



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

TECHNICAL PLANNING COMMITTEE

Meeting Agenda

July 17, 2013

1:30 – 3:00 PM

OTO Conference Room

Holland Building

205 Park Central East, Suite 212, Springfield MO

**Technical Planning Committee Meeting Agenda
July 17, 2013 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212
Springfield, MO**

Call to Order1:30 PM

I. Administration

A. Introductions

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

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

**C. Approval of the March 20, 2013 Meeting Minutes..... Tab 1
(1 minute/Hess)**

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

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

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

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

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

**F. Bicycle and Pedestrian Committee Report Tab 2
(5 minutes/Longpine)**

Staff will provide a review of BPAC's current activities. The Bicycle and Pedestrian Annual Implementation Report is provided for member information.

II. New Business

**A. Public Participation Plan and Annual Evaluation Report Tab 3
(10 minutes/Richards)**

A draft update of the OTO Public Participation Plan has been developed and is provided for review. Staff will highlight the strategies used to foster participation. Also included is a report on the annual evaluation of public participation.

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

B. Administrative Modifications Five, Six, and Seven to the FY 2013-2016 TIP Tab 4
(3 minutes/Longpine)

Three new administrative modifications have been approved to the current TIP. These are included for member information.

NO ACTION REQUIRED – INFORMATIONAL ONLY

C. FTA 5339 Project Selection Criteria..... Tab 5
(5 minutes/Owens)

Criteria for the selection of capital transit projects under the Federal Transit Administration 5339 formula program are included for review.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF THE PROPOSED 5339 PROJECT SELECTION CRITERIA TO
THE BOARD OF THE DIRECTORS**

D. FY 2014-2017 Transportation Improvement Program Tab 6
(15 minutes/Longpine)

OTO is requesting the Technical Planning Committee review the proposed FY 2014-2017 Transportation Improvement Program (TIP). The draft TIP is available in electronic format for member review.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND
APPROVAL OF THE FY 2014-2017 TIP TO THE BOARD OF DIRECTORS**

E. TIGER Grant..... Tab 7
(10 minutes/Longpine)

A joint application was developed with City Utilities, City of Springfield, and Ozarks Transportation Organization for TIGER funding for the Rebirth of Route 66. Staff will highlight the application.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. OTO Growth Trends Report..... Tab 8
(5 minutes/Owens)

Staff will present highlights of the OTO Growth Trends Report. The report will be distributed at the meeting.

NO ACTION REQUIRED – INFORMATIONAL ONLY

G. Performance Measures Report Tab 9
(5 minutes/Longpine)

Staff will present highlights of the first OTO Performance Measures Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

H. New OTO Logo..... Tab 10
(2 minutes/Richards)

The OTO Board of Directors has approved a new logo for the organization.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

C. Articles For Technical Planning Committee Information Tab 11

IV. Adjournment

Targeted for 2:50 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, September 18, 2013 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

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

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

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

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

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

TAB 1

MEETING MINUTES AGENDA 7/17/2013; ITEM I.C.

Attached for Technical Committee member review are the minutes from the March 20, 2013 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

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

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
March 20, 2013**

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

The following members were present:

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

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

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Ms. Melissa Richards, Ozarks Transportation Organization; Mr. Chris Stueve, Greene County Road & Bridge Dept.

Mr. Hess called the March 20, 2013 Technical Planning Committee meeting to order at 1:31 p.m.

I. Administration
A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Martin made the motion to approve the March 20, 2013 Technical Planning Committee Agenda. Mr. Duffy Mooney seconded and the motion was carried unanimously.

C. Approval of the January 16, 2013 Meeting Minutes

Mr. Rognstad made the motion to approve the January 16, 2013 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 Travel Demand Model RFP concluded with ten responses for the budgeted amount of \$150,000. Other MPOs had stated it could not be done for less than \$300,000, so that is exciting. The firms have been narrowed down to four and the firms will be interviewed either in person or on the phone about a variety of different software solutions. The OTO is still waiting for the Census data to come out. It is projected for May if it is not postponed. All of the Travel Demand Model Proposals will take between 12 to 15 months to complete once the project is started. The model should allow the ability to run different scenarios of traffic with different development and roadways.

The staff has been working on the Congestion Management Plan. The plan involves data from the TMC, City of Springfield, and MoDOT and looks at the congestion for the area. Staff has been entering data and updating maps for that project and hopefully in three months there will be a new published report on the congestion of the area.

Staff has been working on Civil Rights Compliance. There is a federal audit coming this fall to look at the compliance with the federal requirements in addition to the new MAP-21 requirements. Staff has also been working on the Growth Trends Report. Many jurisdictions have been contacted for billing permit information. The data is in and the report should be complete in a couple months.

The OTO has a Facebook page and asks members to like the page, which provides daily updates on transportation news. Staff has also been working on a new logo with the Executive Committee, so if the Board of Directors moves forward, at the next meeting, there will be a new OTO logo; something that is updated, fresh and modern, a new face for OTO.

Staff went to Jefferson City for a Statewide Planning Partner Meeting, talking about the "On the Move" initiative and future plans for MoDOT. Staff has been working

with MoDOT to develop a project list based on the one cent sales tax scenario. It is unknown if it will pass the Missouri House. It is also unknown if it will be on a ballot or not but work is going ahead on a proposal. If it looks like a reality, a project list will go out and there will be more discussion about what will be appropriate for the list.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that BPAC has been meeting and reviewing potential priority projects. There is a list of projects that have been updated on an annual basis with the adoption of the Long Range Transportation Plan. The BPAC is looking at what kinds of projects would be priorities for additional funding because of MoDOT's "On the Move" process and the one cent sales tax proposal. One goal is to have a general list of priorities if any sort of funding comes up, and another list of additional projects, so that if the one cent does end up passing it could be spent. The priorities will be reviewed at the next BPAC meeting in May.

II. New Business

A. Administrative Modification Number Four to the FY 2013-2016 TIP

Ms. Longpine stated that this is an administrative modification not requiring approval by the Technical Committee or the Board of Directors. The project is in the TIP for pavement improvements on East Sunshine and this modification is to do some work on 65 and Sunshine, if the bid for the overall project should come in under the projected estimate. There would be no change in the programmed amount, just the opportunity to do additional work if the funding is available.

B. Amendment Number Four to the FY 2013-2016 TIP

Ms. Longpine stated that there are six items included with TIP amendment number four. The first two are from the Safe Routes to School funding awarded earlier this year. Number one is a Safe Routes to School Program for MoDOT. The Southwest District applied for the funding. It is a non-infrastructure program for the following: mobile classroom, bike helmets, school guard training and equipment, as well as promotional items. The second project is an infrastructure project for Ozark East Elementary Sidewalks, connecting a nearby neighborhood to Ozark East Elementary. The third item is to accelerate the West Sunshine pavement improvements and the Route 60 pavement improvements. Those accelerations are in line with the Southwest Pavement Plan. Item number five is the intersection improvements at Kearney and Packer. This is across the street from MoDOT, it has a lot of truck traffic that goes through there. Item six is the sound abatement on James River Freeway that is an accompaniment to a project that connects the ramps along the James River Freeway. Even though it is not a true six-laning, the additional pavement through there does require some sound walls for sound abatement. Those are the six items for TIP Amendment Number Four.

Mr. Martin made the motion to recommend TIP Amendment Number Four to the Board of Directors. Mr. Rognstad seconded and the motion carried unanimously.

C. FY 2014 Unified Planning Work Program

Ms. Fields stated that the UPWP is basically the OTO budget and work program for the next fiscal year that starts July 1 through June 30. It is divided into seven tasks including Administration, Committee Support, and General Planning and Implementation. Project Selection and Programming includes the TIP. Transportation Demand Management includes Rideshare. Then there is Transit Planning and OTO Special Studies.

The overall budget is up a little from last year based on a couple of factors. The way the in-kind matching is handled results in an increase because MoDOT has volunteered to contribute more staff time to match the federal grant. That is good, since it allows the OTO to use more local jurisdiction match for future uses.

The primary project to be highlighted is that the OTO will be requesting the IRS to give a letter ruling on the OTO Tax Status, if it is Governmental or Non Profit. It affects a lot of policies, procedures and tax filings, so the IRS will need to rule for an \$11,000 fee.

The Travel Demand Model is being brought forward from last year's UPWP to the new UPWP. There might be a partial payment in this fiscal year but it depends how fast the model advances. The whole \$150,000 is in the next fiscal year UPWP. The OTO is also going to purchase bluetooth units. The City of Springfield and MoDOT are working on a partnership to install bluetooth units throughout the Springfield area and that will supply travel time information 24/7. It is origin-destination information through units that are checking bluetooth devices in cars, cell phones and computer headsets. The OTO will partner for \$80,000 to buy units that are on the outskirts of town, near Republic, Nixa, Strafford, and Ozark so there will be a complete picture of the travel time along the OTO corridors. This year CJW, was hired to do travel time runs, which just gave a picture of one morning. The bluetooth information will be a more useful tool because it is going to be 24/7 and the data can be taken as an average of a season or on any specific day of the year. It will also have web based reporting that can be accessed anytime. There will be \$10,000 in annual maintenance fees.

Transportation demand management is being added back in for the Rideshare program. This does not include running the web based program. That has been transferred to the City of Springfield. It is for employer outreach and to track data to see if there are additional people using rideshare, trending of rideshare sites, and what is going on with that.

Ms. Longpine stated the UPWP already incorporates the FHWA, FTA, and MoDOT comments. Ms. Fields stated that it has been reviewed in advance of this meeting.

Mr. Miller made the motion to recommend approval of the FY 2014 UPWP to the Board of Directors. Mr. Juranas seconded and the motion carried unanimously.

D. PM Advance

Ms. Longpine stated that the PM Advance Program is a partnership program between EPA, states, tribes, and local governments to encourage what is considered fine particulate matter emissions reductions in current attainment areas. OTO is already a

partner in the Ozone Advance Program with the City of Springfield, DNR, and EPA. This will just extend that program to include the fine particulate matter. It looks at voluntary strategies, what things can be done in various processes, and with other stakeholders to reduce the fine particulate emissions and to incorporate those actions into the Clean Air Action Plan. It will give the OTO some credit with the EPA should the area go into non-attainment. The area is not as close with PM 2.5 as with Ozone but when an area goes into non-attainment the goals are based on what is considered a base year. If an area is taking action ahead of that non-attainment status then the numbers are already starting at a lower point, but if in the program, credit is given for that. This documents what the area has done in the mean time. There would be one partnership letter up to EPA from the City of Springfield, OTO, and the Clean Air Alliance if it is approved. PM 2.5 can be caused by wood burning and charcoal. If there is a lot of moisture in the air, the water droplets will combine with other pollutants and create a red flag on certain days for PM 2.5. There are a variety of efforts made for Ozone that will work for PM 2.5 reductions as well.

Mr. Martin inquired how having a lower baseline is an advantage. Ms. Longpine stated that there are a lot of activities happening anyway so it will prevent the area from being dinged for working in advance of tracking.

Mr. Martin made the motion to recommend the PM Advance Program Participation to the OTO Board of Directors. Mr. Brown seconded and the motion was carried unanimously.

E. OTO Funds Balance Report – December 2012

Ms. Longpine stated that the December 2012 funds balance report is included in the agenda. It outlines the STP-Urban, Small-Urban, and Bridge BRM balances received annually. There are also additional accounts in this report that have some pay backs on projects and are reported. The report also shows the cost shares with MoDOT. The cost shares count towards the maximum balance that the OTO is allowed to have. MoDOT has a policy that the OTO can accrue a three year balance of funding. The STP balance is over \$26 million dollars and the three year allocation is \$16 million. Because the OTO is allowed to take credit for the cost share projects, the federal balance is only a little less than \$9 million dollars. The federal government can take any of the \$26 million at any time, so the OTO encourages the obligation of funding as quickly as possible to prevent being rescinded. With the federal talk of budget and sequestration, the goal is to ensure that this funding is protected and used locally. There is one correction to the City of Republic's balance; the balance on the bottom is the correct balance. The running balance double counts one number. Republic's balance is actually the \$496,354.23. Please let the OTO know of any other corrections.

F. TIP Tool Website

Ms. Longpine stated that there was training on how to enter projects for the TIP. The website will be used to process the TIP this year, as opposed to sending out excel spreadsheets via email. Ms. Longpine gave a brief overview of the TIP Tool website.

Mr. Miller inquired if the public would see the changes on the website before the changes were approved by the Board of Directors. Ms. Longpine stated that the changes do not show up until the approval by the Board of Directors. There will be a process later, but for now to contact OTO staff if there is an amendment. Staff will make the changes on the site and then the approval will go through the normal approval process. There are various versions of the data base, what is seen when a person logs in is the working version. What the public sees on the website is the published version. There are snapshots of the TIP that are created and staff decides which snapshot the public sees. It also allows a backup if something was to become messed up. There is an ability to get back to a certain point. A version has been created that matches the public TIP from last year, and then all the amendments have been added in. A snapshot was created for each of the amendments; it currently shows administrative modification number two which is the published public document. When ONEDOT approval comes for amendment number three that will become the public document, staff controls what is placed out for the public.

There will be an email sent out at the end of next week to start the TIP process and instructions will be included for how to log-in and update the information.

G. OTO Website

Ms. Richards stated that the OTO launched the new website yesterday. It has better functionality, has been cleaned up and is user friendly. It has an easy navigation running along the side. The right hand side on almost every page has related links that pertain to that page. The bottom has navigation with site map. One change is that all of the documents are now housed in the Maps/Plans/Publications page; everything is now congregated neatly into one page. That means if a person goes to any page, for example the By-laws on the committee page, and clicks on it, the link will take the user to the Maps/Plans/Publications page at the top. In the future site visitors can expect to see a Linked-In page, an internal blog that committee members can contribute to, and some in-house produced videos. There is also the OTO Facebook page which is updated almost every day with industry related articles on a local, state, and global platform. It is gaining in popularity.

III. Other Business

A. Technical Planning Committee Member Announcements

Ms. Schmitt stated that there has been a lot of buzz about the one-cent sales tax. She stated she was traveling to Washington D.C. next month to visit with some legislators with the issue to try and push multi-modal and not just highway and bridges. There were a lot of people in the surveys who said yes they want multimodal, such as bike lanes, more parks, and of course more transportation options. She stated she will be representing MPTA.

Mr. Martin stated that Becky Baltz did a wonderful job with the “On the Move” listening session, leading a large group of people really efficiently through the program.

B. Transportation Issues for Technical Planning Committee Member Review

Mr. Martin stated that the quarter-cent capital improvement tax goes to the voters on April 2nd.

C. Articles For Technical Planning Committee Information

Mr. Hess mentioned a few of the articles that were included in the agenda packet.

IV. Adjournment

The meeting was adjourned at 2:11 p.m.

DRAFT

TAB 2

TECHNICAL COMMITTEE AGENDA 7/17/2013; ITEM I.F.

Bicycle and Pedestrian Report

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

AGENDA DESCRIPTION:

OTO has developed a Bicycle and Pedestrian Implementation Report to document the progress toward implementing the Bicycle and Pedestrian Plan. The report highlights the Goals as outlined in the Bicycle and Pedestrian Chapter of the Long Range Transportation Plan, *Journey 2035*. Activities which took place over the previous fiscal year are then categorized under these headings –

- Funding
- Engineering
- Evaluation
- Enforcement
- Education and Encouragement

The implementation report is provided.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



OTO BIKE/PED PLAN REPORT



6/28/2013

Implementation in FY2013

This report outlines the bike/ped accomplishments related to the OTO Bike/Ped Plan. Activities occurring during the 2013 Fiscal Year, July 1, 2012 through June 30, 2013, are included.

OTO Bike/Ped Plan Report

IMPLEMENTATION IN FY2013

BIKE/PED PLAN GOALS AS APPROVED IN JOURNEY 2035

1. Develop a comprehensive regional bicycle and pedestrian network by identifying both on-street and off-street facilities within the OTO
Implementation Status – Ongoing. This network can be found on the OTO Bike/Ped Plan Map on the OTO website. OTO staff works with area jurisdictions to Evaluate any new infrastructure for inclusion.
2. Integrate the bicycle and pedestrian network with the existing transportation system
Implementation Status – Ongoing. Through Engineering, additional connections have been made between the trail and street network. The Link and improvements made at CU Transit stops also tie the networks together.
3. Enhance and promote bicycling and pedestrian safety
Implementation Status – Ongoing. Safety is being enhanced through Engineering and Education efforts.
4. Identify and target sources to fund pedestrian and bicycle facilities and programs
Implementation Status – Ongoing. OTO continues to make funding available to the region for bicycle and pedestrian improvements, as well as assist in seeking new funding through programs like TIGER.
5. Promote bicycling and walking as a means of transportation integral to daily activities
Implementation Status – Ongoing. While Engineering efforts make this easier, Education and Encouragement promotes this to the OTO region.
6. Support bicycling and walking for the promotion of tourism in the OTO region
Implementation Status – Ongoing. Through the continued Engineering efforts to create a comprehensive and connected system, tourists to the region can enjoy the bicycle and pedestrian network while such a connected system can serve to attract tourists, as well.

BIKE/PED PRIORITIES AS APPROVED IN JOURNEY 2035

TOP 5 POLICY PRIORITIES

- ❑ Sidewalks on School Walking Routes
- ❑ Sidewalks on Streets with Commercial Land Use, especially High Volume Bus Routes
- ❑ Emphasize Projects that Extend from Communities and Enhance the Regional System
- ❑ Complete Bike/Ped Projects with appropriate Roadway Projects
- ❑ Develop Implementation Plan for Bike/Ped Plan, including details such as easements

ADDITIONAL POLICY PRIORITIES

- ❑ North-South Connections between Trails, including The Link in Springfield
- ❑ Streetscapes in Urban Centers
- ❑ Trail Connections between Communities
- ❑ Development of a Trail Loop around Springfield
- ❑ Reclamation of Rail Bed – including following the status of active rail
- ❑ Educational Campaign
- ❑ Focus on bringing Trails toward Wilson's Creek National Battlefield at a Designated Access Point
- ❑ Support the Goals and Objectives of the OTO Bike/Ped Element of the Long Range Transportation Plan

TOP PROJECT PRIORITIES

- Wilson Creek/Jordan Valley Creek from South Creek to Smith Park
- Trail of Tears – from Close Memorial Park to City of Battlefield
- Republic Shuyler Creek and North Fork Shuyler Creek Trails
- Strafford Route 66 Trail from Springfield to Farm Road 249 (the ball fields)
- Ozark Finley River Trail and other Future Linear Trails as shown on the OTO Bike/Ped Map in Christian County
- Greene County Destination Plan with the addition of a Christian County/Regional addendum
- James River Trail – from Crighton Landing east of Springfield to Delaware landing west of Nixa

STRATEGIES RECOMMENDED IN JOURNEY 2035

- OTO should maintain a comprehensive list of bicycle and pedestrian needs that is reviewed annually.
- OTO should work with member jurisdictions to expand data availability for bicycling and pedestrian activities. This includes, but is not limited to, bicycle and pedestrian crashes, current and projected use of facilities, system condition, and level of service calculations.
- Bicycle and Pedestrian project selection and funding priorities should support the priorities included in this plan.
- OTO, in partnership with member jurisdictions and Ozark Greenways, should develop an implementation plan which identifies strengths, challenges, necessary easements, and cost for future trail development.
- Promote adherence to the bicycle and pedestrian design standards as set forth in this plan and encourage the continued implementation of additional best practices.

