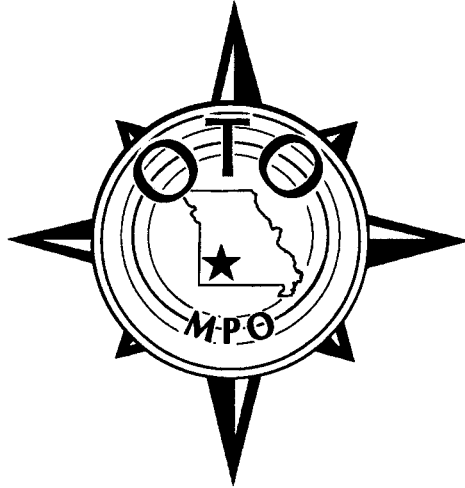


Ozarks Transportation Organization



January 20, 2010

Technical Planning Committee Meeting

Plaster Student Union, Room 317

Missouri State University

1:30-3:30 PM

**Technical Committee Meeting Agenda, January 20, 2010
Missouri State University Plaster Student Union Room 315 (Third Floor)**

Call to Order..... 1:30 PM

I. Administration

A. Introductions

**B. Approval of Technical Committee Meeting Agenda
(2 minutes/Lloyd)**

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE
AGENDA**

Approval of the November 18, 2009 regular meeting minutes.....Tab 1

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPROVE THE
MEETING MINUTES**

**C. Public Comment Period
(3 minutes/Lloyd)**

Individuals requesting to speak are requested to state their name and organization (if any) that they represent before making comments. Individuals and organizations have up to three minutes to address the Technical Committee.

**D. Executive Director's Report
(3 minutes/Conklin)**

Tim Conklin will provide a review of the Ozarks Transportation Organization (OTO) staff activities since the November 18, 2009 Technical Committee meeting.

**E. Intelligent Transportation System (ITS) Report
(10 minutes/Humphrey)**

Mr. Adam Humphrey, MoDOT Traffic Operations Engineer, will update the Technical Planning Committee on the regions Intelligent Transportation System.

II. New Business

**A. Amendment Number Three (3) to the FY 2010-2013 Transportation Improvement
Program..... Tab 2
(5 minutes/Edwards)**

Seven (7) amendments are being requested to the FY 2010-2013 TIP.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF TIP AMENDMENT NUMBER THREE TO THE FY 2010- 2013
TIP TO THE BOARD OF DIRECTORS.**

B. MoDOT's Transportation Investment Scenario.....Tab 3
(3 minutes/Conklin)

MoDOT has requested OTO submit a project list for the use of potential funding within the OTO Area based on the 10 Year Transportation Investment Scenario. OTO staff has provided MoDOT the OTO Priority Projects of Regional Significance list with cost estimates for this scenario. (Materials Attached)

**TECHNICAL COMMITTEE ACTION REQUESTED TO MAKE A
RECOMMENDATION TO THE BOARD OF DIRECTORS TO RE-AFFIRM THE
PRIORITIES FOR THE MPO AREA AND PROPOSED MODOT 10-YEAR
INVESTMENT SCENERIO FOR THE REGION**

C. On-System Bridge Replacement and Rehabilitation Program (BRM)Tab 4
(3 minutes/Conklin)

OTO staff is requesting the Technical Planning Committee to approve an application process in the OTO area to allocate On-System Bridge Replacement and Rehabilitation Program (BRM) funds. On-system bridges are bridges that are on roads that are functionally classified as urban collectors, rural major collectors, and arterials. (Materials Attached)

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND A
BRIDGE(S) PROJECT(S) TO THE BOARD OF DIRECTORS**

D. FY 2011 Unified Planning Work Program Sub-Committee.....Tab 5
(2 minutes/Conklin)

OTO is requesting the Technical Planning Committee appoint a sub-committee to prepare the FY 2011 Unified Planning Work Program. (Materials Attached)

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE
FY 2011 UPWP SUB-COMMITEEE**

E. OTO Project Application.....Tab 6
(3 minutes/Conklin)

OTO staff has developed a draft OTO project application for member jurisdictions and MoDOT to complete when requesting OTO sub-allocated funds for projects. (Materials Attached)

INFORMATIONAL ONLY

F. East Republic Road ConnectorTab 7
(5 minutes/Conklin)

The City of Springfield has proposed several amendments to the OTO Major Thoroughfare Plan which includes the extension of a new Primary Arterial known as the East Republic Road Connector.

INFORMATIONAL ONLY

G. OTO STP-Urban Funding Formula Tab 8
(2 minutes/Conklin)

The OTO Board of Directors Executive Committee has appointed a subcommittee of Technical Planning Committee and Board members to review the STP-Urban funding formula. Any amendments to the By-laws that would change the funding formula will be brought before the Technical Planning Committee and Board for action.

INFORMATIONAL ONLY

III. Other Business

A. Information Items Tab 9
(Materials Attached)

B. Technical Committee Member Announcements

(5 minutes/Technical Committee Members)

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

C. Transportation Issues For Technical Committee Member Review

(5 minutes/Technical Committee 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 Technical Committee.

IV. Adjournment

Targeted for 2:45 P.M. Next Technical Committee meeting scheduled for Wednesday, March 17, 2010 at 1:30 PM at the Missouri State University Plaster Student Union.

Attachments and Enclosure

Pc: Dave Coonrod, OTO Chair, Greene County Presiding Commissioner
Marc Thornsberry, City of Springfield Mayor's Designee
Stacy Burks, Senator Bond's Office
David Rauch, Senator McCaskill's Office
Steve McIntosh, Congressmen Blunt's Office
Area News Media

MEETING MINUTES

Attached for Technical Committee member review are the minutes from the November 18, 2009 Technical Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED: To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES

November 18, 2009

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30-2:30 p.m., at the Missouri State University Plaster Student Union (3rd Floor, Room 315).

The following members were present:

Mr. Harry Price, City of Springfield (chair)	Mr. Bob Atchley, Christian Co. Planning
Mr. Randall Brown, City of Willard (a)	Ms. Carol Cruise, City Utilities
Mr. Bill Robinett, MoDOT	Mr. King Coltrin, City of Strafford
Mr. Rick Hess, City of Battlefield (a)	Mr. Steve Childers, City of Ozark
Mr. Frank Miller, MoDOT	Mr. Dan Smith, Greene Co. Highway Dept.
Mr. Terry Whaley, Ozark Greenways	Mr. David Brock, City of Republic
Ms. Jenni Jones, MoDOT	Mr. Dan Watts, SMOG
Mr. Pat Lloyd, Willard	Mr. Ralph Rognstad, City of Springfield
Mr. Brian Bingle, City of Nixa	Mr. Shawn Schroeder, Airport
Mr. Mike Giles, City of Springfield (a)	Mr. Ron Effland, MoDOT (a)
Mr. Duffy Mooney, Greene Co. Highway Dept.	

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

The following members were not present:

Mr. Jim Dow, Springfield R-12 Schools (a)	Mr. Andy Mueller, MoDOT
Mr. Mark Schenkelberg, FAA	Mr. Bradley McMahon, FHWA
Mr. Earl Newman, City of Springfield	Mr. David Bishop, R-12 Schools
Mr. Daniel Nguyen, FTA (a)	Mr. David Hutchison, City of Springfield (a)
Mr. Gary Snavely, MSU	Mr. Joel Keller, Greene Co. Planning Dept. (a)
Ms. Ann Razer, City of Springfield (a)	Ms. Dawne Gardner, MoDOT
Mr. Roger Howard, BNSF	Mr. Ryan Mooney, Chamber of Commerce
Mr. Kent Morris, Greene Co. Planning Dept	Mr. Mike Tettamble, Jr., O & S Trucking.
Ms. Diane May, SMOG	Ms. Diane Gallion, City Utilities (a)
Mr. Mokhtee Ahmad, FTA	Mr. Kevin Lambeth, City of Battlefield
Mr. Mark Roy, Airport (a)	Mr. Rick Artman, Greene Co. Highway Dept.

Others present were: Mr. Tim Conklin, Ms. Sara Edwards, Ms. Natasha Longpine, Ms. Debbie Parks, and Mr. Chris Stueve, Ozarks Transportation Organization; Mr. Steve McIntosh, Congressman Roy Blunt's Office; Mr. Carl Carlson, Scott Consulting Engineers; and Mr. Wes Johnson, Springfield Newsleader.

Mr. Newman called the meeting of the Technical Planning Committee to order at 1:35 p.m.

I. Administration

A. Introductions

B. Approval of Technical Committee Meeting Agenda

Mr. Hess motioned to approve the Meeting Agenda. Mr. Bingle seconded and the motion carried unanimously.

C. Approval of the September 16, 2009 Meeting & October 7, 2009 E-meeting Minutes

Ms. Cruise motioned to approve the September 16, 2009 and October 7, 2009 E-meeting minutes. Mr. Miller seconded and the motion carried unanimously.

D. Public Comment Period

None.

E. Executive Director's Report

Mr. Conklin thanked all the jurisdictions that received ARRA funds for meeting the obligation deadline and getting those projects bid out and awarded. He recognized those jurisdictions that worked with multiple partners to get projects that were ready to go, including Springfield, MoDOT, and Cox Health on the James River and National Diverging Diamond; Greene County and MoDOT on the 60/65 six-lane project; and Ozark, Nixa, and Christian County on the CC design project. OTO was the first MPO in the state to obligate all of the selected ARRA projects. He also thanked all the jurisdictions and MoDOT for working together to make sure that happened. The OTO Board of Directors has an e-meeting scheduled for December 1, 2009 to approve TIP Amendment Number Two if that is approved at the TPC meeting, to obligate the additional remaining ARRA funds which were left over from the low bids that were received from the construction projects.

Mr. Conklin thanked the member jurisdictions for getting the MOU between OTO and the planning partners executed. That was one of the Federal Certification requirements that came from FHWA and FTA. OTO is still developing and working with the committee on the reasonable progress policy. The goal is to work with planning partners and MoDOT to develop something that is practical and that will work for everybody. OTO will continue to work on the MPO Congestion Management Process update. OTO will report on that in the next several months. OTO has developed a transit provider brochure, working with Senior Link and City Utilities. It will be given out to the elderly and disabled to assist them in selecting a transit provider for specific trips.

OTO is continuing to work with the Bicycle and Pedestrian Committee to update the Bike/Pedestrian plan and to work with the Ozarks Clean Air Alliance to look at ozone reduction strategies. EPA is reviewing the current ozone standards and this could impact the OTO area. Staff will be in Kansas City for training on transportation

conformity. This will get the OTO up to speed if Springfield does become a non-attainment area sometime in the future.

Mr. Price stated that review implies a stricter standard. Mr. Conklin stated that a stricter standard is what is being discussed.

The current highway program is funded through December 18, 2009. The Congress will need to act prior to the eighteenth on funding the highway program. The current impact to Missouri is about \$20 million dollars less per month and \$200 million dollars less per year of federal funding based on that continuing resolution and recession.

F. Bicycle and Pedestrian Advisory Committee Report

Ms. Longpine stated that BPAC is reviewing the existing plan to update what work has been completed. The Plan includes a number of objectives to be accomplished in the OTO area. BPAC is reviewing those objectives and is assigning the percent complete while describing responsible agencies and the tasks that have been completed. Staff is going to use that information to help OTO establish prioritization criteria for the priorities that everyone has already submitted.

There are a number of objectives about what the MPO would like to see accomplished in the area. So OTO is going through and trying to assign a percent complete and describing what agencies and what tasks have been accomplished within each of those objectives. Staff is going to use that information to help the MPO establish prioritization criteria for the priorities that everyone has already submitted.

OTO is also looking for reappointment of committee members. The OTO will send out letters soon for that. Even if someone is currently coming to the meeting, OTO will require a new letter reappointing the representative or appointing a new representative for the record.

II. New Business

A. ARRA Project Update and Use of Remaining Unobligated ARRA Funds

Staff is requesting the Technical Planning Committee make a recommendation on the reallocation of unobligated ARRA STP-Urban and Enhancement funds due to the construction costs of several projects being lower than estimated.

Mr. Conklin stated there is a table under Tab 2 that shows approximately \$132,974.15 of potential funds that were left over. Staff is recommending this amount, less 10 percent, be placed on the Ozark Greenways Frisco Highline Trail. Battlefield held a

special Council meeting to discuss their remaining STP-Urban funds and approved the possible reallocation of these funds to another project.

The Frisco Highline Trail was the one project that when selected, was described as being paved from Springfield to Willard. The remaining funds of approximately \$92,538 would help complete the project, which would be from Kearney where the trailhead begins and back to the Northwest, up to Farm Road 115. Most of that project, about two miles of it is located in the City of Springfield city limits. This project is ready to go. The MPO has a limited amount of time in order to meet the obligation deadline. MoDOT has indicated to OTO that OTO will need to hit January 4, 2010 to make sure the MPO does not lose any of this money.

Mr. Hess motioned to award the remaining unobligated ARRA Funds to the Ozark Greenways Trail. Ms. Cruise seconded and the project was carried unanimously.

B. Amendment Number Two (2) to the FY 2010-2013 Transportation Improvement Program

Ms. Edwards stated that a new Amendment Number Two was handed out. The first amendment is the same as on the printed agenda. MoDOT is requesting for a scoping project at Chestnut and Sherman, at a cost of \$15,000 dollars to identify what is needed to do an intersection improvement project.

The second is the project just discussed, the paving of the Frisco Highline Trail. OTO changed the funding on that, lowering the ARRA funds from what was published in the first agenda, because the need for extra for change orders on the other projects was realized. Staff lowered the amount from the \$118,792 down to \$92,538 and added some Enhancement Funding in there. There is a little Enhancement Funding left over from ARRA funds for projects coming in under bid, so staff wanted to make sure that there was enough funding between the two sources to cover the entire project. The OTO is proposing a total of \$331,952 to complete the Frisco Highline Trail Paving Project.

Ms. Cruise motioned to approve TIP Amendment Number Two to the FY 2010 to 2013 TIP for recommendation to the Board of Directions. Mr. Dan Smith seconded and the motion was carried unanimously.

C. Annual Listing of Obligated Projects (ALOP)

Ms. Edwards stated that the OTO is required to publish an Annual Listing of Obligated Projects (ALOP) and approve the ALOP as part of the OTO's Federal Planning Requirements. The ALOP lists every project in the OTO region that has

utilized federal funds. Included is information on what money has been spent and what amount of obligated funds remains to be spend. Staff noticed an error that on the City Utility project. It should have a date of 2005 instead of 1905. Everything else is accurate and staff is asking that the TPC make a recommendation to the Board for approval.

Mr. Rognstad motioned to recommend approval of the Annual Listing of Obligated Projects to the Board of Directors. Mr. Duffy Mooney seconded and the motion carried unanimously.

D. OTO Public Participation Plan (PPP) Update

Ms. Longpine stated that the current Public Participation Plan is an update of the plan that OTO has had in place since 2001. This plan update includes some public involvement from a survey that staff did of stakeholders and the public, focus group. The OTO also did a public notice just for general input. This is outlined in Appendix A which includes an evaluation handbook. Staff will be using the handbook in the future to evaluate the success of the public participation plan. In general, the plan outlines policies for carrying out public involvement, including documentation of what staff has already been doing.

There are some new elements in the plan, specifically regarding the public notice time. The Public Participation Plan itself still requires forty-five days notice. The UPWP, the Uniformed Planning Work Program, the Long Range Transportation Plan, and the TIP in the past have had forty-five days notice, also. Staff is changing that to a thirty-day public notice. An amendment to those plans and the TIP will have a fifteen-day notice.

Something else that is new is the clarification between the difference of a TIP amendment and an administrative modification of the TIP. That is spelled out under the TIP section of the plan. TIP Amendments are major revisions identified by the dollar amount, like the change in the scope of a project and changes in funding sources. Administrative Modifications include moving spending amounts from year to year if it is less than a certain amount of change in the programmed amount, or if it was in a prior TIP if for some reason it was not included in the current TIP. This is outlined further in the PPP. A regular TIP Amendment will still require fifteen days for public notice. It will still go through all the processes, including through the Technical Planning Committee to the Board of Directors. An Administrative Modification will be something that can be changed as staff, but will still require notifying the Technical Planning Committee and the Board of Directors of those changes. These are the more significant changes in the public involvement processes that the OTO has been doing the past few years. It is just all documented now.

Mr. Price asked what the project cost threshold was for the projects regarding changes to the TIP.

Ms. Longpine stated that the line between an Amendment and an Administrative Modification is fifteen percent, up to \$2 million.

Mr. Price asked if this Public Participation Plan would have to be reviewed every so many years.

Ms. Longpine stated that every three years it will have to at least be reviewed. The evaluation process in Appendix A will be the same questions used when staff goes out again to do that process. That way a comparison of current input with future input can be made.

Mr. Miller commented that on page fifteen where it is talking about TIP Amendments. It says only chapters containing proposed amendments are presented for public comment and approval. He wanted to recommend that it might say for public comment and OTO Board of Directors approval, to clarify that it is the Board of Directors that approves it and not the public.

Ms. Longpine stated that would be changed.

Mr. Miller also had a comment on page 20, regarding provisions for prior TIP amendments, under bullet two, where the last example is changing the type of project, such as from rehabilitation to reconstruction. MoDOT does not recognize the difference, so maybe reconstruction could change to expansion or something like that.

Mr. Conklin stated that this is one of the Federal Certification recommendations that OTO completed this year. He appreciated Natasha's work and a student volunteer who helped complete the survey. OTO held a public meeting at the Kansas Library Station. Mr. Miller asked how many were at the meeting. Ms. Longpine stated three other than staff.

Mr. Hess motioned to recommend approval of the OTO Public Participation Plan to the Board of Directors. Ms. Cruise seconded and the motion was carried unanimously.

E. SAFETEA-LU Rescission

Mr. Conklin stated that most jurisdictions were aware that Congress did not act to repeal the rescission. There was discussion that there may be additional action but there has not been any. It seems unlikely that the rescission will be repealed. Staff did send out an email in October that illustrated the rescission of the sub-allocated funds to member jurisdictions that received them. After that email was sent, OTO received from MoDOT the final Obligated Balances Report. The numbers are slightly different from that email than in this report. Staff had to pull back money from the OTO area. Staff is asking that that Technical Planning Committee make a recommendation to the Board of Directors accepting this methodology because the OTO does allocate funds based on a formula. Staff feels it is appropriate for this body to make that recommendation and then have the Board approve the actual rescission amounts so the jurisdiction amounts can be tracked. This is the methodology that OTO staff has used and it is based on the unobligated balances each jurisdiction had over the life of the bill.

Ms. Edwards stated that just in case it is not clear OTO multiplied 26.17 percent times the unobligated balance of each jurisdiction. Each jurisdiction lost 26.17 percent of their unobligated balance. That percentage is the amount OTO lost overall.

Mr. Price stated that the more each jurisdiction had obligated the less funding was taken from them.

Mr. Price motioned to recommend the approval of the amount to be rescinded of STP-Urban unobligated funds to the Board of Directors. Mr. Dan Smith seconded and the motion carried unanimously.

Ms. Edwards mentioned that the Enhancement funding was also rescinded, in the amount of \$553,000. This will be made up in the next round of enhancement funding. If the next transportation bill comes out with Enhancements, OTO will already have used those funds and may not get that first round of Enhancements since the current balance is negative. MoDOT decided to do this rather than take away funds that the OTO had already programmed and planned for.

Ms. Edwards stated that MoDOT had a dollar amount rescinded for enhancements that they distributed among the TMAs. It is not reflective of funding lost by any one jurisdiction it is the total enhancement rescission for the MPO.

Mr. Miller stated that this happens every time Congress gives continuing resolutions they include enhancement funds in that bill, so rather than distribute the funds at this time MoDOT is going to make up for the rescinded funds this way.

Mr. Childers had a comment on attachment three regarding in the Off System Bridge, questioning how the funding distribution worked.

Ms. Edwards stated that it works like the STP-Urban Funds. It is allocated to that county for off system bridge improvements and when the county spends it they can request reimbursement at eighty percent. The funding it is set aside for the county and they have a running balance.

F. STP-Urban Balance Annual Report

Ms. Edwards stated that at the last meeting the jurisdictions were given their balances, but then there was the rescission so now the OTO is a little better on the balances. MoDOT was reporting the OTO had a balance of \$14 million, but that includes the bridge money and does not include the rescission. The OTO is instead looking at \$9.9 million, as can be seen on page one. The MoDOT three year lapse policy allows \$12.2 million and the OTO fiscal year '09 end of the year figure shows that the OTO is not in danger of losing of any money. That doesn't prohibit any other federal action as Congress can rescind the funds. Staff updated the report with the rescission numbers for every jurisdiction, so everyone is asked to review the jurisdiction reports that have the rescission amount reflected.

Ms. Edwards mentioned that staff also added in the projected Fiscal Year 2010 allocation. That number is up from the last estimated numbers shown, staff has had some conversations with MoDOT and that number could go up again. Staff is hopeful that funding levels will continue into Fiscal Year 2010. If Congress continues doing continuing resolutions then FY 2010 funding amount could go up, since the OTO was twenty percent low last year. The Fiscal Year 2010 balance, with the MoDOT cost shares, would be \$8.6 million, which is still below the \$12 million that the OTO is allowed to have. The cost shares that are programmed into the STIP are on page four of the report. MoDOT will count the cost shares as obligated if they are programmed in the STIP.

Ms. Edwards stated that on page five the allocated On System Bridge funding includes Fiscal Year 2010, so there will be over \$1 million available. The OTO is only allowed to have \$700,000, so the bridge money is over and OTO will need to find a bridge project that could be obligated by September 30, 2010. Staff has been

working with Mr. Frank Miller to see if a bridge can be found that needs rehab on the MoDOT system. The goal is to get that done quickly.

Mr. Price asked if the On System Bridge funding was sub-allocated to the jurisdictions. Ms. Edwards stated that it is not sub-allocated since \$700,000 a year is not enough to sub-allocate.

Mr. Price asked if the funds were restricted to the MoDOT system roads.

Mr. Miller stated the funds were for functional class collector or higher.

