

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JULY 15, 2015
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, July 15, 2015 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the May 20, 2015 Meeting Minutes Tab 1
(1 minute/Humphrey)

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

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

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

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

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

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

A review will be given of BPAC'S current activities.

G. MoDOT Update

(5 minutes/Miller)

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

H. Legislative Reports

(5 minutes/Legislative staff)

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

II. New Business

A. Amendment Number Six to the FY 2015-2018 TIP Tab 2
(5 minutes/Longpine)

There are four changes requested to the Transportation Improvement Program which are included for member review.

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

B. 5310 Program of Projects Tab 3
(5 minutes/Longpine)

The proposed program of projects for FTA Section 5310 funds is included for review.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
THE PROGRAM OF PROJECTS TO THE BOARD OF DIRECTORS**

C. Public Participation Plan Evaluation..... Tab 4
(10 minutes/Boley)

A report is provided evaluating OTO public involvement activities over the last year.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. Performance Measures Report Tab 5
(5 minutes/Longpine)

Staff will give an overview of the performance of certain measures that are tracked in the OTO area.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. Long Range Transportation Plan Survey Results..... Tab 6
(5 minutes/Longpine)

A brief summary of the public input received from the recent survey done in conjunction with the Long Range Transportation Plan Update.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. Major Thoroughfare Plan..... Tab 7
(30 minutes/Longpine)

There are many changes proposed as part of a comprehensive review of the Major Thoroughfare Plan.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND CONCURRFENCE OF THE
PROPOSED MAJOR THOROUGHFARE PLAN CHANGES TO THE BOARD OF DIRECTORS**

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

C. Articles For Technical Planning Committee Member Information.....Tab 8

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, September 16, 2015 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

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

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la 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

TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2015; ITEM I.C.

May 20, 2015 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the May 20, 2015 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

“Move to approve the May 20, 2015 Technical Planning Committee Minutes.”

OR

“Move to approve the May 20, 2015 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
May 20, 2015**

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. Rick Artman, Greene County Highway	Mr. Kirk Juranas, City of Springfield
Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard	Mr. Larry Martin, City of Ozark
Mr. Travis Cossey, City of Nixa	Mr. Frank Miller, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Ms. Mary Lilly Smith, City of Springfield
Mr. Jay Huff, Missouri State University (a)	Mr. Kelly Turner, CU Transit
Mr. Adam Humphrey, Greene County (Chair)	Ms. Eva Voss, MoDOT
Mr. Tom Johnson, Missouri State University	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Brad McMahon, FHWA
Mr. Joshua Bird, Christian County (a)	Mr. J. Everett Mitchell (a)
Mr. David Bishop, R-12 School District	Mr. Kent Morris, Greene County Planning
Ms. Kristy Bork, SGF (a)	Mr. Kirk Nonen, BNSF
Mr. King Coltrin, City of Strafford	Ms. Beth Schaller, MoDOT (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Rick Emling, R-12 School District (a)	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Andrew Englert, Missouri State University (a)	Mr. Andrew Seiler, MoDOT
Ms. Diane Gallion, City Utilities (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Martin Gugel, City of Springfield (a)	Ms. Janette Vomund, MoDOT
Mr. Jason Haynes, City of Springfield (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Rick Hess, City of Battlefield	Mr. Bob Wilslef, City of Ozark (a)
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Chad Zickefoose, MoDOT (a)
Ms. Diane May, SMOG (a)	

Others present were: Mr. Matt Hough, Congressman Long's Office; Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Rick Roberts, Gredell Engineering; Mr. Dan Wadlington, Senator Roy Blunt's Office.

Mr. Adam Humphrey called the meeting to order at 1:30 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Martin made the motion to approve the May 20, 2015 agenda. Mr. Brock seconded and the motion was carried unanimously.

C. Approval of the March 18, 2015 and the April 21, 2015 Meeting Minutes

Mr. Martin made the motion to approve the March 18, 2015 and the April 21, 2015 Meeting Minutes. Mr. Brock seconded and the motion carried unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields stated that Senate Bill 540 did not pass the legislature. There were high hopes of something going forward, but that did not happen. There is hope that it will be picked back up again in the next session. Staff has been working on the Long Range Transportation Plan and there are 452 participants, as of today, who have taken the online survey. The survey closes on Friday and then the winners of the Kindle and \$50 fuel cards will be chosen.

Ms. Fields stated that there have been Major Thoroughfare Plan Meetings with every jurisdiction except Greene County. The meeting with Greene County will be held May 21. The changes to the Major Thoroughfare Plan will be wrapped up and will be taken to the Major Thoroughfare Plan Subcommittee. The Bicycle and Pedestrian Advisory Committee have been working on an implementation plan for the priority trail projects. The Committee has been working on a Bicycle Safety Summit, planned hopefully for the fall. The Local Coordinating Board for Transit has been working on ways to market transit better in the community. The subcommittee has been brainstorming on whether a website or a focus group would be the way to proceed.

Staff will be working on the Annual Performance Measures Report and should have that on the next agenda. In addition, the Long Range Transportation Plan will be gearing up and the LRTP Subcommittee meetings will start.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that Ms. Fields mentioned a few of the items that the Bicycle and Pedestrian Advisory Committee had been working on. She wanted to share more details on the Safety Education Summit that has been proposed. The BPAC wants to invite all the regional stakeholders, including school and curriculum professionals, law enforcement, parks employees and those types of positions. The goal is a daylong multiple session event where all types of topics can be covered and how these different groups might be able to help with safety education for bicycle and pedestrian activities. The Committee is also doing a call for the annual report that is produced outlining all the activities that have happened in the previous fiscal year. If there is any organization that has activities that can be included in the report, the Committee is looking for information. The report covers everything

related to any sort of events, sidewalk construction, trail construction, and that type of thing.

G. MoDOT Update

Mr. Miller stated that the Senate Bill 540 had failed. He had presented at the last TPC meeting about the bill being 2 cents + 2 cents + 2 cents plus indexing. This added 2 cents to the gas tax per year over 3 years. The Senate changed it to a one year proposal to address some of the concerns with trucks paying more to support the system. There was also a provision in there about taking on private and public partnerships. This was presumably between I-70 and private partnership and created concern for the bill in the State. The expectation is that these concerns will be discussed again in the fall. The Draft Statewide Transportation Improvement Program for 2016 – 2020 is out on the internet for review. The OTO projects are in the agenda today as a series of TIP Amendments. Most of the projects are updates, but there are a few new projects as well.

H. Legislative Reports

Mr. Wadlington stated that he had discussed the Highway Bill with Senator Blunt. The Highway Bill deadline is at the end of the month. The Highway Bill expires and a new one is needed. He expects a 60 day extension. Senator Blunt is optimistic that there may be a 5 or 6 year bill after that. It is doubtful that the House would approve a gas tax increase. Where the revenue for a Highway Bill would come from is still unidentified. The Senator is optimistic for a bill, but it would not be before the end of May. The expectation is for a short term extension through the summer months. Mr. Hough stated that was the news that he had to report as well. Mr. Miller stated that he had heard that a 60-day extension had passed yesterday, but did not know if it was the House or Senate. Ms. Fields and Ms. Voss stated that they had read the extension had passed in the House.