ACCOMPLISHMENTS IN FY2013

Bicycle and pedestrian accommodations continue to be a priority in the OTO region. These efforts toward livability and accessibility improve the overall transportation network and the quality of life throughout the region.

Funding

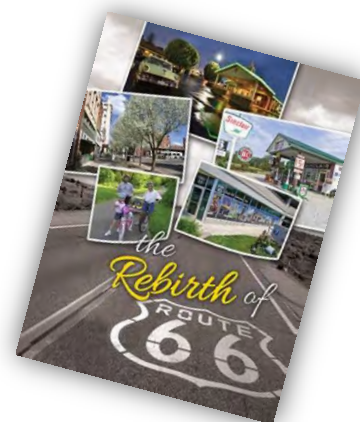
FEDERALLY SUBALLOCATED TRANSPORTATION ENHANCEMENT AND TRANSPORTATION ALTERNATIVES PROGRAM FUNDING

The Transportation Enhancement Program, now known as the Transportation Alternatives Program, provided funding for several projects in the OTO area with FY 2012 and FY 2013 allocations.

- Sidewalks along Pine, Madison, and Bumgarner in Strafford
- Jordan Creek Trail at West Meadows in Springfield, near Grant/Main and College
- Sidewalks in Willard along Farmer Road
- ADA curb ramp improvements along the Route 14 corridor in Nixa and Ozark
- Streetscapes on Commercial, Jefferson, and Phelps in Springfield

TIGER V

City Utilities, the City of Springfield, the Urban Districts Alliance, and OTO applied for a TIGER V grant to help fund the new CU Transit Transfer Facility and



streetscape improvements along College, also known as Route 66. The total project costs were over \$17 million with over \$10 million in federal funding requested.

Engineering

TRAILS

While many pieces of the Ozark Greenways Trail system are in the planning stages, several have been designed and constructed as part of the effort to make a continuous trail system.

- Construction of South Dry Sac Trailhead at David Murray Park in Springfield
- Construction of 0.41 miles of trail between David Murray Park and Ritter Springs in Springfield
- Design of Fassnight Creek Trail between Campbell and Jefferson in Springfield
- Design of Ward Branch Trail from Republic to Bradford in Springfield
- Design of Talmage Trail from Robberson to Summit Avenue in Springfield

STREETSCAPES

The City of Springfield has completed the following streetscape projects

- Commercial Street from Campbell to Lyon
- Walnut Street from Market to Campbell
- Campbell from Olive to Mill
- Boonville from Court to Division

The City of Springfield has started work on the following streetscapes:

- Campbell Ave South (Mt. Vernon to McDaniel)
- Olive Street from Main to Market

The following streetscapes are under design or are ready for construction by the City of Springfield:

- Boonville Avenue from Tampa to Chestnut Expressway
- McDaniel Street from South to Jefferson
- Mill Street from Campbell to Boonville
- College Station

SIDEWALKS

Sidewalk improvements are a continual activity in the OTO area.

- MoDOT has focused on adding or improving sidewalks along Glenstone and Kearney
- The City of Springfield has built new sidewalks to create a continual connection between Battlefield and Cherokee on Campbell
- New sidewalk was also constructed on the southside of Chestnut Expressway from Eldon to West Bypass
- Springfield Public Works has continued to implement its school sidewalk program through construction near elementary schools.



- Springfield's 1/4-cent sidewalk projects resulted in 4.2 miles of new sidewalk and 9.6 miles of reconstructed sidewalk
- Ozark received a Safe Routes to School grant to construct sidewalks connecting to East Elementary

THE LINK

The Link is a project developed by the City of Springfield to link greenway trails and activity centers using low-traffic, low-speed streets with continuous accessible sidewalk.

Along the Link:

- Sidewalks have been constructed or repaired to provide a continuous, accessible walking path from Missouri State University to Kearney Street.

Between Kearney Street and Doling Park:

- The trail along Talmage is ready to begin construction

BICYCLE FACILITIES

The City of Springfield has been busy with new bicycle lanes as paving is done throughout the city:

- 7.8 miles of street were marked with bicycle shared-lane decals
- 3 bike racks, including one at Drury and two at the southeast corner of Walnut and Jefferson

The City of Springfield has tripled marked bicycle facilities as part of an aggressive program to provide bicycle accommodations along bicycle routes.

The Greene County Highway Department, City Utilities, and Ozark Greenways partnered to keep the McDaniel Lake Bridge open to cyclists while it is closed to vehicular traffic.



Evaluation

OTO BIKE-PED IMPLEMENTATION REPORT

OTO continues to produce this implementation report on an annual basis to monitor activities from within the OTO area.

OTO BIKE-PED PRIORITIES

OTO, through its Bicycle and Pedestrian Advisory Committee, is reviewing the status of the entire trail system throughout the OTO area. This analysis is documenting the opportunities and constraints of each trail segment. In addition to this analysis, OTO is reviewing all needs within the OTO area to develop a comprehensive list of needs with priority projects identified.



SPRINGFIELD BIKE-PED PLAN UPDATE

The City of Springfield is updating its bicycle plan and developing a pedestrian plan to form a Person-Powered Mobility Plan that incorporates off-street paths and on-street pedestrian and bicycle facilities into one mobility network. The plan update is in response to goals for a complete street policy and improved facilities for walking and bicycling in the Springfield Strategic Plan which is nearly complete. In

addition, recent comments from the community of Springfield have shown a desire for more emphasis on pedestrian and bicycle transportation as a part of community planning and transportation projects. The Bicycle-Pedestrian Committee of the Springfield Traffic Advisory Board is taking the lead on this plan update.

BICYCLE FRIENDLY COMMUNITIES APPLICATION

The Springfield area is applying to renew its Bicycle Friendly Status through the League of American Bicyclists. Currently, Springfield is Bronze level, but hopes to achieve silver. The application is due in July of 2013 and requires a comprehensive assessment of the area since the prior application, which was in 2010.

Enforcement

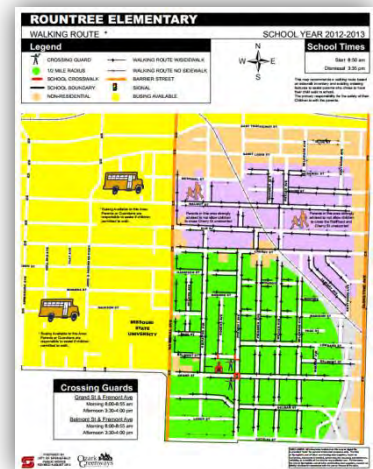
Partnerships with area police departments continues to be a goal for the OTO region. The Greene County citizens mounted patrol help watch the Ozark Greenway trails and the Park Rangers continue to monitor the trails and trailheads throughout the Springfield-Greene County area.

Education and Encouragement

SAFE ROUTES TO SCHOOL

The City of Springfield Public Works has continued its school walking route map program, which highlights walking routes based on sidewalk placement and busing boundaries for Springfield elementary schools.

The MoDOT Southwest District received a Safe Routes to School Grant for a mobile classroom, bike helmets, school guard training and equipment, and promotional items to support bicycle and pedestrian safety education.



LET'S GO SMART SPRINGFIELD

This is a new community partnership, led by Ozark Greenways. Let's Go Smart encourages better choices when using any form of travel, whether biking, walking, driving, or using the bus. The program encourages better health, financial savings, and environmental benefits. There are many components related to the campaign, which commenced this past spring.

Ozark Greenways, through the Healthy Living Alliance, received \$91,000 from a CDC grant to implement a Let's Go Smart Marketing campaign and other associated activities.

STAR TEAM

The Ozark Greenways Sustainable Transportation Advocacy Resource (STAR) Team continued to meet monthly throughout the year. STAR Team activities include contributing to the City of Springfield Person Powered Mobility Plan, a Complete Streets Ordinance, the Let's Go Smart Springfield campaign, and other general bicycling and pedestrian activities throughout the region. The STAR Team also has members writing articles on bicycling for Greene Magazine, which is published 6 times per year. The STAR Team is the main support group for the Bicycle Friendly Communities application.

EVENTS

Many fitness events are held throughout the region during the year. Though many of these may not appear to have a transportation focus, they do encourage people to get out and move. The ability to help bicyclists and runners feel more comfortable on the street only helps move them to these modes for daily transportation.

Also, being able to introduce children of a young age to these activities can keep them active as adults. Below is a list of just some events held throughout the region.

EDUCATION CLASSES

- At least one Cycling Savvy class, a new type of bicycle education course
- League of American Bicyclists Traffic Skills (June 22, 2013)

5Ks:

- Sunshine Run (October 13, 2012)
- Republic Reindeer Run 5K (December 7, 2012) – Nighttime run and walk
- March Mad Dash for Life
- Happy Feet in Republic (April 30, 2013)
- First year for the Color Me Rad 5K (April 27, 2013) – with thousands of participants
- Republic May Day 5k (May 4, 2013) – 10th annual with almost 500 participants



The Standard, Missouri State University

BICYCLING:

- Tour de Cox (August 4, 2012)
- Bike for the Future (April 6, 2013)
- Ozarks 100 (May 4, 2013)
- Wildflower Ride (June 1, 2013)
- Nixa Bike Ride (June 29, 2013)

BIKE TO WORK WEEK:

Ozark Greenways sponsored Bike to Work week May 13 through May 17 and are still compiling the results for this ever-growing program.



AWARDS

■ Missouri has been named the “Best Trails State” by American Trails, a national, non-profit organization working on behalf of the nation’s hiking, biking, and riding trails. The national award is presented every two years to the state that has made tremendous contributions to promote and improve their trails system.

■ The Missouri Bicycle and Pedestrian Federation honored Springfield Public Works Director, Phil Broyles, with a statewide award for all he does to support biking, including the recent tripling of Springfield’s on-street bike route system.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

Ozarks Transportation Organization

205 Park Central East, Suite 205
Springfield, MO 65806
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TECHNICAL COMMITTEE AGENDA 7/17/2013; ITEM II.A.

Public Participation Plan and Annual Evaluation Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for member review is both the updated Public Participation Plan and the Annual Evaluation Report of public participation activities.

OTO developed a Public Participation Plan in 2009 as a federal requirement. This plan is presently being updated in order to review the current practices in fostering participation. The general guidelines on page 6 of the PPP are intended to meet the federal requirements for public involvement, as well as outline the public comment periods for specific plans. Strategies and techniques have been identified in order to ensure the public is given ample opportunity to participate. This is all a part of the first document titled Public Participation Plan 2013.

An annual evaluation has been developed in order to examine the current practices and make recommendations for future outreach activities. A survey was made available in the spring of 2013 to get opinions on the best methods to gain participation. The results indicated direct email was the preferred method of contact. The document titled Public Participation Plan Annual Evaluation 2013 outlines the survey results.

The public comment period for the Plan is currently open until the Board of Directors meeting on August 15, 2013. Following the public comment period and Technical Committee recommendation, the Board of Directors will either adopt the new plan or recommend changes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors for approval of the updated Public Participation Plan.

The Annual Evaluation Report is included for information only.



PUBLIC PARTICIPATION PLAN

2013

DRAFT



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

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INTRODUCTION

The Ozarks Transportation Organization (OTO) MPO is the federally designated regional transportation planning organization that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies. MPOs are charged with maintaining and conducting a “continuing, cooperative, and comprehensive” regional transportation planning and project programming process for OTO’s study area. The study area is defined as the area projected to become urbanized within the next 20 years. Please see **Figure 1** on page 5 for the study area boundary.

The OTO Board of Directors includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. Staff members from local governments and area transportation agencies serve on the MPO’s Technical Planning Committee, which provides technical review, comments, and recommendations on draft MPO plans, programs, studies, and issues.

The “Moving Ahead for Progress in the 21st Century Act” (MAP-21), signed into law on July 6, 2012, and effective on October 1, 2012, contains specific language outlining federal requirements regarding public involvement processes and procedures. In general, the MAP-21 legislation built upon previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) to provide states and metropolitan planning organizations specific direction in conducting and promoting broad-based public involvement activities. MAP-21 Legislation (Public Law 112-141) requires metropolitan planning organizations to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

In addition, the Public Participation Plan

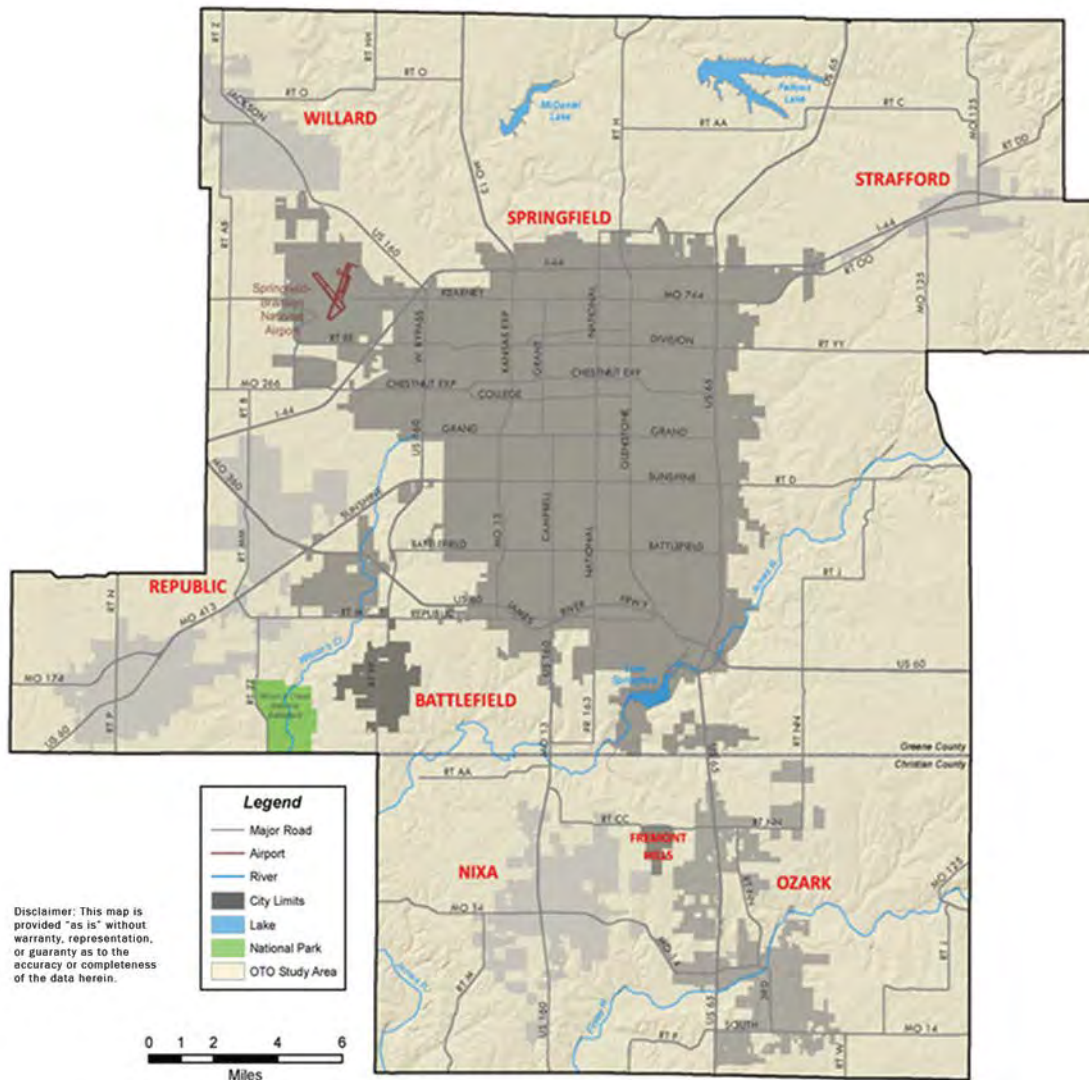
- shall be developed in consultation with all interested parties; and
- shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan. Beyond the federal requirements, participation by citizens, affected public agencies, community groups, and other interested parties is an important part of a successful public planning program.

Ozarks Transportation Organization actively encourages the participation of all interested parties in its planning efforts.

The targeted OTO stakeholders should include the following:

- OTO Board of Directors Members
- OTO Board of Directors Alternates
- OTO Interested Parties
 - Area neighborhood organizations
 - Regional freight firms
 - Human Service agencies
 - Area school districts
 - Senior centers
 - Disabled groups
 - Limited English Proficiency persons
 - Minorities
 - Transportation providers
- OTO Technical Planning Committee Members
- OTO Technical Planning Committee Alternates
- OTO Local Coordinating Board for Transit Members
- OTO Bicycle Pedestrian Advisory Committee
- OTO Bicycle Pedestrian Advisory Committee Interested Parties

FIGURE 1: OTO METROPOLITAN PLANNING AREA BOUNDARY



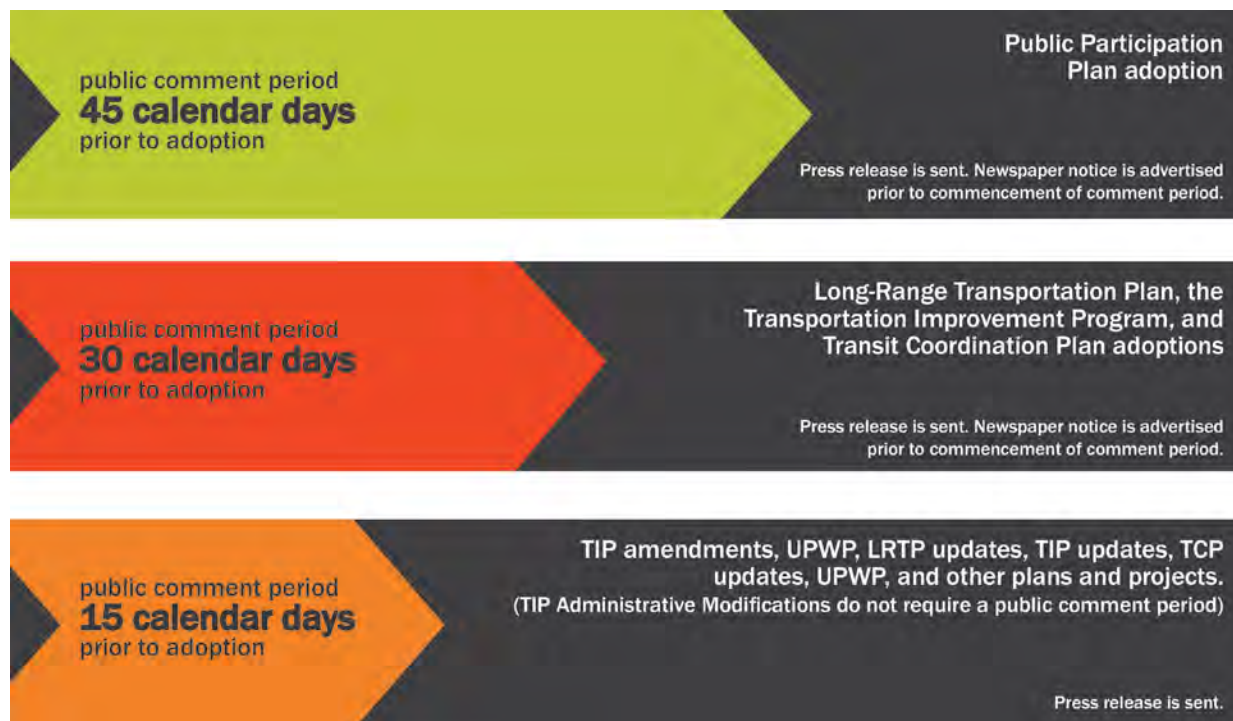
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

GENERAL GUIDELINES

This Participation Plan is intended to provide direction for public involvement activities to be conducted by OTO and contains the policies, objectives, and techniques used by OTO for public involvement. In its public participation process, OTO will:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to local jurisdiction concerns).
2. Provide reasonable public access to technical and policy information used in the development of the Long Range Transportation Plan, the Transportation Improvement Program, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.
3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the Long Range Transportation Plan, the Transportation Improvement Program, and other appropriate transportation plans and projects, as well as review of environmental impact. The established Public Comment periods are defined in **Figure 2** on page 7. If the final draft of any transportation plan differs significantly from the one available for public comment by OTO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.
4. Solicit the needs of those under-served by existing transportation systems, including but not limited to the transportation disadvantaged, minorities, elderly, persons with disabilities, limited English proficiency, and low-income households. OTO shall provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation planning.

