



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JANUARY 21, 2015
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, January 21, 2015 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/Humphrey)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the November 19, 2014 Meeting Minutes..... Tab 1
(1 minute/Humphrey)

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

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

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. MoDOT Update
(10 minutes/Miller)

An update on any important information from MoDOT will be given.

G. Legislative Reports
(5 minutes/Legislative staff)

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

II. New Business

A. Amendment Number Three to the FY 2015-2018 TIPTab 2 (5 minutes/Longpine)

There are twelve changes requested which are included for member review. Ten of the projects include the Transportation Alternative Program projects recommended by the OTO TAP Subcommittee.

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

B. Reasonable Progress Policy Enforcement.....Tab 3 (10 minutes/Fields)

Staff will give an overview of the enforcement of reasonable progress for all new Transportation Alternatives Program Projects.

INFORMATIONAL ONLY- NO ACTION REQUIRED

C. TIP Amendment Form.....Tab 4 (5 minutes/Longpine)

Staff will give an overview of the new change form that will be used when requesting TIP amendments.

INFORMATIONAL ONLY- NO ACTION REQUIRED

D. 2015 STP-Urban Update.....Tab 5 (10 minutes/Longpine)

Staff will give an overview of current STP balances with TIP projects included to provide a reasonable forecast of available funding.

INFORMATIONAL ONLY- NO ACTION REQUIRED

E. Travel Demand Model Report.....Tab 6 (10 minutes/Longpine)

A copy of the Travel Demand Model report will be distributed for member information.

INFORMATIONAL ONLY- NO ACTION REQUIRED

F. Major Thoroughfare Plan Amendment Request.....Tab 7 (10 minutes/Longpine)

The City of Battlefield has requested an amendment to the Major Thoroughfare Plan.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED MAJOR THOROUGHFARE PLAN AMENDMENT TO THE BOARD OF DIRECTORS

G. Transportation Demand Management ReportTab 8 (5 minutes/Owens)

Included for member information is the second annual Transportation Demand Management (Rideshare) Report.

INFORMATIONAL ONLY - NO ACTION REQUIRED

H. Addendum to Memorandum of UnderstandingTab 9
(5 minutes/Fields)

A draft Addendum to the 2009 Memorandum of Understanding is requested to outline the public involvement activities conducted in conjunction with FTA programs.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PROPOSED ADDENDUM TO THE BOARD OF DIRECTORS**

I. Program Management Plan RevisionTab 10
(5 minutes/Owens)

Minor Revisions to the Program Management Plan have been requested by FTA and MoDOT and are reflected in the attached plan.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PROPOSED PROGRAM MANAGEMENT PLAN REVISION TO THE BOARD OF DIRECTORS**

J. OTO TPC Appointment LettersTab 11
(3 minutes/Parks)

Staff will give an overview of the need for new official appointment letters for each member of the Technical Committee.

INFORMATIONAL ONLY- NO ACTION REQUIRED

K. OTO In-Kind Match LettersTab 12
(3 minutes/Parks)

Staff will give an overview of the request that in-kind letters be submitted for each Technical Committee member.

INFORMATIONAL ONLY - NO ACTION REQUIRED

L. FY 2015 UPWP Amendment TwoTab 13
(5 minutes/Fields)

The City of Willard applied for and received a Transportation Engineering Assistance Program (TEAP) grant for the Miller Road Corridor Study which must be added to the UPWP in order to proceed.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2015
UPWP AMENDMENT TWO TO THE BOARD OF DIRECTORS**

M. FY 2016 UPWP Subcommittee and Project ProposalsTab 14
(5 minutes/Fields)

OTO is requesting the Technical Planning Committee appoint a subcommittee to prepare the FY 2016 Unified Planning Work Program. Please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2015- June 30, 2016).

**TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE FY 2016 UPWP
SUBCOMMITTEE**

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 Member Information..... Tab 15

IV. Adjournment

Targeted for 3:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 18, 2015 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Jerry Compton, OTO Chair, Springfield City Councilman
Dan Smith, City of Springfield Mayor's Designee
Senator McCaskill's Office
Stacy Burks, Senator Blunt's Office
Matt Hough, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Curtis Owens 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 Curtis Owens at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM I.C.

November 19, 2014 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the November 19, 2014 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 PLANNING COMMITTEE ACTION REQUESTED:

“Move to approve the November 19, 2014 Technical Planning Committee Minutes.”

OR

“Move to approve the November 19, 2014 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
November 19, 2014**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Don Clark, Missouri State University	Mr. Larry Martin, City of Ozark
Mr. King Coltrin, City of Strafford	Mr. Frank Miller, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Ralph Rognstad, City of Springfield
Mr. Jonathan Gano, City of Springfield	Mr. Andrew Seiler, MoDOT
Mr. Martin Gugel, City of Springfield (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Adam Humphrey, Greene County	Mr. Todd Wiesehan, Christian County
Mr. Chris Jones, City Utilities Transit	

(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. Brad McMahon, FHWA
Mr. David Bishop, R-12 School District	Mr. Kent Morris, Greene County Planning
Ms. Kristy Bork, SGF (a)	Mr. Bill Robinett, MoDOT
Mr. Randall Brown, City of Willard (a)	Ms. Beth Schaller, MoDOT (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Rick Emling, R-12 School District (a)	Mr. Shawn Schroeder, SGF
Ms. Diane Gallion, City Utilities (a)	Mr. Jeff Seifried, Springfield Chamber
Ms. Dawne Gardner, City of Springfield (a)	Mr. Dan Smith, Greene County Highway Dept.
Mr. Jason Haynes, City of Springfield (a)	Ms. Cheryl Townlian, BNSF
Mr. Rick Hess, City of Battlefield (Chair)	Mr. Garrett Tyson, City of Republic (a)
Mr. Jay Huff, Missouri State University (a)	Ms. Eva Voss, MoDOT
Mr. Kirk Juranas, City of Springfield	Mr. Dan Watts, SMCOG
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Bob Wilslef, City of Ozark (a)
Ms. Diane May, SMCOG (a)	Mr. Chad Zickefoose, MoDOT (a)

Others present were: Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, Mr. Curtis Owens, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Carl Carlson, Olsson Associates; Mr. Matt Hough, and Mr. Jered Taylor, Congressman Long's Office; Ms. Mary Lilly Smith, City of Springfield; Mr. Matt Crawford, and Mr. Kevin Lowe, City Utilities.

Mr. Adam Humphrey filled in as Chairman until Travis Cossey arrived. Mr. Adam Humphrey called the meeting to order at 1:33 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Rognstad made the motion to approve the November 19, 2014 meeting agenda. Mr. Humphrey seconded and the motion was carried unanimously.

C. Approval of the September 17, 2014 Meeting Minutes

Mr. Rognstad made the motion to approve the September 17, 2014 Meeting Minutes. Mr. Martin seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields stated that the City of Springfield, MoDOT and OTO are partnering on a Bluetooth project for travel times. These travel times would be on the significant corridors in the City, County and OTO area. There is testing on a couple different corridors right now, and it is interesting to see how many signals are being picked up. There is a lot of cost variation between companies, so that is being examined. The project is underway cautiously, because it is a very expensive project. Hopefully, at the beginning of the year, there will be a RFP or RFQ and they can be installed sometime later next year.

The Highway Commission was here in November at the Springfield-Branson Airport. Ms. Fields stated that she presented with Mr. Jeff Seifried, about partnerships and the cost share projects that are underway through 2017. The region was very successful in getting cost share projects, so there are several years of those projects left in the works. The Commission is aware of that and the region thanked the Commission for the partnerships.

The Springfield-Greene County Community Focus Report is starting again. Ms. Fields stated she is the Chair of the Transportation Section. She stated that if anyone was interested in serving on the transportation part of the Community Focus Report to let the OTO know. The OTO finished the FY 2014 Audit and it will be presented at the December Board of Directors meeting. It was a clean audit with no issues. Staff traveled to the Association of MPOs annual conference last month. Ms. Longpine presented with Clyde Prem from Olsson Associates, on the Travel Demand Model and the innovative data collection. It was well received and hopefully other individuals can learn from the OTO's methods on that. The files are available for use in projects.

The Long Range Transportation Plan will start next year. Staff is looking for ideas, especially with the recent newspaper article, on how to increase public involvement. Staff would like to attend community events and present to the public to receive public input.

City Utilities has a Triennial Review from the Federal Transit Association coming up. City Utilities has been very successful in passing those reviews year after year. Staff is helping CU with the preparations right now. Ms. Longpine sent out an email about the Enhancement Applications being due on December 1. There has been a lot of interest and several people have already contacted the OTO about submitting applications. There will

also be an application for funding Human Service Vehicles and transit-related projects that are beyond ADA. Those applications are also due on December 1.

The OTO hosted an ADA Transition Plan training, to which several TPC members came, at that airport. The ADA Transition Plan is a lengthy, but important process.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the Bicycle and Pedestrian Committee has been working on an inventory of Safety Education Activities for bicycle and pedestrian safety related items in the area. What is going on is pretty extensive. The next step will be to look at how it can be brought together or to expand some of the programs, to more comprehensively address the bicycle and pedestrian safety in the region. The TAP applications are due December 1.

G. Legislative Reports

Mr. Taylor stated that there was not a lot to report. The House is back in session. There will not be a lot done in the session since the Senate is moving to the Republican side. There will be a short term Continuing Resolution passed on December 1. There is a lot of debate about it. It will be short term, so that the new Congress can decide on a long term budget. There is the extension of the Highway Bill through September or through June. There are still at least six months left. Congressman Long is hopeful that there will be a long term transportation bill and funding. There are some articles about a possible gas tax. Mr. Taylor introduced Mr. Matt Hough, who would be replacing him in January. He also mentioned that the Keystone vote failed by one vote in the Senate. It will be taken up again the first part of next session when Congress resumes. The President stated he will veto it.

Mr. Cossey congratulated Mr. Taylor on his new position in the Missouri Legislature that will begin on January 7.

II. New Business

A. Administrative Modification 1 and 2 to the FY 2015-2018 TIP

Ms. Longpine stated that the OTO Public Involvement Policy allows minor modifications to the Transportation Improvement Program to be approved by staff. There have been two separate modifications. The first modification is for ADA accommodations on Kansas Expressway. That money was moved from the State because the City of Springfield is partnering on that project in the amount of \$30,000. The second administrative modification is for the Route 125 railroad crossing. BNSF brought some private funding to the project.

Mr. Martin inquired where that crossing was at. Ms. Longpine stated she thought it was South of D. Mr. Miller replied that was correct.

B. Amendment 2 to the FY 2015-2018 TIP

Ms. Longpine stated that this is a lengthy collection of changes to the TIP. The first one is for Greene County. Greene County is looking to use some of the BRO funding to replace a bridge on Farm Road 167 for a total programmed project cost of \$400,000. The second project is something that was discussed at the last Board of Directors meeting. Greene County agreed to look at the East-West Arterial at the same time of the environmental and design of Kansas Expressway.

The next five projects are related to the transit funding. There are projects being solicited now for the Human Service Vehicles and beyond ADA type projects. The OTO's agreement with MoDOT and City Utilities included administrative funding for those grants. CU was the loan applicant for the FTA Section 5339 funding, so that is item 3, Paratransit Bus Replacement. City Utilities is replacing two of the paratransit buses at this time. The remaining 4 projects, are programmatic items for the TIP. Applications are due on December 1. The project specifics will be known when it goes to the Board of Directors, but the staff wanted to start the process of placing these into the TIP. There will be a public notice on those projects.

Greene County originally submitted the funding on the East-West Arterial for Fiscal Year 2018. Mr. Humphrey stated that after discussion, Greene County would like to revise it to Fiscal Year 2015 to be done at the same time as the final design of the Kansas Expressway Corridor. There is a good likelihood that there will be some design work on the East-West Arterial. Ms. Longpine stated that when the motion is made, to please include the revision in the motion.

Mr. Miller inquired if it was all being moved to FY 2015 or if it was going to be staggered. Mr. Humphrey stated that it all would be moved to FY 2015. Ms. Longpine stated that the project in here is for design only. Mr. Humphrey stated that Greene County was talking about design. Mr. Miller stated that MoDOT usually broke it up by year.

Mr. Rognstad made the motion to recommend approval of TIP Amendment Number Two to the Board of Directors with the change from FY 2018 to FY 2015 on the East-West Arterial project. Mr. Miller seconded and the motion was carried unanimously.

C. Federal Functional Classification Map Change Request

Ms. Longpine stated that the Federal Functional Classification map is different than the Major Thoroughfare Plan. The Major Thoroughfare Plan is something that the OTO adopts that shows the desired classifications on the roadways. The Federal Functional Classification map represents what the road functions are now. It is maintained through FHWA and OTO is in charge of the process for requesting amendments to the map. It goes to MoDOT and then to FHWA. The OTO solicits applications for change, however, jurisdictions can request a change at any time. There are three requested changes. The City of Willard submitted two roadways and the City of Springfield submitted one. The City of Willard requested that Miller Road from State Highway O to Hughes Road be upgraded from Local to Collector. Also that Hughes Road from AB Highway to State Highway 160 be upgraded from Local to Collector. The City of Willard has been brought into the urbanized area. There are not a lot of collectors in Willard so this will help supplement the system.

The City of Springfield is looking at Kansas Expressway from James River Freeway to Republic to down grade it to a primary arterial. This request is tied into the future extension of the Kansas Expressway. There is information included in the agenda. There are not a lot of traffic counts in Willard, but there are counts where the roadways that connect to 160. The counts that are available on Kansas Expressway are just North and South of James River Freeway. The counts are from 2011, which is the most recent year.

Ms. Fields stated that the City of Willard's changes would make the roadways eligible for federal funding, so that is the motivation for the City of Willard. Mr. Miller inquired what

the current classification of the Major Thoroughfare Plan was for the Kansas Expressway. Ms. Longpine stated it is a Primary Arterial. Ms. Fields stated that the map it is broken down at Republic Road. North of Republic is still an Expressway. Ms. Longpine stated that there is a review of the Major Thoroughfare Plan currently happening. Mr. Miller inquired if the City of Springfield followed the Federal Functional Classification or the Major Thoroughfare Plan for access breaks. Mr. Rognstad stated that the Major Thoroughfare Plan was what the City of Springfield currently followed. Ms. Fields asked if the City of Springfield wanted to request both to be changed. Mr. Rognstad stated there was not a rush, so it could wait until the Major Thoroughfare Plan review.

Mr. Martin made a motion to recommend approval of the proposed Federal Functional Class changes to the Board of Directors. Mr. Rognstad seconded and the motion was carried unanimously.

D. Annual Listing of Obligated Projects

Ms. Longpine stated that there is a requirement to publish the Annual Listing of Obligated Projects within 90 days of the close of the program year, which is the TIP. That is December 30, for the year ending September 30. It is a list of all the federal funding that has been obligated since the prior year, from October 1 through September 30. The federal requirements actually list out some of the items that are included in the report, such as when it was programmed into the TIP, how the federal funds have been programmed versus obligated, and the remaining funding. There is a lot of detail, but that is in part because it is required.

Some of the projects on the list are statewide rail crossings. There are no details on that yet. There are a lot of projects that have been wrapped up completely or still have a small amount of funding left. This is obligated funds, not necessarily expended or reimbursed funding. Some of the projects may be looked at and have not been done, but that is how the federal funding is handled. It has to be matched to the Federal database. Mr. Cossey stated that on the list of obligated money, there had been discussion of the funding being rescinded. There were several projects that were in the wind but not obligated. He wondered if that situation had improved. Ms. Fields stated that it would be discussed a little more on the next item, but the OTO was looking okay. The region needs to be mindful though that there are not Cost Shares available any more. In the past there were Cost Shares and that would be okay since MoDOT would take care of the lapse policy. This will not happen anymore at least for a couple of years. Ms. Longpine stated that if it is on this list, it means that the federal government has committed to providing funding. If it has not been obligated, that is when the funds can be taken back. Mr. Cossey stated that it was the obligated items on the list that are secure from being taken back.

Mr. Martin made the motion to recommend approval of the Annual Listing of Obligated Projects to the Board of Directors. Mr. Gano seconded and the motion carried unanimously.

E. Federal Funds Balance Report

Ms. Longpine stated that if there was anything that needed correction to please notify staff. There are several funding programs that staff is responsible for tracking balances on. Basically, it is suballocated funding that comes to the OTO region. That includes the Surface Transportation Program Funding, which includes the STP-Urban. There is still a little Small-Urban left from before the region was under 200,000 in population. There is also the Bridge

Rehabilitation and Maintenance or BRM, with the Transportation Alternatives Program, which used to be Enhancements. It is now suballocated to the OTO region. The last report included an expanded introduction that includes each of those funding programs, balances and the risk for rescission that was just discussed.

The STP-Urban funds, includes anything that has been programmed as a Cost Share. MoDOT allows those funds to count against the balance. MoDOT has a three year rescission policy, but that the federal government can come in and take funds at any time that are not obligated. The region has been successful with the Cost Share program in that past and the balance available for programming is just \$3.4 million dollars. Outside the Cost Share program, there is \$13.8 million available. The Small-Urban just has \$18,000 left. That was a result of a payback on a project.

There is \$388,000 left in the BRM program. Once the Fiscal Year 2015 numbers come in, the OTO will review to see which projects the region will want to fund. There is \$1 million available for the Transportation Alternatives Program. At the end of the introduction, the report is dated through September 30. It carries the OTO through the past year. There are not numbers available yet for Fiscal Year 2015. The Continuing Resolution only goes through December, though the authorization is through May. The report uses an estimate based on Fiscal Year 2014 funding levels. A lot of the communities are actually hitting up against the MoDOT policy. The region would be okay, but with the Cost Shares gone, the region needs to work on obligating the funds. There is also a balance summary page. There is a balance for each program. Then there is a balance for each jurisdiction. At the end, there is a list of allocations, a list of projects that have been obligated, and then the MoDOT reports. Staff is looking at creating a summary sheet to examine the funding for the next TPC meeting.

Ms. Fields stated that the Transportation Alternatives Program is also listed since it is getting close to risk of rescission. There are several projects that were awarded with the 2012 Enhancement or TAP funding that have not moved forward. That is a potential issue. It is staff's understanding that those projects will be moving forward in the spring. Staff will be watching that closely, especially going into the next round of awards. Ms. Longpine stated that it is actually written into the legislation that the TAP Program funding will be gone if it is not obligated or spent within 3 years. The other programs do not have that restriction built in. Mr. Martin inquired if it had to be spent or just obligated. Ms. Longpine stated it had to be obligated at the end of the 3 years and each of the years moving forward.

Mr. Miller brought up on page four, the report mentions that Battlefield and U.S. 65 were not obligated. He stated that it was obligated at the time of the report. Ms. Longpine stated she would correct that. Mr. Cossey asked which project he was referring to. Mr. Miller replied that the On-System Bridge Program on page four. The balance does not show the Battlefield and U.S. 65 project. The Battlefield and U.S. 65 project had been obligated prior to the \$388,000. Ms. Longpine stated that the description was wrong, but the numbers were right. She would correct the description.

F. OTO Technical Committee Chair Rotation

Ms. Fields stated that the Technical Planning Committee decided in 2002 to set up a Chairmanship rotation. It has been tracked over the years. Adam Humphrey will be the

2015 Chairman and Larry Martin the Chairman-Elect from Ozark. She thanked Mr. Cossey for a great job as the 2014 Chairman.

Mr. Rognstad made the motion to elect the Chairman and Chairman Elect Positions of the 2015 Technical Planning Committee. Mr. Whaley seconded and the motion carried.

G. OTO Technical Committee 2015 Meeting Schedule

Ms. Fields announced the schedule for 2015 was in the agenda and for the committee members to please mark their calendars.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Rognstad announced that he was retiring from the City of Springfield in January. Mr. Cossey congratulated him on behalf of the Technical Planning Committee. He inquired if there was a replacement for his position. Mr. Rognstad that there was not a replacement yet.

Mr. Jones stated that his assignment at CU Transit was to help select a permanent Transit Director. He announced that Mr. Kevin Lowe was the new CU Transit Director and would be attending the Technical Planning Committee in his place.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles For Technical Planning Committee Member Information

Ms. Fields stated that the Major Thoroughfare Subcommittee will be reconvening at the first of next year. The data is back from the Travel Demand Model. There had been discussion on using some of the forecast numbers to decide on reevaluating some of the streets in the Major Thoroughfare Plan. There are also some articles in the agenda on how other communities are conducting travel times. One way is Bluetooth and the other is loop detection. MoDOT has a new website listing deficient bridges. MoDOT is tracking the closing of bridges in the State and it is an ongoing problem. Ms. Longpine stated she would add that individuals on the Transportation Alternatives Selection Committee should look for an email to schedule the scoring meeting.

IV. Adjournment

Mr. Rognstad made the motion to adjourn at 2:11 p.m. Mr. Martin seconded and the meeting was adjourned.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.A.

Amendment Number Three to the FY 2015-2018 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are twelve new items included as part of Amendment Number Three to the FY 2015-2018 Transportation Improvement Program. Ten items include those projects recommended by the Transportation Alternatives Program subcommittee. The remaining two were requested by MoDOT and the City of Republic.

1. ***New*** Finley River Park Connections (EN1503)
Sidewalk connection between Finley River Park and Neil Grubagh Park, with \$111,120 in TAP funding and \$27,780 in local.
2. ***New*** Hartley Road Sidewalks (EN1504)
Sidewalk on the north side of East Hartley Road from S. 18th to Ozark East Elementary, with \$141,635 in TAP funding and \$35,409 in local.
3. ***New*** McGuffey Park Connecting Sidewalks (EN1505)
Sidewalk along three streets in the McGuffey Park Subdivision to connect to Ozark Upper Elementary, with \$40,034 in TAP funding and \$10,059 in local.
4. ***New*** Republic Route 174 Multi-Purpose Trail(EN1506)
Asphalt multi-use path on the north side of Route 174 between Main and Lindsey, with \$250,000 in TAP funding and \$141,176 in local.
5. ***New*** South Dry Sac Greenway Trail Connections (EN1507)
Missing connections on South Dry Sac Trail between Fulbright and David C. Murray Park with \$192,680 in TAP funding and \$48,170 in local.
6. ***New*** College and Broadway Pedestrian Plaza (EN1508)
College Street Phase II, which is a pedestrian plaza at Broadway and College, with \$250,000 in TAP funding and \$100,000 in local.
7. ***New*** Springfield Main Sidewalks and Cycle Track(EN1509)
Sidewalk on the east and west sides of Main Avenue and a separate bicycle track on the west side of Main Avenue from College to just north of Olive, with \$250,000 in TAP funding and \$280,000 in local.
8. ***New*** Strafford Sidewalks on Madison, Jefferson, and Pine (EN1510)
New and reconstructed sidewalk in downtown Strafford on Madison, Jefferson, and Pine Streets, with \$250,000 in TAP funding and \$62,500 in local.

9. ***New*** Strafford Schools Pine and McCabe Sidewalks (EN1511)
New sidewalk constructed on Pine and McCabe Streets in downtown Strafford the Strafford Schools complex, with \$160,000 in TAP funding and \$40,000 in local.
10. ***New*** Willard Schools (EN1512)
Sidewalks on the south side of Kime from the intersection of Miller Road to the east driveway of Willard East Elementary, with \$133,080 in TAP funding and \$33,270 in local.
11. ***New*** Route 160 High Friction Surface Treatment (CC1501)
High Friction Surface Treatment on Route 160 south of Route AA in Christian County for a total programmed amount of, with an 80 percent federal share.
12. ***New*** Transportation Planning Street Assessment (RP1501)
Street inventory and conditions assessment throughout the City of Republic, with \$40,000 in STP-Urban and \$10,000 in local.

TRANSPORTATION ALTERNATIVES PROGRAM SUBCOMMITTEE RECOMMENDATION:

At its January 7, 2015 meeting, the TAP Subcommittee voted unanimously to recommend these 10 projects for funding. Projects were initially solicited for FY 2014 and FY 2015 funding, but upon further discussion, the subcommittee felt it appropriate to award FY 2016 funding as well. This allowed a greater number of projects to move forward with funding and ensured these funds were used in the OTO area.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee make one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 3 to the FY 2015-2018 Transportation Improvement Program, including the allocation of FYs 2014, 2015, and 2016 TAP funding.”

OR

“Move to recommend the Board of Directors approve Amendment 3 to the FY 2015-2018 Transportation Improvement Program, with these changes...”



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1503 FINLEY RIVER PARK CONNECTION

Route North 4th and East Parkside

From Neil Grubagh Park

To Finley River Park

Location/Agency City of Ozark

Federal Agency FHWA

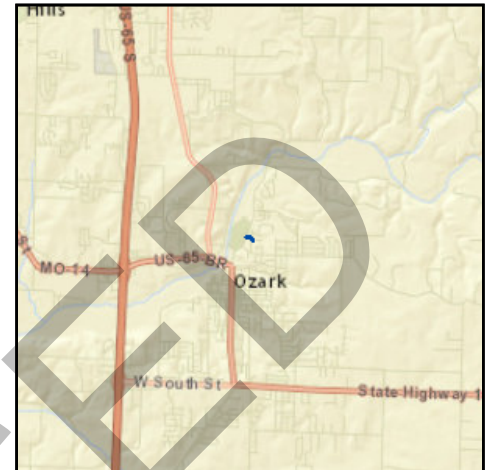
Responsible Agency City of Ozark

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalk connection between Finley River Park and Neil Grubagh Park, including crosswalks and curb ramps.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$111,120	\$0	\$0	\$0	\$111,120
LOCAL	Local	CON	\$27,780	\$0	\$0	\$0	\$27,780
Totals			\$138,900	\$0	\$0	\$0	\$138,900

Notes

Source of Local Funds: Ozark School District and City of Ozark general fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$138,900



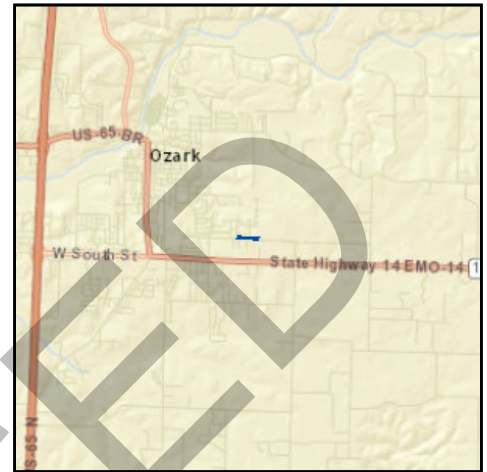
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1504 **HARTLEY ROAD SIDEWALKS**

Route East Hartley Road
From South 18th Street
To Ozark East Elementary
Location/Agency City of Ozark
Federal Agency FHWA
Responsible Agency City of Ozark
Federal Funding Category TAP
MoDOT Funding Category N/A
AC Year of Conv.
STIP #



Project Description

Sidewalk on the north side of East Hartley Road from South 18th Street to Ozark East Elementary, including ramps and crosswalks.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$141,635	\$0	\$0	\$0	\$141,635
LOCAL	Local	CON	\$35,409	\$0	\$0	\$0	\$35,409
Totals			\$177,044	\$0	\$0	\$0	\$177,044

Notes

Source of Local Funds: Ozark School District and City of Ozark general funds.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$177,044



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1505 **MCGUFFEY PARK CONNECTION SIDEWALKS**

Route W. Ivy Creek Dr., N. 11th St., N. 12th St.

From McGuffey Park Subdivision

To Ozark Upper Elementary

Location/Agency City of Ozark

Federal Agency FHWA

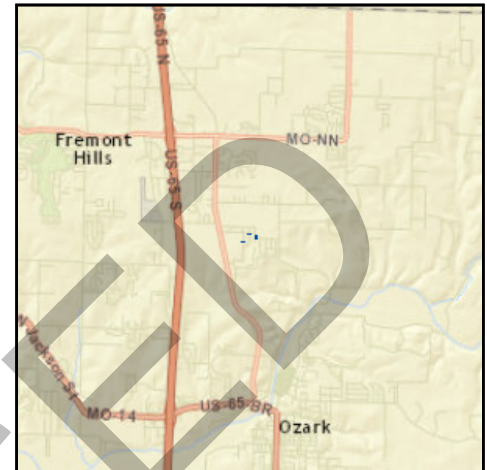
Responsible Agency City of Ozark

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalk along three streets in the McGuffey Park Subdivision to create an uninterrupted route to Ozark Upper Elementary School, including West Ivy Creek Drive, North 11th Street, and North 12th Street.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$40,034	\$0	\$0	\$0	\$40,034
LOCAL	Local	CON	\$10,059	\$0	\$0	\$0	\$10,059
Totals			\$50,093	\$0	\$0	\$0	\$50,093

Notes

Source of Local Funds: Ozark School District and City of Ozark general fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$50,093



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1506 **ROUTE 174 MULTI-USE TRAIL PHASE I**

Route Route 174

From Main

To Lindsey

Location/Agency City of Republic

Federal Agency FHWA

Responsible Agency City of Republic

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Asphalt path on the north side of Route 174 between Main and Lindsey.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$250,000	\$0	\$0	\$0	\$250,000
LOCAL	Local	CON	\$141,176	\$0	\$0	\$0	\$141,176
Totals			\$391,176	\$0	\$0	\$0	\$391,176

Notes

Source of Local Funds: City of Republic 1/2-cent Transportation Sales Tax and other local transportation revenue.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$391,176



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1507 **SOUTH DRY SAC TRAIL CONNECTIONS**

Route South Dry Sac Trail

From Fulbright

To David C. Murray Park

Location/Agency Greene County

Federal Agency FHWA

Responsible Agency Springfield-Greene County Parks

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Missing connections on South Dry Sac Trail between Fulbright and David C. Murray Park.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$192,680	\$0	\$0	\$0	\$192,680
LOCAL	Local	CON	\$48,170	\$0	\$0	\$0	\$48,170
Totals			\$240,850	\$0	\$0	\$0	\$240,850

Notes

Source of Local Funding: Greene County, Springfield-Greene County Park Board, Ozark Greenways.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$240,850



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1508 **COLLEGE STREET PHASE II**

Route College Street and Broadway

From College Street

To Broadway

Location/Agency City of Springfield

Federal Agency FHWA

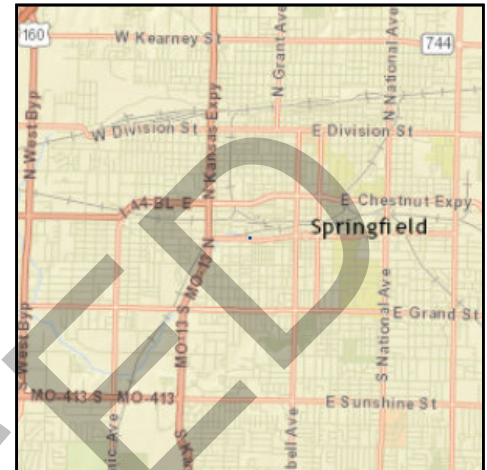
Responsible Agency City of Springfield

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

College Street Phase II - Pedestrian Plaza at Broadway and College (Route 66).