Mr. Juranas asked Mr. Miller about the condition of US 65 since there was an \$8 million pavement project. Mr. Miller stated it was going to be thicker asphalt because it will be overlaying concrete, but he did not know the current pavement condition. Mr. Juranas asked if it was in good or fair condition. Mr. Miller stated that Stacy Reece at MoDOT could check why the project was in the plan. Ms. Voss stated that part of US 65 was newly constructed. Mr. Miller stated that was part of the issue, because new concrete had to be overlaid in order to transition well.

II. New Business

A. Administrative Modification 4 and 5 to the FY 2015-2018 TIP

Ms. Longpine stated that staff is able to make slight changes to the Transportation Improvement Program with approval by staff and then notification to the Technical Planning Committee and the Board of Directors. Administrative Modification 4 is a notification to adjust the programmed amount for the East Chestnut Expressway overpass, as well as a funding source adjustment. The reason for the adjustment is that some of the cost estimates on the project were reduced and BNSF is bringing some funds to the project as well. Administrative Modification 5 contains a number of items that did not require going through the full TIP Amendment process. One modification is to move funding from Jackson and Main Street. There is also annual on-call work zone enforcement and annual guardrail and cable improvements from MoDOT. These projects involved changing funding sources

between federal categories. She explained the rest of the projects in the Administrative Modifications.

B. Amendment Number Five to the FY 2015-2018 TIP

Ms. Longpine stated that the OTO was not producing a new Transportation Improvement Program for 2016 – 2019. There are a lot of changes to the OTO TIP as MoDOT is updating the Statewide Transportation Improvement Plan. There was a handout passed out that shows some of the final STIP information. There were 7 additional revisions since the agenda was printed. There were 28 separate changes including 9 new projects. She went through some of the projects. Mr. Miller clarified that on the James River Freeway, MoDOT would be diamond grinding, that is why the estimate is less than the US 65 project where the plan is to overlay the road.

Mr. Martin made the motion to recommend approval of the TIP Amendment Number Five to the Board of Directors. Mr. Cossey seconded and the motion was carried unanimously.

C. Federal Funds Balance Report

Ms. Longpine presented the Semi-Annual Funds Balance Report that shows the balances of the BRM, Transportation Alternative Program, and STP-Urban Funding. It shows the obligations through March 31 and the partial allocation for FY 2015 which goes through May 31. There may be a 2 month extension at this point, but it might not go through September 30. The amounts are unknown for the rest of the year. There is a table in the introduction that shows the estimated allocations for a complete 2015 and 2016 and what the balances would be for each community. Without the Cost Share Program, these balances are going to accumulate faster since it takes time to get projects programmed through the system. Staff continues to encourage jurisdictions to program the funding.

D. Federal Functional Classification Map Change Request

Ms. Longpine stated that this change is for the Federal Functional Classification System, which is different than the OTO's Major Thoroughfare Plan. This is supposed to represent how the roadways currently function compared to the Major Thoroughfare Plan which is how the roads are desired to function. The City of Strafford requested that Washington Avenue from OO to Bumgarner be realigned. The request is to upgrade that section to a collector. It is currently classified as local. In discussion between the City of Strafford, MoDOT, and the OTO, the whole roadway network on the southside of the City of Strafford was examined. There are additional changes because of that. The change takes Bumgarner across over to Farm Road 245 and back up to OO. The majority of that road is major collector and the eastern portion is minor collector. Madison just south of Bumgarner is recommended to be a minor collector.

MoDOT also requested some cleanup work around Evans Road around the new Mercy Orthopedic Hospital. That would change from a minor arterial to local. The roads realign, so there is no reason to maintain that classification on the little piece that comes out.

Mr. Brown inquired if the extension of Washington is something that the City of Strafford was looking at building. Ms. Longpine stated that on one of the zoomed out maps the house is already gone where the extension would be going. The thought was that the City of Strafford was looking to move on it in the next few years.

Mr. Miller made the motion to recommend approval of the proposed Federal Functional Class changes to the Board of Directors. Mr. Brown seconded and the motion carried unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

Ms. Fields stated that there was a Route 65 public meeting at the Nature Center at 4 PM on June 9. Mr. Turner stated that the week of June 15 will be Communities in Motion Week. There will be a lot of activities around the transit system, including a free ride day on Thursday, June 18.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles For Technical Planning Committee Member Information

Ms. Fields pointed out that staff passed out articles entitled Transportation Management Feature. Joshua Boley has written three with one more on the way, on what happens at the Transportation Management Center. Right now staff is just putting it out on social media to inform the public on the importance on what the Transportation Management Center does.

IV. Adjournment

Mr. Martin made the motion to adjourn at 1:56 p.m. Mr. Juranas seconded and the meeting was adjourned.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2015; ITEM II.A.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are four items included as part of Amendment Number Six to the FY 2015-2018 Transportation Improvement Program. These are projects recommended for 5310 funding by the Local Coordinating Board for Transit. This listing in the TIP is programmatic and the OTO is publishing a separate Program of Projects. This Program of Projects is a separate agenda item.

The Ozarks Transportation Organization, through the Local Coordinating Board for Transit, conducts a periodic request for vehicles and other eligible projects for FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funding. With remaining funding from FY 2014 added to the estimated full appropriation for FY 2015, about \$208,000 was available for Capital Projects to Benefit Human Service Transit and another \$89,500 was available for Other Eligible Capital and Operating Expense Projects. Just over \$33,000 was made available for administration. OTO added the prior funding to the FY 2015-2018 TIP as Amendment Number 2. These projects are being amended to reflect the award of FY 2015 FTA Section 5310 funding.

1. *Update* FTA 5310 New Freedom-Type Projects (CU1514)
Updated to include FY 2015 funding for a federal programmed amount of \$266,862 and a total funding programmed amount of \$333,578 for FY 2013, 2014, and 2015 apportionments.
2. *Update* CU 5310 Administration (CU1517)
Updated to include additional Administration funding for City Utilities' receipt of FY 2015 FTA 5310 funding. The new federal programmed amount is now \$29,652 and no match is required.
3. *Update* FTA 5310 Human Agency Capital Purchases (MO1506)
Updated to include the amount of FY 2015 funding awarded for vehicles to local human service agencies. The federal programmed amount is \$401,212 and the total programmed amount is \$501,515.
4. *Update* MoDOT 5310 Admin (MO1507)
Updated to include additional Administration funding for MoDOT's management of FY 2015 FTA 5310 funding. The new federal programmed amount is now \$46,595 and no match is required.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend that the Board of Directors approve Amendment 6 to the FY 2015-2018 Transportation Improvement Program."