FIGURE 2: PUBLIC COMMENT PERIODS



5. Coordinate the Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduces redundancies and costs.
6. OTO will ensure that the requirements of Title VI of the Civil Rights Act of 1964 are met and that appropriate actions are taken during all phases of public involvement to comply with the Americans with Disabilities Act. OTO shall not exclude any person from participating in the any program receiving federal assistance on the basis of race, color, or national origin and shall undertake reasonable effort to accommodate citizens with disabilities who wish to attend public meetings.
7. Evaluate and continuously review the public participation process using the performance measures outlined in Appendix A that relate to Reach, Access, Effective Communication, Input, Impact, and Diversity and Equity.
8. Upon receiving public comment, OTO will respond in a timely manner and provide copies of comments to appropriate boards and committees, and related agencies.
9. All comment will be catalogued in a central location to measure effectiveness of outreach activities, per the annual evaluation report.
10. A summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

PARTICIPATION POLICIES

Goal: To provide the public with thorough information on transportation planning services and project development in a convenient and timely manner.

STRATEGY 1.

OTO shall actively engage the public in the transportation planning process according to the policies contained in this Participation Plan and state and federal law.

Policy 1.1: OTO shall maintain an up-to-date database of contacts including at a minimum the following persons to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products.

- A. Elected officials
- B. Local government staff
- C. Transportation agencies (airports, transit, etc.)
- D. Local media (TV, radio, print, etc.)
- E. Civic groups
- F. Special interest groups (other interested parties)
- G. Libraries (for public display)
- H. Federal, state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, and other environmental issues.
- I. Parties that would have an interest in the planning and development of the transportation network including affected public agencies in the metropolitan planning area
- J. Private freight shippers
- K. Representatives of public transportation employees
- L. Providers of freight transportation services
- M. Private providers of transportation
- N. Representatives of users of public transportation
- O. Representatives of users of pedestrian walkways
- P. Representatives of users of bicycle transportation facilities
- Q. Representatives of the disabled
- R. Minority groups
- S. Limited English Proficiency groups
- T. Area school districts

A form will also be made available on the website to enable additional interested persons to request information.

Policy 1.2: OTO shall, when feasible, electronically mail meeting announcements to the MPO contact list or to targeted groups for upcoming activities. Pertinent information will be contained in the subject line to ensure maximum exposure of the information.

Policy 1.3: OTO shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, maps, use of GIS systems, artist renderings, physical models, and/or computer simulation.

STRATEGY 2.

OTO shall keep the public informed of on-going transportation related activities on a continuous basis.

Policy 2.1: OTO shall make all publications and work products available electronically to the public via the OTO website and at the OTO offices and employ visualization techniques to describe transportation actions as part of the Long Range Transportation Plan.

Policy 2.2: OTO staff shall be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of community interest groups with reasonable notice.

Policy 2.3: OTO shall maintain an internet website.

Policy 2.3.1: The website shall be updated and maintained to provide the most current and accurate transportation planning information available.

Policy 2.3.2: The website shall, at a minimum, contain the following information:

- A. Contact information (mailing address, phone, fax, and email)
- B. Current OTO committee membership
- C. Meeting calendars and agendas
- D. Work products and publications (Transportation Improvement Program, Long Range Transportation Plan, Unified Planning Work Program, etc.)
- E. Comment/question Form
- F. Links to related agencies
- G. Current by-laws and operating procedures (including the Public Participation Plan and updates)
- H. Guidance on public participation

STRATEGY 3.

OTO shall encourage the involvement of all area citizens in the transportation planning process.

Policy 3.1: Target audiences shall be identified for each planning study conducted by OTO, including residents, business and property owners and those traditionally underserved and underrepresented populations, including but not limited to, low income, limited English proficiency, and minority households, within the study area. This can be accomplished by working with community organizations and popular community websites to help distribute the information.

Policy 3.2: OTO shall, whenever feasible, hold public meetings or forums at a site convenient to potentially affected citizens.

Policy 3.3: OTO will provide comment cards at meetings and general/plan-related comment forms on the website, minimizing any concerns someone may have when making a public comment.

OBJECTIVE 4.

OTO shall follow a public policy goal of ensuring that adverse human or environmental effects of governmental activities do not fall disproportionately upon minority or low-income populations.

These effects include, but are not limited to:

- A. Bodily impairment, infirmity, illness, or death;
- B. Air, noise, water pollution, and soil contamination;
- C. Destruction or disruption of manmade or natural resources;
- D. Destruction or diminution of aesthetic values;
- E. Destruction or disruption of community cohesion or a community's economic vitality;
- F. Destruction or disruption of the availability of public and private facilities and services;
- G. Vibration;
- H. Adverse employment effects;
- I. Displacement of persons, businesses, farms, or nonprofit organizations;
- J. Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community; and,
- K. Denial of, reductions in, or significant delay in the receipt of benefits of U.S. DOT programs, policies, or activities.

Policy 4.1: OTO shall not carry out any activity using federal funds that is shown to cause a disproportionately adverse impact on these populations unless:

- Alternative approaches or further mitigation measures that would avoid or reduce the disproportionate effect are not practicable; and,
- A substantial need exists for the program, policy, or activity, based on the overall public interest and alternative approaches that would have less adverse effects on protected populations either would:

1. Have other adverse social, economic, environmental, or human health impacts that would be more severe, or
2. Involve increased costs of extraordinary magnitude.

Policy 4.2: In order to assure compliance with the environmental justice standards and to assure that the public has access to full information concerning human health and environmental impacts, OTO and its member agencies shall conduct the following four actions early in the project development process:

1. Identify and evaluate environmental, public health, and interrelated social and economic effects;
2. Propose measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental and public health effects and interrelated social and economic effects, offsetting benefits on opportunities should be provided to enhance communities, neighborhoods, and individuals whenever permitted by federal law and policy;
3. Consider alternatives when they would enable disproportionately high and adverse impacts to be avoided and/or minimized; and,
4. Provide sufficient public involvement opportunities, including soliciting input from affected minority, limited English proficiency, and low-income populations, in considering alternatives.

STRATEGY 5.

OTO shall strive to continuously improve public participation.

Policy 5.1: OTO shall create and distribute a brochure or other format, describing OTO, MPOs, and OTO's work products.

Policy 5.2: OTO, when appropriate, will send out press releases informing the region of OTO project or plan activities of interest.

Policy 5.3: OTO shall continuously evaluate public involvement techniques. This process is outlined in Appendix A.

Policy 5.4: This Public Participation Plan shall be reviewed and adopted, with revisions if necessary, at least every three (3) years in order to improve the effectiveness of public involvement.

PARTICIPATION TECHNIQUES

Public participation is an ongoing activity of OTO. It is also an integral part of one-time activities such as corridor studies and regularly repeated activities such as the annual Transportation Improvement Program process and Long Range Transportation Plan updates. This section contains descriptions of public participation tools currently being used by OTO.

OTO WEBSITE

The site was established to provide basic information about the MPO process, members, meeting times, and contact information. A Public Comment page has been added, along with the email address comment@ozarkstransportation.org, set up specifically for comments that are received and monitored by OTO's Public Relations, and posted to the website's Public Comment page with OTO responses. The site also includes information about specific projects undertaken by OTO. Work products, such as the Public Participation Plan, Unified Planning Work Program, Transportation Improvement Program, and Long Range Transportation Plan are available from the site. The site provides many links to other transportation related sites at the local and national level. The website address is ozarkstransportation.org. The site is maintained and updated regularly.

OTO MASTER DATABASE

OTO staff maintains a master database of business, federal, state and local agencies and interested public. The database includes committee membership, mailing information, phone numbers, fax numbers, email addresses and websites. The database is used for maintaining up-to-date committee membership lists and special interest groups, including minority and low-income groups. The database will be used to establish and maintain a list of email contacts for electronic meeting notification and announcements.

LEGAL ADVERTISEMENTS

Missouri Sunshine Law requires posting a notice of any public meeting where a decision could be made by the OTO Board of Directors or when a quorum of the OTO Board of Directors may be in attendance at another function or meeting. OTO regularly posts notice of OTO meetings.

PRESS RELEASES

Formal press releases are sent to local media (newspaper, TV and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by OTO or OTO's committees.

PROJECT WORKSHOPS/OPEN-HOUSES

These are targeted public meetings that are generally open and informal, with project team

members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of project-specific meetings is to provide project information to the public and to solicit public comment and a sense of public priorities.

EMAIL ANNOUNCEMENTS

Meeting announcements and OTO information are emailed to interested persons that have submitted their email addresses to OTO staff.

OTO LOGO

A logo representing OTO is used to identify products and publications of OTO. A logo helps the public become familiar with the different activities of OTO by providing a means of recognizing OTO products.

COMMENT FORMS

Comment forms are often used to solicit public comment on specific issues being presented at a workshop or other public meeting. Comment forms can be very general in nature, or can ask for very specific feedback. For example, a comment form may ask for comments on specific alignment alternatives being considered during a corridor study, or may ask for a person's general feelings about any aspect of transportation. Comment forms can also be included in publications and on websites to solicit input regarding the subject of the publication and/or the format of the publication or website.

SURVEYS

Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns.

POSTERS AND FLYERS

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City buses and City bus transfer stations for display. The announcement may contain a brief description of the purpose of a meeting, the time(s) and location(s), and contact information. Posters and flyers may be used to reach a large audience that cannot be reached using other notification methods.

SOCIAL MEDIA

Social media, such as Facebook and Twitter, are used to announce meeting and events, and include links to pertinent information and survey sites. Social media also invite public comments and participation on the sites themselves.

SPECIFIC PLAN PROCEDURES

The following plans are identified as OTO's core plans with each public participation process identified. All of OTO's plans are available on the OTO website and are also available in hard copy at the OTO offices.

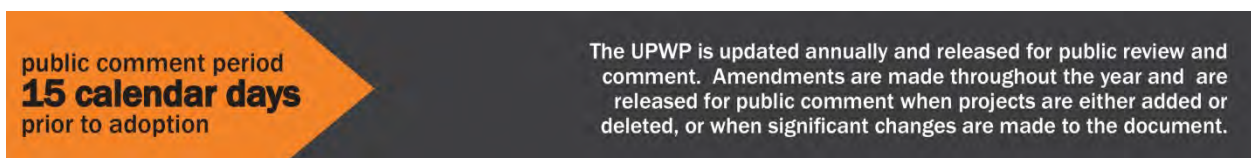
UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization. The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by staff from OTO with assistance from various agencies, including the Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit Department, Missouri State University Transportation Department, and members of the MPO Technical Planning Committee consisting of representatives from each of the nine MPO jurisdictions.

The UPWP is developed by OTO with input from local governments, area transit providers, and the Missouri Department of Transportation (MoDOT). When comments are being solicited during the public review period, notice will be posted on the OTO Website. All public comments received pertaining to the UPWP will be reviewed and considered. An effective means of incorporating public input into the UPWP is to review comments received the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

FIGURE 3: UPWP PUBLIC COMMENT PERIOD



The UPWP is updated annually, and released for public review and comment for 15 days, seen in **Figure 3**, above. Amendments are made throughout the year and are released for public comment when projects are either added or deleted, or when significant changes are made to the document.

LONG RANGE TRANSPORTATION PLAN

The Long Range Transportation Plan (LRTP) is essential in the development of a sound transportation network. The OTO has developed a Long Range Transportation Plan in order to provide guidance for future transportation decisions. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the Ozarks Transportation Organization. All transportation modes relating to passenger travel and freight are discussed in the document. The plan addresses transportation policies and strategies and assists in prioritizing transportation improvements over the next 25 to 30 years.

The transportation system is generally the community's single largest infrastructure investment. Transportation decisions can have a tremendous effect on the community and its neighborhoods, which explains why transportation projects often spark much community discussion and debate. It is not uncommon to have many stakeholders with legitimate and often conflicting values involved with a transportation project. As a result, it is critical to balance the concerns and values of stakeholders with the values and priorities of the community in making transportation decisions.

The LRTP is developed through an extensive public process that spans several months and involves thousands of individuals across the region. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the Springfield News-Leader and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan; it will continue to evolve as additional needs are identified. The LRTP must be completely updated at least every five years while in air quality attainment (four years when in non-attainment), but may be revised more frequently if necessary.

When a new update is being developed, it is suggested that a specific public participation plan be written to outline the public participation process. OTO should post drafts of chapters online throughout development, in addition to when it is officially released for public comment as a single document.

FIGURE 4: LRTP PUBLIC COMMENT PERIOD



Once ready, the draft plan will be publicized on the OTO Website and local newspapers. The public review and comment period will last at least 30 days, as seen above in **Figure 4**, as

federally required. Amendments are periodically made, between major updates, to the LRTP as new projects, funding, or programs arise. The approval and public comment process for LRTP amendments is the same as the process for full updates, except the public comment period will be at least 15 days. However, only chapters containing the proposed amendments are presented for public comment and Board of Directors approval.

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is the short-range capital improvement program for various transportation systems located in OTO's study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated on a yearly basis. It serves to allocate limited financial resources among the various transportation needs of the community. The TIP serves to program the expenditure of federal, state, and local transportation funds. In order to receive federal highway or transit funds, a project must be included in the TIP.

The TIP is intended to serve as a project implementation guide for those agencies participating in the OTO. The projects outlined in the TIP are a reflection of the policies and plans adopted by the Ozarks Transportation Organization. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

OTO shall consult with (1) agencies and officials responsible for other planning activities within the MPA, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

AGENCY PUBLIC INVOLVEMENT

The projects submitted by the various agencies for inclusion in the TIP have been subjected to citizen input through each individual agency's public involvement process. The projects submitted by the various cities are all part of their respective Capital Improvement Programs (CIP) where required. Depending on their area of concern, the following City boards hold public hearings on the proposed projects - Airport Board, Park Board, and Planning and Zoning Commission/Board. After receiving a recommendation on the CIP from the Planning and Zoning Commission/Board, the City Council/Board of Aldermen of the respective city, hold another public hearing at which additional comments are received.

City Utilities of Springfield

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

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

OTO Member Jurisdictions

The cities and counties hold public hearings and meetings on projects that are listed within the time frame for the TIP.

Missouri State University

Missouri State University (MSU) utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, Administration, and transit operations.

OATS, Inc.

OATS, Inc. uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input includes:

- A public notice
- Input from an advisory group, and
- Southwest Missouri Office on Aging

Missouri Department of Transportation

Local input is important in statewide transportation planning. The Missouri Department of Transportation (MoDOT), the regional planning commissions (RPCs), OTO, city officials, and county officials form partnerships to gather and evaluate local input on transportation needs. These are regional partnerships. This allows the group members with common interests and goals to tailor their level of participation

as they desire. Their roles can then evolve as participants gain more experience in transportation planning.

Although members' roles and specific processes may differ from group to group, some common themes exist among them. Public comments concerning transportation needs are gathered from many sources including county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

In addition to public input, MoDOT continuously evaluates the condition of Missouri's roads and bridges. State bridge inspectors evaluate the structural integrity of each bridge component. Interstate and primary system roads are evaluated every year, along with approximately one-third of the secondary system roads. During the pavement evaluation, physical factors such as rut depth, roughness, cracking, and joint integrity are reviewed. The road and bridge inspection data for the entire system is analyzed to provide indices for pavement and bridges. All of this data is used in programming.

MoDOT uses a combination of factors to determine what would be the best expenditure of funds in a particular year. These factors may include public comment and priority time necessary to produce plans, and estimated cost, as well as safety factors, traffic information, condition ratings, construction scheduling and sequencing, duration of the construction, coordination with other construction projects (both MoDOT's and others), economic development, and the availability of outside funding sources. The combination of these factors, and more, are used to develop project priorities for programming.

OTO PUBLIC INVOLVEMENT

In addition to the public involvement processes of the individual agencies, OTO conducts its own public involvement process. This includes the notification of transportation agencies and other interested groups concerning the TIP process and how to participate. OTO also publishes written notices and press releases to alert the public to those meetings at which the proposed TIP would be discussed. Public comment is solicited and copies of the draft are been made available for public examination at the public library and in the OTO offices.

OTO will provide annual notice by April 1st of the calendar year to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g., projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary, analysis and report on the disposition of the comments which will be made a part of the approved TIP.

Public comment is taken prior to approval of the Transportation Improvement Program. The draft TIP is to be made available for comment for 30 days. A notice will be in the Springfield News-Leader or other community paper. The draft TIP will be available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library. Any public comment received during this review period will be taken into account by OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

The approved TIP will be available for review by the public at the OTO offices, City Utilities Transit office, and the Missouri Department of Transportation Southwest District office.

CHANGES TO THE TIP

Project sponsors may find it necessary to request revisions to the adopted TIP.

Pursuant to 23 CFR § 450.104, TIP amendments and administrative modifications are defined into two categories:

1. **TIP Amendments.** TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to the Missouri Department of Transportation (MoDOT) for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Amendments will require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice will be given by press release and on the OTO website.
2. **TIP Administrative Modifications.** TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category.

Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period.

Revisions Requiring TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section below);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than \$2,000,000);
6. Changes in a project's fund source(s) from non-Federal to Federal; and.
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

Revisions Allowed As Administrative Modifications:

1. Changes in a project's programmed amount less than 15% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. or Other) without major changes to the scope to the project;
5. Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FYs of a TIP;
6. Minor changes to funding sources between federal funding categories or between state and local sources,
7. Changes in a project's fund source(s) from Federal to non-Federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate); and
8. Changing a project's lead agency when agreed upon by the two agencies affected.
9. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;

- 10.Changes made to an existing project's programmed federal funds, in order to reflect the actual amount awarded by the federal agency and the corresponding required amount of matching funds;
- 11.Adding a project to the TIP which is split from a "parent project" provided the cumulative, total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change; and
- 12.Combining two or more projects already in the TIP provided the cumulative, total amount of Federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change.
- 13.Moving a project from a prior adopted TIP to the current TIP.