Ms. Edwards pointed out that on page fourteen there is a percent of STP Urban funding allocated to each jurisdiction every year. That relates back to the page that shows every body's balances. If a jurisdiction is showing a balance then there is a sheet that reflects what has been obligated versus what has been allocated. In the past there has been a sheet that showed what was programmed in the TIP, but staff decided to remove that since it does not really count as far as the amount obligated. The report is for information only.

Mr. Miller added that even though the policy is that the cost share projects must be in the STIP, MoDOT might count Chestnut and 65 even though it is not in the STIP yet.

G. Limited English Proficiency Plan (LEPP)

Ms. Longpine stated that this plan is required by federal guidance, due to an Executive Order signed in the mid-nineties by President Clinton. It is about how the MPO works to solicit comments from people who speak English less than very well regardless of the language they speak. The plan itself focuses on Spanish speaking persons who are the OTO's most significant limited English proficiency population. Staff also recognized in the plan that the next level is German and French. Those are the three most spoken languages in the area besides English.

The plan focuses on how these persons interact with OTO and the actions that OTO could do to reach out and how staff can recognize and make sure everyone has an equal opportunity to participate. That includes having "I Speak" Cards, which state in a variety of languages "I speak (this language)". It is about three pages. Staff will use these to know if at that point in time or in the future, assistance for that language will be needed. There are a lot of different resources in the area for Spanish translation. Grupo Latino said they would assist in the translation of documents if someone needed that or if someone needed an interpreter. The plan also addresses how OTO staff would be trained to know this information.

Mr. Rognstad motioned to recommend approval of the OTO Limited English Proficiency Plan to the Board of Directors. Mr. Dan Smith seconded and the motion was carried unanimously.

H. OTO Technical Committee Chair Rotation Schedule

Mr. Conklin stated that it was the time of year to elect the next chair of the Technical Planning Committee. He stated that in the past there has been a rotation of chair between the different jurisdictions. Willard is up for 2010 and Republic is up for the 2011. The By-laws have a Chairman position and a Chairman-Elect position. Mr. Pat Lloyd from Willard is willing to become the Chairman for next year. Mr. David Brock from Republic is going to be the Chairman-elect. In the event that Mr. Lloyd is not able to run the meeting, then Mr. Brock will. Staff is looking for a motion to elect the chairman and the chairman-elect positions for next year.

Mr. Rognstad motioned to elect the Chairman and Chairman-elect positions of the 2010 Technical Planning Committee. Mr. Whaley seconded and the motion carried.

III. Other Business

A. Technical Committee Member Announcements

Mr. Miller stated that the statewide cost share program is \$30 million a year. Missouri has been very successful in getting money out of the program and it has been popular lately. There is \$20 million left in 2014 and \$25 million in 2015. There is a possibility that by the end of December there will not be any 2014 money left.

Mr. Miller stated that if any of the jurisdictions are interested in the cost share program, MoDOT is encouraging them to get applications submitted in the first of 2010. The deadline for the application, if there is a March meeting, is February 18. If District 8 is helping to fill out the application MoDOT can work with the February 18 deadline. If the jurisdiction is presenting it cold turkey to the MoDOT office, it will be needed a month ahead of time. MoDOT will have to write a letter supporting the project. MoDOT staff will have to evaluate the application before it can go to the committee. If there is no March meeting, then the next meeting is July 8, and the applications would be due on June 3.

Along these lines, the Missouri Transportation Finance Corporation has \$6.8 million to loan out. That can go to the jurisdiction's share of the cost share and could go to accelerating the MoDOT share of the cost share to earlier than 2014 or 2015. It can also go on the remainder of the jurisdiction's project on the state system. The application for the February meeting is December 17. The partnership development website (on the MoDOT website under the partnership development icon) has the

dates on it. It also has the application outline. MoDOT staff in District 8 can help with the member jurisdiction's applications. This money is only available for the cost share program.

Mr. Whaley stated that next month Ozark Greenways has a Sustainable Transportation Committee meeting and Ms. Melissa Anderson, who is the Bicycle/Pedestrian Coordinator for MoDOT, will be at the meeting. It will be held December 16 at 5:30 p.m.

B. Transportation Issues For Technical Committee Member Review

Mr. Conklin outlined summaries of three additional bills that will impact the MPO. Staff wanted to make the TPC aware of these bills. The Kerry-Boxer bill is the "Clean Energy Jobs and American Power Act." It talks about greenhouse gas emissions and strategies and targets for reducing those. The Waxman-Markey "American Clean Energy and Security Act of 2009" also talks about greenhouse gas emissions. In 2009, Oberstar-Mica put out the "Surface Transportation Authorization Act of 2009." It talks about MPOs and large MPOs over 1 million and different planning requirements. There are also greenhouse gases and other issues that the MPO will have to face. OTO may also have to review its Travel Demand Model if the area becomes non-attainment or if greenhouse gas standards are enacted. It is going to be a while before these bills are actually enacted into law. There has been discussion that there might be additional planning funds available to carry out some of these additional mandates. These are just some of the items being discussed in Washington that could impact the OTO Region.

IV. Adjournment

Ms. Cruise motioned to adjourn the meeting. Mr. Hess seconded and the meeting was adjourned at 2:17 p.m.

TECHNICAL COMMITTEE AGENDA 01/20/10; ITEM II.A.

Amendment Number Three to the FY 2010-2013 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

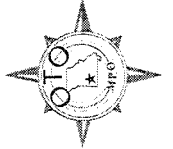
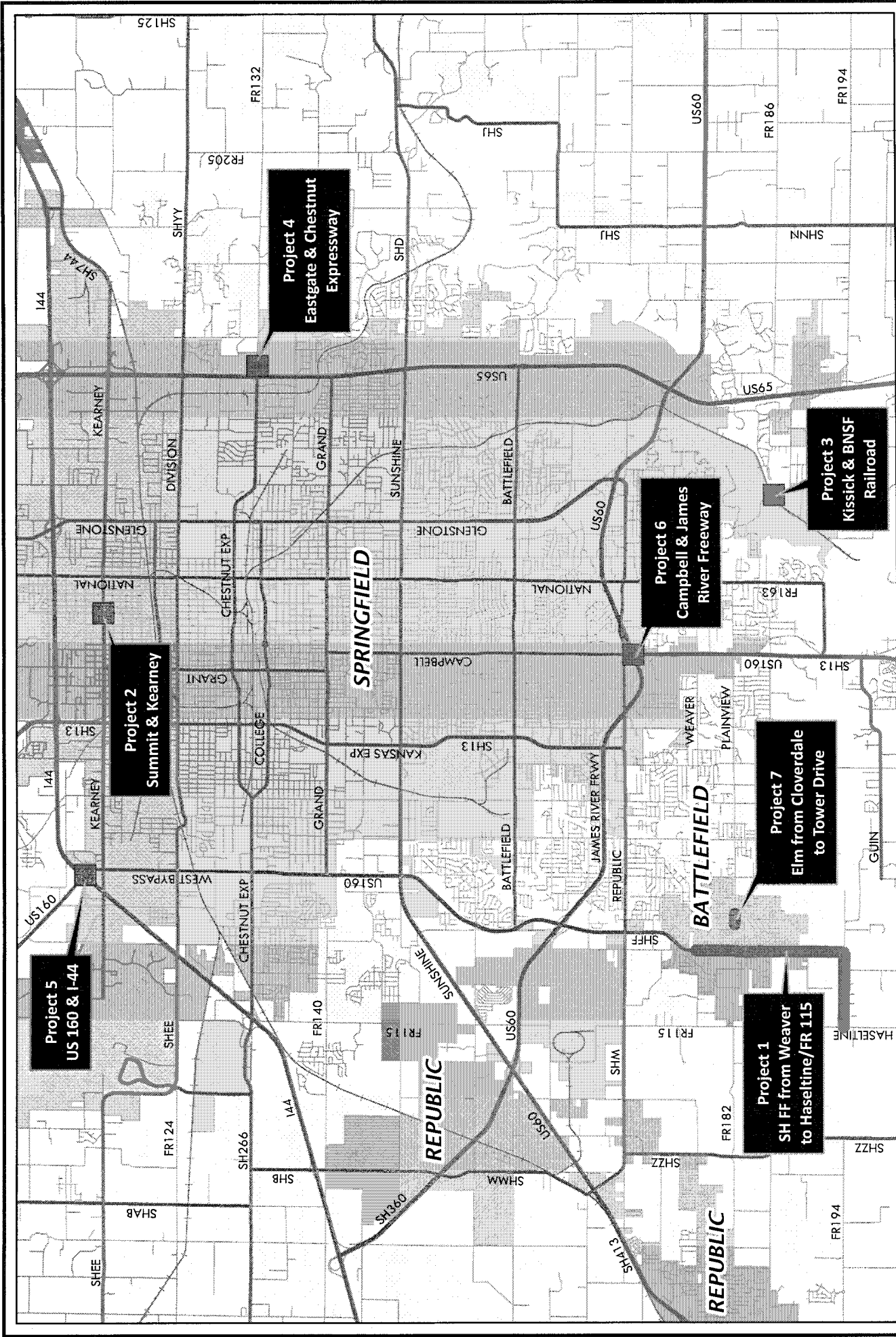
There are seven amendments included as part of TIP amendment number three to the FY 2010-2013 Transportation Improvement Program.

- 1) MoDOT and the City of Battlefield are requesting the addition of a project to resurface FF Highway from Weaver Road to Haseltine Road in the amount of \$251,000.
- 2) MoDOT is requesting to add a project to construct ADA improvements at the Kearney and Summit intersection in the amount of \$2,000.
- 3) MoDOT is requesting to add a project to make rail crossing safety improvements at the Kissick Avenue BNSF Crossing in the amount of \$3,000.
- 4) MoDOT is requesting to add a design project in the amount of \$50,000 to relocate Eastgate Avenue on Chestnut Expressway.
- 5) MoDOT is requesting \$40,000 to scope and design the rehabilitation of the Route 160 bridge over 1-44.
- 6) MoDOT is requesting to add \$70,000 for Right-of-way acquisition to the US 60 (James River Freeway) and US 160 (Campbell) interchange scoping project.
- 7) The City of Battlefield is requesting to program the construction of 700 linear feet of new sidewalk along Elm Street from Cloverdale Lane west to Tower Drive.

Please see the attached TIP pages for more information.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving amendment number three (3) to the FY 2010-2013 TIP.



N

Amendment #3 2010-2013 TIP



PROPOSED

CITY OF BATTLEFIELD					Funding		Fiscal Year				
					2010	2011	2012	2013	TOTALS		
Project:	ROUTE FF RESURFACING				FHWA(STP-U)						
MoDOT #	8S2233			PF	MoDOT	\$ 17,000	\$ -	\$ -	\$ -	\$ 17,000	
TIP #	BA1001				Local	\$ -	\$ -	\$ -	\$ -	\$ -	
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Resurface roadway from south of Weaver Road to Haseltine Road.			ROW	FHWA(STP-U)	\$ -	\$ -	\$ -	\$ -	\$ -	
					MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	
					Local	\$ -	\$ -	\$ -	\$ -	\$ -	
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA				FHWA(STP-U)	\$ 68,340	\$ -	\$ -	\$ -	\$ 68,340	
Federal Funding Category	STP-Urban			CON	MoDOT	\$ 165,660	\$ -	\$ -	\$ -	\$ 165,660	
MoDOT Funding Category	TCOS				Local	\$ -	\$ -	\$ -	\$ -	\$ -	
Work or Fund Category	Construction				Other	\$ -	\$ -	\$ -	\$ -	\$ -	
Up to \$70,000 of STP-Urban funds to pay for 50% of the project cost in the City of Battlefield. Engineering to be paid for by District 8 operations budget. Project					TOTAL	\$ 251,000	\$ -	\$ -	\$ -	\$ 251,000	

PROPOSED

CITY OF SPRINGFIELD				Funding		Fiscal Year				
						2010	2011	2012	2013	TOTALS
Project:	KEARNEY AND SUMMIT ADA IMPROVEMENTS				FHWA(STP)	\$	-	-	-	\$
MoDOT #	TBA			PF	MoDOT	\$	\$	-	-	\$
TIP #	SP1022				Local	\$	\$	-	-	\$
Description:	ADA improvements at the Route 744 (Kearney Street) and Summit Avenue intersection				Other	\$	\$	-	-	\$
				ROW	FHWA(STP)	\$	-	-	-	\$
					MoDOT	\$	\$	-	-	\$
					Local	\$	\$	-	-	\$
					Other	\$	\$	-	-	\$
Federal Source Agency	FHWA					\$	-	-	-	\$
Federal Funding Category	STP-Urban			CON	FHWA(STP)	\$	\$	-	-	\$
MoDOT Funding Category	Major Projects and Emerging Needs				MoDOT	\$	\$	-	-	\$
Work or Fund Category	Scoping and Design				Local	\$	\$	-	-	\$
Engineering to be paid for by District 8 operations budget.					Other	\$	\$	-	-	\$
				TOTAL		\$	\$	-	-	\$
						\$	2,000	-	-	\$
										2,000

PROPOSED

CITY OF SPRINGFIELD					Funding				Fiscal Year					
					2010		2011		2012		2013		TOTALS	
Project:		KISSICK AVENUE AT BNSF RAILWAY												
MoDOT #		RRP000S289												
TIP #		SP1023												
Description:		Install permanent yield signs and upgrade devices from passive warning devices at Kissick Road, highway/rail grade crossing, near Springfield on the BNSF railway												
Federal Source Agency		FHWA												
Federal Funding Category		N/A												
MoDOT Funding Category		Grade Crossing Safety Account												
Work or Fund Category		Construction												
DOT#: 435-217R . Funds from existing balance in MoDOT GCSA account.														

PROPOSED

CITY OF SPRINGFIELD										Fiscal Year			
Funding					2010	2011	2012	2013	TOTALS				
Project:		EASTGATE AVENUE RELOCATION			\$ -	\$ -	\$ -	\$ -	\$ 50,000				
MoDOT #		8P0850B		PF	\$ 50,000	\$ -	\$ -	\$ -	\$ -				
TIP #		SP1024			\$ -	\$ -	\$ -	\$ -	\$ -				
Description:		Design to relocate Eastgate Avenue at Chestnut Expressway.			\$ -	\$ -	\$ -	\$ -	\$ -				
Federal Source Agency		FHWA		ROW	\$ -	\$ -	\$ -	\$ -	\$ -				
Federal Funding Category		STP			\$ -	\$ -	\$ -	\$ -	\$ -				
MoDOT Funding Category		Major Projects and Emerging Needs		CON	\$ -	\$ -	\$ -	\$ -	\$ -				
Work or Fund Category		Design			\$ -	\$ -	\$ -	\$ -	\$ -				
Relates to project 8P0850, Route 65 and Chestnut Expressway interchange improvements. Engineer funds are provided by MoDOT's District 8 operating					\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000				
TOTAL					\$	\$	\$	\$	\$				

PROGRAMMED IMPROVEMENTS
- Amendment 3 -

PROPOSED

CITY OF SPRINGFIELD										Funding				Fiscal Year					
										2010		2011		2012		2013		TOTALS	
Project:	ROUTE 160 BRIDGE OVER I-44			PF	FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT #	8P2231				MoDOT	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TIP #	SP1025				Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Scoping and design to rehabilitate the Route 160 bridge over I-44.			ROW	FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA				FHWA(STP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Funding Category	STP			CON	MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT Funding Category	Taking Care of the System				Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Work or Fund Category	Scoping and design				Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Project involves bridge A3623. Engineer funds are provided by MoDOT's District 8 operating budget.											TOTAL	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	

EXISTING

CITY OF SPRINGFIELD				Fiscal Year				
			Funding	2010	2011	2012	2013	TOTALS
Project:	US 60 (JRF) AND US 160 (CAMPBELL) INTERCHANGE SCOPING	ENG	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8P0792		MoDOT	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
TIP #	SP1015		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Scoping to improve interchange safety and capacity	ROW	Other	\$ -	\$ -	\$ -	\$ -	\$ -
			FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA		FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	NHS		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering		Other	\$ -	\$ -	\$ -	\$ -	\$ -
			TOTAL	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000

PROPOSED

CITY OF SPRINGFIELD				Fiscal Year				
			Funding	2010	2011	2012	2013	TOTALS
Project:	US 60 (JRF) AND US 160 (CAMPBELL) INTERCHANGE							
MoDOT #	8P0792		FF	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #				\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
Description:	Design and right-of-way acquisition for interchange improvements.	ROW	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA		FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	NHS		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering, ROW		Other	\$ -	\$ -	\$ -	\$ -	\$ -
ROW funds will come from District 8 cost savings and available funds balances.			TOTAL	\$ 145,000	\$ -	\$ -	\$ -	\$ 145,000

PROGRAMMED IMPROVEMENTS
- Amendment 3 -

EXISTING

ENHANCEMENTS CITY OF SPRINGFIELD					Funding		Fiscal Year				TOTALS					
							2010		2011		2012		2013			

EXISTING

ENHANCEMENTS CITY OF SPRINGFIELD						Funding		Fiscal Year			
						2010	2011	2012	2013	TOTALS	
Project:	BOONVILLE AVENUE STREETSCAPE PHASE										
	IV				ENG						
MoDOT #											
TIP #	EN0808										
Description:	Improvements on Boonville from Chestnut to Tampa										
					ROW						
Federal Source Agency	FHWA				FHWA(ENH)	\$ 540,000	\$	\$	\$	\$ 540,000	
Federal Funding Category	Enhancement				MoDOT	\$	\$	\$	\$	\$	
MoDOT Funding Category	N/A				Local	\$ 135,000	\$	\$	\$	\$ 135,000	
Work or Fund Category	Construction				Other	\$	\$	\$	\$	\$	
Reprogrammed to FY2010											
					TOTAL	\$ 675,000	\$	\$	\$	\$ 675,000	

PROPOSED

ENHANCEMENTS CITY OF SPRINGFIELD				Funding		Fiscal Year			
				2010	2011	2012	2013	TOTALS	
Project:	BOONVILLE AVENUE STREETSCAPE PHASE IV	ENG	FHWA(ENH)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN0808		Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Improvements on Boonville from Chestnut to Tampa to include decorative sidewalks, landscaping, lighting, signage, site amenities, bicycle lanes, stormwater improvements and possible signal	ROW	FHWA(ENH)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA		FHWA(ENH)	\$ 489,560	\$ -	\$ -	\$ -	\$ -	\$ 489,560
Federal Funding Category	Enhancement		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 122,390	\$ -	\$ -	\$ -	\$ -	\$ 122,390
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Reprogrammed to FY2010			TOTAL	\$ 611,950	\$ -	\$ -	\$ -	\$ -	\$ 611,950

PROPOSED

OZARKS TRANSPORTATION ORGANIZATION
2010-2013 Transportation Improvement Program
A3-3

FINANCIAL SUMMARY
- Highways -

YEARLY SUMMARY

FY2010

PROJECT	STP	STP-Urban	ARRA	NHS	FHWA Federal Funding Source				I/M	BRM	Bridge	MoDOT	Local	Other	TOTAL
				ITS	Safety										
MO1003												\$ 162,000			\$ 162,000
MO1030		\$ 242,000										\$ 628,000	\$ 60,500		\$ 930,500
MO1005												\$ 218,000			\$ 218,000
MO1006												\$ 234,000			\$ 234,000
MO1007												\$ 219,000			\$ 219,000
MO1008												\$ 2,000			\$ 2,000
MO1009												\$ 262,000			\$ 1,013,000
MO1010												\$ 15,000			\$ 15,000
MO1021					\$ 551,000							\$ 113,000			\$ 664,000
MO1022				\$ 200,742								\$ 40,148	\$ 40,148		\$ 281,038
MO1023				\$ 72,190								\$ 13,905	\$ 13,905		\$ 100,000
MO1024				\$ 692,000								\$ 196,000	\$ 139,000		\$ 1,027,000
BA1001		\$ 68,340										\$ 165,660			\$ 234,000
CC0901		\$ 320,000	\$ 900,000									\$ 80,000			\$ 1,300,000
GR0512		\$ 3,504,000										\$ 2,187,178	\$ 875,000		\$ 6,566,178
GR0902		\$ 1,061,000										\$ 5,242,000			\$ 6,303,000
GR0907											\$ 750,000	\$ 304,000			\$ 1,054,000
GR0909		\$ 320,000										\$ 80,000			\$ 400,000
GR1002												\$ 2,725,000			\$ 2,725,000
GR1003												\$ 152,000			\$ 152,000
GR1005													\$ 554,000		\$ 554,000
GR1006												\$ 1,000,000			\$ 1,000,000
GR1007												\$ 291,000			\$ 291,000
GR1008												\$ 47,500	\$ 47,500		\$ 95,000
NX0901		\$ 369,275										\$ 92,318			\$ 461,593
NX0905		\$ 177,336										\$ 63,434			\$ 240,770
NX0906			\$ 119,913									\$ 5,000	\$ 21,837		\$ 146,750
OK0801		\$ 60,000										\$ 15,000			\$ 75,000
OK0807													\$ 258,967		\$ 258,967
OK0808													\$ 160,000		\$ 160,000
OK0904		\$ 24,000											\$ 6,000		\$ 30,000
OK0911		\$ 8,000	\$ 40,000										\$ 2,000		\$ 50,000
OK0912		\$ 5,450	\$ 13,188										\$ 1,362		\$ 20,000
OK1004												\$ 15,000			\$ 15,000
OK1005												\$ 10,000			\$ 10,000
RP0603													\$ 45,000		\$ 45,000
RP0805													\$ 50,000		\$ 50,000
RP1002												\$ 2,000			\$ 2,000
RP1003												\$ 5,000	\$ 80,000		\$ 85,000
RG0901												\$ 5,000			\$ 5,000
SP0504													\$ 400,000		\$ 400,000

