

# **Ozarks Transportation Organization**



**March 20, 2013**

**Technical Planning Committee Meeting**

**OTO Conference Room, Holland Building**

**205 Park Central East, Suite 212**

**1:30 – 3:00 PM**

**Technical Planning Committee Meeting Agenda  
March 20, 2013 1:30 p.m.  
OTO Offices  
Holland Building  
205 Park Central East, Suite 212  
Springfield, MO**

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

**I. Administration**

**A. Introductions**

**B. Approval of the Technical Planning Committee Meeting Agenda  
(1 minute/Hess)**

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

**C. Approval of the January 16, 2013 Meeting Minutes ..... Tab 1  
(1 minute/Hess)**

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

**D. Public Comment Period for All Agenda Items  
(5 minutes/Hess)**

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

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

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

**F. Bicycle and Pedestrian Committee Report  
(3 minutes/Longpine)**

Staff will provide a review of BPAC's current activities.

**II. New Business**

**A. Administrative Modification Number Four to the FY 2013-2016 TIP..... Tab 2  
(3 minutes/Longpine)**

Administration Modification Number Four is a minor change in scope to add an alternate to a pavement improvement project along Route D.

**NO ACTION REQUIRED – INFORMATIONAL ONLY**

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

OTO is requesting the Technical Planning Committee review Amendment Number Four to the FY 2013-2016 Transportation Improvement Program (TIP). The request is for six items. Please see the attached materials for more information.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND  
APPROVAL OF TIP AMENDMENT NUMBER FOUR TO THE BOARD OF  
DIRECTORS**

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

OTO is requesting the Technical Planning Committee review and make a recommendation for the approval of the FY 2014 Unified Planning Work Program.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND  
APPROVAL OF THE FY 2014 UPWP TO THE BOARD OF DIRECTORS**

**D. PM Advance..... Tab 5**  
(3 minutes/Longpine)

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

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND PM  
ADVANCE PROGRAM PARTICIPATION TO THE OTO BOARD OF  
DIRECTORS.**

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

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

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

**F. TIP Tool Website..... Tab 7**  
(15 minutes/Longpine)

Staff will present the new online TIP tool. This tool will be used to produce the FY 2014-2017 TIP.

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

**G. OTO Website**  
(5 minutes/Richards)

Staff will present the newly designed OTO website.

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

### **III. Other Business**

#### **A. Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

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

#### **B. Transportation Issues for Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

#### **C. Articles For Technical Planning Committee Information ..... Tab 8**

### **IV. Adjournment**

Targeted for 2:40 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, May 15, 2013 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Jim Viebrock, OTO Chair, Springfield Councilman  
Phil Broyles, City of Springfield Mayor's Designee  
Senator McCaskill's Office  
Stacy Burks, Senator Blunt's Office  
Jered Taylor, Congressman Long's Office  
Area News Media

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

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

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

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

**TAB 1**

## **MEETING MINUTES AGENDA 3/20/2013; ITEM I.C.**

Attached for Technical Committee member review are the minutes from the January 16, 2013 Technical Planning 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  
January 16, 2013**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

Mr. David Brock, City of Republic	Mr. Duffy Mooney, Greene County Hwy
Mr. Don Clark, Missouri State University	Mr. Bill Robinett, MoDOT
Mr. King Coltrin, City of Strafford	Mr. Ralph Rognstad, City of Springfield
Mr. Travis Cossey, City of Nixa	Ms. Shelia Schmitt, City Utilities
Mr. Martin Gugel, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Nick Heatherly, City of Willard	Mr. Dan Smith, Greene County Highway Dept.
Mr. Kirk Juranas, City of Springfield	Ms. Eva Voss, MoDOT
Mr. Joel Keller, Greene County Hwy Dept. (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Larry Martin, City of Ozark	Mr. Todd Wiesehan, Christian County (Chair)
Mr. Frank Miller, MoDOT	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Ryan Mooney, Springfield Chamber
Mr. Rick Artman, Greene County Hwy (a)	Mr. Kent Morris, Greene County Planning Dept.
Mr. David Bishop, R-12 School District	Mr. Troy Pinkerton, MoDOT (a)
Mr. Randall Brown, City of Willard (a)	Mr. Mark Roy, Springfield-Branson Airport (a)
Mr. Rick Emling, R-12 School District (a)	Ms. Beth Schaller, MoDOT (a)
Ms. Diane Gallion, City Utilities (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Jonathan Gano, City of Springfield	Mr. Shawn Schroeder, SGF
Ms. Dawne Gardner, City of Springfield (a)	Mr. Jeff Seifried, Springfield Chamber
Mr. Jason Haynes, City of Springfield (a)	Ms. Cheryl Townlian, BNSF
Mr. Rick Hess, City of Battlefield	Mr. Garrett Tyson, City of Republic (a)
Mr. Jay Huff, Missouri State University (a)	Mr. Dan Watts, SMCOG
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Bob Wilslef, City of Ozark (a)
Mr. Brad McMahon, FHWA	

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Ms. Melissa Richards, Ozarks Transportation Organization; Mr. Carl Carlson, Olsson Associates; Mr. Jered Taylor, Congressman Billy Long's Office; Ms. Stacy Burks, Senator Roy Blunt's Office.

Mr. Cossey called the January 16, 2013 Technical Planning Committee meeting to order at 1:30 p.m.

**I. Administration**

**A. Introductions**

Mr. Cossey stated that Mr. Hess was not able to make the meeting so he would be the Chair.

## **B. Approval of the Technical Planning Committee Meeting Agenda**

Mr. Juranas made the motion to approve the January 16, 2013 agenda and the additions to the agenda. Mr. Smith seconded and the motion carried unanimously.

## **C. Approval of the November 14, 2012 Meeting Minutes**

Mr. Rognstad made the motion to approve the November 14, 2012 Meeting Minutes. Mr. Juranas seconded and the motion carried unanimously.

## **D. Public Comment Period for All Agenda Items**

None.

## **E. Executive Director's Report**

Ms. Fields stated that the electronic TIP is completed and is being processed by the software company. It should be online within the next two to three weeks. At the next Technical Planning Committee meeting, Ms. Longpine will give an overview of how that works. The next TIP document should be electronic.

The Travel Demand Model RFP went out this week and will be due back in February. The Census is still looking at May to release the Census Transportation Planning Package. There is not a super fast timeline, but the goal is to have the consultant selected and under contract when that comes out.

Ms. Fields stated she was working on the Community Focus Report that will come out at the end of the year. She is the Chair of the Transportation Section so will be in contact with members of the TPC probably around March. OTO has started the Congestion Management Process. OTO hired CJW to conduct travel time runs which are now complete. Staff has not analyzed the data yet. If any member needs the travel time data, staff has the information available. Staff will be contacting several jurisdictions in regards to Growth Trends data. The Growth Trends report is produced every six months.

Staff has been working on a new website that should be coming soon, as well as a new logo. There should be a display of the new website at the next meeting.

Ms. Fields stated that there is still a six month continuing resolution through March 31. Half of the funding is available and Congress will need to act on the other half. An email was sent about the release of the Blue Ribbon Panel Report, which essentially states that there is a need for more money, but no real answer.

Ms. Fields stated she would be out on maternity leave for February and most of March. Ms. Longpine and OTO staff would be available to assist in her absence.

## **F. Bicycle and Pedestrian Committee Report**

Ms. Longpine stated that the Bicycle and Pedestrian Committee had a meeting earlier this month where the BPAC priorities were discussed. One item discussed was the annual review of the bike/ped projects out of the LRTP. Everyone is reviewing the list of projects that were submitted in the planning process and seeing what needs to be completed or added as far as future needs are concerned. In addition, MoDOT is seeking



a specific list of ready to construct needs, which could be utilized if money became available.

## **II. New Business**

### **A. OTO In-Kind Match Letters**

Ms. Parks stated that new in-kind letters were needed for the TPC positions. There are two types of in-kind letters. The first one is the Volunteer Rate Form. This applies to anyone who is an elected official for a jurisdiction or a volunteer who works on behalf of the jurisdiction, but is not an actual employee. The Volunteer In-Kind Rate changed this year so even if a form has been filled-out previously, members are requested to complete a new one.

The second letter is for employees of the jurisdiction. This needs to be completed with hourly rate and the hourly rate with benefits. The OTO is allowed to put the combined hourly and benefit rates on the In-Kind spreadsheets.

Since this program started, OTO has received \$40,829 in-kind funding to match OTO's federal funding. This helps build up the OTO reserve balance. The time spent during OTO meetings is submitted. The forms are kept confidential and the auditors do compare the forms to the amounts that are submitted.

Ms. Parks directed MoDOT staff and federal employees to ignore the forms, as their time cannot be submitted for OTO's use as in-kind.

### **B. OTO Technical Committee Appointment**

Ms. Parks stated that if there had been changes of the members assigned to the Technical Committee a new letter would be needed from the Mayor or Executive Director of the organization per the OTO By-Laws. If a letter had been turned-in with the past couple months a new letter was not needed. An example letter has been included in the agenda.

### **C. On System Bridge (BRM) Selection Process**

OTO annually receives a suballocation of On-System Bridge Replacement fund and Rehabilitation Funding. This has not been awarded for FY 2012 or 2013 and there is a prior balance. OTO appointed a subcommittee at the last TPC meeting who met to decide how to distribute the funding. Only two entities even had bridges eligible for the funding. The subcommittee thought it would make sense to base the decision on the actual deficiencies of the bridges. In this case, since there were only two eligible entities, the subcommittee decided to let the City of Springfield and MoDOT discuss the best use of the funds, considering what is in the pipeline for construction. The recommendation is to share the funding on the Battlefield and 65 Interchange. It is a new cost share project that both are partnering on. Both jurisdictions would be able to take credit for using the money and reduce the local share that would be part of the project. The proposal is to award the balance of \$1,189,657 to the Battlefield and 65 Interchange project.

Mr. Brock inquired how bridges qualify. Ms. Longpine stated that the bridge has to be on-system and to be a certain amount deficient based on the bridge inspections. Ms. Fields stated that other jurisdictions obviously have bridges on the system but that the bridges were not deficient enough to qualify for the funding right now. Mr. Miller stated that it needs to be Collector or higher. Mr. Brock asked how often the bridges were

inspected. Mr. Miller stated every two years, though some of the major bridges are inspected annually. Mr. Juranas stated that the City of Springfield bridges were inspected this summer.

Mr. Juranas made the motion to approve awarding the funding for the Battlefield and 65 Bridge Project. Mr. Smith seconded and the motion carried unanimously.

#### **D. Enhancement Project Selection Process**

Mr. Cossey stated there was a handout of the amendment proposed on the selected project. Ms. Longpine stated that the Enhancement Subcommittee met after reviewing all the applications and the scores were averaged for each project. It was decided to award funding on the ranking of the scores. Since the ranking, the City of Springfield has found out that one of the projects that was awarded funding may not have the right-of-way that was previously thought. The City of Springfield is proposing to move down to the next project on the list which also happens to be a City of Springfield project.

The top six projects were recommended to receive full funding amounts. That includes the City of Strafford Transportation Enhancement Project, which includes sidewalks from the south side of OO towards the school; the Willard sidewalk project, which connects with the trail system; the Jordan Creek Trail at West Meadows, which takes it from the Butler Rosenberry parking lot over to Fort; Route 14 ADA accommodations in Nixa and Ozark, which includes replacing or adding ADA accessible ramps for the sidewalks that exist there; Jefferson Avenue Streetscape Phase I; and Mill Street Streetscape Phase I. Mill Street is the one that the City of Springfield would like to withdraw and replace with Commercial Street Streetscape.

The City of Willard project is actually up for a Safe Route to School Grant. It is unknown at this time if the funding will be awarded. The committee made the recommendation to have a project on-deck if Willard is awarded the Safe Routes to School funding. So the next project after Commercial Street Streetscape Phase V would be the Phelps Street Streetscape Phase I. In summary, the City of Springfield is requesting to drop Mill Street, Commercial Street would become partially funded with the remaining funds and Phelps Street would be the on-deck project if the City of Willard receives the Safe Routes to School funding.