APPENDIX A

PUBLIC PARTICIPATION PLAN EVALUATION HANDBOOK

INTRODUCTION

The Federal Highway Administration, under Federal Law 23 CFR 450.316(a)(1)(x), requires that OTO continuously evaluates the effectiveness of public involvement activities, with the purpose of establishing guidelines to evaluate the effectiveness of current public involvement strategies and increase OTOs accountability for its stakeholders. By continuously evaluating public involvement activities, it is possible to improve or add new public involvement activities to the OTO program and to discontinue activities that are ineffective. The purpose of this Appendix is to provide guidelines for the evaluation of public involvement techniques. OTO's public involvement activities are contained in the Public Participation Plan.

This document will guide OTO's public participation evaluation efforts during the upcoming years. The evaluation will assess the effectiveness of OTO's public outreach methods along with the public's perception of accessibility, current levels of participation, and quality of public comments. In addition, it will attempt to uncover obstacles that may be limiting the public's ability to participate, while identifying strategies for further public involvement. Over the long-run, OTO expects to use this tool to phase out ineffective methods and to help tailor outreach efforts.

In creating this handbook, OTO staff conducted in-depth literature reviews of other MPOs' Public Participation Plans and evaluation programs to be included as part of a comprehensive evaluation. OTO plans to create an in-house report of the evaluation annually.

This handbook will include recommendations for future evaluation strategies. This Evaluation Handbook is not set in stone as it is meant to be a living document; changes will be made as new evaluation and outreach strategies are assessed and adopted.

PERFORMANCE MEASURES

To establish a simple but manageable way to evaluate the alternatives, staff worked to define six performance measures against which to evaluate the PPP objectives: Reach, Access, Effective Communication, Input, Impact, and Diversity & Equity. The performance measures were broken into a more fine-grained set of fifteen considerations including: public knowledge of OTO and familiarity with its role and publications, as well as effectiveness of methods to get informed and involved. The survey for public involvement should take into consideration these performance measures. The symbols under the performance measures will be used on the “Key Findings, Recommendations and Next Steps” section to indicate which performance measures the survey questions addressed. In addition, the focus group was asked to evaluate OTO’s strengths and weaknesses, and suggest modifications/opportunities according to the following performance measures and considerations:

PERFORMANCE MEASURES

Reach



CONSIDERATIONS

1. Public’s awareness of OTO (logo, office location, media, radio, etc.)
2. The public’s familiarity with OTO’s role and publications
3. Effectiveness of methods to get informed (mail, email, website, etc.)
4. Effectiveness of methods to get involved (meetings, focus groups, surveys, website, boards, commissions, etc.)

Desired Outcome: Continual improvement of reach.

Access



5. Provide timely information to allow the public to review plans, give comments and attend meetings
6. Convenience of meetings at a given time and location (e.g. meetings held at a central location and in neighborhoods where affected people live)
7. Ability to access OTO’s publications (internet, library, OTO’s office, etc.)

Desired Outcome: Public given adequate review time, opportunity to comment, and access to convenient meetings.

Effective Communication



8. OTO products and presentations use effective visualization techniques to help the public conceptualize the material presented

9. Material presented at meetings is relevant

10. A quality discussion takes place at meetings

Desired Outcome: Visualizations are used as appropriate and public discussion occurs

Input



11. Create a number of opportunities for participants to give their input during comment periods, meetings and other activities (public speaking, surveys, comments cards, etc.)

12. The public understands why, how and when to participate

Desired Outcome: At least two opportunities are provided for input on each plan or work product

Impact



13. Public concerns are addressed, questions are answered and comments are taken into consideration

Desired Outcome: All public comments are addressed in a timely manner

Diversity and Equity



14. Outreach to diverse populations (citizens, interest groups, governmental organizations/stakeholders from a wide geographical area/demographic diversity by age, race, income and gender)

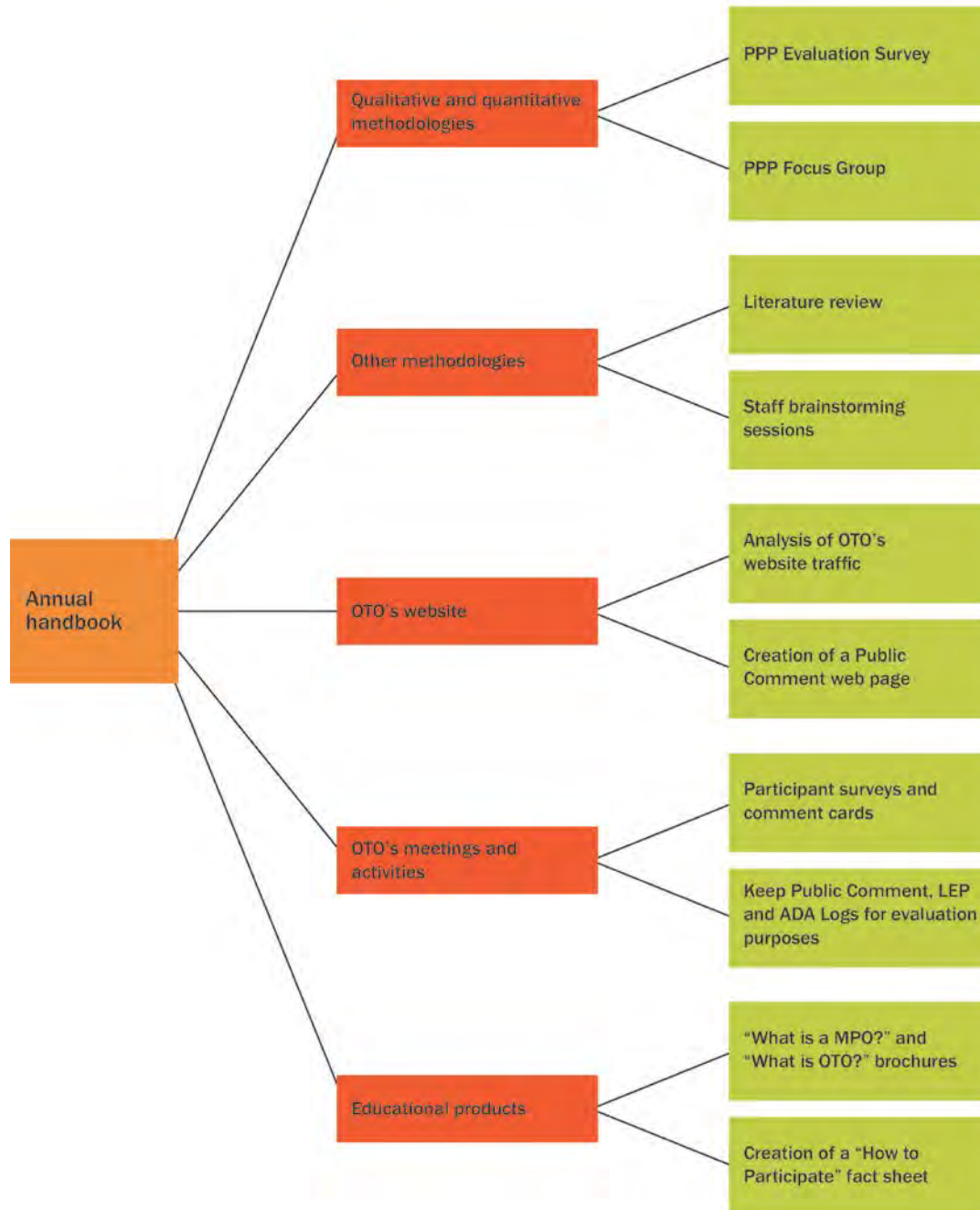
15. Inclusion of traditionally underrepresented groups (racial/ethnic minorities, the elderly, low-income households, persons with Limited English Proficiency, and persons with disabilities)

Desired Outcome: Increase the interested party list from diverse populations or under-represented groups

CONCLUSION

Annually, OTO will evaluate its public participation process based upon the performance measures as outlined. An evaluation report will be published which documents how well OTO is doing.

The **Evaluation Framework**, below, provides a suggested listing of how to improve upon the current practices.





PUBLIC PARTICIPATION PLAN ANNUAL EVALUATION 2013

DRAFT



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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INTRODUCTION

An annual evaluation is conducted in order to examine outreach efforts by Ozarks Transportation Organization (OTO) to foster meaningful, public input.

OTO ACTIVITIES TO IMPROVE OUTREACH AND INCREASE PUBLIC INVOLVEMENT

Website re-design

New OTO logo

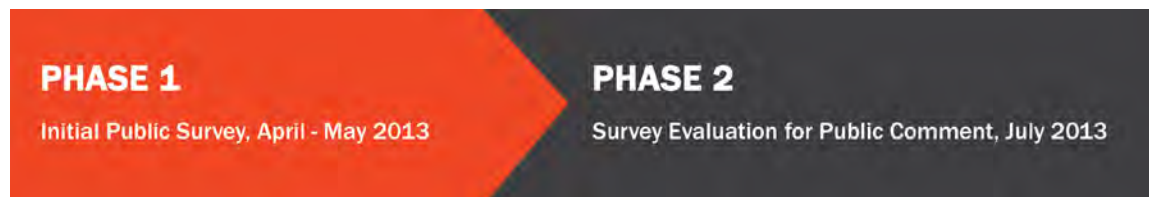
New Public Comment email address: comment@ozarkstransportation.org

Facebook campaign

Posters in City Utilities buses and downtown bus terminal

RESEARCH METHODOLOGIES

In order to evaluate the current OTO public participation strategies and Public Participation Plan (PPP), OTO used an Interested Parties database to invite about 125 stakeholders, including members of the public/private sector and current/former OTO advisory boards to complete a survey. Members of the general public were also invited to participate in the survey.



PHASE 1 - SURVEY

The Initial Public Survey was conducted from April 22 to May 2, 2013, giving prospective participants two weeks to respond. The survey invitation was emailed to approximately 125 stakeholders who signed up for OTO's contact list.

In order to include other types of participants and increase outreach, a full-color display ad was placed in the Springfield News-Leader. Posters were distributed and hung in the campus student centers of Missouri State University, Drury University, Evangel University, and Ozarks Technical College. Posters were also hung by City Utilities Transit staff in the downtown bus transfer facility and laminated posters were installed 25 City Utilities fixed-

route buses. All posters included a QR (Quick Response) code which directed a mobile device to the online survey, and which could be tracked online through Google.

A full-color ad with a featured link to the survey was placed at the top of OTO's website. OTO's Facebook had custom header art advertising, along with a link directed to the online survey. Hard copies of the surveys were made available for pickup at OTO's office. See promotional samples below.

PROMOTIONAL SAMPLES:



17"x11" POSTER, SPRINGFIELD NEWS-LEADER DISPLAY AD,
PHOTOS OF DOWNTOWN SPRINGFIELD CITY BUS TERMINAL



OTO WEBSITE (L), OTO FACEBOOK (R)

Online surveys were created, collected and analyzed with Survey Monkey (surveymonkey.com). Feedback questions were asked inquiring how OTO could better communicate with the public on future transportation priorities, and how the public could better communicate with OTO as well.

A total of 39 people responded to the survey. There were nine responses via QR code-directing. QR codes were included in the promotional posters placed at the City's downtown bus terminal, and the four college student centers. The response rate of those utilizing the QR code was 23 % (number of clicks vs. total number who completed the survey, n=9/39).

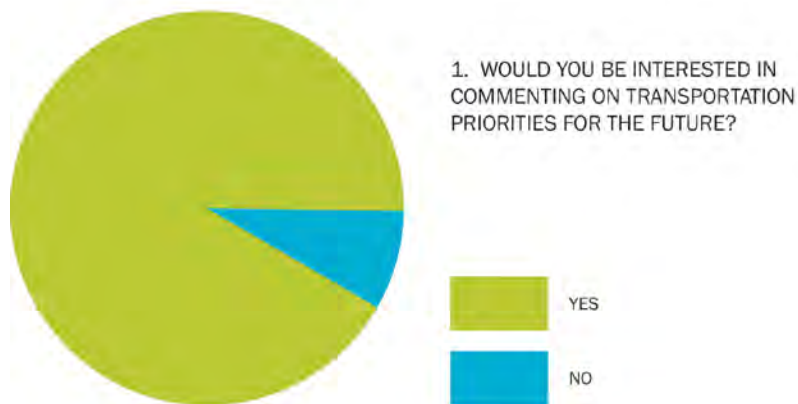
The remaining 77% of the responses were the result of OTO's email invitation of approximately 125 addresses and/or the survey advertisements placed on OTO's website, the News-Leader color display ad, OTO's Facebook, and the downtown bus terminal.

This was a general increase over the previous PPP in 2009, where 23 people replied with a response rate of 15.3%, based upon responses vs. 150 email invitations. An analysis of the 2013 survey can be found in the next section, "Phase 2 – Survey Results."

PHASE 2 – SURVEY RESULTS

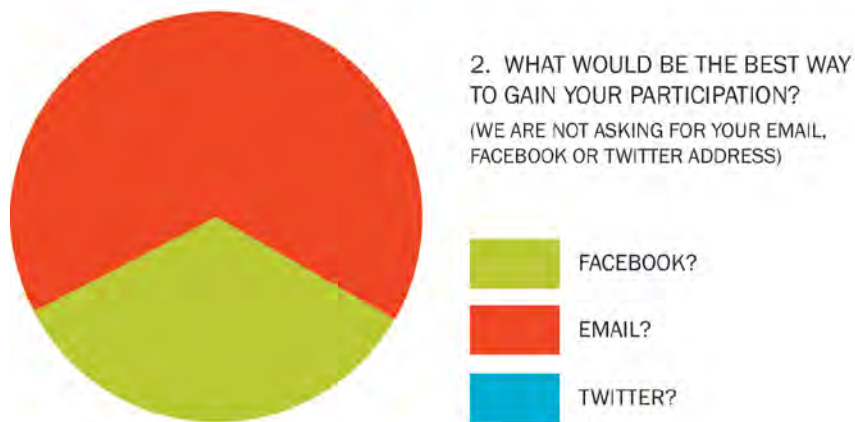
The following results are based on the Initial Public Survey conducted from April 22 to May 2, 2013. Responses are shown in the three graphs below.

1. THE PUBLIC'S INTEREST IN COMMENTING ON TRANSPORTATION PRIORITIES FOR THE FUTURE



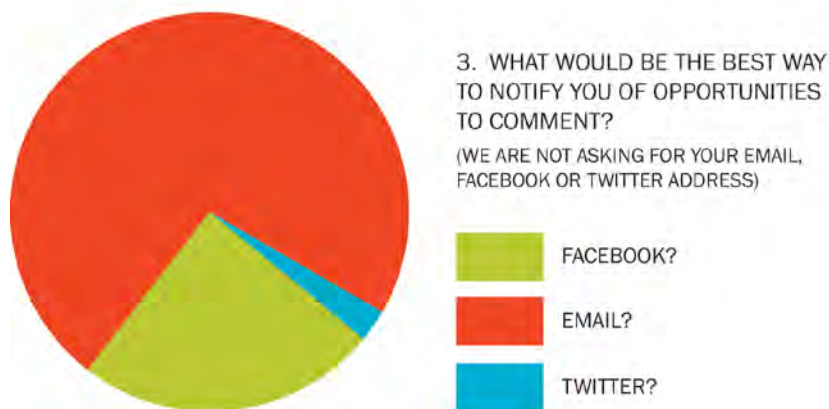
Survey results: A total of 37 answered this first survey question. 91.9% answered "yes," indicating they were interested in commenting on future transportation priorities, while only 8.1% - or two responses - said they would decline commenting in the future.

2. THE BEST WAY FOR OTO TO GAIN THE PUBLIC'S PARTICIPATION



Survey results: 65.8%, or 25 persons, indicated email as their preferred method of participating and commenting on future transportation priorities. 34.2%, or 13 persons, preferred Facebook as their communication vehicle. These were the only two options responders opted for; Twitter had no indications, nor did an open, fill-in-the-blank option.

3. THE BEST WAY FOR OTO TO NOTIFY THE PUBLIC OF OPPORTUNITIES TO COMMENT AND PARTICIPATE?



Survey results: 70.3%, or 26 persons, indicated email as their preferred method of OTO notifying them of opportunities to participate and comment on future transportation priorities. 27%, or 10 persons, preferred Facebook as their communication vehicle. 2.7%, or 1 person, indicated Twitter was their preferred method. No one filled in an alternate method via the open, fill-in-the-blank option.

PERFORMANCE MEASURES

To establish a simple but manageable way to evaluate the alternatives, staff worked to define six performance measures against which to evaluate the PPP objectives: Reach, Access, Effective Communication, Input, Impact and Diversity and Equity. The performance measures were broken down into a more defined set of fifteen considerations.

PERFORMANCE MEASURES

REACH



CONSIDERATIONS

1. Public's awareness of OTO
(logo, office location, media, radio, etc.)
2. The public's familiarity with OTO's role and publications
3. Effectiveness of methods to get informed
(mail, email, website, etc.)
4. Effectiveness of methods to get involved
(meetings, focus groups, surveys, website, boards, commissions, etc.)

Goal: Continual outreach growth

Outcome: Public knowledge of OTO increased OTO's email database growth

Next Steps: Monitor the number of participants in total and per plan or products. OTO will increase the Interested Parties email database. A link will be added to OTO's website for persons to sign up to receive notices. This link can also be advertised on OTO's Facebook, website homepage, Twitter and Craigslist.

Although Twitter was not a strong preference from the survey results, Twitter has also never been associated before with Ozarks Transportation Organization. Twitter will be included as a future Reach method, for its own unique community of users and ease of use on a mobile device. Its growth and usage will be monitored.

OTO began regular postings of industry-related news articles on their Facebook page only a few months ago. Participation is good and Facebook "likes" have increased from 20 to 51. OTO will continue to increase readership of their Facebook, and expand usage to include more OTO, MPO-related pieces of information, such as agendas, press releases and all reports, which are currently primarily posted on ozarkstransportation.org, along with an email press release.

PERFORMANCE MEASURES

ACCESS



Goal: Improved public access

Outcome: Continued advance notice of meetings, convenient meetings and accessible publications

Next Steps: Six Board meetings with the public's opportunity to comment. Website is improved with easier-to-find plans and publications. Continually explore project specific ways to hold timely and convenient meetings

CONSIDERATIONS

5. Provide timely information to allow the public to review plans, give comments and attend meetings
6. Convenience of meetings at a given time and location (e.g. meetings held at a central location and in neighborhoods where affected people live)
7. Ability to access OTO's publications (internet, library, OTO's office, etc.)

PERFORMANCE MEASURES

EFFECTIVE COMMUNICATION



Goal: Increased participation at public meetings

Outcome: Improved planning product

Next Steps: Increased advertising, using high-visibility methods while being cost-effective. Options could include:

- Long-term advertisements placed in City Utilities' fixed-route buses
- Ongoing Craigslist advertising
- Utilizing OTO's Facebook, and OTO's new, upcoming Twitter and LinkedIn pages
- OTO's newly re-designed web site
- Collaborations with regional universities and technical schools

CONSIDERATIONS

8. OTO products and presentations use effective visualization techniques to help the public conceptualize the material presented
9. Material presented at meetings is relevant
10. A quality discussion takes place at meetings

PERFORMANCE MEASURES

INPUT



Goal: Increased public input

Outcome: Increased public input and understanding of OTO's purpose and product

Next Steps: Use input opportunities to increase OTO's email database, and utilized participants interest as a referral to boost OTO's profile. When people are included, it increases their interest. When their interest is increased, they may be more inclined to share with others about their OTO experiences.