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$250,000	\$0	\$0	\$0	\$250,000
LOCAL	Local	CON	\$100,000	\$0	\$0	\$0	\$100,000
Totals			\$350,000	\$0	\$0	\$0	\$350,000

Notes

Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$350,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1509 MAIN AVENUE SIDEWALKS AND BICYCLE TRACK

Route Main Avenue

From College Street

To Olive Street

Location/Agency City of Springfield

Federal Agency FHWA

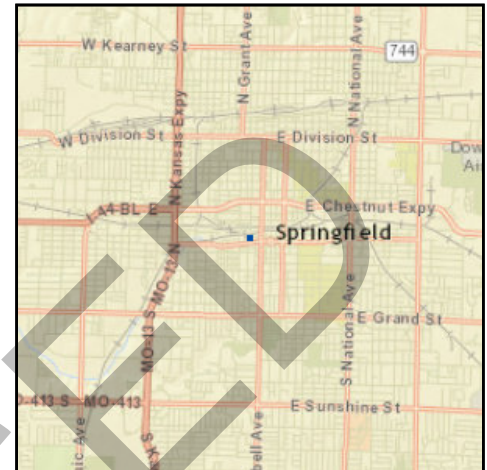
Responsible Agency City of Springfield

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Sidewalk on the east and west sides of Main Avenue and a separate bicycle track on the west side of Main Avenue from College Street to just north of Olive.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$250,000	\$0	\$0	\$0	\$250,000
LOCAL	Local	CON	\$280,000	\$0	\$0	\$0	\$280,000
Totals			\$530,000	\$0	\$0	\$0	\$530,000

Notes

Source of Local Funds: City Utilities and City of Springfield 1/4-cent Capital Improvement Program Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$530,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1510 STRAFFORD SIDEWALKS ON MADISON, JEFFERSON, AND PINE

Route Madison, Washington, and Pine

From Various

To Various

Location/Agency City of Strafford

Federal Agency FHWA

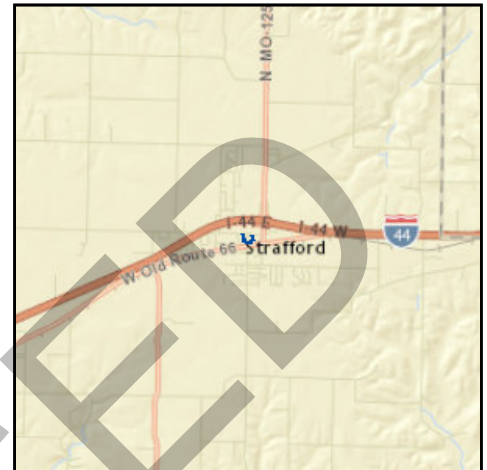
Responsible Agency City of Strafford

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

New and Reconstructed Sidewalk in downtown Strafford on Madison, Jefferson, and Pine Streets.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$250,000	\$0	\$0	\$0	\$250,000
LOCAL	Local	CON	\$62,500	\$0	\$0	\$0	\$62,500
Totals			\$312,500	\$0	\$0	\$0	\$312,500

Notes

Source of Local Funds: City of Strafford and Strafford Schools.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$312,500



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1511 STRAFFORD SIDEWALKS ON MCABE AND PINE

Route Pine and McCabe

From Various

To Various

Location/Agency City of Strafford

Federal Agency FHWA

Responsible Agency Strafford Public Schools

Federal Funding Category TAP

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

New sidewalk constructed on Pine and McCabe Streets in downtown Strafford to connect downtown Strafford and the existing Strafford Schools Campus to the new Elementary School under construction.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$160,000	\$0	\$0	\$0	\$160,000
LOCAL	Local	CON	\$40,000	\$0	\$0	\$0	\$40,000
Totals			\$200,000	\$0	\$0	\$0	\$200,000

Notes

Source of Local Funds: Strafford School District and City of Strafford.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$200,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1512 **WILLARD SCHOOL SIDEWALKS PHASE I, KIME**

Route Kime Street
From Miller Road
To Willard East Elementary
Location/Agency City of Willard
Federal Agency FHWA
Responsible Agency Willard Public Schools
Federal Funding Category TAP
MoDOT Funding Category N/A
AC Year of Conv.
STIP #



Project Description

Sidewalks on the south side of Kime Street (Missouri Route O) from the intersection of Miller Road to the east driveway of Willard East Elementary.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TAP)	Federal	CON	\$133,080	\$0	\$0	\$0	\$133,080
LOCAL	Local	CON	\$33,270	\$0	\$0	\$0	\$33,270
Totals			\$166,350	\$0	\$0	\$0	\$166,350

Notes

Source of Local Funds: Willard School District Capital Improvement Fund and City of Willard Capital Improvement Fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$166,350



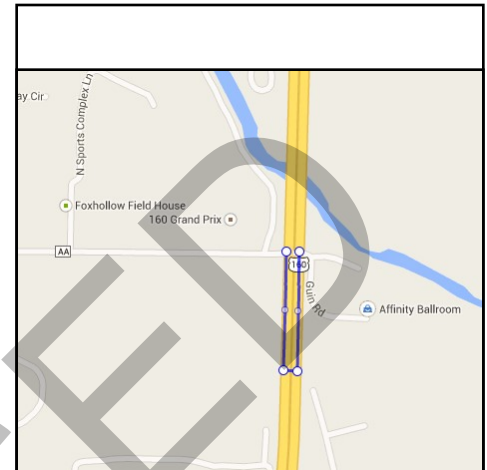
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # CC1501 ROUTE 160 HIGH FRICTION SURFACE TREATMENT

Route Route 160
From Route AA
To 0.15 mile south of Route AA
Location/Agency Christian County
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category Safety
MoDOT Funding Category Safety
AC Year of Conv.
STIP # TBD



Project Description

High friction surface treatment south of Route AA.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA	Federal	CON	\$51,200	\$0	\$0	\$0	\$51,200
MoDOT	State	CON	\$12,800	\$0	\$0	\$0	\$12,800
Totals			\$74,000	\$0	\$0	\$0	\$74,000

Notes

\$59,200 FY14 Federal Accelerated Innovative Deployment (AID) funds. Source of state funds: state transportation tax revenues.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$74,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # RP1501 **TRANSPORTATION PLANNING STREET ASSESSMENT**

Route Various

From Various

To Various

Location/Agency City of Republic

Federal Agency FHWA

Responsible Agency City of Republic

Federal Funding Category Small Urban

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Street inventory and conditions assessment throughout the City of Republic.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$40,000	\$0	\$0	\$0	\$40,000
LOCAL	Local	ENG	\$10,000	\$0	\$0	\$0	\$10,000
Totals			\$50,000	\$0	\$0	\$0	\$50,000

Notes

Source of Local Funds: City of Republic Transportation Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$50,000

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

PROJECT	FHWA (STP)	FHWA (STP-U)	FHWA (TE)	FHWA (TAP)	Local LOCAL	State MoDOT	State MoDOT-AC	TOTAL
FY 2015								
EN1302	\$0	\$0	\$0	\$240,000	\$60,000	\$0	\$0	\$300,000
EN1305	\$0	\$0	\$220,413	\$0	\$179,587	\$0	\$0	\$400,000
EN1306	\$0	\$0	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000
EN1307	\$0	\$0	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000
EN1401	\$0	\$42,000	\$0	\$0	\$10,500	\$0	\$0	\$52,500
EN1502	\$0	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$974,000
EN1503	\$0	\$0	\$0	\$111,120	\$27,780	\$0	\$0	\$138,900
EN1504	\$0	\$0	\$0	\$141,635	\$35,409	\$0	\$0	\$177,044
EN1505	\$0	\$0	\$0	\$40,034	\$10,059	\$0	\$0	\$50,093
EN1506	\$0	\$0	\$0	\$250,000	\$141,176	\$0	\$0	\$391,176
EN1507	\$0	\$0	\$0	\$192,680	\$48,170	\$0	\$0	\$240,850
EN1508	\$0	\$0	\$0	\$250,000	\$100,000	\$0	\$0	\$350,000
EN1509	\$0	\$0	\$0	\$250,000	\$280,000	\$0	\$0	\$530,000
EN1510	\$0	\$0	\$0	\$250,000	\$62,500	\$0	\$0	\$312,500
EN1511	\$0	\$0	\$0	\$160,000	\$40,000	\$0	\$0	\$200,000
EN1512	\$0	\$0	\$0	\$133,080	\$33,270	\$0	\$0	\$166,350
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$593,000
SP1414	\$69,000	\$0	\$175,000	\$0	\$30,000	\$31,000	\$0	\$305,000
SUBTOTAL	\$69,000	\$42,000	\$915,413	\$2,018,549	\$1,188,451	\$349,400	\$1,273,600	\$5,856,413
FY 2016								
EN1601	\$0	\$0	\$192,000	\$0	\$0	\$48,000	\$0	\$240,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$192,000	\$0	\$0	\$53,000	\$20,000	\$265,000
FY 2017								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
FY 2018								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
GRAND TOTAL	\$69,000	\$42,000	\$1,107,413	\$2,018,549	\$1,188,451	\$412,400	\$1,333,600	\$6,171,413

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	STP	STP-U	TE	TAP	Local	MoDOT	MoDOT-AC	TOTAL
PRIOR YEAR								
Balance	\$ -	\$ -	\$ -	\$816,522	\$ -	\$ -	\$ -	\$816,522
FY 2015								
Funds Anticipated	\$69,000	\$42,000	\$915,413	\$1,225,652	\$1,188,451	\$349,400	\$1,273,600	\$5,063,516
Funds Programmed	(\$69,000.00)	(\$42,000.00)	(\$915,413.00)	(\$2,018,549.00)	(\$1,188,451.00)	(\$349,400.00)	(\$1,273,600.00)	(\$5,856,413.00)
Running Balance	\$0		\$0	\$23,625	\$0	\$0	\$0	\$23,625
FY 2016								
Funds Anticipated	\$ -		\$192,000	\$0	\$ -	\$53,000	\$20,000	\$265,000
Funds Programmed	\$ -		(\$192,000.00)	\$ -	\$ -	(\$53,000.00)	(\$20,000.00)	(\$265,000.00)
Running Balance	\$0		\$0	\$23,625	\$0	\$0	\$0	\$23,625
FY 2017								
Funds Anticipated	\$ -		\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826
Funds Programmed	\$ -		\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0		\$0	\$636,451	\$0	\$0	\$0	\$636,451
FY 2018								
Funds Anticipated	\$ -		\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826
Funds Programmed	\$ -		\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0		\$0	\$1,249,277	\$0	\$0	\$0	\$1,249,277

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
FY 2015													
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$0	\$7,620,000
CC1501	\$0	\$59,200	\$0	\$0	\$0	\$0	\$0	\$0	\$14,800	\$0	\$0	\$0	\$74,000
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$0	\$12,351,000
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$0	\$1,417,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$0	\$464,000
GR1402	\$0	\$0	\$0	\$168,800	\$1,049,967	\$0	\$0	\$0	\$105,200	\$1,048,968	\$0	\$126,065	\$2,499,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1502	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$1,200,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$0	\$980,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$0	\$1,654,000
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$134,600	\$0	\$538,400	\$0	\$1,018,000
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$0	\$194,400	\$0	\$216,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$0	\$151,200	\$0	\$189,000
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$0	\$54,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$0	\$310,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
SP1109	\$1,966,300	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,433,140	\$750,000	\$4,016,560	\$0	\$10,416,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$0	\$624,894
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$0	\$441,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$0	\$1,567,200	\$0	\$1,959,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$0	\$932,000	\$0	\$1,165,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$47,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$32,600	\$0	\$126,400	\$0	\$216,000

FY 2015 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
FY 2015 continued													
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,200	\$0	\$480,800	\$0	\$601,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$0	\$73,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$0	\$548,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800	\$0	\$91,200	\$0	\$114,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$0	\$376,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$6,619,300	\$1,059,800	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$2,703,207	\$6,515,840	\$1,879,968	\$25,588,216	\$126,065	\$50,537,878
FY 2016													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$80,000	\$0	\$0	\$0	\$0	\$400,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$19,200	\$0	\$24,000
MO1601	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$53,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$134,600	\$0	\$538,400	\$0	\$1,028,000
MO1604	\$0	\$980,100	\$0	\$0	\$0	\$0	\$0	\$0	\$108,900	\$0	\$0	\$0	\$1,089,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$155,200	\$0	\$194,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$362,000	\$0	\$1,448,000	\$0	\$3,443,751
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$0	\$7,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,000	\$0	\$164,000	\$0	\$205,000
SP1018	\$0	\$0	\$4,651,200	\$0	\$0	\$0	\$0	\$0	\$1,162,800	\$0	\$0	\$0	\$5,814,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$0	\$80,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$156,600	\$0	\$626,400	\$0	\$1,636,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200	\$0	\$20,800	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$996,400	\$0	\$8,967,600	\$0	\$9,964,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,833,000	\$0	\$7,332,000	\$0	\$9,165,000
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$0	\$0	\$184,000	\$74,000	\$0	\$298,000	\$0	\$1,290,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
SUBTOTAL	\$4,216,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$320,000	\$1,137,734	\$5,236,800	\$32,000	\$19,695,200	\$0	\$36,449,735

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			Other	
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	OTHER	TOTAL
FY 2017													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$80,100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,900	\$0	\$0	\$0	\$89,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,800	\$0	\$4,463,200	\$0	\$5,579,000
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$134,600	\$0	\$538,400	\$0	\$1,038,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,600	\$0	\$270,400	\$0	\$338,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205,200	\$0	\$820,800	\$0	\$1,026,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,600	\$0	\$366,400	\$0	\$458,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$271,823	\$326,777	\$0	\$1,305,108	\$0	\$2,993,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$659,200	\$0	\$824,000
SUBTOTAL	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$344,823	\$2,472,077	\$0	\$8,714,708	\$0	\$12,993,000
FY 2018													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1801	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$0	\$1,048,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1106	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$1,179,000	\$313,000	\$0	\$1,252,000	\$0	\$2,844,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$166,134	\$0	\$0	\$792,000	\$0	\$3,001,866	\$0	\$3,960,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SUBTOTAL	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,254,000	\$1,526,000	\$0	\$4,801,866	\$0	\$8,148,000
GRAND TOTAL	\$12,516,593	\$2,172,700	\$4,899,200	\$768,715	\$3,751,967	\$166,134	\$1,824,800	\$5,439,764	\$15,750,717	\$1,911,968	\$58,799,990	\$126,065	\$108,128,613

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												
	STP-U	Safety	Bridge	STP	130	HPP	BRO	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2015 Funds Programmed	\$6,619,300	\$1,059,800	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$13,724,582	\$2,703,207	\$33,984,024	\$126,065	\$6,525,006	\$57,062,884
2016 Funds Programmed	\$4,216,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$320,000	\$10,348,001	\$1,137,734	\$24,964,000	\$0	\$665,506	\$37,115,241
2017 Funds Programmed	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$1,461,392	\$344,823	\$11,186,785	\$0	\$6,788,616	\$19,781,616
2018 Funds Programmed	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$566,134	\$1,254,000	\$6,327,866	\$0	\$6,924,388	\$15,072,388
Total	\$12,516,593	\$2,172,700	\$4,899,200	\$768,715	\$3,751,967	\$166,134	\$1,824,800	\$26,100,109	\$5,439,764	\$76,462,675	\$126,065	\$20,903,516	\$129,032,129

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$-	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,599
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
TOTAL AVAILABLE FUNDING	\$48,956,653	\$39,513,839	\$32,098,246	\$20,475,849	\$19,951,621	\$160,996,208
Prior Year Funding	\$-	\$48,956,653	\$34,236,880	\$30,357,619	\$31,396,675	-
Programmed State and Federal Funding	\$-	(\$54,233,612)	(\$35,977,507)	(\$19,436,793)	(\$13,818,388)	(\$123,466,300)
TOTAL REMAINING	\$48,956,653	\$34,236,880	\$30,357,619	\$31,396,675	\$37,529,908	\$37,529,908

Remaining State and Federal Funding	\$3,915,186
Remaining Suballocated STP-U/Small Urban	\$30,720,006
Remaining Suballocated BRM	\$2,894,716
TOTAL REMAINING	\$37,529,908

EXPLANATION OF FISCAL CONSTRAINT

FEDERAL AND STATE REVENUE

In order to determine the adequacy of funding for projects that will be undertaken within the four-year Transportation Improvement Program period, the Ozarks Transportation Organization relies upon the expertise of the Federal Highway Administration, Federal Transit Administration, Missouri Department of Transportation, and the OTO member jurisdictions.

MISSOURI DEPARTMENT OF TRANSPORTATION REVENUE

MoDOT combines Federal Highway and Transit Administration funding estimates with state transportation revenue projections to project funding for transportation improvements and includes them in the Statewide Transportation Improvement Program (STIP). OTO uses these projections in determining fiscal constraint.

Even with the passage of MAP-21, funding levels remain difficult to project. Since the expiration of SAFETEA-LU September 30, 2009, transportation funding was reliant on continuing resolutions. Finally, on July 12, 2012, President Obama signed MAP-21 into law. MAP-21, however, is only a two year authorization program, providing authorization for federal highway, transit, and other surface transportation programs through September 30, 2014. The funding levels in MAP-21 are not supported solely by the Highway Trust Fund and rely on transfers from the general fund of \$18.8 billion and the Leaking Underground Storage Tank Trust Fund of \$2.4 billion. MAP-21 reduced the amount of funding for all state Departments of Transportation to help resolve solvency. Due to this, Missouri will receive \$71 million less in federal funds per year.

MoDOT has implemented cost saving measures to maximize funding invested in transportation improvements. As part of a new five-year direction approved by the Missouri Highways and Transportation Commission (MHTC) in June 2011, MoDOT has committed to saving money by reducing the size of its workforce, cutting costs, and reducing services to get the best value for every dollar spent on the State's transportation system. These efforts have saved more than \$500 million and bolstered MoDOT's construction program, though current funding projections won't keep pace with the amount needed to maintain Missouri's roads and bridges.

MAP-21 not only reauthorized surface transportation programs, but reformed those programs as well:

- consolidating and reducing 60 of the 110 different federal transportation programs;
- implementing national performance measures to transform the federal-aid highway program; and
- accelerating program delivery.

Since State Fiscal Year 2007, projects on a statewide basis have been awarded from seven to 13 percent less than the programmed amount. Every year, awards continue to be less than the programmed amounts and projects are being completed for less than programmed amounts, which allows for more savings during the construction phase of projects. MoDOT's newest STIP, 2015-2019, however, does not include adjustments for anticipated award savings as past STIPs have. This savings pattern has not continued for projects awarded in 2014. State Fiscal Years 2018 and 2019 have been purposefully under programmed in order to accommodate unforeseen changes.

The table below indicates the total amount of federal and state funding that MoDOT has projected as available for the OTO area in the 2015-2019 STIP. Federal funding is shown as declining over the next four years due to

declining revenues from the Highway Trust Fund, as well as MoDOT's declining ability to match federal funds, due to a decrease in projected state revenue. This table does not include OTO sub-allocated federal funding, such as STP-Urban, BRM, or Enhancement. Transit funding includes all formula funding distributed to the Springfield, MO area for FTA Sections 5307, 5310, and 5339 funding.

Table G.1	2015	2016	2017	2018
Roadway Funding	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000
Transit Funding	\$3,026,518	\$3,026,518	\$3,026,518	\$3,026,518

The Ozarks Transportation Organization maintains fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funds, making projections based on funding received in prior years, as well as funding allocations in the federal transportation bill. A three percent inflation rate has been used to forecast revenues and expenditures. OTO has accumulated balances in these funds from prior years.

The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Journey 2035*.

FEDERAL SUB-ALLOCATED REVENUE

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated funding since 2003. The funds which have accumulated "except for Transit" since then are referred to as "Carryover Balance" below. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

Table G.2 STP-Urban/Small Urban	
Carryover Balance through FY2014	\$23,213,240
Anticipated Allocation FY2015	\$5,410,663
Anticipated Allocation FY2016	\$5,414,570
Anticipated Allocation FY2017	\$4,599,063
Anticipated Allocation FY2018	\$4,599,063
Programmed through FY2018	(\$12,516,593)
Estimated Carryover Balance Through FY 2018	\$30,720,006

Table G.3 On-System Bridge (BRM)	
Carryover Balance through FY2014	\$1,542,036
Anticipated Allocation FY2015	\$338,170
Anticipated Allocation FY2016	\$338,170
Anticipated Allocation FY2017	\$338,170
Anticipated Allocation FY2018	\$338,170
Programmed through FY2018	(\$1,189,657)
Estimated Carryover Balance Through FY 2018	\$1,705,059

Table G.4 Transportation Alternatives Program	
Carryover Balance through FY2014	\$816,522
Anticipated Allocation FY2015	\$1,225,652
Anticipated Allocation FY2016	\$0
Anticipated Allocation FY2017	\$612,826
Anticipated Allocation FY2018	\$612,826
Programmed through FY2018	(\$2,018,549)
Estimated Carryover Balance Through FY 2018	\$1,249,277

FEDERAL AND STATE REVENUE SOURCES

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds.

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants. Approximately 33 percent of MoDOT's transportation revenue comes from the federal government.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. These tax revenues provide approximately 30 percent of MoDOT's transportation revenues. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies. Growth in this category is not expected to keep pace with inflation.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. These taxes provide approximately 17 percent of MoDOT's transportation revenues. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies. Growth in this category is not expected to keep pace with inflation.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated to multi-modal programs. These fees provide approximately 14 percent of MoDOT's transportation revenues. Similar to the

motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The interest earned on invested funds and other miscellaneous collections provides approximately 5 percent of MoDOT's transportation revenues. During the Amendment 3 bonding program, cash balances in state transportation funds were higher than historic levels. The cash balance in the state transportation funds is expected to decline from \$1.0 billion at the beginning of fiscal year 2015 to approximately \$116 million by the end of fiscal year 2019. Other miscellaneous collections include construction cost reimbursements from local governments and other states, proceeds from the sale of surplus property, and fees associated with the Missouri logo-signing program.

The State General Revenue Fund provides approximately 1 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

LOCAL REVENUE

Most of the transportation revenue for local agencies is received through sales taxes. Many communities have a sales tax dedicated to transportation. Most of the communities within the OTO boundary are experiencing a decline or no increase in sales tax revenue. While OTO will be able to continue to have locally-funded transportation projects, there will not be the same level of revenue available as in past years when sales tax revenue was increasing.

In an effort to demonstrate that the local jurisdictions, as well as the airport and transit agencies within the OTO boundary, are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes. None of these have been experiencing growth in the recent past. Local jurisdictions can choose to fund projects and maintenance from a wide array of funding sources which are also described herein.

PROJECTED REVENUES

Table G.5 Motor Fuel Taxes, Vehicle Sales and Use Taxes, and Vehicle Fee Projections					
	2015	2016	2017	2018	TOTAL
Christian	\$1,341,779	\$1,341,779	\$1,341,779	\$1,341,779	\$5,367,116
Greene	\$3,366,106	\$3,366,106	\$3,366,106	\$3,366,106	\$13,464,424
Battlefield	\$201,024	\$201,024	\$201,024	\$201,024	\$804,096
Nixa	\$684,056	\$684,056	\$684,056	\$684,056	\$2,736,224
Ozark	\$640,830	\$640,830	\$640,830	\$640,830	\$2,563,320
Republic	\$530,465	\$530,465	\$530,465	\$530,465	\$2,121,860
Springfield	\$5,735,754	\$5,735,754	\$5,735,754	\$5,735,754	\$22,943,016
Strafford	\$84,797	\$84,797	\$84,797	\$84,797	\$339,188
Willard	\$190,163	\$190,163	\$190,163	\$190,163	\$760,652
TOTAL	\$12,774,974	\$12,774,974	\$12,774,974	\$12,774,974	\$51,099,896

Table G.6 Local Tax Revenue Projections

	2015	2016	2017	2018	TOTAL
Christian County two 1/2-cent	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Greene County Sales Tax	\$11,847,080	\$11,847,080	\$11,847,080	\$11,847,080	\$47,388,320
Greene County Property Tax	\$6,434,700	\$6,434,700	\$6,434,700	\$6,434,700	\$25,738,800
City of Nixa 1/2-cent	\$1,040,000	\$1,040,000	\$1,040,000	\$1,040,000	\$4,160,000
City of Republic 1/2-cent	\$936,460	\$936,460	\$936,460	\$936,460	\$3,745,840
City of Springfield 1/8-cent	\$4,650,000	\$4,650,000	\$4,650,000	\$4,650,000	\$18,600,000
City of Springfield 1/4-cent	\$9,300,000	\$9,300,000	\$9,300,000	\$9,300,000	\$37,200,000
City of Willard 1/2-cent	\$249,812	\$249,812	\$249,812	\$249,812	\$999,248
TOTAL	\$34,658,052	\$34,658,052	\$34,658,052	\$34,658,052	\$138,632,208

Table G.7 Projected Greene County Road and Bridge Fund Distribution

	2015	2016	2017	2018	TOTAL
Battlefield	\$31,000	\$31,000	\$31,000	\$31,000	\$124,000
Republic	\$98,000	\$98,000	\$98,000	\$98,000	\$392,000
Springfield	\$1,619,364	\$1,619,364	\$1,619,364	\$1,619,364	\$6,477,456
Strafford	\$15,500	\$15,500	\$15,500	\$15,500	\$62,000
Willard	\$27,380	\$27,380	\$27,380	\$27,380	\$109,520
TOTAL	1,791,244	1,791,244	1,791,244	1,791,244	\$7,164,976

FUNDING SOURCES

Sales Tax

- The cities of Nixa, Republic, and Springfield all have voter-approved transportation sales taxes. Nixa has a 1/2-cent transportation sales tax, Republic's tax is 1/4-cent, and Springfield's tax is 1/8-cent. Other jurisdictions do not have a transportation sales tax in place but could elect to enact one. Springfield also has a 1/4-cent capital improvements tax, a portion of which goes toward transportation improvements. Willard recently approved a 1/2-cent capital improvements tax which may also be used on transportation projects within the City. Christian and Greene counties both have sales taxes that can be used for transportation as well. Greene County levies a 1/2-cent sales tax, half of which is dedicated to the road and bridge fund. Christian County levies two 1/2-cent sales taxes, one of which goes to the County for County road operations and projects, and the remaining is distributed to road projects throughout the County based on need.

Development Agreements

- A city or county may enter into agreements with developers to fund capital improvements with tax revenues generated by the new development. Typically, the developer builds the improvement and is reimbursed by utilizing up to 50 percent of the sales tax generated by the business activity. Projects are usually funded up to a set amount, plus interest, and paid back over three to five years.

Missouri Transportation Finance Corporation

- The Missouri Transportation Finance Corporation (MTFC) is financed by federal highway funds, transit funds, and state and local matching funds. The Corporation may loan money to finance projects or provide collateral to gain favorable financing elsewhere. A local corporation is usually established to participate in the funding. The funds available under the MTFC are available throughout the State of Missouri and are applied for competitively. The funds are paid back to the Corporation following the construction of projects. These funds will rollover and subsequent projects will not have the federal requirements associated with the project. Currently, most of the funds available under the Corporation are programmed for projects. Based on the competitive nature of securing Corporation funding, this funding mechanism is not included in the Feasible Funding Sources section.

Neighborhood Improvement District (or Community Improvement District)

- State law authorizes cities and counties to establish Neighborhood Improvement Districts (NIDs) and Community Improvement Districts (CIDs) for the purpose of improving public infrastructure. Once established, the jurisdiction may issue temporary notes and long-term general obligation (GO) bonds (up to 20 years) to pay for improvements. Bonds are repaid through a special assessment on the properties within the district. NIDs and CIDs require the support of a majority of the property owners within the district and City Council or County Commission approval.

Charges for Services

- Charges for curb cuts and other transportation-related services generate \$400,000. These funds are included in the Feasible Funding Sources section.
- The City of Republic levies a fee for street lights which nets about \$105,550 per year.

Railroad and Public Utility Tax

- The Railroad and Public Utility Tax is paid by railroads and public utilities to Greene County, generating \$106,800 for the road and bridge fund.

County Funding Sources

- The majority of funding for Greene County projects which appear in the TIP is sourced from STP and BRO funding, while local matching funds are derived from state revenue first, then local revenues.

Property Tax

- Greene County levies eight cents per \$100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be \$4,534,400 while personal property tax for 2015 is estimated to be \$939,500.

