDF](#)]. [Virginia's new funding system](#) has drawn some of this criticism: by scrapping the user-paid gas tax for a series of other taxes, the plan addresses the budget shortage but threatens transportation equity, especially if most of the money goes toward building roads.

Some progressives believe that transportation is a basic social service that must be provided to all people equally, and that many states and regions will simply extend a general dependency on single-occupancy car travel if left [to their own devices](#). A report released last July [[PDF](#)] by the Tri-State Transportation Campaign found that many states clearly prioritize road funding, leaving little opportunity to expand transit systems. Yonah Freemark of the *Transport Politic* blog (and occasional *Atlantic Cities* contributor) [has found](#) that metro areas with high poverty rates spend less money on public transit networks — a problem he feels would be exacerbated in the absence of federal involvement:

We should reevaluate whether it is reasonable for metropolitan areas to take responsibility for funding transit, or whether such funding concerns would be better placed in the hands of national government decision-makers, who might be more likely to prioritize equal spending on transit across regions.

Another question facing strict devolution is whether current federal regulations would remain in place. If the federal government stopped collecting a gas tax, for instance, would it still oblige states to meet responsibilities in the Americans with Disabilities Act, stating that transit systems must offer comparable services to the disabled? Some states might consider such a scenario an unfunded mandate and either ignore the regulations or make drastic cuts to other parts of the transportation system to cover its costs.

Perhaps the biggest fear about decentralization is that certain states will decide to let their segments of the national highway or rail systems slip into disrepair. Speaking at the recent Congressional hearing, Edward Rendell, former governor of Pennsylvania, worried that without federal oversight, "America's transportation infrastructure would resemble a patchwork of disconnected roads and rails" [[PDF](#)]. As a cohesive unit, the national infrastructure systems keep the cost of commercial transport incredibly low.

"I think that it's probably possible for the federal government and state governments to reduce their responsibility for *some* roads, for *some* rail lines, and so on," says Wachs. "I also think, however, in the end we're going to decide that there is a federal role. That we are a more integrated national society today than we've been at any point in our history."

Ideas for Reform

Of course there's a middle ground to this discussion. The federal government can keep some sort of funding involvement in the nation's roads and rails but see its traditional top-down role of governance reformed. Metropolitan policy expert Robert Puentes of the Brookings Institution has called for a new model that flips the old one on its head, with states and cities now taking the lead on funding. "The question of devolution in this context is provocative," he wrote [last spring](#), "but it's not an either/or."

Americans interested in a new model of transport governance might want to take a long hard look at their [neighbors up north](#), says David King. Canada's funding system does include a federal gas tax, but that money is returned to provinces with few restrictions, more or less enabling localities to direct

The biggest fear is that certain states will decide to let their segments of the national highway or rail systems slip into disrepair.

spending as they see fit. In fact, only 7 percent of the Canadian federal fuel tax went to roads, according to a 2005 report by transport economist Robin Lindsey [[PDF](#), p. 55].

That's not to say Canada's central government devolves all responsibility. Far from it. Individual projects can receive federal grants, and the federal government recently dedicated a portion of the gas tax [to urban transport](#). But even with provinces and cities taking the lead, Canada has nevertheless produced some excellent public transit. Canada's top cities outrank every American city but New York on [important ridership and farebox metrics](#) — though Lindsey is quick to note that much of this difference is the result of Canada having far fewer interstates running through its cities.

"I would say the U.S. model and the Canadian model differ quite a bit, but you can't really say one is clearly superior to another," he says.

David Levinson, transport scholar at the University of Minnesota, has proposed a number of new governance models. One [popular plan](#), drafted with Matthew Kahn and published by Brookings [in 2011](#), outlines a three-step federal model of first fixing existing roads with the gas tax, then expanding them with competitive funding, then rewarding strong projects with subsidies. At his *Transportationist* blog, Levinson has also suggested limiting the federal role to [research and regulation](#).

The best system, he says, might reduce central authority and reconfigure state departments of transportation as public utilities. In this "enterprising" model, as Levinson called it in a January report [[PDF](#)], a new transport utility would work with a local oversight commission to establish fair usage rates and maintain service quality. Australia operates with this type of system, as does the multi-modal [TransLink agency](#) in Vancouver, as do water and sewage and electric companies in the United States.

If infrastructure governance were a bit more decentralized, says Levinson, you'd expect innovative concepts like enterprising transport to reach the fore. ("It's the 'laboratories of democracy' idea," he says.) Then again, given the complexity of the situation, not to mention the general intransigence of the federal government in recent times, it seems quite possible that lawmakers will respond to the urgent need for transport funding reform with no reform at all.

"My sense is it's more likely to fade away than it is be reversed in terms of a great new federal role or be eliminated entirely," says Levinson. "The status quo policy is to leave the gas tax where it is, and it will slowly diminish over time until it becomes almost an irrelevancy. If I had to predict what I think will happen over the next 20 years, I think that's the most likely outcome."

Top image: [Brad Ingram/Shutterstock.com](#)

Keywords: Transportation, Federal Funding, Transportation Funding



Eric Jaffe is a contributing writer to The Atlantic Cities and the author of *The King's Best Highway: The Lost History of the Boston Post Road, the Route That Made America*. He lives in New York. [All posts »](#)

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[?]