FINANCIAL SUMMARY
- Highways -

FY2010 continued

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge					
SP0508											\$ 2,500,000		\$ 2,500,000	
SP0512											\$ 350,000		\$ 350,000	
SP0701											\$ 850,000		\$ 850,000	
SP0718											\$ 310,000		\$ 310,000	
SP0719											\$ 940,000		\$ 940,000	
SP0801											\$ 400,000		\$ 400,000	
SP0804											\$ 295,000		\$ 295,000	
SP0903											\$ 200,000		\$ 200,000	
SP0904											\$ 500,000		\$ 500,000	
SP0911										\$ 89,000			\$ 89,000	
SP0914											\$ 120,000		\$ 120,000	
SP1001										\$ 1,993,000			\$ 1,993,000	
SP1002										\$ 1,353,000			\$ 1,353,000	
SP1011											\$ 500,000		\$ 500,000	
SP1012										\$ 331,000			\$ 331,000	
SP1013										\$ 248,000			\$ 248,000	
SP1014										\$ 1,343,000			\$ 1,343,000	
SP1015										\$ 145,000			\$ 145,000	
SP1016										\$ 270,000			\$ 270,000	
SP1017										\$ 20,000			\$ 20,000	
SP1018										\$ 15,000			\$ 15,000	
SP1019										\$ 5,000			\$ 5,000	
SP1020										\$ 25,000			\$ 25,000	
SP1021										\$ 15,000			\$ 15,000	
SP1022										\$ 2,000			\$ 2,000	
SP1023										\$ 3,000			\$ 3,000	
SP1024										\$ 50,000			\$ 50,000	
SP1025										\$ 40,000			\$ 40,000	
SP1101										\$ 1,000			\$ 1,000	
SP1103										\$ 1,000			\$ 1,000	
WI1001										\$ 3,000			\$ 3,000	
ST1001										\$ 108,000			\$ 108,000	
TOTAL	\$ -	\$ 6,159,401	\$ 1,073,101	\$ -	\$ 964,932	\$ 551,000	\$ -	\$ -	\$ 1,501,000	\$ 18,995,891	\$ 11,326,971	\$ 47,500	\$ 40,619,796	

FINANCIAL SUMMARY
-Highways-

FINANCIAL CONSTRAINT

	Federal							State					TOTAL	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge	MoDOT Programmed Projects	Operations and Maintenance					
2010 Funds Programmed	\$ -	\$ (6,159,401)	\$ (1,073,101)	\$ -	\$ (964,932)	\$ (551,000)	\$ -	\$ -	\$ (1,501,000)	\$ (18,995,891)	\$ (5,876,000)	\$ (35,121,325)	\$ (11,326,971)	\$ (47,500)	\$ (46,495,796)	
2011 Funds Programmed	\$ -	\$ (788,983)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (10,188,800)	\$ (6,058,156)	\$ (17,303,139)	\$ (9,077,045)	\$ (800,000)	\$ (27,180,184)	
2012 Funds Programmed	\$ -	\$ (1,984,775)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (827,800)	\$ (6,245,959)	\$ (9,325,734)	\$ (4,996,194)	\$ -	\$ (14,321,928)	
2013 Funds Programmed	\$ -	\$ (642,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (808,800)	\$ (6,439,584)	\$ (8,157,584)	\$ (255,500)	\$ -	\$ (8,413,084)	
Total	\$ -	\$ (9,575,159)	\$ (1,073,101)	\$ -	\$ (964,932)	\$ (551,000)	\$ -	\$ -	\$ (2,302,600)	\$ (30,821,291)	\$ (24,619,699)	\$ (69,907,782)	\$ (25,655,710)	\$ (847,500)	\$ (96,410,992)	

	Prior Year	2010	2011	2012	2013	TOTAL
Available State and Federal	\$0	\$25,010,000	\$10,170,000	\$8,420,000	\$8,480,000	\$52,080,000
Available Operations and		\$5,876,000	\$6,058,156	\$6,245,959	\$6,439,584	\$24,619,699
Suballocated Available	\$10,925,055	\$3,913,079	\$3,913,079	\$3,913,079	\$3,913,079	\$26,577,371
Suballocated	\$1,224,980	\$0	\$0	\$0	\$0	\$1,224,980
TOTAL						
AVAILABLE	\$12,150,035	\$34,799,079	\$20,141,235	\$18,579,038	\$18,832,663	\$104,502,050
Programmed State and Federal Funding		(\$35,121,325)	(\$17,303,139)	(\$9,325,734)	(\$8,157,584)	(\$69,907,782)
TOTAL						
REMAINING	\$12,150,035	(\$322,246)	\$2,838,096	\$9,253,304	\$10,675,079	\$34,594,268

Available State and Federal Funding	\$17,053,065
Available Suballocated	
STP-U	\$17,197,002
Available Suballocated BRM	\$1,224,980
TOTAL	\$35,475,047

FINANCIAL SUMMARY
- Enhancements -

YEARLY SUMMARY
FY2010

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	ARRA*	RTP	STP-U					
RP0501	\$ -	\$ -	\$ 98,400	\$ -	\$ -	-	\$ 65,000	\$ -	\$ 163,400
EN0606	\$ 195,200	\$ -	\$ -	\$ -	\$ -	-	\$ 62,800	\$ -	\$ 258,000
EN0701	\$ 250,600	\$ -	\$ -	\$ -	\$ -	-	\$ 107,400	\$ -	\$ 358,000
EN0702	\$ 192,500	\$ -	\$ -	\$ -	\$ -	-	\$ 192,500	\$ -	\$ 385,000
EN0707	\$ 227,916	\$ -	\$ -	\$ -	\$ -	-	\$ 65,584	\$ -	\$ 293,500
EN0709	\$ 137,500	\$ -	\$ -	\$ -	\$ -	-	\$ 137,500	\$ -	\$ 275,000
EN0710	\$ 160,000	\$ -	\$ -	\$ -	\$ -	-	\$ 40,000	\$ -	\$ 200,000
EN0711	\$ 291,036	\$ -	\$ -	\$ -	\$ -	-	\$ 77,364	\$ -	\$ 368,400
EN0802	\$ 456,000	\$ -	\$ -	\$ -	\$ -	-	\$ 114,000	\$ -	\$ 570,000
EN0805	\$ 115,141	\$ -	\$ -	\$ -	\$ -	-	\$ 49,346	\$ -	\$ 164,487
EN0808	\$ 489,560	\$ -	\$ -	\$ -	\$ -	-	\$ 122,390	\$ -	\$ 611,950
EN0809	\$ -	\$ -	\$ -	\$ -	\$ 10,000	-	\$ -	\$ -	\$ 10,000
EN0811	\$ 74,309	\$ -	\$ -	\$ -	\$ -	-	\$ 18,577	\$ -	\$ 92,886
EN0812	\$ 33,696	\$ -	\$ -	\$ -	\$ -	-	\$ 8,425	\$ -	\$ 42,121
EN0813	\$ 100,000	\$ -	\$ -	\$ -	\$ -	-	\$ 28,592	\$ -	\$ 128,592
EN0817	\$ 364,800	\$ -	\$ -	\$ -	\$ -	-	\$ 91,200	\$ -	\$ 456,000
EN0818	\$ 268,800	\$ -	\$ -	\$ -	\$ -	-	\$ 67,200	\$ -	\$ 336,000
EN0819	\$ 24,779	\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ 24,779
EN0820	\$ 67,721	\$ -	\$ -	\$ -	\$ -	-	\$ 42,279	\$ -	\$ 110,000
EN0901	\$ -	\$ 85,186	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ 85,186
EN0902	\$ -	\$ 97,350	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ 97,350
EN0903	\$ -	\$ 125,000	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ 125,000
EN0904	\$ 39,000	\$ 293,202	\$ -	\$ -	\$ -	-	\$ 9,750	\$ -	\$ 341,952
EN0905	\$ -	\$ 73,797	\$ -	\$ -	\$ -	-	\$ 3,061	\$ -	\$ 76,858
EN0906	\$ 73,000	\$ -	\$ -	\$ -	\$ -	-	\$ 18,250	\$ -	\$ 91,250
EN1001	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ 594,940	\$ -	\$ 594,940
EN1002	\$ -	\$ -	\$ -	\$ 50,000	\$ -	-	\$ 12,500	\$ -	\$ 62,500
EN1003	\$ -	\$ -	\$ -	\$ 2,000	\$ -	-	\$ 500	\$ -	\$ 2,500
TOTAL	\$ 3,561,558	\$ 674,535	\$ 98,400	\$ 52,000	\$ 10,000	-	\$ 1,929,158	\$ -	\$ 6,325,651

FINANCIAL SUMMARY
- Enhancements -

FY2011

EN0606	\$	195,200	\$	-	\$	-	\$	-	\$	62,800	\$	-	\$	258,000
EN0809	\$	57,949	\$	-	\$	-	\$	105,904	\$	65,964	\$	-	\$	229,817
TOTAL	\$	253,149	\$	-	\$	-	\$	105,904	\$	65,964	\$	-	\$	487,817

TOTAL PROGRAM	Federal Funding Source					MoDOT	Local	Other	TOTAL					
	Enhancement	ARRA *	RTP	STP-U										
\$	3,814,707	\$	674,535	98,400.00	\$	157,904	\$	75,964	\$	1,991,958	\$	-	\$	6,813,468

* ARRA funding is overprogrammed in order to ensure that funds are expended. The actual amount available is \$581,997.00.

FINANCIAL SUMMARY
-Enhancements-

FINANCIAL CONSTRAINTS

		Funding Source						
	Enhancement	ARRA	RTP	STP-U	MoDOT	Local	Other	TOTAL
PRIOR YEAR								
Balance	\$3,961,083	\$581,997	\$98,400	\$105,904	\$0	\$0	\$0	4,747,384
2010								
Funds Anticipated	\$ -	\$ -	\$ -	\$ 52,000	\$ 10,000	\$ 1,929,158	\$ -	1,991,158
Funds Programmed	\$ 3,561,558	\$ 674,535	\$ 98,400	\$ 52,000	\$ 10,000	\$ 1,929,158	\$ -	6,325,651
Running Balance	\$399,525	(\$92,538)	\$0	\$0	\$0	\$0	\$0	412,891
2011								
Funds Anticipated	\$ -	\$ -	\$ -	\$ 105,904	\$ 65,964	\$ 62,800	\$ -	234,668
Funds Programmed	\$ 253,149	\$ -	\$ -	\$ 105,904	\$ 65,964	\$ 62,800	\$ -	487,817
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0

* ARRA funding is overprogrammed in order to ensure that funds are expended.

TECHNICAL COMMITTEE AGENDA 01/20/10; ITEM II. B.

MoDOT's Transportation Investment Scenario

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

MoDOT is currently developing scenarios outlining what could be accomplished with additional state transportation investment. MoDOT's scenario assumed \$7.53 billion in funding with a 10-year planning horizon. The proposed scenario is equivalent to a 1 percent statewide transportation sales tax which equates to approximately \$289 million available to the OTO area for additional transportation projects. The description of this scenario as well as a preliminary project list is attached.

One year ago, the OTO Technical Planning Committee and Board of Directors adopted the OTO Priority Projects of Regional Significance list. OTO with MoDOT District 8 staff developed the attached spreadsheet based on the OTO Priority Project list. MoDOT will provide additional projects for the Taking Care of the System (TCOS) and the Safety categories.

The following categories and funding levels have been supplied to OTO for project selection:

Flexible Funds	\$ 59 Million
Major Projects & Emerging Needs	\$190 Million
Other Modes	\$ 40 Million
Total	\$289 Million

OTO will present this spreadsheet to MoDOT as the official proposal of projects that would be accomplished with additional transportation investment in the OTO area.

TECHNICAL COMMITTEE ACTION REQUESTED:

Technical Committee action requested to make a recommendation to the Board of Directors to re-affirm the OTO priorities and make a recommendation on the OTO proposed MoDOT 10-year investment scenario for the region.

**OTO Priority Projects of Regional Significance
Adopted by the Board of Directors, December 17, 2008**

- Capacity Improvements to U.S. 65.
- Capacity Improvements to State Route 14 from State Highway NN in Ozark to future North/South corridor in Nixa.
- Capacity and Safety Improvements to U.S. 60 (James River Freeway) from West Bypass to State Highway 125.
- Capacity and Safety Enhancing Improvements to U. S. 160 from the I-44 interchange to Jackson Street in Willard.
- Capacity Enhancing Improvements to U.S. 160 (Campbell Avenue) from the U.S. 60 interchange to State Highway 14 in Nixa.
- Regional Arterial Traffic Flow Management System (Intelligent Transportation System).

Statewide Priorities

- Upgrade I-44 to a six-lane facility from U.S. 360 to Route 125.
- Capacity Improvements to U.S. 60 from Republic to Monett.

Priorities on Deck

- Capacity Improvements to U.S. 160 North from I-44 to Willard.
- Relocation of U.S. 160 to continue from the intersection of FF and U.S. 60 to Highway 14 (Using the North South Corridor Alignment).
- Capacity Improvements to State Route CC from NN/Pheasant intersection to U.S. 160.
- Railroad Grade Separation at Chestnut Expressway and US 65.

Estimates

Segment Number	OTO Priority Projects of Regional Significance - Area Projects	ROW	Construction	Engineering	Engineering Percent	PE Percent	CE Percent	ROW Incidentals	ROW and Const. Total	Total	Refinement Level
BR 65 Grade Separation											
	Business Route 65, grade-separated railroad crossing at BNSF, west of US 65	\$ 4,500,000	\$ 7,500,000	\$ 1,237,500	16.5%	7.5%	7.0%	2.0%	\$ 12,000,000	\$ 13,237,500	2
Intelligent Transportation System (ITS)											
	ITS Deployment, Phase II-B (Springfield)	\$ -	\$ 1,300,000	\$ 234,000	18.0%	10.0%	8.0%	0.0%	\$ 1,300,000	\$ 1,534,000	2
	ITS Deployment, Phase III (Springfield, Nixa)	\$ -	\$ 1,750,000	\$ 315,000	18.0%	10.0%	8.0%	0.0%	\$ 1,750,000	\$ 2,065,000	2
	ITS Deployment, Phase IV (Springfield, Nixa, Republic)	\$ -	\$ 1,000,000	\$ 180,000	18.0%	10.0%	8.0%	0.0%	\$ 1,000,000	\$ 1,180,000	2
SH 14											
	MO 14, from 17th Street to Route NN in Ozark	\$ 850,000	\$ 3,070,000	\$ 368,400	12.0%	4.0%	6.0%	2.0%	\$ 3,920,000	\$ 4,288,400	1
	MO 14, from Main Street in Nixa to 22nd Street Ozark	\$ 3,916,853	\$ 14,898,223	\$ 1,787,787	12.0%	4.0%	6.0%	2.0%	\$ 18,815,076	\$ 20,602,863	3
	MO 14, from Nicholas Road to Estes Street in Nixa	\$ 1,150,000	\$ 4,090,000	\$ 490,800	12.0%	4.0%	6.0%	2.0%	\$ 5,240,000	\$ 5,730,800	1
US 160											
	US 160 intersection improvements at MO 14 (Estes to Main)	\$ 979,147	\$ 3,328,733	\$ 399,448	12.0%	4.0%	6.0%	2.0%	\$ 4,307,880	\$ 4,707,328	3
	US 160, 4-lane expressway from e/o MO 123 in Willard to I-44 in Springfield	\$ -	\$ 9,010,000	\$ 891,100	11.0%	5.0%	6.0%	0.0%	\$ 9,010,000	\$ 10,001,100	3
	US 160, intersection improvements at Plainview and six-laning to MO 14 in Nixa	\$ 200,000	\$ 17,504,280	\$ 2,625,642	15.0%	7.0%	7.0%	1.0%	\$ 17,704,280	\$ 20,329,922	1
	US 160, Republic Road Intersection ROW Acquisition	\$ 7,962,930	\$ -	\$ 462,421	8.0%	7.0%	0.0%	1.0%	\$ 7,962,930	\$ 8,425,351	
US 60											
	US 60, freeway from Route 65 to FR 213	\$ 7,900,000	\$ 20,300,000	\$ 2,496,900	12.3%	5.0%	6.0%	1.3%	\$ 28,200,000	\$ 30,696,900	2
	US 60, freeway from FR 213 to FR 247	\$ 7,900,000	\$ 20,300,000	\$ 2,496,900	12.3%	5.0%	6.0%	1.3%	\$ 28,200,000	\$ 30,696,900	2
	US 60, Republic to Monett (OTO portion)	\$ 840,000	\$ 6,540,000	\$ 1,040,000					\$ 7,380,000	\$ 8,420,000	1
	US 60, operational improvements from US 160 to US 65	\$ -	\$ 20,819,603	\$ 3,122,940	15.0%	7.0%	7.0%	1.0%	\$ 20,819,603	\$ 23,942,543	1
US 65											
	US 65, six-laning from US 60 in Springfield to RT CC in Ozark	\$ -	\$ 22,969,000	\$ 2,526,590	11.0%	5.0%	6.0%	0.0%	\$ 22,969,000	\$ 25,495,590	2
	US 65, six-laning from RT CC to RT F in Ozark	\$ -	\$ 23,638,500	\$ 2,600,235	11.0%	5.0%	6.0%	0.0%	\$ 23,638,500	\$ 26,238,735	2
SH CC											
	RT CC, from Main Street in Nixa to 25th Street in Ozark	\$ 3,467,000	\$ 13,620,000	\$ 2,043,000	15.0%	7.0%	7.0%	1.0%	\$ 17,087,000	\$ 19,130,000	1
	RT CC, from US 160 to Main Street in Nixa	\$ 1,000,000	\$ 3,000,000	\$ 450,000	15.0%	7.0%	7.0%	1.0%	\$ 4,000,000	\$ 4,450,000	1
	RT NN, from RT J to Pleasant Drive in Ozark	\$ 1,645,500	\$ 6,465,000	\$ 969,750	15.0%	7.0%	7.0%	1.0%	\$ 8,110,500	\$ 9,080,250	1
	RT CC/J, from 25th Street to RT NN in Ozark including interchange at US 65	\$ 500,000	\$ 8,500,000	\$ 1,275,000	15.0%	7.0%	7.0%	1.0%	\$ 9,000,000	\$ 10,275,000	1
Fixed Route Transit - City Utilities											
	Purchase 24 new Fixed Route Buses									\$ 10,200,000	
	Purchase 2 new Trolleys									\$ 1,000,000	
	Fleet Maintenance Campus (partial funding)									\$ 3,250,000	
Enhancements	Miscellaneous Transportation Enhancement Projects in OTO area									\$ 10,000,000	

Adjust for 60 @ 125 50% outside OTO: \$ (15,348,450)
Total \$ 289,629,732

Refinement Level: Estimate is rated on a scale of "1" to "5", with "5" indicating the most refined (design) estimate. Level "1" is a planning estimate; Level "2" indicates that scoping has begun; Level "3" indicates that scoping is complete; Level "4" indicates a preliminary design estimate.

Funding Distribution

Dist.	Take Care of the System (TCOS)	Safety	Interstates	Economic Dev. & Cost-Sharing	Flexible Funds	Major Projects & Emerging Needs	I-70	Other Modes	Total Funds
1	\$317	\$9			\$50	\$81		\$34	\$490
2	\$247	\$7			\$40	\$65		\$27	\$385
3	\$288	\$10			\$49	\$79		\$33	\$458
4-Urban	\$694	\$38			\$242	\$786		\$165	\$1,925
4-Rural	\$141	\$6			\$29	\$47		\$20	\$242
5	\$459	\$24			\$116	\$189		\$79	\$867
6	\$1,071	\$77			\$477	\$1,547		\$324	\$3,495
7	\$354	\$17			\$78	\$126		\$53	\$628
8-Urban	\$126	\$13			\$59	\$190		\$40	\$428
8-Rural	\$281	\$16			\$68	\$110		\$46	\$521
9	\$330	\$14			\$61	\$100		\$42	\$548
10	\$421	\$20			\$92	\$150		\$63	\$746
SW*			\$1,450	\$300	\$0		\$1,000		\$2,750
Rural SW Major Projects						\$946			\$946
	\$4,730	\$250	\$1,450	\$300	\$1,360	\$4,415	\$1,000	\$925	\$14,430

Amounts in millions of dollars.

Notes and Assumptions:

Taking Care of the System funds are distributed based on a formula that averages the following:

% of total traffic on NHS & Remaining Arterials, % of square feet of state bridge deck on total state system, % of total lane miles of

NHS and Remaining Arterials.

Safety funds are distributed based on a 3-year average accident rate.

Flexible Funds and Other Modes funds are distributed based on a formula that averages the following:

% of total population, % of total employment, % of total traffic on the NHS and Remaining Arterials

Major Project funds are distributed based on a formula that averages the following:

% of total population, % of total employment, % of total traffic on the NHS and Remaining Arterials

50% of Rural Major Project and Emerging Needs Funds is distributed to districts, 50% is for statewide rural use.

SW = Statewide

MARC Boundary changes have incorporated all of **Platte** and **Clay** counties - distribution factors have been adjusted accordingly

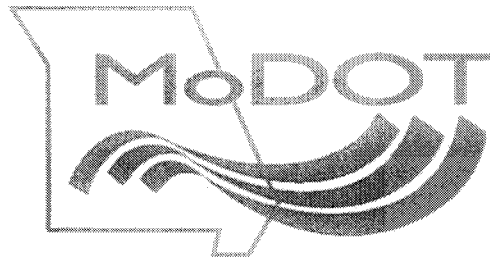
17.93% Kansas City

32.56% St Louis

3.99% Springfield

45.52% Rural

Missouri
Department
of Transportation



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December 4, 2009

Dear Planning Partners:

It's time again to take another step forward in identifying Missouri's highest transportation priorities should additional funds become available. You'll recall we first began working on transportation investment priorities in March 2007, continuing in September 2007 and November 2007. Then in 2008, we joined together to create *A Conversation for Moving Missouri Forward*. Many discussions have continued around the state to determine what Missourians need from their transportation system.

To be ready for more discussions about what could be accomplished with an additional investment in transportation, we think it's important that we work together to create a scenario. To help us get started with this next step, I'm attaching a sample 10-year scenario and some supporting materials. We believe the proposed level of increased investment you'll find illustrated in the materials responsibly balances investments and results.

In the coming months, we need your help in finalizing this scenario. Your ideas and insights have always been essential in assisting MoDOT with development of projects and programs, and this is no different. The investment scenario we create together will hopefully be a model of collaboration and results. District staff will be in touch with you, if they haven't already, to gather your input and assistance.

Attached to this letter are materials to help begin our discussions and work. They include the following.

- Scenario summary report
- Spread sheet showing an example of how funds would be distributed to MoDOT districts
- Example district project listings including anticipated results
- Example project map
- Major and minor road system maps
- Major and minor road system bridge maps
- Revenue assumption sheets

We'll finalize our recommendation at the end of February 2010. While we do not have the details in place regarding the February outreach session, we wanted to give you advance notice of what's ahead. We'll send more information to you as soon as possible.