CONSIDERATIONS

11. Create a number of opportunities for participants to give their input during comment periods, meetings and other activities (public speaking, surveys, comments cards, etc.)

12. The public understands why, how and when to participate

PERFORMANCE MEASURES

IMPACT



Goal: Respond to public concerns and comments

Outcome: Efficient handling and usage of public feedback

Next Steps: Develop effective public comment response summary process for all plans and policies. OTO's new Public Comment website page will offer enhanced responses to comments and questions, increasing the public's understanding.

CONSIDERATIONS

13. Public concerns are addressed, questions are answered and comments are taken into consideration

PERFORMANCE MEASURES

DIVERSITY AND EQUITY



CONSIDERATIONSS

14. Outreach to diverse populations (citizens, interest groups, governmental organizations/stakeholders from a wide geographical area/demographic diversity by age, race, income and gender)
15. Inclusion of traditionally underrepresented groups (racial/ethnic minorities, the elderly, low-income households, persons with Limited English Proficiency, and persons with disabilities)

Goal: Continual outreach growth to diverse groups

Outcome: Increased participation from these groups, and improved communication

Next Steps: Work closely with OTO's Title VI, Limited English Proficiency (LEP) and Disadvantage Business Enterprise (DBE) coordinator. Develop professional relationships with area organizations for greater open dialog, and encouraging participation. Continue to identify diverse populations and use special outreach methods for contact.

CONCLUSION

This evaluation has identified the "Next Steps" in improving the OTO public participation process. Over the next year, these recommendations will be implemented and a new evaluation will be conducted to assess the effectiveness of the recommendation.

TAB 4

TECHNICAL COMMITTEE AGENDA 7/17/2013; ITEM II.B.

Administrative Modification Numbers Five, Six, and Seven to the FY 2013-2016 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There is one item each to be included as part of Administrative Modifications 5, 6, 7 to the FY 2013-2016 Transportation Improvement Program.

5. Revision – Moving a project from a prior adopted TIP to the current TIP:

Kansas Expressway and Broadmoor (SP1122)

This project was reprogrammed from the FY2011-2014 TIP to the FY2013-2016 TIP. The programmed amount has not changed and fiscal constraint is not impacted as funding is through a federal earmark.

6. Revision – Adding or deleting a project development phase of a project without major changes to the scope of the project:

Willard Sidewalk Project (EN1303)

This project was updated to include Transportation Enhancement funding for the engineering phase of the project. The overall programmed amount did not change, nor did the amount of local funding.

7. Revisions

- **Changes in a project's programmed amount less than 15% (up to \$2,000,000)**
- **Minor changes to a scope of a project**

Replacement of Fleet (CU0909)

This project was updated to include use of FTA Section 5339 funding for the purchase of two buses. The overall programmed amount was updated to reflect the availability of 5339 funding, as was the local share.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.

PROGRAMMED IMPROVEMENTS

-Roadways-

CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2011	2012	2013	2014	TOTALS
ORIGINAL								
Project Title:	KANSAS EXPRESSWAY AND BROADMOOR	ENG	FHWA (STP)	\$ 29,480	\$ -	\$ -	\$ -	\$ 29,480
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	SP1122		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Construction of an acceleration lane on Kansas Expressway at Broadmoor.	ROW	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ 238,568	\$ -	\$ -	\$ 238,568
Federal Funding Category	STP-Discretionary		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering/Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$268,048							
Source of Local Funds: Federal Earmark is 100%. Demo ID MO203								
			TOTAL	\$ 29,480	\$ 238,568	\$ -	\$ -	\$ 268,048

CITY OF SPRINGFIELD		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
MODIFIED - AM5 (4/10/2013)								
Project Title:	KANSAS EXPRESSWAY AND BROADMOOR	ENG	FHWA (STP)	\$ 29,480	\$ -	\$ -	\$ -	\$ 29,480
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	SP1122		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Construction of an acceleration lane on Kansas Expressway at Broadmoor.	ROW	FHWA ()	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ 238,568	\$ -	\$ -	\$ 238,568
Federal Funding Category	STP-Discretionary		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	N/A		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering/Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$268,048							
Source of Funds: Federal Earmark is 100%. Demo ID MO203. Reprogrammed from FY2011-2014 TIP. Federal Earmark so no impact on fiscal constraint.								
			TOTAL	\$ 29,480	\$ 238,568	\$ -	\$ -	\$ 268,048

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

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

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2013 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 80,000			\$ 20,000			\$ 100,000
SP1021											\$ 825,000			\$ 825,000
SP1106	\$ 100,000										\$ 1,349,942	\$ 1,178,942		\$ 2,628,884
SP1107											\$ 830,000			\$ 830,000
SP1108											\$ 25,000			\$ 25,000
SP1109											\$ 2,000			\$ 2,000
SP1110											\$ 1,571,000			\$ 1,571,000
SP1112											\$ 5,000			\$ 5,000
SP1113							\$ 80,000				\$ 20,000			\$ 100,000
SP1115							\$ 160,000				\$ 40,000			\$ 200,000
SP1122	\$ 29,480													\$ 29,480
SP1202											\$ 1,469,000			\$ 1,469,000
SP1203											\$ 1,024,000			\$ 1,024,000
SP1204											\$ 2,000			\$ 2,000
SP1206											\$ 120,000			\$ 120,000
SP1212							\$ 160,000				\$ 40,000			\$ 200,000
SP1213											\$ 100,000			\$ 100,000
SP1302							\$ 80,000				\$ 20,000			\$ 100,000
SP1303							\$ 160,000				\$ 40,000			\$ 200,000
SP1304							\$ 160,000				\$ 40,000			\$ 200,000
SP1305							\$ 160,000				\$ 40,000			\$ 200,000
SP1306							\$ 160,000				\$ 40,000			\$ 200,000
SP1307							\$ 160,000				\$ 40,000			\$ 200,000
SP1308							\$ 160,000				\$ 40,000			\$ 200,000
SP1309							\$ 160,000				\$ 40,000			\$ 200,000
SP1310											\$ 1,000			\$ 1,000
SP1311											\$ 2,000			\$ 2,000
SP1312											\$ 6,000			\$ 6,000
SP1313	\$ 2,135,742										\$ 2,669,677	\$ 533,936		\$ 5,339,355
SP1314											\$ 12,000			\$ 12,000
SP1315											\$ 2,000			\$ 2,000
SP1316											\$ 2,000			\$ 2,000
SP1317											\$ 2,000			\$ 2,000
SP1318											\$ 2,000			\$ 2,000
SP1319											\$ 4,000			\$ 4,000
SP1320	\$ 627,000										\$ 109,500	\$ 110,500		\$ 847,000
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1322											\$ 190,000	\$ 560,000		\$ 750,000
SP1323											\$ 12,000			\$ 12,000
SP1324											\$ 22,000			\$ 22,000
SP1401											\$ 2,000			\$ 2,000
ST1201											\$ 133,000			\$ 133,000
ST1204							\$ 400,000				\$ 100,000			\$ 500,000
WI1201		\$ 21,000									\$ 593,000			\$ 614,000
WI1301											\$ 2,000			\$ 2,000
TOTAL	\$ 2,892,222	\$ 4,030,368	\$ -	\$ 1,708,800	\$ -	\$ -	\$ 2,160,130	\$ 3,456,800	\$ -	\$ 2,632,800	\$ 25,530,519	\$ 5,639,809	\$ -	\$ 47,377,318

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
	FHWA Federal Funding Source													
MO1105											\$ 284,000			\$ 284,000
MO1107				\$ 13,500							\$ 1,500			\$ 15,000
MO1150											\$ 202,000			\$ 202,000
MO1201				\$ 900							\$ 100			\$ 1,000
MO1206											\$ 2,230,000			\$ 2,230,000
MO1306											\$ 2,000			\$ 2,000
MO1309											\$ 25,000			\$ 25,000
MO1401											\$ 29,000			\$ 29,000
MO1403		\$ 268,000									\$ 451,000	\$ 67,000		\$ 786,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110		\$ 238,000									\$ 166,000			\$ 404,000
CC1201				\$ 1,885,500							\$ 209,500			\$ 2,095,000
CC1202				\$ 274,500							\$ 30,500			\$ 305,000
CC1203											\$ 495,000			\$ 495,000
CC1301	\$ 105,000										\$ 264,000			\$ 369,000
CC1302				\$ 967,500							\$ 107,500			\$ 1,075,000
CC1303											\$ 1,808,000			\$ 1,808,000
CC1304				\$ 104,400							\$ 11,600			\$ 116,000
CC1305				\$ 146,700							\$ 16,300			\$ 163,000
CC1306	\$ 2,387,200										\$ (2,387,200)			\$ -
CC1401				\$ 180,900							\$ 20,100			\$ 201,000
GR1010											\$ 2,000			\$ 2,000
GR1104							\$ 80,000				\$ 20,000			\$ 100,000
GR1206								\$ 34,400			\$ 8,600			\$ 43,000
GR1303	\$ 3,588,800										\$ (3,588,800)			\$ -
GR1304											\$ 17,000			\$ 17,000
GR1305											\$ 1,574,000			\$ 1,574,000
GR1306											\$ 1,839,000			\$ 1,839,000
GR1308											\$ 2,000			\$ 2,000
GR1309											\$ 5,000			\$ 5,000
NX0801												\$ 175,000		\$ 175,000
NX0803												\$ 1,313,314		\$ 1,313,314
NX1401												\$ 188,700		\$ 188,700
OK1006	\$ 535,200										\$ (535,200)			\$ -
RP1201			\$ 217,600								\$ (217,600)			\$ -
RP1301											\$ 1,683,000			\$ 1,683,000
RP1302			\$ 949,600								\$ (949,600)			\$ -
RP1305			\$ 182,400								\$ (182,400)			\$ -
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 80,000			\$ 20,000			\$ 100,000
SP1021	\$ 660,000										\$ (660,000)			\$ -
SP1106	\$ 1,315,742										\$ (1,315,742)			\$ -
SP1108											\$ 174,892	\$ 25,751		\$ 200,643
SP1109	\$ 2,067,130										\$ 84,604	\$ 2,000,000		\$ 4,151,734
SP1110			\$ 1,256,800								\$ (1,256,800)			\$ -
SP1112											\$ 5,000			\$ 5,000
SP1122	\$ 238,568													\$ 238,568
SP1202			\$ 1,175,200								\$ (1,175,200)			\$ -
SP1203	\$ 819,200										\$ (819,200)			\$ -
SP1204											\$ 2,000			\$ 2,000

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2014 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
SP1206											\$ 715,000			\$ 715,000
SP1213											\$ 100,000			\$ 100,000
SP1310											\$ 2,000			\$ 2,000
SP1311											\$ 2,000			\$ 2,000
SP1312											\$ 1,027,000			\$ 1,027,000
SP1313	\$ 3,105,079										\$ 3,881,350	\$ 776,269		\$ 7,762,698
SP1314											\$ 1,880,000			\$ 1,880,000
SP1315											\$ 2,000			\$ 2,000
SP1316											\$ 13,000			\$ 13,000
SP1317											\$ 2,000			\$ 2,000
SP1318											\$ 7,000			\$ 7,000
SP1319											\$ 748,000			\$ 748,000
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1322											\$ 125,000	\$ 375,000		\$ 500,000
SP1401											\$ 3,000			\$ 3,000
ST1201											\$ 549,000			\$ 549,000
WI1201	\$ 470,200										\$ (470,200)			\$ -
WI1301											\$ 3,000			\$ 3,000
TOTAL	\$ 15,292,119	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 7,298,604	\$ 4,925,018	\$ -	\$ 35,581,641

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

PROJECT	FHWA Federal Funding Source											MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO					
MO1105											\$ 284,000				\$ 284,000
MO1150											\$ 206,000				\$ 206,000
MO1201				\$ 900							\$ 100				\$ 1,000
MO1206											\$ 1,700,000				\$ 1,700,000
MO1306											\$ 4,246,000				\$ 4,246,000
MO1309											\$ 25,000				\$ 25,000
MO1501											\$ 22,000				\$ 22,000
MO1503		\$ 276,000									\$ 451,000	\$ 69,000			\$ 796,000
CC0901											\$ 2,000				\$ 2,000
CC1102											\$ 2,000				\$ 2,000
CC1110		\$ 2,072,000									\$ 4,740,000	\$ 1,557,000			\$ 8,369,000
CC1203			\$ 753,600								\$ (753,600)				\$ -
CC1301	\$ 212,000										\$ (212,000)				\$ -
CC1303	\$ 1,456,000										\$ (1,456,000)				\$ -
GR1010											\$ 2,000				\$ 2,000
GR1104							\$ 40,000				\$ 10,000				\$ 50,000
GR1206								\$ 1,708,800			\$ 427,200				\$ 2,136,000
GR1304											\$ 2,880,000				\$ 2,880,000
GR1305	\$ 1,267,200										\$ (1,267,200)				\$ -
GR1306	\$ 1,471,200										\$ (1,471,200)				\$ -
GR1308											\$ 2,000				\$ 2,000
NX0801												\$ 1,530,000			\$ 1,530,000
NX0906	\$ 1,754,941										\$ (8,000)	\$ 1,746,941			\$ 3,493,882
NX1501												\$ 150,000			\$ 150,000
RP1301	\$ 1,346,400										\$ (1,346,400)				\$ -
RG0901											\$ 2,000				\$ 2,000
RG1201											\$ 1,000				\$ 1,000
SP1018								\$ 5,639,200			\$ 1,409,800				\$ 7,049,000
SP1108	\$ 3,295,436								\$ 1,189,657		\$ 4,711,276	\$ 4,127,755			\$ 13,324,124
SP1109	\$ 658,533										\$ 5,329,258	\$ 1,190,415			\$ 7,178,206
SP1112											\$ 50,000				\$ 50,000
SP1114							\$ 160,000				\$ 40,000				\$ 200,000
SP1120							\$ 4,000				\$ 1,000				\$ 5,000
SP1204											\$ 2,000				\$ 2,000
SP1206			\$ 668,000								\$ (668,000)				\$ -
SP1310											\$ 241,000				\$ 241,000
SP1311											\$ 28,000				\$ 28,000
SP1312	\$ 821,600										\$ (821,600)				\$ -
SP1313	\$ 5,240,822										\$ (5,240,822)				\$ -
SP1314			\$ 1,427,920								\$ (1,427,920)				\$ -
SP1315											\$ 753,000				\$ 753,000
SP1316											\$ 2,361,000				\$ 2,361,000
SP1317											\$ 689,000				\$ 689,000
SP1318											\$ 1,453,000				\$ 1,453,000
SP1319	\$ 601,600										\$ (601,600)				\$ -
SP1321		\$ 10,000										\$ 3,984			\$ 13,984
SP1322											\$ 47,610	\$ 232,390			\$ 280,000
SP1323	\$ 10,000										\$ (10,000)				\$ -
SP1324	\$ 18,000										\$ (18,000)				\$ -
SP1401											\$ 5,000				\$ 5,000
ST1101	\$ 468,000										\$ (468,000)				\$ -
ST1201	\$ 546,800										\$ (546,800)				\$ -
WI1301											\$ 5,000				\$ 5,000
TOTAL	\$ 19,168,532	\$ 2,358,000	\$ 2,849,520	\$ 900	\$ -	\$ -	\$ 204,000	\$ 7,348,000	\$ 1,189,657	\$ -	\$ 15,811,102	\$ 10,607,485	\$ -	\$ -	\$ 59,537,196

OZARKS TRANSPORTATION ORGANIZATION
2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 210,000			\$ 210,000
MO1201				\$ 2,700							\$ 300			\$ 3,000
MO1206											\$ 1,164,000			\$ 1,164,000
MO1306			\$ 3,401,600								\$ (3,401,600)			\$ -
MO1309											\$ 25,000			\$ 25,000
MO1601											\$ 21,000			\$ 21,000
MO1603		\$ 284,000									\$ 451,000	\$ 71,000		\$ 806,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110			\$ 3,862,400								\$ (3,862,400)			\$ -
GR1010											\$ 2,000			\$ 2,000
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
GR1304			\$ 2,319,200								\$ (2,319,200)			\$ -
GR1306														\$ -
NX1502												\$ 1,500,000		\$ 1,500,000
RP1301														\$ -
RG0901											\$ 2,000			\$ 2,000
RG01201											\$ 27,000			\$ 27,000
SP1112						\$ 166,134					\$ 1,911,866			\$ 2,078,000
SP1204											\$ 16,000			\$ 16,000
SP1310	\$ 195,200										\$ (195,200)			\$ -
SP1311	\$ 25,600										\$ (25,600)			\$ -
SP1315	\$ 605,600										\$ (605,600)			\$ -
SP1316	\$ 1,900,800										\$ (1,900,800)			\$ -
SP1317	\$ 554,400										\$ (554,400)			\$ -
SP1318	\$ 1,169,600										\$ (1,169,600)			\$ -
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1401											70,000.00			\$ 70,000
WI1301											50,000.00			\$ 50,000
TOTAL	\$ 4,451,200	\$ 294,000	\$ 9,583,200	\$ 2,700	\$ -	\$ 166,134	\$ 40,000	\$ -	\$ -	\$ -	\$ (9,786,234)	\$ 1,574,984	\$ -	\$ 6,325,984

FINANCIAL SUMMARY

- Roadways -

FINANCIAL CONSTRAINT

	FHWA Federal Funding Source															
	STP	STP-Urban	NHS	Safety	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2013 Funds Programmed	\$ 2,892,222	\$ 4,030,368	\$ -	\$ 1,708,800	\$ -	\$ 2,160,130	\$ 3,456,800	\$ -	\$ 2,632,800	\$ 16,881,120	\$ 25,530,519	\$ 6,245,959	\$ 48,657,598	\$ 5,639,809	\$ -	\$ 54,297,407
2014 Funds Programmed	\$ 15,292,119	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 23,358,149	\$ 7,298,604	\$ 6,439,584	\$ 37,096,337	\$ 4,925,018	\$ -	\$ 42,021,355
2015 Funds Programmed	\$ 19,168,532	\$ 2,358,000	\$ 2,849,520	\$ 900	\$ -	\$ 204,000	\$ 7,348,000	\$ 1,189,657	\$ -	\$ 33,118,609	\$ 15,811,102	\$ 6,639,211	\$ 55,568,922	\$ 10,607,485	\$ -	\$ 66,176,407
2016 Funds Programmed	\$ 4,451,200	\$ 294,000	\$ 9,583,200	\$ 2,700	\$ 166,134	\$ 40,000	\$ -	\$ -	\$ -	\$ 14,537,234	\$ (9,786,234)	\$ 6,838,387	\$ 11,589,387	\$ 1,574,984	\$ -	\$ 13,164,371
Total	\$ 41,804,073	\$ 7,198,368	\$ 16,214,320	\$ 5,286,300	\$ 166,134	\$ 2,484,260	\$ 10,919,200	\$ 1,189,657	\$ 2,632,800	\$ 87,895,112	\$ 38,853,991	\$ 26,163,141	\$ 152,912,244	\$ 22,747,296	\$ -	\$ 162,495,169