PROJECT COST ESTIMATING

Revenue estimates for federal and state funding were taken directly from MoDOT. More information can be found in the 2015-2019 STIP. Revenue estimates for local funding were not inflated based on the recent lack of growth in sales tax, property tax, and motor fuel taxes.

INFLATION

Each project has inflation built in at a rate of three percent per year. This baseline inflation rate was utilized based on recommendations from MoDOT, who incorporates this three percent inflation rate into the STIP. According to the United States Department of Labor's Bureau of Labor Statistics, the average annual inflation rate over the past 20 years is currently 2.54 percent, but in recent years has been just over 3 percent.

ADVANCE CONSTRUCTION

MoDOT uses a federal funding tool called advance construction to maximize the receipt of federal funds and provide greater flexibility/efficiency in matching federal-aid categories to individual projects. Advance Construction (AC) is an innovative finance funding technique, which allows states to initiate a project using non-federal funds, while preserving eligibility for future federal-aid. Eligibility means the Federal Highway Administration (FHWA) has determined the project qualifies for federal-aid; however, no present or future federal-aid is committed to the project. States may convert the project to regular federal-aid provided federal-aid is available for the project. AC does not provide additional federal funding, but simply changes the timing of receipts by allowing states to construct projects with state or local money and then later seek federal-aid reimbursement.

MoDOT began using AC in 1992 and will continue to use it in future years. MoDOT utilizes AC for National Highway Performance Program (NHPP) and Surface Transportation System (STP) projects or when sufficient obligation limitation is not available. State funds pay for new AC project expenditures until federal-aid is available. The oldest projects are converted first, if possible, to maximize federal-aid reimbursement.

Prior projects, which are awaiting conversion, can be found with other completed projects in the status pages, Section B. The total funding to be converted for these AC projects is \$4,723,267. Current projects with MoDOT-AC funding show a future conversion potential of \$61,425,625, through FY 2019. MoDOT converts projects as funding becomes available for projects as they are completed.

OPERATIONS AND MAINTENANCE

ROADWAYS

MODOT

Maintenance costs include MoDOT's salaries, fringe benefits, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; facilities to house equipment and materials such as salt, asphalt and fuel. Maintenance Operations expenditures are projected to increase one percent annually. In fiscal year 2014, MoDOT is budgeting for \$456,740,000 in maintenance expenditures that would grow to \$475,285,476 at the end of fiscal year 2018. Fleet investments, capital improvements and information systems investments are projected to remain constant through 2018, at this time.

This would make MoDOT's cost \$6,534.55 (\$6500) per lane mile.

Calculations are \$505,090,000/ 77,295.38 lane miles of roadway.

Assumptions (dollars in thousands)

Maintenance Operations*	\$456,740
Fleet Investments*	\$22,150
Capital Improvements Investments*	\$7,200
IS Investments*	\$20,000
Total	\$505,090

Lane miles** 77,295.38

*Source: Fiscal Year 2014 Budget Request Approved June 5, 2013

** Source: Official 2012 State System Mileage

LOCAL JURISDICTIONS

Each jurisdiction has provided the annual maintenance costs for roadways per lane mile. These costs were then divided into the total number of lane miles and multiplied by the federal-aid highway miles. It should be noted that the City of Strafford does not have any roadways on the federal-aid system and therefore is not included in the table below. Christian and Greene counties were included in the table together as Unincorporated Areas.

Table G.8	Number of Lane Miles on Federal-Aid System	Cost per Mile	FY 2015	FY 2016	FY 2017	FY 2018
State System						
MoDOT	1003.847	\$6,500	\$6,525,006	\$6,655,506	\$6,788,616	\$6,924,388
Non-State System						
Battlefield	7.955	\$469	\$3,731	\$3,806	\$3,882	\$3,960
Nixa	10.049	\$2530	\$25,424	\$25,932	\$26,451	\$26,980
Ozark	7.119	\$8500	\$60,512	\$61,722	\$62,956	\$64,215
Republic	29.996	\$1212	\$36,355	\$37,082	\$37,824	\$38,580
Springfield	376.844	\$6172	\$2,325,881	\$2,372,399	\$2,419,847	\$2,468,244
Willard	8.578	\$1626	\$13,948	\$14,227	\$14,512	\$14,802
Christian County	37.997	\$1057	\$40,163	\$40,966	\$41,785	\$42,621
Greene County	101.037	\$1057	\$106,796	\$108,932	\$111,111	\$113,333
TOTAL	579.575		\$2,612,810	\$2,665,066	\$2,718,368	\$2,772,735

REVENUE

An explanation of revenue sources that provide for the operation and maintenance of the transportation system as well as the capital improvements to the transportation system may be found in the preceding pages under explanation of fiscal constraint.

The following table highlights the ability of OTO jurisdictions to deliver local projects as shown in the project pages.

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Battlefield				
Total Available Revenue	\$232,024.00	\$232,024.00	\$232,024.00	\$232,024.00
Estimated Operations and Maintenance Expenditures	(\$3,731.00)	(\$3,806.00)	(\$3,882.00)	(\$3,960.00)
Estimated TIP Project Expenditures	(\$2,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$226,293.00	\$228,218.00	\$228,142.00	\$228,064.00
City of Nixa				
Total Available Revenue (prior reserves included)	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00
Estimated Operations and Maintenance Expenditures	(\$25,424.00)	(\$25,932.00)	(\$26,451.00)	(\$26,980.00)
Estimated TIP Project Expenditures	\$0.00	(\$326,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,698,632.00	\$1,371,374.00	\$1,697,605.00	\$1,697,076.00
City of Ozark				
Total Available Revenue	\$640,830.00	\$640,830.00	\$640,830.00	\$640,830.00
Estimated Operations and Maintenance Expenditures	(\$60,512.00)	(\$61,722.00)	(\$62,956.00)	(\$64,215.00)
Estimated TIP Project Expenditures	(\$69,498.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$510,820.00	\$579,108.00	\$577,874.00	\$576,615.00
City of Republic				
Total Available Revenue	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00
Estimated Operations and Maintenance Expenditures	(\$36,355.00)	(\$37,082.00)	(\$37,824.00)	(\$38,580.00)
Estimated TIP Project Expenditures	(\$141,186.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,492,934.00	\$1,633,393.00	\$1,632,651.00	\$1,631,895.00
City of Springfield				
Total Available Revenue	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00
Estimated Operations and Maintenance Expenditures	(\$2,325,881.00)	(\$2,372,399.00)	(\$2,419,847.00)	(\$2,468,244.00)
Estimated TIP Project Expenditures	(\$802,571.00)	(\$430,984.00)	(\$344,823.00)	(\$1,254,000.00)
Amount Available for Local Projects	\$18,176,666.00	\$18,501,735.00	\$18,540,271.00	\$17,582,874.00

Continued on next page...

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Strafford				
Total Available Revenue	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	(\$72,500.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$27,797.00	\$100,297.00	\$100,297.00	\$100,297.00
City of Willard				
Total Available Revenue	\$467,355.00	\$467,355.00	\$467,355.00	\$467,355.00
Estimated Operations and Maintenance Expenditures	(\$13,948.00)	(\$14,227.00)	(\$14,512.00)	(\$14,802.00)
Estimated TIP Project Expenditures	(\$11,664.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$441,743.00	\$453,128.00	\$452,843.00	\$452,553.00
Christian County				
Total Available Revenue	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00
Estimated Operations and Maintenance Expenditures	(\$40,163.00)	(\$40,966.00)	(\$41,785.00)	(\$42,621.00)
Estimated TIP Project Expenditures	(\$1,557,044.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,501,616.00	\$1,500,813.00	\$1,499,994.00	\$1,499,158.00
Greene County				
Total Available Revenue	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00
Estimated Operations and Maintenance Expenditures	(\$106,796.00)	(\$108,932.00)	(\$111,111.00)	(\$113,333.00)
Estimated TIP Project Expenditures	(\$616,200.00)	(\$80,000)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,924,890.00	\$21,458,954.00	\$21,536,775.00	\$21,534,553.00

TRANSIT

Transit operations and maintenance include the costs to operate the bus system and to maintain buses, shelters, and other capital equipment. Funding is currently provided by federal, state, and local sources. FTA Section 5307 funds provide partial funding for operations and maintenance. Legislation allows for the continuation of partial Section 5307 funding for the operations of transit systems for population areas exceeding 200,000 through FY 2014. Therefore, OTO is continuing to fund the operations of the City Utilities bus system with Section 5307 funds.

Table G.10 Estimated Transit System Operations and Maintenance Costs	FY2015	FY2016	FY2017	FY2018
Total System Operations	\$9,166,000	\$9,899,000	\$10,225,000	\$10,743,000
Total System Maintenance	\$1,605,000	\$1,662,000	\$1,722,000	\$1,799,000
TOTAL	\$10,771,000	\$11,561,000	\$11,947,000	\$12,542,000

Estimated costs have been tracking with inflation, though depreciation and administrative costs are expected to increase, partially due to the completion of the transfer facility. Inflation rates range from 2.50 percent to 3.50 percent over the timeline of the TIP. Similar inflation factors were applied to the revenue as well.

Table G.11 Estimated Revenue for Transit System Operations and Maintenance	FY2015	FY2016	FY2017	FY2018
Operating Revenue – Farebox and Advertising	\$1,094,000	\$1,094,000	\$1,098,000	\$1,102,000
MO HealthNet Contract	\$31,000	\$31,000	\$31,000	\$31,000
State Operating Funding	\$30,000	\$30,000	\$30,000	\$30,000
FTA Federal Funding (Operating)	\$2,500,000	2,600,000	2,700,000	2,800,000
Local (CU Utility Revenue)	\$7,116,000	\$7,806,000	\$8,088,000	\$8,579,000
TOTAL	\$10,771,000	\$11,561,000	\$11,947,000	\$12,542,000

The City Utility Revenue is a subsidy that offsets the difference between available revenue generated by the other four available funding sources and the estimated annual cost to operate the transit system.

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.B.

Reasonable Progress Policy Enforcement Transportation Alternatives Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO has a reasonable progress policy for Transportation Alternatives Program (formerly transportation enhancements) funding that is included with the funding application. This policy is attached. The policy, which adheres to MoDOT's policy, has not been stringently enforced, resulting in FY 2012 and FY 2013 funding still remaining unobligated. According to MoDOT's funds lapse policy, funding for the projects using FY 2012 funding should have lapsed on September 30, 2014 (the last day of FY 2014). However, OTO's FY 2012 funds were a portion of a statewide funding category, not an OTO sub-allocated category. Therefore, MoDOT did not rescind the funds. Going forward, the Transportation Alternatives Program Funding will be OTO suballocated and will be subject to the funds lapse policy.

Therefore, the following guidelines will be used to enforce reasonable progress for OTO Transportation Alternatives Program funding for FY 2014 and beyond. This includes all projects awarded after January 1, 2015.

Reasonable Progress Enforcement Guidelines

An award letter will be sent which establishes the timeline for reasonable progress based upon the phasing outlined in the table included in the policy. The award letter will not be sent until final approval is received from the USDOT for project placement in the TIP. For this funding round, a date in April is expected. Projects will be evaluated with each phase as outlined in the Reasonable Progress Policy.

A first violation letter will be sent advising of the missed deadline for any phase.

A second violation letter will be sent advising of missed deadline for any additional phase, allowing the project to get back on track within 30 days.

If the project is not back on track within 30 days, a third letter will advise that funds have been rescinded and reallocated to another project. If federal funds were spent on any part of the project, they will be required to be repaid.

A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. The request may be made prior to or after a reasonable progress violation. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action needed. Provided for informational purposes only.

MODOT Process

Reasonable Progress Requirements

This policy is to ensure the State of Missouri is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of MoDOT or the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

In addition, project sponsors failing to fulfill the obligations as stated in the contract agreement or showing reasonable progress for any project will not be allowed to request future project funds for a minimum period of one year, and then, only with the approval of MoDOT.

In the event that a project does not meet the required deadlines, funds will be suspended and awarded to another project with a different project sponsor.

The time frames shown represent maximum expected times for implementation approvals and concurrences; schedules will vary depending on project type. Actual progress towards implementation will be measured against the schedule submitted by the entity.

Phase	Maximum Time Frame	Funds Obligated
1. Award Notification post TIP Amendment	0 Months	No
2. Programming Data Form ¹	1 Months	No
3. Engineering Services Contract Approval ²	4 Months	Yes
4. Preliminary & Right-of-Way Plans Submittal	8 Months	No
5. Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	No
6. Plans, Specifications, & Estimate (PS&E) Approval	14 Months	Yes
7. Construction Contract Award	16 Months	Modified
8. Final Project Closeout ³	Variable	Modified (as needed)

¹The completion of the Project Programming phase is defined by submitting the approved project's programming data form to MoDOT and the project receiving a federal project number from MoDOT.

²The evaluation of environmental and cultural impacts on the project must begin immediately after Preliminary Engineering (PE) authorization. The LPA must submit [Fig. 136.6.4 LPA Request for Environmental Review \(RER\)](#) to the MoDOT district contact within 60 days of preliminary engineering (PE) authorization for all federal-aid projects as discussed in [EPG 136.6 Environmental and Cultural Requirements](#).

³The time lapse between construction contract award and project closeout will depend on project type. Final certifications as discussed in [EPG 136.11 Local Public Agency Construction](#) must be submitted to the appropriate MoDOT district representative 60 days after final inspection.

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.C.

TIP Amendment Form

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

AGENDA DESCRIPTION:

Amendments to the Transportation Improvement Program are currently requested through a variety of means with various forms submitted with the requested changes. Staff has created an online form that jurisdictions can use to trigger an amendment to the TIP. Many items on this form are similar to the application previously used before the deployment of the web-based TIP tool.

The form can be accessed via the OTO website, on the Transportation Improvement Program page - <http://www.ozarkstransportation.org/Plans%20&%20Publications/TIP.html>, or directly, <http://goo.gl/GkKT0T>.

Please let staff know if there are any questions regarding the form. This is in place for any requested amendments hereafter.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action needed. Provided for Informational purpose only.

[Edit this form](#)

TIP Change Request Form

* Required

Agency or Jurisdiction Project Sponsor *

Who is requesting the TIP change?

Contact Person *

Contact Email *

Contact Phone *

Please enter work number and extension.

Project *

Please list TIP Number, if known.

Project Title *

Use Project Title in current TIP or suggest a new Project Title, if a new project.

Project Description *

Provide a brief description of the project to be added to changed.

Type of Change Requested (Check all that apply) *

Please see description of Administrative Modification and Amendment Process here -

<http://goo.gl/Q7PEvg>

- ☐ New
- ☐ Project Scope or Limits
- ☐ Funding
- ☐ Funding Year
- ☐ Funding Source - Local/State to Federal
- ☐ Funding Source - Federal to Local/State
- ☐ Other:

Please provide additional detail on the requested change. *

Who will makes changes in OTO TIP tool? *

Upon submitting this form, staff will provide an email granting access to the TIP tool. Otherwise, please email change and funding details to staff at nlongpine@ozarkstransportation.org.

- ☐ Myself - I will enter data into the TIP Tool myself.
- ☐ OTO - I need staff to enter changes.

The project is in the OTO Long Range Transportation Plan, "Journey 2035." *

Please indicate where in Journey 2035 this project is located.

I and partner jurisdictions have conducted the appropriate public input processes. *

By checking yes, I agree.

- ☐ Yes

The project sponsor is financially committed to the submitted project. *

By checking yes, I agree.

- ☐ Yes

I hereby agree/certify that:

A. The information on this application and submitted to the TIP tool is accurate to the best of my knowledge.

B. This information and any additional information I provide for this TIP change may be

published directly into the OTO Transportation Improvement Program.

C. The local/state funding submitted to the TIP tool is available for the match of federal funds.

D. This project has been made available for public comment before submittal.

E. Any facility constructed with these funds will be maintained according to an adopted facility maintenance plan.

F. I understand that when utilizing any federal funds for design or right-of-way, that construction must begin within 10 years.

Signed *

Please enter name.

Submit

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TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.D.

2015 STP-Urban Update

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

AGENDA DESCRIPTION:

OTO publishes a semi-annual fund balance report, which reflects OTO member jurisdiction's balances based on obligated funds. It has become important, however, to also consider the projects that have been programmed. This report identifies both obligated and programmed projects and is intended to be used in conjunction with the funds balance report.

This summary report outlines current obligations, as well as projects programmed in the TIP for FY 2015 and FY 2016. Funding for FY 2015 through May is available now. The FY 2016 funding will be available beginning October 1, 2015.

Each summary page shows the balance for each community as of September 30, 2013. Then, all FY 2014 allocations and balances are listed. If a community has had any FY 2015 obligations, those are listed next. Then, the FY 2015 and FY 2016 allocations are listed, along with any programmed projects using STP-Urban funds from the FY 2015-2018 Transportation Improvement Program in years FY 2015 and FY 2016. Finally, any cost shares which are not programmed or fully obligated are listed to ensure all funding is included. A balance and the maximum allowed amount per MoDOT's funds lapse policy are listed last.

The balance shown for each jurisdiction is available now for programming. Up to three additional years may be available, subject to approval.

Several jurisdictions will have exceeded the maximum balance allowed (see page ii) on October 1, 2015. While this will not cause a funds rescission as the OTO overall balance is within the three year allocation, it is essential that project planning begins now. It is not uncommon for a project to take several years from programming to construction. Projects must be under construction prior to September 30, 2018 to avoid a MoDOT rescission. A federal rescission can happen at any time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Provided for informational purposes only.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

FY 2015-2016

STP-URBAN UPDATE REPORT

Including Programmed Projects

STP-Urban Sub-Allocated Balances, Including Programmed

Introduction

OTO publishes a semi-annual fund balance report, which states OTO member jurisdiction's balances based on obligated funds. It has become important, however, to also consider the projects that have been programmed. This report identifies both obligated and programmed projects and is intended to be used in conjunction with the funds balance report.

Background

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 OTO 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. 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.

MoDOT has recently suspended its cost share program and area balances are accumulating at a faster rate than in the past. This summary report outlines current obligations, as well as projects programmed in the TIP for FY 2015 and FY 2016. Funding for FY 2015 through May is available now. The FY 2016 funding will be available beginning October 1, 2015. A jurisdiction may elect to participate in OTO's STP Advance Policy.

Using the Report

Each summary page shows the balance for each community as of September 30, 2013. Then, all FY 2014 allocations and balances are listed. If a community has had any FY 2015 obligations, those are listed next. Then, the FY 2015 and FY 2016 allocations are listed, along with any programmed projects using STP-Urban funds from the FY 2015-2018 Transportation Improvement Program in years FY 2015 and FY 2016. Finally, any cost shares which are not programmed or fully obligated are listed to ensure all funding is included. A balance and the maximum allowed amount per MoDOT's funds lapse policy are listed last.

The balance shown for each jurisdiction is available now for programming. Up to three additional years may be available, subject to approval.

STP-Urban Advance Policy

It is the policy of the Ozarks Transportation Organization to allow the programming of Surface Transportation Program-Urban funding three years in advance for any jurisdictions with an annual allocation of less than \$1 million annually, subject to available funding and an executed Agreement for STP-Advance Funding, which can be found at the end of this report. All advance requests are on a first-come, first-serve basis and are subject to approval by the Missouri Department of Transportation, as well as the OTO Board of Directors.

Jurisdiction Balances based on October 1, 2015 Projections

Jurisdiction	10/1/2015 Balance	Max Balance Allowed
Christian County	\$666,241.47	\$848,997.75
Greene County	\$2,296,269.82	\$3,613,534.86
Battlefield	\$435,686.22	\$293,028.99
Nixa	\$370,264.47	\$997,137.27
Ozark	\$1,551,518.59	\$934,128.18
Republic	\$1,161,623.92	\$674,017.56
Springfield	\$2,970,758.21	\$8,360,918.94
Strafford	\$171,193.46	\$123,606.87
Willard	\$406,531.29	\$277,198.08

Christian County

Prior Balance		2,109,624.77
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FY 2014 Allocation	STP-Urban	295,187.56
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FY 2014 Obligations

FY 2014 Rideshare	City of Springfield	(523.37)
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0651056 65/CC/J	STP-Urban	(228,000.00)
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9/30/2014 Balance		2,176,288.96
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FY 2015 Allocation*	STP-Urban	282,999.25
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FY 2015 Programmed Projects

CC1110 65/CC/J	STP-Urban	(2,072,000.00)
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SP1321 Rideshare	STP-Urban	(523.37)
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Balance after Programmed Projects		386,764.84
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FY 2016 Allocation**		280,000.00
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FY 2016 Programmed Projects

SP1321 Rideshare	STP-Urban	(523.37)
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Balance after Programmed Projects		666,241.47
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BALANCE		666,241.47
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Max Balance Allowed		848,997.75
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* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

***FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO
STP-U Funds Advance Policy.***

Greene County

Prior Balance 3,568,289.44

FY 2014 Allocation STP-Urban 1,256,387.94

FY 2014 Obligations

0652086 Battlefield/65	STP-Urban	(452,800.00)
FY 2014 Rideshare	City of Springfield	(2,227.58)
0652087 Chestnut RR	STP-Urban	(400,000.00)
0652065 US 65 6-Laning	STP-Urban	(240,794.13)
0652065 US 65 6-Laning	STP - OTO Payback	240,794.13
0652074 South Glenstone	STP-Urban	(500,000.00)
9900878 OO/125	City of Strafford	(66,236.44)
0652086 Battlefield/65	STP-Urban	(47,200.00)

9/30/2014 Balance 3,356,213.36

FY 2015 Allocation* STP-Urban 1,204,511.62

FY 2015 Programmed Projects

GR1501 Kansas Expressway Ext.	STP-Urban	(1,200,000.00)
SP1321 Rideshare	STP-Urban	(2,227.58)
GR1502 East-West Arterial	STP-Urban	(960,000.00)

Balance after Programmed Projects 2,398,497.40

FY 2016 Allocation** 1,200,000.00

FY 2016 Programmed Projects

GR1501 Kansas Expressway Ext.	STP-Urban	(1,200,000.00)
SP1321 Rideshare	STP-Urban	(2,227.58)

Balance after Programmed Projects 2,396,269.82

Outstanding Cost Shares

Eastgate Relocation (8P0850B)	STP-Urban	(100,000.00)
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BALANCE	2,296,269.82
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Max Balance Allowed 3,613,534.86

* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO STP-U Funds Advance Policy.

City of Battlefield

Prior Balance		414,183.72
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FY 2014 Allocation	STP-Urban	101,883.09
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FY 2014 Obligations

FY 2014 Rideshare	City of Springfield	(180.64)
9901810 Weaver Rd Widening	STP-Urban	(138,336.00)
9901810 Weaver Rd Widening	STP-Urban	(32,000.00)
5916806 Highway M Study	STP-Urban	184.00

9/30/2014 Balance		345,734.17
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FY 2014 Outstanding Programmed

BA1401 Weaver Road Widening	STP-Urban	(94,363.00)
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FY 2015 Allocation*	STP-Urban	97,676.33
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FY 2015 Programmed Projects

BA1101 Third Street Extension	STP-Urban	(8,000.00)
SP1321 Rideshare	STP-Urban	(180.64)

Balance after Programmed Projects		340,866.86
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FY 2016 Allocation**		95,000.00
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FY 2016 Programmed Projects

SP1321 Rideshare	STP-Urban	(180.64)
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Balance after Programmed Projects		435,686.22
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BALANCE		435,686.22
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Max Balance Allowed		293,028.99
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* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

***FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO
STP-U Funds Advance Policy.***

City of Nixa

Prior Balance		1,722,494.98
FY 2014 Allocation	STP-Urban	346,694.10
FY 2014 Obligations		
FY 2014 Rideshare	City of Springfield	(614.69)
9901804 Tracker/Main	STP-Urban	(473,600.00)
9900869 14/Gregg	STP-Urban	489.84
9/30/2014 Balance		1,595,464.23
FY 2014 Outstanding Programmed		
NX0601 Tracker/Main	STP-Urban	(579,348.47)
FY 2015 Allocation*	STP-Urban	332,379.09
FY 2015 Programmed Projects		
SP1321 Rideshare	STP-Urban	(614.69)
Balance after Programmed Projects		1,347,880.16
FY 2016 Allocation**		330,000.00
FY 2016 Programmed Projects		
NX0906 Routes 160 and 14	STP-Urban	(1,307,001.00)
SP1321 Rideshare	STP-Urban	(614.69)
Balance after Programmed Projects		370,264.47
BALANCE		370,264.47
Max Balance Allowed		997,137.27

* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

***FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO
STP-U Funds Advance Policy.***

City of Ozark

Prior Balance		1,250,632.64
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FY 2014 Allocation	STP-Urban	324,786.51
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FY 2014 Obligations

FY 2014 Rideshare	City of Springfield	(575.85)
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9900824 Third Street/14	STP-Urban	(643,549.07)
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9/30/2014 Balance		931,294.23
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FY 2015 Allocation*	STP-Urban	311,376.06
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FY 2015 Programmed Projects

SP1321 Rideshare	STP-Urban	(575.85)
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Balance after Programmed Projects		1,242,094.44
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FY 2016 Allocation**		310,000.00
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FY 2016 Programmed Projects

SP1321 Rideshare	STP-Urban	(575.85)
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Balance after Programmed Projects		1,551,518.59
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BALANCE		1,551,518.59
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Max Balance Allowed		934,128.18
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* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

***FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO
STP-U Funds Advance Policy.***

City of Republic

Prior Balance		447,437.57
FY 2014 Allocation	STP-Urban	235,773.39
	Republic Small Urban	33,077.66
FY 2014 Obligations		
FY 2014 Rideshare	City of Springfield	(476.67)
9900077 Republic Trans. Plan	STP-Urban	(14,751.58)
9900077 Republic Trans. Plan	Republic Small Urban	(49,233.29)
9/30/2014 Balance		651,827.08
FY 2015 Allocation*	STP-Urban	224,672.52
	Republic Small Urban	33,077.66
FY 2015 Programmed Projects		
SP1321 Rideshare	STP-Urban	(476.67)
Balance after Programmed Projects		909,100.59
FY 2016 Allocation**	STP-Urban	220,000.00
	Republic Small Urban	33,000.00
FY 2016 Programmed Projects		
SP1321 Rideshare	STP-Urban	(476.67)
Balance after Programmed Projects		1,161,623.92
BALANCE		1,161,623.92
Max Balance Allowed		674,017.56

* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

***FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO
STP-U Funds Advance Policy.***

City of Springfield

Prior Balance		13,202,866.40
FY 2014 Allocation	STP-Urban	2,907,003.27
FY 2014 Obligations		
0652074 South Glenstone	STP-Urban	145,628.38
0652074 South Glenstone	STP-Urban	(2,064,703.81)
0652087 Chestnut RR	STP-Urban	(100,000.00)
1601053 160/Campbell/Plainview 2	STP-Urban	(231,767.60)
5933803 Kansas/Evergreen	STP-Urban	4,818.49
1601054 160/Campbell/Plainview 3	STP-Urban	(386,800.00)
5905806 FY 2010 TMC Staff	STP-Urban	130.02
FY 2013 Rideshare	Christian County	523.37
FY 2013 Rideshare	City of Battlefield	180.64
FY 2013 Rideshare	Greene County	2,227.58
FY 2013 Rideshare	City of Nixa	614.69
FY 2013 Rideshare	City of Ozark	575.85
FY 2013 Rideshare	City of Republic	476.67
FY 2013 Rideshare	City of Strafford	76.20
FY 2013 Rideshare	City of Willard	170.88
5907801 Campbell/Weaver	STP-Urban	290,404.01
5938804 FY 2014 TMC Staff	STP-Urban	(268,000.00)
0132078 Kansas Expy Pavement	STP-Urban	(799,517.00)
0652086 Battlefield/65	STP-Urban	(4,660,769.24)
S600040 Republic Rd Bridges	STP-Urban	(2,584,800.00)
1601053 160/Campbell/Plainview 2	STP-Urban	83,126.86
0652087 Chestnut RR	STP-Urban	(1,126,800.00)
9/30/2014 Balance		4,415,665.66
FY 2015 Allocation*	STP-Urban	2,786,972.98
FY 2015 Obligations		
1601054 160/Campbell/Plainview 3	STP-Urban	(109,976.12)
FY 2015 Programmed Projects		
SP1321 Rideshare	Christian County	523.37
SP1321 Rideshare	City of Battlefield	180.64
SP1321 Rideshare	Greene County	2,227.58
SP1321 Rideshare	City of Nixa	614.69
SP1321 Rideshare	City of Ozark	575.85
SP1321 Rideshare	City of Republic	476.67
SP1321 Rideshare	City of Strafford	76.20
SP1321 Rideshare	City of Willard	170.88
SP1109 0652087 Chestnut RR	STP-Urban	(1,966,300.00)
MO1503 FY 2015 TMC Staff	STP-Urban	(276,000.00)
SP1323 Kearney and Packer	STP-Urban	(47,000.00)
Balance after Programmed Projects		4,808,208.40

City of Springfield, continued

FY 2016 Allocation** **2,780,000.00**

FY 2016 Programmed Projects

SP1321 Rideshare	Christian County	523.37
SP1321 Rideshare	City of Battlefield	180.64
SP1321 Rideshare	Greene County	2,227.58
SP1321 Rideshare	City of Nixa	614.69
SP1321 Rideshare	City of Ozark	575.85
SP1321 Rideshare	City of Republic	476.67
SP1321 Rideshare	City of Strafford	76.20
SP1321 Rideshare	City of Willard	170.88
MO1603 FY 2015 TMC Staff	STP-Urban	(284,000.00)
SP1323 Kearney and Packer	STP-Urban	(681,000.00)
SP1415 65 and Division	STP-Urban	(734,000.00)

Balance after Programmed Projects **5,894,054.28**

Outstanding Cost Shares

0652086 Battlefield/65	STP-Urban	(262,907.76)
0652087 Chestnut RR*	STP-Urban	(440,600.00)
1601054 160/Campbell/Plainview 3	STP-Urban	(181,694.74)
Kearney/Packer (8S3019)**	STP-Urban	(721.00)
0652088 Division/65*** (FY2017)	STP-Urban	(1,089,292.00)
0652074 South Glenstone	STP-Urban	(948,080.57)

BALANCE	2,970,758.21
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Max Balance Allowed **8,360,918.94**

* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

***FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO
STP-U Funds Advance Policy.***

City of Strafford

Prior Balance		47,242.97
FY 2014 Allocation	STP-Urban	42,976.80
FY 2014 Obligations		
FY 2014 Rideshare	City of Springfield	(76.20)
9900878 125/OO	STP - OTO Payback	(66,236.44)
9900878 125/OO	Greene County	66,236.44
9/30/2014 Balance		90,143.57
FY 2015 Allocation*	STP-Urban	41,202.29
FY 2015 Programmed Projects		
SP1321 Rideshare	STP-Urban	(76.20)
Balance after Programmed Projects		131,269.66
FY 2016 Allocation**		40,000.00
FY 2016 Programmed Projects		
SP1321 Rideshare	STP-Urban	(76.20)
Balance after Programmed Projects		171,193.46
BALANCE		171,193.46
Max Balance Allowed		123,606.87

* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO STP-U Funds Advance Policy.