I continue to feel pride in making transportation choices and decisions with the full involvement of Missouri citizens. We want to continue our commitment to an open, public discussion

regarding transportation. We appreciate that you understand the importance of continued improvements to our state's transportation system and work as our partners.

If you have any questions or need additional assistance, please contact your MoDOT district or my office. Thank you in advance for your participation, your ideas and your time. I look forward to working with you!

Sincerely,

A handwritten signature in cursive script that reads "Machelles Watkins".

Machelle Watkins
Transportation Planning Director

Transportation Investment Scenario Summary

MoDOT Transportation Planning

December 2009

The following transportation investment scenario is an example of what can be accomplished with increased investment in transportation.

How Did We Get Here?

MoDOT began working with planning partners to identify Missouri's highest transportation priorities should additional funds become available. MoDOT and planning partner meetings were held in March 2007, and continued in September 2007 and November 2007. This work involved asking each of Missouri's regional planning commissions and metropolitan planning organizations to bring their highest transportation needs to the table, and MoDOT did the same. Using the Planning Framework process, partners and MoDOT ranked projects to develop a prioritized list of needs. This list includes projects, programs and alternative modes of transportation, reflecting the state's highest transportation needs.

In 2008, MoDOT began blending its transportation expertise with the planning partners' list to accomplish two basic objectives: ensure the planning partners' highest needs also met the state's needs and use department expertise to maximize the investment outcomes. These efforts lead to the creation of *A Conversation for Moving Missouri Forward*, which is a 20-year outlook that identifies future transportation priorities needed to make Missouri roads safer, create jobs and improve Missourians' quality of life.

MoDOT was able to identify the common themes in planning partner needs that could become broad, effective transportation programs. For example, nearly all planning partners expressed the desire to address minor roads, or those highways that are less traveled than the major highway network. The department was able to define a consistent treatment for these roads that meets customer expectations. The minor road improvements would also address safety, which is MoDOT's top priority.

MoDOT also applied factors to help ensure statewide balance, to maximize project effectiveness, to ensure the safest projects and programs possible, to maximize economic development and to help meet customer expectations in the best way possible. The following investment scenario builds on this work.

Existing Funds

MoDOT projects approximately \$690 million per year will be available during the next ten years. Of these funds, approximately \$17 million is for other modes of transportation, and the remaining \$673 million is dedicated to roads and bridges. The results contained within this example scenario are a balance of investments and results. Transportation

needs always outweigh resources to address them, and in some instances, the level of investment does not achieve respective results. Therefore, this scenario uses planning partners' input and the state's transportation system goals to address a level of investment that achieves the mutually desired and needed results, while being fiscally responsible.

Taking Care of the System – Safety, and Road and Bridge Conditions

MoDOT has demonstrated that without additional investment in transportation, Missouri will soon struggle to maintain the road and bridge system's condition, will only be able to perform limited spot safety improvements, will have no expansion projects' funding and will have no increased funding for other modes of transportation. This situation is reflected in the current 2010-2014 Statewide Transportation Improvement Program, a current five-year listing of projects. Maintaining Missouri's \$65 billion asset of roads and bridges is a top priority of MoDOT, its planning partners and its customers. To maintain good roads and bridges all current department resources will be needed, which is approximately \$6.73 billion during the next 10 years.

MoDOT will distribute Taking Care of the System funds per the approved Missouri Highways and Transportation Commission policy. Approximately, \$1.45 billion would be allocated to maintain the interstate system with good pavements and rehabilitate or reconstruct 11 major bridges.

While each MoDOT project will improve safety on the state's system, \$250 million would be dedicated to system-wide improvements targeted at reducing fatalities and disabling injuries. The system-wide safety improvements will continue and include treatments such as providing wider shoulders on curves, improved pavements, improved signing, improved intersections and rumble stripes on intersection approaches and edge lines. Safety funds would be distributed to districts based on a three-year accident rate and would be prioritized by districts and planning partners.

The remaining funds, approximately \$4.73 billion, would be distributed to districts using the average of the following factors: percent of bridge deck, percent of roads and percent of usage/travel. Projects would be selected and prioritized by the districts in conjunction with planning partners. These projects will maintain and improve the conditions of roads and bridges. The following results are anticipated from this level of investment.

85 Percent of Major Highways in Good Condition

There are approximately 5,600 miles of major highways and they carry approximately 75 percent of all state traffic. This percentage of good condition roads is selected to help ensure we don't replace pavements that still have good life and use— you wouldn't remove a 30-year shingle from your home in year 25 of its use.

A good condition road is one that has pavements deep and smooth enough to handle the use they receive. These roads have paved shoulders wide enough to allow travelers a place to pull over. They have rumble stripes to give an audible alert when a vehicle is

leaving the travel lanes. The stripes are wider than most to provide the maximum visibility, and the signs have been enlarged to help with ease of sight. This is applied corridor-wide to provide a consistent look and feel.

Major roads represent the most traveled and receive the highest level of treatment and attention, accordingly. They carry the majority of state system traffic and goods. They are essential to economic development and commerce.

70 Percent of Minor Highways in Good Condition

This percentage is established by attempting to balance use and the vast amount of roads. There are approximately 5,600 miles of major roads on the state system, and the minor system has approximately 28,000 miles of roads. This portion of the system represents approximately 25 percent of state road system travel. MoDOT proposes a mix of treatments on these roads to help improve safety, address economic development and help ensure access to jobs and other essential services. Treatments would range from hot mix asphalt surface treatments to cold mix asphalt to pothole patching.

Within the minor road system, MoDOT proposes a minor road improvement program that would address approximately 2000 miles of roads. Treatments would include improved pavements that are smooth, and have centerline and edge line rumble stripes. They would receive a two- to four-foot paved shoulder. Improved signs and wider stripes would also accompany these improvements. The improvements, targeted at reducing accident rates, would be placed in areas of current economic development and in areas that have the highest traffic levels.

85 Percent of Major Highway Bridges in Good Condition

Missouri's state system has over 10,000 bridges, and they require significant attention to ensure traveler safety. Bridges maintain important connections to economic development and other essential services. There are approximately 3,350 on the major highway system. That's about one bridge every one and a half miles. They range from bridges spanning 20 feet to bridges reaching more than the distance of three football fields. Bridges represent a large investment in the state's transportation system, and they are expensive to maintain and repair. Therefore, bridges on primary highways would be maintained at 85 percent good. This is the best balance between desired results and cost.

80 Percent of Minor Highway Bridges in Good Condition

Missouri's minor highway system has approximately 6,900 bridges that require significant treatment to ensure they are safe. This is about one bridge every four miles. These bridges provide important connections to economic development and other essential services. These bridges, like bridges on major highways, range in size and complexity. Eighty percent good is selected because it appears to be a good balance between investment and desired results. A higher level of investment would be at too

large of expense to the road system, and less would not meet the expectations of customers.

The Economic Development and Cost Share Program

The Economic Development and Cost-Share Program is a unique investment opportunity that has provided many needed projects targeted at supporting the economy and job creation. This program serves a niche that can partner the public and private sectors to deliver needed projects.

Depending on the project and its impacts on economic development and job creation, MoDOT will partner to varying levels to deliver transportation improvements. Typically the involvement is 50 percent Cost Share Program and 50 percent private investment. Projects that demonstrate job creation within a region may qualify for 100 percent funding as an Economic Development project. Projects range from the need to add to the existing system, the need to accelerate a planned project or the need to upgrade the existing system.

MoDOT would continue at the current funding level of \$30 million per year (\$300 million during a 10-year planning horizon). Projects would continue to compete for selection through existing criteria. This funding would continue to address economic development and target job creation. MoDOT will add freight projects to eligibility.

Other Ways to Get Around

Discussions with planning partners helped shape *A Conversation for Moving Missouri Forward*. During these discussions, MoDOT and planning partners agreed an increased investment in other modes of transportation was needed. The level and amount of the investment has not been determined. These modes are important to accessing jobs and healthcare, and stimulating economic development and commerce.

Existing funds are currently sought annually from the Missouri General Assembly to support transit operating assistance, Amtrak operating assistance and investments in Missouri's ports. For this example scenario, funding is assumed to continue at \$17 million per year (\$170 million throughout a 10-year planning horizon).

Increased Transportation Funding

To determine what could be done with additional transportation investment, MoDOT has selected a 10-year planning horizon as a reasonable timeframe. Anticipated outcomes, results, and associated projects and programs can be selected with reasonable certainty. MoDOT assumed \$7.53 billion for use during the 10-year planning horizon, which is equivalent to a 1 percent sales tax, to give an indication of the amount of revenue available for producing worthwhile results. This is seemingly the best balance of desired

results and reasonable cost. The following describes the anticipated outcomes and results of this new funding.

Interstate 70

Interstate 70 is the state's most important transportation economic engine. Nearly every product, service or good coming in, passing through or moving out of Missouri, travels on this highway. I-70 represents one of the most critical needs to MoDOT and its customers. While it has served Missouri well, it is well beyond its useful life. It was designed and built more than 50 years ago. It was intended to handle approximately 10 percent truck traffic, and today, some locations experience nearly 40 percent. Almost everyday, there is a major incident on this highway that backs up traffic for miles, sometimes in both directions.

MoDOT has done the preliminary work necessary to get this corridor ready for reconstruction. To reconstruct the entire corridor and add dedicated truck lanes, MoDOT needs approximately \$3 billion. In this example scenario, MoDOT proposes to add the truck lanes and to begin rebuilding approximately one third of the corridor by investing \$1 billion.

Remaining New Funding – Major Projects and Other Modes

The remaining funds will be used to address major projects, new major bridges and other modes of transportation. The projects and programs will total approximately \$6.5 billion. These funds have been distributed in accordance with the Missouri Highways and Transportation Commission's (MHTC) policy. This distribution uses the average of the following factors: percent of population, percent of employment and percent of travel. These funds are shown in the funding distribution attachment. Fifty percent of the rural major projects' funding will be used for statewide project prioritization and selection.

The distribution is done to equitably address regional and statewide needs. Portions of the MHTC funds are distributed to MoDOT districts to allow them to work with their planning partners to address regional needs. Major and regional projects are essential to improving traffic flow, fostering economic development and improving safety. For example, a dual-divided highway can improve safety by providing median that separates large volumes of head-to-head traffic. The dual-divided highway also provides the best access to areas for economic development and job creation.

These types of projects are some of the most sought after in the state and bring the most competition. MoDOT distributes these funds to all districts for their use. In areas outside of St. Louis, Kansas City and Springfield, 50 percent of rural major projects' funding will be used for statewide project prioritization and selection. In this scenario, example projects have been selected for discussion purposes. MoDOT will use the Planning Framework process to select these projects at a statewide meeting with planning partners.

During development of *A Conversation for Moving Missouri Forward*, planning partners and MoDOT proposed dedicating funding to alternative modes of transportation. Therefore, of the new funding, MoDOT proposes allocating 10 percent of the new funding to other modes of transportation, approximately \$750 million, or \$75 million per year. MoDOT is seeking planning partner and stakeholder input on how these funds should be distributed.

In addition to the \$7.5 billion of new funding, MoDOT also distributed the estimated existing \$170 million in other modes' funding to districts in the same manner. These funds have not typically been distributed at a statewide level since many of these systems serve local transportation needs and customers.

Summary

Missouri will soon face a level of transportation funding that only maintains the current road and bridge system, only provides spot safety improvements, has no increased funds for other modes and has no funding for expanding the road and bridge system. Increased investment in transportation supports the state's economic engine and continues to improve safety.

District 1

Taking Care of the System - \$326 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

1. US 169 from US 136 to MO 31
2. MO 13 from US 136 to Richmond (portion also in D4)
3. MO 6 from Route AC to I-35
4. Route M from US 71 to US 169
5. US 169 from Route FF to Smithville (portion also in D4)
6. US 169 from US 136 to MO 46
7. US 59 from Iowa state line to I-29 at Mound City

Major Bridge Rehabilitations

8. US 36 – Platte River in Buchanan County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$164 million

9. US 169 corridor improvements from I-29 to Route AC and interchange improvements at I-29 and US 169 in St. Joseph
10. I-35 at US 36 – interchange improvements at US 36 and improvements at US 36/Griffin Road intersection in Cameron

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 2

Taking Care of the System - \$254 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

11. MO 11 from US 63 to US 24
12. US 136 from I-35 to MO 27
13. MO 240/MO 3/MO 41/MO 5 from US 24 to US 65
14. MO 5 from MO 6 to US 36
15. MO 5 from MO 6 to Iowa state line

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$131 million

16. US 63 corridor improvements from Kirksville to Iowa state line

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 3

Taking Care of the System - \$298 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

17. MO 15 from Iowa state line to US 54 North junction
18. MO 19 from I-70 to Arkansas state line (portions also in D5 and D9)
19. MO 154 from MO 15 to MO 19
20. MO 168 from MO 15 to US 61
21. MO 19 from US 54 to Montgomery City
22. MO 94 from US 54 to Route D in St. Charles County (portions also in D5 and D6)
23. Route J from MO 47 to I-70

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$161 million

24. US 61 corridor improvements from I-70 to north of Troy

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - \$109 million

25. US 61 corridor improvements to bypass the City of Hannibal
26. US 54 – Major bridge replacement over the Mississippi River at Louisiana

District 4

Taking Care of the System - \$879 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

2. MO 13 from US 136 to Richmond (portion also in D1)
5. US 169 from Route FF to Smithville (portion also in D1)
27. MO 52 from US 71 to MO 13 (portion also in D7)
28. MO 131 from MO 224 to US 50
29. MO 52 from the City of Clinton to Pettis County

Major Bridge Rehabilitations

30. I-35 – Over Southwest Boulevard in Jackson County
31. MO 13 – Truman Lake in Henry County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$1,260 million

32. MO 13 corridor improvements from Warrensburg to Clinton
33. I-70/I-435 interchange improvements
34. MO 210 corridor improvements from I-435 to MO 291 near Liberty
35. I-70 corridor improvements from Blue Springs to Oak Grove
36. MO 291 and US 50 interchange improvements
37. I-470 corridor improvements from US 50 to I-70
38. I-70 corridor improvements from Kansas state line to I-470
39. MO 45 corridor improvements from Route K to I-435
40. I-29/US 169 interchange improvements
41. I-35/Pleasant Valley Rd. interchange modifications
42. I-35/MO 291 interchange improvements
43. MO 291N – Major bridge replacement over Missouri River at Liberty

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - \$97 million

44. MO 13 corridor improvements from Warrensburg to I-70

District 5

Taking Care of the System - \$483 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

18. MO 19 from I-70 to Arkansas state line (portions also in D3 and D9)
22. MO 94 from US 54 to Route D in St. Charles County (portions also in D3 and D6)
45. MO 17 from US 54 to US 63 (portion also in D9)
46. MO 42 from US 63 to US 54
47. Route W from MO 5 to Business 54

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$384 million

48. US 50 corridor improvements in Jefferson City (Whitton Expressway)
49. US 63 corridor improvements from Route AC to I-70 in Columbia – interchange improvements at Route AC and Route WW
50. MO 740 corridor improvements from US 63 to I-70 east of Columbia
51. US 50 corridor improvements from west of Linn to east of Linn
52. MO 42 corridor improvements – Route TT, Route F and Route MM from MO 5 to the toll bridge at Lake of the Ozarks
53. MO 5 – Major bridge replacement of Hurricane Deck bridge at Lake of the Ozarks

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - \$511 million

54. US 50 corridor improvements from California to Sedalia
55. US 63 corridor improvements from US 50/US 63 east of Jefferson City to Rolla

District 6

Taking Care of the System - \$1,147 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

22. MO 94 from US 54 to Route D in St. Charles Co. (portions also in D3 and D5)
56. Route Z from US 61/US 67 to Route A near Mapaville
57. Route Z from I-70 to Route D
58. Route D from MO 94 to Route Z
59. Route DD from west of Sommers Rd. to MO 94
60. Route F from MO 94 to Route D
61. Route KK from MO 185 to MO 100
62. Route A from MO 100 to MO 47
63. Route BB from Route A to US 50
64. Route MM from Route T to MO 100
65. Route O from north of I-44 to Route N
66. Route FF from MO 109 to Route F
67. Route B from MO 30 to MO 21
68. MO 30 from I-44 to Route B
69. Route FF from MO 30 to MO 47
70. MO 21 from MO 47 to Route H/N

Major Bridge Rehabilitations

71. I-64 – Mississippi River (Poplar Street Bridge) in St. Louis City
72. I-64 – Over Vandeventer Avenue in St. Louis City

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$2,347 million

73. I-270 operational improvements from McDonnell Blvd. to Chain of Rocks Bridge
74. I-64/US 40 realignment and replacement of the Daniel Boone Bridge
75. I-55 corridor improvements from Route Z to US 67
76. Route H corridor improvements from Hall Street to I-270
77. I-70 in St. Louis City – pedestrian enhancements from Market St. to Chestnut St.
78. I-44 interchange improvements at MO 141
79. MO 364 from MO 94 to US 40 – Page Avenue Phase III
80. US 50 corridor improvements from I-44 to Union
81. I-64/US 40 interchange improvements at Grand Avenue
82. 22nd Street corridor improvements from I-64 to Olive Blvd.

83. MO 47 corridor improvements from I-44 to Washington
84. I-270 operational improvements from MO 100 to MO 30
85. I-44 corridor improvements from St. Louis city limits to I-44/I-55 interchange
86. I-270/Page Ave. interchange improvements and Route D corridor improvements from I-270 to Lindbergh
87. I-170 from Route D to I-64 corridor improvements
88. I-44 interchange improvements at Shrewsbury
89. MO 47 – Major bridge replacement over Missouri River at Washington

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 7

Taking Care of the System - \$371 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

27. MO 52 from US 71 to MO 13 (portion also in D4)
90. MO 39 from MO 32 to US 60
91. US 160 from Kansas state line to MO 123
92. MO 76 from US 71 to MO 13 (portion also in D8)

Major Bridge Rehabilitations

93. MO 215 – Sac River in Cedar County
94. Route E/Y – Stockton Lake in Dade County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$257 million

95. US 71 corridor improvements from Cass Co. to Joplin (upgrade to I-49)
96. US 71 corridor improvements from Arkansas state line to Pineville (upgrade to I-49)
97. US 60 corridor improvements from Oklahoma state line to Monett
98. Joplin West Corridor improvements from MO 171 to I-44

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - \$133 million

99. US 60 corridor improvements from Monett to Republic

District 8

Taking Care of the System - \$437 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

- 92. MO 76 from US 71 to MO 13 (portion also in D7)
- 100. MO 5 from I-44 to US 60
- 101. US 160 from US 65 to US 63 (portion also in D9)

Major Bridge Rehabilitations

- 102. MO 76 – White River in Taney County
- 103. MO 13 – Table Rock Lake in Stone County
- 104. US 160 – White River in Ozark County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$514 million

- 105. US 60 corridor improvements from Farm Road 247 to east of Rogersville
- 106. US 65 corridor improvements from Buffalo to Warsaw
- 107. US 160 interchange improvements at US 60 and corridor improvements to Plainview Road
- 108. US 60 corridor improvements from US 65 to Farm Road 213
- 109. Business Route 65: railroad grade separation
- 110. US 60 corridor improvements from Farm Road 213 to Farm Road 247
- 111. US 160/MO 14 intersection improvements
- 112. US 65 corridor improvements from US 60 to Route CC in Ozark
- 113. US 160 corridor improvements from Plainview Rd. to MO 14
- 114. US 65 corridor improvements from Route CC to Route F in Ozark
- 115. MO 14 corridor improvements from Main St. in Nixa to 22nd St. in Ozark

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 9

Taking Care of the System - \$345 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

- 18. MO 19 from I-70 to Arkansas state line (portions also in D3 and D5)
- 45. MO 17 from US 54 to US 63 (portion also in D5)
- 101. US 160 from US 65 to US 63 (portion also in D8)
- 116. MO 32/MO 72/MO 21 from MO 19 to US 67 (portion also in D10)
- 117. US 160 from MO 17 to US 67 (portion also in D10)

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$203 million

- 118. US 63 corridor improvements – begin work from Rolla to Cabool

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 10

Taking Care of the System - \$440 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

- 116. MO 32/MO 72/MO 21 from MO 19 to US 67 (portion also in D9)
- 117. US 160 from MO 17 to US 67 (portion also in D9)
- 119. MO 80 from I-55 to MO 105
- 120. MO 25/US 62 from Arkansas state line to Malden
- 121. MO 25 from north of Malden to MO 34
- 122. MO 51 from MO 72 to US 60

Major Bridge Rehabilitations

- 123. US 62 – St. Francis River in Dunklin County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - \$305 million

- 124. MO 34 corridor improvements from Piedmont to MO 72
- 125. US 412 corridor improvements from east of MO 25 to east of Arkansas state line