Ms. Fields stated that with the TPC approval, if one of the entities decided not to go forward then the next project on the list would automatically get the funding. Mr. Miller asked to clarify if Mill Street was the project that did not have the right-of-way. Ms. Longpine confirmed.

Mr. Miller made the motion to approve with the change as submitted by Mr. Gugel. Mr. Mooney seconded and the motion was carried unanimously.

#### **E. Amendment Number Three to the FY 2013-2016 TIP**

Ms. Longpine stated that the Amendment also includes the Enhancement Projects that were just approved. In addition to the Enhancement Projects, there are five additional items. Three of the items are the bridge replacements in Greene County: one on Farm Road 66, two on Farm Road 141, and one on Farm Road 102. The next items would include the BRO funding that was approved earlier on 65 and Battlefield and the McDaniel Lake Bridge. This is part of a program that allows a jurisdiction to turn a

bridge slated for demolition over to a nonprofit who would then use the BRO funding to use it for maintenance, in exchange for taking ownership of the bridge.

Items six through 12 are the Enhancements, but Mill Street needs to be removed, Commercial bumped to funded, and Phelps added per the motion that was just made.

Mr. Martin made the motion to approve Amendment Number Three to the FY 2013-2016 TIP with the changes the City of Springfield submitted for Mill Street. Mr. Miller seconded and the motion was carried unanimously.

#### **F. Functional Class and Urbanized Area Boundary**

Ms. Longpine stated that the Functional Class Changes discussed at the last meeting are being brought back. The subcommittee decided during the November 14 subcommittee meeting to move forward with MoDOT's requested changes. After discussion it was decided to downgrade Kearney to the old terminal to a minor arterial.

MoDOT also sent information on changes to the Urbanized Area Boundary for the Springfield Area. The Census releases the data about two years after the Census every ten years. MPOs have the ability to smooth the boundaries of the Census released urbanized area. MoDOT's Central Office has reviewed the Census released boundaries and recommended several changes that basically clean them up.

Looking at some of the maps, there might be a skinny line that fills in the gap. Most of these are minor. Included is information on what can be affected by smoothing the Urbanized Area, including the Highway Functional Classification, the highway performance monitoring system, and distribution of STP funds. This really impacts the amount of what must be spent in a rural area. The amount of change here would be so insignificant that a difference probably would not be seen in the STP funding. There were seven changes proposed by MoDOT and an additional one proposed by the committee. Most of the changes are minor, but the final one, shows a line going down 65 south of Ozark outside the MPO boundary. Apparently that got changed within the MoDOT system. If it was not removed it would require a change of all the OTO boundaries. Since the source of the change is unknown the subcommittee is recommending going back to the previous boundary.

In addition to the Urbanized Boundary Changes there was an additional review of the Functional Classifications that follow these boundary changes. Maps have been included in the agenda. The maps are hand written because that is how the OTO received the maps. OTO concurred with most of the eight changes requested. Some of the changes have options to choose between. There is one change that the OTO is recommending to not follow the MoDOT recommendation.

Change number one is to downgrade from principal to minor arterial between the US 65 northbound ramp and Blackman Road on Sunshine. OTO actually recommended keeping that a principal arterial all the way to Blackman as it is now. Change number two was to downgrade National Avenue south of Republic Road to a minor arterial from a principal arterial. The subcommittee agreed with that recommendation. Change number three had a few different options. The option that the subcommittee recommended was to upgrade Norton Road from a major collector to a minor arterial between Kansas Expressway and Glenstone and to upgrade Grant to a minor arterial between I-44 and Norton, but north of

Norton to downgrade it to local. Staff talked to Greene County and it actually helped with one of the bridges by making it local. Changes four and five that were recommended were to go between major and minor collectors but in the urban area, it goes by the general collector classification so the subcommittee felt there was no change necessary. Change number six, recommendation was to actually down grade route P in Republic south Miller Road from a minor arterial to a collector, but after reviewing the area, the OTO recommended keeping it a minor arterial. Change number seven, the subcommittee had a few options for where the line was drawn here. The subcommittee recommended changing the functional classification of Route 174 between what is considered the west urban limit and Kansas Street, going ahead and changing it from a minor arterial to a collector. Change number eight is on Business Route 65 in Ozark from 65 to 14, going ahead and upgrading it to minor arterial.

Mr. Martin made the motion to recommend approval of the proposed Functional Class and Urbanized Area Boundary changes to the Board of Directors. Mr. Heatherly seconded and the motion was carried unanimously.

Mr. Brock asked if the motion was to follow the subcommittee's recommendations. Mr. Cossey stated yes it was as submitted.

#### **G. MoDOT's On The Move Initiative**

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

Part of the message is that Missouri is a big transportation state. Transportation is very relevant. Missouri has the seventh largest highway system in the nation with 33,000 miles of highways. There are 213 bridges statewide that are over 1,000 feet. In the OTO area, that is principally the railway overpass over Kansas Expressway and some flyover bridges. But looking beyond the OTO there is the Missouri and Mississippi Rivers. In the Southwest District there are six major lakes with bridges spanning those lakes. There are over 10,000 bridges of all sizes. There are 4,800 miles of track that carried 410 million tons of freight in 2010. Missouri has the fourth greatest volume of freight in the state. Locally, this can be seen with the BNSF lines bringing coal from Wyoming to take it to the southeast power plants. Also containers come from the port of Los Angeles through Springfield up towards St. Louis and down towards Memphis. It is pretty significant. In the other part of southwest Missouri, over in Joplin and up to Nevada, there is the Kansas City Southern Line that carries freight from the northern part of the United States to Mexico, where Kansas City Southern actually owns the railroad.

Kansas City and St. Louis are the second and third largest rail hubs in the nation. Seven million transit trips occur in the state. Transit is significant in the State of Missouri. Eighty-one percent of the travel occurs on 17 percent of the roads. These are major

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

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

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

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

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



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

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

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

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

#### **H. FY 2013 Unified Planning Work Program Subcommittee and Project Proposals**

Ms. Fields stated the UPWP is essentially the OTO budget with the items that the OTO will be working on the next fiscal year. The fiscal year runs July 1 to June 30. Because of all the federal approvals required, the process has to start now. She requested volunteers to serve on the subcommittee.

Larry Martin, Dawn Gardner, Nick Heatherly, Joel Keller, and Eva Voss volunteered for the subcommittee.

### **III. Other Business**

#### **A. Technical Planning Committee Member Announcements**

Mr. Martin announced that the City of Ozark voted to ask the voters for a 3/8<sup>th</sup> cent transportation capital improvement sales tax. It will be on the April ballot. It is a five year sunset, much like the Springfield program. It is for road rebuilding, no new road

construction, just for maintenance repaving, but the sidewalks can be for new constructions. The city does not have a transportation sales tax yet. Ms. Longpine asked if there was a specific list being proposed. Mr. Martin stated that they have taken their conventional five year plan, which is a sustainable plan. Every year it turns into a new five year plan and the City has incorporated that into an existing versus what we would do in the next five years and overlaying over that a fifteen year plan.

Mr. Rognstad stated that next week, January 22, 2013 at 5:30 the City of Springfield is having a public meeting on the College St. Streetscape and Route 66 Park concept plan. It will be at the Abundant Life Church. The City has gotten to the point where there are three conceptual designs and are asking for input on those. The final plan should be ready in February.

Ms. Schmidt stated that CU had the opportunity to approach Megabus and it stops in Springfield. It just started this month at Boonville. It is an express route to St. Louis.

#### **B. Transportation Issues for Technical Planning Committee Member Review**

Mr. Smith stated that Ms. Fields had asked for comments on the BRO. MoDOT is reviewing the program for potential ways to improve it. Greene County likes the program as it is. The reason is that MoDOT has done a good job of managing it for several decades. Greene and Christian Counties have been the beneficiaries of the program. The proposal was for the RPCs to administer it. Greene County understands the funding issues that MoDOT has had. Greene County suggested a small portion of the funds go into administration that would cover the cost. Mr. Miller clarified that the proposal did not actually switch administration to the Regional Planning Commission, just the selection process. The projects would still be administered by MoDOT.

Mr. Smith stated that the current needs based approach looking at the amount of bridges and the classification. Basing the funding on the needs has been very successful. One item that can be improved is that there is a soft match trade program. If there was a way of putting people together who wanted to make trades for soft match that would help to get some of the projects out the door.

Mr. Miller stated as background for the rest of the committee members, the funding that was mentioned gets distributed to the counties. Altogether in Missouri, there are 114 counties. Some of the pieces get pretty small. One county gets \$7,500 a year. All of the smaller counties are building their balance up, creating a \$72 million balance. Counties have to wait until there is enough funding to build a project. Counties traditionally go two years in the hole. Some counties are comfortable doing that, while some are not. The concept was if counties could pool at a larger level then the county that is ready to go would have enough money to go at that time. Then the next priority project might be in another county. That is the concept.

MoDOT is trying to solve the problem of how to get access to the funding but have the counties be able to complete a project. Ideas would be appreciated and there is an advisory group. Mr. Duffy Mooney is on the advisory group. Ms. Burks stated that she had been to six counties in the last two weeks and there has not been a single commissioner there that has been in favor of the changes proposed. That is not going to help out MoDOT in their endeavor, but it goes back to the issues that were discussed.

Mr. Miller stated that the TPC just approved a TIP amendment that will help bring that

balance down. Ms. Fields stated she was going to draft a letter with some of the thoughts mentioned and take it to the Executive Committee. She inquired if there was anyone who was not of the opinion that it should be left alone.

Ms. Burks stated that Peter Henry in D.C. has gone over to the Environment and Public Works Committee. That actually is the committee that Senator Inhofe is ranking member on, it is the committee that writes the Highway Authorization Bill. Senator Blunt's Office will still have a connection with him, and is currently sorting out exactly who is handling transportation issues in D.C.

**C. Articles For Technical Planning Committee Information**

Ms. Fields stated that MoDOT got an article in Forbes, about their social technology. MPTA, the Missouri Public Transit Association is lobbying for state funding again. Ms. Longpine stated there was an article about the capital bike share program in D.C. Kansas City also has a program they just started.

**IV. Adjournment**

Mr. Martin made the motion to adjourn at 2:26. Mr. Miller seconded and the meeting adjourned.