City of Willard

Prior Balance		210,265.72
FY 2014 Allocation	STP-Urban	96,378.85
FY 2014 Obligations		
FY 2014 Rideshare	City of Springfield	(170.88)
9/30/2014 Balance		306,473.69
FY 2015 Allocation*	STP-Urban	92,399.36
FY 2015 Programmed Projects		
EN1401 Jackson and Main Sidewalks	STP-Urban	(42,000.00)
WI1501	STP-Urban	(40,000.00)
SP1321 Rideshare	STP-Urban	(170.88)
Balance after Programmed Projects		316,702.17
FY 2016 Allocation**		90,000.00
FY 2016 Programmed Projects		
SP1321 Rideshare	STP-Urban	(170.88)
Balance after Programmed Projects		406,531.29
BALANCE		406,531.29
Max Balance Allowed		277,198.08

* 12 month estimate based on 8 month allocation

** Estimate based on prior allocations

***FY 2016 Allocation will be available October 1, 2015 or sooner using the OTO
STP-U Funds Advance Policy.***

Agreement for STP-Advance Funding

This agreement is made between the Ozarks Transportation Organization (hereinafter, "OTO") and _____ for the purpose of reducing the balance of STP-Urban funding allocated to OTO that is restricted to a maximum three year allocation balance.

WITNESSETH:

WHEREAS, Moving Ahead for Progress in the 21st Century allocated STP-Urban funding to the OTO region for the purpose of improving and maintaining the transportation system.

WHEREAS, OTO currently sub-allocates STP-Urban funding to member jurisdictions on the basis of population.

WHEREAS, the maximum allowed to be advanced will be three years of the jurisdiction's allocation or \$1 million, whichever is less;

WHEREAS, funding will be programmed on a first come first served basis, subject to OTO staff financial projections and MoDOT's policies;

WHEREAS, the allowance to program future funding may be discontinued at any time, but not for projects with signed agreements.

NOW, THEREFORE, OTO and _____ agree as follows:

OTO will allow the programming of future year allocations of STP-Urban funding upon signing this agreement and pursuant to the following:

1. _____ will be required to repay any amount expended beyond the current and prior year allocations in the event that the program is discontinued or funds are rescinded by the Federal Highway Administration. The repayment will be coordinated by OTO staff.
2. _____ has submitted the TIP project programming form and OTO has placed the project programming on a Technical Committee and Board of Directors agenda. Board of Directors approval of the project's inclusion in the TIP will be considered approval of the use of advance funding.
3. The project will not be considered programmed until TIP approval is received from the Federal Highway and/or Federal Transit Administration.

_____ hereby agrees to repay any amounts received that use future year STP-Urban allocations in the event the funding is no longer available and has submitted proof of governing board approval.

Signature of Authorized Representative

Date

I hereby agree to receipt of this agreement and that OTO staff has verified funding availability.

OTO Executive Director

Date

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806

417-865-3042 [p] 417-862-6013 [f]

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.E.

Travel Demand Model Report

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

AGENDA DESCRIPTION:

Work has concluded on the OTO Travel Demand Model. Several reports were produced during the development of the model. OTO staff has compiled this information into one summary document. This document will be provided at the meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Provided for informational purposes only.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.F.

Major Thoroughfare Plan Amendment Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The City of Battlefield has requested to amend the Major Thoroughfare Plan through the City of Battlefield, changing FF from Expressway to Primary Arterial. This change would affect the portion of FF from Farm Road 123, where the current divided roadway ends to the Greene County/Christian County line.

The City of Battlefield Board of Alderman, held a public meeting with the opportunity for public comment. All Aldermen present voted unanimously in favor of this requested change. This change is requested based on the design requirements of an Expressway and how that would impact the City of Battlefield.

Included with the agenda packet is a copy of the minutes showing City of Battlefield approval for this Major Thoroughfare Change, as well as maps showing the proposed change. The design standards for both Expressways and Primary Arterials are also included.

The effects of this change are:

1. Reduced ROW from 180 feet to 110 feet,
2. This reduced ROW will not accommodate outer roads,
3. Access would allow for Right-in/Right-out driveways every 660 feet once a median is constructed,
4. Full intersections would be permitted every ¼-mile as opposed to every ½-mile, and
5. The total length of this change is 2.3 miles.

A change to the Major Thoroughfare Plan is an amendment to the OTO Long Range Transportation Plan, *Journey 2035* and will require a 15-day comment period before consideration by the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make one of the following motions:

“Move to recommend approval of the Major Thoroughfare Plan amendment changing FF through Battlefield to a Primary Arterial from an Expressway to the Board of Directors.”

OR

“Move to return the Major Thoroughfare Plan back to staff in consideration of the following...”

**The City of Battlefield
Board of Aldermen
Regular Meeting Minutes
December 16, 2014**

and the vote was 5 Ayes- Mike Goldenberg, Dr. Linda Barboa, Darron Acklin, Warren Griffith and Quinton Hamp. 0 Nays. Alderman Marc Cerce was absent for the vote. Motion carried.

Item 10 b Discussion and possible vote to reduce the buffer yard requirement between (C-2) general commercial and (R-1) single family residential from 40 feet to 30 feet by eliminating the 3 foot earthen berm and all vegetative material on the berm per recommendation of Planning and Zoning Commission/Economic Development Committee.

Planning and Zoning Commission Chairman Kevin Lambeth explained a public hearing was held with no opposition to either item. Mr. Lambeth reported that EDC Chairman Nick Penka attended and was in favor of both amendments. Motion was made by Alderman Darron Acklin to accept the recommendation to reduce the buffer yard requirement between (C-2) general commercial and (R-1) single family residential from 40 feet to 30 feet by eliminating the 3 foot earthen berm and all vegetative material on the berm per recommendation of Planning and Zoning Commission/Economic Development Committee, therefore authorizing an ordinance to be written for the Board to review at a later date. Motion was seconded by Alderman Quinton Hamp. A roll call vote was taken and the vote was 5Ayes- Quinton Hamp, Warren Griffith, Darron Acklin, Dr. Linda Barboa, and Mike Goldenberg. 0 Nays. Marc Cerce was absent for the vote. Motion carried.

Item 10 c Discussion and possible vote to forward recommendation to Ozarks Transportation Organization (OTO) to re-designate FF from Expressway to Primary Arterial per recommendation of Planning and Zoning Commission/Economic Development Committee.

Motion was made by Alderman Quinton Hamp forward recommendation to Ozarks Transportation Organization (OTO) to re-designate FF from Expressway to Primary Arterial per recommendation of Planning and Zoning Commission/Economic Development Committee. Motion was seconded by Alderman Warren Griffith. A roll call vote was taken and the vote was 5 Ayes- Mike Goldenberg, Dr. Linda Barboa, Darron Acklin, Warren Griffith, and Quinton Hamp. 0 Nays. Alderman Marc Cerce was absent for the vote. Motion carried.

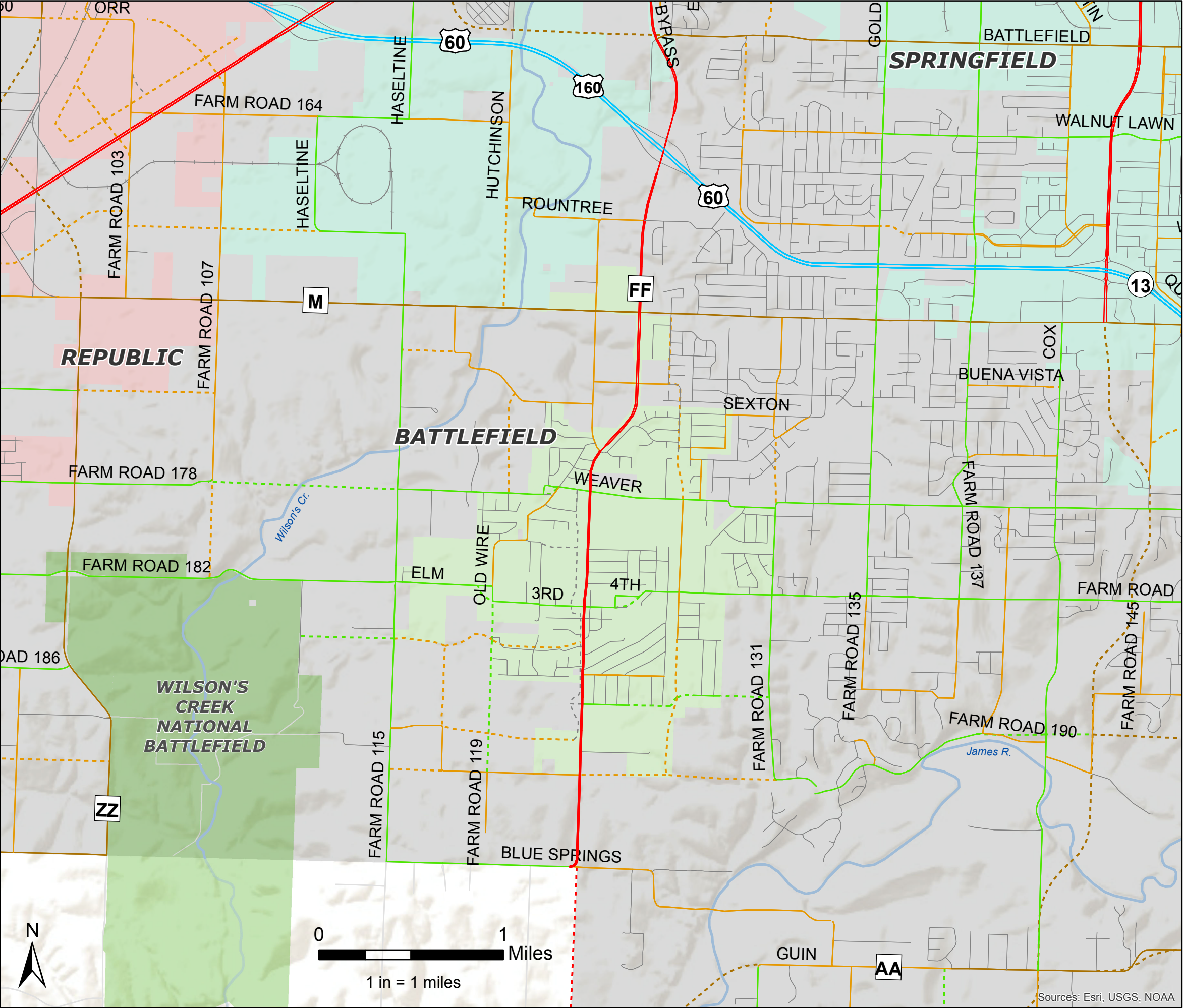
Motion was made by Darron Acklin to add item 11g to the Agenda which was the Discussion and Possible Vote to approve the Resolution #14-R-05, for the TAP application for emergency approval since the item came in after the agenda was posted and the item would need to be presented for approval to the OTO before the Board's next Board meeting to be held in January of 2015. Motion was seconded by Mike Goldenberg. A roll call vote was taken and the vote was 4 Ayes-Warren Griffith, Darron Acklin, Dr. Linda Barboa, and Mike Goldenberg. 1 Nay-Quinton Hamp. Alderman Marc Cerce was absent for the vote. Motion carried.

THE CITY OF BATTLEFIELD
BOARD OF ALDERMEN
REGULAR MEETING MINUTES
DECEMBER 16, 2014

Major Thoroughfare Plan

Ozarks Transportation Organization

As amended by the OTO Board of Directors December 15, 2011



Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Local Street

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Local Street
- Railroad

City Limits

- Battlefield
- Republic
- Springfield

Other Boundaries

- OTO Area
- Wilson's Creek National Battlefield

DISCLAIMER

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

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

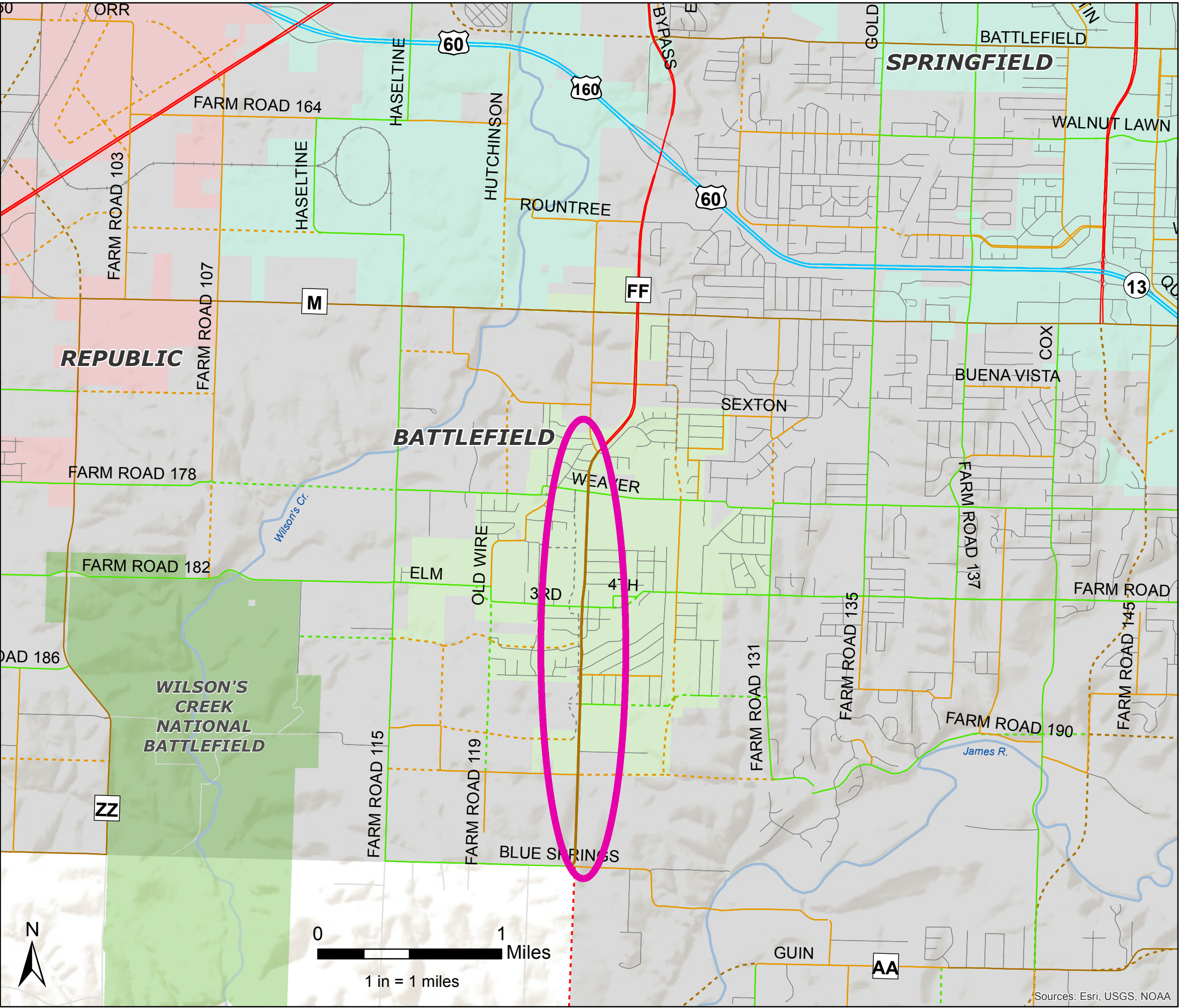
As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

Major Thoroughfare Plan

Amendment Request

FF through Battlefield from Expressway to Primary Arterial

As proposed by the City of Battlefield



Existing Roads	
—	Freeway
—	Expressway
—	Primary Arterial
—	Secondary Arterial
—	Collector
—	Local Street
—	Railroad
Proposed Roads	
- - -	Future Expressway
- - -	Future Primary Arterial
- - -	Future Secondary Arterial
- - -	Future Collector
- - -	Future Local Street
City Limits	
■	Battlefield
■	Republic
■	Springfield
Other Boundaries	
■	OTO Area
■	Wilson's Creek National Battlefield

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

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

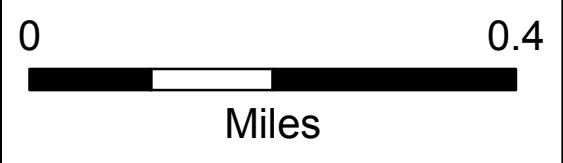
As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

MTP Amendment Request for FF through Battlefield

From Expressway to Primary Arterial

As proposed by the City of Battlefield

- Southern Route FF
- Primary Arterial ROW
- Expressway ROW



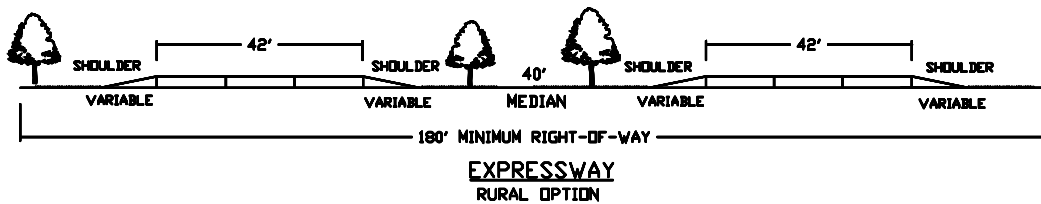
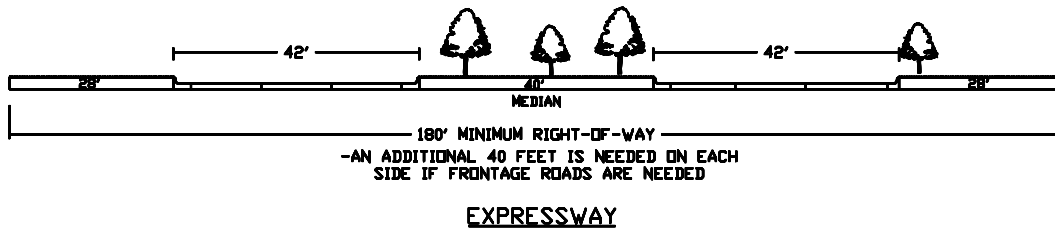
Minimum Design Standards for Streets by Classification

The following classifications are minimum design standards that meet the goals of Metropolitan Planning Organization (MPO). The MPO encompasses nine separate jurisdictions and counts MoDOT as one of its vital planning partners. Each of these entities oversees the construction and maintenance of roadways. For that reason, each organization/jurisdiction has separate design standards, which may be greater than those listed here. Often site conditions such as topography influence the amount of right of way necessary. Therefore, these standards are to be considered the minimum and are subject to be increased by the individual agency or jurisdiction with control over the specific roadway. These standards are intended for new construction or retrofitting of existing roadways. There are existing roadways that do not meet these standards and will not meet these standards until retrofitted to do so. In addition, individual projects may not fulfill these standards but may be an incremental step toward these standards. Individual projects may constitute a stage in reaching the ultimate construction of the roadway to these standards. The right-of-way width stated in these standards should be obtained, and all projects should be designed to fit into the ultimate construction of the roadway to the standards in the following pages. In the event that a roadway project has not been constructed, but it has been designed and right-of-way has been purchased pursuant to previous standards, the project will not be required to meet these standards.

These standards are the desired minimums. There may be cases, which require deviation from these standards due to environmental constraints or identified constraints from the built environment involving historic or cultural resources. In cases where it is not feasible for the ultimate construction of a roadway to meet these standards, a deviation may be approved. A specially appointed subcommittee of the Technical Committee will recommend approval or denial to the Board of Directors for action. Each project stands on its own merit and should not be looked at as setting a precedent for other projects. Projects which are not funded by federal or state funds will not be required to obtain approval for deviation from these standards.

Long Range Transportation Plan: Streets and Highways

Expressways: Partial access control and high priority for traffic flow with at-grade signalized intersections for major streets. Intended for high-volume, moderate-to-high speed traffic movement across the metropolitan area with minimal access to adjacent land. May be designed as a highway with separation from adjacent land uses or as a street with controlled access to adjacent land uses. Service access should be provided from lower order streets.



*Medians and Shoulders provide options for landscaping where appropriate

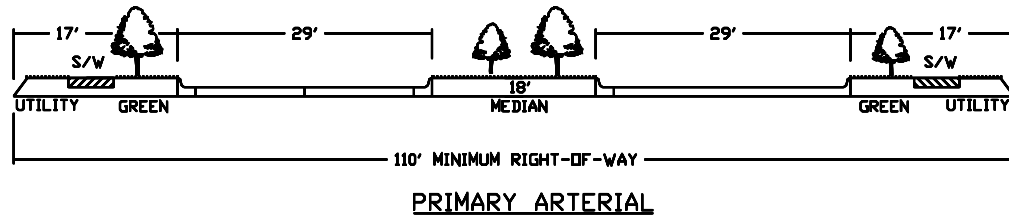
Minimum Right-of-Way:	180 feet, plus 40 feet each side if frontage roads are needed.
Number of Lanes:	4-6
Lane Width:	12 feet (plus shoulders in rural areas only)
Median:	40 foot landscaped
Design Service Volume:	20,000 – 50,000
Design Speed:	40- 55 mph
Turning Lanes:	At Intersections Only
Intersection:	Left and Right Turn Lanes Desired.

Long Range Transportation Plan: Streets and Highways

Drainage:	Curb and Gutter or Shoulders (rural areas)
On-street Parking:	Not Permitted
Pedestrian Provisions:	Sidewalks required on Frontage Roads.
Transit Provisions:	Turnouts at Major Generators
Median Breaks:	Allowed at signalized intersections only.
Bicycle Provisions:	Bicycle lane provided on Frontage Road
Traffic Flow/ Access Priority	90/10
Facility Spacing:	3-5 miles
Trip Length:	Across metropolitan area and between major activity centers. (2 plus miles)
<i>Access:</i>	
Full Access Intersection Spacing:	½ mile
Non-Signalized Intersection/ Driveway Spacing:	660 feet (Right-In/ Right-Out only)
Residential Driveway Spacing:	No residential drives permitted

Long Range Transportation Plan: Streets and Highways

Primary Arterial: Provides for high to moderate volume, moderate-speed traffic movement between and through major activity centers. Access to abutting property is subordinate to traffic flow and is subject necessary control of entrances and exits.



*Greenspace and Median provide options for landscaping where appropriate

*Utility and Greenspace areas may switch locations if needed.

*Utilities may be placed under sidewalks

Minimum Right-of-Way:	110 feet plus intersection triangles
Number of Lanes:	4-6
Lane Width:	12 feet
Median:	18 feet
Minimum Area behind curb:	17 feet Used for sidewalks, utilities, and Landscaping (where appropriate)
Design Service Volume:	10,000-30,000
Design Speed:	35-45 mph
Turning Lanes:	At Intersections Only
Intersection:	Left and right turn lanes desired
Drainage:	Curb and Gutter (shoulders permitted in rural areas)
On-street Parking:	Not Permitted
Pedestrian Provisions:	4-5 foot (minimum) sidewalks both sides

Long Range Transportation Plan: Streets and Highways

Bicycle Provisions:	Bicycle facilities provided according to adopted bicycle plan
Traffic Flow/ Access Priority	70/30
Facility Spacing:	1 – 2 miles
Trip Length:	Between and through major activity centers (2-8 miles)
Transit Provisions:	Scheduled stops every ¼ mile (where transit service is provided)
Shoulders:	If shoulders are used they should be between 6 and 10 feet wide.
<i>Access:</i>	
Full Access Intersection Spacing:	1/4 mile
Directional Median Break Spacing:	660 feet
Driveway Spacing:	330 feet center to center (Right-In/ Right-Out only) Allowed only if internal circulation, cross access and minimum driveway radii and grade are provided.
Residential Driveway Spacing:	No residential drives permitted

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.G.

Transportation Demand Management Report

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

AGENDA DESCRIPTION:

On August 16, 2012, the OTO Board of Directors approved a partnership with the City of Springfield to promote ridesharing in the OTO area. The partnership with the City of Springfield was established through an MOU and became active in 2013.

Prior to 2013, OTO had hosted OzarksCommute.com and promoted the ridesharing program at area events. In 2012, FHWA ruled that the funding of a rideshare matching program and promotional materials for the program are ineligible for Metropolitan Planning Funding. Therefore, OTO removed the program from the budget for FY 2013. This meant that without locating another funding source, OzarksCommute.com would be taken offline by the end of the calendar year.

After a review of the program, it was discovered that the Ozarks Clean Air Alliance and Partnership for Sustainability, along with the City of Springfield Department of Environmental Services, were promoting their programs at the same events that OzarksCommute.com was being promoted. Therefore, Barbara Lucks, the Sustainability Officer with the City of Springfield Department of Environmental Services, volunteered to partner with OTO and was provided \$10,000 in STP-Urban funding for costs associated with the promotion of and promotional materials for the ridesharing program, as well as to keep OzarksCommute.com online. OTO agreed to assist with contacting major employers within the OTO area to develop the rideshare program for employers, not just the general public.

The Transportation Demand Management activities since January 1, 2014 are included in the attached report. This report is provided in order to provide some accountability for the STP-Urban funds that are being used for the rideshare program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Information only.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Transportation Demand Management 2014 Report

Carpooling



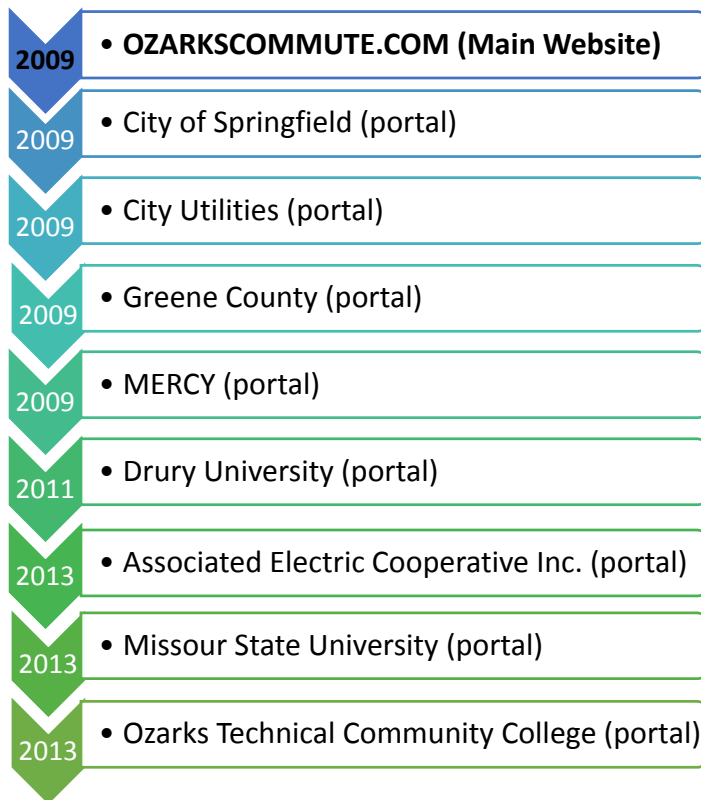
Contents

History.....	2
OzarksCommute.com Web links.....	2
Promotional.....	3
Environmental Services -- Sustainability Division - Partnership.....	3
Environmental Services -- Sustainability Division - Promotional Events.....	3
City Utilities	6
Urban District Alliance	6
831-RIDE	6
Rideshare Software Update.....	6
Website Statistics	7

History

In 2009 Ozarks Transportation Organization set in motion the Rideshare program with the focus of a carpool matching website. The website OzarksCommute.com was developed for OTO and is hosted by RideShark.com Mobility Management System. This website was develop to be a user based program that requires minimal man hours from OTO staff and provides a free user friendly carpooling match service for the general public. To use this service each user must have access to the internet and an active email account prior to setting up an account with OzarksCommute.com. Users may also call the website help line to get information about this program.

This program also includes a portal option for up to 50 employers who can have an employer specific search option. Employer portals allow a search option for matches of those employees having the same email domain. This provides a sense of security to the user from carpooling with someone from the same place of employment. The employers listed below have developed a company portal for their employees.



OzarksCommute.com Web links

- In 2013 Webster County added the web link to their home page at www.webstercountymo.gov
- GreenScore hosed by Drury University has added this link to www.ozarksgreenscore.com
- Ozarks Transportation Organization includes a link on its website www.ozarkstransportation.org

Promotional

Environmental Services -- Sustainability Division - Partnership

In 2012 OTO partnered with the City of Springfield to better promote OzarksCommute.com program. This partnership was developed with OTO being responsible for continuing to manage the website, portals and the help line. The City of Springfield's Department of Environmental Services -- Sustainability Division became responsible for the promotional materials for OzarksCommute.com. They agreed to attend local events promoting the carpooling program along with environmentally responsible programs.