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1514 FTA 5310 NEW FREEDOM-TYPE PROJECTS

Route

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5310

MoDOT Funding Category

AC Year of Conv.

STIP #



Project Description

New service or capital projects beyond the Americans with Disabilities Act (ADA) for CU's transit service.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	CAPITAL	\$177,343	\$0	\$0	\$0	\$177,343
LOCAL	Local	CAPITAL	\$44,336	\$0	\$0	\$0	\$44,336
Totals			\$221,679	\$0	\$0	\$0	\$221,679

Notes

The new MAP-21 grant funding has combined New Freedom projects with Section 5310 funding.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$221,679



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1514 FTA 5310 NEW FREEDOM-TYPE PROJECTS

Route

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5310

MoDOT Funding Category

AC Year of Conv.

STIP #



Project Description

New service or capital projects beyond the Americans with Disabilities Act (ADA) for CU's transit service. Includes FY 2013, 2014, and 2015 Funding.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	CAPITAL	\$266,862	\$0	\$0	\$0	\$266,862
LOCAL	Local	CAPITAL	\$66,716	\$0	\$0	\$0	\$66,716
Totals			\$333,578	\$0	\$0	\$0	\$333,578

Notes

The new MAP-21 grant funding has combined New Freedom projects with Section 5310 funding.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$333,578



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1517 CU 5310 ADMINISTRATION

Route

From

To

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Administration of the City Utilities portion of FY 2013 and 2014 FTA 5310 funding.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	ADMIN	\$19,705	\$0	\$0	\$0	\$19,705
Totals			\$19,705	\$0	\$0	\$0	\$19,705

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$19,705



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1517 CU 5310 ADMINISTRATION

Route

From

To

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Administration of the City Utilities portion of FY 2013, 2014, and 2015 FTA 5310 funding.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	ADMIN	\$29,652	\$0	\$0	\$0	\$29,652
Totals			\$29,652	\$0	\$0	\$0	\$29,652

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$29,652



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1506 FTA 5310 HUMAN AGENCY CAPITAL PURCHASES

Route

From

To

Location/Agency

Federal Agency

Responsible Agency MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Enhanced Mobility of Seniors and Individuals with Disabilities 5310 Program Capital Purchases for Human Service Agencies.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	CAPITAL	\$278,681	\$0	\$0	\$0	\$278,681
LOCAL	Local	CAPITAL	\$69,670	\$0	\$0	\$0	\$69,670
Totals			\$348,351	\$0	\$0	\$0	\$348,351

Notes

Minimum 55% allocation of FY 2013 and FY 2014 FTA 5310 funding for Human Service Agencies. Source of Local Funding: Human Service Agency applicants.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$348,351



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1506 FTA 5310 HUMAN AGENCY CAPITAL PURCHASES

Route

From

To

Location/Agency

Federal Agency

Responsible Agency MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Enhanced Mobility of Seniors and Individuals with Disabilities 5310 Program Capital Purchases for Human Service Agencies.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	CAPITAL	\$401,212	\$0	\$0	\$0	\$401,212
LOCAL	Local	CAPITAL	\$100,303	\$0	\$0	\$0	\$100,303
Totals			\$501,515	\$0	\$0	\$0	\$501,515

Notes

Minimum 55% allocation of FY 2013, 2014, and 2015 FTA 5310 funding for Human Service Agencies. Source of Local Funding: Human Service Agency applicants.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$501,515



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # **MO1507** MODOT 5310 ADMIN

Route

From

To

Location/Agency

Federal Agency

Responsible Agency MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

MoDOT Administration portion of FY 2013 and FY 2014 FTA 5310 funding.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	ADMIN	\$30,965	\$0	\$0	\$0	\$30,965
Totals			\$30,965	\$0	\$0	\$0	\$30,965

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$30,965



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1507 MODOT 5310 ADMIN

Route

From

To

Location/Agency

Federal Agency

Responsible Agency MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

MoDOT Administration portion of FY 2013, 2014, and 2015 FTA 5310 funding.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FTA (5310)	Federal	ADMIN	\$46,595	\$0	\$0	\$0	\$46,595
Totals			\$46,595	\$0	\$0	\$0	\$46,595

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$46,595

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal						Local	State	
PROJECT	FTA (5309)	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL		
FY 2015									
CU0718	\$2,291,148	\$0	\$0	\$262,372	\$2,151,079	\$0	\$4,704,599		
CU1500	\$0	\$1,600,000	\$0	\$0	\$5,800,000	\$30,000	\$7,430,000		
CU1501	\$0	\$426,000	\$0	\$0	\$106,500	\$0	\$532,500		
CU1502	\$0	\$251,000	\$0	\$0	\$62,750	\$0	\$313,750		
CU1503	\$0	\$26,000	\$0	\$0	\$6,500	\$0	\$32,500		
CU1504	\$0	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000		
CU1505	\$0	\$26,000	\$0	\$0	\$6,500	\$0	\$32,500		
CU1506	\$0	\$0	\$0	\$262,372	\$46,301	\$0	\$308,673		
CU1514	\$0	\$0	\$266,862	\$0	\$66,716	\$0	\$333,578		
CU1517	\$0	\$0	\$29,652	\$0	\$0	\$0	\$29,652		
MO1506	\$0	\$0	\$401,212	\$0	\$100,303	\$0	\$501,515		
MO1507	\$0	\$0	\$46,595	\$0	\$0	\$0	\$46,595		
SUBTOTAL	\$2,291,148	\$2,489,000	\$744,321	\$524,744	\$8,386,649	\$30,000	\$14,465,862		
GRAND TOTAL	\$2,291,148	\$2,489,000	\$744,321	\$524,744	\$8,386,649	\$30,000	\$14,465,862		

FINANCIAL CONSTRAINT

Transit

	Federal Funding Source					MoDOT	Local	TOTAL
	5309	5307	5310	5339				
PRIOR YEAR								
Balance	\$2,291,148	\$ -	\$ 506,694	\$ -	\$ -	\$ -	\$ -	\$2,797,842
FY 2015								
Funds Anticipated	\$ -	\$ 2,489,000	\$ 255,770	\$ 524,744	\$ 30,000	\$ 8,386,649	\$ 8,386,649	\$11,686,163
Funds Programmed	(\$2,291,148)	(\$2,489,000)	(\$744,321)	(\$524,744)	(\$30,000)	(\$8,386,649)	(\$8,386,649)	(\$14,465,862)
Running Balance	\$0	\$0	\$18,143	\$0	\$0	\$0	\$0	\$18,143
FY 2016								
Funds Anticipated	\$ -	\$ 2,600,000	\$ -	\$ 262,372	\$ 30,000	\$ 8,900,000	\$ 8,900,000	\$11,792,372
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$0	\$2,600,000	\$0	\$262,372	\$30,000	\$8,900,000	\$8,900,000	\$11,810,515
FY 2017								
Funds Anticipated	\$ -	\$ 2,700,000	\$ -	\$ 262,372	\$ 30,000	\$ 9,186,000	\$ 9,186,000	\$12,178,372
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$0	\$2,700,000	\$0	\$262,372	\$30,000	\$9,186,000	\$9,186,000	\$23,988,887
FY 2018								
Funds Anticipated	\$ -	\$ 2,800,000	\$ -	\$ 262,372	\$ 30,000	\$ 9,681,000	\$ 9,681,000	\$12,773,372
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
Running Balance	\$0	\$2,800,000	\$0	\$262,372	\$30,000	\$9,681,000	\$9,681,000	\$36,762,259

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2015; ITEM II.B.