**TAB 2**

**TECHNICAL COMMITTEE AGENDA 3/20/2013; ITEM II.A.**

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

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

**AGENDA DESCRIPTION:**

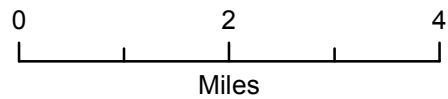
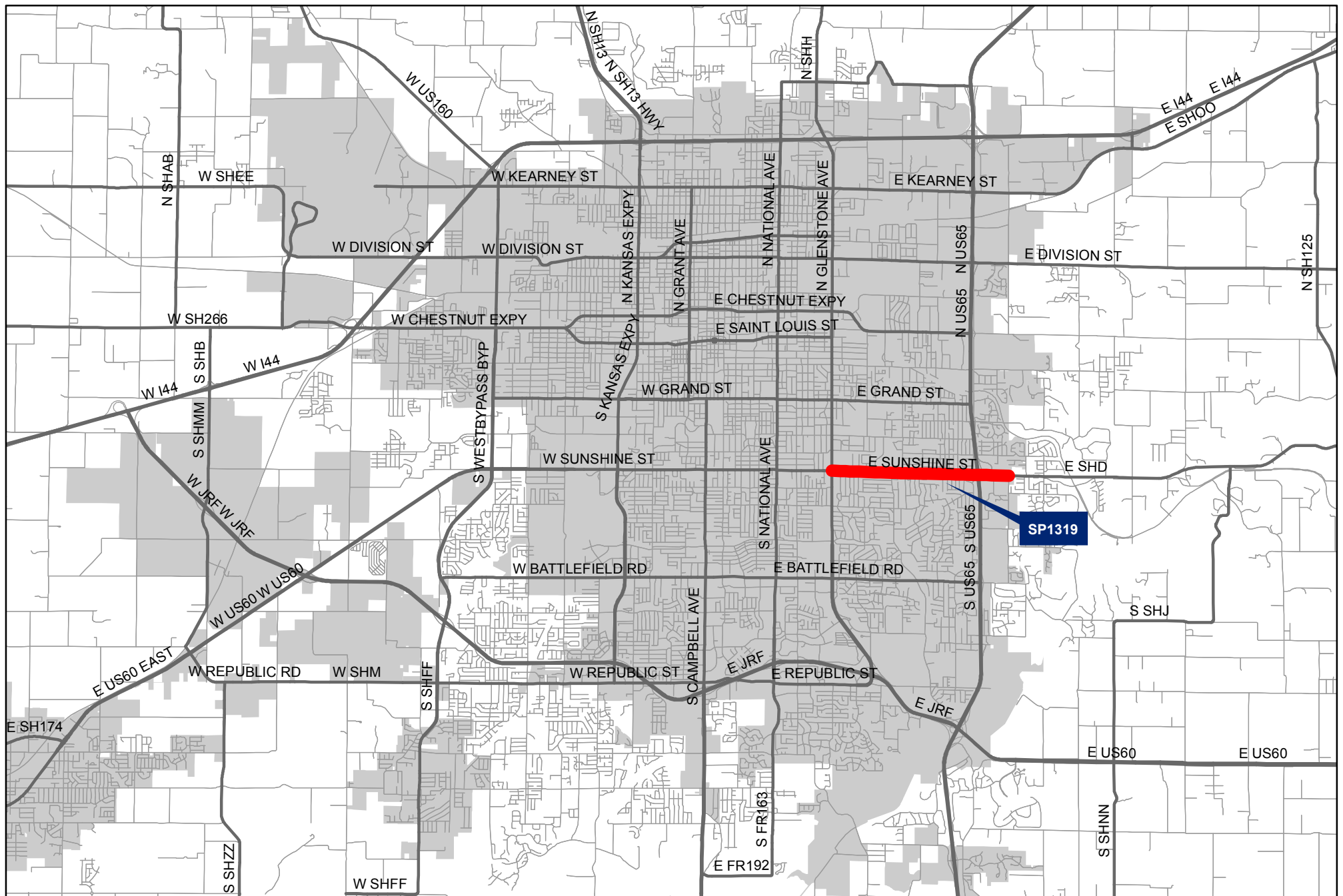
There is one item to be included as part of TIP Administrative Modification Four to the FY 2013-2016 Transportation Improvement Program.

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

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

No action required. Informational only.



# Administrative Modification #4 2013-2016 TIP



PROGRAMMED IMPROVEMENTS

-Roadways-

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

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

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

OZARKS TRANSPORTATION ORGANIZATION  
2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

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



# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

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

OZARKS TRANSPORTATION ORGANIZATION  
2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

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

## FINANCIAL SUMMARY

- Roadways -

### FINANCIAL CONSTRAINT

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

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

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

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

**TAB 3**

## **TECHNICAL COMMITTEE AGENDA 3/20/2013; ITEM II.B.**

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

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

#### **AGENDA DESCRIPTION:**

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

1. Safe Routes to School Program (EN1308)

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

2. Ozark East Elementary Sidewalks (EN1309)

The City of Ozark received a Safe Routes to School Grant for Phase I of a sidewalk project for East Elementary, connecting the Autumn Meadows subdivision, along Samuel J. Street and 20<sup>th</sup> Avenue, with the school for a programmed amount of \$152972.50.

3. West Sunshine Pavement Improvements (GR1306)

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

4. Route 60 Pavement Improvements (RP1301)

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

5. Intersection Improvements at Kearney and Packer (SP1323)

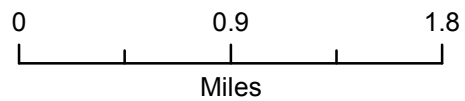
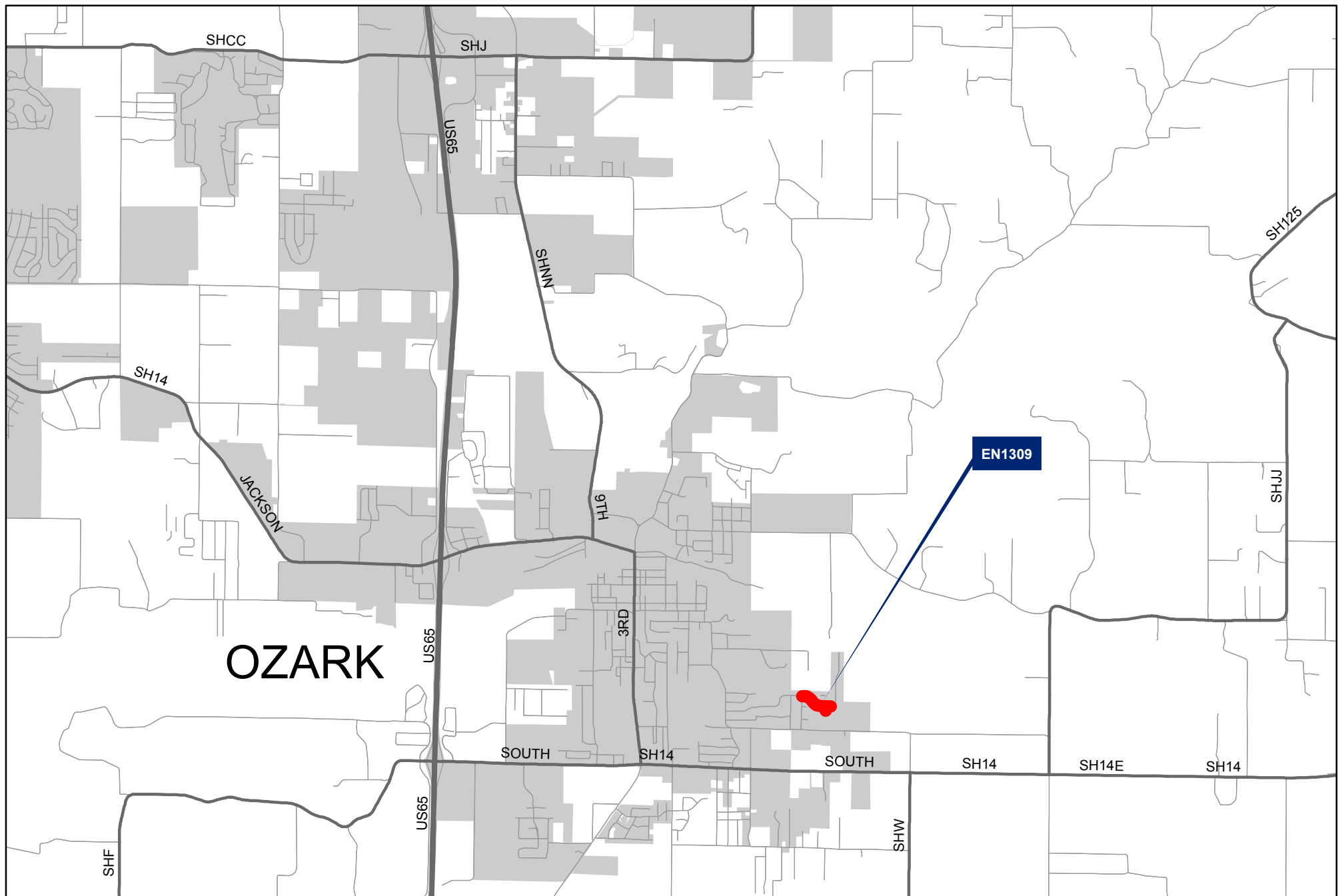
MoDOT is requesting to do scoping for intersection improvements at Kearney Street and Packer Road in Springfield for a total programmed amount of \$12,000.

6. Sound Abatement on James River Freeway (SP1324)

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

#### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors on approving Amendment Number Four to the FY 2013-2016 TIP.



# Amendment #4 2013-2016 TIP





PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

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

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



**FINANCIAL SUMMARY**  
- Bicycle and Pedestrian -

**YEARLY SUMMARY**  
**FY2013**

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

**FY2014**

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**FY2015**

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

**FY2016**

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	SRTS	RTP	STP-U	STP				
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

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

**FINANCIAL SUMMARY**  
- Bicycle and Pedestrian -

**FINANCIAL CONSTRAINTS**

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

PROGRAMMED IMPROVEMENTS

-Roadways-

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

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

PROGRAMMED IMPROVEMENTS

-Roadways-

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

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

PROGRAMMED IMPROVEMENTS

-Roadways-

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

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

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

OZARKS TRANSPORTATION ORGANIZATION  
2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

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

OZARKS TRANSPORTATION ORGANIZATION  
2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

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



# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

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

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

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

OZARKS TRANSPORTATION ORGANIZATION  
2013-2016 Transportation Improvement Program

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

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

OZARKS TRANSPORTATION ORGANIZATION  
2013-2016 Transportation Improvement Program

**TAB 4**

## **TECHNICAL PLANNING COMMITTEE AGENDA 3/20/2013; ITEM II.C.**

### **FY 2014 Unified Planning Work Program (UPWP)**

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

#### **AGENDA DESCRIPTION:**

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

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

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

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

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

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

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

#### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

That a member of the Technical Planning Committee make a recommendation to the Board of Directors to approve the FY 2014 UPWP.



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

**UNIFIED PLANNING WORK PROGRAM**

**FISCAL YEAR 2014**

**(July 1, 2013 – June 30, 2014)**

**Ozarks Transportation Organization**

**Metropolitan Planning Organization Staff**

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

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

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

**APPROVED BY OTO BOARD OF DIRECTORS:**

**APPROVED BY ONEDOT:**

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

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

By mail:	Ozarks Transportation Organization 205 Park Central East, Suite 205 Springfield, MO 65806
By Telephone:	417-865-3042, Ext. 100
By Fax:	417-862-6013
By Email	<a href="mailto:staff@ozarkstransportation.org">staff@ozarkstransportation.org</a>

Or download it by going to [www.ozarkstransportation.org](http://www.ozarkstransportation.org).

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### Introduction

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

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

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

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

<http://www.ozarkstransportation.org>

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

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



**Task 010 – OTO General Administration**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
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<b>Financial Management.....</b>	<b>\$47,315</b>
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*July to June*

Responsible Agency – OTO

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

<b>Financial Audit .....</b>	<b>\$6,000</b>
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*August to October*

Consultant Contract Needed

Responsible Agency – OTO

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

<b>Unified Planning Work Program.....</b>	<b>\$9,863</b>
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*January to June*

Responsible Agency – OTO

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

<b>Travel and Training .....</b>	<b>\$44,000</b>
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*July to June*

Responsible Agency – OTO

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



Products)

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

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

*July to June*

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.

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

*July to June*

Responsible Agency – OTO

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

**Civil Rights Compliance .....\$7,729**

*July to June*

Responsible Agency – OTO

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

**IRS Tax Status Determination .....\$16,000**

*July to June*

Consultant Contract Needed

Responsible Agency – OTO

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

**End Products for FY 2014**

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



**Tasks Completed in FY 2013**

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

**Funding Sources**

Local Match Funds	\$34,844	20.00%
Federal CPG Funds	\$139,376	80.00%
<b>Total Funds</b>	<b>\$174,220</b>	<b>100.00%</b>



**Task 020 – OTO Committee Support**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
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<b>OTO Committee Support .....</b>	<b>\$81,624</b>
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*July to June*

Responsible Agency – OTO

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

<b>Community Committee Participation .....</b>	<b>\$13,371</b>
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*July to June*

Responsible Agency – OTO

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

<b>OTO Policy and Administrative Documents.....</b>	<b>\$9,925</b>
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*July to June*

Responsible Agency – OTO

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

<b>Member Attendance at OTO Meetings .....</b>	<b>\$10,000</b>
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*July to June*

Responsible Agencies – OTO and Member Jurisdictions

- OTO member jurisdiction time spent at OTO meetings.