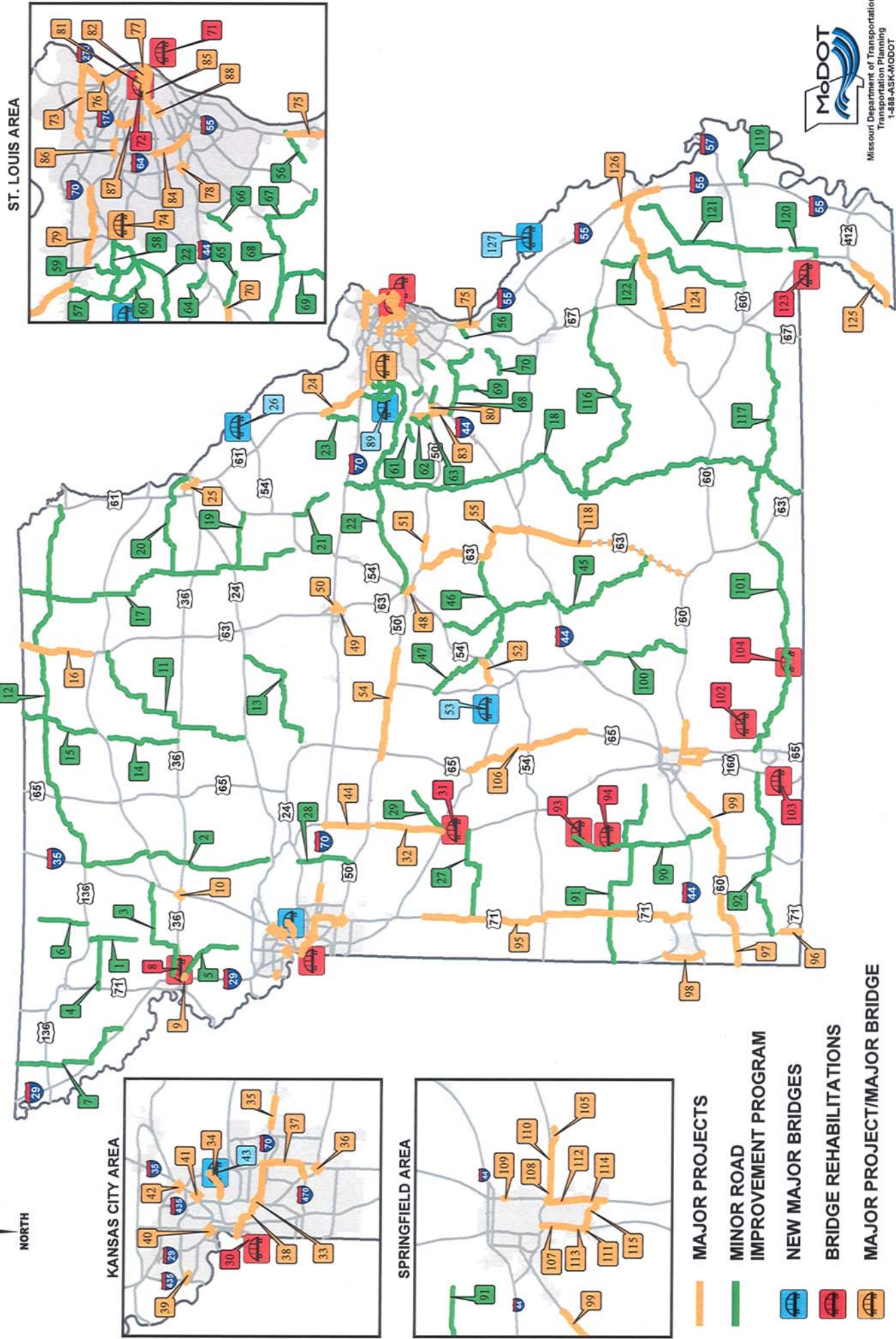
Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - \$124 million

- 126. I-55 corridor improvements from Fruitland to south of Scott City including interchange improvements at Scott City
- 127. MO 51 – Major bridge replacement over the Mississippi River at Chester

Project Map



ST. LOUIS AREA

KANSAS CITY AREA

SPRINGFIELD AREA

MAJOR PROJECTS

MINOR ROAD IMPROVEMENT PROGRAM

NEW MAJOR BRIDGES

BRIDGE REHABILITATIONS

MAJOR PROJECT/MAJOR BRIDGE



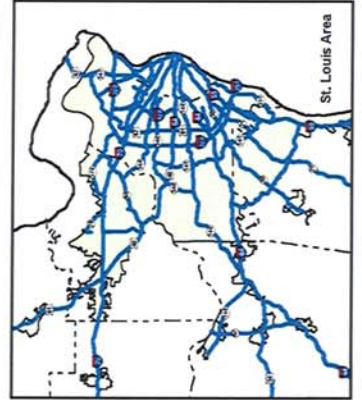
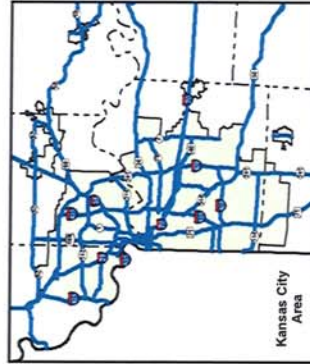
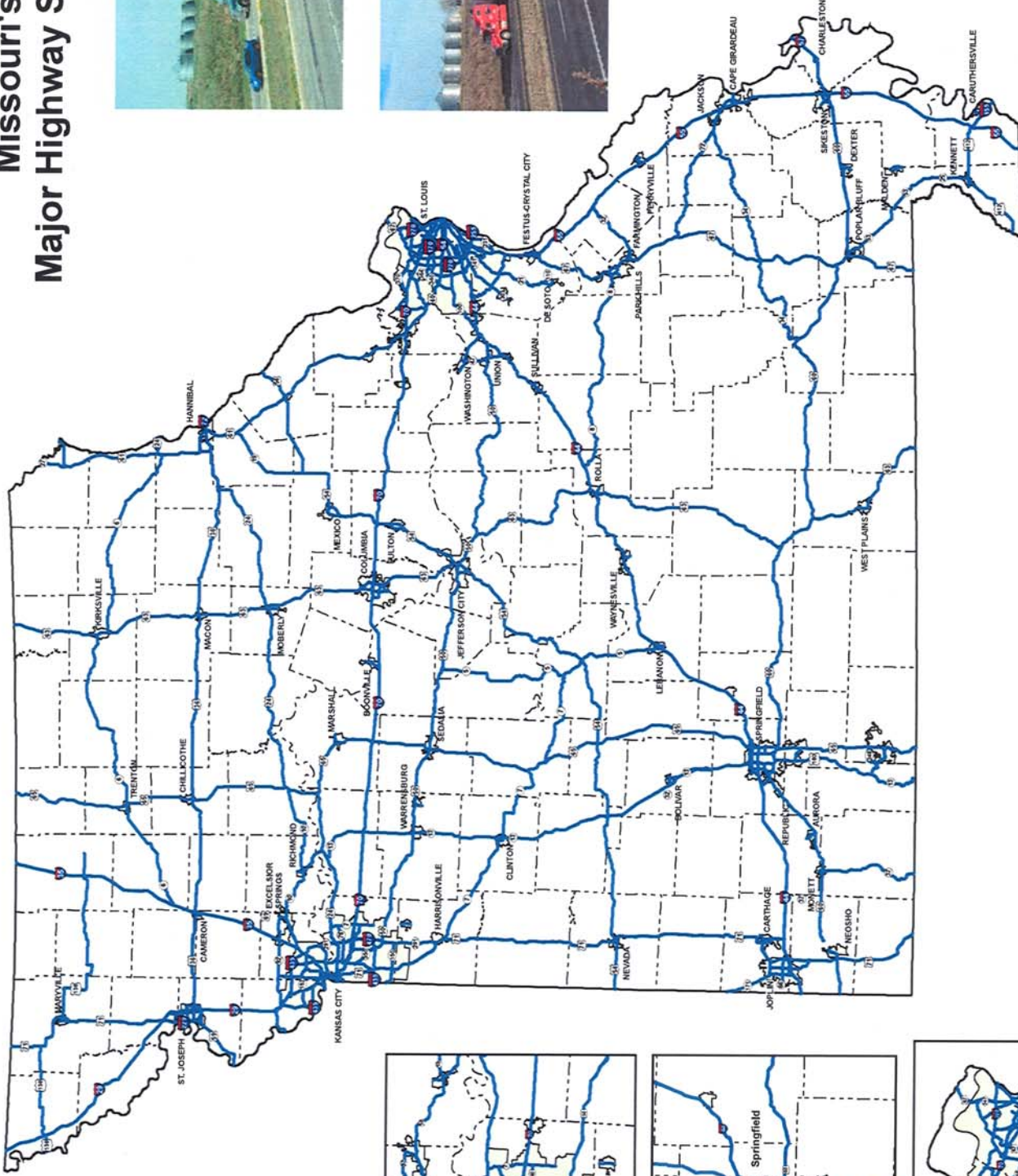
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Missouri's Major Highway System

Before



After

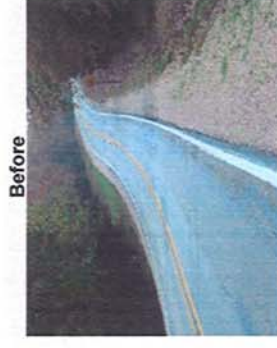
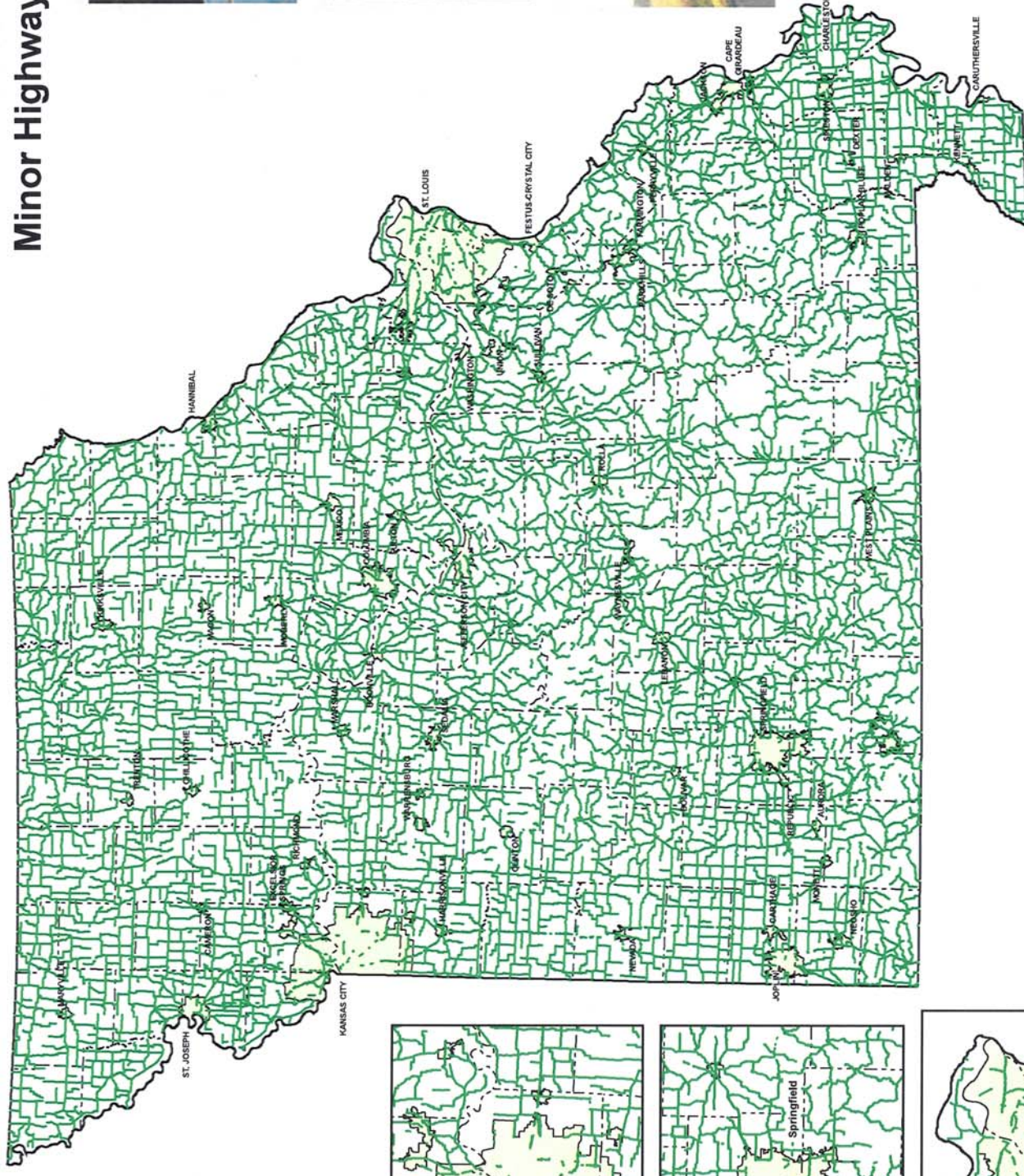


- There are approximately 5,600 miles on the major highway system
- They carry approximately 75% of all state highway traffic
- Approximately 4,800 miles of the major highway system will be resurfaced

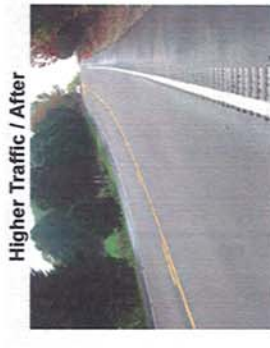


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Transportation Planning
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Missouri's Minor Highway System



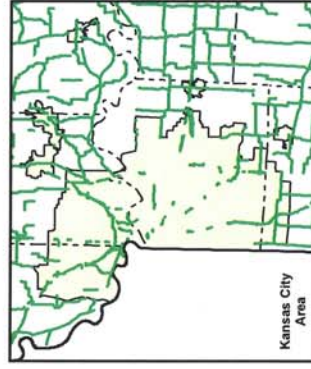
Before



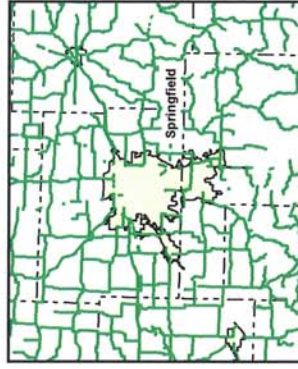
Higher Traffic / After



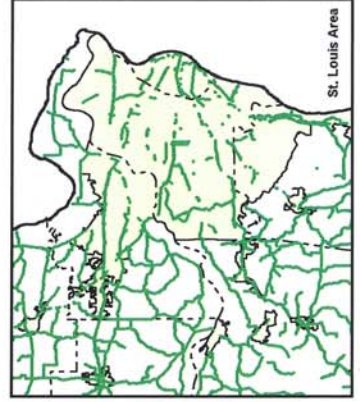
Lower Traffic / After



Kansas City Area



Springfield



St. Louis Area

- There are approximately 28,000 miles on the minor highway system
- They carry approximately 25% of all state highway traffic
- Approximately 13,000 miles of the minor highway system will be resurfaced

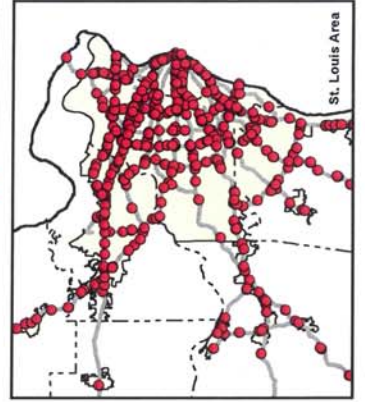
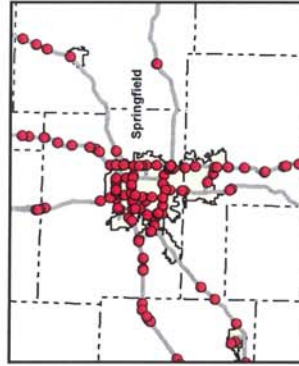
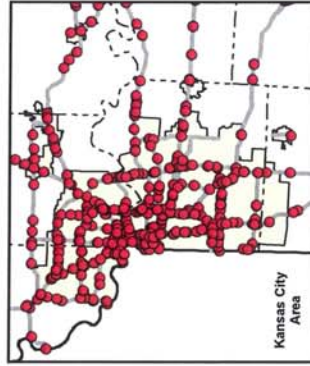
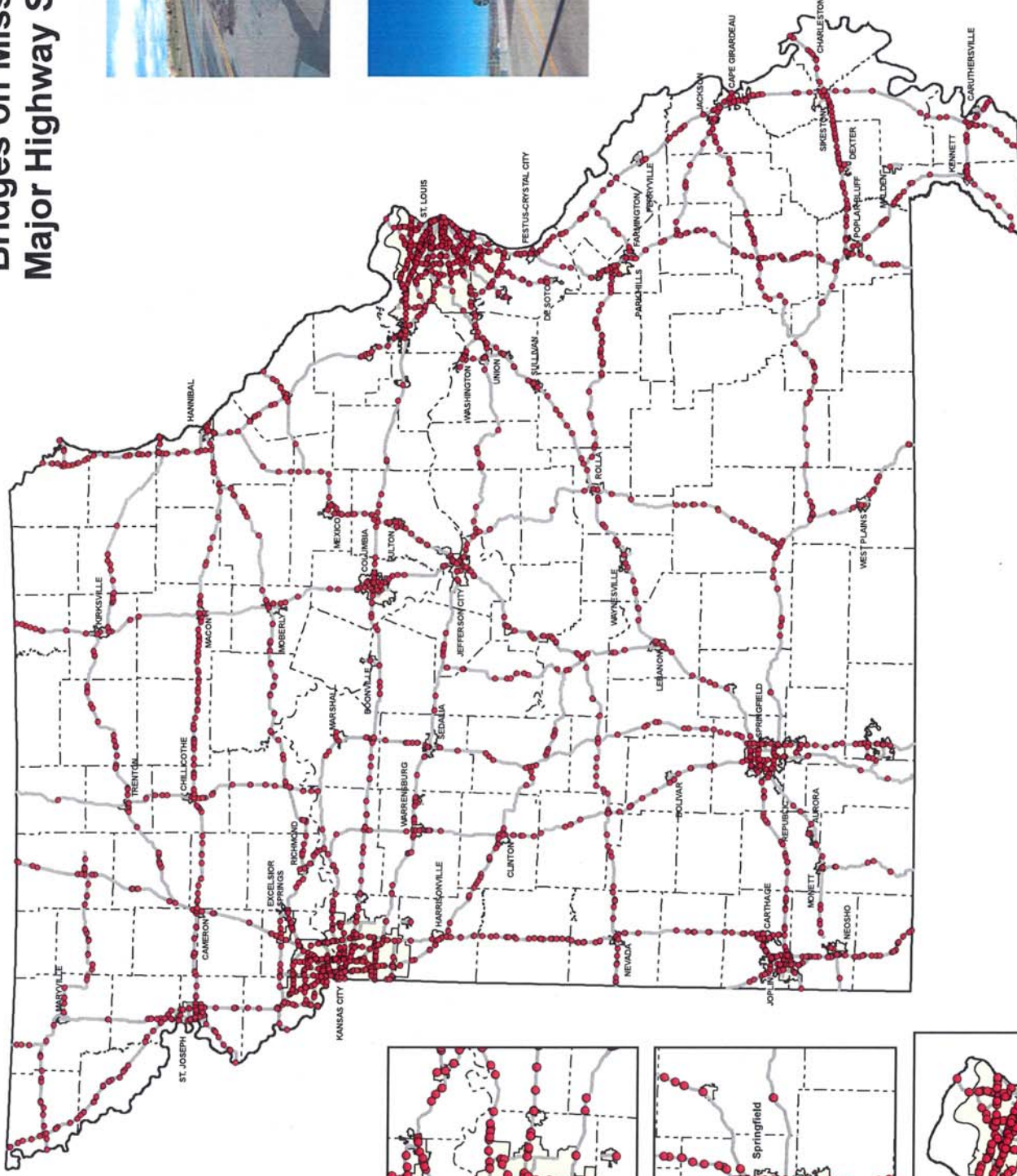


Bridges on Missouri's Major Highway System

Before



After



- There are approximately 3,350 bridges on the major highway system
- Approximately 730 bridges on the major highway system will be rehabilitated or replaced



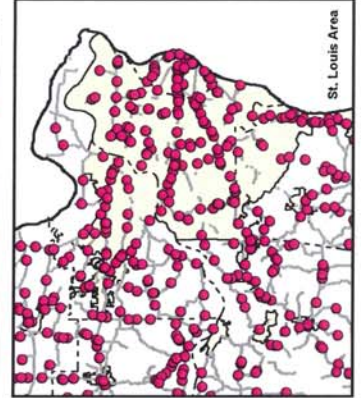
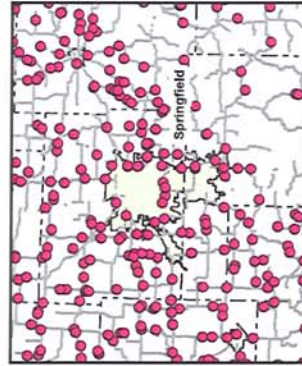
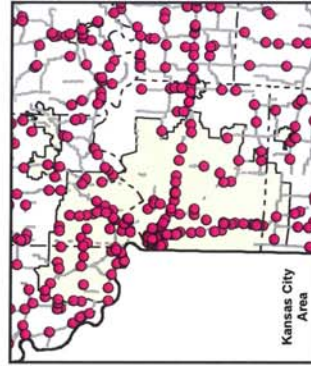
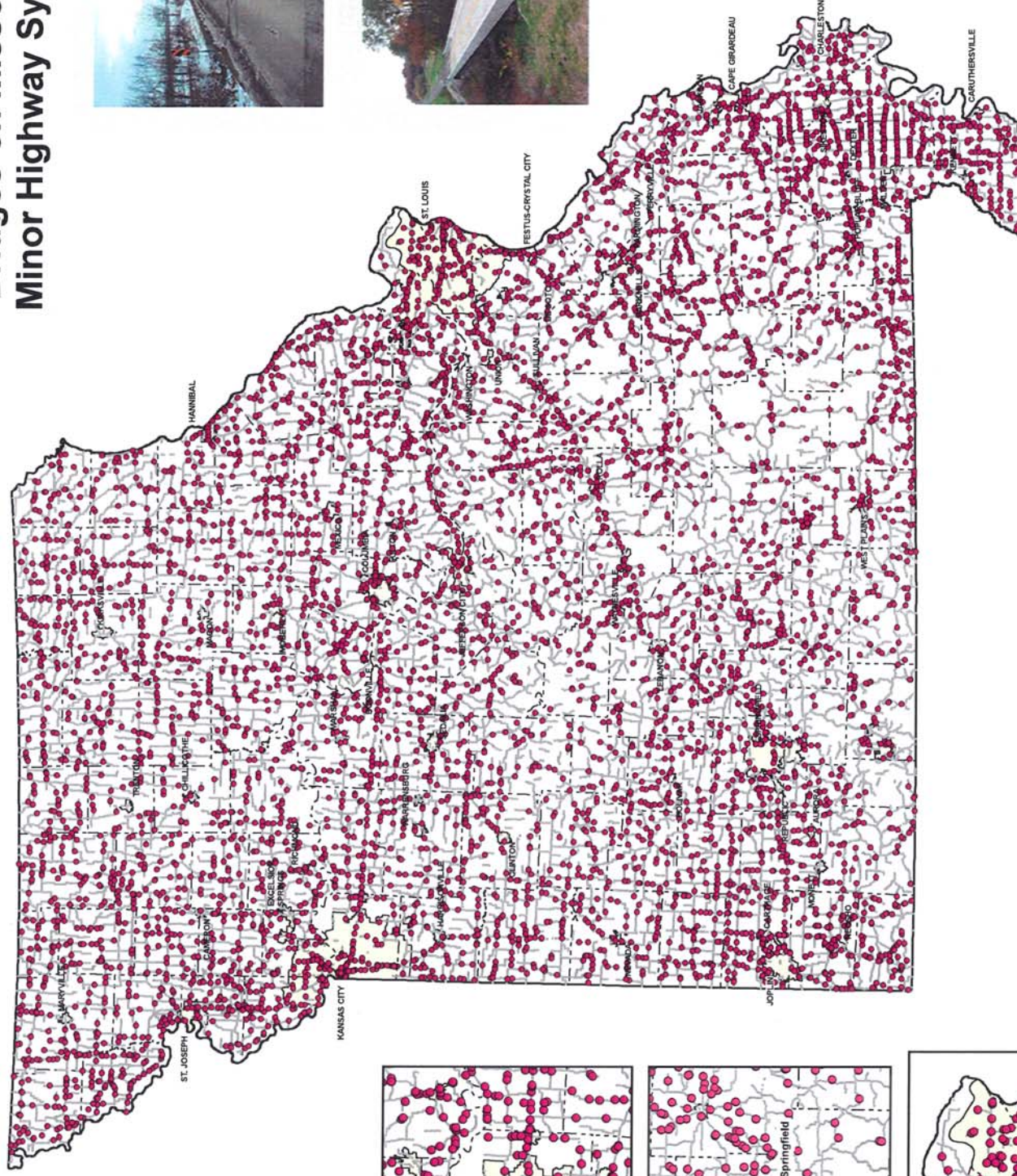
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Bridges on Missouri's Minor Highway System

Before



After



- There are approximately 6,900 bridges on the minor highway system
- Approximately 1,030 bridges on the minor highway system will be rehabilitated or replaced



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2010 Investment Scenario Timeline

*MoDOT Transportation Planning
DRAFT*

November 16, 2009

MoDOT Central Office Transportation Planning videoconference with MoDOT district planning managers and district engineers concerning overall process and strategy for completion

December 2009

Districts begin work with planning partners to determine priorities

December 7, 2009

Central Office Transportation Planning submits draft investment scenario major project detail sheets to district offices for input and verification of accuracy

December 11, 2009

District submits major project prioritization verification back to Central Office Transportation Planning

December 30, 2009

Central Office Transportation Planning submits Investment Scenario Package to districts and planning partners

----- District and planning partner discussions continue -----

February 23, 2010

Districts submit flexible funds and distributed major projects funding selections to Central Office Transportation Planning

February 25-26, 2010

- Planning Framework Statewide Rural Major Projects Task Force meets to prioritize major projects
- Planning Framework Rural Major Projects Task Force Sub Committee tabulates results from task force meeting
- Rural Major Projects Task Force prioritizes 2011-2014 scoping projects

March 1, 2010

MoDOT finalizes Investment Scenario Package

TECHNICAL COMMITTEE AGENDA 01/20/10; ITEM II.C.