	Prior Year	2013	2014	2015	2016	TOTAL
Available State and Federal Funding	\$0	\$21,563,643	\$28,849,731	\$19,949,000	\$31,800,000	\$102,162,373
Available Operations and Maintenance Funding	\$0	\$ 6,245,959	\$ 6,439,584	\$ 6,639,211	\$ 6,838,387	\$26,163,141
Available Suballocated STP-U	\$20,641,220	\$4,346,528	\$4,346,528	\$4,346,528	\$4,346,528	\$38,027,332
Available Suballocated BRM	\$1,420,249	\$326,535.00	\$326,535.00	\$326,535.00	\$326,535.00	\$2,726,389
TOTAL AVAILABLE FUNDING	\$22,061,469	\$32,482,665	\$39,962,378	\$31,261,274	\$43,311,450	\$169,079,235
Programmed State and Federal Funding	\$0	\$ (48,657,598)	\$ (37,096,337)	\$ (55,568,922)	\$ (11,589,387)	(\$152,912,244)
TOTAL REMAINING	\$22,061,469	(\$16,174,934)	\$2,866,041	(\$24,307,648)	\$31,722,063	\$16,166,991

Remaining State and Federal Funding	(\$16,198,705)
Remaining Suballocated STP-Urban	\$30,828,964
Remaining Suballocated BRM	\$1,536,732
TOTAL REMAINING	\$16,166,991

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

PROGRAMMED IMPROVEMENTS

-Bicycle and Pedestrian-

ENHANCEMENTS - CITY OF WILLARD		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	WILLARD SIDEWALK PROJECT	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	EN1303		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Sidewalk along Farmer Road from the Jackson Street/Farmer Road intersection to south side of Willey Street & along Miller Road from south side of the Greenway Trail to south side of Jackson.	ROW	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (TE)	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 250,000							
Source of Local Funds: City of Willard								
			TOTAL	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000

ENHANCEMENTS - CITY OF WILLARD		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
MODIFIED - AM6 (4/22/2013)								
Project Title:	WILLARD SIDEWALK PROJECT	ENG	FHWA (TE)	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #			Local	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
TIP #	EN1303		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Sidewalk along Farmer Road from the Jackson Street/Farmer Road intersection to south side of Willey Street & along Miller Road from south side of the Greenway Trail to south side of Jackson.	ROW	FHWA (TE)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (TE)	\$ 180,000	\$ -	\$ -	\$ -	\$ 180,000
Federal Funding Category	TE		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category			Local	\$ 45,000	\$ -	\$ -	\$ -	\$ 45,000
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 250,000							
Source of Local Funds: City of Willard								
			TOTAL	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000

FINANCIAL SUMMARY
- Bicycle and Pedestrian -

YEARLY SUMMARY
FY2013

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

FY2014

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

FY2015

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

FY2016

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

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

FINANCIAL SUMMARY
- Bicycle and Pedestrian -

FINANCIAL CONSTRAINTS

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

PROGRAMMED IMPROVEMENTS

- Transit -

CITY UTILITIES		Funding		Fiscal Year				
				2013	2014	2015	2016	TOTALS
ORIGINAL								
Project:	REPLACEMENT OF FIXED ROUTE FLEET	OPER	FTA (5309)	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	CU0909, CU1009, CU1509			\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Purchase fixed route buses and spare parts to operate on fixed bus routes.		LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
		CAPITAL	FTA (5309)	\$ 3,000,000	\$ 4,656,300	\$ 730,400	\$ -	\$ 8,386,700
				\$ -	\$ -	\$ -	\$ -	\$ -
			LOCAL	\$ 939,870	\$ 953,700	\$ 149,600	\$ -	\$ 2,043,170
Federal Source Agency	FTA	MAINT	FTA (5309)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	5309			\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Capital 83%		LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$10,429,870							
In FY 2011 CU received \$3,000,000 in Federal funding on a State of Good Repair Discretionary Grant to fund the purchase of ten, 29 foot Gillig fixed route buses. Federal funding is discretionary the remaining years and thus availability is uncertain. In the event funding is not received, alternative funding sources will be pursued.			TOTAL	\$ 3,939,870	\$ 5,610,000	\$ 880,000	\$ -	\$ 10,429,870

CITY UTILITIES		Funding	Fiscal Year				
			2013	2014	2015	2016	TOTALS
MODIFIED - AM7 (6/14/2013)							
Project:	REPLACEMENT OF FLEET	OPER	FTA (5309)	\$ -	\$ -	\$ -	\$ -
TIP #	CU0909, CU1009, CU1509			\$ -	\$ -	\$ -	\$ -
Description:	Purchase paratransit and fixed route buses and spare parts to operate on fixed bus routes.		LOCAL	\$ -	\$ -	\$ -	\$ -
		CAPITAL	FTA (5309)	\$ 3,000,000	\$ 4,656,300	\$ 730,400	\$ 8,386,700
			FTA (5339)	\$ 258,863	\$ -	\$ -	\$ 258,863
			LOCAL	\$ 985,552	\$ 953,700	\$ 149,600	\$ 2,088,852
Federal Source Agency	FTA	MAINT	FTA (5309)	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	5309/5339			\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Capital		LOCAL	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$10,734,415		TOTAL	\$ 4,244,415	\$ 5,610,000	\$ 880,000	\$ 10,734,415
In FY 2011 CU received \$3,000,000 in Federal funding on a State of Good Repair Discretionary Grant to fund the purchase of ten, 29 foot Gillig fixed route buses. 5339 funding will be used for 2 smaller cutaway buses. Federal funding is discretionary in the remaining years and thus availability is uncertain. In the event funding is not received, alternative funding sources will be pursued.							

FINANCIAL SUMMARY

- Transit -

YEARLY SUMMARY

FY2013

PROJECT	FTA Federal Funding Source								Local	Total
	5307	5309	5310	5316	5317	5339	ARRA	MoDOT		
BU1300	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 25,000
CU0611	\$ -	\$ 2,999,429	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,052,528	\$ 5,051,957
CU0909	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 258,863	\$ -	\$ -	\$ 985,552	\$ 4,244,415
CU1300	\$ 874,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000	\$ 6,807,535	\$ 7,718,000
CU1301	\$ 941,464	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 235,366	\$ 1,176,830
CU1302	\$ 219,978	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,994	\$ 274,972
CU1303	\$ 88,002	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,001	\$ 110,003
CU1304	\$ 96,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,246	\$ 121,230
CU1305	\$ 21,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,499	\$ 27,497
CU1306	\$ -	\$ 26,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,600	\$ 33,000
CU1211	\$ -	\$ 5,280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,320,000	\$ 6,600,000
CU1313	\$ -	\$ -	\$ -	\$ 170,032	\$ -	\$ -	\$ -	\$ -	\$ 948,709	\$ 1,118,741
CU1314	\$ -	\$ -	\$ -	\$ -	\$ 68,372	\$ -	\$ -	\$ -	\$ 17,093	\$ 85,465
CU1315	\$ -	\$ 673,640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 168,410	\$ 842,050
CU1316	\$ -	\$ 149,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,400	\$ 187,000
CU1317	\$ -	\$ 27,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,610	\$ 33,000
CU1318	\$ -	\$ 374,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 93,500	\$ 467,500
MS1008	\$ -	\$ 63,774	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,944	\$ 79,718
MS1009	\$ -	\$ 29,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,272	\$ 36,358
MS1103	\$ -	\$ 524,911	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 131,228	\$ 656,139
MS1104	\$ -	\$ 187,901	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,976	\$ 234,877
MS1107	\$ -	\$ 1,092,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 273,000	\$ 1,365,000
MS1110	\$ -	\$ 150,448	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,612	\$ 188,060
OA1300	\$ -	\$ -	\$ 37,762	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,440	\$ 47,202
OA1301	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ 44,000
OA1302	\$ -	\$ 81,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,000	\$ 102,000
TOTAL	\$ 2,242,891	\$ 14,694,579	\$ 57,762	\$ 170,032	\$ 68,372	\$ 258,863	\$ -	\$ 36,000	\$ 13,341,515	\$ 30,870,014

FINANCIAL SUMMARY

- Transit -

FY2014

PROJECT	FTA Federal Funding Source								Local	Total
	5307	5309	5310	5316	5317	5339	ARRA	MoDOT		
CU1009	\$ -	\$ 4,656,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 953,700	\$ 5,610,000
CU1400	\$ 874,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000	\$ 7,239,535	\$ 8,150,000
CU1401	\$ 969,708	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 242,427	\$ 1,212,135
CU1402	\$ 226,577	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,644	\$ 283,221
CU1403	\$ 89,982	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,496	\$ 112,478
CU1404	\$ 99,893	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,973	\$ 124,866
CU1405	\$ 22,658	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,664	\$ 28,322
CU1406	\$ 26,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,600	\$ 33,000
CU1413	\$ -	\$ -	\$ -	\$ 175,133	\$ -	\$ -	\$ -	\$ -	\$ 977,170	\$ 1,152,303
CU1414	\$ -	\$ -	\$ -	\$ -	\$ 70,423	\$ -	\$ -	\$ -	\$ 17,606	\$ 88,029
CU1417	\$ -	\$ 27,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,610	\$ 33,000
MS1103	\$ -	\$ 685,634	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,409	\$ 857,043
MS1210	\$ -	\$ 156,466	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,117	\$ 195,583
OA1401	\$ -	\$ 27,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 34,000
OA1402	\$ -	\$ 96,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 120,000
OA1403	\$ -	\$ 76,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,200	\$ 91,200
TOTAL	\$ 2,309,683	\$ 5,724,790	\$ -	\$ 175,133	\$ 70,423	\$ -	\$ -	\$ 36,000	\$ 9,809,151	\$ 18,125,180

FY2015

PROJECT	FTA Federal Funding Source								Local	Total
	5307	5309	5310	5316	5317	5339	ARRA	MoDOT		
CU1509		\$ 730,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,600	\$ 880,000
CU1500	\$ 874,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000	\$ 7,634,535	\$ 8,545,000
CU1501	\$ 998,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,700	\$ 1,248,499
CU1502	\$ 233,374	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,343	\$ 291,717
CU1503	\$ 91,942	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,986	\$ 114,928
CU1504	\$ 102,890	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,722	\$ 128,612
CU1505	\$ 23,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,834	\$ 29,171
CU1506	\$ 26,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,600	\$ 33,000
CU1513	\$ -	\$ -	\$ -	\$ 180,387	\$ -	\$ -	\$ -	\$ -	\$ 1,006,485	\$ 1,186,872
CU1514	\$ -	\$ -	\$ -	\$ -	\$ 72,536	\$ -	\$ -	\$ -	\$ 18,134	\$ 90,670
MS1310	\$ -	\$ 162,725	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,681	\$ 203,406
OA1500	\$ -	\$ 36,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000		\$ 46,000
OA1501	\$ -	\$ 27,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000		\$ 34,000
TOTAL	\$ 2,351,207	\$ 956,125	\$ -	\$ 180,387	\$ 72,536	\$ -	\$ -	\$ 53,000	\$ 9,218,620	\$ 12,831,875

FINANCIAL SUMMARY

- Transit -

FY2016

PROJECT	FTA Federal Funding Source								Local	Total
	5307	5309	5310	5316	5317	5339	ARRA	MoDOT		
CU1600	\$ 874,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000	\$ 8,016,535	\$ 8,927,000
CU1601	\$ 1,028,763	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 257,191	\$ 1,285,954
CU1602	\$ 240,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,094	\$ 300,470
CU1603	\$ 93,882	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,471	\$ 117,353
CU1604	\$ 105,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,494	\$ 132,471
CU1605	\$ 24,037	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,009	\$ 30,046
CU1606	\$ -	\$ 26,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,600	\$ 33,000
CU1613	\$ -	\$ -	\$ -	\$ 185,799	\$ -	\$ -	\$ -	\$ -	\$ 1,036,680	\$ 1,222,479
CU1516	\$ -	\$ -	\$ -	\$ -	\$ 74,712	\$ -	\$ -	\$ -	\$ 18,678	\$ 93,390
CU1619	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,000	\$ 385,000
MS1310	\$ -	\$ 169,234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,309	\$ 211,543
OA1601	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 40,000
TOTAL	\$ 2,367,500	\$ 535,634	\$ -	\$ 185,799	\$ 74,712	\$ -	\$ -	\$ 36,000	\$ 9,579,061	\$ 12,778,706

FINANCIAL SUMMARY

- Transit -

FINANCIAL CONSTRAINTS

	Funding Source										
	5307	5309	5310	5316	5317	5339	ARRA	Total	MoDOT	Local	TOTAL
2013											
Funds Anticipated	\$ 2,242,891	\$ 14,694,579	\$ 57,762	\$ 170,032	\$ 68,372	\$ 258,863	\$ -	\$ 17,233,636	\$ 36,000	\$ 13,341,515	\$ 30,611,151
Funds Programmed	\$ (2,242,891)	\$ (14,694,579)	\$ (57,762)	\$ (170,032)	\$ (68,372)	\$ (258,863)	\$ -	\$ (17,233,636)	\$ (36,000)	\$ (13,341,515)	\$ (30,611,151)
Balance FY 2012	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014											
Funds Anticipated	\$ 2,309,683	\$ 5,724,790	\$ -	\$ 175,133	\$ 70,423	\$ -	\$ -	\$ 8,280,029	\$ 36,000	\$ 9,809,151	\$ 18,125,180
Funds Programmed	\$ (2,309,683)	\$ (5,724,790)	\$ -	\$ (175,133)	\$ (70,423)	\$ -	\$ -	\$ (8,280,029)	\$ (36,000)	\$ (9,809,151)	\$ (18,125,180)
Balance FY 2013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015											
Funds Anticipated	\$ 2,351,207	\$ 956,125	\$ -	\$ 180,387	\$ 70,423	\$ -	\$ -	\$ 3,558,142	\$ 53,000	\$ 9,218,620	\$ 12,829,762
Funds Programmed	\$ (2,351,207)	\$ (956,125)	\$ -	\$ (180,387)	\$ (70,423)	\$ -	\$ -	\$ (3,558,142)	\$ (53,000)	\$ (9,218,620)	\$ (12,829,762)
Balance FY 2014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016											
Funds Anticipated	\$ 2,367,500	\$ 535,634	\$ -	\$ 185,799	\$ 74,712	\$ -	\$ -	\$ 3,163,645	\$ 36,000	\$ 9,579,061	\$ 12,778,706
Funds Programmed	\$ (2,367,500)	\$ (535,634)	\$ -	\$ (185,799)	\$ (74,712)	\$ -	\$ -	\$ (3,163,645)	\$ (36,000)	\$ (9,579,061)	\$ (12,778,706)
Balance FY 2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 7/17/2013; ITEM II.C.

FTA 5339 Project Selection Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Under MAP-21, the new Bus and Bus Facility (5339) program provides capital funds to replace, rehabilitate, and purchase buses and related equipment and to construct bus related facilities. The 5339 program is the MAP-21 replacement of the SAFETEA-LU 5309 discretionary capital program. The FY 2014 5339 apportionment is \$258,863.

Under the prior 5309 discretionary program, City Utilities was very successful in competing for funding for the purchase of buses as well as, the construction of a new transfer facility and maintenance facility. This program no longer exists, and was replaced with the 5339 program. This new program provides funds by formula to the OTO area.

To offer perspective, one bus costs around \$380,000. This new funding formula will not even replace one bus per year. This represents a significant loss of funding over the prior grant awards.

Due to the new funding program and associated formula, OTO is proposing the establishment of selection criteria. The selection criteria will be used for project selection and programming in the FY 2014-2017 Transportation Improvement Program (TIP). The TIP will be amended once a solicitation of projects and selection is made for FY 2014 funding.

The Transportation Improvement Subcommittee recommended approval of these criteria at the May 29, 2013 meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make recommendation to the Board of Directors on approving the selection criteria for the Bus and Bus Facility (5339) program.

FTA SECTION 5339 PROJECT RATING GUIDELINES

The Bus and Bus Facility (5339) program provides grant funds to urbanized areas for public transportation and allows investments in capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

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

The Springfield metropolitan area public transit providers that are eligible for FTA Section 5339 funding shall apply for capital projects under FTA Section 5339.

PROCEDURE

FTA Section 5339 capital project requests shall be analyzed based on the attached considerations and ranked by each reviewer. The MPO Transportation Improvement Subcommittee will individually rank each FTA Section 5339 project. The numerical point system takes into account a weighted factor for each consideration. The results of the individual scores will be averaged for a final score.

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.

5339 Bus and Bus Facilities Selection Criteria

Title of Project: _____

Agency Submitting Project: _____

Federal Dollars: _____

Name of Reviewer: _____

Max Point Possible	Project Consideration	Point
20	This project addresses vehicle need, fleet size, and spare ratio according to FTA guidance (FTA C 9300.1B. Ch III)	
10	This project addresses the goal from the Long Range Transportation Plan to encourage transit (<i>Journey 2035</i> , page 86)	
10	This project preserves the existing public transit system and provides upgrades of existing facilities or equipment	
5	This is a system enhancement project that increases the efficiency and effectiveness of the transit system by meeting the goals in the LRTP	
2	The project provides transit amenities	
2	This project supports emerging technologies	
2	This project encourages regional transit	
6	The transit provider service area within OTO area is equal to or greater than: 80+ square miles = 6 points 10-79 square miles = 4 points 0-9 square miles = 2 point	
	Total	

RANKING CONSIDERATIONS:

TAB 6

TECHNICAL COMMITTEE AGENDA 7/17/2013; ITEM II.D.

FY 2014–2017 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

On an annual basis, OTO staff develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process. A separate document is included for review.

The draft TIP will be made available for public comment beginning on July 14, 2013, including on the OTO website.

SUBCOMMITTEE RECOMMENDATION: The subcommittee met on May 29, 2013 and reviewed the draft TIP and recommended approval to the Technical Planning Committee.

STAFF RECOMMENDATION: To recommend approval of the TIP as submitted in the agenda packet with any requested corrections/changes to the OTO Board of Directors.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the TIP to the OTO Board of Directors, or to ask the TIP Subcommittee to revisit the document to make specific changes. (The latter would require a special Technical Committee meeting prior to the August Board of Directors meeting.)

TAB 7

TECHNICAL COMMITTEE AGENDA 7/17/2013; ITEM ILE.