5310 Program of Projects Springfield Urbanized Area FY 2014 and 2015 Funding

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The newest transportation bill, MAP-21, changed the way transit funding is handled. The Springfield urbanized area now receives specific allocations for FTA 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funding. To meet the requirements of this new funding, OTO needs to publish a Program of Projects (POP), as attached behind this sheet.

The OTO Local Coordinating Board for Transit has solicited applications and recommends the following appear in the FY 2014 and FY 2015 Program of Projects:

- The purchase of the six proposed vehicles awarded to human service agencies as outlined to fulfill the minimum capital purchase requirements for vehicles.
- The construction of improvements that go beyond the requirements of ADA including the construction of sidewalk and shelter improvements to bus stops awarded to City Utilities.
- 10% administration fees awarded to City Utilities and MoDOT according to the adopted Memorandum of Understanding regarding 5310 funding.

FTA C 9070.1G - CHAPTER IV PROGRAM DEVELOPMENT

3. PROGRAM OF PROJECTS. The program of projects (POP) identifies the subrecipients and projects for which the recipient is applying for financial assistance. The Section 5310 annual POP the recipient submits to FTA for approval must indicate the total number of subrecipients; identify each subrecipient and indicate whether they are governmental authorities or private nonprofit agencies; and identify any that are Indian tribal governments or tribal transit agencies (including both federally recognized and other tribal governments). In addition, the POP must include a brief description of each project, including what type of project it is, the counties served, and any tribal transportation needs served by the project. The POP must show, for each project, the total project cost and the federal share. The total federal funding level for the POP cannot exceed the total amount of Section 5310 funds available. The POP must indicate whether a project is a capital or an operating expense and clearly identify which projects meet the 55 percent minimum for traditional section 5310 projects. A sample POP is included in Appendix B. The POP must be identical to, or consistent with, listings contained in the applicable TIP and STIP.

So that FTA can comply with the Federal Funding Accountability and Transparency Act of 2006 (Pub. L. 109-282), enacted September 26, 2006, the recipient must provide FTA with the following information for each subrecipient: the name of the entity receiving the award, the amount of the award, the location of the entity receiving the award, and the primary location of performance under the award, including the city, state, and congressional district. The recipient may choose to submit this information as a separate attachment in FTA's electronic grant management system (TEAM, or a successor thereto) or to include the information in the POP.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend that the Board of Directors approve the FTA 5310 Program of Projects."

Ozarks Transportation Organization
Springfield Urbanized Area
5310 and 5339 Program of Projects
FY 2014 and 2015 Funding

State: **Missouri**

5310: FY 2014 Carryover: **\$67,500**

5310: FY 2015 Apportionment: **\$255,770**

Please select DS, DM, or DL: **DL**

(DS = Rural Areas (under 50,000); DM = Small Urbanized Areas (50,000 – 200,000); DL = Large Urbanized Areas (200,000 or more))

Transfer Funds (plus or minus): **\$0**

Total Funds Available: **\$323,270**

Total number of subrecipients funded in this Program of Projects: **6**

Ozarks Transportation Organization
Springfield Urbanized Area
5310 Program of Projects
FY 2014 and 2015 Funding

5310 Program of Projects

Program of Projects and Subrecipients	City	Service Area Urban/Rural	Sub Type Private Public	Project Description	Quantity	FTA Amount	Local Amount	Total Amount	Coordination Plan Date and Page	Eligible Project Type	Capital/ Operating
Arc of the Ozarks	Springfield	Urban	Private	2015 25' Wide Body Cutaway	1	\$ 41,643.00	\$ 10,411.00	\$ 52,054.00	April 19, 2012; Chapter 7. pages 1-5	A	Capital
Burrell, Inc.	Springfield	Urban	Private	15-Passenger Van	1	\$ 22,248.00	\$ 5,562.00	\$ 27,810.00	April 19, 2012; Chapter 7. pages 1-5	A	Capital
Christian County Enterprises	Springfield	Urban	Private	Wheelchair Accessible Van	1	\$ 36,752.00	\$ 9,188.00	\$ 45,940.00	April 19, 2012; Chapter 7. pages 1-5	A	Capital
City Utilities	Springfield	Urban	Public	ADA Bus Bench Improvements/ITS Capital	N/A	\$ 89,519.00	\$ 22,380.00	\$ 111,899.00	April 19, 2012; Chapter 7. pages 1-5	B	Capital
OATS, Inc.	Springfield	Urban	Private	Minivan with Ramp	1	\$ 29,796.00	\$ 7,449.00	\$ 37,245.00	April 19, 2012; Chapter 7. pages 1-5	A	Capital
OATS, Inc.	Springfield	Urban	Private	Minivan with Ramp	1	\$ 29,796.00	\$ 7,449.00	\$ 37,245.00	April 19, 2012; Chapter 7. pages 1-5	A	Capital
OATS, Inc.	Springfield	Urban	Private	Minivan with Ramp	1	\$ 29,796.00	\$ 7,449.00	\$ 37,245.00	April 19, 2012; Chapter 7. pages 1-5	A	Capital
Total						\$ 279,550.00	\$ 69,888.00	\$ 349,438.00			

5310 Program of Projects Admin

City Utilities	Springfield	Urban	Public	Admin	1	\$ 9,947.00		\$ 9,947.00	April 19, 2012; Chapter 7. pages 1-5	C	Admin
MoDOT	Springfield	Urban	Public	Admin	1	\$ 15,630.00		\$ 15,630.00	April 19, 2012; Chapter 7. pages 1-5	C	Admin
Total						\$ 25,577.00		\$ 25,577.00			

**Ozarks Transportation Organization
Springfield Urbanized Area
5310 Program of Projects
FY 2014 and 2015 Funding**

Total traditional 5310 capital amount available	\$ 208,173.00	at 55%
Total traditional 5310 amount awarded	\$ 190,031.00	
Balance Remaining for 5310 traditional projects	\$ 76,614.00	
Total other capital amount available	\$ 89,519.00	at 35%
Total other capital amount awarded	\$ 89,519.00	
Balance remaining for other capital	\$ -	
Total administration available	\$ 25,577.00	at 10%
Total administration awarded	\$ 25,577.00	
Balance remaining for administration	\$ -	

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2015; ITEM II.C.