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

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

**Tasks Completed in FY 2013**

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

**Funding Sources**

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



**Task 030 – General Planning and Plan Implementation**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
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<b>OTO Long-Range Transportation Plan, Journey 2035.....</b>	<b>\$2,700</b>
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*July to June*

Responsible Agency – OTO

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

<b>OTO Travel Demand Model Update .....</b>	<b>\$155,000</b>
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*July to June (Continued from Prior Year)*

Consultant Contract Continued

Responsible Agency – OTO

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

<b>Congestion Management Process Update .....</b>	<b>\$30,000</b>
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*July to October (Continued from Prior Year)*

Responsible Agency – OTO

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

<b>Bicycle and Pedestrian Plan Implementation .....</b>	<b>\$5,000</b>
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*July to June*

Responsible Agency – OTO

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

<b>Geographic Information Systems (GIS) .....</b>	<b>\$18,000</b>
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*July to June*

Responsible Agency – OTO

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

<b>Federal Certification Review.....</b>	<b>\$3,000</b>
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*July to December*

Responsible Agency – OTO

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

## Task 030 - General Planning and Plan Implementation



### **Air Quality Planning .....\$5,000**

*July to June*

Responsible Agency – OTO

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

### **Demographics and Future Projections .....\$5,000**

*July to June*

Responsible Agency – OTO

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

### **MoDOT Transportation Studies and Data Collection .....\$65,000**

MoDOT Southwest District - \$65,000

*July to June*

Responsible Agency – MoDOT Southwest District

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

#### **Source of Eligible MoDOT Match**

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





### **Performance Measures .....\$5,000**

*July to June*

Responsible Agency – OTO

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

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

*July to June*

Responsible Agency – OTO

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

### **Travel Time Collection Units .....\$82,000**

*December to June*

Responsible Agencies – OTO, MoDOT, City of Springfield

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

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

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

### **Tasks Completed in FY 2013**

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



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

### Funding Sources

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



## Task 040 – Project Selection and Programming

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

<u>Work Elements</u>	<u>Estimated Cost</u>
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<b>Solicit Applications and Select 2014-2017 Transportation Projects .....</b>	<b>\$5,000</b>
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*July to June*

Responsible Agency – OTO

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

<b>2014-2017 Transportation Improvement Program (TIP).....</b>	<b>\$7,485</b>
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*July to August*

Responsible Agency – OTO

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

<b>2015-2018 Transportation Improvement Program (TIP).....</b>	<b>\$60,625</b>
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*March to June*

Responsible Agency – OTO

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

<b>TIP Amendments.....</b>	<b>\$11,784</b>
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*July to June*

Responsible Agency – OTO

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

<b>Federal Funds Tracking.....</b>	<b>\$3,923</b>
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*July to June*

Responsible Agency – OTO

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

<b>Online TIP Tool .....</b>	<b>\$10,000</b>
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*June to December*

Consultant Contract

Responsible Agency – OTO

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



### End Product(s) for FY 2014

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

### Tasks Completed in FY 2013

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

### Funding Sources

Local Match Funds	\$19,763	20.00%
Federal CPG Funds	\$79,054	80.00%
<b>Total Funds</b>	<b>\$98,817</b>	<b>100.00%</b>



**Task 050 – Transportation Demand Management**

Planning Activities to support the Regional Rideshare program.

<u><b>Work Elements</b></u>	<u><b>Estimated Cost</b></u>
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<b>Coordinate Employer Outreach Activities.....</b>	<b>\$6,000</b>
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*July to June*

Responsible Agencies – OTO, City of Springfield

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

<b>Collect and Analyze Data to Determine Potential Demand.....</b>	<b>\$6,000</b>
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*July to June*

Responsible Agency – OTO

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

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

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

**Tasks Completed in FY 2013**

- Not included in FY2013 UPWP

**Funding Sources**

Local Match Funds	\$2,400	20.00%
Federal CPG Funds	\$9,600	80.00%
<b>Total Funds</b>	<b>\$12,000</b>	<b>100.00%</b>



## Task 060 – OTO and City Utilities Transit Planning

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

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

*July to June*

Responsible Agencies – OTO, City Utilities

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

<b>ADA Accessibility .....</b>	<b>\$11,000</b>
	City Utilities/5307 - \$10,000
	OTO/CPG - \$1,000

*July to June*

Responsible Agencies – OTO, City Utilities

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

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

*July to June*

Responsible Agencies – OTO, City Utilities

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



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

*July to June*

Responsible Agencies – OTO, City Utilities

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

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

*July to June*

Responsible Agency – City Utilities

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

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

*July to June*

Responsible Agencies – OTO, City Utilities, Missouri State University

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



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

*July to June*

Responsible Agencies – OTO, City Utilities, Missouri State University

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

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

*July to June*

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

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

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

*July to June*

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

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

*July to June*

Responsible Agencies – OTO, City Utilities

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

**End Products for FY 2014**

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





- Transit Fixed Route and Regional Service Analysis Implementation

### Tasks Completed in FY 2013

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

### Funding Sources

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



**Task 070 – Special Studies and Projects**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
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<b>Continued Coordination with entities that are implementing Intelligent Transportation Systems .....</b>	<b>\$18,310</b>
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*July to June*

Responsible Agency – OTO

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

<b>Studies of Parking, Land Use, and Traffic Circulation .....</b>	<b>\$16,262</b>
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*July to June*

Responsible Agency – OTO

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

<b>Other Special Studies in accordance with the Adopted Long-Range Transportation Plan .....</b>	<b>\$12,000</b>
--	-----------------

*July to June*

Responsible Agency – OTO

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

<b>Traffic Counts.....</b>	<b>\$12,000</b>
----------------------------	-----------------

*February to April*

Consultant Contract Needed

Responsible Agency – OTO

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

<b>Livability/Sustainable Planning .....</b>	<b>\$5,200</b>
--	----------------

*July to June*

Responsible Agency – OTO

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

**End Products for FY 2014**

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



- ITS Coordination

### Tasks Completed in FY 2013

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

### Funding Sources

Total Local Match Funds	\$12,754	20.00%
Federal CPG Funds	\$51,018	80.00%
<b>Total Funds</b>	<b>\$63,772</b>	<b>100.00%</b>



## Financial Revenues Summary

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

## Financial Expenditures Summary

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

## Financial Revenues and Expenditures Summary



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

\*Previously allocated but unspent CPG Funds through FY 2012

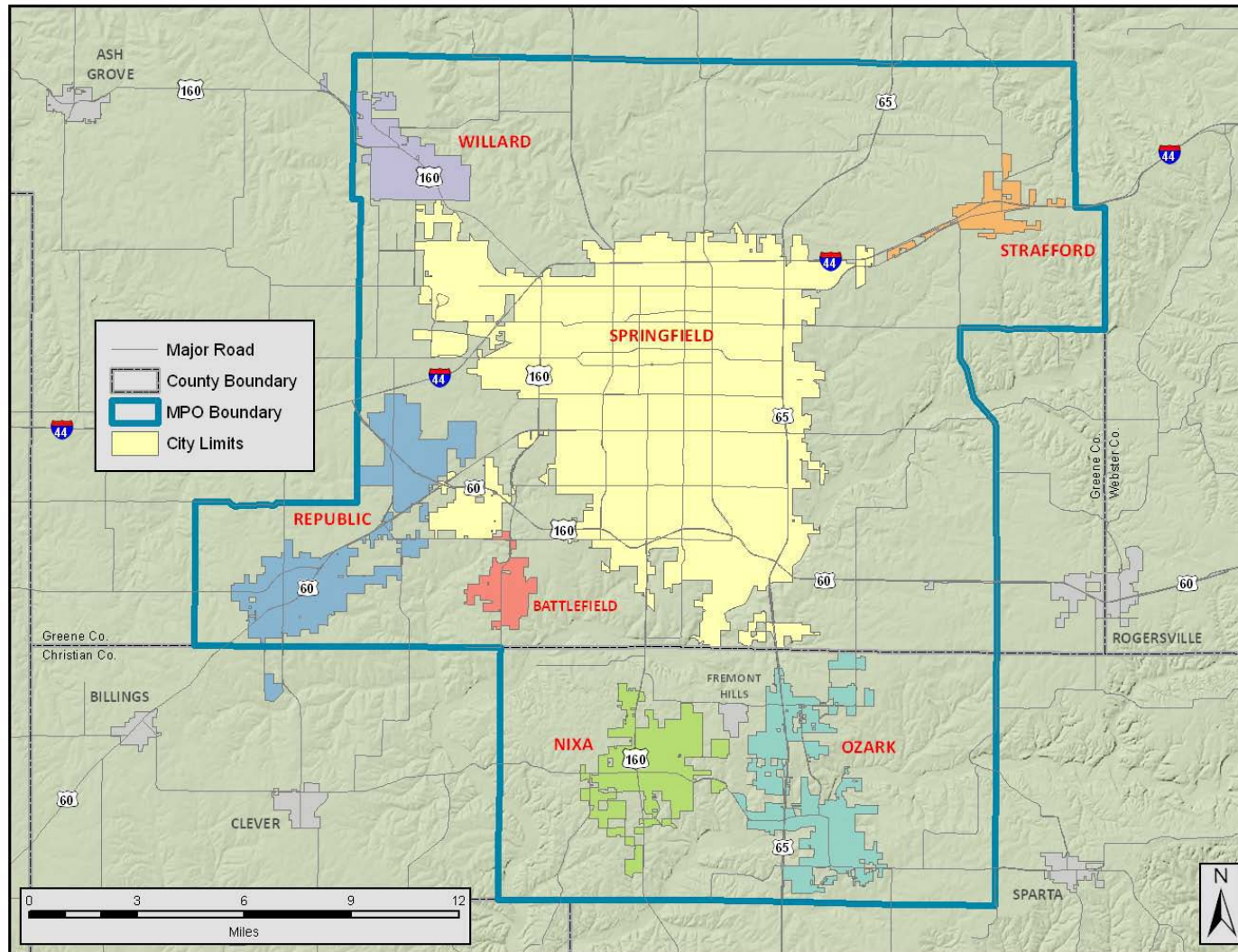
\*\*FY 2013 Estimated CPG Funds Allocation

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

## OTO Boundary Map



### OTO Boundary Map



## OTO Organization Chart

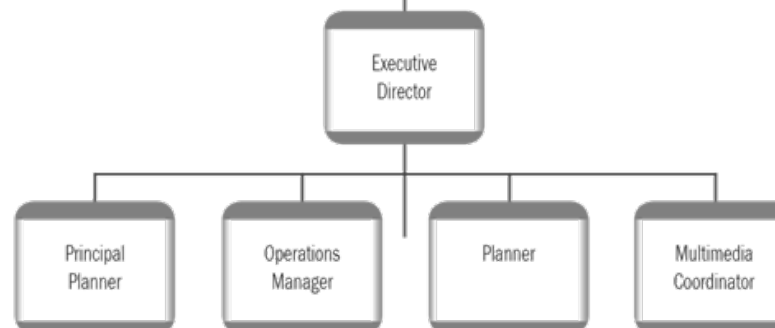


### OTO Organization Chart

#### Membership of the Ozarks Transportation Organization Region Metropolitan Planning Organization



#### Ozarks Transportation Organization Planning Staff



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

## APPENDIX A

FY 2014

July 1, 2013 - June 30, 2014

### OTO BUDGET DETAIL

*Utilizing Consolidated Planning Grant Funds*

#### ESTIMATED EXPENDITURES

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



### ESTIMATED EXPENDITURES Continued

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

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

### ESTIMATED REVENUES

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

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

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

## APPENDIX B

FY 2014

July 1, 2013 - June 30, 2014

### ANTICIPATED CONSULTANT USAGE

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

## APPENDIX C

FY 2014

July 1, 2013 - June 30, 2014

### OTO BUDGET DETAIL

*Utilizing Local Jurisdiction Funds*

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

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

**TAB 5**

## **TECHNICAL COMMITTEE AGENDA 3/20/2013; ITEM II.D.**

### **PM Advance**

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

#### **AGENDA DESCRIPTION:**

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

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

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

#### **TECHNICAL COMMITTEE ACTION REQUESTED:**

To make a recommendation to the Board of Directors regarding participation in the PM Advance Program.