TIGER Grant

Ozarks Transportation Organization (Springfield, MO Area MPO)

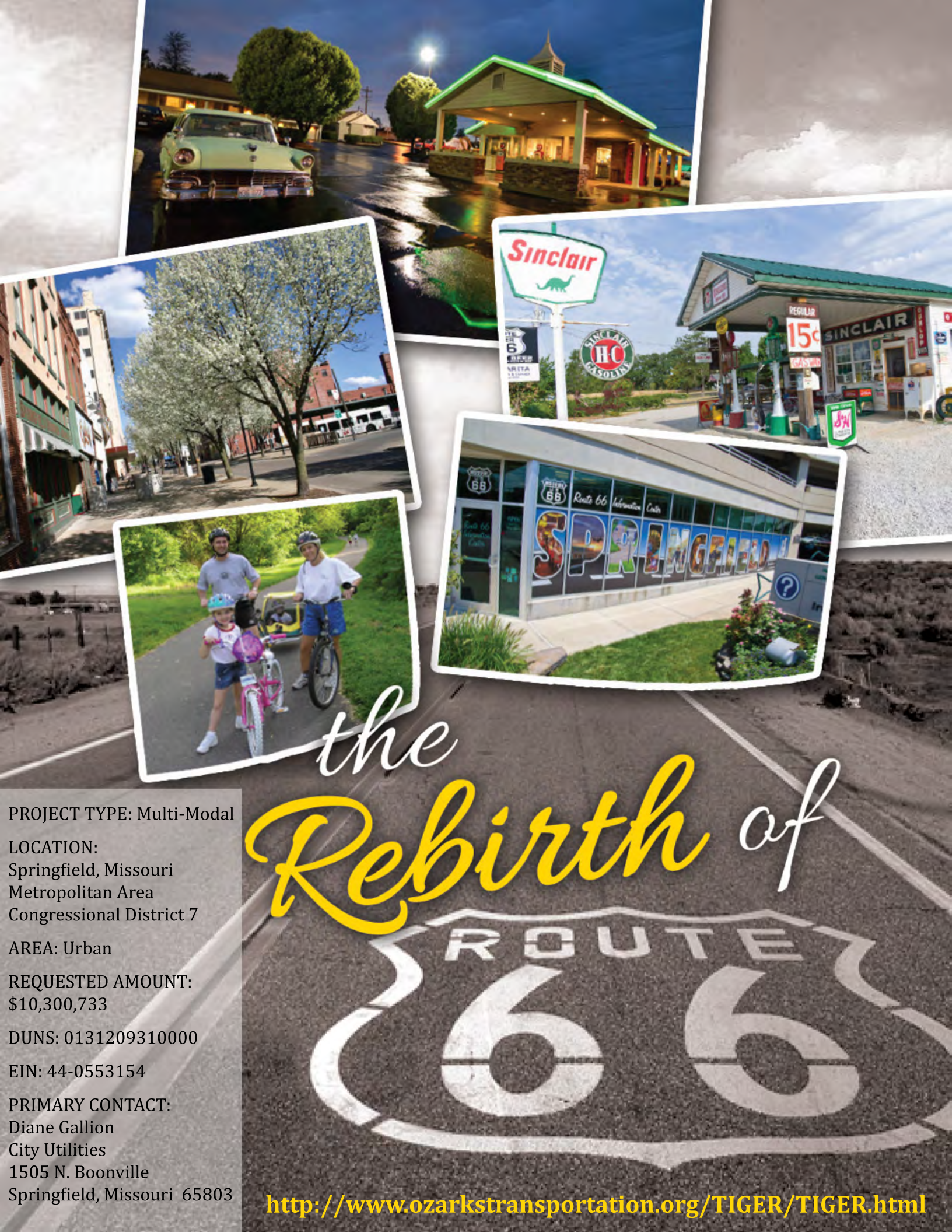
AGENDA DESCRIPTION:

City Utilities, the City of Springfield, and the Ozarks Transportation Organization submitted an application through TIGER V – the Transportation Investment Generating Economic Recovery grant program. The project was titled the “Rebirth of Route 66,” and included a proposal for the new CU Transit Transfer Center, the Jordan Creek Trail through West Meadows, and streetscaping along College (old Route 66). The request for TIGER funding was \$10,300,733 for a total project cost of \$17,879,541.

The previous round of TIGER funding awarded nearly \$500 million to 47 projects in 34 states. Over \$10.2 billion was requested through 703 grant applications. This time \$473.847 million is available.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



the Rebirth of



PROJECT TYPE: Multi-Modal

LOCATION:
Springfield, Missouri
Metropolitan Area
Congressional District 7

AREA: Urban

REQUESTED AMOUNT:
\$10,300,733

DUNS: 0131209310000

EIN: 44-0553154

PRIMARY CONTACT:
Diane Gallion
City Utilities
1505 N. Boonville
Springfield, Missouri 65803

<http://www.ozarkstransportation.org/TIGER/TIGER.html>



REBIRTH OF ROUTE 66

In 1926, officials met in Springfield, Missouri and named the interregional link between Chicago and Los Angeles U.S. Route 66. The marketing and development of Route 66 can be credited to John Woodruff of Springfield, Missouri and Cyrus Avery of Tulsa, Oklahoma. Route 66 was signed into law in 1927 and fully paved by 1938. The path of Route 66 has evolved since its conception and though replaced by the Interstate highway system, it continues to attract a local, national, and international contingent of travelers yearning for the nostalgia of “The Mother Road.” The Rebirth of Route 66 in Springfield creates a corridor for travel and history, evolving how visitors and residents alike experience Route 66.

Springfield, Missouri proposes the “Rebirth of Route 66,” an initiative that will be environmentally-friendly, propelled by partnerships, and innovating livability in the center of our community – the heart of its founding, the nexus of its present, and the living laboratory of its future. The Rebirth of Route 66 will:

- **Re-engineer multi-modal public transportation design with expanded services**
- **Renew the College Street Corridor and the West Meadows Greenway**
- **Revitalize the birthplace of historic Route 66**
- **Provide incentives for high density development**
- **Walkable streets and complete streets**
- **Development of art and historical districts**
- **Environmental protection and conservation**

The Springfield Strategic Plan, “Field Guide 2030”¹ recommends improving quality of life and livability by enhancing the effectiveness and aesthetics of the collective transportation system, improving the connectivity and accessibility of the street, pedestrian, and bicycle networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system. This proposed TIGER 2013 grant application addresses the Strategic Plan with three defined projects that comprise the multi-modal system enhancements. Each project works toward the goal of a more complete multi-modal system.

PROJECT 1	CONSTRUCTION OF A NEW BUS TRANSFER & MULTI-MODAL FACILITY
PROJECT 2	ROUTE 66/COLLEGE STREET STREETSCAPES AND GREENWAYS
PROJECT 3	WEST MEADOWS GREENWAY TRAIL

Projects	Total Project	TIGER Grant	Local Share	Other Federal Grants
New Bus Transfer & Multimodal Facility	\$11,830,291	\$6,360,733	\$2,366,058	\$3,103,500
Route 66/College Street Streetscapes	\$5,749,250	\$3,700,000	\$2,049,250	--
West Meadows Greenway Trail Project	\$300,000	\$240,000	\$60,000	--
Total TIGER Grant Investment	\$17,879,541	\$10,300,733	\$4,475,308	\$3,103,500
Percentage of Investment	100%	58%	25%	17%

ABOUT SPRINGFIELD, MISSOURI

Springfield is located in southwest Missouri and is the core city for the metropolitan area. As of 2010, the population of the City of Springfield was 159,498 and by the year 2035, Springfield is

¹ Field Guide 2030, Chapter 12 Transportation, pages 228 – 258. <http://www.springfieldmo.gov/fieldguidereview/pdfs/transGuide.pdf>



projected to have a population of 195,194 or an increase of 22.38 percent. The number of households in Springfield in 2009 was 69,332 and by 2035 the number is projected to increase to 90,353 or a 30.32 percent increase. The areas of highest population density within the City of Springfield are primarily in the central city area. According to the U.S. Census Bureau the total population of Springfield's Metropolitan Transportation (MPO) area in 2010 was 308,040 people, an increase since 2000 of 50,302 or 19.52 percent. There are 104,422 households and 126,399 housing units within the MPO planning area. The MPO's Travel Demand Model projects the total population within the current boundaries to be 487,637 in 2035. This represents a 50.3 percent increase in population increase between 2010 and 2035. In the same period, the area is projected to reach a total of 195,386 households, which corresponds to an increase of 50 percent. Southwest Missouri has been one of the fastest growing regions in the country, according to both the 2000 and 2010 Census.

The Springfield, Missouri Metropolitan Statistical Area (MSA) is comprised of Greene, Christian, Webster Polk and Dallas counties and has a population of over 444,000 people. Springfield's area of economic influence reaches 27 counties and 1,027,361 people. Since 2000, the metro area's average annual growth rate has been 3.0 percent.

Springfield-Branson National Airport connects to 9 different cities with more than 24 daily flights. In 2005, SGF was the 4th fastest growing airport in the U.S. and the new terminal building was completed in 2009. Located in the center of the country, Springfield is transportation hub with numerous trucking terminals; Logistics provides an annual economic impact of \$14.3 billion to the metro area.

PROJECT DESCRIPTION

The Rebirth of Route 66 can be broken into three projects:

1. Construction of a new Bus Transfer & Multi-modal Facility
2. Route 66/College Street Streetscapes and Greenways
3. West Meadows Greenway Trail

LOCATION

These three projects are located on the west side of downtown Springfield, along the historic Route 66 corridor. The new Bus Transfer and Multi-Modal Facility is located on Main, just north of College Street (historic Route 66). The College Street Streetscapes extend from downtown Springfield to Kansas Expressway. The Greenway Trail will be a connection within the Jordan Creek Trail system that is in the process of connecting northeast Springfield to the southwest.



TAB 8

TECHNICAL COMMITTEE AGENDA 7/17/2013; ITEM II.F.

OTO Growth Trends Report

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

AGENDA DESCRIPTION:

OTO staff has compiled the Growth Trends report based on the most recent census data and building permit information collected from area jurisdictions. This report is published for informational purposes and can be found on the OTO website at http://ozarkstransportation.org/Documents/OTO_Growth_Trends_Dec2012.pdf

If there is additional information that the Technical Planning Committee is interested in seeing in the annual growth trends report, members are asked to let staff know.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.

TAB 9

TECHNICAL COMMITTEE AGENDA 7/17/2013; ITEM II.G.

Performance Measures Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The new surface transportation authorization bill, MAP-21 (Moving Ahead for Progress in the 21st Century), introduced performance measures into the planning process requirements. Ahead of passage by MAP-21, OTO included performance measures in the Long Range Transportation Plan, *Journey 2035*. As an assessment of the OTO area and the efficacy of the performance measures themselves, OTO has produced its first annual Performance Measures Report.




The Report provides a quick reference for how the region is performing along with a more detailed description of each measure and its results. Also included is a brief discussion of notable factors which may have impacted each measure's current trend.













TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.

2012 Performance Measures Report

The Ozarks Transportation Organization long range transportation plan, *Journey 2035*, sets forth performance measures as a way for OTO to monitor the success of the Plan and the continued transportation-related activities of the OTO and its jurisdictions. Eleven performance measures were identified with targets for 2035. This report highlights current progress on each measure.

At a Glance:  **Improving**  **Declining**  **Not Available**

Performance Measure	Target	2012 Trend
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic	
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	 
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good condition	
Bridge Condition	That the percent of bridges in fair or better condition will stay above 90 percent	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	

1. Vehicle Miles Traveled per Capita

A lower value is better.

Description

Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. By comparing VMT to the number of persons in the region, OTO can gauge just how much VMT is changing in relation to the potential number of people driving. VMT is influenced both by the number of vehicles using the roadway system and the trip length of those vehicles, which increases with the geographic area that is urbanized.

Target

That VMT per Capita will grow no more than 5 percent, to a value of 19 from its peak in 2004, by 2035. Travel growth should be captured in other modes.

Current Value/Trends

Year	VMT	Population	VMT per Capita
2011	4,931,037	*312,126	15.80
2010	5,010,884	310,283	16.14
2009	4,969,336	*303,720	16.36
2008	5,063,022	*298,910	16.94
2007	5,185,837	*293,385	17.68
2006	5,115,547	*287,216	17.81
2005	4,904,027	*280,622	17.48
2004	4,946,098	*275,796	17.93
2003	4,630,231	*271,251	17.07
2002	4,540,996	*266,874	17.02
*Census Estimate			



Result

The VMT per capita improved from 2010 to 2011 and continues its downward trend.

Notable Factors

Factors that could have influenced the reductions in vehicle miles traveled include the Great Recession, an aging population, the fact that the younger population is not driving as much as their older cohorts, and that fuel prices remain high relative to 2007 and earlier prices.

2. Modal Balance

A lower value is better for “Drive Alone,” while a higher value is better other modes.

Description

Modal balance describes the varying proportions of mode choice at a given time. Modes can include walking, cycling, public transport, carpooling, and private motor vehicle, as well as taxicab, motorcycle, and no travel mode – as in working from home. As an indicator, modal balance provides information on how many types of users there are within the system. As a performance measure, modal balance shows the success of alternative forms of transportation. For this performance measure, OTO has decided to focus only on a certain subset of modes –

- Car, Truck, or Van – Drove Alone
- Car, Truck, or Van – Carpooled
- Public Transportation – All
- Bicycle
- Walked
- Worked at Home

This data is derived from the American Community Survey, which asks, “How did this person usually get to work last week?” Respondents are asked to mark the method they used most often if they used more than one mode of transportation during the trip. The American Community Survey collects data on a yearly basis, but on a smaller scale. To maintain reliability in the data in areas with smaller populations, yearly samples are aggregated over multiple years. This also limits the geography for which American Community Survey Data is available. For the OTO region, this data is offered at the County and Place level. In this analysis, the data for all of Christian and Greene Counties have been used, as the information was not available at just an MPO level.

Target

Decrease “Drove Alone” to 75 percent for the region by 2035.

Current Value/Trends

Christian and Greene Counties	
2000	82%
2005-2009	82%
2006-2010	82%
2007-2011	83%



Result

The percentage of those who “Drove Alone” increased between evaluation years, while the desired result is for the percentage to decrease.

Notable Factors

This data is available from the American Community Survey (ACS) which is delayed in its provision of data compared to the timeframe OTO is analyzing. Also, this ACS data spans a 5-year collection timeframe and includes data from before the Great Recession, which impacted driving behaviors.

3. Bicycle/Pedestrian Network Completion

A higher value is better.

Description

Using aerial photography and data from individual jurisdictions, OTO tracks where sidewalks exist within the OTO study area. This plan recommends sidewalks be located in residential, as well as commercial areas. This performance measure will compare the miles of roadway with sidewalk to the miles of roadway without and will not include roadways with a classification of Expressway or higher. The measure will not distinguish between those roads with sidewalks on one side of the street versus both sides of the street. Sidewalks are usually added to existing roadways at a rate of just a few miles per year. Sidewalks should be included with construction of new roadways.

OTO has also identified the future trail network for the region. This performance measure will be assessed by the miles of completed trails. Only those trails used for transportation will be counted. The Frisco Highline Trail will only be counted to the Greene County northern boundary. Currently, 225 miles of trail are planned for the region.

Target

If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5.

- 1) That 35 percent of roadways have sidewalks, excluding those with Expressway classification or above.
- 2) That 80 miles of the trail network be completed by 2035.

Current Value/Trends

**excluding Freeways, Freeway Ramps, and Expressways (per the OTO Major Thoroughfare Plan)*

	2011	2013
Percent Roadway with Sidewalks	30.36	32.79
Miles of Existing Greenway Network	52.03	57.53



Result

Bicycle and pedestrian accommodations continued to increase in the OTO region.

Notable Factors

Improvements include 3 miles of new and 0.3 miles of reconstructed sidewalk around Springfield elementary schools and a number of new streetscapes in downtown Springfield. The City of Springfield has focused on completing the Link from Doling to Missouri State University. Trail was constructed on South Dry Sac and Fassnight Creeks. MoDOT and City Utilities have also partnered to construct sidewalks to improve access to transit stops.

4. Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled

A lower value is better.

Description

Crash rates are defined by crashes per Million Vehicle Miles Traveled (MVMT). This can be an effective way to gauge roadway safety trends. This does not account for how many disabling injuries or fatalities occurred with a single crash, rather, it considers if any disabling injury or fatality was associated with a crash, and then compares that to the vehicle miles traveled. By indexing the number of crashes to vehicle miles traveled, one can take into account the risk involved given the number of miles driven. The more miles one travels, the higher their risk for a crash. This exposure factor is more accurate in determining roadway safety.

Target

That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic.

Year	VMT	Disabling Injury Crashes and Fatal Crashes	Disabling Injury Crashes and Fatal Crashes/MVMT
2012	4,954,024	178	35.93
2011	4,931,037	198	40.15
2010	5,010,884	237	47.3
2009	4,969,336	254	51.1
2008	5,063,022	220	43.5
2007	5,185,837	226	43.6
2006	5,115,547	266	52
2005	4,904,027	244	49.8
2004	4,946,098	249	50.3
2003	4,630,231	233	50.3
2002	4,540,996	233	51.3



Result

The crash rate in the OTO region continues to improve as a decrease can be seen from 2011 to 2012.

Notable Factors

The Blueprint for Safety and its Southwest District Committee has focused on reducing fatalities on the MoDOT network. Statewide, fatalities are at all-time lows.

5. On-Time Performance of Transit System

A higher value is better.

Description

The timeliness of each bus route is determined through spot checks by a supervisor. Such checks are performed randomly. Timeliness can help determine if a route needs adjusting, if there are issues at stops along a route, or if there is a broader roadway efficiency issue. Timeliness also demonstrates the reliability of the system. System reliability can be more important to a user than frequency of service.

Target

The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level.

Current Trends/Values

Source: City Utilities Transit

Year	Percent on Time
2007	89.21
2008	91.47
2009	91.32
2010	93.54

Result

Due to changes in how data is collected, an updated measure is not available at this time.

Notable Factors

City Utilities is purchasing automated vehicle location devices for each of their buses. This will be able to provide a holistic view of timeliness for the transit system once it is in place.

6. Percent of Housing Units within ¼-mile of a Bus Route

A higher value is better.

Description

The percent of housing units within a ¼-mile of a bus route is an indicator of how many potential people are available to use the transit system. This measure examines the City Utilities Transit service area at the proximity of housing units to CU bus service.

Target

That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035.

Current Trends/Values

For 2010:

Housing units in OTO area – 138,623

Housing units in CU Transit Service Area – 77,620



Housing units within ¼-mile of 2011 bus routes – 64,871

Housing units within ¼-mile of 2013 bus routes – 67,282



Percent housing units in OTO area within ¼-mile of a 2011 bus route – 47%

Percent housing units in OTO area within ¼-mile of a 2013 bus route – 49%



Percent housing units in CU Transit service area within ¼-mile of a 2011 bus route – 84%

Percent housing units in CU Transit service area within ¼-mile of a 2013 bus route – 87%



Result

Based on this analysis, access to transit has improved since 2011.

Notable Factors

The number of housing units for the OTO region, as a whole, is static as the data source is the 2010 Census. This does not allow OTO to take credit for additional housing constructed along transit routes, however, the improvements do show that the bus routes in 2013 do have improved coverage.

7. Average Commute Time

A lower value is better.

Description

Average commute time is the amount of time taken to travel to work as reported by workers over the age of 16 on the American Community Survey and the decennial Census. This data is not available at the OTO level, so it will include all of Christian and Greene Counties. This measure is an indicator of both the distance commuters are traveling and the potential congestion drivers face during their commute.




Target

Keep the average commute time less than 25 minutes by 2035.

Current Value/Trends

Source: US Census Bureau – 2005-2009 American Community Survey, Table B08303

	1980	1990	2000	2005-2009	2007-2011	Difference in Minutes 2005-2009 to 2007-2011
Christian	24.0	27.4	25.1	24.1	24.5	0.4
Greene	17.2	17.6	19.2	19.5	19.2	-0.3
Battlefield	22.1	22.6	23.1	22.7	23.1	0.4
Fremont Hills	N/A	17.0	19.8	19.7	23.6	3.9
Nixa	20.8	19.1	23.8	21.9	22.4	0.5
Ozark	21.0	19.2	21.6	22.0	23.1	3.1
Republic	20.5	21.6	25.1	23.4	22.2	-1.2
Springfield	15.4	15.7	17.0	17.6	17.3	-0.3
Strafford	19.2	20.4	22.4	23.0	23.7	0.7
Willard	20.6	23.2	23.0	23.8	23.1	-0.7
Average of Greene/Christian	20.6	22.5	22.2	21.8	21.9	0.1
Average of OTO Cities	19.9	19.9	22.0	21.8	22.3	0.5

	Blue cells show improvement
	Red cells show decline
	White cells show no change

Result



Overall, commuting times have not improved since the previous analysis, though commuters in Greene County, Republic, Springfield, and Willard did see a reduction in commute times. The average commute does remain under the target of 25 minutes for the region.