Public Participation Plan 2015 Evaluation Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for member review is the Public Participation Plan 2015 Evaluation Report.

OTO developed a Public Participation Plan in 2009 as a federal requirement. The 2015 Evaluation Report provides a status of identified activities to increase public involvement as set forth in the previous evaluation report.

The following items were implemented:

1. Website re-design
2. New OTO logo
3. New public comment email address: comment@ozarkstransportation.org
4. Facebook campaign
5. Posters in City Utilities buses and downtown bus terminal

The report also outlines a list of items that OTO will monitor and use as performance measures to track the performance of the Public Participation Plan. The list of items can be found starting on page 5 of the 2015 Evaluation Report.

The following five action items have been identified for implementation:

1. Revise and enhance the look of emailed press releases and set up a database to track when press releases should and actually are sent to media outlets.
2. Create a database to archive comments from Giveusyourinput.org.
3. Increase participation on both social media outlets by 50 fans/followers in the next year.
4. Begin a transit system promotion campaign.
5. Redesign OTO's current website to make it more user friendly and create easier accessibility to documents.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



PUBLIC PARTICIPATION PLAN

2015 EVALUATION



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.



INTRODUCTION

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are continuously evaluated. This periodic evaluation is conducted in accordance with the adopted OTO 2013 Public Participation Plan and as required by Federal Law 20 CFR 450.316.

OTO introduced and approved the Public Participation Plan in August 2013. Through continuous periodic evaluation OTO adjusts and modifies the Public Participation Plan in an effort to attain the following

GOAL

Through continued evaluation OTO seeks to improve how information is provided to the public and enhance public involvement and input.

IDENTIFIED ACTIVITIES TO INCREASE PUBLIC INVOLVEMENT

As part of the last Public Participation Plan Evaluation five items were identified as activities to improve outreach and increase public involvement. These five items are:

- Website re-design
- New OTO logo
- New public comment email address: comment@ozarkstransportation.org
- Facebook campaign
- Posters in City Utilities busses and downtown bus terminal

The status of each project is discussed below.

Website re-design

The website re-design has been completed. While further improvements would aid in the overall usability, the current site serves the public and media well as a one-stop location for all public OTO documents.

New OTO logo

The new logo replaced the prior compass style logo. The new logo reflects the multiple facets of transportation which better illustrates the role of the OTO



Then



Now

New public comment email address

The email address; comment@ozarkstransportation.org has been available since 2013. The address provides the public and media outlets a default email for anything regarding Ozarks Transportation Organization. This email address also serves as the official press release email for contacting the media and for taking emailed public comment.

Furthermore, with the addition of this email address the public can ask to join a variety of email lists to stay informed on subjects and projects of interest.

All public comment generated via this email address is archived in a database and passed on to the appropriate staff member to ensure accurate responses. Additionally, all public comment is distributed to the appropriate committee and/or Board of Directors.

Facebook campaign

Two small Facebook and Twitter campaigns began the fall of 2014.

The first is #mondaymap. The first Monday of each month an original map pertaining to the OTO region and produced by Ozarks Transportation Organization is posted to Facebook and Twitter. This campaign is an effort to provide interesting and useful data to the public. Examples of maps posted in the past include; percentage of the population over 65, or the percentage of population comprised of minorities.

The second campaign is #otowed. The intention of this campaign is to post an original photo to both of the above social media outlets every Wednesday. These photos can be updates of OTO involved projects around the area, photos that highlight the communities in the OTO region, or photos that are interesting or informative.

Ideally members of the public will begin to look forward to these weekly posts and will continue to visit our social media outlets awaiting the newest weekly photo.

Posters in CU buses and downtown bus terminal

Bus and terminal posters have been utilized in the past. These posters allow the commuter segment of the population to stay aware of particular programs or projects OTO is involved with at the time. Posters were used in the Transportation Input Initiative Campaign



ADDITIONAL ACTIVITIES

Transportation Input Initiative Committee

A joint committee of the Springfield Area Chamber of Commerce and the Ozarks Transportation Organization was formed to conduct a comprehensive input effort to ask the community what transportation projects were important. This effort was named the Transportation Input Initiative (TII). The TII committee met from January 2014 through April 2014 in order to conduct the initiative and to develop a subsequent report.

Some of the items that follow are a result of that committee.

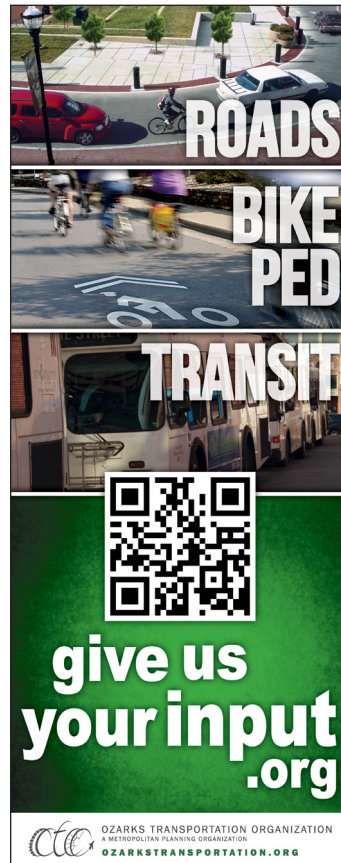
Billboards

Two digital billboards ran in Springfield during the month of March 2014. One was located on the NW intersection of Glenstone and Kearney, the other just north of Target at Primrose and Glenstone.



Downtown/Square signage

In 2014 OTO, in cooperation with the Urban District Alliance, placed five light pole banners around downtown Springfield. The banners are 23 inches wide by 59" tall and promote giveusyourinput.org and ozarkscommute.com



Road Signs

13 road signs were constructed by the Greene County Highway Department and installed by MoDOT. Signs were installed at the following locations:

- Campbell and JRF (northbound on Campbell)
- Battlefield and 65
- Chestnut and National
- Sunshine and Kansas
- CC and 65
- 160 and I-44
- US 60 and Highway 174 (2 signs)
- West Bypass and Mount Vernon
- 14 and 160
- Chestnut and 65
- Springfield-Branson National Airport (2 signs)



Surveys

OTO in conjunction with MindMixer conducted an online survey through giveusyourinput.org as part of the Transportation Input Initiative.

There were a total of 3,096 visitors and 12,943 page views, with 913 total participants on the giveusyourinput.org website survey. The average age of the participant was 44 years old, comprised of 48% male and 52% female. The list of zip codes indicated participants from a wide area in Missouri, with a few out-of-state visitors.