**TAB 6**

## **TECHNICAL COMMITTEE AGENDA 3/20/2013; ITEM ILE.**

### **OTO Funds Balance Report – December 2012**

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

##### **AGENDA DESCRIPTION:**

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

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

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

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

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

##### **TECHNICAL COMMITTEE ACTION:**

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

# **Ozarks Transportation Organization**



## **Funds Balance Report**

### **December 2012**

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

# **Ozarks Transportation Organization**

## **Funds Balance Report**

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## Balance Sheet

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

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

## Appropriations

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

## Obligations

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

## Obligations, continued

### STP-URBAN

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

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**STP-URBAN, continued**

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

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<b>TOTAL OBLIGATIONS</b>	<b>(\$21,798,642.82)</b>
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## Ending Balance by Jurisdiction FY 2013

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

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

## MoDOT Cost Shares

### Projects Currently Programmed in the STIP

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

### Approved Cost Shares Not Yet Programmed\*

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

<b>GRAND TOTAL</b>	<b>(\$2,300,000.00)</b>	<b>(\$1,236,637.20)</b>	<b>(\$1,052,948.47)</b>	<b>(\$594,344.80)</b>	<b>(\$12,751,741.37)</b>	<b>\$0.00</b>	<b>(\$17,935,671.84)</b>
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### Proposed Cost Shares Pending Agreement\*\*

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

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

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

## Bridge (BRM) Balance

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

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

<b>TOTAL AVAILABLE</b>	<b>\$11,800.00</b>
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<b>Maximum Balance Allowed</b>	<b>\$1,158,585.00</b>
<b>Need to Obligate an Additional</b>	<b>\$0.00</b>

\*Funds for FY2013 are estimates only.

## STP-Urban Balance Based on Current Obligations

### Christian County

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

### Remaining MoDOT Cost Shares

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

<b>Maximum Balance Allowed</b>	<b>\$848,574.21</b>
<b>Need to Obligate an Additional</b>	<b>\$0.00</b>

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



## STP-Urban Balance Based on Current Obligations

### Greene County

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

OZARKS TRANSPORTATION ORGANIZATION  
FUNDS BALANCE REPORT - DECEMBER 2012

## STP-Urban Balance Based on Current Obligations

### City of Battlefield

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

## STP-Urban Balance Based on Current Obligations

### City of Nixa

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

## STP-Urban Balance Based on Current Obligations

### City of Ozark

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

## STP-Urban Balance Based on Current Obligations

### City of Republic

Allocation/Project	Amount	Running Balance
<b>Small Urban Balance FY 09</b>	<b>\$198,465.99</b>	<b>\$0.99</b>
Obligation	<b>(\$198,465.00)</b>	<b>(\$198,464.01)</b>
<b>Small Urban Allocation FY 10</b>	<b>\$33,077.66</b>	<b>(\$165,386.35)</b>
<b>Small Urban Allocation FY 11</b>	<b>\$33,077.66</b>	<b>(\$132,308.69)</b>
<b>STP-Urban Allocation FY 11</b>	<b>\$ 127,291.50</b>	<b>(\$5,017.19)</b>
<b>Small Urban Allocation FY 12</b>	<b>\$33,077.66</b>	<b>\$28,060.47</b>
Small Urban Transfer to STP	<b>(\$99,233.97)</b>	<b>(\$71,173.50)</b>
<b>STP-Urban Allocation FY 12</b>	<b>\$ 185,257.16</b>	<b>\$114,083.66</b>
Route 60/Oakwood/FR93	<b>(\$173,050.00)</b>	<b>(\$58,966.34)</b>
Small Urban Transfer to STP	<b>\$99,233.97</b>	<b>\$40,267.63</b>
<b>Small Urban Allocation FY 13</b>	<b>\$33,077.66</b>	<b>\$73,345.29</b>
<b>STP-Urban Allocation FY 13</b>	<b>\$ 224,543.94</b>	<b>\$297,889.23</b>
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TOTAL SMALL URBAN ALLOCATION	\$330,776.63	
TOTAL STP-URBAN ALLOCATION	\$537,092.60	
<b>TOTAL ALLOCATION</b>	<b>\$867,869.23</b>	
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TOTAL SMALL URBAN OBLIGATIONS	<b>(\$297,698.97)</b>	
TOTAL STP-URBAN OBLIGATIONS	<b>(\$73,816.03)</b>	
<b>TOTAL OBLIGATIONS</b>	<b>(\$371,515.00)</b>	
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TOTAL SMALL URBAN AVAILABLE	\$33,077.66	
TOTAL STP-URBAN AVAILABLE	\$463,276.57	
<b>TOTAL AVAILABLE</b>	<b>\$496,354.23</b>	
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<b>Maximum Small Urban Balance Allowed</b>	<b>\$99,232.98</b>	
<b>Maximum STP-Urban Balance Allowed</b>	<b>\$673,631.82</b>	
<b>Need to Obligate an Additional Small Urban</b>	<b>\$0.00</b>	
<b>Need to Obligate an Additional STP-Urban</b>	<b>\$0.00</b>	

## STP-Urban Balance Based on Current Obligations

### City of Springfield

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

## STP-Urban Balance Based on Current Obligations

### City of Springfield

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

## STP-Urban Balance Based on Current Obligations

### City of Strafford

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



## STP-Urban Balance Based on Current Obligations

### City of Willard

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

### MPO Population Distribution

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

### STP Funding Allocation

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

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

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

\*\*Includes Republic Small Urban Appropriation

Notes:

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

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

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

### OZARKS TRANSPORTATION ORGANIZATION FUNDS BALANCE REPORT - DECEMBER 2012

## STP Urban Running Balance

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

## STP Urban Running Balance

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

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

\*\*Funds for FY2013 are estimates only.

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

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

## OZARKS TRANSPORTATION ORGANIZATION FUNDS BALANCE REPORT - DECEMBER 2012

## Surface Transportation Program (STP) Springfield Urban Area

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

## STP - OTO Payback

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

## Springfield Area Small Urban

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



## City of Republic Small Urban

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

## Highway Bridge Program (BRM) Springfield Urban Area

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

**TAB 7**

## **TECHNICAL COMMITTEE AGENDA 3/20/2013; ITEM II.F.**

### **TIP Tool Website**

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

##### **AGENDA DESCRIPTION:**

The Ozarks Transportation Organization has purchased an online tool for producing the Transportation Improvement Program. This tool will be used for the development of the FY2014-2017 TIP.

The tool is online, with the editing functions for the program accessible via the web, providing access to each OTO jurisdiction. TIP projects are visible and searchable through an online map. Reports can be customized for specific projects or jurisdictions.

OTO is hosting training ahead of the Technical Planning Committee meeting. This training will show jurisdictions how to login and edit data. During the TPC meeting, OTO staff will provide a brief overview of the tool including how to search for projects and generate reports.

##### **TECHNICAL COMMITTEE ACTION REQUESTED:**

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

**TAB 8**





Ozarks Transportation Organization  
205 Park Central East, Suite 205, Springfield, MO 65806

January 17, 2013

Mr. Kenny Voss  
Local Programs Administrator  
Missouri Department of Transportation  
105 W. Capitol Avenue  
Jefferson City, Missouri 65102

Dear Mr. Voss,

We value the partnership between the Missouri Department of Transportation and the Ozarks Transportation Organization. Together, we have a long history of working together to ensure that important projects are funded and constructed. We understand the importance of teamwork and working together to make the local public agency program successful and are committed to continuing that partnership.

We have recently learned of a proposal by MoDOT to change the process by which Off-System Bridge (BRO) funds are allocated. We understand the difficulties of maintaining such a large statewide balance and have recently begun the process to program several bridges in Greene County. Additional projects are being identified to decrease the balance over the next two years.

We are not in support of the proposal to allow the Regional Planning Commissions to make project selection decisions regarding Off-System Bridge funding. We believe that for the two counties, Christian and Greene, within the OTO planning area, this would be a backward step requiring more paperwork and review.

However, we would like to assist MoDOT in reaching a solution to decrease the statewide Off-System Bridge balance. We support an administration fee derived from the BRO program to fund a MoDOT position to monitor the balances. We also recommend a database of soft-match credit providing contact information for those counties interested in trading soft match credit. We support consideration of a policy in which there is a cap on the maximum balance allowed for each county.

We are very pleased with the work being done by the LPA Committee and appreciate your work with the LPA program. Please let us know if we can be of any assistance as the discussions continue regarding the Off-System Bridge and other LPA programs.

Sincerely,

Jim Viebrock  
Presiding Greene County  
Commissioner  
OTO Chairman

Lou Lapaglia  
Presiding Christian County  
Commissioner  
OTO Vice-Chairman

Sara Fields  
OTO Executive Director



## Public considers MoDOT priorities

Written by Christine Temple  
Mar. 11

news-leader.com



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

Want to give your input?

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

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

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

Baltz, head of MoDOT's District 7.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Greenway path marks Trail of Tears

Written by Wes Johnson

Mar. 11

news-leader.com



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

Purchase Image Zoom

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### About the Trail of Tears

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

March 12, 2013

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# Missouri Highways and Transportation Commission announces new chairman

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

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

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

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

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

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#### Missourinet Blog



# Public transportation hits 10.5B rides in 2012

Larry Copeland, @ByLarryCopeland, USA TODAY | 1:23a.m. EDT March 11, 2013



(Photo: Handout)

Ridership on buses, subways and other modes of public transportation in the USA rose 1.5% to 10.5 billion trips last year, the highest annual total since 2008, according to a new report.

Although Superstorm Sandy and its aftermath slowed ridership on some of the nation's largest transit systems, at least 16 systems reported record ridership numbers in 2012, says the American Public Transportation Association.

"When Sandy hit, and the snowstorm that followed it, an estimated 74 million (transit) trips were lost, and yet we still had the second-highest ridership since 1957," said APTA president and CEO Michael Melaniphy.

Melaniphy says the increase in transit ridership was driven, at least partly, by high gas prices, the volatility of those prices and the nation's changing demographics.

"In the last 18 months or so, we've seen prices be very volatile," he says. "When you think about the impact of that on your budget, when you can't count on your transportation costs being consistent day over day, week over week, that's really hard on the budget."

A 2012 report by the National Conference of State Legislatures said that "affordability likely plays a role" in the growth of transit, noting "estimates are that an individual can save more than \$10,000 a year by riding public transit instead of driving."

That report also noted the growing popularity of public transportation, especially among Baby Boomers, empty-nesters and Millennials, who total about 150 million people.

"We expect we're going to continue to have good ridership," Melaniphy says. "More than 80% of transit systems have cut services, raised fares or considered it. Think about what ridership numbers would look like if they didn't have to cut back."

He says public transportation "is really part of the overall transportation system" that gives people choices for trips.

Melaniphy notes that in 2012, there were 62 local tax elections on transportation funding proposals that had at least a significant transit component; 49 of them passed.

"We're seeing record transit ridership on systems all over the country, in the Midwest, the East, the South, the North and the West," he says.

Among them:

In Michigan, the Ann Arbor Transportation Authority (TheRide) saw a 6.6% increase in ridership to a record 6.6 million trips in 2012, spokesman Don Kline says. "We have the transit-dependent riders, but we also have the choice riders," he says. "We really play into the national trends, with young people ditching their cars."

The 34-year-old system, which operates mainly in Ann Arbor and Ypsilanti, saw ridership numbers spike last year when gas prices hit \$4 a gallon, Kline says.

In Washington state, ridership on Sound Transit soared 12% last year to just over 28 million — a record in the agency's 14-year history, spokesman Bruce Gray says.