The Department of Environmental Services - Sustainability Division reported that in calendar 2014 their Education Team participated in 92 events distributing 1,810 brochures promoting the rideshare program. Promotion of this program also included a web presence, media outreach, printed materials and support of local volunteer and professional organizations. This team continues to encourage carpooling and other methods of reducing automobile travel as one of the basic air quality protection practices. Ridesharing is featured as a local program to assist in implementing clean air practices and is a part of the education outreach efforts.

In addition to printed materials, trade show displays and inclusion in oral presentations, they continued featuring the RideShare website in several paid ads that ran in publications such as Greene Magazine and Springfield Business Journal. As a KSMU (local Public Radio affiliate) Community Partner, their paid advertising also featured air quality protection and associated RideShare information in an ad rotation.

GreenScore

RideShare is also included as an incentivized practice in the Ozarks GreenScore Program that encourages businesses, local governments and institutions to adopt sustainable practices and earn increasingly higher levels of recognition for their accomplishments. This exposes all Ozarks GreenScore participants and prospects to the RideShare Program.

Environmental Services -- Sustainability Division - Promotional Events

2014 promotional events include 92 events listed in the table below. The number of brochures distributed for the Rideshare and Air Quality programs are listed beside the event.

Date	Event Name	Rideshare Brochures	Other Air Quality
01/14/2014	Elizabeth Ann Seton	No Info	-
01/17/2014	Elizabeth Ann Seton Homeschool Group	-	3
01/23/2014	Jill Black Presentation	-	56
01/23/2014	MSU Preservation Teacher Talk	No Info	-
01/31/2014	HBA Home Show	1	18
02/06/2014	Citizen Request	1	-
02/06/2014	Citizen Request	1	-
02/11/2014	OTC Biology and Env. Science	25	-
02/14/2014	Lawn & Garden Show	-	27
03/06/2014	Stockton Middle School	-	Presentation
03/08/2014	CPO Life Betterment	5	6

Date	Event Name	Rideshare Brochures	Other Air Quality
03/10/2014	Citizen Request	1	-
03/10/2014	Citizen Request	1	-
03/11/2014	Scout Troop Environmental Badge	No Info	-
03/13/2014	WCR Presentation	51	153
03/13/2014	UW Alternative Spring Break	-	12
03/21/2014	City's Resource Center	-	100
03/22/2014	Safe & Sound	9	38
03/27/2014	Greene County Youth Academy	-	1
03/27/2014	SPS Youth Academy	No Info	Presentation
03/29/2014	Called to Care for Kids Conference	-	60
04/03/2014	CSI Tradeshow	1	6
04/04/2014	Citizen Request	1	-
04/08/2014	Citizen Request	1	-
04/10/2014	SHEM Homeschool Convention	-	16
04/10/2014	SHEM Homeschool Convention (10 th , 11 th , 12 th)	No Info	-
04/21/2014	Hickory Hills Elementary	-	Presentation
04/21/2014	Mercy Earth Day	1	1
04/21/2014	Habitat for Humanity	1	-
04/28/2014	Citizen Request	1	-
05/05/2014	MidAm Safety Conference	-	77
05/05/2014	Citizen Request	1	-
05/06/2014	NSBA Attendance Party	6	-
05/07/2014	Aurora Middle School	-	Presentation
05/14/2014	CAMP Springfield	25	75
05/15/2014	Willard Middle School	360	1,080
05/19/2014	Horace Mann Career Day	No Info	-
05/21/2014	Pitman Career Day	No Info	-
05/27/2014	Taneyville School Landfill Tour	20	60
06/09/2014	Drury - Leah Blakey	1	3
06/09/2014	Citizen Request	1	-
06/10/2014	Mature Learners Group	34	68
06/13/2014	Drury - Leah Blakey - Tour	2	6
06/28/2014	Rountree Butterfly Festival	20	60
07/08/2014	Manure Expo	-	200
07/12/2014	Butterfly Festival	43	129
07/20/2014	Robberson Elementary	No Info	-
07/24/2014	CWS Packets for Ozark Empire Fair	-	500
07/25/2014	Citizen Request	1	-
07/30/2014	Fresh & Fun to the Core	3	23
07/31/2014	Arbor Day Poster Contest and Curriculum	No Info	-
08/01/2014	EE/CE Summit	1	5

Date	Event Name	Rideshare Brochures	Other Air Quality
08/04/2014	Springfield Nature Center - DES Tour	-	50
08/04/2014	Springfield Nature Center Tour - tour of ERC and our roles	-	Presentation
08/05/2014	National Night Out - Meador Park	2	-
08/08/2014	Owlapalooza	30	90
08/13/2014	Citizen Request	1	-
08/14/2014	Battle Edufair	No Info	-
09/08/2014	MORA Conference Display	1	5
09/11/2014	Discovery Center Green Revolution Exhibit	-	100
09/18/2014	MSU Student Teachers	-	30
09/18/2014	MSU Preservice teacher talk	No Info	-
09/19/2014	Citizen Request	-	2
09/20/2014	ANPAC Car Show for Kids	536	536
09/20/2014	Grow Native Workshop	4	2
09/23/2014	Evangel Environmental Biology Field Trip	30	90
09/25/2014	Parkcrest Neighborhood Watch Event	-	4
09/25/2014	Willard Middle School	303	909
09/30/2014	Willard Middle School	-	Presentation
10/01/2014	Immaculate Conception	46	138
10/01/2014	Immaculate Conception	-	Presentation
10/02/2014	Homeschool Outdoor Fair	1	3
10/02/2014	B2B Expo	1	1
10/03/2014	Ozarks Farm Fest	-	500
10/10/2014	Homeschool Ozarks Region History Fair	10	30
10/10/2014	HBA Remodeling Show	-	12
10/16/2014	Kirbyville Schools	35	105
10/20/2014	Phelps and HAWK	No Info	-
10/20/2014	Phelps Wings Program	-	50
10/21/2014	Phelps Wings Program	-	30
10/22/2014	Phelps Wings Program	-	30
10/22/2014	HAWK School	-	15
10/23/2014	Phelps Wings Program	-	30
10/30/2014	Wilson's Creek Presentation	19	38
10/31/2014	AECI	1	3
11/13/2014	MSU Community Studies	-	12
11/13/2014	MSU Sociology/Community Studies Class	-	11
11/15/2014	America Recycles Day	32	96
11/17/2014	AECI	-	3
11/21/2014	Field Elementary	69	207
11/24/2014	Chadwick Middle & High Schools Landfill Tour	40	120
12/04/2014	Mallory Conservation Kids Club	30	90
Totals		92 Events	1,810
			6,125

City Utilities

OTO and City Utilities Transit partnered in promoting the OzarksCommute.com website through the fixed route transit system. CU provided promotional space for one bus displaying an OzarksCommute.com bus wrap and 22 buses displaying interior ads.

Urban District Alliance

Throughout 2014 the Urban District Alliance displayed OTO rideshare banners in various places where street polls were equipped with hangers. These locations include the square in downtown Springfield and other adjoining streets. These banners were fixed to street polls.

831-RIDE

831-RIDE is a direct phone line to OTO staff where callers can inquire about the rideshare program. In 2014 OTO staff logged 119 rideshare phone calls on the 831-ride line. The requests varied but could be categorized in the following topics.

- The caller requested a commuter lot be developed northeast of Springfield along I-44.
- The caller is looking for a ride to work and was directed to the Rideshare website by OTO staff.
- The caller asked for information general information about City Utilities Transit services.
- Some callers requested transportation to and from the Springfield National Airport and Branson Airport.
- Automated calls.
- Callers were asking for transportation to and from work.
- Callers were asking for transportation for medical purposes.
- Callers outside of the OTO area are looking for transportation to Springfield.
- Caller did not leave a message and a return call could not be made to the number displayed in the phone ID log.

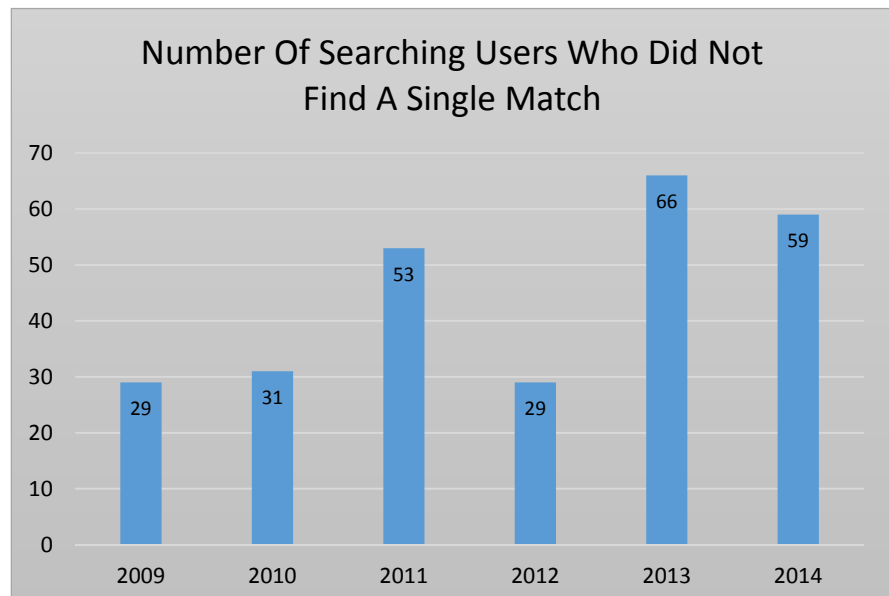
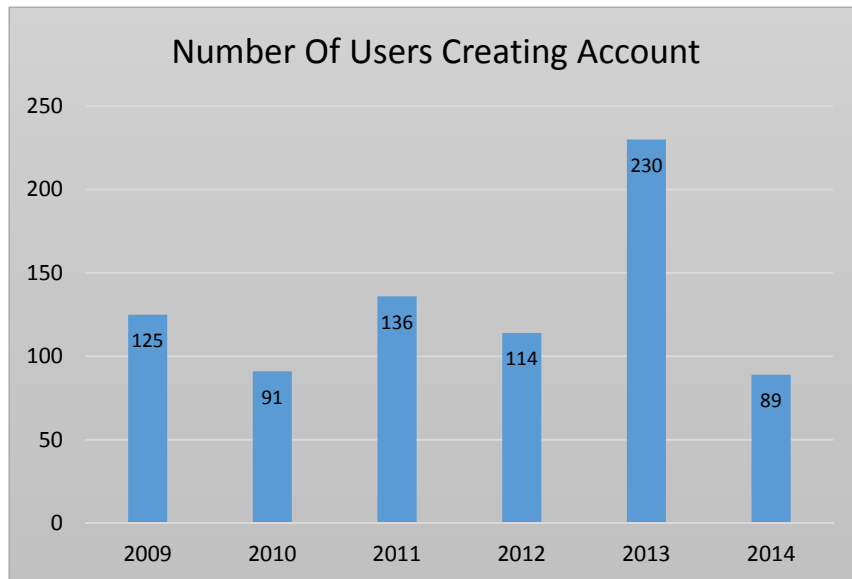
Rideshare Software Update

Rideshare is the software provider for the OzarksCommute.com website and has provided updates that enhanced the functionality of the website. These updates should allow for a more user friendly webpage that:

- Enhances the webpage to be more intuitive and more functional than the previous version
- Allows for the creation of multiple commute profiles.
- Includes Google Transit routing information, so all commuting options can be found on the same page.
- Allows “Find Custom Routes” that displays Bike Routes, Greenways and Transit Routes, which have previously entered into your system.
- Displays the new OTO header logo.
- Phases out support for the previous version that is no longer active.

Website Statistics

Year End Report	2009	2010	2011	2012	2013	2014
Number Of Users Creating Account	125	91	136	114	230	89
Number Of Users Logging In	162	236	264	283	406	301
Number Of Find Match Requests	328	174	311	271	482	87
Number Of Distinct Users Searching For Matches	75	60	90	62	118	87
Average Number Of Matches Found Per Search	1.99	0.98	0.55	0.61	0.96	0
Min Number Of Matches Found Per Search	0	0	0	0	0	0
Max Number Of Matches Found Per Search	8	7	7	4	8	6
Number Of Searching Users Who Did Not Find A Single Match	29	31	53	29	66	59
Number Of Commuting Partner Email Requests Sent	6	7	12	14	23	8
Number Of Auto Match Notifications Sent	0	0	2	0	0	0





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 Park Central East, Suite 205
Springfield, Missouri 65806

Phone: (417) 865-3042

Fax: (417) 862-6013

Email: Staff@OzarksTransportation.Org

Web: www.OzarksTransportation.Org



This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.

TAB 9

TECHNICAL COMMITTEE AGENDA 01/21/2015; ITEM II.H.

Addendum to Memorandum of Understanding

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

AGENDA DESCRIPTION:

An addendum to the 2009 Memorandum of Understanding between City Utilities (CU) and Ozarks Transportation Organization (OTO) is necessary for the purpose of clarifying the Public Participation process for FTA programs.

In order for the Federal Transit Administration to consider the public participation conducted by OTO valid for City Utilities grant approvals, the responsibilities must be outlined in an agreement.

City Utilities will rely on OTO's Public Participation Plan used for project selection for the Transportation Improvement Plan (TIP). OTO will publish a Program of Projects which will satisfy FTA's requirements.

The draft addendum is included for review and approval.

TECHNICAL COMMITTEE ACTION REQUESTED:

Make a recommendation to the Board of Directors regarding the approval of the proposed Addendum to the Memorandum of Understanding

**Addendum to the Memorandum of Understanding for Cooperative Transportation
Planning, October 27, 2009
Addendum between City Utilities of Springfield - Transit (CU) and the Ozarks
Transportation Organization (OTO)
Updated January 2015**

This Addendum to the Memorandum of Understanding (MOU) is made between the City Utilities of Springfield, Missouri – Transit (hereinafter, “CU”) and Ozarks Transportation Organization (hereinafter, “OTO”) for the purpose of delineating the responsibilities for meeting the Federal Transit Administration (FTA) requirements with regard to the grantee, CU, relying on the MPO’s public participation process to satisfy its public participation requirements for the Program of Projects (POP).

WITNESSETH:

WHEREAS, CU will rely on the locally adopted public participation requirements for the Transportation Improvement Plan (TIP) as outlined in the OTO Public Participation Plan in lieu of the process required in the development of the Program of Projects (POP), since CU has coordinated with the OTO and ensured that the public is aware that the TIP development process is being used to satisfy the POP public participation requirements.

NOW, THEREFORE, CU AND OTO agree as follows:

1. The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs.
2. The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs.
3. The OTO’s adopted public participation plan should state that the OTO’s public participation process satisfies CU’s public participation process for the Program of Projects.
4. CU will assist OTO with the public participation process by allowing for notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO.
5. CU will rely on the OTO’s public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP.
6. The OTO’s public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements.
7. CU will rely on the public involvement process for the TIP conducted by OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP.
8. CU will report performance measure indicators to the OTO for the purpose of reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment.

IN WITNESS WHEREOF, the parties have entered into this Addendum to the Memorandum of Understanding on the last date written below.

Executed by CU this ____ day of January, 2015.

Executed by the OTO this ____ day of January, 2015.

CITY UTILITIES OF SPRINGFIELD, MISSOURI

BY _____
Scott Miller
Title General Manager

Attest:

By _____
Amy Austin
Title Associate General Manager – Administration

Approved as to Form:

By _____
Rex McCall
Title Legal Counsel

OZARKS TRANSPORTATION ORGANIZATION

By _____
Sara Fields
Title Executive Director

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.I.

Program Management Plan Revision

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

FTA draft Circular 9070.1G requires a Program Management Plan that describes the Designated Recipient's policies and procedures for administering the Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program.

The FTA 5310 program provides grants to serve the special needs of the transit-dependent population beyond public transportation services and American with Disabilities Act complementary paratransit services. The purpose of this plan is to help facilitate both recipient management and FTA oversight of this program. OTO developed this plan in order to outline the steps that OTO, CU and MoDOT would take in administering the FTA 5310 Program.

The Board of Directors approved the Program Management Plan on June 19, 2014. After the approval date staff was informed that both MoDOT and FTA would like to review and comment beyond that offered through subcommittee discussion. The revisions include:

- FTA requested minor changes be written into the PMP clarifying designated recipient and direct recipient status for City Utilities and MoDOT.
- MoDOT requested minor update that include sections D. Eligible Recipients and M. Program Measures.

The Local Coordinating Board for Transit reviewed and approved the update to the Program Management Plan at the January 8, 2015 meeting and recommended approval.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make the following motion, "Move to approve the revision to the Program Management Plan."

OR

"Move to refer the update to the Program Management Plan back to the Local Coordinating Board for Transit to consider the following..."



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Program Management Plan

PMP

Approved June 19, 2014

Draft Revision January 12, 2015

Contents

Introduction	2
Summary	2
Purpose	2
Program Management Plan Content	3
A. Program Goals and Objectives	3
B. Roles and Responsibilities	3
C. Coordination	4
D. Eligible Subrecipients	5
E. Local Share and Local Funding Requirements	5
F. Project Selection Criteria and Method of Distributing Funds	6
G. Annual Program of Project Development and Approval Process	7
H. Administration, Planning and Technical Assistance	7
I. Transfer of Funds	7
J. Private Sector Participation	7
K. Civil Rights	7
L. Section 504 and ADA Reporting	8
M. Program Measures	9
N. Program Management	9
O. Other Provisions	11
Appendix-A MOU	12
Appendix-B Selection Criteria	17

Introduction

The Ozarks Transportation Organization (OTO) is the Metropolitan Planning Organization (MPO) for the Springfield, Missouri Metropolitan Area, serves as the planning authority for transportation related issues for communities within the Metropolitan Area. OTO including the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard and parts of Christian and Greene counties.

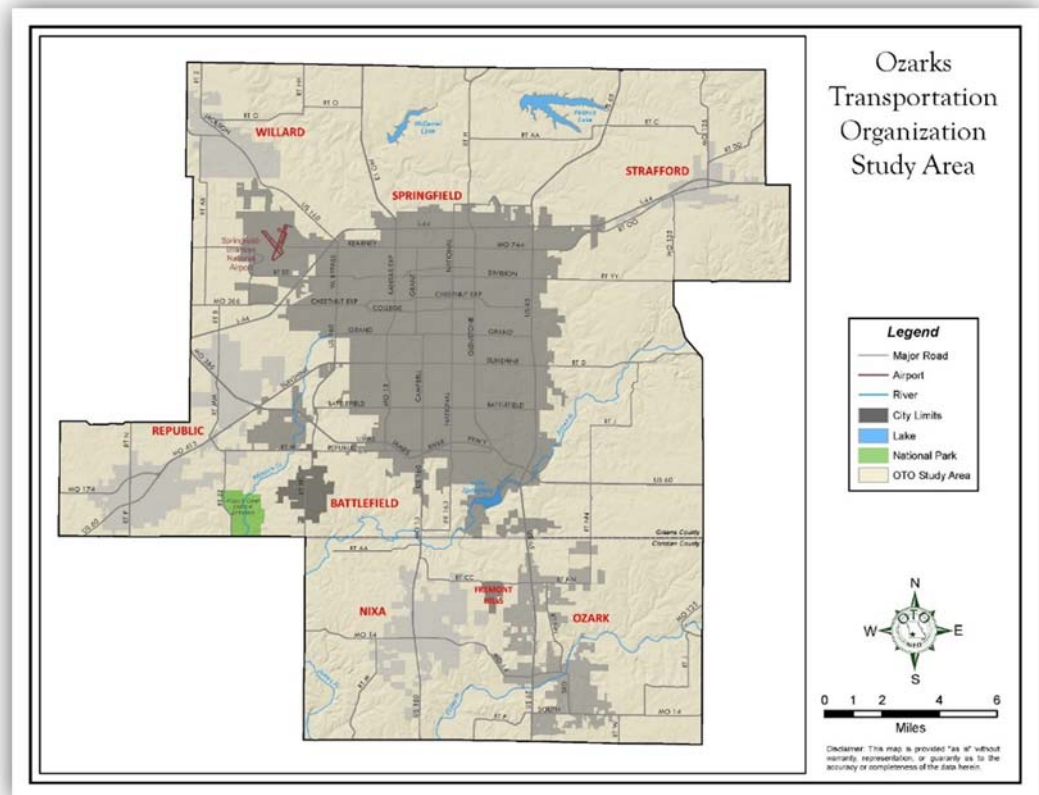
The Moving Ahead for the Progress in the 21st Century (MAP-21) legislation brought about many changes to FTA programs. This plan is developed to specifically meet 49 USC § 5310 Enhanced Mobility of Seniors and Individuals with Disabilities. Title 49 of FTA Circular 9070.1G chapter VII requires the development of a Program Management Plan (PMP).

Summary

Title 49 of FTA Circular 9045.1 chapter VII requires the development of a Program Management Plan (PMP). The PMP shall describe the designated recipient's policies and procedures for administering the Enhanced Mobility of Seniors and Individuals with Disabilities program in Ozarks Transportation Organization Study Area. This plan addresses the following content as outlined under the Management Plan Content and ensures FTA requirements are being met by the designated recipient(s). A final copy of this PMP shall be on file with the Federal Transit Administration Region VII.

Purpose

The purpose of this Program Management Plan is for documentation of the designated recipient(s) administrative activities of the 5310 program. To continue to create and maintain a safe, accessible, and energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.



Program Management Plan Content

The Moving Ahead for Progress in the 21st Century Act (MAP-21) FTA Circular C9070.1G requires a plan that describes the following elements. No prescribed format for the Program Management Plan is given. This plan address the following topics A-O, providing information for each topic as listed below.

A. Program Goals and Objectives

The MAP-21 Enhanced Mobility of Seniors and Individuals with Disabilities program incorporated two programs from the former SAFETEA-LU legislation, (Elderly Individuals and Individuals with Disabilities Circular 9070.1F and New Freedom Circular 9045.1). FTA has defined the goals of the MAP-21 Enhanced Mobility of Seniors and Individuals with Disabilities Program in the FTA Circular C 9070.1G. The goal of this program is to improve mobility for seniors and individuals with disabilities. It is OTO's goal to fully support this program by providing local agencies opportunity to participate in this program throughout the Metropolitan Planning area. FTA provides financial assistance for transportation services planned, designed, and carried out that meet the special transportation needs of elderly individuals and individuals with disabilities in all areas-urbanized, small urban, and rural.

B. Roles and Responsibilities

The Missouri Governor is responsible for designating the agencies responsible for administration of this program. A Memorandum of Understanding (MOU) attached as **Appendix-A** has been established between the Ozarks Transportation Organization, Missouri Department of Transportation (MoDOT), and the City Utilities (CU) Transit.

It is understood that OTO will be responsible **for** notifying entities of funding availability, developing the selection process, determining eligibility, and developing the program of projects. OTO will present the prioritized projects for inclusion in the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). In addition will certify that projects selected for funding were included in a locally developed coordinated public transit-human services plan, a plan developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, nonprofit transportation and human services providers and other members of the public.

It is understood that MoDOT, CU and OTO will administer portions of this program as listed below:

RECIPIENT DESIGNATION: The parties will request the Governor of Missouri to make a joint designation of the recipients of 5310. City Utilities (CU) will be **the designated a direct recipient for New Freedom type projects** and MoDOT will be **a the designated recipient for traditional 5310 type projects. MoDOT will administer** funding for all subrecipients **(This does not include CU).**

FUNDING ALLOCATIONS: The respective percentages and amounts of funding to be administered by MoDOT and CU on any given year will be determined by the OTO Transportation Improvement Program and associated programmed projects and communicated annually to FTA. ~~in a joint letter from OTO.~~

PROJECT SELECTION: OTO will be responsible to conduct a fair and impartial project selection process by publishing a notice of funding, soliciting applications and selecting projects based upon

pre-approved selection criteria approved by the OTO Board of Directors that is consistent with the approved Human Service Coordinated Plan and FTA Section 5310 program guidance.

PROGRAM OF PROJECTS: OTO will publish an approved Program of Projects as required by the USDOT.

PERFORMANCE MEASURES: CU, will be responsible for reporting performance indicators to OTO for the measures outlined by the United States Department of Transportation (USDOT) for monitoring performance of transit systems. OTO and MoDOT will be responsible for collecting data from area subrecipients for performance reporting.

PROGRAM MANAGEMENT PLAN AND COORDINATION PLANNING: OTO will be responsible to document the program procedures in a local Program Management Plan and to publish a Human Services Coordination Plan.

STATE MANAGEMENT PLAN: MoDOT will be responsible to document the program procedures in a State Program Management Plan.

PLANNING: OTO will be responsible to plan for future public transportation needs and ensure integration and coordination among diverse transportation modes and providers.

GRANT MANAGEMENT: MoDOT will be responsible for grant management responsibilities for all OTO area subrecipient other than those grants administered by CU. Examples of grant management responsibilities include determining eligibility, ensuring that subrecipients meet federal requirements, project audit and closeout, procurement of vehicles, financial management, reporting to FTA, holding title and recording liens and maintaining required certifications.

PROGRAM ADMINISTRATION FUNDS: The Program Administration Funds will be divided between MoDOT and CU based on the percentage of FTA 5310 project funds that each administers ("Project Funds") in any given year. See MOU Exhibit 1 for a hypothetical example. If OTO incurs costs to perform the Section 5310 program specific responsibilities as outlined above, then it may request and receive a maximum of 33% of the FTA maximum allowed 10 percent administration funds ("Program Administration Funds").

C. Coordination

OTO has established an active Local Coordinating Board for Transit (LCBT) that meets every other month and may include additional meetings as needed. The LCBT is comprised of interested stakeholders from human service agencies, transit agencies, advocate groups, individuals with special transportation needs, MoDOT and human service transportation providers. The LCBT looks at existing coordination efforts, and attempts to strategize new ways to coordinate special needs of transportation services.

A Transit Coordination Plan (TCP) has been developed through participation of interested stakeholders from human service agencies, transit agencies, advocate groups, individuals with special transportation needs, Missouri Department of Transportation and human service transportation providers. The Transit Coordination Plan (TCP) strategies and actions are identified and further developed as a Five-Year Implementation Plan.

Enhanced Mobility of Seniors and Individuals with Disabilities Program funding must be implemented effectively and efficiently. As part of the 5310 selection criteria a project must be part of a locally developed Transit Coordination Plan.

D. Eligible Subrecipients

The OTO administers the project selection process for the 5310 program. City Utilities (CU) Transit and Missouri Department of Transportation (MoDOT) are the designated recipients for FTA 5310 funding for the OTO Planning Area.

According to FTA Circular 9070.1G the following types of agencies are eligible to receive funding through the 5310 program:

- Private non-profit organization – A non-profit organization is a corporation or association determined by the Secretary of Treasury to be an organization described by 26 USC 501(a) or one which has been determined under state law to be non-profit and for which the designated state agency or urbanized area designated recipient has received documentation certifying the status of the non-profit organization.
- State or local governments
- Operators of public transportation services, including private operators of public transportation services

In addition to being classified as one of the listed types of agencies, only sponsors whose projects serve the OTO area for which the funds were apportioned are eligible to receive funding, **and certain qualifiers to governmental entities must be met when traditional 5310 project funds are requested.**

- **The requesting agency must be approved by the state to coordinate services for seniors and individuals with disabilities; or**
- **Certifies that there are no nonprofit organizations readily available in the area to provide the service.**

E. Local Share and Local Funding Requirements

MAP-21 established that eligible capital projects shall be funded at a minimum 55 percent for traditional type 5310 projects. OTO has elected to use 35 percent for New Freedom type projects and 10 percent shall be used for administrative fees. Grant awards may be used for capital projects or operating expenses as described under FTA Circular 9070.1G Section III eligible projects.

Depending on which type of assistance is being applied for, project sponsors are required to match different percentages to the federal share of eligible expenses. The share for capital expenses is a minimum of 20 percent local funding with a maximum of 80 percent federal funding of the total eligible cost of the project. Operating expense is 50/50 (federal/local) split. All local match funds must be provided from sources other than the federal Department of Transportation. Matching funds could come from a number of nonfederal sources such as state or local appropriations, tax revenues, private donations, service revenues, net income generated from advertising and concession, non-cash share such as donations, volunteered services, or other in-kind contributions are eligible as a local match, so long as the value of each is documented and supported, and are a cost that would otherwise be eligible

under the program, other Non-department of Transportation federal funds that are eligible to be expended for transportation.

Exceptions to Local match requirements

FTA Circular 9070.1G Section III (b) describes the exceptions for certain projects that relate to the Americans with Disabilities Act and the Clean Air Act.

- Vehicles may receive an 85 percent federal share for the purpose of complying with or maintaining compliance with ADA, 42 U.S.C. 12101 et seq of the CAA. A revenue vehicle that complies with 49 CFR part 38 may be funded at an 85 percent Federal share.
- Vehicle-Related Equipment and facilities including clean-fuel or alternative-fuel vehicle-related equipment of facility for the purpose of complying or maintaining compliance with the CCA, or required by ADA may receive a federal share of 90 percent.