The top 10 performing zip codes are as follows:

- Willard, 65781 – 182
- Springfield, 65802 – 125
- Springfield, 65803 – 93
- Ozark, 65721 – 69
- Springfield, 65807 – 38
- Nixa, 65714 – 35
- Springfield, 65804 – 34
- Republic, 65738 – 31
- Walnut Grove, 65770 – 25
- Springfield, 65810 – 19



PERFORMANCE MEASURES

Following is a list of activities and outlets that OTO monitors and uses as performance measures in the evaluation of the Public Participation Plan.

Facebook Participation

DATE	LIKES	MEN/WOMEN
August 2013	51	Not available
August 2014	108	56/43
April 2015	137	52/45

OTO also employs two ongoing campaigns; #otowed and #mondaymap as mentioned under last year's Facebook campaign.

Facebook Participation by Location

DATE	SPRINGFIELD	NIXA	KC	OZARK	REPUBLIC
August 2014	60	4	3	2	2
April 2015	82	4	3	4	3

Twitter Participation

DATE	FOLLOWERS	FOLLOWING	TWEETS
August 2014	57	241	284
April 2015	91	218	628

Number of Meetings Open to the Public

OTO attempts to hold six meetings annually for the following boards and committees:

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit

Bicycle and Pedestrian Advisory Committee

Each meeting is open to the public and provide 48 opportunities for the public to share opinions and concerns with OTO leadership and staff. Occasionally, more or less meetings are held. Below shows how many meetings were held for each committee or board per year.

Meetings Held Annually

	BOD	TPC	LCBT	BPAC
2012	7*	7*	4	5
2013	6	6	6	6
2014	7*	7*	9	5

*indicates an E-meeting was held during the year

Events Attended by OTO Staff

OTO defines events as any function in which the public has access to OTO staff but OTO is not the sole focus or presenter. Events are often expos or trade shows.

This last year in conjunction with seeking public input on the long range transportation plan a variety of expos were attended:

Republic Business Expo – March 7

Nixpo, Nixa, MO – March 14

Showcase Ozark, Ozark, Mo – March 28

Safe and Sound Saturday, Springfield, MO north side – April 18

Farmer's Market of the Ozarks, Springfield, MO south side – May 16

Media Coverage of OTO

A log of all media articles and stories where OTO was featured or mentioned has been updated since of October 2014. The log will provide a record of the types of items that are of interest to the media. Furthermore, as we continue to refine press releases , the log could serve a guidebook to the effectiveness of our press releases.

Media coverage from October, 2014 to January 1, 2015 – 7

Media coverage from January 1, 2015 to April 27, 2015 – 10

Surveys

During spring 2015 OTO began seeking public input on Transportation Plan 2040 (OTO's Long Range Transportation Plan). The survey occurred in conjunction with OTO appearances at expos around the region. In an effort to increase public participation OTO registered individuals who completed the survey either in person or online for a chance to win a Kindle Fire or a \$50 fuel card. As of April 8, 2015 OTO has received 327 surveys. The surveys ask the public what transportation needs matter to them and is a combination of Likert scales and short answer. A sample of the survey can found in the appendix of this report.



Press Releases Sent

Press releases sent out for 2012 - 41

Press releases sent out for 2013 -39

Press releases sent out for 2014 – 41

Website visitors

Currently, with OTO's current website format for ozarkstransportation.org there are no site analytics. OTO is currently investigating website redesign options to not only add analytics, but improve site flow and usage.

Diversity

At this time the only measurable item is gender. As mentioned earlier Facebook allows identifies the gender (if the user designated one) of our fans. Currently OTO's Facebook page likes are comprised of 52% men, 45% women and 3% undefined. For comparison 54% men, 45% women and 1% undefined utilize Facebook as a whole. Interestingly, Women have a higher engagement rate on our page at 59% compared to 37% men.

Facebook engagement is measured by percentage of individuals who liked, clicked or commented on a post.

OTO's twitter followers however, see a strong male presence with men making up 71% of our followers.

An online survey was available as part of the Transportation Input Initiative in 2014. The survey garnished 913 participants with an average age of 44 years old. Additionally, 48% of the respondents where men, compared to 52% women.

Legal Ads

Legal ads are utilized as mandated in the Public Participation Program and required by Federal Regulations.

Year	No. of ads printed
2012	4
2013	7
2014	3
2015	2 as of April

Number of Public Presentations

Public presentations differ from events in the fact that presentations are facilitated and focus on OTO. A total of six public meetings were held in connection with the Transportation Input Initiative as follows:

Tuesday, March 18th, 2014, 4:00 - 6:00 pm

Republic High School, 4370 RepMo Drive, Republic
Strafford City Hall, 126 South Washington Street, Strafford
Library Center, 4653 South Campbell Avenue, Springfield

Thursday, March 20th, 2014, 4:00 - 6:00 pm

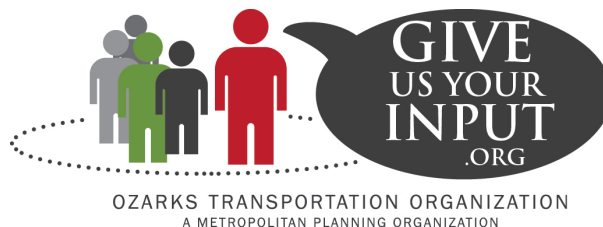
Willard Community Center, 222 West Jackson Street, Willard
Springfield Chamber of Commerce, 202 South John Q. Hammons Pkwy, Springfield
OTC Richwood Valley with SMCOG, 3369 West Jackson Street, Ozark

On hand at each public meeting to facilitate and answer questions were representatives from OTO, the Springfield Chamber of Commerce, MoDOT, The Springfield Branson National Airport and City Utilities Transit, along with various area city officials.

Approximately 145 members of the public attended the six meetings.

Giveusyourinput.org

Giveusyourinput.org was developed in 2013 garnishing little public support or input. In 2014 the site was used for the Transportation Input Initiative. In March of 2015 the site was redesigned and transformed into a blog style layout. The public can search by keywords or see the latest posts. Ideally the site will become a stopping point for transportation dialog and discussion for transportation plans and projects.



Additionally, the site is currently using SlimStat analytics to monitor the site performance. As the site develops we will be able to track; page visits, unique IPs, Page and post counts, and length of time on site.

Giveusyourinput.org Site Data

Date	Page Visits	Unique IPs	Page Count	Post Count
April 2015	58	49	6	5
May 2015	194	148	6	14
June 2015	296	88	6	15

Length of Site Visits

Duration	April 2015	May 2015	June 2015
0-30 seconds	91.38%	82.47	72.24
31-60 seconds	3.45%	2.06	7.58
1-3 minutes	3.45%	5.67	8.33
More than 10 minutes	1.92	5.67	4.55

Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public.

The log maintains the individuals:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment
- Any reply that was given or how the comment was processed
- In the event of an email a link to the email is also included

OTO logged 70 comments in 2013, 195 in 2014 and 34 so far for 2015.

Additionally, OTO monitors and documents public comment regarding key projects. For example, the TIP amendment for design and environmental work on the Kansas Expressway Extension garnished over 75 emails from the public.