"Ridership growth over the past several years has a lot to do with the recession trailing off, finally, and more people using our trains and buses to get to and from work," he says. "If you add more jobs and higher gas prices, that equals higher ridership on all of our services."



THE BIG FIX

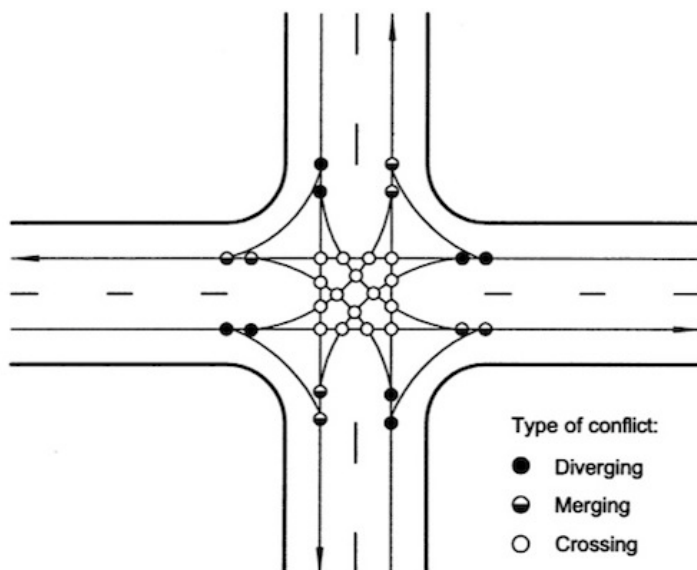
## Could These Crazy Intersections Make Us Safer?

EMILY BADGER JAN 23, 2013 43 COMMENTS



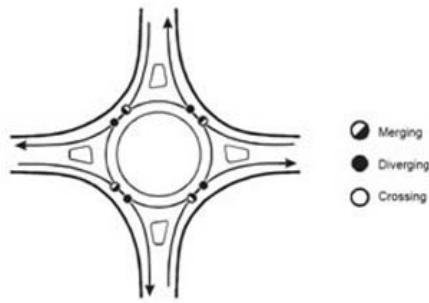
Geometry tells us that the traditional four-way intersection is inherently dangerous. When you plot all of the potential points of conflict on a diagram – and transportation engineers actually do this – it turns out that vehicles have 32 distinct opportunities to collide into one another at the nexus of two two-lane roadways. Cars can crash into each other while merging or diverging from a given lane. Then the worst action happens right in the middle of the interchange, at that perilous point where vehicles turn left across oncoming traffic.

There, the geometry gets even more gruesome. Cars colliding head-on, or at a right angle to each other, are much more likely to cause serious carnage than two vehicles merging at a shallower angle (as happens on a right-hand turn). This is what a traditional intersection looks like when you analyze it as a potential death trap:



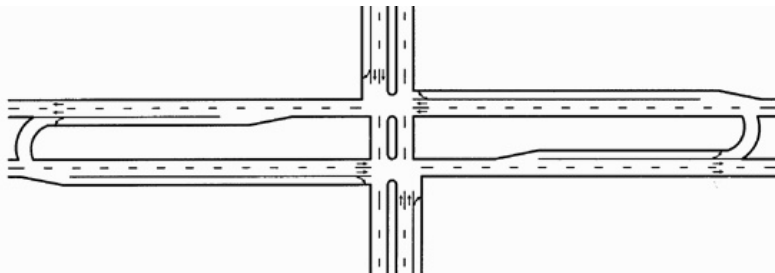
Federal Highway Administration

With that geometry in mind, it becomes clear what we need in the holy grail of intersection design: a scheme that would eliminate left-hand turns while still enabling drivers to move in all four directions. The basic roundabout does this, with only eight relatively less harmful points of conflict:



*Federal Highway Administration*

The challenge is to translate that same idea onto much busier roads. You may already be familiar with the “Michigan Left,” also known as the “median U-turn,” which solves this problem by requiring drivers to pass through an intersection, make a u-turn and then re-approach it from the opposite direction, ultimately making a safer right-hand turn. The concept is also intended to improve traffic flow by eliminating that pesky left-turn cycle at the light:



*Federal Highway Administration*

The simple Michigan Left, though, only begins to tap the wilder dreams of transportation engineers. They’ve concocted some much more intricate intersection designs – and in a few cases actually built them – to improve road safety, save states money and generally stall the inevitable expansion of highways. [John Sangster](#), a doctoral candidate at Virginia Tech and an alternative intersection enthusiast, introduced us to several and pointed us to some spellbinding animations from the [Applied Technology and Traffic Analysis Program](#) at the University of Maryland (many thanks to researchers there for sharing these clips).

Meet, for instance, the Jughandle:

And the Superstreet (now [gaining steam in North Carolina](#)):



And the Diverging Diamond (now in existence [outside Springfield, Missouri](#)):

As you can imagine, these designs are not an easy sell. "It's a two-fold sale that has to happen," Sangster tells us. "We're not going to build these if they're not safe. We're also not going to build them if they don't work better."

In theory – i.e., in conflict-point diagrams – these intersections should be safer than more traditional ones. But there are two caveats to that promise: Sangster is really talking about safer intersections for *cars*. Pedestrians and bikers aren't figured into any of these models, and Sangster has yet to encounter designs that do a good job of incorporating them (or transit). There also isn't much hard data on the safety of these designs because so few of them have been built (and even accurately modeling them on a computer can be tricky and expensive).

These intersections are also clearly not meant for the inner city. They may work best, Sangster says, when a local road outside of town has grown so congested that it needs to be converted into a highway. Some of these designs could delay that prospect, while allowing communities to forgo the expensive construction of ramps, bridges and underpasses, still facilitating heavier traffic flow.

Traffic engineers generally measure the performance of an intersection in the average delay per vehicle sitting at it. This means that if 50 cars on a major road have to wait 30 seconds each at a red light so that a lone car can pass from a side street, you don't have a very efficient intersection.

"It's definitely not trying to give equal time to everyone on the road," Sangster says. "It's trying to make the whole road work better." And sometimes that means making life extremely inconvenient for a small number of drivers in order to make the whole system work better for the majority. More often, this also means designing increasingly complex geometry, as in this "Continuous Flow" model:



The Maryland researchers have even modeled some three-dimensional solutions that, for instance, elevate drivers making left turns to keep them out of the main roadway:

None of these models are to be confused with some equally mind-boggling (and pedestrian-unfriendly) [simulations of intersections for driverless cars](#). These "alternative" intersections, conversely, would require actual human drivers to learn radically new – and often counterintuitive – traffic patterns. And we all know how that's gone in America [with the simple roundabout](#).

"The biggest problem is that you can educate locally as many people as you can reach," Sangster admits. "But there's always going to be somebody visiting from out of town."

Keywords: traffic, Road Safety, roundabouts, Intersections



Emily Badger is a staff writer at The Atlantic Cities. Her work has previously appeared in *Pacific Standard*, *GOOD*, *The Christian Science Monitor*, and *The New York Times*. She lives in the Washington, D.C. area. [All posts »](#)

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February 22, 2013

## **Wyoming Officials Approve 10-Cent Fuel Tax Increase for Transportation**

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

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

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

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

*Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).*



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

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

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

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

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

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

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

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

*Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).*

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THE BIG FIX

# The End of Federal Transportation Funding as We Know It

ERIC JAFFE MAR 11, 2013 17 COMMENTS



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

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

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

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

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

## The Case for Devolution

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

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

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

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

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

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

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

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

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

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

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

## The Case for Continued Federal Funding

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

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

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

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

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

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

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

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

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

#### Ideas for Reform

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

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

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

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

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

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

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

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

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

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

Keywords: Transportation, Federal Funding, Transportation Funding



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## Teen Driver Fatalities Jump in 2012, Preliminary Data Shows

More teenage drivers died in the first six months of 2012 than in the same period the previous year, according to preliminary data released Tuesday by the Governor's Highway Safety Association. But while the uptick in teen driver fatalities is alarming, it is out of sync with the general trend that shows an overall decrease in teen driver deaths.

"We are still at a much better place than we were ten or even five years earlier," said Dr. Allen Williams, the report's author, in a statement. "However, the goal is to strive toward zero deaths, so our aim would be that these deaths should go down every year."

According to the report, 240 fatalities of 16 and 17-year-old drivers were reported in the first half of 2012, up from 202 in the first six months of 2011. The increase was higher for 16-year-olds (from 86 in 2011 to 107 in 2012, or a 24 percent increase) than 17-year-olds (from 116 in 2011 to 133 in 2012, or a 15 percent increase).

There are several factors that could have contributed to the rise in teen driver fatalities in the preliminary 2012 data, Williams said, including the improving economy (as teens are more affected by economic downturns in their ability to drive, so an improved economy means more drivers). Another factor could be that the benefit of graduated driver licensing could be leveling off, Williams said.

GHSA chair and Director of the Tennessee Governor's Highway Safety Office Kendall Poole said that there is clearly more work to be done.

"Any increase in highway deaths is unacceptable, particularly among our teens. We know from research and experience that teen drivers are not only a danger to themselves, but also a danger to others on the roadways," said Poole.

The full 14-page report is available [here](#).

*Questions regarding this article may be directed to [editor@aaashtojournal.org](mailto:editor@aaashtojournal.org).*

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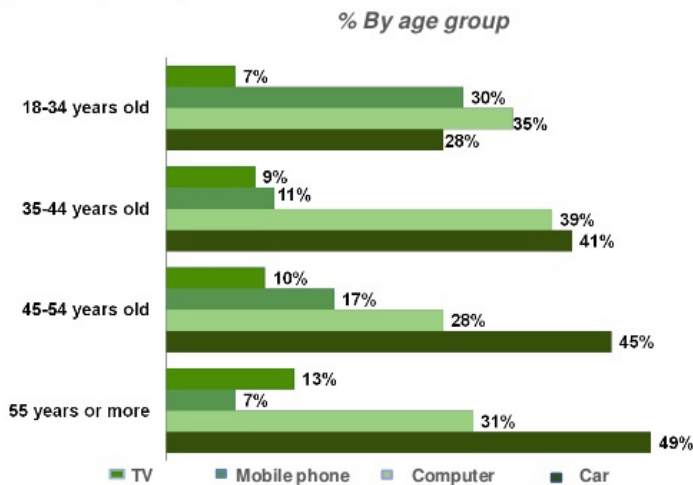
# Millennials Say They'd Give Up Their Cars Before Their Computers or Cell Phones

EMILY BADGER FEB 28, 2013 33 COMMENTS

Once a week or so we come across yet another sign that Millennials care much less about car ownership than previous generations. They're [less likely to drive](#) than their parents. They've got [less debt tied up in cars](#). They'd rather hang out with their friends on Twitter than [get in a car to go see them](#).

And here's yet another: Ask Millennials which piece of technology they could least live without, and it turns out they'd more happily part with their cars than their computers or cell phones. That question, graphed below, comes from the [third installment](#) of Zipcar's annual Millennial survey.

In your daily routine, losing which piece of technology would have the greatest negative impact on you?



According to those results, which are based on a national online survey of 1,015 adults, cars are the most prized piece of technology (at least among those offered here) among every age group but the under-35s. Our other big takeaway from this report: No one cares about the lonely TV any more.