Bridge Rehabilitation and Replacement Program (BRM)

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO is allocated On-System Bridge Rehabilitation and Replacement Program (BRM) funds and has a \$1,051,368.05 BRM balance. OTO is allowed to have a three year running maximum balance of \$755,244 or the excess funds will revert to MoDOT to be spent in the OTO area.

OTO staff is requesting the Technical Planning Committee to approve an application process in the OTO area to allocate On-System Bridge Replacement and Rehabilitation Program (BRM) funds.

OTO staff is requesting a bridge project to be added to the 2010 to 2013 TIP. The BRM funds require a 20 percent match and the project will need to be obligated prior to September 30, 2010. On-System Bridge funding is available for use on roads that are functionally classified as urban collectors, rural major collectors, and arterials. OTO has attached a MoDOT listing of eligible bridges that includes ratings for the deck, superstructure and substructure and is sorted by functional class.

TECHNICAL COMMITTEE ACTION REQUESTED:

Technical Committee action requested to approve the project selection process for the use Bridge Rehabilitation and Replacement Program (BRM) funds. Staff has proposed three options as outlined below:

- Option 1. Open application process in February for projects that can obligate funds by September 30th, 2010.
- Option 2. Let \$250,000 lapse for use in the TMA area and program the \$755,000 through an application process for the FY2011-2014 TIP.
- Option 3. Place balance of BRM funds on a MoDOT project and approve an application process for FY2011.

Staff recommends Option 3 which would place the BRM funds on a MoDOT project and have an application process for 2011.

On-System

Interstates

<u>Structure Desg</u>	<u>Road Desg</u>	<u>Road Name</u>	<u>Road Dir</u>	<u>Feature Crossed</u>	<u>Deck Rating</u>	<u>Super Rating</u>	<u>Sub Rating</u>	<u>Tot Rating</u>	<u>Functional Class</u>
A0445	IS	44	E	CST GRANT AVE	5-FAIR	5-FAIR	7-GOOD	17	INTERSTATE
A0444	IS	44	E	CST BROADWAY AVE	5-FAIR	6-SATISFAC	7-GOOD	18	INTERSTATE
A0444	IS	44	W	CST BROADWAY AVE	6-SATISFAC	6-SATISFAC	7-GOOD	19	INTERSTATE
A0445	IS	44	W	CST GRANT AVE	6-SATISFAC	6-SATISFAC	7-GOOD	19	INTERSTATE
A0447	IS	44	E	CST NATIONAL AVE	6-SATISFAC	6-SATISFAC	7-GOOD	19	INTERSTATE
A0447	IS	44	W	CST NATIONAL AVE	6-SATISFAC	6-SATISFAC	7-GOOD	19	INTERSTATE
A0712	IS	44	E	BNSF RR	7-GOOD	7-GOOD	7-GOOD	21	INTERSTATE
A0712	IS	44	W	BNSF RR	7-GOOD	7-GOOD	7-GOOD	21	INTERSTATE
A0714	IS	44	W	MO 744, ABANDONED RR	7-GOOD	7-GOOD	7-GOOD	21	INTERSTATE
A0715	IS	44	E	MO 744, ABANDONED RR	7-GOOD	7-GOOD	7-GOOD	21	INTERSTATE
A7024	RP	US65N TO IS44W	W	IS 44, US 65, RP IS44E T	8-VERYGOOD	9-EXCELLNT	8-VERYGOOD	25	INTERSTATE
A0177	IS	44	E	SAC RVR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	INTERSTATE
A0442	IS	44	E	SPRING CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	INTERSTATE
A0446	IS	44	E	PEA RIDGE CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	INTERSTATE

Freeways

<u>Structure Desg</u>	<u>Road Desg</u>	<u>Road Name</u>	<u>Road Dir</u>	<u>Feature Crossed</u>	<u>Deck Rating</u>	<u>Super Rating</u>	<u>Sub Rating</u>	<u>Tot Rating</u>	<u>Functional Class</u>
L0514	US	60	W	JAMES RVR	3-SERIOUS	5-FAIR	7-GOOD	15	FREEWAY
A0647	US	65	N	US 60	3-SERIOUS	7-GOOD	6-SATISFAC	16	FREEWAY
A1649	US	65	S	BNSF RR	4-POOR	6-SATISFAC	6-SATISFAC	16	FREEWAY
A2126	MO	13	S	CST LOCUST ST, CST LOCUS	5-FAIR	5-FAIR	6-SATISFAC	16	FREEWAY
A0570	US	65	N	FARMERS BR	4-POOR	7-GOOD	6-SATISFAC	17	FREEWAY
A1653	US	65	S	BNSF RR	6-SATISFAC	5-FAIR	6-SATISFAC	17	FREEWAY
A2071	US	65	S	IS 44	5-FAIR	5-FAIR	7-GOOD	17	FREEWAY
A1651	US	65	N	BU 65	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	FREEWAY
A2072	US	65	S	US 60	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	FREEWAY
A2364	US	65	N	BNSF RR	5-FAIR	7-GOOD	6-SATISFAC	18	FREEWAY
A0646	US	65	N	FINLEY CR	6-SATISFAC	7-GOOD	6-SATISFAC	19	FREEWAY
A0649	US	65	N	CST OVERLOOK AVE, LAKE S	5-FAIR	7-GOOD	7-GOOD	19	FREEWAY
A1218	US	60	E	JAMES RVR	6-SATISFAC	7-GOOD	6-SATISFAC	19	FREEWAY
A1651	US	65	S	BU 65	6-SATISFAC	6-SATISFAC	7-GOOD	19	FREEWAY
A2315	US	65	S	CST CATALPA ST	6-SATISFAC	6-SATISFAC	7-GOOD	19	FREEWAY
A3258	MO	13	S	JORDAN CR	6-SATISFAC	6-SATISFAC	7-GOOD	19	FREEWAY
A4183	US	60	E	CST CAMPBELL AVE, US 160	7-GOOD	6-SATISFAC	6-SATISFAC	19	FREEWAY
A0280	LP	44	E	ST L SF RR, JORDAN CR	7-GOOD	7-GOOD	6-SATISFAC	20	FREEWAY
A0280	LP	44	W	ST L SF RR, JORDAN CR	7-GOOD	7-GOOD	6-SATISFAC	20	FREEWAY
A0571	US	65	N	ELK VALLEY CR	6-SATISFAC	7-GOOD	7-GOOD	20	FREEWAY
A0648	RP	US60E TO US65S	S	GALLOWAY CR	7-GOOD	7-GOOD	6-SATISFAC	20	FREEWAY
A1653	US	65	N	BNSF RR	7-GOOD	6-SATISFAC	7-GOOD	20	FREEWAY
A1654	US	65	N	CST CATALPA ST	6-SATISFAC	6-SATISFAC	8-VERYGOOD	20	FREEWAY
A3108	US	65	S	FARMERS BR	6-SATISFAC	7-GOOD	7-GOOD	20	FREEWAY
A3110	US	65	S	FINLEY CR	6-SATISFAC	7-GOOD	7-GOOD	20	FREEWAY
A4144	US	60	E	WILSON CR	7-GOOD	6-SATISFAC	7-GOOD	20	FREEWAY
A4147	US	60	W	SOUTH CR	7-GOOD	6-SATISFAC	7-GOOD	20	FREEWAY
A4182	US	60	W	CST CAMPBELL AVE, US 160	7-GOOD	6-SATISFAC	7-GOOD	20	FREEWAY
A4185	MO	13	S	US 60	7-GOOD	7-GOOD	6-SATISFAC	20	FREEWAY
A3106	US	65	S	CRD EVANS RD, LK SPRINGF	6-SATISFAC	8-VERYGOOD	7-GOOD	21	FREEWAY
A3803	US	65	S	ELK VALLEY CR	7-GOOD	7-GOOD	7-GOOD	21	FREEWAY
L0452	US	60	W	GALLOWAY CR	7-GOOD	7-GOOD	7-GOOD	21	FREEWAY
L0544	US	60	E	GALLOWAY CR	7-GOOD	7-GOOD	7-GOOD	21	FREEWAY
A3259	MO	13	S	FASSNITE CR	7-GOOD	7-GOOD	8-VERYGOOD	22	FREEWAY
A4142	MO	360	E	MO 413, US 60	7-GOOD	7-GOOD	8-VERYGOOD	22	FREEWAY
A4148	US	60	E	SOUTH CR	7-GOOD	6-SATISFAC	9-EXCELLNT	22	FREEWAY
A4149	US	60	W	CST GOLDEN AVE	7-GOOD	7-GOOD	9-EXCELLNT	23	FREEWAY
A4150	US	60	E	CST GOLDEN AVE	7-GOOD	7-GOOD	9-EXCELLNT	23	FREEWAY
A4141	MO	360	W	US 60, MO 413	7-GOOD	9-EXCELLNT	8-VERYGOOD	24	FREEWAY
A4143	US	60	W	WILSON CR	8-VERYGOOD	8-VERYGOOD	8-VERYGOOD	24	FREEWAY
A6178	US	65	S	RT D, RP US65S TO RTDE,,	7-GOOD	9-EXCELLNT	8-VERYGOOD	24	FREEWAY
A5842	MO	360	E	CRD BROOKLINE RD, BNSF R	7-GOOD	9-EXCELLNT	9-EXCELLNT	25	FREEWAY
A5843	MO	360	W	CRD BROOKLINE RD, BNSF R	7-GOOD	9-EXCELLNT	9-EXCELLNT	25	FREEWAY
A7300	US	65	N	IS 44	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	FREEWAY
A7538	US	60	W	GALLOWAY CR, BNSF RR, OZ	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	FREEWAY
A7539	US	60	E	GALLOWAY CR, BNSF RR, OZ	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	FREEWAY
A7540	RP	US60E TO US65S	S	GALLOWAY CR, BNSF RR, OZ	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	FREEWAY
A0645	US	65	S	TRIB OF JAMES RVR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	FREEWAY
A0776	LP	44	E	DITCH	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	FREEWAY
A3363	US	65	S	DRY SAC BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	FREEWAY
A3570	MO	13	S	JORDON CR BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	FREEWAY
A4179	US	60	E	WARD BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	FREEWAY
A6659	BU	65	S	DRAIN DTCH	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	FREEWAY
K0420	LP	44	E	JORDON CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	FREEWAY
W0575	MO	13	S	SOUTH CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	FREEWAY

Principal Arterials

<u>Structure Desg</u>	<u>Road Desg</u>	<u>Road Name</u>	<u>Road Dir</u>	<u>Feature Crossed</u>	<u>Deck Rating</u>	<u>Super Rating</u>	<u>Sub Rating</u>	<u>Tot Rating</u>	<u>Functional Class</u>
A0061	RT	H	S	IS 44	3-SERIOUS	3-SERIOUS	6-SATISFAC	12	PRINCIPAL ARTERIAL
A1656	CST	BATTLEFIELD ST	W	US 65	4-POOR	4-POOR	7-GOOD	15	PRINCIPAL ARTERIAL

H0945	MO	413	S	MNA RR	5-FAIR	5-FAIR	5-FAIR	15	PRINCIPAL ARTERIAL
A0443	MO	13	S	IS 44	5-FAIR	5-FAIR	6-SATISFAC	16	PRINCIPAL ARTERIAL
A3012	MO	13	N	CRD W RADIO LN	5-FAIR	5-FAIR	6-SATISFAC	16	PRINCIPAL ARTERIAL
A1656	CST	BATTLEFIELD ST	E	US 65	5-FAIR	5-FAIR	7-GOOD	17	PRINCIPAL ARTERIAL
A3623	US	160	E	IS 44	5-FAIR	5-FAIR	7-GOOD	17	PRINCIPAL ARTERIAL
A0598	MO	266	E	IS 44	5-FAIR	7-GOOD	6-SATISFAC	18	PRINCIPAL ARTERIAL
A3012	MO	13	S	CRD W RADIO LN	5-FAIR	7-GOOD	6-SATISFAC	18	PRINCIPAL ARTERIAL
A3030	MO	13	N	LIT SAC RVR	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	PRINCIPAL ARTERIAL
A1198	US	160	W	JAMES RVR	6-SATISFAC	7-GOOD	6-SATISFAC	19	PRINCIPAL ARTERIAL
A1648	MO	744	W	US 65	6-SATISFAC	6-SATISFAC	7-GOOD	19	PRINCIPAL ARTERIAL
A1648	MO	744	E	US 65	6-SATISFAC	6-SATISFAC	7-GOOD	19	PRINCIPAL ARTERIAL
A3358	US	65	N	LIT SAC RVR	7-GOOD	6-SATISFAC	6-SATISFAC	19	PRINCIPAL ARTERIAL
A3361	US	65	N	S DRY SAC CR	6-SATISFAC	6-SATISFAC	7-GOOD	19	PRINCIPAL ARTERIAL
A4326	US	160	E	JAMES RVR	6-SATISFAC	7-GOOD	6-SATISFAC	19	PRINCIPAL ARTERIAL
J0930	US	160	E	JAMES RVR OVERFLOW	5-FAIR	7-GOOD	7-GOOD	19	PRINCIPAL ARTERIAL
K0610	BU	65	S	CST EAST TRFY, BNSF RR,	6-SATISFAC	6-SATISFAC	7-GOOD	19	PRINCIPAL ARTERIAL
A3109	MO	14	E	US 65	6-SATISFAC	7-GOOD	7-GOOD	20	PRINCIPAL ARTERIAL
A3360	US	65	N	WILLIAM RD	7-GOOD	7-GOOD	6-SATISFAC	20	PRINCIPAL ARTERIAL
A4146	US	160	E	US 60	7-GOOD	7-GOOD	6-SATISFAC	20	PRINCIPAL ARTERIAL
A4175	BU	65	S	US 60	7-GOOD	7-GOOD	6-SATISFAC	20	PRINCIPAL ARTERIAL
A4530	MO	413	S	WILSON CR	7-GOOD	6-SATISFAC	7-GOOD	20	PRINCIPAL ARTERIAL
A4721	MO	744	E	IS 44	7-GOOD	7-GOOD	6-SATISFAC	20	PRINCIPAL ARTERIAL
A1199	US	160	W	JAMES RVR OVRFL	7-GOOD	7-GOOD	7-GOOD	21	PRINCIPAL ARTERIAL
A3030	MO	13	S	LIT SAC RVR	7-GOOD	7-GOOD	7-GOOD	21	PRINCIPAL ARTERIAL
A4145	US	160	E	SOUTH CR	7-GOOD	7-GOOD	7-GOOD	21	PRINCIPAL ARTERIAL
A4177	CST	NATIONAL AVE	S	US 60	7-GOOD	8-VERYGOOD	6-SATISFAC	21	PRINCIPAL ARTERIAL
L0598	MO	413	N	WILSON CR	9-EXCELLNT	7-GOOD	6-SATISFAC	22	PRINCIPAL ARTERIAL
A5861	US	160	W	WILSON CR	7-GOOD	7-GOOD	9-EXCELLNT	23	PRINCIPAL ARTERIAL
A5862	US	160	E	WILSON CR	7-GOOD	7-GOOD	9-EXCELLNT	23	PRINCIPAL ARTERIAL
A7501	RT	H	S	IS 44	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	PRINCIPAL ARTERIAL
A7507	US	65	S	LITTLE SAC RVR	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	PRINCIPAL ARTERIAL
A7508	US	65	S	WILLIAMS RD	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	PRINCIPAL ARTERIAL
A7509	US	65	S	S DRY SAC CR	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	PRINCIPAL ARTERIAL
A3359	US	65	N	LIT SAC RVR BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL
A5621	RT	FF	S	DRY BR OF WILSON C	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL
H0494	LP	44	E	JORDAN CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL
J0450	MO	14	E	SPRING BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL
J0451	MO	14	E	SPRING BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL
K0747	LP	44	E	N BR WILSON'S CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL
L0281	US	160	E	WARD BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL
L0434	US	160	E	WILSON CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL
L0435	US	160	E	WILSON CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	PRINCIPAL ARTERIAL

Minor Arterials

Structure Desg	Road Desg	Road Name	Road Dir	Feature Crossed	Deck Rating	Super Rating	Sub Rating	Tot Rating	Functional Class
A3056	RT	D	E	PEARSON CR	5-FAIR	6-SATISFAC	6-SATISFAC	17	MINOR ARTERIAL
A3055	RT	D	E	BNSF RR	5-FAIR	7-GOOD	6-SATISFAC	18	MINOR ARTERIAL
A4184	CST	REPUBLIC RD	E	US 60	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	MINOR ARTERIAL
A1650	RT	YY	W	US 65	6-SATISFAC	6-SATISFAC	7-GOOD	19	MINOR ARTERIAL
A1650	RT	YY	E	US 65	6-SATISFAC	6-SATISFAC	7-GOOD	19	MINOR ARTERIAL
A3057	RT	D	E	JAMES RVR	6-SATISFAC	6-SATISFAC	7-GOOD	19	MINOR ARTERIAL
A4176	CST	FREMONT AVE	S	US 60	7-GOOD	5-FAIR	7-GOOD	19	MINOR ARTERIAL
A3107	CRD	EVANS RD	E	US 65	6-SATISFAC	8-VERYGOOD	6-SATISFAC	20	MINOR ARTERIAL
A3543	US	160	E	ABANDONED RR	7-GOOD	7-GOOD	6-SATISFAC	20	MINOR ARTERIAL
A3860	RT	J	E	US 65	6-SATISFAC	8-VERYGOOD	6-SATISFAC	20	MINOR ARTERIAL
A4140	CST	SCENIC AVE	S	US 60	7-GOOD	7-GOOD	6-SATISFAC	20	MINOR ARTERIAL
A1002	MO	14	E	FINLEY CR	7-GOOD	7-GOOD	7-GOOD	21	MINOR ARTERIAL
A4181	CST	REPUBLIC RD	W	US 60	7-GOOD	8-VERYGOOD	6-SATISFAC	21	MINOR ARTERIAL
A3862	RT	J	E	TRIB OF JAMES RVR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MINOR ARTERIAL