ACTION ITEMS

Below is a list of action items OTO would like to accomplish before the next Public Participation Plan Evaluation.

1. A highlight section has been added toward the top of each press release. This highlight section clues the media outlet into the pertinent information and removes industry jargon to make it easier for the reporter to understand. While this improvement has resulted in more press coverage additional improvements can be made. One item being considered is standardized subject lines for press releases. The subject lines and how they will be used are listed below.

Meeting notice – This will be used as a designator for all meetings available to the public and held at the OTO offices.

Public comment – This designator will be used for all items in which OTO is specifically attempting to garnish public input.

Press release – Ideally this designator will be used for emails that contain print ready articles written by the OTO staff. The idea is that by having the article complete the reporter will be more likely to print it.

Notice – This will serve as a general subject header for important information not listed above.

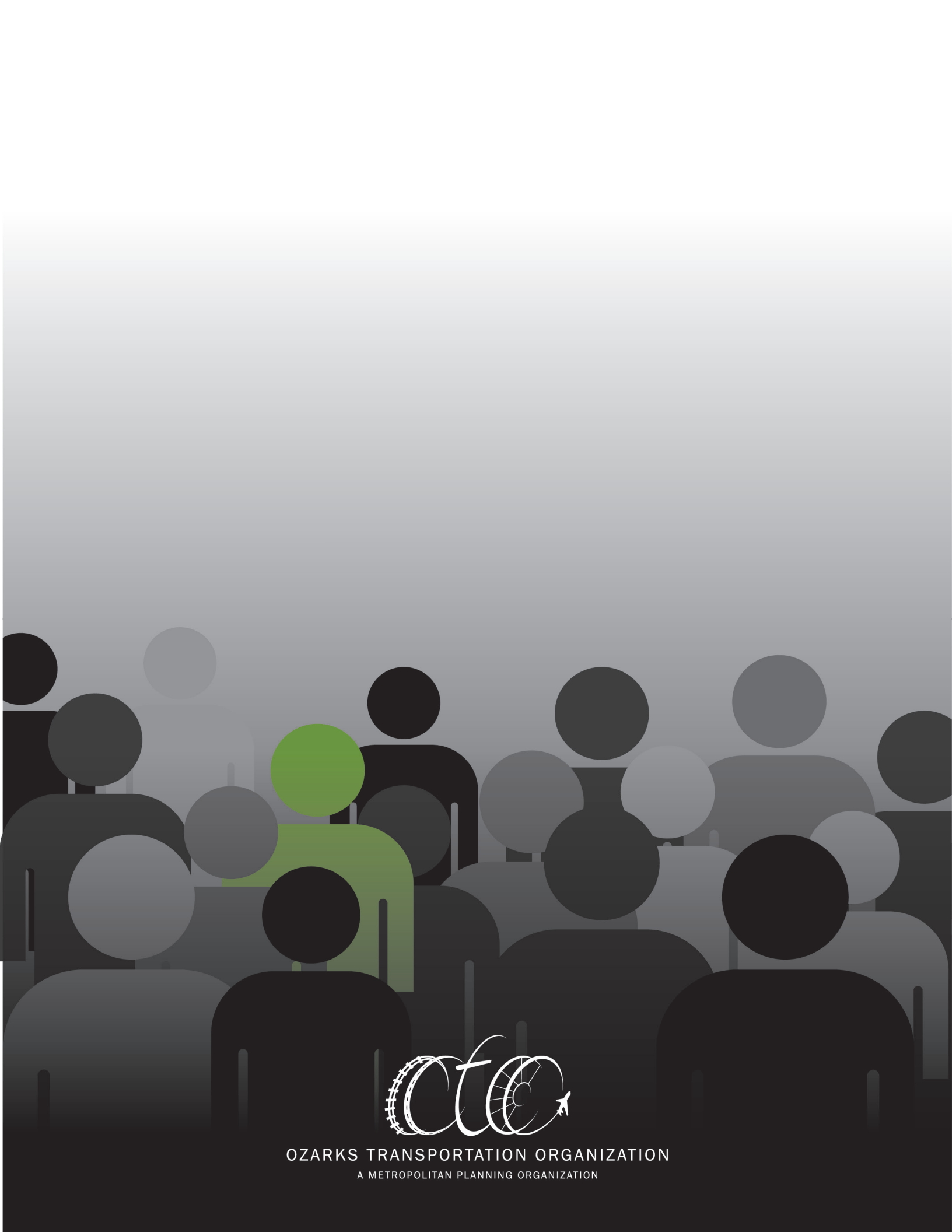
OTO is also considering maintaining a database of all press releases sent and tracking timeliness as required per the Public Participation Plan.

2. Create a database of comments from Giveusyourinput.org. This database will serve as an archive so that comments on the site can be deleted after six months. This will keep the new site clean and organized while at the same time allowing OTO to maintain comments for archive and reference.
3. Increase participation on both social media outlets by 50 fans/followers in the next year.
4. Begin a transit system promotion campaign. Working with City Utilities, start campaign specifically for those currently riding the buses. The desired goal would be to increase rider awareness of OTO and its function with CU Transit.
5. Redesign of OTO's website ozarkstransportation.org. The redesign would be more than cosmetic. It would increase accessibility to documents and be more intuitive and user friendly.

CONCLUSION

OTO is gathering tangible data for evaluating Public Participation. This data should provide a road map of items that need attention as well as highlight successes. Additionally, the list of action items provides OTO a starting point for improving public input and increasing access.





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2015; ITEM II.D.

Performance Measures Report

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

AGENDA DESCRIPTION:

The current 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. This is OTO's third annual Performance Measures Report, providing an assessment of the OTO area and the efficacy of the performance measures themselves.

The Report provides a quick reference for how the region is performing along with a more detailed description of each measure and its results, as well as a brief discussion of notable factors which may have impacted each measure's current trend. An infographic summarizing these measures will be provided at the meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



OZARKS TRANSPORTATION ORGANIZATION

ANNUAL REPORT ON


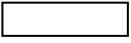

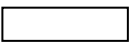








PERFORMANCE MEASURES

2014

Ozarks Transportation Organization
205 PARK CENTRAL EAST, SUITE 205 | SPRINGFIELD, MO 65806 | 417.865.3042
www.OzarksTransportation.org

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**  **No Change**

Performance Measure	Target	2014 Status
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	
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	Daily VMT	Population	VMT per Capita
2014	5,061,794	*323,031	15.67
2013	4,933,188	*320,259	15.40
2012	4,954,024	*316,298	15.66
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 2012 to 2013, but reversed that trend in 2014. The value of 15.71 VMT/capita, however remains well below the target maximum of 19.

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 relatively high fuel prices from 2008 to the first part of 2014. The slight trend reversal in 2014 could be related to the sudden drop in fuel prices in the latter half of 2015, as well as the improving economy.