F. Project Selection Criteria and Method of Distributing Funds

- **Assuring equity of distribution of benefits among eligible groups within the OTO Service Area.**
The application process is open to all agencies providing service within the OTO service area
- **Assuring projects were included in a locally developed coordination plan**
Selection Criteria requires all projects, to be in alignment with the Transit Coordination Plan (TCP) strategies.
- **Documenting evidence that the local coordinating plan was developed and approved in cooperation with stakeholders, including individuals with disabilities and seniors utilizing transportation services.**
The TCP was developed through a series of meetings with a subcommittee of stakeholders that participated during the update of the plan.
- **Project Selection Criteria:**
 - This project provides for an increased number of passengers served per week (0-10 points)
 - This project has an increase in the agencies service area and/or ADA amenities offered (0-10 points)
 - This project supports services of established agencies (0-5 points)
 - This project will provide service to an area not previously serviced (0-10 points)
 - This project is in alignment with the Transit Coordination Plan strategies (0-5 points)
 - This project replaces an existing vehicle in order to maintain existing services (0-20 points)
 - This project expands ADA accessibility to public transportation (0-5 points)
 - Agency has not been awarded a vehicle in the past two years (0-5 points)
 - This project is eligible under any eligible category (0-5 points)

Method of Distributing Funds

OTO administers the project selection process for the 5310 program. An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the listed considerations and ranked by review. The score will be used as a selection tool by the Local Coordinating Board for Transit and selected projects will be recommended **for approval by** the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for

the project selection and decision. Agencies requesting funding from this program must certify eligibility.

G. Annual Program of Project Development and Approval Process

The 5310 program annual program process:

- Application workshop in conjunction with soliciting for 5310 applications
- Sending letters to all known agencies, public notice is posted on the OTO public board, emails are sent to all known transit agencies and human service agencies
- Solicit 5310 application in one public newspaper for one day
- Agencies request public comments 30 days during the application period
 - Application closes with a 45 review period
 - OTO prepares application for LCBT review, ranking and project selection
 - LCBT makes recommendation of project to the OTO Board of Directors
 - Public comment period (TIP and POP)
 - OTO BOD approves recommended projects
 - Approved projects are included in the TIP which is approved by the OTO Board of Directors

H. Administration, Planning and Technical Assistance

OTO will require that 10 percent of 5310 funding be directed toward support of the administrative activities. OTO, MoDOT and CU Transit will be individually allowed to apply for portions of the 10 percent administrative funds. The Memorandum of Understanding (MOU) attached as **Appendix-A** spells out the distribution process of the administrative fee and is dependent on the activities performed by each agency.

I. Transfer of Funds

Although it may be allowed, OTO has made no provision to transfer 5310 funds to other programs.

J. Private Sector Participation

OTO shares and solicits transit information to public and private agencies on a regular bases through email distribution and LCBT meetings.

It is understood that CU will not use private providers of public transportation, including purchasing service for any portion of its paratransit services or a 3rd party contracted services with 5310 funding.

K. Civil Rights

Per the MOU between OTO, MoDOT and CU Transit, oversight for grantees will included all required certifications and assurance prior to signing a contract and grantees must comply with all standard federal civil rights requirements including:

- Title VI of the Civil Rights Act of 1964, as amended,
- The Equal Employment Opportunity (EEO) requirements of Executive Order 11375, and
- FTA's Disadvantaged Business Enterprise (DBE) program requirements.

It is understood that MoDOT will require that subrecipients recommended for federal funding submit all project appropriate FTA certifications and assurances prior to contract execution and annually

thereafter. MoDOT will not execute any grant contract without having first received these items. These include, but are not limited to:

- Standard Assurances
- Nondiscrimination Assurances

Annually, each sub-recipient will be required to submit a signed and dated Standard DOT Title VI Assurance. Subrecipients will also file a yearly Title VI report. This report must detail a list of all complaints or lawsuits, list of federal funding, description of program advisory committee and summary of any civil rights compliance review activities conducted by the recipient.

Subrecipients must file a ~~an~~ semi-annual DBE activity report. This report will detail a dollar value of contracting opportunities, expenditures made to certified DBE, and identification of any potential DBE firms in the area. Subrecipients will take all necessary and reasonable steps to:

- Identify contracting opportunities
- Analyze area DBE availability
- Use good faith efforts to utilize DBE firms, and,
- Maintain necessary records to verify steps taken and participation achieved.

It is understood that MoDOT will exercise an active oversight role with regard to the equipment procurement process. MoDOT will require that bidding documents for vehicles or other equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE).

It is understood that MoDOT will require that all operations assistance recipients comply with 49 CFR part 26 and provides assistance to sub-recipients in locating DBE vendors with they are purchasing goods, services, or equipment.

It is understood that CU will monitor CU's Title VI, EEO, and DBE programs with CU's contractors, and MoDOT will oversee compliance with MoDOT's subrecipients and their contractors. Reports will be prepared and submitted to the Federal Transit Administration. The appropriate civil rights clauses will be included in contract agreements. The checklist that will be used during sub-recipient and contractor reviews will include a section to verify compliance with Civil Rights issues such as discrimination, employment, complaints, and accessibility of services.

Should a Civil Rights lawsuit or complaint be filed against any of the agency participating in the MOU, the agency involved will properly document the complaint such as the date received, a summary of the action, and the status of the action. The agency staff will work with it legal counsel as need and FTA to make sure all legal requirements have been met in resolving the issue.

L. Section 504 and ADA Reporting

Recipients of federal funds must comply with civil rights requirements including the federal protections for persons with disabilities:

- Section 504 of the Rehabilitation Act of 1973 as amended,
- The Americans with Disabilities Act of 1990, as amended, and

- Code of Federal Regulations Title 49 Parts 37 and 38.

It is understood that CU will notify each grant contractor at the time of the grant award that they may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. CU's transportation system is expected to have and follow a comprehensive ADA policy which includes but is not limited to:

- Staff training on accessibility issues
- A service animal policy
- Proper use and maintenance of lifts and securement systems
- Personal Care Attendant policy
- Complaint processes and policies.

M. Program Measures

Reporting – It will be the responsibility of both designated recipients (MoDOT and CU Transit) to properly collect and report data for the program measures in accordance to FTA requirements described in FTA circular 9070.1G on page II-3.

Two performance measures for traditional 5310 projects include measures for gaps in:

- Service filled
- Ridership

MoDOT is responsible for traditional 5310 project measures.

Three performance measures are described for non-tradition 5310 projects that:

- Increases or enhancements implemented
- Are additions or changes to physical infrastructure
- Are actual or estimated number of rides for which CU will be responsible

~~It is understood that CU will report quarterly and annually the number of rides as measured by one-way trips for seniors and individuals with disabilities to FTA. Also included in the reports will be program costs, mileage and labor hours to operate the service. It is understood that subrecipients and contractors of MoDOT will be required to provide the same information to MoDOT for their quarterly and annual reporting.~~

N. Program Management

Per the MOU, it will be the responsibility of both designated recipients (MoDOT and CU Transit) to properly administer the program management responsibilities as agreed in such areas as procurement, financial management, property management, vehicle use, maintenance and disposition, accounting system, audit closeout as described in FTA Circular 9070.1G VII-3(n)

CU will maintain a financial management system for financial reporting, accounting records, internal controls, and budgeting control subject to standards specified in state laws enforced by the State Auditor. All systems and procedures for financial management must comply with 49 CFR 18.20, the "Common Rule."

CU is ~~the designated recipient for administration purposes and a potential direct recipient for portions a direct recipient of FTA grant funds, funding~~ and will enter into agreements directly with FTA. MoDOT will execute grant agreements with other sponsors who are not eligible for direct recipient status. The grant agreements for capital projects will detail the equipment approved for purchase and its intended use and a grant agreement for operations assistance will outline the type of service provided by the agency, the time period covered by the agreement, and the service area.

CU will not have any subrecipients to oversee or reimburse. MoDOT will oversee all Springfield Section ~~traditional~~ 5310 subrecipients and reimburse the subrecipients with the federal funds based on the proportions identified on the MOU. See **Appendix-A**. The federal share on any project shall not exceed 80 percent for capital projects (85% for ADA Vehicles) and 50 percent for operations projects. Grant expenditures will be identified by federal grant number, grant program and MoDOT will track subrecipient grant numbers.

CU will also maintain spreadsheets for CU's grant projects. These spreadsheets will track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets will be prepared to summarize the total expenditures on each federal grant and will be used to reconcile the grant expenditures and for revisions to the program of projects and budgets.

CU as a designated recipient and potential direct recipient for portions of the Section 5310 grant funding will be required to prepare a variety of reports on a quarterly basis. These would include a project narrative, local matching sources used, number of passenger trips provided, vehicle miles traveled, and revenue service hours provided. CU will also be required to report on an annual basis their efforts in purchasing from DBE vendors and a vehicle condition report.

CU, as well as MoDOT will restrict vehicle use to passenger transportation services. Vehicles must be used in service that is available to the general public. CU may not transfer the operational control of a vehicle purchased under this program to anyone else without prior written approval from FTA.

CU, MoDOT and subrecipients are responsible for submitting vehicle information to FTA upon purchase and every two years during the Biennial Inventory of Assets and every three years for the Triennial Review. Information kept on each vehicle includes the year, make, and model; date accepted; included equipment; location; grant number; federal percentage share; date last inspected, recorded mileage, and condition; type of funding used for the purchase; and other information used by CU for program review and reporting. The information obtained from these reports will become part of the inventory record along with the title and certificate of collision insurance coverage. Vehicles must be maintained in accordance with CU's vehicle maintenance plans. To ensure that the vehicles are properly maintained, CU's Internal Audit staff and Finance's Plant Accounting staff review vehicle maintenance records and physically inspect vehicles.

CU and MoDOT will follow FTA policy with regard to vehicle life cycle and disposition of vehicles. Please refer to circular 5010.1C Grant Management Guidelines. The inventory will include Year/Make/Model, Vehicle Code, Vehicle Identification Number, Agency Vehicle Number, Condition, Age, Remaining Useful Life, Replacement Cost, ADA Access, Seating Capacity, and Fuel Type.

Subrecipients of 5310 funding are required to comply with the MoDOT State Management Plan. Compliance areas include but are not limited to procurement, financial management, and vehicle maintenance and disposition.

O. Other Provisions

Environmental Protection

OTO anticipates only funding projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA). Therefore, there should be no further documentation necessary.

Regulations Associated with Vehicle Purchase

Vehicles purchased with 5310 funds ~~will be~~ **should be ADA accessible. and comply with ADA.** However, **non-accessible vehicles can be awarded as long as accessible vehicle service can be provided, when needed.** All vehicles will meet federal “Buy America” provisions and certifications.

Restriction on Lobbying and Code of Ethics

It is required to complete FTA’s Certification on Lobbying prior to contract execution. All staff, officers, employees, board members or agents of the grantee are required to comply at a minimum of its agencies (MoDOT or CU) written code of conduct.

Prohibition on Exclusive School Transportation

Recipients of this program are required by 49 U.S.C. 5323(f) and FTA regulations, “School Bus Operations,” at 49 CFR 605.14, must agree that they will:

- Engage in school transportation operations in competition with private school transportation operators only to the extent permitted by 49 U.S.C. 5323(f), and Federal regulations; and
- Comply with the requirements of 49 CFR Part 605 before providing any school transportation using equipment or facilities acquired with Federal assistance authorized by 49 U.S.C. Chapter 53 or Title 23 U.S.C. for transportation projects.
- An exception would be the transportation of students with disabilities who are eligible CU passengers. Agencies must understand that a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further federal assistance for transportation.

Drug and Alcohol Testing

Agencies **receiving FTA 5310 funds** will adhere to FTA regulations pertaining to drug abuse and alcohol misuse testing, including for subrecipients and contractors.

Appendix-A

MOU

CCO Form:
Approved: 1/14 (MWH)
Revised:
Modified:

CFDA Number: CFDA #20.513
CFDA Title: Enhanced Mobility of Seniors and Individuals with Disabilities Program
Federal Agency: Federal Transit Administration, Department of Transportation

MEMORANDUM OF UNDERSTANDING FOR THE DESIGNATED RECIPIENTS OF FEDERAL TRANSIT ADMINISTRATION SECTION 5310 FUNDING - SPRINGFIELD

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made between the Missouri Highways and Transportation Commission (hereinafter, "Commission") acting by and through the Missouri Department of Transportation (hereinafter, "MoDOT"), Ozarks Transportation Organization (hereinafter, "OTO") and City Utilities of Springfield, Missouri - Transit (hereinafter, "CU") for the purpose of delineating the responsibilities for meeting the Federal Transit Administration (FTA) requirements with regard to the Section 5310 program, Enhanced Mobility of Seniors and Individuals with Disabilities.

WITNESSETH:

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) outlined changes to the FTA Section 5310 program which results in the need for this MOU. MAP-21 added new eligibilities to the FTA Section 5310 program which now includes the purchase of vehicles to transport the elderly and disabled and operations of the agencies who provide this transportation service, as well public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit (formerly known as New Freedom Projects).

WHEREAS, changes to federal law have resulted in the need for the governor of the State of Missouri to designate a Springfield urbanized area federal aid recipient specifically for FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities.

WHEREAS, funding is now apportioned to the Springfield, Missouri urbanized area and OTO is the Metropolitan Planning Organization responsible to conduct the federally mandated transportation planning process.

WHEREAS, OTO, CU and MoDOT wish to outline responsibilities regarding the planning and administration of Section 5310 funds.

WHEREAS, MoDOT has a successful history of administration of transit projects with nonprofit and human service agencies.

WHEREAS, CU is the current designated recipient of FTA Section 5307, Urbanized Area Formula Grant and prior Section 5316 JARC and 5317 New Freedom grants and has a successful history of administering and delivery of federally-funded transit projects.

WHEREAS, OTO has traditionally provided the project selection, programming and planning for the expenditure of FTA funds for public transportation projects,

NOW, THEREFORE, MoDOT, OTO and CU agree as follows:

- (1) RECIPIENT DESIGNATION: The parties will request the Governor of Missouri to designate MoDOT as a designated recipient of 5310 funds and also designate City Utilities as the designated recipient of the Springfield urbanized area allocation of 5310 funds.
- (2) FUNDING ALLOCATIONS: The respective percentages and amounts of funding to be administered by MoDOT and CU on any given year will be determined by the OTO Transportation Improvement Program and associated programmed projects and communicated annually to FTA in a joint letter from the designated recipients, MoDOT and CU.
- (3) PROJECT SELECTION: OTO will be responsible to conduct a fair and impartial project selection process by publishing a notice of funding, soliciting applications and selecting projects based upon a pre-approved selection criteria approved by the OTO Board of Directors that is consistent with the approved Human Service Coordinated Plan and FTA Section 5310 program guidance.
- (4) PROGRAM OF PROJECTS: OTO will publish an approved Program of Projects as required by the USDOT.
- (5) PERFORMANCE MEASURES: CU will be responsible for reporting performance indicators to OTO for the measures outlined by the United States Department of Transportation (USDOT) for monitoring performance of transit systems. OTO and MoDOT will be responsible for collecting data from area subrecipients for performance reporting.
- (6) PROGRAM MANAGEMENT PLAN AND COORDINATION PLANNING: OTO will be responsible to document the program procedures in a local Program Management Plan and to publish a Human Service Coordination Plan.
- (7) STATE MANAGEMENT PLAN: MoDOT will be responsible to document the program procedures in a State Program Management Plan.
- (8) PLANNING: OTO will be responsible to plan for future public transportation needs and ensure integration and coordination among diverse transportation modes and providers.
- (9) GRANT MANAGEMENT: MoDOT will be responsible for grant management responsibilities for all OTO area subrecipients other than those grants administered by CU. Examples of grant management responsibilities include determining eligibility, ensuring that subrecipients meet federal requirements, project audit and

Program Management Plan

closeout, procurement of vehicles, financial management, reporting to FTA, holding title and recording liens and maintaining required certifications.

- (10) **PROGRAM ADMINISTRATION FUNDS:** If OTO incurs costs to perform the Section 5310 program specific responsibilities as outlined above, then it may request and receive a maximum of 33% of the FTA maximum allowed 10% administration funds ("Program Administration Funds") proportionately from MoDOT and CU. The Program Administration Funds will be divided between MoDOT and CU based on the percentage of FTA 5310 project funds that each administers ("Project Funds") in any given year. See Exhibit 1 for a hypothetical example.

IN WITNESS WHEREOF, the parties have entered into this Memorandum of Understanding on the last date written below.

Executed by the CU this 25th day of February, 2014.

Executed by the OTO this 28 day of February, 2014.

Executed by the Commission this 20 day of March, 2014.

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

CITY UTILITIES OF SPRINGFIELD,
MISSOURI

By [Signature]
Title MoDOT Multimodal Operations Director

By [Signature]
Title Scott Miller
General Manager



Attest: [Signature]
Secretary to the Commission

Attest:
By [Signature]
Title Amy Austin
Associate General Manager-
Administration

Approved as to Form: [Signature]
Commission Counsel

Approved as to Form:
By [Signature]
Title Rex McCall
Legal Counsel

OZARKS TRANSPORTATION ORGANIZATION

By [Signature]
Title Executive Director

EXHIBIT 1

**HYPOTHETICAL EXAMPLE OF DIVISION OF PROGRAM ADMINISTRATION FUNDS
IN ACCORDANCE WITH SECTION 10**

Hypothetical example: Assume total Project Funds of \$250,000. The Program Administration Funds would be 10% or \$25,000. Assume that OTO spends \$10,000 performing its Section 5310 responsibilities set forth above. OTO would get 33% of \$25,000 or \$8,250. The remaining \$16,750 would be split between MoDOT and CU. Assume that MoDOT administers \$123,750 of the Project Funds (55%) and CU administers \$101,250 of the Project Funds (45%). Of the remaining Program Administration Funds, MoDOT would get 55% of \$16,750 or \$9,212.50 and CU would get 45% of \$16,750 or \$7,537.50.



GOVERNOR OF MISSOURI

JEFFERSON CITY
65102

JEREMIAH W. (JAY) NIXON
GOVERNOR

P.O. Box 720
(573) 751-3222

July 16, 2014

Mr. Mokhtee Ahmad, Regional Administrator
Federal Transit Administration – Region VII
901 Locust Street – Room 404
Kansas City, MO 64106

RE: Springfield, Missouri Urbanized Area Designated Recipients for FTA
Section 5310 Enhanced Mobility for Seniors and Individuals with
Disabilities Program Funding

Dear Mokhtee Ahmad:

As required in 49 U.S.C. Section 5310, I am designating the City of Springfield, Missouri by and for the benefit of City Utilities of Springfield, Missouri and the Missouri Highways and Transportation Commission acting by and through the Missouri Department of Transportation as the designated recipients of Federal Transit Administration Section 5310 enhanced mobility for seniors and individuals with disabilities program funds for the Springfield, Missouri urbanized area.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay Nixon".

Jeremiah W. (Jay) Nixon
Governor

c: Dave Nichols, MoDOT
Scott Miller, Springfield City Utilities
Sara Fields, Ozarks Transportation Organization

www.governor.mo.gov

Appendix-B

Selection Criteria

FTA SECTION 5310 PROJECT RATING GUIDELINES

Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310) program provides grant funds to urbanized areas for public transportation and allows investments in vehicles, capital projects and operating assistance that are planned, designed and carried out to meet the special needs of seniors and individuals with disabilities.

GOAL

To create and maintain a safe, accessible, and energy efficient metropolitan area transit system that will enhance the region's livability and assure its economic vitality.

POLICY

It is the policy of the Ozarks Transportation Organization to comply with the Federal Transit Administration's guidance for the Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program, this guidance requires a minimum of 55 percent of the apportionment to be allocated capital purchases for Human Service agencies, therefore until such time as found to be no longer in the organizations best interest, the OTO shall allocated 55 percent to human service organizations for the purchase of capital projects as outlined in the Code of Federal Regulations FTA C 9070.1G and 35 percent for capital and operation expense and beyond the ADA requirements as defined in the CFR, and 10 percent shall be designated for administration of the program. Eligible recipients of FTA Section 5310 funding shall apply for eligible project funding that includes vehicles, capital projects and operating assistance under FTA Section 5310 program.

PROCEDURE

An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the attached considerations and ranked by review. The score will be used as a recommendation to the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for the project selection and decision.

Note: It is the responsibility of the transit provider to include all information needed for the subcommittee to assess how each project applies to these criteria.

Eligible Capital Projects to Benefit Human Service Transit (55 percent)

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established the following activities as eligible capital projects that meet a minimum 55 percent requirement for 5310 funding.

Examples include this non comprehensive list:

- Additional or replacement vehicles (e.g. buses, vans and minivans)
- Vehicle rehabilitation or overhaul as defined in the National Transit Database
- Radios and communication equipment
- Vehicle wheelchair lifts, ramps, and securement devices
- Operations and maintenance structures (e.g. vehicle shelters, bus shelters)
- Extended warranties that do not exceed the industrial standard
- Computer hardware or software that aid in the implementation of transit services
- Transit related intelligent transportation systems
- Dispatch systems
- Fare collection systems
- Promotion, enhancement, and facilitation of access to transportation services
- Implementation of coordinated service
- Support of coordination policy bodies and councils
- Operation of transportation brokerage to coordinate providers
- One-stop transit call center
- Introduction of new technology and improved technologies
- Additional Information can be found in FTA C 9070.1G

Other Eligible Capital and Operating Expense Projects (35 percent)

Examples include this non comprehensive list of projects that enhance paratransit activities beyond minimum ADA requirements:

- Expansion of paratransit service beyond the three-fourths mile required by ADA
- Expansion of current hours of ADA paratransit operation
- Incremental cost of providing same day service
- Incremental cost of door-to-door service
- Enhance level of service by transit escort or assisting riders to destination
- Vehicles or labor to accommodate mobility aids exceeding standard ADA wheelchairs
- Additional securement location in public buses beyond ADA requirements
- Accessibility improvements to transit and intermodal stations (non-key stations)
- Accessible pathways include: curbcuts, sidewalks, accessible pedestrian signals of other features, elevators, ramps, detectable warnings, improving signage, wayfinding technologies, other technology improvements, and Intelligent Transportation Systems;
- Travel training
- Vehicles to support ADA taxi, rideshare, and/or vanpooling programs
- Administration and expenses related to new voucher programs
- Supporting volunteer driver and aid programs
- Additional Information can be found in FTA C 9070.1G

ADMINISTRATIVE EXPENSES (10 percent)

Up to 10 percent of the recipient's total fiscal year apportionment may be used to fund program administration costs including administration, planning and technical assistance for projects funded in this program. Program administration costs may be funded at 100 percent federal share.

Per the requirements of MAP-21, 5310 funds cannot be transferred into or out of the areas in which they were apportioned (i.e. urban to rural areas).

Additional Eligibility Requirements for 5310 Funding

In addition to the above eligibility standards, projects seeking 5310 funding addresses a gap or strategy in section 6 of the Journey 2035 Long Range and a strategy or action in the Transit Coordination Plan. The applicant must have a minimum (non-federal) local match of 20 percent match for capital project, 50 percent match for operations and 0 percent match for administration as required by MAP-21.

5310 Project Request Evaluation Form

Title of Project: _____

Agency Submitting Project: _____

Federal Dollars: _____

Project type:

Vehicle Purchase ☐

Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable transit for senior citizens, veterans, and individuals with disabilities. This includes the traditionally funded Transportation for Elderly Persons and Persons with Disabilities (5310) projects. See FTA C 9070.1G for specific examples listed in the MAP-21 program.

- ☐ Rolling Stock and Related Activities
- ☐ Passenger Facilities
- ☐ Support Facilities and Equipment
- ☐ Lease of Equipment
- ☐ Acquisition of Transportation Service
- ☐ Support for Mobility Management and Coordination Programs

Capital and Operating Project ☐

Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable transit daily for senior citizens, veterans, and individuals with disabilities. SAFETEA-LU New Freedom (5317) type projects. These projects will achieve or should exceed compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).

- ☐ General public transportation projects that exceed ADA requirements, such as improved access, increase complementary paratransit services, and is an alternative to public transportation that assist seniors and individuals with disabilities with transportation
- ☐ Public transportation project that exceed the requirements of ADA
- ☐ Feeder service
- ☐ Public transportation projects that improve accessibility
- ☐ Public transportation alternatives that assist seniors and individuals with disabilities with transportation

Max Point Possible	Project Evaluation	Point
0-10	This project provides for an increased number of passengers served per week	
0-10	This project has an increase in the agencies service area and/or ADA amenities offered	
0-5	This project supports services of established agencies	
0-10	This project will provide service to an area not previously serviced	
0-5	This project is in alignment with the Transit Coordination Plan strategies	
0-20	This project replaces an existing vehicle in order to maintain existing services	
0-5	This project expands ADA accessibility to public transportation	
0-5	Agency has not been awarded a vehicle in the past two years	
0-5	This project is eligible under any eligible category	
	Total	

TAB 11

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.J.

Technical Committee Member Appointments

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO staff is requesting that each jurisdiction assist in updating records of official representation for the Technical Committee. The following is an excerpt from the OTO bylaws outlining the membership requirements.

Section 7.1: Membership

The Technical Planning Committee shall be composed of people involved in planning, engineering, public policy, or related fields and whose experience and expertise is valuable for supporting the Ozarks Transportation Organization.

A. Technical Planning Committee - Voting Members

1. MoDOT (Jeff City), Urban Planning Engineer
2. MoDOT District 8 Office, District Engineer
3. Springfield/ Branson Airport Director of Aviation
4. Administrator, Greene County Highway Department
5. Traffic Engineer, Springfield Department of Public Works
6. City Utilities Director of Transit Services
7. Director, Greene County Planning Department
8. MoDot (Jeff City), Assistant Administrator of Transit
9. MoDot District 8 Office, Transportation Planning Manager
10. A representative of the Springfield Area Chamber of Commerce
11. A transit representative of Missouri State University
12. A representative of Ozark Greenways
13. Greene County Highway Department Chief Engineer
14. Springfield Director of Public Works
15. Springfield Director of Planning and Development
16. Representative from the City of Willard
17. Representative from the City of Strafford
18. Representative from the City of Republic
19. Burlington-Northern Representative
20. Trucking Representative
21. Private Transportation/Transit Provider Representative
22. R-12 School District Representative
23. Representative from Christian County
24. Representative from the City of Nixa
25. Representative from the City of Ozark
26. Representative from the City of Battlefield

B. Technical Committee - Non-Voting Members

1. Federal Transit Administration Representative
2. Federal Aviation Administration Representative
3. Federal Highway Administration Representative
4. Southwest Missouri Council of Governments Staff Member

C. Appointment of Alternates

Each representative may name one (1) member of their staff or a representative of their jurisdiction as an alternate, in writing, who may exercise full member powers during their absence. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Committee.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official motion is needed, however, OTO is requesting appointment letters be returned no later than February 11, 2015.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

January 6, 2015

Ms. Sara Fields
Executive Director
205 Park Central East, Suite 205
Springfield, MO 65806

Dear Ms. Fields:

This letter is to notify you that the City of Everywhere, Missouri has appointed an official voting member and alternate for the Ozarks Transportation Organization Technical Planning Committee.

Voting Member: **Ms. Jane Doe**

Contact Information: 1234 South Street
Everywhere, MO 65606
417-888-8888
Jane.doe@everywheremo.gov

Alternative Voting Member: **Mr. John Smith**

Contact Information: 1234 South Street
Everywhere, MO 65606
417-888-7777
John.smith@everywheremo.gov

Please forward any information regarding the TPC to Ms. Jane Doe and Mr. John Smith. If you have any questions regarding this letter please call the number listed below.

Sincerely,

Tom Davis
Mayor



OZARKSTRANSPORTATION.ORG

TAB 12

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.K.

In-Kind Match Letters

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

AGENDA DESCRIPTION:

OTO is required to provide a 20 percent local match to all federal funding, however, In-Kind time at OTO meetings can be used as match in lieu of a portion of local jurisdiction dues. This allows the OTO to build a reserve of match funds for operating expenses. In order to report In-Kind Match, OTO must have a letter from each jurisdiction documenting the billable rate. There are 2 forms for documenting the billable rate. The Volunteer Rate form is for individuals who serve on the Technical Planning Committee as a volunteer for the jurisdiction (consultants and elected officials). The Paid Position form is for individuals who are actual employees of the jurisdictions represented on the Technical Planning Committee. Employees who derive a salary funded from federal funds cannot be included in the In-Kind calculation.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No official motion is needed, however, OTO is requesting that the In-Kind letters be completed and returned no later than February 11, 2015.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

Paid Position Form

January 6, 2015

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO utilizes In-Kind match as a source of match funds for the federal grant.

The proposed In-Kind match will charge the time OTO Board and Committee members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and will not utilize any member positions that are funded with federal funds. In order to complete the request for in-kind match, OTO will need to know the hourly rate of the Board and Committee members who work in paid positions.

Please return the following salary information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: _____

Member Name: _____

Hourly Rate without benefits \$ _____ Hourly Rate with benefits \$ _____

I certify this is my hourly rate with and without benefits for 2015.

Signature

This information will be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks
Operations Manager



OZARKSTRANSPORTATION.ORG



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

Volunteer Rate Form

January 6, 2015

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO will utilize In-Kind match as a source of match funding for the federal grant.

The proposed In-Kind match will charge the time OTO Board and Committee Members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and volunteer positions. Please return the following information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: _____

Member Name: _____

Volunteer Hourly Rate 2015: \$ 21.17

Signature

This information will only be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks
Operations manager



OZARKSTRANSPORTATION.ORG

TAB 13

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.L.

FY 2015 Unified Planning Work Program (UPWP) Amendment Two

**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 OTO is proposing Amendment Number Two to the FY 2015 UPWP to include Traffic Engineering Assistance Program funding that has been awarded to the City of Willard. The City of Willard was awarded Traffic Engineering Assistance Program funding in the amount of \$4,720 for project TEAP-5944(801), Miller Road profile and geometric evaluation and traffic counts (excluding Rte. 160 intersection.) The total project cost is \$5,900 with the City of Willard providing Local Match funding in the amount of \$1,180.