The New York Times

April 1, 2013

To Fight Gridlock, Los Angeles Synchronizes Every Red Light

By IAN LOVETT

LOS ANGELES — To combat its infamous traffic, Los Angeles has built subways and light rail lines. It has widened highways and added car pool, toll and bus-only lanes. But the roads have remained stubbornly clogged, creating a drag on commerce and the quality of life that has persisted here for generations.

Now, in the latest ambitious and costly assault on gridlock, Los Angeles has synchronized every one of its 4,500 traffic signals across 469 square miles — the first major metropolis in the world to do so, officials said — raising the almost fantastical prospect, in theory, of driving Western Avenue from the Hollywood Hills to the San Pedro waterfront without stopping once.

But with the number of cars on the road here continuing to rise (and almost seven million commuters already on the road each day during the rush in the metro area), even the system's boosters admit that it may not be enough to prevent gridlock from growing worse. The average time commuters waste in traffic has climbed since 2008, according to the Texas A&M Transportation Institute's annual urban mobility report from 2012, and the latest improvements may ultimately do little more than slow congestion, rather than reverse it.

Built up over 30 years at a cost of \$400 million and completed only several weeks ago, the Automated Traffic Surveillance and Control system, as it is officially known, offers Los Angeles one of the world's most comprehensive systems for mitigating traffic.

The system uses magnetic sensors in the road that measure the flow of traffic, hundreds of cameras and a centralized computer system that makes constant adjustments to keep cars moving as smoothly as possible. The city's Transportation Department says the average speed of traffic across the city is 16 percent faster under the system, with delays at major intersections down 12 percent.

Without synchronization, it takes an average of 20 minutes to drive five miles on Los Angeles streets; with synchronization, it has fallen to 17.2 minutes, the city says. And the average speed on the city's streets is now 17.3 miles per hour, up from 15 m.p.h. without synchronized lights.

Mayor Antonio R. Villaraigosa, who pledged to complete the system in his 2005 campaign, now presents it as a significant accomplishment as his two terms in office comes to an end in

June. He argued that the system would also cut carbon emissions by reducing the number of times cars stop and start.

“I am proud that we are the first big city in the world to synchronize all of our traffic signals,” Mr. Villaraigosa said in an e-mail. “By synchronizing our traffic signals, we spend less time waiting, less time polluting.”

James E. Moore II, a professor of civil and environmental engineering at the University of Southern California, said it was “the first U.S. deployment” of such a sophisticated system. But in the long term, he said, any traffic synchronization system — no matter how technologically advanced or comprehensive — is unlikely to keep gridlock at bay.

“If we reduce average travel time in Los Angeles by 20 percent, then we will see more people traveling,” Professor Moore said. “It’s money well spent, but part of the benefit is not speed, but throughput.”

The city started the traffic system in preparation for the 1984 Olympics at a handful of intersections surrounding the Los Angeles Memorial Coliseum, where crowds flocked to watch Carl Lewis and Evelyn Ashford.

Other cities have chased to keep up, adopting centralized control of at least some traffic signals. But Los Angeles has remained at the forefront, with a system that is not only more widespread, but also faster and more autonomous than most others.

Now, the magnetic sensors in the road at every intersection send real-time updates about the traffic flow through fiber-optic cables to a bunker beneath downtown Los Angeles, where Edward Yu runs the network. The computer system, which runs software the city itself developed, analyzes the data and automatically makes second-by-second adjustments, adapting to changing conditions and using a trove of past data to predict where traffic could snarl, all without human involvement.

Long Beach and Gilroy, Calif., have already adopted the Los Angeles software, and Washington — the only city in the country that had worse traffic congestion than Los Angeles last year, according to the Texas A&M report — has considered buying it as well, Mr. Yu said.

“One intersection affects the entire network, so our system is very dynamic, constantly responding to demands of traffic,” Mr. Yu said. “But it takes a lot of infrastructure to do what we do. Other cities have similar operations. Ours is just very comprehensive.”

In concert with toll and car pool lanes, as well as other initiatives like changeable signs warning of road closings, traffic light synchronization saves \$1.3 billion in fuel and time per year,

according to David Schrank, co-author of the Texas A&M report.

When buses are running behind schedule, the network automatically extends green lights in bus-only lanes. (When buses are running on time, they have to endure red lights along with everyone else.) When roads are closed for special events, like the Oscars or a presidential visit, light patterns direct cars to other streets, though that does not always solve the problem. President Obama's visit here in August 2010, for example, forced the closing of a major thoroughfare, unleashing gridlock on the entire west side of the city.

The magnetic sensors pick up most bicycles as well. Pedestrians are tougher to record, but they are also accounted for. Walk lights are extended automatically in some cases — outside the Staples Center after Lakers games, or in Jewish neighborhoods on Saturdays — even if no one pushes the walk button.

Still, many residents have not yet noticed the city's efforts to ease gridlock. Professor Moore said that to really reduce road congestion, cities must start charging commuters to drive on the busiest corridors and freeways, which, controversially, began recently on one freeway in the area.

"Traffic really just defines your possibilities at any given time," said Jeremy Fuller, 29, a graduate student at the University of California, Los Angeles, who was born and raised here. "I think it's gotten worse since I was a kid. As the city continues to grow in population, and the infrastructure doesn't grow, it's just always going to get worse."

Noah Gilbert contributed reporting.