Notable Factors

As stated earlier, the American Community Survey data spans multiple years, including before and after the Great Recession. The survey data also covers a much smaller sample of the population than the former Census Long Form. In several instances, the margin of error was larger than the difference between the analysis years.

8. Peak Travel Time

A lower value is better.

Description

Travel time along the roadway system is determined through travel time runs which utilize Global Positioning System (GPS) units. These units collect data to determine the average time it takes to travel a corridor. When the speed of travel drops more than 20 mph below the posted speed limit, a roadway is determined to have significant delay.

Target

That less than 20 percent of the OTO area roadways will be significantly delayed.

Current Value/Trends



AM Peak Total			
	2005	2008	2012
Miles 20+ mph below speed limit	12.85	33.63	25.26
Total Travel Time Mileage	265.04	343.23	342.57
Percent Significantly Delayed	5%	10%	7%



PM Peak Total			
	2005	2008	2012
Miles 20+ mph below speed limit	18.37	46.23	48.93
Total Travel Time Mileage	264.27	354.8	339.48
Percent Significantly Delayed	7%	13%	14%

Result

AM Peak travel time is improving, but PM Peak travel time is not.

Notable Factors

The difference in improvement between AM and PM could be related to continued unemployment in the OTO region. PM travel is likely influenced factors other than the journey to or from work, while travel during the AM peak can mostly be attributed to commuting to work and/or school.

9. Percent of Roadways in Good Condition

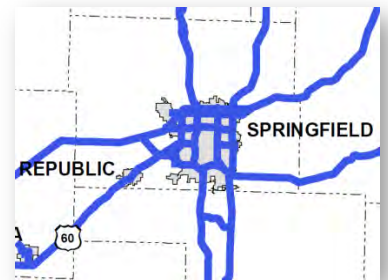
A higher value is better.

Major Roads in the OTO Region

Source: Missouri Department of Transportation

Description

The Missouri definition of good condition uses factors such as smoothness and physical distress to determine quality. The goal for the Missouri Department of Transportation is to have 85 percent of all Major Roads in Good Condition. The current OTO values for 2010 are higher than for the entire State of Missouri. Overall, in Missouri, the Major Roads were more than 85 percent good, while in the OTO, 93 percent are considered good. Major Roads are principal arterials, including interstates, freeways and expressways. This map highlights the major roads in the OTO region.



Target

That 85 percent or more of the Major Roads in the OTO region are in Good Condition.

Year	Major % Good
2002	65
2003	61
2004	59
2005	61
2006	78
2007	87
2008	89
2009	91
2010	93
2011	94
2012	94

For MoDOT owned roads only.
Based on MoDOT Tracker Data.



Result

The percentage of Major Roads in Good Condition is constant between 2011 and 2012 and continues to remain above 85 percent.

Notable Factors

The Smooth Roads Initiative, which started in 2006, is evident in MoDOT's ability to maintaining a Good Condition on the area's major roadways.

10. Bridge Condition

A higher value is better.

Description

Bridge condition ratings are calculated by taking the lowest sub-rating of the super-structure, sub-structure, and deck. Ratings range from 3 to 9. At a bridge rating of 3, bridges are closed to the public. A bridge rating of 5 is considered Fair, with all primary structural elements as sound, though they may have minor section loss, cracking, spalling, or scour. A bridge rating of 9 is Excellent. The Missouri Department of Transportation does not have a set goal for this measure. This measure shows those bridges which are rated 5 or higher, in Fair or better condition.

Target

That the percent of bridges in fair or better condition will stay above 90 percent.

	Total Bridges	Total Fair+	Percent Fair+
2001	251	242	96.41
2002	252	242	96.03
2003	253	244	96.44
2004	259	250	96.53
2005	265	256	96.60
2006	270	257	95.19
2007	273	260	95.24
2008	277	262	94.58
2009	287	269	93.73
2010	290	268	92.41
2011	317	298	94.01
2012	328	311	94.82

Includes state and non-state bridges



Result

The percentage of bridges with Fair or better condition ratings has increased from 2011 to 2012 and remains above the target of 90 percent.

Notable Factors

The continued focus on taking care of the system and MoDOT's Safe and Sound Bridge Program are both reasons for the region's continued ability to keep the area's bridges in fair or better condition.

11. Ozone Levels

A lower value is better.

Description

Ozone is a regulated pollutant under the Clean Air Act and the allowable amount is set by the National Ambient Air Quality Standards. Ozone is measured on a three-year design value. This is based on the 4th highest ozone value during each of those three years. The standard in place is set at 75 ppb. The standard is reviewed at least once every five years and either stays in place or is adjusted downward. The next review is scheduled for 2013. As a metropolitan transportation organization, the OTO is responsible for ensuring that the region complies with transportation conformity requirements. This essentially states that the transportation projects within the non-attainment area are consistent with air quality goals.

Target

That the region will be able to demonstrate transportation conformity for its plans, programs, and projects.

Years	Value
2002-2004	70
2003-2005	71
2004-2006	71
2005-2007	77
2006-2008	73
2007-2009	69
2008-2010	68
2009-2011	69
2010-2012	74



Result

As the region has yet to go non-attainment, conformity is not an issue for OTO at this time. The most recent Ozone Design Value is still within the limits set by EPA through the National Ambient Air Quality Standards.

Notable Factors

Weather is a major factor in the area's ozone values and 2012 was a very hot year. The rolling average of the Ozone Design Value also means that years with prior lower values are not accounted for in the most recent average. The Ozarks Clean Air Alliance is participating in EPA's Ozone Advance Program to mitigate the impacts of ozone in southwest Missouri.

TAB 10

TECHNICAL COMMITTEE AGENDA 7/17/2013; ITEM II.H.

New Ozarks Transportation Organization Logo

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

The Board of Directors approved the new logo at the April 18, 2013 meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



TAB 11



June 28, 2013

Majority of Americans Say They Would Support Gas Tax Increase, with Conditions, Survey Results Show

A report highlighting the findings from a national survey on tax options to support transportation infrastructure was released by the Mineta Transportation Institute this week, suggesting that a majority of Americans might support a gas tax increase with certain conditions.

The 5th annual survey asked more than 1,500 adults across the U.S. a range of questions including whether or not they supported various federal tax initiatives with certain conditions or explanations. The survey found that 67 percent of respondents would support a 10-cent federal gas tax increase if revenue was spent to maintain streets, roads, and highways – a 9 percent increase from 2012 – and 62 percent supported that same tax if the funding was spent on projects to reduce accidents and increase safety.

Those numbers, however, plummet with different taxes and conditions. Only 23 percent of survey respondents said they would support a 10-cent gas tax when the money was not explicitly tied to roadway maintenance and improvement projects (demonstrating the desire to know where that gas tax increase is going). When exploring other revenue options, only 19 percent of those surveyed approved of a mileage tax with a flat rate of one cent per mile.

"In most cases the support for a tax varied by five or fewer percentage points from 2010 to 2011 to 2012, a change too small to suggest a meaningful change in support," according to the report. "However, Americans were modestly more willing to support most of the tax increases in 2013 than they were in the previous three years."

The report also discussed attitudes toward public transit funding and revenue generation. While 64 percent of respondents said they supported spending gas tax revenue on transit, raising additional revenue for transit was an issue. Survey respondents exhibited low levels of support for raising the gas tax for transit and also for raising transit fare rates.

"Policymakers seeking new funding for transit will likely find that their programs are similarly popular to more traditional priorities like reducing traffic congestion, but nevertheless face the same obstacles as other transportation programs in finding new tax revenue sources," the report says.

The 110-page report is available [here](#).

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



June 28, 2013

House & Senate Appropriations Committees Pass Divergent FY 2014 Transportation Funding Measures

The House and Senate Appropriation Committees each passed their fiscal year 2014 transportation funding measures on Thursday. Neither bill contained many changes from the measures introduced in their respective transportation appropriations subcommittees in the last couple weeks, offering significantly different plans for how to fund transportation in the coming year. Yet both bills honor the highway and transit funding levels of the current surface transportation bill, MAP-21.

The Senate's FY 2014 appropriations measure for Transportation, Housing and Urban Development passed out of the full Appropriations Committee and allocates \$54 billion, which is about \$2.3 billion more than the FY 2013 enacted level. Some of the funding levels for transportation items include: \$40.3 billion for the annual Federal-aid Highway program (\$636 million more than FY 2013 enacted level); \$550 million for Transportation Investment Generating Economic Recovery (TIGER) grants (an increase of \$51 million from FY 2013 enacted level); \$500 million for a new bridge repair program; \$1.75 billion for rail--\$1.45 billion of which is for Amtrak (\$137 million more than FY 2013 enacted level); and \$1.943 billion for transit "New Starts" program.

"This Transportation-Housing bill is critical to maintaining the strength of America's infrastructure and the jobs needed to build and repair our nation and to make America more competitive, innovative and resilient," said Senate Appropriations Chair Barbara Mikulski (D-MD) in a statement. "The two bills we mark up today are truly economic engines for America, bills that create jobs and keep America moving."

The House appropriations bill fully funds the current surface transportation bill, MAP-21, by providing \$40.3 billion from the Highway Trust Fund to be spent on the Federal-aid Highway Program and just over \$10.5 billion for federal transit programs. The National Highway Traffic Safety Administration would see \$828 million in this measure, an increase of \$7.5 million from FY 2013. However, the bill allocates \$1.16 billion for rail, which results in a \$468 million drop from the current year's enacted level. No funding was allocated to high-speed rail and funding for Amtrak was cut significantly. Also eliminated in this measure was funding for TIGER grants.

House Appropriations amendments were proposed to add some funding for TIGER grants and restore Amtrak funding, though they both failed.

"We simply can't have it all in an austere budget year like this," said House Appropriations Committee Chair Hal Rogers (R-KY) upon marking up the bill in full committee. "This bill is an example of the trade-offs we must make to meet our fiscal constraints and reduce our deficit. To maintain funding for vital government programs and services, cuts had to be made to other programs, like Amtrak. Unnecessary or simply 'nice-to-have' programs like high-speed rail and the TIGER grant program receive no funding."

Both bills will be addressed by their full bodies at a later date.

Additional information on the House transportation appropriations markup is available [here](#). Further

information on the Senate's FY 2014 transportation appropriations markup can be found [here](#).

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

Citiwire.net

Sprawl's Hidden Problem: Wasting Public Money

WILLIAM FULTON / MAY 31 2013

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Citiwire.net

It's no secret that mayors and other local leaders around the country are searching for ways to balance municipal and state finances.



Last month, the Government Accountability Office found a widening gap between projected revenues and expenses in the years ahead. While it's tempting to point fingers at pensions or other easy targets of so-called "wasteful spending" as the only reason for this fiscal problem, city leaders should carefully consider the role that different development strategies play in their budgets and how they can help cure – or ruin – them.

Too often we see cities and towns chasing short-term revenue, mistakenly arguing that sprawling new development on the edge of town represents true economic growth. Yes, new buildings and wide new roads provide a quick hit of cash to a city budget and offer a compelling illusion of prosperity and growth. But over time, the cost of serving such developments often costs more than the tax revenue those developments generate.

Last week, a report I co-authored with [Smart Growth America](#) illustrates how walkable, smart growth infill development results in significantly better returns for municipalities compared to car-centric, traditional suburban development. [Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development](#) surveys 17 studies from around the country that compare different development scenarios, including a new study of Nashville-Davidson County, Tenn., commissioned specifically for this report.

The difference in the effect various development types can have on a city's budget is almost unbelievable. Smart growth strategies can not only save public money on infrastructure and ongoing services, but can significantly increase public revenue. Those factors combined could benefit municipal budgets everywhere. When taken as a national average, the report finds:

- Smart growth development costs at least one third less for upfront
- Infrastructure construction.

- Smart growth development saves taxpayers at least 10 percent on ongoing delivery of services.
- Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.

The findings from the Nashville study are worth singling out. On a per-unit basis, The Gulch, an infill smart growth development in downtown Nashville, not only costs \$200 less per unit per year for ongoing services than one in Bradford Hills, a conventional suburban development, but it generated \$2,030 more per unit in tax revenue. (Revenue included property tax but also the sales tax likely to be generated by the project's residents as well as other miscellaneous taxes.)

The difference in net revenue between the two types of development is even more glaring. On a per-acre basis, The Gulch generated \$115,720 in net revenue – almost 1,150 times the net revenue generated by Bradford Hills (\$100). Those trends are similar on a per-unit basis as well.

A common misconception is that smart growth development is a strategy best suited for big, urban cities. But a closer look shows that a community of any size – suburban, rural, close in or far out – can benefit fiscally from smart growth. Even in small and mid-sized cities, smart growth patterns can have a significant influence on the budget. One case study in *Building Better Budgets*, from Champaign, Ill., found that a smart growth approach to future expansion in that mid-sized Illinois city could turn a \$19 million deficit into a \$33 million surplus.

Local governments throughout the United States already face unprecedented challenges in providing high-quality infrastructure and adequate public services to their residents on a tight budget. When it comes to local budgets, how towns decide to develop represents either their greatest burden or their greatest opportunity.

William Fulton is vice president of Smart Growth America and a former mayor of Ventura, Calif.

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This article was posted on May 31, 2013. Trackbacks are closed, but you can [post a comment](#).

May 10, 2013

Preliminary Numbers Show Highway Death Increase in 2012

The National Highway Traffic Safety Administration last week released preliminary numbers on the number of highway fatalities that occurred in 2012, showing a more than 5 percent increase from 2011. The preliminary numbers show the first year-to-year uptick in highway traffic fatalities in seven years.

NHTSA's data showed that 34,080 individuals died as a result of motor vehicle crashes in 2012, an increase of 1,713 from 2011. Fatalities increased in every quarter of the year—up 12.6 percent for the first quarter, 5.3 percent in the second quarter, 3.2 percent in the third quarter, and 1.7 percent in the fourth quarter. Also up was the number of vehicle miles traveled by the motoring public. NHTSA reported that VMT increased by just more than 9 billion miles in 2012, which represents a .3 percent increase. That VMT increase wasn't enough to keep steady the fatality rate among VMT, which stands at 1.16 fatalities per 100 million VMT in 2012. This is an increase from the 1.1 fatalities per 100 million VMT in 2011.

Though the number of highway deaths went up in 2012 from 2011, the general trend for highway fatalities is still showing a decline.

"While it is too soon to speculate on the contributing factors or potential implications of any increase in deaths on our roadways, it should be noted that the historic downward trend in traffic fatalities in the past several years means any comparison will be to an unprecedented low baseline figure," according to NHTSA.

Safety experts, while not happy about the 2012 increase, believe that the passage of MAP-21, the current surface transportation bill, could help those numbers going forward.

"While today's news is upsetting, the good news is that last year's highway bill provides states with needed resources to conduct educational programs and enforcement efforts that are proven effective," said GHSA Executive Director Barbara Harsha [in a statement](#). "States are committed to working with NHTSA and other partners to save lives and reduce injuries."

NHTSA's full summary, "Early Estimate of Motor Vehicle Traffic Fatalities in 2012," is available [here](#).

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

Missouri to test slip-resistant road treatment

Written by the Associated Press

news-leader.com

JEFFERSON CITY, Mo. (AP) — Missouri has received a federal grant to test a new type of road treatment intended to keep cars from slipping off highways when it rains or snows.

The Missouri Department of Transportation says it will apply the “high friction surface treatment” to a pair of curves on U.S. 54 and Missouri 179 in Jefferson City.

If the agency has enough money, it may also apply the treatment at two sites on Interstate 44 near Rolla.

Missouri received \$150,000 for the project from the Federal Highway Administration. A total of 13 states and the District of Columbia received money through the grant program that encourages innovative technologies on roads and bridges.

May 31, 2013

Missouri DOT Announces New Chief Engineer

Missouri Department of Transportation announced Thursday that St. Louis District Engineer Ed Hassinger has been named MoDOT's new chief engineer. Hassinger, a Professional Engineer, fills the position left vacant when Dave Nichols was appointed MoDOT director.

"Ed has done an excellent job directing MoDOT's efforts in St. Louis," Nichols said in a statement. "Everywhere he's worked, he's built solid relationships that have enabled us to partner with others to achieve our goals. He's the right man to lead our districts, engineering divisions and maintenance efforts going forward."

Hassinger, who has worked at MoDOT for 29 years, has served as St. Louis District Engineer for the last 12 years. Hassinger holds a Bachelor of Science degree in civil engineering from the University of Missouri.

"I'm excited to accept the chief engineer position," Hassinger said. "We have significant challenges ahead of us with the funding situation we face to keep our system in the best condition possible while looking for opportunities to make the kind of improvements that our customers desire. It will take a total team effort to be successful and I feel honored to be able to lead that team."

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

kspr.com/news/ky3-new-highway-traffic-signals-should-help-sidestreet-traffic-in-republic-20130611,0,1747757.story

kspr.com

New highway traffic signals should help side-street traffic in Republic

The installation project starts June 17 and could last nearly a month.

edited news release from Missouri Department of Transportation

11:27 AM CDT, June 11, 2013

REPUBLIC, Mo. -- Work begins the week of June 17 to install a new type of synchronization system to the traffic signals along U.S. 60/Missouri 413 through Republic.

advertisement

The new system is designed to adapt to traffic conditions. It will provide the most benefit to side streets and left-turn lanes (with left arrows only) during non-peak traffic times, mostly during the middle of the day on weekdays and at night and on weekends.

The six traffic signals between Highway P/Main Avenue on the west and Oakwood Avenue on the east will be upgraded to the new Adaptive Traffic Signal System.

A similar system is in operation along two major state-maintained streets in Joplin -- Range Line Road (Business Loop 49) and a portion of 7th Street (Missouri 66).

Lane Closings During Installation

Drivers can expect nighttime lane closings on U.S. 60/Missouri 413 while crews install new traffic-detecting cameras at intersections with traffic signals. Crews also will work at the traffic signal control cabinets at the signalized intersections.

The work to install new cameras and other equipment will take a week, followed by another two weeks or so of data collection to determine traffic patterns. The new system should be in full operation during the week of July 8.

How Adaptive Signals Will Work

The six already-synchronized traffic signals will continue to move as much traffic as possible on U.S. 60/Missouri 413, but the signal upgrades will minimize delays on side streets.

Here's how:

* The detection system will be better able to monitor traffic in all directions at each intersection and "adapt" to changing traffic patterns. This means the system will recognize where traffic is building on side streets and in left-turn lanes (with left arrows only) and will give those vehicles green-light time after traffic on U.S. 60/Missouri 413 gets its allotted amount of green-light time.

* Drivers will notice more flexibility in traffic signal operation at each intersection. Essentially, the system will selectively give green-light time to side streets and left-turn lanes (with left arrows only) where traffic is building up rather than operate on a fixed cycle. This will be most evident when traffic is light on U.S. 60/Missouri 413.

Contractor

The vendor for the traffic signal upgrade is Rhythm Engineering of Lenexa, Kan.

Installation cost: \$256,000.

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