Major Collectors

Structure Desg	Road Desg	Road Name	Road Dir	Feature Crossed	Deck Rating	Super Rating	Sub Rating	Tot Rating	Functional Class
H0493	RT	H	S	S DRY SAC RVR	4-POOR	4-POOR	6-SATISFAC	14	MAJOR COLLECTOR
L0630	RT	YY	E	PEARSON CR	4-POOR	4-POOR	6-SATISFAC	14	MAJOR COLLECTOR
A0231	RT	B	S	IS 44	4-POOR	4-POOR	7-GOOD	15	MAJOR COLLECTOR
X0710	MO	125	S	JAMES RVR	3-SERIOUS	6-SATISFAC	7-GOOD	16	MAJOR COLLECTOR
R0249	MO	125	S	FINLEY CR	4-POOR	7-GOOD	7-GOOD	18	MAJOR COLLECTOR
A3054	RT	J	S	BNSF RR, TURNER CR	7-GOOD	6-SATISFAC	6-SATISFAC	19	MAJOR COLLECTOR
A3514	RT	M	E	MCCAFERTY BR	7-GOOD	7-GOOD	7-GOOD	21	MAJOR COLLECTOR
A5400	MO	125	S	IS 44	7-GOOD	7-GOOD	7-GOOD	21	MAJOR COLLECTOR
H0639	RT	H	S	LIT SAC RVR	7-GOOD	8-VERYGOOD	6-SATISFAC	21	MAJOR COLLECTOR
A4602	RT	AA	E	POTTER BR	7-GOOD	7-GOOD	9-EXCELLNT	23	MAJOR COLLECTOR
A4924	RT	AB	S	RAINER CR	7-GOOD	7-GOOD	9-EXCELLNT	23	MAJOR COLLECTOR
A6552	RT	O	E	LIT SAC RVR	8-VERYGOOD	9-EXCELLNT	9-EXCELLNT	26	MAJOR COLLECTOR
A0867	RT	EE	E	CLEAR CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR
N0213	RT	O	E	LIT SAC RVR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR
N0667	RT	NN	S	BR HUNT CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR
P0958	RT	ZZ	S	SCHULER CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR
T0371	RT	Z	S	ASHER CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR
T0991	RT	W	S	DRY BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR

W0010	RT	J	S	BR JAMES RVR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR
Y0581	RT	J	S	BR TURNER CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR
Y0757	RT	AB	S	CLEAR CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	MAJOR COLLECTOR

Collectors

<u>Structure Desg</u>	<u>Road Desg</u>	<u>Road Name</u>	<u>Road Dir</u>	<u>Feature Crossed</u>	<u>Deck Rating</u>	<u>Super Rating</u>	<u>Sub Rating</u>	<u>Tot Rating</u>	<u>Functional Class</u>
A0441	CRD	127	E	IS 44	5-FAIR	5-FAIR	7-GOOD	17	COLLECTOR
A0713	RT	EE	E	IS 44	5-FAIR	7-GOOD	6-SATISFAC	18	COLLECTOR
A1652	CST	CHERRY ST	E	US 65	6-SATISFAC	6-SATISFAC	7-GOOD	19	COLLECTOR
A3362	CRD	VALLEY WATER MILL RD	E	US 65	6-SATISFAC	7-GOOD	6-SATISFAC	19	COLLECTOR
W0574	OR	65	S	BNSF RR	5-FAIR	7-GOOD	7-GOOD	19	COLLECTOR
A3802	RT	F	E	US 65	7-GOOD	7-GOOD	6-SATISFAC	20	COLLECTOR
A5907	RT	MM	S	MO 360	7-GOOD	7-GOOD	7-GOOD	21	COLLECTOR
A6496	RT	M	E	WILSON CREEK	8-VERYGOOD	9-EXCELLNT	9-EXCELLNT	26	COLLECTOR
A3861	RT	CC	E	TRIB OF JAMES RVR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	N/A	COLLECTOR

Minor Collectors

<u>Structure Desg</u>	<u>Road Desg</u>	<u>Road Name</u>	<u>Road Dir</u>	<u>Feature Crossed</u>	<u>Deck Rating</u>	<u>Super Rating</u>	<u>Sub Rating</u>	<u>Tot Rating</u>	<u>Functional Class</u>
A6498	RT	F	E	ELK CREEK	8-VERYGOOD	8-VERYGOOD	9-EXCELLNT	25	MINOR COLLECTOR
N0087	RT	JJ	S	CARTER CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	-903	MINOR COLLECTOR
N0129	RT	TT	E	DRY BR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	-903	MINOR COLLECTOR
P0501	CRD	DIVISION ST	E	BROAD CR	N-NOTAPPLI	N-NOTAPPLI	N-NOTAPPLI	-903	MINOR COLLECTOR

Local Roads

<u>Structure Desg</u>	<u>Road Desg</u>	<u>Road Name</u>	<u>Road Dir</u>	<u>Feature Crossed</u>	<u>Deck Rating</u>	<u>Super Rating</u>	<u>Sub Rating</u>	<u>Tot Rating</u>	<u>Functional Class</u>
A4139	CRD	115	S	US 60	7-GOOD	7-GOOD	6-SATISFAC	20	LOCAL
A2040	CST	GASCONADE ST	E	US 65	7-GOOD	7-GOOD	7-GOOD	21	LOCAL

Each category sorted by "Tot Rating" then by "Structure Desg."

Ott-System

Structure Desg	Road Name	Feature Crossed	Deck Rating	Super Rating	Sub Rating	Tot Rating	Priority	Bridge Index
1940002	RIVERDALE RD	ELK VALLEY CR	4-POOR	4-POOR	5-FAIR	13	2	POOR
2090015	RIVERSIDE DRIVE	FINLEY RVR	5-FAIR	4-POOR	4-POOR	13	1	POOR
1860096	FARM RD 186	WILSON CR BR	6-SATISFAC	4-POOR	4-POOR	14	2	POOR
4075041	MOUNT VERNON ST	JORDAN CR	4-POOR	4-POOR	6-SATISFAC	14	2	POOR
1020164	FARM RD 102	PEA RDG CR	5-FAIR	5-FAIR	5-FAIR	15	4	FAIR
1290093	FARM RD 129	LIT SAC RVR	5-FAIR	5-FAIR	5-FAIR	15	4	FAIR
1860098	FARM RD 186	BR OF WILSON CR	5-FAIR	5-FAIR	5-FAIR	15	4	FAIR
1670228	FARM RD 167	FARMERS BR-JAMES R	5-FAIR	5-FAIR	6-SATISFAC	16	4	FAIR
2090020	WILLOW RD	BR OF FINLEY RVR	6-SATISFAC	6-SATISFAC	4-POOR	16	2	POOR
4075039	WALNUT ST	JORDAN CR	5-FAIR	5-FAIR	6-SATISFAC	16	4	FAIR
4075213	BENNETT ST	FASSNIGHT CR	5-FAIR	5-FAIR	6-SATISFAC	16	4	FAIR
4075425	ROUNDTREE RD	WILSON CR	6-SATISFAC	5-FAIR	5-FAIR	16	1	FAIR
680201	FARM RD 68	LIT SAC RVR	5-FAIR	5-FAIR	7-GOOD	17	4	FAIR
1410151	FARM RD 141	LIT SAC RVR	6-SATISFAC	6-SATISFAC	5-FAIR	17	4	FAIR
1410155	FARM RD 141	S DRY SAC RVR	6-SATISFAC	6-SATISFAC	5-FAIR	17	4	FAIR
1480246	FARM RD 148	OVRFL SLU-JAMES RV	6-SATISFAC	6-SATISFAC	5-FAIR	17	4	FAIR
1690225	FARM RD 169	FARMERS BR	6-SATISFAC	6-SATISFAC	5-FAIR	17	4	FAIR
1750227	FARM RD 175	FARMERS BR	5-FAIR	5-FAIR	7-GOOD	17	4	FAIR
2230071	FARM RD 223	LIT SAC RVR	6-SATISFAC	6-SATISFAC	5-FAIR	17	4	FAIR
4075221	BARTON ST	GALLOWAY CR	6-SATISFAC	4-POOR	7-GOOD	17	2	POOR
1020179	FARM RD 102	PEA RDG CR	7-GOOD	5-FAIR	6-SATISFAC	18	4	FAIR
1460135	FARM RD 146	WILSON CR	7-GOOD	4-POOR	7-GOOD	18	2	POOR
1480244	FARM RD 148	JAMES RVR	6-SATISFAC	5-FAIR	7-GOOD	18	1	FAIR
2480005	SMYRNA RD	BR OF FINLEY CR	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	3	FAIR
4075011	SHERMAN AVE	N BR JORDAN CR	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	4	FAIR
4075022	CAMPBELL AVE	FASSNIGHT CR	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	4	FAIR
4075038	COLLEGE ST	JORDAN CR	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	4	FAIR
4075049	SCENIC AVE	WILSON CR	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	2	FAIR
4075201	MAIN AVE	JORDAN CR	6-SATISFAC	5-FAIR	7-GOOD	18	1	FAIR
4075216	CLAY AVE	FASSNIGHT CR	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	4	FAIR
4075420	MEADOWMERE ST	FASSNIGHT CR	6-SATISFAC	6-SATISFAC	6-SATISFAC	18	4	FAIR
760180	FARM RD 76	MCDANIEL LK	6-SATISFAC	6-SATISFAC	7-GOOD	19	4	FAIR
2190167	FARM RD 219	TURNER CR	7-GOOD	7-GOOD	5-FAIR	19	4	FAIR
2770020	PARCH CORN RD	BR OF FINLEY RVR	8-VERYGOOD	7-GOOD	4-POOR	19	2	POOR
4075020	BOONVILLE AVE	JORDAN CR	6-SATISFAC	6-SATISFAC	7-GOOD	19	2	FAIR
4075211	CATALPA ST	JORDAN CR	7-GOOD	6-SATISFAC	7-GOOD	19	4	FAIR
1390005	NELSON HILL RD	JAMES RVR	8-VERYGOOD	5-FAIR	7-GOOD	20	4	FAIR
1600141	FARM RD 160	SOUTH CR	6-SATISFAC	6-SATISFAC	8-VERYGOOD	20	4	FAIR
2190014	FREEMONT RD	BR OF JAMES RVR	7-GOOD	7-GOOD	6-SATISFAC	20	4	FAIR
2200010	MCCAULEY RD	BR OF FINLEY RVR	7-GOOD	7-GOOD	6-SATISFAC	20	4	FAIR
3285001	MCCRACKEN RD	FINLEY RVR	6-SATISFAC	7-GOOD	7-GOOD	20	3	FAIR
4075044	GRAND ST	JORDAN CR	7-GOOD	7-GOOD	6-SATISFAC	20	1	FAIR
4075220	RIVER ROAD AVE	JAMES RVR	7-GOOD	6-SATISFAC	7-GOOD	20	4	FAIR
4075228	NW TREATMT PLNT SR	PEA RIDGE CR	7-GOOD	7-GOOD	6-SATISFAC	20	4	FAIR
4075229	NW TREATMT PLNT SR	DRY SAC RVR	6-SATISFAC	6-SATISFAC	8-VERYGOOD	20	4	FAIR
4075230	FORT AVE	JORDAN CR	6-SATISFAC	6-SATISFAC	8-VERYGOOD	20	3	FAIR
1590099	FARM RD 159	S DRY SAC RVR	7-GOOD	6-SATISFAC	8-VERYGOOD	21	4	GOOD
1860157	FARM RD 186	WARD BR OF JAMES R	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
1940213	FARM RD 194	FARMERS BR, JAMES	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
2290001	FARMER BRANCH AVE	BR OF JAMES RVR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
2490003	SMYRNA RD	FINLEY RVR	8-VERYGOOD	6-SATISFAC	7-GOOD	21	3	GOOD
4075021	CAMPBELL AVE	JORDAN CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075024	GRANT AVE	FASSNIGHT CR	7-GOOD	7-GOOD	7-GOOD	21	1	GOOD
4075045	BARATARIA ST	GALLOWAY CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075046	BENTON AVE	MNA RR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075047	GRANT AVE	MNA RR, JORDAN CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075050	GRAND ST	WILSON CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075205	HAMPTON AVE	N BR JORDON CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075208	ELDON AVE	NICHOLS BR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075210	BENNETT ST	JORDAN CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075212	FORT ST	FASSNIGHT CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075217	VIRGINIA AVE	FASSNIGHT CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075225	SOUTHERN HILLS BLV	GALLOWAY CR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075235	KISSICK AVE	JAMES RVR	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
4075421	EAST TRFY	DRAIN DTCH	7-GOOD	7-GOOD	7-GOOD	21	4	GOOD
1430010	BLUE SPRINGS RD	JAMES RVR	8-VERYGOOD	7-GOOD	7-GOOD	22	4	GOOD
1500133	FARM RD 150	WILSON CR	8-VERYGOOD	6-SATISFAC	8-VERYGOOD	22	4	GOOD
1590071	FARM RD 159	LIT SAC RVR	7-GOOD	7-GOOD	8-VERYGOOD	22	4	GOOD
1640227	FARM RD 164	JAMES RVR	8-VERYGOOD	7-GOOD	7-GOOD	22	4	GOOD
1860216	FARM RD 186	FARMERS BR, JAMES	7-GOOD	7-GOOD	8-VERYGOOD	22	4	GOOD
4075004	LONE PINE AVE	GALLOWAY CR	8-VERYGOOD	7-GOOD	7-GOOD	22	1	GOOD

4075048	MOUNT VERNON ST	WILSON CR	7-GOOD	7-GOOD	8-VERYGOOD	22	4	GOOD
4075234	SEWAGE T PLANT	WILSON CR	8-VERYGOOD	7-GOOD	7-GOOD	22	4	GOOD
1150205	FARM RD 115	WILSON CR	7-GOOD	7-GOOD	9-EXCELLNT	23	4	GOOD
1170085	FARM RD 117	LIT SAC RVR	8-VERYGOOD	8-VERYGOOD	7-GOOD	23	4	GOOD
1260000	FICUS RD	JAMES RVR	8-VERYGOOD	7-GOOD	8-VERYGOOD	23	4	GOOD
1410223	FARM RD 141	JAMES RVR	7-GOOD	7-GOOD	9-EXCELLNT	23	4	GOOD
1410224	FARM RD 141	JAMES RVR	8-VERYGOOD	8-VERYGOOD	7-GOOD	23	4	GOOD
1480230	FARM RD 148	PEARSON CR	8-VERYGOOD	8-VERYGOOD	7-GOOD	23	4	GOOD
1510098	FARM RD 151	S DRY SAC RVR	8-VERYGOOD	6-SATISFAC	9-EXCELLNT	23	4	GOOD
1650100	FARM RD 165	S BR SAC RVR	8-VERYGOOD	6-SATISFAC	9-EXCELLNT	23	4	GOOD
1710070	FARM RD 171	LIT SAC RVR	8-VERYGOOD	8-VERYGOOD	7-GOOD	23	4	GOOD
1710106	FARM RD 171	S DRY SAC RVR	7-GOOD	7-GOOD	9-EXCELLNT	23	4	GOOD
1790013	OZARK RD	TRIB OF FINLEY CR	8-VERYGOOD	8-VERYGOOD	7-GOOD	23	4	GOOD
1820115	FARM RD 182	WILSON CR	7-GOOD	7-GOOD	9-EXCELLNT	23	4	GOOD
1820161	FARM RD 182	WORKMAN BR	7-GOOD	7-GOOD	9-EXCELLNT	23	4	GOOD
1820162	FARM RD 182	WARD BR	7-GOOD	7-GOOD	9-EXCELLNT	23	4	GOOD
2480002	SMYRNA RD	BR OF FINLEY CR	7-GOOD	7-GOOD	9-EXCELLNT	23	4	GOOD
2770025	PARCH CORN RD	BR OF FINLEY CR	7-GOOD	7-GOOD	9-EXCELLNT	23	4	GOOD
680194	FARM RD 68	TRIB TO LIT SAC RV	8-VERYGOOD	8-VERYGOOD	8-VERYGOOD	24	4	VERY GOOD
1360225	FARM RD 136	PEARSON CR	8-VERYGOOD	8-VERYGOOD	8-VERYGOOD	24	4	VERY GOOD
1440225	FARM RD 144	PEARSON CR	8-VERYGOOD	8-VERYGOOD	8-VERYGOOD	24	4	VERY GOOD
1740128	FARM RD 174	WILSON CR	8-VERYGOOD	8-VERYGOOD	8-VERYGOOD	24	4	VERY GOOD
1920001	CAVE HOLLOW RD	ELK VALLEY CR	7-GOOD	8-VERYGOOD	9-EXCELLNT	24	4	VERY GOOD
2250013	N 25TH ST	BR OF JAMES RVR	8-VERYGOOD	8-VERYGOOD	8-VERYGOOD	24	4	VERY GOOD
2480004	SMYRNA RD	BR OF FINLEY CR	8-VERYGOOD	8-VERYGOOD	8-VERYGOOD	24	4	VERY GOOD
1020204	FARM RD 102	VALLEY LK DISCHARG	8-VERYGOOD	8-VERYGOOD	9-EXCELLNT	25	4	VERY GOOD
1410217	FARM RD 141	WARD BR OF JAMES R	8-VERYGOOD	8-VERYGOOD	9-EXCELLNT	25	4	VERY GOOD
1560133	FARM RD 156	WILSON CR	8-VERYGOOD	8-VERYGOOD	9-EXCELLNT	25	4	VERY GOOD
1750072	FARM RD 175	LIT SAC RVR	8-VERYGOOD	8-VERYGOOD	9-EXCELLNT	25	4	VERY GOOD
1900001	FARM RD 190	WARD BR	8-VERYGOOD	8-VERYGOOD	9-EXCELLNT	25	4	VERY GOOD
2480008	SMYRNA RD	PARCHED CORN CR	8-VERYGOOD	8-VERYGOOD	9-EXCELLNT	25	4	VERY GOOD
4075423	MILLWOOD DR	HUNT BR	8-VERYGOOD	8-VERYGOOD	9-EXCELLNT	25	4	VERY GOOD
1870004	RIVERDALE RD	FINLEY RVR	8-VERYGOOD	9-EXCELLNT	9-EXCELLNT	26	4	VERY GOOD
4075231	PROSPECT AVE	N BR OF JORDAN CR	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	U	VERY GOOD
4075232	ROGERS AVE	N BR JORDAN CR	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	U	VERY GOOD
4075426	FARM RD 166	SOUTH CR	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	4	VERY GOOD
4075427	KAYLOR RD	BNSF N TRACK, BNSF S TRA	9-EXCELLNT	9-EXCELLNT	9-EXCELLNT	27	U	VERY GOOD

Sorted by "Tot Rating" then by "Structure Desig."

(Metropolitan Planning Organization) 136.1.6.1 Highway Bridge Program

The Highway Bridge Program (HBP) has been authorized for public bridges beginning with Fiscal Year 1979. Funds are normally apportioned on or about October 1, each year. Funds are available for three years after the close of the fiscal year for which they were authorized. Unused funds may be withdrawn by MoDOT to make other arrangements for their expenditure. This is necessary in order to prevent loss of the funds through statutory lapse.

Federal funds are available to finance up to 80% of the eligible project cost, but may be increased with the use of credit earned from replacing an eligible bridge that is not on the federal-aid system. It will be necessary for the local agency to provide the necessary matching funds. The fair market value of donated right of way (after March 1987) may be credited to the local agency's matching share with the amount not to exceed the local agency's share. For further details regarding donated right of way, refer to 236.18 Local Public Agency Land Acquisition or contact the MoDOT district representative. Refer to 136.1.7 Local Match Guidelines for additional information.

If a local agency replaces or rehabilitates an eligible bridge that is not on the federal aid system with their own funds, they may receive a credit that can be applied to the non-federal share on other federal aid bridge projects. Details are included in 136.2 Bridge Soft Match Credit Program.

The HBP Program is intended for bridge rehabilitation and replacement and a minimum amount of approach roadway construction will be allowed.

The funds will be administered according to the following policies:

1. The current transportation bill requires that at least 15% of the state's total bridge appropriation be allocated for use on off-system bridges (BRO). The Missouri Highway and Transportation Commission approves the amount of bridge funds allocated to this program. Off-system bridges are bridges that are on roads that are functionally classified as a local road or street and rural minor collectors.
2. Off-System funds allocated to the counties will be based on the ratio of the replacement cost of the square footage of deficient bridge deck in the county to the replacement cost of the square footage of deficient bridge deck in all counties of the state.
3. Bridge funds for off-system projects may be programmed by counties for future projects. If the county does not have a sufficient balance of off-system bridge funds, they may borrow up to three years of future allocations for preliminary engineering or one year of future allocation for construction costs.

4. The Missouri Highway and Transportation Commission approves the amount of bridge funds allocated to the Kansas City, Springfield and St. Louis TMAs and other cities with an urban cluster population of greater than 5,000 for use on on-system bridges (BRM). On-system bridges are bridges that are on roads that are functionally classified as urban collectors, rural major collectors, and arterials. Bridge funds for cities with an urban cluster population between 5,000 and 200,000 are distributed on a selection process which is conducted annually. The amount of money programmed will be the maximum amount the city will receive. Any costs over the programmed amount will be funded with the city's allocated STP funds or with local funds.

There are two types of projects that can be evaluated to see if exceptions to these guidelines should be made. Projects will be evaluated on an individual basis to see if any exceptions are warranted.

1. Emergency Project When a bridge has fallen down or washed out and is essential for travel in the area, MoDOT will consider allowing the county to exceed its amount of available funds by more than the guidelines.

2. County Receives Small Allocation Some counties do not receive enough allocation to reasonably finance a bridge project. Some allowance will be made for these counties to exceed the guidelines so they can participate in the program.

TECHNICAL COMMITTEE AGENDA 01/20/10; ITEM II.D.

FY 2011 UPWP Subcommittee

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO staff is requesting a UPWP Subcommittee of the Technical Planning Committee be formed to prepare the FY 2011 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

The UPWP subcommittee will make a recommendation to the Technical Planning Committee (TPC) and the TPC will make a recommendation to the Board of Directors on adopting the work program.

TECHNICAL COMMITTEE ACTION REQUESTED:

Staff recommends the Technical Planning Committee appoint a 2011 UPWP subcommittee.

TECHNICAL COMMITTEE AGENDA 01/20/10; ITEM II.E.

OTO Project Application

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO staff has developed a draft OTO project application for member jurisdictions and MoDOT to complete when requesting OTO sub-allocated funds for projects. The project application will be used to develop the 2011 to 2014 Transportation Improvement Program and any amendments requested during the year.

This project application will also be used to solicit projects that go through the OTO prioritization process for Enhancement projects and/or Bridge Replacement and Rehabilitation (BRM) projects.

The application is one and one-half pages long will assist OTO in documenting the Transportation Planning Process and project tracking.

TECHNICAL COMMITTEE ACTION REQUESTED:

Technical Planning Committee action requested to approve the OTO project application.