An amendment is needed to create UPWP Task 090 to allow expenses to be paid in FY 2015. The addition of the City of Willard Traffic Engineering Assistance Program funds will not require a revised Consolidated Planning Grant (CPG) Agreement with the Missouri Highway and Transportation Commission. There is no change to the amount of CPG funds that the OTO will receive for FY 15. The proposed changes to the Task (090) – Traffic Engineering Assistance Program, as well as the proposed changes to Appendix A, and supplemental project information are included in the agenda.

Proposed Amendment 2 below:

	<u>FY 2015</u>	<u>FY2015 Amended</u>
OTO Consolidated FHWA/FTA PL Funds	\$724,778.40	\$724,778.40
Local Jurisdiction Match Funds/In-Kind Match	\$ 66,194.60	\$ 66,194.60
<u>MoDOT "Direct Costs"</u>	<u>\$115,000.00</u>	<u>\$115,000.00</u>
Total OTO Revenue	\$905,973.00	\$905,973.00
Direct Outside Grant City Utilities Transit/Local Match	\$200,000.00	\$200,000.00
Direct Outside Grant City of Willard/Local Match	<u> </u>	<u>\$5,900.00</u>
	\$1,065,338.00	\$1,111,873.00

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

"To make a recommendation to the Board of Directors on approving Amendment Number Two to the FY 2015 UPWP."

OR

"Move to..."



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2015

(July 1, 2014 – June 30, 2015)

APPROVED BY OTO BOARD OF DIRECTORS: April 17, 2014

APPROVED BY USDOT: May 6, 2014

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

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

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

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

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Table of Contents

Table of Contents	i
Introduction.....	1
Task 010 – OTO General Administration	4
Task 020 – OTO Committee Support	8
Task 030 – General Planning and Plan Implementation	10
Task 040 – Project Selection and Programming.....	14
Task 050 – Transportation Demand Management	16
Task 060 – OTO and City Utilities Transit Planning	17
Task 070 – Special Studies and Projects	21
Task 080 – MoDOT Transportation Studies and Data Collection	22
<u>Task 090 – Traffic Engineering Assistance Program.....</u>	<u>24</u>
Financial Summary	25
OTO Boundary Map	27
OTO Organization Chart	28



Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2015 (July 2014 - June 2015). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation through the Missouri 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, 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, and members of the OTO Technical Planning Committee and Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization's Public Participation Plan may be found on the OTO website at:

http://www.ozarkstransportation.org/Documents/OTO_PPP_BODApproved_%20Aug2014.pdf

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.



Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

“To Provide a Forum for Cooperative Decision-Making in Support of an Excellent Transportation System.”

In order to fulfill that mission, a great deal of staff time and efforts are spent on bringing decision makers together to make funding and planning decisions to better the transportation network, which includes all modes.

As the economy continues to recover, the Ozarks Transportation Organization must prepare for the scenario of increased population growth leading to increased demand on the transportation system. Therefore, the planning efforts will be focused on the implementation of established plans including the long-range transportation plan, the transit coordination plan, and the bicycle and pedestrian plan. The OTO staff will be reviewing the Major Thoroughfare Plan to affirm the classification and future corridors that need to be preserved, ensuring the capacity is reserved for future growth.



Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the Fiscal Year 2015. All the contracts listed below are carryover multi-year contracts, except the professional services which may be new contracts depending on the service needed.

<i>Cost Category</i>	<i>Budgeted Amount FY2015</i>
Audit	\$4,900
Professional Services Fees	\$12,000
Data Storage/Backup	\$3,000
IT Maintenance Contract	\$9,000
TIP Tool	\$9,600
Travel Model Consultant	\$20,000
Travel Data Collection	\$12,000
Total Consultant Usage	\$70,500

Items to be purchased that exceed \$5,000

Travel Time Collection Units - estimated cost \$80,000



Task 010 – OTO General Administration

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

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

Financial Management	\$33,000
-----------------------------------	-----------------

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.
- IRS related documentation.

Financial Audit.....	\$4,900
-----------------------------	----------------

August to October

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2015 and report to Board of Directors.
- Implement measures as suggested by audit

Unified Planning Work Program.....	\$5,000
---	----------------

January to June

Responsible Agency – OTO

- Modifications to the FY 2015 UPWP as necessary.
- Development of UPWP for FY 2016, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.

Travel and Training	\$39,000
----------------------------------	-----------------

July to June

Responsible Agency – OTO

- Travel to meetings both regionally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees. Possible training includes:
 - 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
- Missouri Public Transit Association Annual Conference
- Employee Educational Assistance

General Administration and Contract Management.....\$25,000

July to June

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.
- Bylaws and Articles of Incorporation Review including distribution of assets

Electronic Support for OTO Operations\$30,000

July to June

Responsible Agency – OTO

- Maintain and update website www.ozarkstransportation.org .
- Software updates.
- Web hosting, backup services and maintenance contracts. **Consultant Contract**

Civil Rights Compliance\$10,000

July to June

Responsible Agency – OTO

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

End Products for FY 2015

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT
- Completion of the FY 2016 Unified Planning Work Program approved by OTO Board and MoDOT
- 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/ADA semi-annual reporting and complaint tracking submitted to MoDOT
- Legal Document revisions as needed
- Audit Report for FY 14



Tasks Completed in FY 2014

- Completed quarterly and year end reports for MoDOT (Completed June 2014)
- Completed the FY 2015 UPWP (Completed April 2014)
- Staff attended conferences and training (Completed June 2014)
- Dues calculated and mailed statements for July 2014 (Completed April 2014)
- Website maintenance (Completed June 2014)
- Completed DBE reporting (Completed June 2014)
- Title VI/ADA Reporting and Tracking (Completed June 2014)
- Title VI program adopted and Coordination process outlined and agreed to
- IRS tax ruling submitted

Training Attended Included in FY 2014

- Planetizen Planning Ethics Training
- The Association of MPOs Annual Conference
- Engaging the Private Sector in Freight Planning Workshop
- Traffic Incident Management Training
- Primary Freight Network Overview Webinar
- NACTO's Urban Design Guidelines Webinar
- Sharpening GIS Skills Workshop
- Webinar – Strategic Prioritization in North Carolina
- Freight Movement Webinar
- Missouri APA conference
- APA-Webinar on Planning Ethics and Law
- FHWA/FTA Webinar - Scenario Planning Tool and Techniques for effective Analysts and Assessment
- Title VI Workshop
- AMPO Policy Committee
- Missouri Public Transit Association Annual Conference
- FTA Section 5310
- American Planning Association Webinar on Transportation Modeling
- Freight Partnership V – Washington DC
- TAP Implementation Roundtable Webinar
- Talking Freight Webinar – CSCMP State of Logistics Report Webinar
- Final TAP Guidance Webinar
- Population Analytics (AirSage) Webinar
- APA OMS Meeting at Public Safety Center
- Multimodal Benefit-Cost Analysis Tool, TREDIS-MBCA
- National Highway Travel Survey



Funding Sources

Local Match Funds	\$29,380	20.00%
Federal CPG Funds	\$117,520	80.00%
Total Funds	\$146,900	100.00%



Task 020 – OTO Committee Support

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

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

OTO Committee Support	\$130,000
------------------------------------	------------------

July to June

Responsible Agency – OTO

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

Community Committee Participation	\$10,000
--	-----------------

July to June

Responsible Agency – OTO

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

OTO Policy and Administrative Documents	\$10,000
--	-----------------

July to June

Responsible Agency – OTO

- Process amendments to bylaws, policy documents, and administrative staff support consistent with the OTO organizational growth.

Public Involvement	\$19,925
---------------------------------	-----------------

July to June

Responsible Agency – OTO

- Maintain GiveUsYourInput.org with public comments posted by work product.
- Publish public notices and press releases.



- Comply with Missouri Sunshine Law requirements, including record retention.
- Conduct an annual review of the OTO Public Participation Plan and make any needed revisions, consistent with federal guidelines.

Member Attendance at OTO Meetings\$10,000

July to June

Responsible Agencies – OTO and Member Jurisdictions

- OTO member jurisdiction time spent at OTO meetings.

End Product(s) for FY 2015

- 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
- Document meeting attendance for in-kind reporting
- Staff participation in multiple community committees
- Public input tracked and published
- Worked with the MO Coalition of Roadway Safety SW District
- Annual Evaluation of Public Participation Plan and implementation of PPP through website and press release

Tasks Completed in FY 2014

- 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
- Annual Evaluation of Public Participation Plan and implementation of PPP through website and press release.
- Public input tracked and published
- Worked with the MO Coalition of Roadway Safety SW District

Funding Sources

Local Match Funds	\$25,985	14.44%
In-kind Services	\$10,000	5.56%
Federal CPG Funds	\$143,940	80.00%
Total Funds	\$179,925	100.00%



Task 030 – General Planning and Plan Implementation

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

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

OTO Long-Range Transportation Plan, <i>Journey 2035</i>	\$50,000
--	-----------------

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.
- Possible Travel Demand Model Scenarios to assist with plan update. Consultant Contract
- Roadway Design Guidelines Brochure.
- Review and Update of Major Thoroughfare Plan with adoption prior to Long Range Plan Update. Special attention will be given to the East/West and North/South Arterials connecting cities, modes, and major highways.

Other Special Studies in accordance with the Adopted Long-Range Transportation Plan.....	\$10,000
---	-----------------

July to June

Responsible Agency – OTO

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

Congestion Management Process Implementation	\$7,000
---	----------------

July to October

Responsible Agency – OTO

- Coordinate data collection efforts for FY 2015.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.

Bicycle and Pedestrian Plan Implementation	\$20,000
---	-----------------

July to June

Responsible Agency – OTO

- The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan.
- A trail implementation plan will be produced.



Federal Functional Classification Maintenance and Updates\$5,000

July to June

Responsible Agency – OTO

- The annual call for updates will be made and requests processed.
- Other periodic requests will be processed as received.

Geographic Information Systems (GIS).....\$20,000

July to June

Responsible Agency – OTO

- Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support Transportation Planning efforts. Specific emphasis to be given to incorporating future land use and current zoning data.

Air Quality Planning\$5,000

July to June

Responsible Agency – OTO

- Staff serves on the Ozarks Clean Air Alliance along with the Springfield Department of Environmental Services, which is implementing the regional Clean Air Action Plan, in hopes to preempt designation as a non-attainment area for ozone and PM_{2.5}.

Demographics and Future Projections.....\$12,000

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.

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 transportation report card to monitor the performance measures as outlined in the Long Range Transportation Plan, incorporating connections to MAP-21 performance measures.

Mapping and Graphics Support for OTO Operations\$11,000

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

July 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 estimated to be \$600,000 for 85 units, with OTO's share at \$80,000 for 11 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 11 units, the installation of those units, and equipment such as cabling, cabinets, solar, and cellular technology. The per unit cost is higher for the 11 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. Project carried over from last fiscal year.

Support for Jurisdictions Plans\$5,000

July to June

Responsible Agency – OTO

- Provide support for Long Range Transportation Planning for member jurisdictions.

Travel Time Runs and Traffic Counts\$12,000

February to April

Consultant Contract

Responsible Agency – OTO

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

Studies of Parking, Land Use, and Traffic Circulation\$16,000

July to June

Responsible Agency – OTO

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

OTO Travel Demand Model Update\$40,635

July to October (Continued from Prior Year)

Consultant Contract Continued

Responsible Agency – OTO

- Completion of Travel Demand Model Update.

End Product(s) for FY 2015

- Amendments to the Long Range Transportation Plan as necessary
- Roadway Design Guidelines Brochure
- Updated Major Thoroughfare Plan
- Implementation of Bicycle and Pedestrian Plan with report documenting accomplishments
- Trail Implementation Plan
- Continued monitoring of attainment status
- Demographic Report



- Annual Traffic Report Card
- CMP Data Collection Summary
- Complete installation of travel time collection units
- Travel Demand Model Scenarios as needed.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Traffic Counts as needed.
- Other projects as needed.
- Complete Travel Demand Model

Tasks Completed in FY 2014

- 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
- Performance Measure Report
- Other projects as needed, subject to OTO staff availability and expertise
- Congestion Monitoring Report
- Finalized approval of update to Urban Area Boundaries
- Traffic Counts within the OTO Area for MoDOT roadways
- One-Cent Sales Tax Public Input Scenario and 10-year project list
- Traffic Counts

Funding Sources

Local Match Funds	\$60,127	20.00%
Federal CPG Funds	\$240,508	80.00%
Total Funds	\$300,635	100.00%



Task 040 – Project Selection and Programming

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

Work Elements	Estimated Cost
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Solicit Applications and Select 2015-2018 Transportation Projects	\$5,000
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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.

FY 2015-2018 Transportation Improvement Program (TIP)	\$5,000
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July to August

Responsible Agency – OTO

- Complete and publish the 2015-2018 TIP.
 - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

FY 2016-2019 Transportation Improvement Program (TIP)	\$51,000
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March to June

Responsible Agency – OTO

- Begin development of the 2016-2019 TIP.
- Conduct the Public Involvement Process for the TIP (March-August).
- Work with the TIP subcommittees (June).
- Complete Draft document.

TIP Amendments	\$5,000
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July to June

Responsible Agency – OTO

- Process all modifications to the FY 2014-2017 and 2015-2018 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.

Federal Funds Tracking	\$4,000
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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, TAP, and bridge balances.
- Track area cost-share projects.



Online TIP Tool\$10,000

July to June

Consultant Contract

Responsible Agency – OTO

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

End Product(s) for FY 2015

- TIP amendments, as needed
- Adopt FY 2015-2018 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2016-2019 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 2014

- Adopted FY 2014-2017 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2015-2018 Transportation Improvement Program
- Amended the FY 2014-2017 TIP numerous times
- Annual Listing of Obligated Projects
- Solicited and selected projects for various funding sources
- Maintained fund balance information

Funding Sources

Local Match Funds	\$16,000	20.00%
Federal CPG Funds	\$64,000	80.00%
Total Funds	\$80,000	100.00%



Task 050 – Transportation Demand Management

Planning Activities to support the Regional Rideshare program, as well as efforts to manage demand on the transportation system.

<u>Work Elements</u>	<u>Estimated Cost</u>
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Coordinate Employer Outreach Activities	\$6,000
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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 that promote ridesharing and other transportation demand management (TDM) techniques within employer groups.

Collect and Analyze Data to Determine Potential Demand	\$6,000
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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 2015

- 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 2014

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

Funding Sources

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



Task 060 – OTO and City Utilities (CU) Transit Planning

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

Work Elements	Estimated Cost
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Operational Planning	\$80,000
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City Utilities/5307 - \$74,000

OTO/CPG - \$6,000

July to June

Responsible Agencies – OTO, City Utilities

- OTO staff shall support operational planning functions including surveys, analysis of headways and schedules, and development of proposed changes in transit services.
- Route analysis.
- City Utilities Transit grant submittal and tracking.
- 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 participation in Ozarks Transportation Organization committees and related public hearings.
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00).

ADA Accessibility	\$11,000
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City Utilities/5307 - \$10,000

OTO/CPG - \$1,000

July to June

Responsible Agencies – OTO, City Utilities

- CU Transit ADA accessibility projects for the New Freedom grants and future 5310 grants.

Transit Fixed Route and Regional Service Analysis Implementation	\$27,013
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City Utilities/5307 - \$20,000

OTO/CPG - \$7,013

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

- Collection of data from paratransit operations as required.
- 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)

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 and monitoring of long and short-range financial and capital plans and identification of potential revenue sources.

Competitive Contract Planning\$3,000
 City Utilities/5307 - \$2,000
 OTO/CPG - \$1,000

July to June

Responsible Agencies – OTO, City Utilities

- CU Transit will study opportunities for transit cost reductions through the use of third-party and private sector providers.
- 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.

Safety, Security and Drug and Alcohol Control Planning\$23,500
 City Utilities/5307 - \$22,000
 OTO/CPG - \$1,500

July to June

Responsible Agencies – OTO, City Utilities

- 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

- Implementation of actions in the TCP plan, including annual training for applicants of 5310 funding and a focus on education, including media outreach.
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds.
- OTO staffing of the Local Coordinating Board for Transit.



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

July to June

Responsible Agencies – OTO , City Utilities

- Review and/or update the existing program management plan to ensure compliance with MAP-21 and future reauthorization.

Data Collection and Analysis\$5,000
 City Utilities/5307 - \$1,000
 OTO/CPG - \$4,000

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 2015

- Transit agency coordination (OTO staff)
- Project rankings and allocations in the FY 2016-2019 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)
- Monthly reporting to National Transit Database (CU)
- Transit Coordination Plan Implementation of Selected Strategies (OTO staff)
- Transit Fixed Route and Regional Service Analysis Implementation (CU)
- CU grant administration and financial planning (CU)
- Transit Provider Brochure distribution
- LCBT agendas, minutes, etc.

Tasks Completed in FY 2014

- Project rankings and allocations in the FY 2015-2018 TIP related to transit, as well as various new ADA accessible bus shelters and stops
- Monthly Reporting to National Transit Database
- Operational Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning



Funding Sources

Local Match Funds	\$9,703	3.90%
CU Match Funds	\$40,000	16.10%
Total Local Funds	\$49,703	20.00%
Federal CPG Funds	\$38,810	15.62%
FTA 5307 Funds	\$160,000	64.38%
Total Federal Funds	\$198,810	80.00%
Total Task 060 Funds	\$248,513	100.00%



Task 070 – Special Studies and Projects

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

<u>Work Elements</u>	<u>Estimated Cost</u>
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Continued Coordination with entities that are implementing Intelligent Transportation Systems	\$8,000
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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.

Grant Applications to support Livability/Sustainable Planning	\$15,000
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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 2015

- ITS Coordination
- Grant Applications

Tasks Completed in FY 2014

- ITS Coordination

Funding Sources

Total Local Match Funds	\$4,600	20.00%
Federal CPG Funds	\$18,400	80.00%
Total Funds	\$23,000	100.00%



Task 080 – MoDOT Transportation Studies & Data Collection

MoDOT Transportation Studies and Data Collection\$115,000

MoDOT Southwest District - \$115,000

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 the Congestion Management Process.
 - Miscellaneous studies to analyze congestion along essential corridors may also be conducted.

Source of Eligible MoDOT Match

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Operations Engineer	\$64,084.80	\$42,142.16	\$23,249.97	\$129,476.93	14	\$18,126.77
Senior Traffic Studies Specialist	\$48,865.50	\$32,133.95	\$17,728.40	\$98,727.86	27	\$26,656.52
Senior Traffic Studies Specialist	\$60,216.00	\$39,598.04	\$21,846.36	\$121,660.41	24	\$29,198.50
Senior Traffic Studies Specialist	\$54,605.78	\$35,908.76	\$19,810.98	\$110,325.52	15	\$16,548.83
Senior Traffic Studies Technician	\$36,263.50	\$23,846.88	\$13,156.40	\$73,266.78	34	\$24,910.70
Total Eligible Match						\$115,441.32
Total Match Requested						\$115,000.00

End Product(s) for FY 2015

- Installation of travel time collection units
- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed Studies



Tasks Completed in FY 2014

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed Studies

Funding Sources

MoDOT Direct Costs*	\$115,000	100.00%
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*80% federal pro rata (donated direct costs - not actual funds)

Task 090 – Traffic Engineering Assistance Program



Task 090 – TEAP Funding

The Traffic Engineering Assistance Program (TEAP) is a federally-funded program with the purpose of retaining private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational traffic problems on their non-state system streets and highways.

<u>Work Elements</u>	<u>Estimated Cost</u>
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Miller Road Corridor Evaluation Project	<u>\$5,900</u>
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January to June

Consultant Contract

Responsible agency - City of Willard

- Corridor Evaluation Project TEAP-5944(801) - Miller Road profile, geometric evaluation and traffic counts (excluding the Rte. 160 intersection.)

End Products for FY 15

- Study which provides suggestions to increase safety and capacity at the intersections and along the Miller Road Corridor and a profile, geometric evaluation and traffic counts.

Funding Sources

City of Willard Match Funds	\$1,180	20.00%
Federal (Safety) Funds	\$4,720	80.00%
Total Funds	\$5,900	100.00%

Financial Summary



Expenditure Summary by Work Task

Federal Consolidated Planning Grant (CPG) Funding FY 2015 UPWP

	Local Funding				Federal Funding				
Task	Local Match	City Utilities	City of Willard	In-Kind	CPG	SAFETY	5307	Total	Percent (%)
10	\$29,380				\$117,520			\$146,900	14.74%
20	\$25,985			\$10,000	\$143,940			\$179,925	18.05%
30	\$60,127				\$240,508			\$300,635	30.16%
40	\$16,000				\$64,000			\$80,000	8.03%
50	\$2,400				\$9,600			\$12,000	1.20%
60	\$9,703	\$40,000			\$38,810		\$160,000	\$248,513	24.93%
70	\$4,600				\$18,400			\$23,000	2.31%
90	-	-	\$1,180	-	-	\$4,750	-	\$5,900	0.59%
TOTAL	\$148,195	\$40,000	\$1,180	\$10,000	\$632,778	\$4,750	\$160,000	\$996,873	100.00%
80	Value of MoDOT "Direct Cost"							\$115,000	
Total of Transportation Planning Work								\$1,111,873	

Federal Consolidated Planning Grant (CPG) Funding 2015 UPWP

	Amount Budgeted
<u>Estimated Actual Costs of Tasks 010-070 & 090</u>	<u>\$996,873</u>
Value of Task 080 MoDOT Direct Costs Credit	\$115,000.00
Minus CU Direct Outside Grant	-\$200,000.00
Minus City of Willard Outside Grant	-\$5,900.00
Total Ozarks Transportation Organization Expenditures	\$905,973.00
Federal Pro-Rata Share	80%*

Federal CPG Funding Eligible

\$724,778.40

*Federal Funding as a percentage of total OTO costs are actually 91.63%. The value of MoDOT Direct Costs allow OTO to include an additional \$92,000 in Federal CPG funding.

Budgeted Revenue FY2015 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds	\$724,778.40
MoDOT "Direct Costs" Credit (no actual funds received)	\$115,000.00
Local Match to be Provided/In-kind Match	\$66,194.60
Total Ozarks Transportation Organization Revenue	\$905,973.00
<u>City of Willard (Direct Outside Grant)</u>	<u>Total Amount Budgeted</u>
<u>FHWA Safety funds</u>	<u>\$4,720.00</u>
<u>City of Willard Local Match</u>	<u>\$1,180.00</u>
<u>Total City of Willard Revenue</u>	<u>\$5,900.00</u>
<u>CU Revenue (Direct Outside Grant)</u>	<u>Total Amount Budgeted</u>
City Utilities Transit Planning – FTA 5307	\$160,000.00
City Utilities Local Match	\$40,000.00
Total CU Revenue	\$200,000.00
TOTAL Budgeted Revenue for FY 2015 UPWP	\$1,111,873.00



Total Available Federal Revenue for FY 2015 UPWP Work Activities

FY 2012 (MO-81-0012) Balance	\$385,774.45
FY 2013 (MO-81-0013) Balance	\$554,717.47
CPG Fund Balance as of 12/31/13*	\$940,491.92
Remaining funds committed to fulfill last year's FY2014 UPWP	(\$422,069.66)
Remaining CPG Funds Balance available from Prior Years UPWP*	\$518,422.26
Estimated Remaining Balance of Committed Funds from FY 2014 UPWP	\$140,000.00
FY 2014 CPG Funds allocation**	\$551,393.54
FY 2015 Estimated CPG Funds allocation***	<u>\$512,000.00</u>
TOTAL Estimated CPG Funds Available for FY 2015 UPWP	\$1,721,815.80
TOTAL CPG Funds Programmed for FY 2015	<u>(\$724,778.40)</u>
Remaining Unprogrammed Balance****	\$997,037.40

*Previously allocated, but unspent CPG Funds through 12/31/13.

**FY 2014 CPG Funds Allocation available March 31, 2014.

***The TOTAL Estimated CPG Funds Available for FY 2015 is an estimated figure based on an estimate for the FY 2014 allocation.

****Previously allocated but unprogrammed CPG funds.

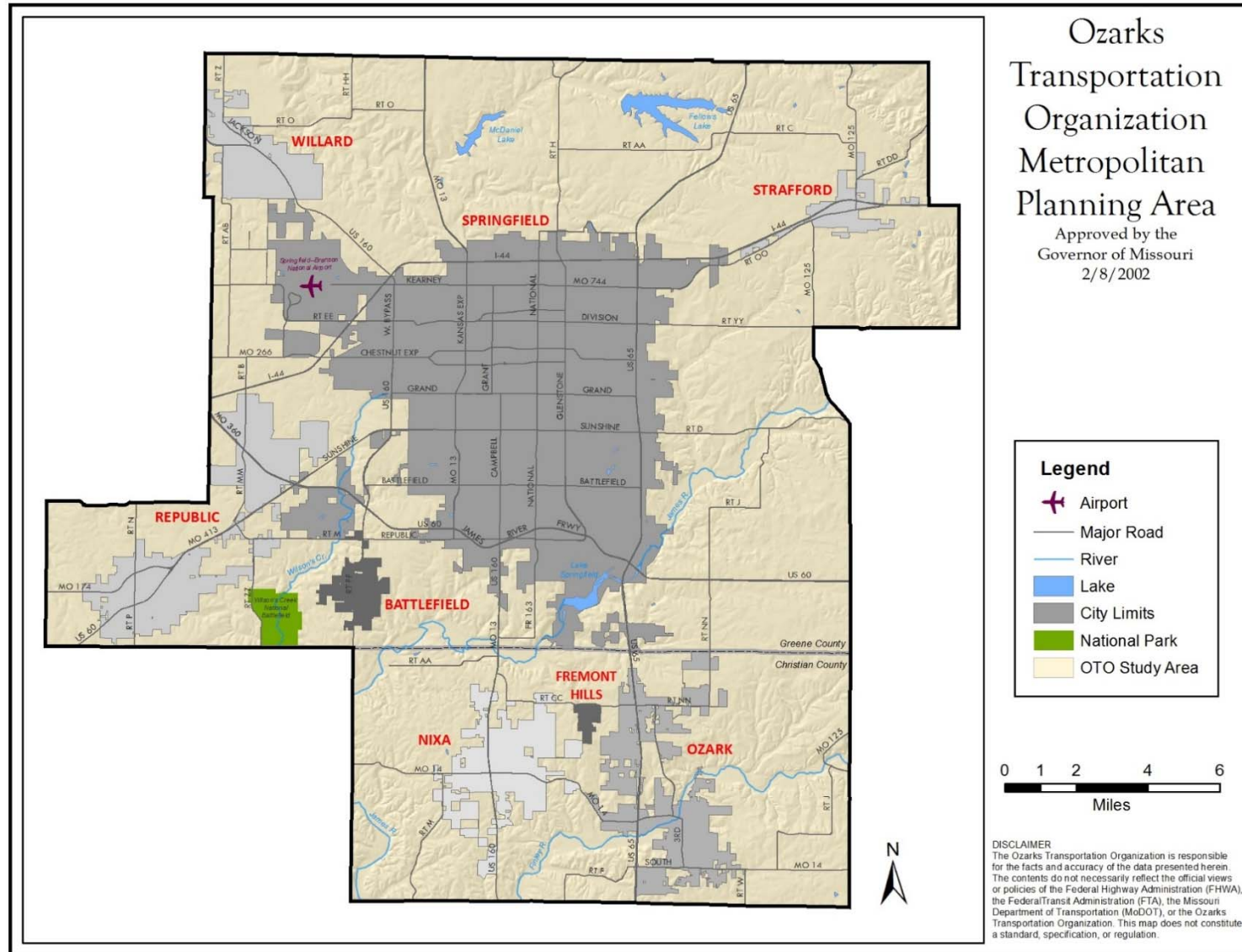
Justification for Carryover Balance

The projected carryover balance of \$969,545.40 represents approximately 1.75 years of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. While Federal Highway funds are available upon Congressional authorization, Federal transit funds are not available until Congressional appropriation. In FY 2014, Congress delayed the full appropriation until early 2015. The full combined FHWA/FTA grant was not known until March 2014. Therefore, MoDOT as a general rule, does not allow for FY14 amounts to be available until the next OTO budget year, FY2015. Therefore OTO must always maintain a balance of at least one years' worth of funding. The remaining carryover balance of approximately nine months' worth of funding is reserved for special studies and projects. This year, the special project is the purchase of travel time collection units. These units will provide data to OTO 24/7 for years to come. The OTO will be able to get a true picture of traffic congestion over time for use in the planning and managing of congestion. The information will be used in the Congestion Management Process, Performance Measures, Long Range Transportation Plan, and transit route planning to reduce congested corridors.