Keywords: Computers, car-sharing, Sharing, Millennials, Zipcar



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MAPS

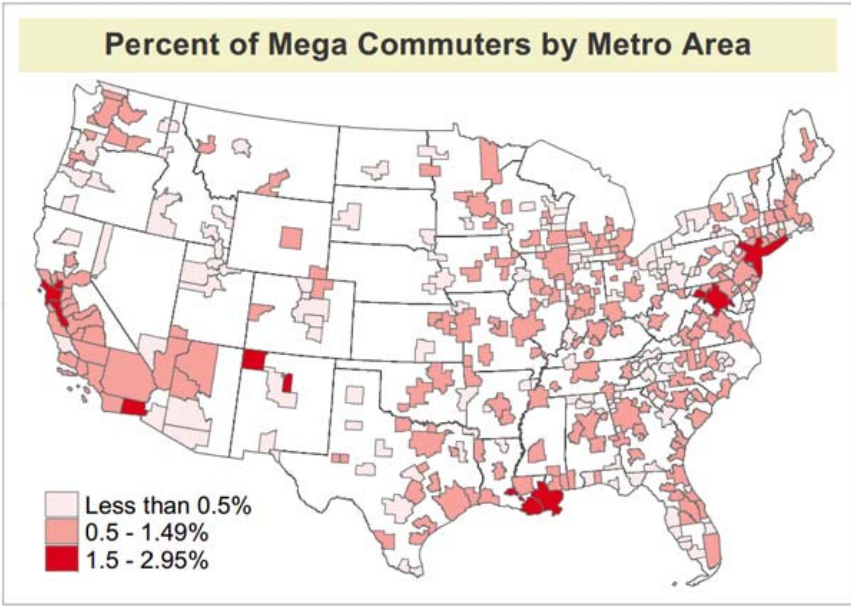
# Where It Takes the Longest to Get To Work

SARA JOHNSON   MAR 05, 2013   16 COMMENTS

Here's our takeaway from the Census Bureau's latest [report](#) on commute times: not much has changed in the past decade.

The percentage of workers with commutes of an hour or more has remained fairly stable from 2000 to 2011, hovering right around 8 percent (8.1 percent of all workers who do not work from home in 2011). The national average commute time hasn't changed much either.

But like most things, the awfulness of your commute depends a lot on where you live. See, for example, this map below of where the "megacommuters," (those 586,805 unlucky Americans who travel at least 50 miles and 90 minutes to work each day) live.



The two tables below highlight the top metro areas for these super-long commutes. Note that the San Francisco metro has both the longest average travel time and average distance.

Metro Areas with the Highest Mean Travel Time <sup>1</sup>	Percent Mega Commutes	Metro Areas with Highest Mean Distance <sup>2</sup>	Percent Mega Commutes
San Francisco-Oakland-Fremont, CA	2.06	San Francisco-Oakland-Fremont, CA	2.06
New York-Northern New Jersey-Long Island, NY-NJ-PA	1.90	San Jose-Sunnyvale-Santa Clara, CA	1.90
Washington-Arlington-Alexandria, DC-VA-MD-WV	1.89	Salinas, CA	1.23
Trenton-Ewing NJ Metropolitan Statistical Area	1.40	Gulfport-Biloxi, MS	0.94
Los Angeles-Long Beach-Santa Ana, CA	1.25	Hinesville-Fort Stewart, GA	0.93
Boston-Cambridge-Quincy, MA-NH	1.17	Lawton, OK	0.82
Atlanta-Sandy Springs-Marietta, GA	0.90	Fayetteville, NC	0.73
Chicago-Joliet-Naperville, IL-IN-WI	0.81	Brunswick, GA	0.64
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	0.80	Anchorage, AK	0.25
Seattle-Tacoma-Bellevue, WA	0.57	Honolulu, HI	0.08

The Census also [breaks out](#) the rate of long commutes by the type of community workers are coming from and headed to. As you might expect, the trip from the suburb to the city had the highest share of workers with a commute of over an hour, followed by those traveling from a city to a suburb. Beyond that, the rate of hour-plus commutes is about the same outside a metro area and within cities, and even smaller from suburb to suburb.

Nearly 80 percent of workers who don't work from home drive to work alone; about 10 percent carpool. Almost a quarter of workers who have a commute of over an hour use public transportation to get to work, compared to just 3.7 percent for those with sub-hour commutes. (Put another way,

almost 2.5 million people spend an hour or more getting to work on public transit.)

The report suggests that the use of public transportation may be related to commute time, noting that "the average travel time for public transportation commuters is consistently longer than that of the general working population."

Some great maps on all this commute data have circulated this morning. *The Washington Post* [mapped](#) where people travel to get to work. *WNYC* created a [fantastic map](#) showing average commute times by zip code.

Keywords: public transit, Suburbs, Census, commute



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## It's No 'Accident': NYPD Changes the Way It Talks About Traffic Deaths

SARAH GOODYEAR MAR 11, 2013 7 COMMENTS



A year and a half ago, Mathieu Lefevre, a 30-year-old artist and resident of Williamsburg, Brooklyn, was [hit and killed](#) by the driver of a truck while riding his bicycle. The driver left the scene and later claimed he had no idea he had struck anyone. Lefevre's family, who are from Canada, traveled to the United States to protest the lax investigation of their son's death by the New York City Police Department.

The driver was [never charged in the case](#), and the Lefevre family [went to court](#) to protest the way information about their son's death had been withheld from them – [a case that was eventually dismissed](#) as moot.

The NYPD's attitude toward what happened that October night in 2011 was summed up by a remark made by an officer to [Metro](#), a local newspaper:

"There's no criminality," an NYPD spokesman told Metro. "That's why they call it an accident."

But police in New York won't be calling occurrences like the one that took Lefevre's life "accidents" any longer – at least not officially. According to a report in [The New York Times](#), as part of a package of reforms in the way it handles traffic fatalities, the NYPD is now replacing the term "accident" with the word "collision."

"It's not just semantics," says Paul Steely White, executive director of the advocacy group Transportation Alternatives. "It underscores a new approach."

There has been a global movement over the past few years to change the way people talk about traffic deaths. The British group [RoadPeace](#) has been one of the advocacy organizations calling for change, and recently tried – unsuccessfully – to get [The Guardian](#) to change its style from "accident" to "crash" or "collision" – a change that was made by the peer-reviewed [BMJ](#) (British Medical Journal) back in 2001.

To explain the importance of language in this case, RoadPeace cites [\[PDF\]](#) a key passage from a 2010 report [\[PDF\]](#) by the Campaign for Global Road Safety, authored by Kevin Watkins of Oxford University:

The vocabulary of the road traffic injury epidemic helps to explain the neglect. While child deaths from, say, malaria are viewed as avoidable tragedies that can be stopped through government action, road traffic deaths and injuries are widely perceived as ‘accidents’ – unpredictable events happening on a random basis to people who have the misfortune to be in the wrong place at the wrong time.

The vocabulary is out of step with reality. Road traffic fatalities and injuries are accidents only in the narrow technical sense that they are not intended outcomes. They are eminently predictable, and we know in advance the profile of the victims. Of the 3,500 people who will die on the world’s roads today around 3000 will live in a developing country and at least half will be a pedestrian or vulnerable road user who is not driving a car. When it comes to road traffic injury, the future is not just predictable – it is also changeable. Far from being the consequence of forces beyond human control, road traffic death and disability is in large measure the consequence of government action and inaction.

In New York, the police department has been criticized for many years by Transportation Alternatives and other advocacy groups for its reluctance to press criminal charges in traffic deaths. Even as the city has made enormous advances in street design and in education campaigns about traffic safety, enforcement has lagged.

As I wrote in [a piece about pedestrian deaths a couple of weeks back](#), the words “no criminality is suspected” have become a kind of catchphrase for an attitude that deaths caused by automobiles are just part of the price we have to pay for living in a densely populated modern city. The NYPD’s way of talking about and handling these cases has added to an atmosphere that makes it difficult for prosecutors to prove that reckless drivers are acting outside of the standards that would be observed by a “reasonable person.”

But the changes in NYPD policy indicate the department’s attitude might finally be shifting along with its language. Until now, the department’s Accident Investigation Squad has only been deployed when a crash victim was dead or assessed as “likely to die.” Now, that unit – soon to be renamed the Collision Investigation Squad – will respond when there has been a critical injury or when a Police Department duty captain believes the extent of the injuries and/or unique circumstances of a collision warrant such action,” according to a letter to the City Council from NYPD commissioner Ray Kelly cited by the *Times*. Kelly also wrote: “In the past, the term ‘accident’ has sometimes given the inaccurate impression or connotation that there is no fault or liability associated with a specific event.” It is a huge change in tone for a department that has come under [increasing pressure in recent years](#) to reform its approach to traffic fatalities.

White says he is also heartened by a related policy change that will put more control over crash investigations with local precinct authorities. “It’s local police who are more concerned about what’s happening on their local streets,” says White, who also noted that the new policies will lead to a more evidence-based, data-driven approach to investigating – and preventing – more traffic deaths in the city.

White adds that the changes come after family members and friends of crash victims, including Mathieu Lefevre’s, have spoken out repeatedly about the the NYPD’s flawed and opaque handling of traffic deaths.

“This would not be happening without those brave folks standing up on the steps of City Hall and testifying before the City Council,” says White. “They spoke with such moral authority that it was hard for the NYPD to ignore.”

Top image: Mathieu Lefevre's mother, Erika Lefevre, speaking at a Transportation Alternatives rally. (Dmitry Gudkov/Transportation Alternatives)

Keywords: New York, Traffic Fatalities, pedestrian safety, NYPD, Language



Sarah Goodyear has written about cities for a variety of publications, including *Grist* and *Streetsblog*. She lives in Brooklyn. [All posts »](#)

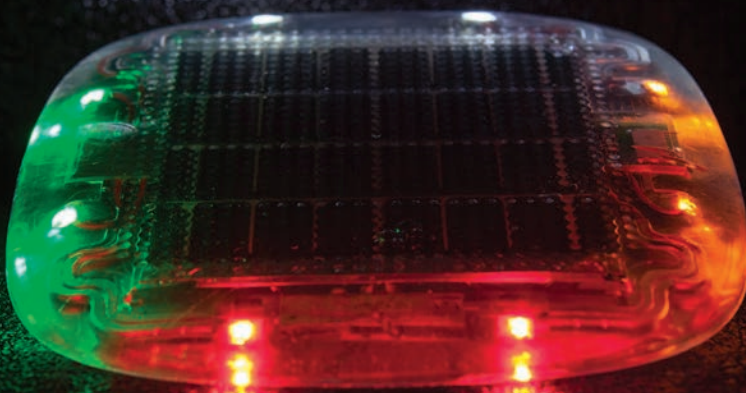
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# Out for the count

Requiring just 15 minutes to install, this prototype traffic counter integrated within an intelligent road stud offers great potential to improve road worker safety, writes **Lloyd Fuller**

**W**orkers can be at significant risk when installing roadside equipment. Twenty-two-year-old Nick Micieli, for example, was killed last June in Milton – a Toronto suburb in Canada – while installing a traffic-counting device. He and a colleague were working on the road in front of their van, which was rear-ended by a Toyota pick-up truck before spinning around and subsequently colliding with Micieli, who was pronounced dead shortly after being rushed to hospital. Although just one example, such incidents are actually more common than you would think.

So-called hose counting or pneumatic devices are particularly challenging when it comes to installation as they have to stretch from one side of the road to the other. This is a potentially dangerous process that raised the alarm for Swedish road authorities, which subsequently approached Denmark's Geveko ITS to come up with an alternative solution. "That was about three years ago now," reflects Bruno Hansen, general manager at Geveko ITS. "And what we have in our prototype after a lot of research and development is a multifaceted, multifunctional alternative to hoses, embedded inductive loops and even radar," he reveals.

## System setup

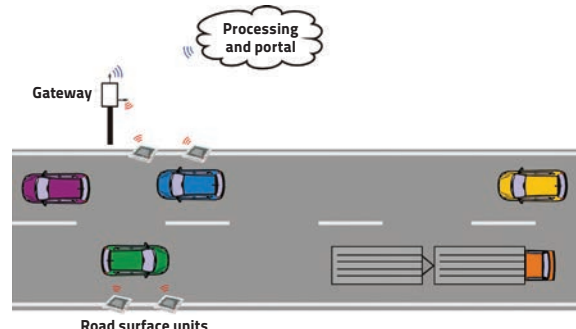
The LED-Guide – which measures around 12cm<sup>2</sup> and is a mere 7mm thick – performs traffic counting at lane level. "These compact dimensions actually allow you to collect data in the winter," Hansen continues. "With just a small groove, it can be mounted flush to the road so snow plows can run over the top without adversely affecting performance."