Ozarks Transportation Organization
Project Application
Transportation Improvement Program: Fiscal Year 2011-2014

Project Title: _____

Proposed Funding Source:

_____ **Surface Transportation Program – Urban (STP-U)**
 _____ **Bridge Replacement and Maintenance (BRM) – Urban**
 _____ **Enhancement**
 _____ **Other**

Applicant Information

Agency: _____

Address: _____

Contact Person: _____ Phone #: _____ email: _____

Project Description

Please attach a Project description, including project detail, proposed improvements, purpose and need. Include a detailed map for location clarification. If the project is a capital purchase give specific detail on the purchase, purpose and need. Describe any work that has already taken place on this project (such as studies regarding travel or other impacts of the project, preliminary engineering, meeting with public officials, etc.)

Pre-Screening Criteria: All projects must meet the following five criteria before being considered to be programmed in the TIP.

- 1) Is the project included in the 2030 Long Range Transportation Plan (circle one)? Yes (Page #____) No
- 2) Is the project included in a local plan or program (circle one)? Yes (Plan: _____) No
- 3) Does a OTO member jurisdiction sponsor the project and is the project sponsor financially committed to the submitted project (circle one)? Yes/No
 OTO member sponsor: _____
 Source of Local Match Funds: _____
- 4) How does the project comply with the Comprehensive OTO Area Bicycle and Pedestrian Plan?

Estimated Cost and Schedule: include accurate and updated costs, preferably from an updated estimate and forecast 3% increase per year for construction (Attach the cost estimate documentation).

		Fiscal Year				
Funding		2011	2012	2013	2014	TOTALS
PE	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
	MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
	MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
CON	FHWA(NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
	MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -

Signature

I hereby agree/certify that:

- 1) The information on this application is accurate to the best of my knowledge.**
- 2) This information may be published directly in the OTO Transportation Improvement Program.**
- 3) The local funding listed in this application is available for the match of federal funds.**
- 4) This project has been made available for public comment before submittal.**
- 5) Any facility constructed with these funds will be maintained according to an adopted facility maintenance plan.**
- 6) I understand that when utilizing any federal funds for design or right of way, that construction must begin with 10 years.**

Signature and Title of Applicant

TECHNICAL PLANNING COMMITTEE AGENDA 1/20/10; ITEM II.F.

East Republic Road Connector

**Ozarks Transportation Organization
(Metropolitan Planning Organization)**

**INFORMATION TO BE PROVIDED AT THE MEETING
BY THE CITY OF SPRINGFIELD**

TECHNICAL PLANNING COMMITTEE AGENDA 1/20/10; ITEM II.G.

OTO STP-Urban Funding Formula

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO staff has received a letter from Willard, Republic, and Strafford requesting the Surface Transportation Program-Urban funds allocation as outlined in the OTO By-laws be amended to include all OTO member jurisdictions. This issue was discussed at the December 2009 Board of Directors meeting with direction to review the request further.

In 2001, the OTO Board approved the current STP-Urban funding allocation within the By-laws as shown below:

Section 6.2: STP-Urban Funding Allocation (OTO By-Laws)

A. With the exception of congressional earmarks, which are designated for specific transportation projects or programs and cannot be suballocated, a Surface Transportation Program (STP) Funding Formula shall be established by the MPO, based on jurisdiction population within the urbanized area. This funding formula would be used to distribute funds to jurisdictions within the urbanized area. A jurisdiction may choose to suballocate part of their allocated STP funds to another MPO jurisdiction on a project that lies outside their boundaries but it is at their discretion. This type of deviation from the Funding Formula shall also require a 75% vote of the urbanized area jurisdictions. Provided however, no allocation shall be paid to any jurisdiction unless such jurisdiction is an active member and current in dues payments for the year the allocation is to be made.

Formal changes in the Funding Formula must be approved by a 100% vote of the urbanized area jurisdictions.

The OTO membership includes nine member jurisdictions of which six jurisdictions fall within the urbanized area. The urbanized area is delineated by the U.S. Census after each decennial census. The 2010 urbanized area will not be defined until mid to late 2012.

Potential OTO STP Allocation Issues:

OTO staff has been informed by FHWA that OTO needs to "Program sub-allocated Surface Transportation Program-Urban funds on the basis of overall transportation needs

in the Springfield Regional Area.” This is an existing requirement under CFR § 450.324 for the development of the Transportation Improvement Program as shown below:

CFR § 450.324 Development and content of the transportation improvement program (TIP).

(j) Procedures or agreements that distribute suballocated Surface Transportation Program funds or funds under 49 U.S.C. 5307 to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process. *Federal Register /Vol. 72, No. 30 /Wednesday, February 14, 2007 /Rules and Regulations*

The OTO Board of Directors Executive Committee has appointed a subcommittee of Technical Planning Committee and Board members, as shown below, to review the STP-Urban funding formula. Any amendments to the By-laws that would change the funding formula will be brought before the Technical Planning Committee and Board for action.

	Jurisdiction	Member	Board or TPC
1.	Battlefield	Judy Stainback	Board
2.	Christian County	John Grubaugh	Board
3.	Greene County	Harold Bengsch	Board
4.	Nixa	Brian Bingle	TPC
5.	Ozark	Steve Childers	TPC
6.	Republic	Jim Krischke / David Brock	TPC
7.	Springfield	Marc Thornsberry	Board
8.	Strafford	Tom Vicat	Board
9.	Willard	Jamie Schoolcraft	Board

TECHNICAL PLANNING COMMITTEE REQUESTED:

INFORMATIONAL ONLY

Association of Metropolitan Planning Organizations (AMPO)

POLICY UPDATE for 12/30

Before adjourning for the year, **Congress passed the 2010 Transportation Appropriations bill**, which establishes the FY10 obligation limitation for transportation programs. As part of the Defense appropriations bill, **Congress also passed legislation apportioning new funding for highway trust fund programs through February 28, 2010.**

The House passed a second stimulus bill (Jobs for Main Street Act) that included an extension of SAFETEA LU through fiscal year 2010. The Senate is expected to return to Washington January 20, 2010 to take up legislation to increase the debt limit. We do not expect the Senate to address the House jobs bill or an extension in January. Below is a summary of recent transportation-related activities in Congress.

1) Transportation Extension - HR 3326, the 2010 appropriations bill funding the Department of Defense continued transportation programs funded by the highway trust fund in previous continuing resolutions through the end of February 2010 at the post-rescission levels (at the lower levels). The President signed this into law December 19, 2009.

2) Jobs for Main Street Act, 2010 – The House passed HR 2847 on December 16, 2009 by a vote of 217-212. A link to the bill is on the AMPO website.

Below are the highlights from the jobs/stimulus II bill.

Title I - Infrastructure and Jobs Investment (Stimulus II). The provisions in this title are similar to the infrastructure provisions in the first stimulus bill, with some exceptions.

Highways

- o \$27.5B for highways, passenger and freight rail, and port infrastructure available through September 30, 2011.
- o 50% of the funds would be apportioned to states using STP formula and 50% using the 2008 obligation limitation formula.
- o With the exception of \$5M more for USDOT administration, the set-asides are the same as in stimulus I.

- o 3% of the funds to a state must be used for enhancements.
- o 30% of the funds apportioned to a state must be suballocated by population using the percentages in Title 23 (current law). Such suballocation shall be conducted in every state.
- o USDOT has 21 days to make the apportionments after enactment.
- o Priority must be given to projects that are completed in three years and are located in economically distressed areas.
- o States must ensure an equitable geographic distribution and an appropriate balance between urban and rural areas.
- o Use-it-or-lose it – States have 90 days to put 50% of the funds under contract or the Secretary will withdraw what is not under contract. Any funds not under contract within one year will be withdrawn. Funds not under contract in each case will be redistributed to other states that have all funds under contract within the time lines.
- o The Secretary may grant an extension of the use-it-or-lose-it provisions if the state has encountered extreme conditions that create an unworkable bidding environment or other extenuating circumstances. The Secretary must provide a justification for the extension to Congress.
- o Up to \$5M may be used for the Office of Project Delivery that does not exist at FHWA.
- o The federal share may be up to 100%.

Transit

- o \$8.4B for Transit
- o \$6.150B for capital assistance formula grants (80% based on population formula, 10% growing states/high density state, 10% to other than urbanized areas).
- o Same use-it-or-lose-it as highways.
- o Up to 10% of the funds may be used for operations.
- o \$100M set-aside for discretionary grants to projects that reduce GHG or energy consumption.
- o Federal share may be 100%.
- o \$1.750B for fixed guideway modernization (the amount in stimulus I was \$750M). The distribution formula for this program is heavily tilted to high density, heavy rail systems.
- o Same use-it-or-lose-it as highways.
- o Federal share may be 100%.
- o \$500M for capital investment grants.
- o Secretary must give priority to projects that are able to award contracts within 90 days of enactment.
- o \$1.5M set-aside for the Office of Expedited Project Delivery in FTA that

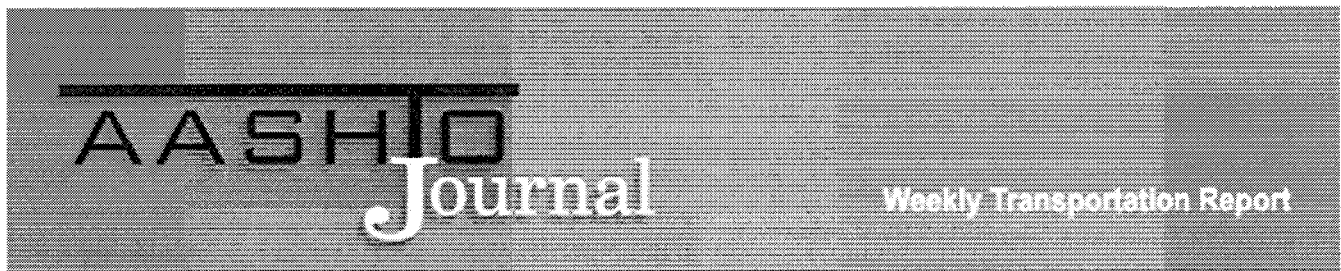
does not exist.

Title II – Surface Transportation Extension Act of 2009

- o Extends highways, transit, safety, motor carrier safety, and research through September 30, 2010 (continues authorities, conditions, eligibilities, and requirement of SAFETEA LU in 2009).
- o \$51.4B in contract authority in 2010 (amounts in 2009 under SAFETEA LU for highways, transit, motor carrier safety, and other provision) less what has been apportioned under continuing resolutions. The authorized amount sets the apportionment levels back to the SAFETEA LU pre-rescission amounts minus \$1.4B to conform to the budget resolution. *(This extension does not restore what has been rescinded from SAFETEA LU or the 2009 transportation appropriation bill. It simply sets the apportionments in 2010 to the SAFETEA LU 2009 levels.)*
- o Most earmarked funding under SAFETEA LU is apportioned back to the states as formula funds.
- o Projects of National and Regional Significance (PRNS) and the Corridor programs would become discretionary grant programs for the duration of FY 2010.
- o Transfers \$14.7B to the highway trust fund from the general fund.
- o Transfers \$4.8B to the mass transit account from the general fund.
- o The highway trust fund is entitled to retain any interest earned. (This authority was stricken in 1998).
- o The federal share of highway, bridge, or transit project may be up to 100% without the requirement to repay the extra federal share, as has been the case in previous suspensions of non-federal share. Exceptions to this include the newly established discretionary programs (PRNS and Corridors), transit new starts, and small starts.

AMPO will send out an update once Congress returns for legislative business in 2010.

Questions? Email levon.boyagian@verizon.net or staff@ampo.org



December 30, 2009

Federal Highway & Transit Programs Extended Through February

President Barack Obama signed into law last week a Department of Defense appropriations bill that includes an extension of highway and transit authorization through February -- the third short-term extension since the 2005 transportation law known as "SAFETEA-LU" expired Sept. 30.

The 72-day extension (contained in [HR 3326](#)) became Public Law 111-118 on Dec. 19 following Obama's signature and the Senate's vote of [88-10](#) earlier Dec. 19 to adopt the measure. This is the longest SAFETEA-LU extension to date. The first extension covered the month of October and the second extension was good for 48 days, expiring Dec. 18.

Congress tacked the transportation authorization extension onto the defense measure because the House and Senate were again unable to reach agreement on a longer-term measure.

The House and Senate had passed a continuing resolution ([House Joint Resolution 64](#)) to keep federal highway and transit programs operating through Dec. 23 to give time for Obama to sign the defense measure. But since the Senate cleared the defense bill Dec. 19 and Obama approved it later that day, the continuing resolution proved to be unnecessary and Obama pocket-vetoed it today. A pocket veto occurs when a president does not sign legislation presented by Congress within 10 days and Congress is in recess.

In other legislative action before adjourning for the year Dec. 16, the House of Representatives passed a job-creation bill ([HR 2847](#)) that contains a provision extending highway and transit authorization through Sept. 30, 2010, the end of the federal fiscal year. This measure would restore the highway program's baseline funding level for FY 2010 from \$30 billion to \$41.546 billion, which would make up for the billion dollars per month lost thus far under the short-term extensions. The bill also would provide a \$19.5 billion infusion to the Highway Trust Fund. ([see Dec. 18 AASHTO Journal story](#))

The Senate did not act on the job-creation bill before it adjourned for the year Dec. 24. The Senate is now in recess until Jan. 19.

In the absence of a well-funded six-year bill, the American Association of State Highway and Transportation Officials has been pushing Congress to agree on an extension bill that would be written by the authorizing committees and that would restore funding for the current fiscal year to pre-rescission levels.

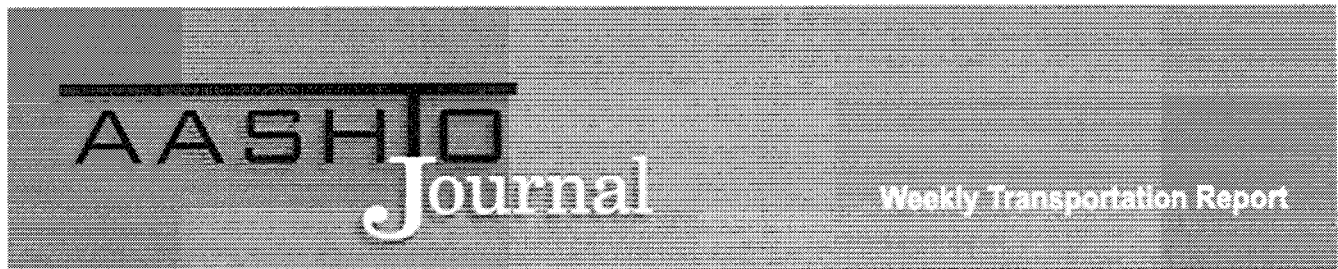
"This is absolutely vital," John Horsley, AASHTO executive director, said of the need for a long-term extension. "We will work closely with the House and Senate to secure passage of a jobs bill that includes such an extension by February."

State DOTs are unable to make long-term plans for ambitious projects due to the uncertainty over future federal transportation funding.

"Planning for the spring start of the 2010 construction season is now hampered since funds are only available through February," Horsley said.

Editor's Note: A previous version of this story incorrectly reported the number of extensions of the 2005 transportation authorization law known as "SAFETEA-LU" that have been enacted. While Congress has passed four extensions, the president has only signed three of them into law.

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



January 8, 2010

AASHTO Describes Top Transportation Topics for New Year

Top transportation policy priorities for the new year include job creation/preservation, improving America's intercity passenger rail system, and passing a multi-year surface transportation authorization measure, AASHTO's executive director wrote this week in a National Journal blog posting.

John Horsley described three major transportation achievements in 2009: enactment of economic recovery legislation that provided \$48 billion in funding for transportation; the fast action taken by states, cities, counties, airports, and transit authorities to put these recovery dollars and people to work; and the reduction in highway fatalities to their lowest levels in 50 years.

"As we enter a new decade, America must continue building on these successes through three key policy initiatives," Horsley wrote.

1. Job Creation & Preservation

States have identified more than 9,500 ready-to-go projects that, if funded, would quickly address the depression-level unemployment rate in the construction sector of more than 19 percent.

"When Congress reconvenes, we are confident that the Senate will join the House in crafting a jobs bill that includes significant resources for transportation infrastructure and extends funding for core highway and transit programs," Horsley wrote.

The House bill ([HR 2847](#)) would appropriate \$27.5 billion for highways and \$8.4 billion for mass transit, matching amounts provided in the American Recovery and Reinvestment Act that Congress passed in February 2009. Amtrak would receive \$800 million from the jobs package while airports would get \$500 million and shipyards \$100 million.

In addition, the House bill would provide \$19.5 billion for the Highway Trust Fund, a reimbursement of lost interest payments over the last dozen years.

"By passing a jobs bill and an extension of current spending authority, states will be empowered to plan both short- and longer-term projects that will put hundreds of thousands of people to work," Horsley wrote.

2. Improving America's Intercity Passenger Rail System

In the coming weeks, President Barack Obama is expected to usher in a new era by awarding \$8 billion in recovery grants for passenger rail. A total of 34 states have submitted applications totaling \$57 billion. The administration will determine which states and which rail corridors will be awarded funds to begin the work that will enable the United States to provide faster, more-reliable, and more-frequent passenger rail service that will someday be comparable to the world-class systems in Europe.

and Japan.

"These rail projects will create thousands of jobs and over time they will help to reduce highway congestion and greenhouse-gas emissions in metropolitan regions, and create an alternative to air travel through congested airports," Horsley wrote. "States and Amtrak stand ready to put these resources to work."

3. Securing a Long-Term Surface Transportation Authorization

Rounding out the top three policy priorities Horsley identified is the critical need to pass highway, transit, and aviation authorization legislation before the end of 2010.

"Reforms are needed in both programs, Horsley wrote. "And, just as importantly, Congress will need to agree on ways to generate the revenues required to sustain these vital transportation priorities. Making the right transportation choices today will serve the nation well throughout this decade and beyond."

AASHTO Releases Top 10 Topics List for 2010

As 2009 concluded last week, AASHTO issued a list of top 10 transportation topics for the new year.

"In 2010, we'll be seeing more job-creating construction zones on our highways, but we will still need a long-term solution to address everything from fixing potholes to making needed repairs to our aging infrastructure," said Butch Brown, AASHTO president and executive director of the Mississippi Department of Transportation. "Even more critically for the long-term health of this nation, 2010 must also be about how smart we become at enabling goods and products to get from one point to another with speed and efficiency."

In addition to the three subject areas Horsley addressed in the National Journal blog posting, the association also highlighted these topics as being key for 2010:

4. Deterring Distracted Driving

Nearly 6,000 people lost their lives in motor-vehicle crashes involving some form of driver distraction during 2008. Nineteen states and the District of Columbia prohibit drivers from text messaging while driving; 12 of those laws passed in 2009. The year ahead will offer more public-information campaigns and driver education, more sanctions, and additional research to determine the extent of the problem, whether hands-free devices are an effective solution, and whether effective enforcement strategies can be developed and/or implemented. See safety.transportation.org and www.distraction.gov for more information on this topic.

5. Ensuring Safer Roads

In Spring 2010, AASHTO will publish the Highway Safety Manual. This manual will assist highway agencies as they consider improvements to existing roadways or as they are planning, designing, or constructing new roadways. AASHTO is working with the Federal Highway Administration and the Transportation Research Board to develop training, information sessions, and other implementation tools that will be made available to states and others in the highway industry. AASHTO's goal: reduce highway fatalities by half over the next 20 years.

6. Taking Action to Address Climate Change

With autos and light-duty trucks contributing approximately 17 percent of the greenhouse gases produced in the United States, state and local governments are developing climate-change action plans and looking at the best ways to reduce emissions through technology, research, smarter travel,

better cars and fuels, and improved efficiency and operation of our roads. In the year ahead, Congress will address this issue in both climate-change and transportation authorization legislation. AASHTO's Climate Change Steering Committee is working to provide technical expertise and assistance to state DOTs to reduce GHG emissions. Visit realsolutions.transportation.org for more information.

7. Responding to Increased Congestion Due to Capacity Issues

In 2008, high gas prices drove thousands of commuters from their cars and onto buses, subways, light rail, and other transit modes. As gas prices moderated, however, many of these riders went back to their vehicles. In fact, despite the economic downturn, 64 of the 100 most populated cities saw increased congestion in the first six months of 2009. This congestion will only continue to worsen as more people move to metropolitan areas and little is done to increase the capacity of the overall transportation system. In early 2010, AASHTO will issue a new report that outlines a four-point plan to address the urban mobility challenge. Other reports on the transportation needs of rural and underserved areas as well as freight will follow.

8. Adopting Social Media to Provide the Latest Traffic and Travel Information

Four-fifths of state departments of transportation are now using Twitter as well as an array of other "social media" to release information on traffic incidents, road closings, weather emergencies, and other transportation-related information. Thousands of travelers have signed up to use this service. Other media being accessed by states to educate their publics include Facebook, weekly news webchannels, podcasts, and RSS feeds. States are encouraging the use of these media "before you go" to avoid distracted driving.

9. Enhancing Safety Through Roadway Improvements and Development of "Breakthrough" Technologies Such as IntelliDrive

Rumble strips are now being installed on many highways to warn drivers when their vehicles start to leave the travel lane. On divided highways, cable median barriers are being installed to prevent fatal crashes in which vehicles run off the road into the median and cross over into oncoming traffic. With more than half of highway fatalities occurring on rural roads, highway agencies are focusing on installing these types of lower-cost treatments to reduce crashes. As additional studies are performed to demonstrate the effectiveness of these treatments, they will be installed on more roads across the country. The United States must also move forward aggressively to develop advanced technologies such as IntelliDrive. Data generated through vehicle sensors can be shared vehicle-to-vehicle and transmitted from vehicles to roadway managers to avoid collisions and reduce congestion. Funding research being led by U.S. DOT, AASHTO, and the auto industry to advance this concept to deployment should be a high priority in 2010.

10. Creating Livable Communities

The Obama administration has made livable communities a key aspect of its transportation and housing agenda. In June 2009, EPA, HUD, and DOT entered into a Sustainable Communities Partnership to help improve access to affordable housing, provide more transportation options, and lower transportation costs, while protecting the environment in communities nationwide. Efforts by state DOTs in the coming year will include building transportation enhancement projects such as bikeways, pedestrian walkways, and historic restoration and beautification projects; improving metropolitan mobility; ensuring more transit services are available in rural areas and to serve aging populations; and adding capacity to our transportation network to reduce congestion and the amount of time commuters, truckers, and other drivers are stuck in traffic.

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