OTO Boundary Map



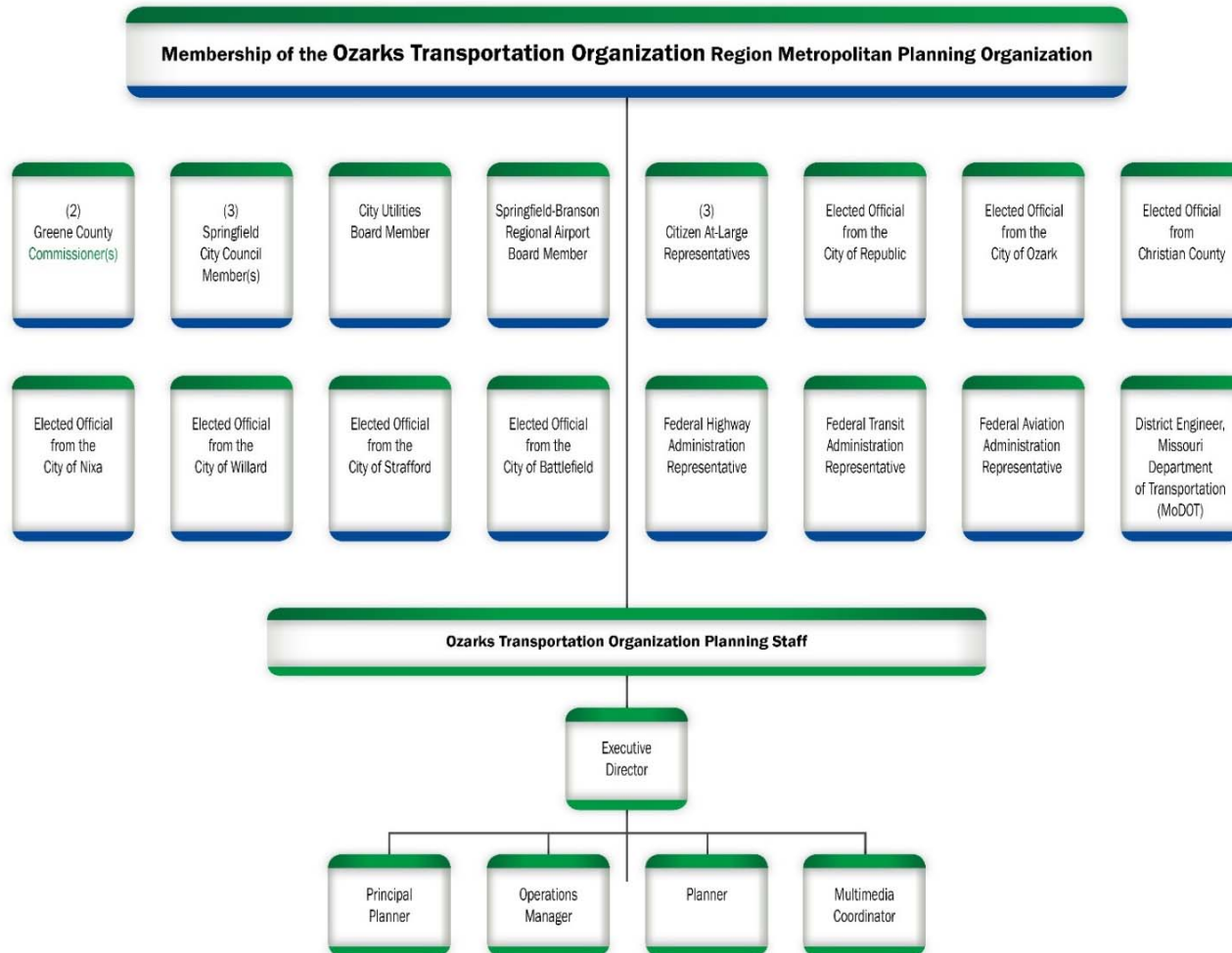
OTO Map



OTO Organization Chart



OTO Organization Chart



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

APPENDIX A (Proposed Amendment)

FY 2015

July 1, 2014 - June 30, 2015

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Prior Budgeted FY2014</i>	<i>Total Amount Prior Budgeted FY2014</i>	<i>Budgeted Amount FY2015</i>	<i>Total Amount Budgeted FY2015</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$385,000		\$420,870		
Mobile Data Plans	\$2,700		\$2,700		
Payroll Services	\$3,000		\$2,800		
Total Personnel		\$390,700		\$426,370	↑ \$35,670
Building					
Building Lease	\$51,108		\$52,258		
Office Cleaning	\$0		\$3,000		
Parking	\$960		\$960		
Total Building		\$52,068		\$56,218	↑ \$ 4,150
Commodities					
Office Supplies/Furniture	\$10,000		\$10,000		
Publications	\$400		\$550		
Total Commodities		\$10,400		\$10,550	↑ \$150
Information Technology					
IT Maintenance Contract	\$9,000		\$9,000		
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$8,000		
Data Backup/Storage	\$2,500		\$3,000		
GIS Licenses	\$4,500		\$4,500		
Software	\$3,000		\$3,000		
Webhosting	\$550		\$800		
Total Information Technology		\$25,550		\$28,300	↑ \$ 2,750
Insurance					
Board of Directors Insurance	\$2,600		\$3,000		
Liability Insurance	\$1,100		\$1,200		
Workers Comp	\$1,300		\$1,300		
Errors & Omissions	\$0		\$3,000		
Total Insurance		\$5,000		\$8,500	↑ \$3,500
Operating					
Copy Machine Lease	\$3,000		\$3,000		
Education/Training/Travel	\$25,000		\$25,000		
Food/Meeting Expense	\$4,000		\$4,000		
IRS Tax Fees	\$11,000		\$0		
Legal/Bid Notices (formerly Advertising)	\$3,400		\$10,000		
Staff Mileage Reimbursement	\$2,500		\$2,500		
Postage/Postal Services	\$3,500		\$3,500		
Printing/Mapping Services (combines two categories)	\$12,000		\$15,000		
Dues/Memberships	\$4,300		\$4,500		
Telephone	\$4,500		\$4,000		
Total Operating		\$73,200		\$71,500	↓ (\$1,700)

ESTIMATED EXPENDITURES Continued

<i>Cost Category</i>	<i>Prior Budgeted FY2014</i>	<i>Total Amount Prior Budgeted FY2014</i>	<i>Budgeted Amount FY2015</i>	<i>Total Amount Budgeted FY2015</i>	<i>Increase/ Decrease</i>
Services					
Aerial Photos	\$0		\$0		
Audit	\$6,000		\$4,900		
Professional Services (Legal & Accounting)	\$12,000		\$12,000		
TIP Tool Maintenance	\$10,000		\$10,000		
Travel Time Collection Units	\$80,000		\$80,000		
Travel Time Runs and Traffic Counts	\$12,000		\$12,000		
Travel Model Consultant	\$150,000		\$60,635		
Total Services		\$270,000		\$179,535	↓ (\$90,465)
TOTAL OTO Expenditures		\$826,918		\$780,973	↓ (\$45,945)
In-Kind Match, Direct Cost, Donated					
Member Attendance at Meetings	\$10,000		\$10,000		
Direct Cost - MoDOT Salaries	\$65,000		\$115,000		
Total In-Kind Match, Direct Cost, Donated		\$75,000		\$125,000	
TOTAL OTO Budget		\$901,918		\$905,973	↑ \$4,055
Direct Outside Grant					
City of Willard TEAP Project				\$5,900	↑ \$5,900
CU Transit Salaries*		\$197,500		\$200,000	↑ \$2,500
TOTAL EXPENDITURES		\$1,099,418		\$1,111,873	↑ \$12,455

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

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Prior Budgeted FY2014</i>	<i>Total Amount Prior Budgeted FY2014</i>	<i>Budgeted Amount FY2015</i>	<i>Total Amount Budgeted FY2015</i>	<i>Increase/ Decrease</i>
Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$721,534		\$724,778		
Local Jurisdiction Match Funds	\$105,384		\$56,195		
In-kind Match, Meeting Attendance**	\$75,000		\$10,000		
MoDOT Direct Service Match**			\$115,000		
Total Ozarks Transportation Organization Revenue		\$901,918		\$905,973	↑ \$4,055
Direct Outside Grant					
<u>City Utilities Transit Planning</u>					
FTA 5307	\$158,000		\$160,000		
City Utilities Local Match	\$39,500		\$40,000		
City Utilities Transit Planning Total		\$197,500		\$200,000	↑ \$2,500
<u>City of Willard TEAP Project</u>					
<u>FHWA Safety Funding</u>			\$4,720		
<u>City of Willard Local Match</u>			\$1,180		
<u>City of Willard TEAP Project Total</u>				\$5,900	↑ \$5,900
Total Direct Outside Grant		\$197,500		\$205,900	↑ \$8,400
TOTAL REVENUE		\$1,099,418		\$1,111,873	↑ \$12,455

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

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

APPENDIX B

FY 2015

July 1, 2014 - June 30, 2015

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Prior Budgeted FY2014</i>	<i>Total Amount Prior Budgeted FY2014</i>	<i>Budgeted Amount FY2015</i>	<i>Total Amount Budgeted FY2015</i>	<i>Increase/ Decrease</i>
Audit	\$6,000		\$4,900		
Professional Services Fees	\$12,000		\$12,000		
Data Storage/Backup	\$2,500		\$3,000		
IT Maintenance Contract	\$9,000		\$9,000		
TIP Tool	\$10,000		\$9,600		
Travel Time Runs and Traffic Counts	\$12,000		\$12,000		
Travel Model Consultant	\$150,000		\$60,635		
Total Consultant Usage		\$201,500.00		\$111,135.00	↓ (\$90,365)

TAB 14

TECHNICAL PLANNING COMMITTEE AGENDA 1/21/2015; ITEM II.L.

FY 2016 Unified Planning Work Program Subcommittee

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

AGENDA DESCRIPTION:

OTO staff is requesting a Unified Planning Work Program Subcommittee of the Technical Planning Committee be formed to prepare the FY 2016 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Staff recommends the Technical Planning Committee appoint a FY 2016 UPWP Subcommittee consisting of three or five members.

TAB 15

Gov. Jay Nixon tries to reverse opposition to I-70 tolls in Missouri

BY BRAD COOPER - THE KANSAS CITY STAR

01/02/2015 7:36 PM | Updated: 01/02/2015 8:42 PM



Missouri Gov. Jay Nixon is jumping into the debate about tolling, saying Interstate 70 should have tolls to raise funds for needed repairs. But many Missourians oppose tolling. FILE PHOTO BY DAVID EULITT / THE KANSAS CITY STAR

Toll roads have never been popular in Missouri.

Seventy percent of voters rejected them in 1970.

Fifty-eight percent voted against them yet again in 1992.

Some Missouri lawmakers made an unsuccessful stab at imposing tolls on Interstate 70 in 2012.

Now, Democratic Gov. Jay Nixon is lending political muscle to tolling, a move that will stir up more debate but may not prove any more fruitful.

Nixon just received a report from the Missouri Department of Transportation examining options for levying tolls on I-70, an asphalt conveyor belt for commerce and one of the original legs of the country's nearly 60-year-old interstate highway system.

Nixon's involvement will undoubtedly elevate the debate over tolls on I-70, but whether he can reverse years of opposition is another matter.

"It's been a very contentious issue," said Ed DeSoignie, executive director of the Heavy Constructors Association of Greater Kansas City — a group that sees tolls as a way of creating construction jobs.

There are several reasons toll roads could be politically difficult:

- The trucking industry opposes tolling. It argues tolls would pump too much money into administrative expenses instead of road work.

But the industry also fears it could bear a disproportionate cost of building the highway, driving up shipping costs that would eventually be shifted onto consumers.

"The tolling industry sees truckers as a rolling ATM," said Tom Crawford, president of the Missouri Trucking Association.

- Small-town convenience store owners fear they will lose business because toll booths near their exits will drive traffic to free roads, causing them to bypass their shops.
- Opponents contend that charging tolls for an existing road such as I-70 amounts to double taxation. The interstate was already paid for when it was constructed many years ago. A toll is seen by some as a second tax.

While transportation advocates welcome Nixon to the tolling debate, they don't expect to see tolls on I-70 anytime soon. There's just too much work to sell the public on a funding strategy used in 28 states, they say.

"It's still very, very difficult," said Missouri transportation lobbyist Rodney Gray. "It's still uphill."

Tolling is still a foreign idea to many Missourians even though it's used by neighbors in Kansas, Illinois and Oklahoma. As of 2013, there were about 5,400 miles of toll roads in the United States, up from up 4,700 miles in 2003.

“If you can’t fit an explanation of an issue on a bumper sticker, it’s very hard to get across,” said state Sen. Mike Kehoe, a Jefferson City Republican and a supporter of tolling on I-70. “This is just one that will take some time to let people know it will be OK.”

Nevertheless, Nixon gets high marks from the Show-Me Institute, a conservative think tank that has backed the idea of toll roads.

“If the governor really puts the full force of his office behind it, I think a lot can be accomplished,” said David Stokes, who has studied transportation policy for the Show-Me Institute.

Supporters of toll roads like the idea because it charges just those who use the road. They say it is preferable to something such as a sales tax, which hits those who don’t even drive.

Some states have sold or leased highways to the private sector, which then puts up money to rebuild the road and recoups that investment through tolls. Missouri could take that approach.

As politically unsavory as tolling is in Missouri, it might be the last option left for rebuilding I-70 after voters this fall rejected a sales tax increase raising \$5.4 billion over 10 years for transportation.

Missouri’s construction budget for roads and bridges has plunged to \$685 million this year from about \$1.3 billion annually as recently as 2009, partly because the state exhausted proceeds from a bond issue for upgrading roads.

The funding problem is compounded because revenue from the state’s gas tax has flattened as cars and trucks become more fuel efficient. And federal funding is threatening to run thin in the future as gas taxes dry up.

That leaves tolling as an option, something that the Obama administration has embraced nationally as an alternative way of paying for roads when money for new highway construction gets hard to find.

“Missouri’s transportation funding is approaching a critical juncture,” Nixon said in asking the transportation department to look at tolls.

Forming a belt across the country’s midsection from Utah to Maryland, I-70 is one of Missouri’s most pressing infrastructure needs, Nixon said. About 60 percent of the state’s population and jobs are located within 30 miles of I-70.

The 251-mile highway is bursting with traffic. Some stretches carry five to six times as much traffic as they were designed to handle many years ago, especially in the Kansas City and St. Louis areas.

The highway is in bad shape, too. Engineers back in 2001 estimated that anywhere from about 40 to 50 percent of the pavement between Kansas City and St. Louis is considered in “poor” or “very poor” condition.

Officials believe the highway is probably even in worse condition today despite surface treatments that might improve the ride in the short term. The state spends about \$50 million to \$60 million a year on maintaining I-70.

“What’s on top might look good, but what’s underneath only continues to deteriorate,” said highway department spokesman Bob Brendel.

The transportation department has considered various options for fixing I-70.

Plans range from a low end of \$2 billion for replacing all the pavement and adding a third lane in each direction to a \$4 billion deluxe version calling for segregated lanes for trucks.

The report submitted to Nixon indicated that it would cost between \$20 and \$30 for a car to travel across the state and generate the \$2 billion needed to pay for minimum improvements to I-70. It would cost trucks \$40 to \$90.

What the final plan looks like depends on how the state wants to approach tolling. Does it go alone? Does it enlist the help of the private sector?

“If Missouri is serious about tolling, Missourians will have to understand what that means,” said Jewell Patek, a former state lawmaker who ran last fall’s campaign for the transportation tax. “How is that going to affect my traveling? What’s it going to cost? Is it going to make it safer?”

“If you don’t leave Missouri, you don’t even know what tolling looks like.”

To reach Brad Cooper, call 816-234-7724 (tel:816-234-7724) or send email to bcooper@kcstar.com (mailto:bcooper@kcstar.com).



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TRUCKS AT WORK

Transportation demands more dollars, report says

by Sean Kilcarr in Trucks at Work

Dec 9, 2014

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What's Trucks at Work?

Trucks at Work: Sean Kilcarr comments on trends affecting the many different strata of the trucking industry.

Contributors

Sean Kilcarr



View all Contributors

The [American Association of State Highway and Transportation Officials](#) (AASHTO) and the [American Public Transportation Association](#) (APTA) jointly released a new report today – dubbed the [2015 Bottom Line Report](#), which you can access by [clicking here](#) – that essentially says more spending on U.S. transportation infrastructure is an unavoidable necessity.

Bud Wright, AASHTO's executive director, (seen at right speaking at an infrastructure summit back in 2013) laid things out in pretty stark terms – especially where the needs of the freight industry are concerned.



“Investing in that infrastructure will require some gutsy decisions on Capitol Hill about how to pay for it, but the bottom line is this: We have a choice between making the country stronger or making it weaker,” he wrote in a recent opinion piece.

“We can pay to fix our transportation systems, and then reap the payback that comes from oiling the machinery of commerce. Or we will certainly pay higher and higher costs from slower commuter and freight travel, more highway crashes and deaths, more disposable income lost from extra hours stuck on roads, more car and truck repairs from jostling on broken pavement,” Wright noted.

Yet, according to AASHTO's and APTA's numbers at least, getting U.S. transportation infrastructure up to snuff isn't going to be cheap.

To meet current demand, the research conducted by both groups indicates it'll require an annual capital investment over six years of some \$120 billion in the nation's highway and bridge network and \$43 billion in America's public transportation infrastructure.

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To meet those combined surface transportation needs, it would require an investment of \$163 billion investment per year in surface transportation over a six year period. Current funding levels, by the way, aren't near those dollar levels, with \$83 billion being invested in roads and bridges today along with \$17.1 billion being invested in public transit.

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4

The new report also noted that 64,000 structurally deficient bridges are still operating across the U.S. – and that’s after that category shrank by 43% from 1994 to 2013 following federal and state efforts to target older bridge structures.

Then there’s the [Federal Transit Administration’s](#) annual [State of Good Repair Assessment](#), which indicates there’s a “repair backlog” estimated at \$87.7 billion to get public transit systems up to snuff.

Now, it’s fair to say there’s disagreement over not only the amount of funds transportation infrastructure upkeep actually needs but whether federal and state spending to date is being managed properly (*the Reason Foundation’s 21st annual highway report offers one such contrarian view.*)

Yet AASHTO’s Wright offers this compelling rejoinder: “There is little disagreement about the value of transportation; the business community, trade unions, commercial truck drivers and numerous associations support greater [transportation] investment,” he stressed. “The key is reaching consensus on Capitol Hill ... to help decision-makers better understand what’s at stake in deciding on a long-term, sustainable stream of revenue to support transportation infrastructure.”



For starters, he warned, the direct federal revenue stream for most transportation projects – the [highway trust fund](#) (HTF), comprised of various excise taxes on motor fuels and truck equipment – [is nowhere close to keeping pace](#) with the amounts federal programs now pay states for capital investment in roads, bridges and mass transit systems.

In particular, Wright pointed to the big rebound in freight volumes now underway in the U.S. and how that will impact transportation infrastructure. He said freight ton miles are expected to grow 72% from 2015 to 2040, putting ever more big-rigs on often-crowded highways.

He added that highway and bridge estimates in AASHTO’s and APTA’s report are based on a rate of travel growth of 1% per year in vehicle miles of travel. Yet this year, Wright stressed that America is returning, for the first time since the “[Great Recession](#)” began in 2008, to the 3 trillion mile-level of motor vehicle travel – a rebound spurred in part by falling gasoline prices and increased employment.

“Just shoring up the HTF to maintain current levels will not make much of a dent in [traffic] congestion that saps economic vitality,” Wright emphasized. “It shows that a flat-level federal program will not keep pace with increased vehicle miles traveled on highways or with demands for public



transportation services, much less close the investment gap that already exists.”

Yet coming up with billions in added transportation funding may be an impossible task, especially with much of the general public – much less Congressional members of both political parties – seemingly [dead-set against hiking fuel taxes](#).

We'll see how the transportation funding issue plays out when the new Republican-controlled Congress convenes next year.

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Cellphone data helps Sioux Falls map traffic planning

USAToday.com, 2015-01-03

SIOUX FALLS, S.D. — Traffic planners and engineers here are interested in that passenger riding down the road beside you.

No, not the kids or the dog. Your cellphone.

Cellphone towers pinging phones as motorists travel in and around Sioux Falls are producing valuable information on the routes drivers take and how fast they get to their destinations.

It's data that transportation planners increasingly are using to help predict future road use and demands — how long to make access ramps on and off the interstates, for example, or how many turning lanes to include on those ramps.

Whether it's an invasion of privacy is another question.

Chief city traffic engineer Heath Hoftiezer said companies such as AirSage and Inrix work with Verizon , Sprint and other carriers to put software in cell tower switching systems to collect the data. An encryption package allows the providers to mask the identities of individual phones before they sell the data to transportation planners.

"The way it's done, it's scrubbing all the information out of it so what's used by the companies, there's no personal information at all available to them," Hoftiezer said. "What we get is kind of a dotted path that is drawn between the general area where a motorist starts and the general area where he ends."

If it were tracking someone on their way to work, a low-resolution dot would appear on a screen somewhere within a few blocks of his home and quit moving within a few blocks of his work, Hoftiezer said.

"I can see that there would be some concern that people would have about ... is this kind of an invasion of privacy," city transportation planner Sam Trebilcock said. "But it's really as Heath talked about; there isn't any way for us to know who's going where."

Cy Smith , president of Atlanta -based AirSage, has been quoted as saying the military couldn't crack the encryption package used by his company. But Heather Smith , director of the American Civil Liberties Union in South Dakota , said Sioux Falls residents should be skeptical.

Smith said cellphone data that tracks locations could reveal whether a person is a weekly churchgoer, a heavy gambler, a regular at a gym, or with whom who he or she appears to spend time

"It's important to note that Congress has not legislated a standard for cellphone tracking. It's largely dependent on state by state," she said. "So generally speaking, the use of individual cellphone data could leave Sioux Falls residents with concerns about government access to their private information."

Hoftiezer reiterated that such wasn't the case in the one sample of data the city received from AirSage earlier this year. Sioux Falls officials don't have any plans to seek more such available data.

"Cost is always a factor in everything," he said. "We're seeing communities that are starting to go down that road and, from my standpoint, we're watching what's happening with them and how they're using the data. It's something that we would look at maybe going forward in the future."

That said, the sample Sioux Falls did get was helpful, Trebilcock said. It was useful primarily for information it provided on vehicles entering the city or driving by on the two interstates and major highways.

The city wanted to verify how many vehicles traveling on interstates 90 and 29 kept right on going past the city, and how many pulled off on any of the exits into the city. Transportation officials had estimated that 22.6 percent of drivers were going right on by. The snapshot from the AirSage data showed that 24.9 percent were passing through.



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Natasha L. Longpine, AICP

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Newsroom News Releases from Headquarters

EPA Proposes Smog Standards to Safeguard Americans from Air Pollution

Release Date: 11/26/2014

Contact Information: Enesta Jones, Jones.enesta@epa.gov, 202-564-7873, 202-564-4355; En español: Lina Younes, younes.lina@epa.gov, 202-564-9924, 202-564-4355

WASHINGTON-- Based on extensive recent scientific evidence about the harmful effects of ground-level ozone, or smog, EPA is proposing to strengthen air quality standards to within a range of 65 to 70 parts per billion (ppb) to better protect Americans' health and the environment, while taking comment on a level as low as 60 ppb. The Clean Air Act requires EPA to review the standards every five years by following a set of open, transparent steps and considering the advice of a panel of independent experts. EPA last updated these standards in 2008, setting them at 75 ppb.

"Bringing ozone pollution standards in line with the latest science will clean up our air, improve access to crucial air quality information, and protect those most at-risk. It empowers the American people with updated air quality information to protect our loved ones - because whether we work or play outdoors - we deserve to know the air we breathe is safe," said EPA Administrator Gina McCarthy. "Fulfilling the promise of the Clean Air Act has always been EPA's responsibility. Our health protections have endured because they're engineered to evolve, so that's why we're using the latest science to update air quality standards - to fulfill the law's promise, and defend each and every person's right to clean air."

EPA scientists examined numerous scientific studies in its most recent review of the ozone standards, including more than 1,000 new studies published since the last update. Studies indicate that exposure to ozone at levels below 75 ppb -- the level of the current standard -- can pose serious threats to public health, harm the respiratory system, cause or aggravate asthma and other lung diseases, and is linked to premature death from respiratory and cardiovascular causes. Ground-level ozone forms in the atmosphere when emissions of nitrogen oxides and volatile organic compounds "cook" in the sun from sources like cars, trucks, buses, industries, power plants and certain fumes from fuels, solvents and paints. People most at risk from breathing air containing ozone include people with asthma, children, older adults, and those who are active or work outside. Stronger ozone standards will also provide an added measure of protection for low income and minority families who are more likely to suffer from asthma or to live in communities that are overburdened by pollution. Nationally, 1 in 10 children has been diagnosed with asthma.

According to EPA's analysis, strengthening the standard to a range of 65 to 70 ppb will provide significantly better protection for children, preventing from 320,000 to 960,000 asthma attacks and from 330,000 to 1 million missed school days. Strengthening the standard to a range of 70 to 65 ppb would better protect both children and adults by preventing more than 750 to 4,300 premature deaths; 1,400 to 4,300 asthma-related emergency room visits; and 65,000 to 180,000 missed workdays.

EPA estimates that the benefits of meeting the proposed standards will significantly outweigh the costs. If the standards are finalized, every dollar we invest to meet them will return up to three dollars in health benefits. These large health benefits will be gained from avoiding asthma attacks, heart attacks, missed school days and premature deaths, among other health effects valued at \$6.4 to \$13 billion annually in 2025 for a standard of 70 ppb, and \$19 to \$38 billion annually in 2025 for a standard of 65 ppb. Annual costs are estimated at \$3.9 billion in 2025 for a standard of 70 ppb, and \$15 billion for a standard at 65 ppb.

A combination of recently finalized or proposed air pollution rules -- including "Tier 3" clean vehicle and fuels standards -- will significantly cut smog-forming emissions from industry and transportation, helping states meet the proposed standards. EPA's analysis of federal programs that reduce air pollution from fuels, vehicles and engines of all sizes, power plants and other industries shows that the vast majority of U.S. counties with monitors would meet the more protective standards by 2025 just with the rules and programs now in place or underway. Local communities, states, and the federal government have made substantial progress in reducing ground-level ozone. Nationally, from 1980 to 2013, average ozone levels have fallen 33 percent. EPA projects that this progress will continue.

The Clean Air Act provides states with time to meet the standards. Depending on the severity of their ozone problem, areas would have between 2020 and 2037 to meet the standards. To ensure that people are alerted when ozone reaches unhealthy levels, EPA is proposing to extend the ozone monitoring season for 33 states. This is particularly important for at-risk groups, including children and people with asthma because it will provide information so families can take steps to protect their health on smoggy days.

The agency is also proposing to strengthen the "secondary" ozone standard to a level within 65 to 70 ppb to protect plants, trees and ecosystems from damaging levels of ground-level ozone. New studies add to the evidence showing that repeated exposure to ozone stunts the growth of trees, damages plants, and reduces crop yield. The proposed level corresponds to levels of seasonal ozone exposure scientists have determined would be more protective.

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- 11/26/2014 [EPA Proposes Smog Standards to Safeguard Americans from Air Pollution](#)
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12/1/2014

11/26/2014: EPA Proposes Smog Standards to Safeguard Americans from Air Pollution

EPA will seek public comment on the proposal for 90 days following publication in the Federal Register, and the agency plans to hold three public hearings. EPA will issue final ozone standards by [October 1, 2015](#).

To view the proposal: <http://www.epa.gov/glo/>

Last updated on 12/1/2014

Obama administration outlines 30-year transportation plan

By **Ashley Halsey III** January 12

With the population explosion in the South and West expected to continue and aging infrastructure requiring a massive overhaul elsewhere, the Obama administration on Monday began to map out a 30-year framework to meet those needs.

“Our point is to say that if we don’t [address] these things, is there a cost? The answer is yes,” Transportation Secretary Anthony Foxx said in an interview Friday. “We keep thinking the transportation system is like a merry-go-round: You put a quarter in it and it goes around again. Well, it’s not.”

Foxx promised a comprehensive review of the demand for new or replacement systems a year ago in an address to the Transportation Research Board, a national organization of transportation experts. He returned to the group Monday to roll out conclusions expected in a report later this year.

“Transportation is a system of systems,” Foxx said, rather than the aggregate of separate systems that can be addressed individually. “The idea that we’re looking at the system comprehensively is the thrust of this report.”

It is a system under stress, with a future undermined by indecision over funding on Capitol Hill. In moving beyond the financial challenges Congress must address this year, Foxx said he hopes to shift the focus of the discussion to what lies on the horizon.

“Part of the purpose in doing a report like this is to get people thinking about it before it happens,” he said.

He said the report, which will be followed by a formal comment period, is intended as the beginning of a conversation about the future, rather than the conclusive definition of a path forward.

The report being drafted by the Transportation Department draws in part on data compiled in recent years by such groups as the [Miller Center](#) at the University of Virginia and the American Society of Civil Engineers.

An [ASCE report](#) two years ago concluded that it would take a \$3.6 trillion investment by 2020 to meet infrastructure needs, about \$1.6 trillion short of current spending. [The Miller Center](#) said maintaining infrastructure at current levels required additional spending of \$134 billion to \$194 billion each year through 2035.

Foxx acknowledged that coming up with a new source of funding for the depleted federal Highway Trust Fund is critical but, he said, the broader question of how best to spend the money requires greater scrutiny.

“The report will answer the argument that not addressing the pay-for is free. It’s not,” Foxx said. “But we’re trying to free our [30-year] plan from our policymaking.”

The report will outline the challenge of rapid population growth, particularly the need for infrastructure expansion in the [South and West](#), while meeting demand for replacing roads, bridges and other critical systems in the aging Northeast and Midwest.

“We’re going to have this huge influx of citizens, and a lot of that growth is going to happen in the South and West,” said Peter Rogoff, undersecretary of transportation for policy, describing a taffy pull for scarce resources. “There’s a natural tension.”

What's more, Foxx said, those rapid-growth regions often have fewer transit options than big cities elsewhere.

"The big question for transit is, how many fast-growing communities are going to go for it?" he said. "It's amazing what gridlock will do to change your view."

Beyond those needs for expansion and repair, however, the report will address the trends and technology projected to transform the transportation landscape.

The increasing number of people living in urban centers instead of suburbs may put a higher demand on transit, pedestrian and bicycle infrastructure.

"What people are viewing as this cute, cuddly bike and pedestrian movement could be a real game-changer," Foxx said.

With shopping shifting from retail to online ordering, getting packages delivered on time could influence the traffic congestion issue that plagues major urban centers.

If the United States moves toward becoming an exporter of natural gas, a shortage of pipelines will stress rail systems. The development of remote-pay systems by smartphone or E-ZPass may change the way people pay for transportation.

With autonomous cars and, perhaps, trucks, on the horizon, daily travel may change profoundly in the next two decades.

"It's fascinating to think about the ways technology is going to change the system," Foxx said.