And because it's a lane-level installation, each lane on a road can be assessed independently. Housing the latest magnetic field sensors, vibration sensors and temperature sensors, the LED-Guide is not only able to

detect vehicles but can also compute the vehicle length and number of axles, among other functionalities, potentially opening it up to applications such as weigh-in-motion, vehicle classification for tunnels, bridges, etc. "With two sensors in place, we can also calculate a point-to-point average speed, so you can assess traffic speeds on particular stretches of road," Hansen continues.

Vitally, though, LED-Guide is installed at the side of the road, so workers don't have to put themselves in danger during installation and removal. The system is composed of independent units that are connected with each other using wireless communication. For a two-lane road, there could be four road surface units performing the sensing task and low-level aggregation task. "The aggregated data is then transmitted through a nearby gateway into the processing unit located in the 'cloud,'" Hansen explains. "When the processing of the aggregated and transmitted data is completed, that data is available in the portal and reports can be extracted."

Currently being evaluated in trials near Trondheim, Norway – and with a trial set to start in Sweden, too – LED-Guide could be ready for deployment as soon as mid-2013. ○



## Intelligence as standard

**➔** In addition to traffic counting, Bruno Hansen reveals that Geveko's LED-Guide can unlock added-value features such as detecting what direction a vehicle is driving in: "If you are driving a vehicle the wrong way on a highway, for example, our system can provide a warning and detail the speed of the vehicle. Also, should you approach a sharp bend, a running light can indicate that you are driving too fast."

Contemplating a more active approach where technology and operations are concerned, Hansen says it's also possible to set up the infrastructure to communicate with the latest intelligent units from a remote location via the 'gateway' mounted along the line: "With this in place, all the road studs may be brought online and as a result can be monitored from anywhere in the world and – if required – the data forwarded to other systems."

**iRoad**  
is an ongoing Swedish project involving Luleå University of Technology, Geveko, Eistec and Vägverket, which aims to develop intelligent road surfaces

(Left) The schematic shows the system level view of the traffic-counting system



The positive data relating to red light cameras is sometimes disregarded at state level. Certain regions remain undecided, swaying this way and that. New Jersey recently introduced new laws to ban them across the state.

"It's clear that towns have little interest in actually making intersections safer," Senator

Michael Doherty said of the situation. "They want violations to occur so that they can continue collecting fines to prop up government spending."

David Kelly of the National Coalition of Safer Roads believes that while there will always be anomalies such as New Jersey, there remains a net gain in the use of cameras across the USA.

"Decisions are often made for political gain," he insists. "When you get a change in power or a shake-up at board level, these things can happen. Such outcomes are subject to many variables and we don't set much store by them. In the normal cycle of events, programs come and go. What we do know is that cameras work and people support them."



# Mixed messages

**Saul Wordsworth** discovers that although the evidence for red light cameras appears overwhelming, the minority opposition continues to shout loudest





**K**ansas City Police Department recently reported its red light program to be so successful that for two years following its introduction in January 2009 there were no fatalities at the city's 17 enforced traffic intersections. Meanwhile a 2011 study by the Insurance Institute for Highway Safety (IIHS) found that red light safety cameras reduce violations by up to 50% and fatalities by 24%. You would think that such statistics would be enough to convince naysayers that red light safety cameras are a force for good – but you would be wrong.

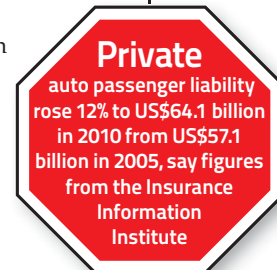
"People on the other side of the argument are often highly vocal," accepts David Kelly, president and executive director of the National Coalition of Safer Roads (NCSR). "They put up websites, arrange petitions... They are highly motivated. The more reasoned side of the argument doesn't have the same fervor because red light cameras make too much sense."

In the USA notions of freedom and privacy are held dear. Owning a driver's license may be an agreement to abide by certain rules, but in some eyes cameras remain a breach of civil liberty. Although evidence that cameras act as a deterrent is overwhelming, there remains a strong and outspoken anti-camera lobby, often backed by a media that is quick to raise suspicions about revenue generation. It can be a challenge for Kelly and others to defend themselves against those who choose to ignore what to them seems obvious.

Brian Ceccarelli is a software engineering consultant from North Carolina. In 2010 he received two tickets for running red lights. Since then he has fought his case by challenging on a scientific basis the yellow change interval formula.

"I am not against red light cameras, merely against the duration of the yellow light," says Ceccarelli. "Based on the laws of physics, the

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Better enforcement of traffic signals using cameras is a solution that can quickly be implemented on a large scale



Prior to the installation of red light cameras in Dallas five years ago, nearly a third of the city's accidents at traffic signals were attributed to red light running. In the first year of camera operation, intersection accidents were reduced by 56% and tickets for red light running fell by nearly half. Dallas now has 60 red light safety cameras operating at the city's 1,300 traffic lights.







formula doesn't give enough time to decelerate. It's the reason the red light camera industry is in business. Fix the formula and there will be no red light camera industry because very few people will be running red lights. Even if the car arrives in time, it is still necessary for the driver to know exactly what the safe stopping distance is, which is a mathematically exact value."

The case of Ceccarelli versus the town of Cary, North Carolina goes to court in January 2013. Backing him are several expert witnesses who will help defend his point of view.

### Majority view

"The notion that there is some sort of great conspiracy to shorten yellow light time is wrong," says Kelly. "There are many factors that go into how you calibrate a yellow light timing interval. These are complex fact-based formulas. It is not an arbitrary number. The idea of simply extending the yellow light is something you get from people who don't understand the process. Traffic engineers are professionals and you are demeaning the most objective person in traffic safety to suggest otherwise."

The statistics weigh heavily in Kelly's favor. A 2007 study in Philadelphia revealed that after yellow lights were adjusted to one second longer than the standard three to six seconds, red light running dropped by 36% – but it dropped a further 96% after cameras were installed.

"The interval times at intersections are constantly recalibrated," says Kelly. "Our opponents often demonize the wrong people simply because it fits their own political or personal objective."

(Top) An estimated 122,000 people were injured in red light running crashes in 2010. A 25% reduction would prevent 30,500 injuries and save insurers US\$1.95 billion  
(Right) Opponents are extremely vocal, but studies show they are in the minority



### Supporting data

In 2011 the study *Evaluation of Photographic Traffic Signal Enforcement Systems in Texas* was published. Researchers examined 11,122 crash records from 275 intersections in Texas where red light safety cameras were in use and compared crash frequencies both before and after cameras were installed. They found that side-on crashes decreased by 32% at intersections with cameras, and there was an overall fall of 25%.

"There are many reports that say red light cameras reduce crashes," says Ceccarelli. "The problem is they never investigate why the crashes happened in the first place. There is no forensic analysis, simply a before and after. They blame the drivers for all the bad things even though there could be gross engineering mistakes. If a report claims that these cameras reduce crashes by 25%, what about the other 75%?"

Kelly's riposte is to cite America's litigious society, which is "always looking to blame others," whereas in fact accidents happen "because of driver behavior" and red light safety cameras have been shown time and again to change such behavior and make motorists drive better.

"There is never one definitive study that proves once and for all the benefits of cameras, but the same could be said of all driver behavioral studies. The key is that all studies generally point to the effectiveness of red light safety cameras. The numbers vary, but if you were to complete a meta-analysis of all the surveys and research it would say red light safety cameras save lives."

### Who, when and why?

Ninety-eight percent of Americans believe that running red lights is dangerous, yet 56% admit to doing it and 20% at the past 10 lights. Offenders cut across all demographics, though there are some interesting variables. According to results obtained by the Stop Red Light Running Partnership, parents with children younger than 20 years old are more likely (65.6%)

## Support for the red



According to a 2011 poll taken by the Insurance Institute for Highway Safety (IIHS), more than 66% of drivers in 14 major cities were in favor of red light cameras at intersections. This follows a study across the same cities showing that cameras reduced fatal intersection incidents by nearly 25%. Of particular note was Houston, where the majority still voted in favor of cameras despite the city having shut them down in 2010. Of those polled, 25% said they opposed the use of red light safety cameras because they can make mistakes. Nineteen percent said they make the roads less safe. A similar poll taken in Connecticut in 2012 by the National Coalition for Safer Roads showed that 68% of those questioned were in favor of red light cameras at intersections.

**FHWA**  
figures from the USA suggest that over a period of five years ending in 2010, nearly 800 people a year on average died in red light running accidents





## Wise investment



Research body John Dunham and Associates recently completed an extensive report focusing on the potential savings that may accrue from the presence of red light safety cameras on US roads. The analysis, which calculated money saved through fewer accidents and traffic delays, the reduced impact on local hospitals, less property damage and insurance, and the redeployment of traffic officers, was commissioned by American Traffic Solutions. Although numbers varied from city to city, every camera was shown to provide a positive economic benefit to the local community. One red light camera in Hazelwood, Missouri was projected to save US\$163,000 in one year and US\$729,000 over five years.

**“People see the consequences of not running the red light as greater than running it ... not blood and guts and twisted metal**



to run red lights than those with older children (40.8%). Individuals are also more liable to offend than those with passengers, particularly if the passengers are children. Motorists who don't wear a seatbelt are also more regular red light runners.

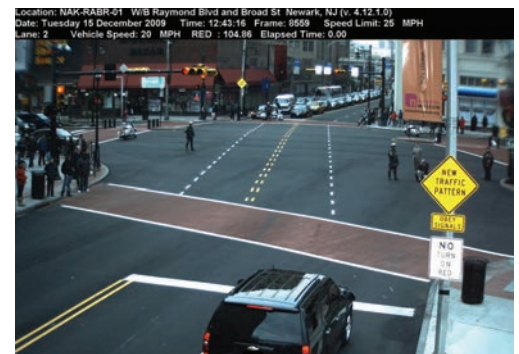
Such statistics seems to contradict Ceccarelli's viewpoint, as does a recent NCSR Safer Roads Report, which concludes that violations are at their peak on Fridays (33% higher) and their lowest on Sundays. Reasons proffered by professionals for red light running include schedule overload, self-importance, and the human instinct of trying to get away with something.

“People see the consequences of not running the red light as greater than running it,” says Ann Sweet, spokeswoman for the National Campaign to Stop Red Light Running. “They don't see it in terms of blood and guts and twisted metal.”

Red light running is a fascinating subject but not one that can easily be examined, due to the lack of a controlled environment. However, one such opportunity arose in 2005 when a team of psychologists led by expert Professor Bryan Porter had a rare chance to study how drivers adjust their behavior in the presence – or otherwise – of red light cameras. Virginia had allowed camera enforcement to expire and researchers discovered that in the immediate aftermath the chances of someone running a red light were three times higher than they were when the cameras were in operation.

“Red-light safety cameras have proved to be an effective tool for law enforcement to combat red light running,” says James Tuton, president and CEO of American Traffic Solutions

(Left) Studies have shown that the presence of cameras reduces red light running (Below) Independent audits of red light camera enforcement have shown that in some jurisdictions fines exceeded program costs, while in others, the programs didn't break even



(ATS), a company responsible for nearly half of the 7,000 cameras in operation across the USA. “The goal of any red light safety camera program is to change driver behavior. For programs that our company operates, more than 95% of drivers that receive a violation don't receive a second, proving that penalization through technology alters driving habits.”

### Last words

“People run lights because they are too impatient to wait for the next light cycle,” says Kelly, wearily dismissing Ceccarelli's proclamation that “99% of people run red lights because engineers make them.” He continues: “People must take responsibility. Most motorists do it close to their home, where they know the intersection and are familiar with the timing. They do it because they don't think they are going to get caught – and when they get a letter three weeks later they become angry. There is always a need for more research, but even some of our opponents will acknowledge that these cameras save lives.” ○