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. OTO has decided to focus on a 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%
2008-2012	83%
2009-2013	83%

Result

The percentage of those who “Drove Alone” stayed steady between evaluation years, though the desired result is for the percentage to decrease. While this is the case, public transportation did increase during the 2009-2013 timeframe compared to the 2008-2012 timeframe.

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)*

	2012	2013	2014
Percent Roadway with Sidewalks	29.62	30.50	30.77
Miles of Existing Greenway Network	53.84	56.04	60.22



Result

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

Notable Factors

Improvements include new sidewalk in almost every OTO community. Sidewalk improvements were made in new and old developments, near schools, and in the downtown area. MoDOT and City Utilities have also partnered to construct sidewalks to improve access to transit stops.

For the Greenway Network, as more connections are created, previously considered loop trails are becoming part of the larger system.

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 graphic below.

Year	VMT	Disabling Injury Crashes and Fatal Crashes	Disabling Injury Crashes and Fatal Crashes/MVMT
2014	5,061,794	197	38.92
2013	4,933,188	192	38.92
2012	4,954,024	190	38.35
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 has stayed steady from 2013 to 2014, with a slight increase since 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. Values are varied from prior reports as more complete reporting has caused adjustments to the 2012 and 2013 crash numbers.

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
2014	--

Result

Due to changes in how data is collected, an updated measure is not available at this time. City Utilities has added automated vehicle location equipment on their buses and on-time performance via this method began to be collected in January of 2015.

Notable Factors

City Utilities has purchased 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. Because every route and every stop will have information available, the on-time performance is likely to deviate from current trends.

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

Year	OTO Area Housing Units		CU Service Area Housing Units		1/4-mile Relevant Bus Route		% Households w/in 1/4-mile CU Bus Route	
	Number	% Change	Number	% Change	Number	% Change	OTO Area	CU Service Area
2010*	138,623	--	77,620	--	64,871	--	47	84
2012**	140,911	1.65	78,305	0.88	65,329	0.71	46	83
2013**	141,832	0.65	78,547	0.31	65,480	0.23	46	83
2014**	142,882	0.75	78,879	0.42	65,679	0.30	46	83



Result

Based on this analysis, access to transit has not improved since 2011. The target is for an upward trend.

Notable Factors

The number of housing units for the OTO region, as a whole, is static as the data source is the 2010 Census. The OTO is able to use this as a base number, however, and add information from building permit data collected with the Growth Trends document.

The number of housing units in the region increased at a higher rate for the OTO area as a whole compared to the CU Service Area, and even more so compared to those housing units within a quarter-mile of the CU bus routes.

*Based on 2010 U.S. Census Bureau Housing Units

** Based on OTO Growth Trends Building Permit Data plus 2010 U.S. Census Bureau Housing Units

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 – American Community Survey, Table S0801

	1980	1990	2000	2005-2009	2007-2011	2008-2012	2009-2013	Difference in Minutes 2008-2012 to 2009-2013
Christian	24.0	27.4	25.1	24.1	24.5	24.9	25.6	0.7
Greene	17.2	17.6	19.2	19.5	19.2	18.8	19.0	0.2
Battlefield	22.1	22.6	23.1	22.7	23.1	22.1	22.7	0.6
Fremont Hills	N/A	17.0	19.8	19.7	23.6	23.2	23.8	0.6
Nixa	20.8	19.1	23.8	21.9	22.4	23.4	24.9	1.5
Ozark	21.0	19.2	21.6	22.0	23.1	23.3	23.3	0.0
Republic	20.5	21.6	25.1	23.4	22.2	22.3	21.5	-0.8
Springfield	15.4	15.7	17.0	17.6	17.3	16.9	17.3	0.4
Strafford	19.2	20.4	22.4	23.0	23.7	20.8	22.1	1.3
Willard	20.6	23.2	23.0	23.8	23.1	24.8	26.1	1.3
Average of Greene/Christian	20.6	22.5	22.2	21.8	21.9	21.9	22.3	0.4
Average of OTO Cities	19.9	19.9	22.0	21.8	22.3	22.1	22.7	0.6

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

Result



Overall, commuting times have not improved since the previous analysis, with only commuters in Republic seeing a reduction in commute times and Ozark with no change. 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. This factor has not changed since the previous report, as this information is only developed once every four years.

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

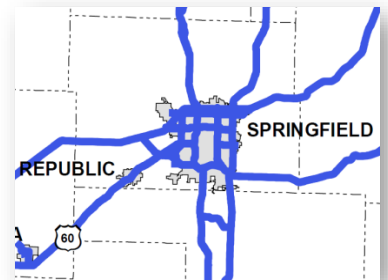
A higher value is better.

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
2013	94
2014	96
For MoDOT owned roads only. Based on MoDOT Tracker Data.	



Result

The percentage of Major Roads in Good Condition was constant 2011 through 2013 and then increased in 2014, continuing 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
2013	333	318	95.50
2014	331	316	95.47

Includes state and non-state bridges



Result

The percentage of bridges with Fair or better condition ratings 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. Though the percentage of bridges in Fair or better condition appears to have decreased slightly since 2013, the number of bridges rated a 3 or 4 has not changed, just the total bridge count.

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 2014 or 2015. 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
2011-2013	72
2012-2014	68



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. The Design Value has improved since the previous report and voluntary efforts are underway to keep the area in attainment.

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.



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. The opinions, findings, and conclusions expressed in this are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.

Ozarks Transportation Organization

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Springfield, MO 65806
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2015; ITEM II.E.

L RTP Survey Results

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO is in the midst of its long range transportation plan update, *Transportation Plan 2040*. As part of this process, OTO has undertaken an intensive public input process, which includes extensive outreach to gain more input than normally gathered through a typical public meeting process. Staff developed a survey titled, "What transportation projects matter to you?" This question became the tenet of the campaign. The survey was made available in English and Spanish. Participants were given the opportunity to win a Kindle Fire HD 7 or one of two \$50 gift cards to a local fueling station. OTO member jurisdictions were encouraged to promote the survey in addition to staff outreach efforts.

OTO developed promotional materials to gain visibility for the Plan and dedicated its public comment site, giveusyourinput.org, to the campaign.

Public outreach events included:

- Republic Business Expo – March 7, 2015
- Nixa Business Expo – March 14, 2015
- Ozark Business Expo – March 28, 2015
- Ozark Greenways Annual Meeting – March 31, 2015
- Safe and Sound Saturday in Springfield – April 18, 2015
- Farmer's Market of the Ozarks in Springfield – May 16, 2015

Other outreach included links on the websites of the Republic, Nixa, and Ozark Chambers of Commerce and MoDOT. The survey was advertised on the City of Battlefield Facebook page, in the Strafford City Newsletter, in the Willard Utility Mailer, and in the City of Republic Newsletter.

Attached are the survey results.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Informational Only. No Action Required.



OTO Transportation Plan 2040

Survey Results

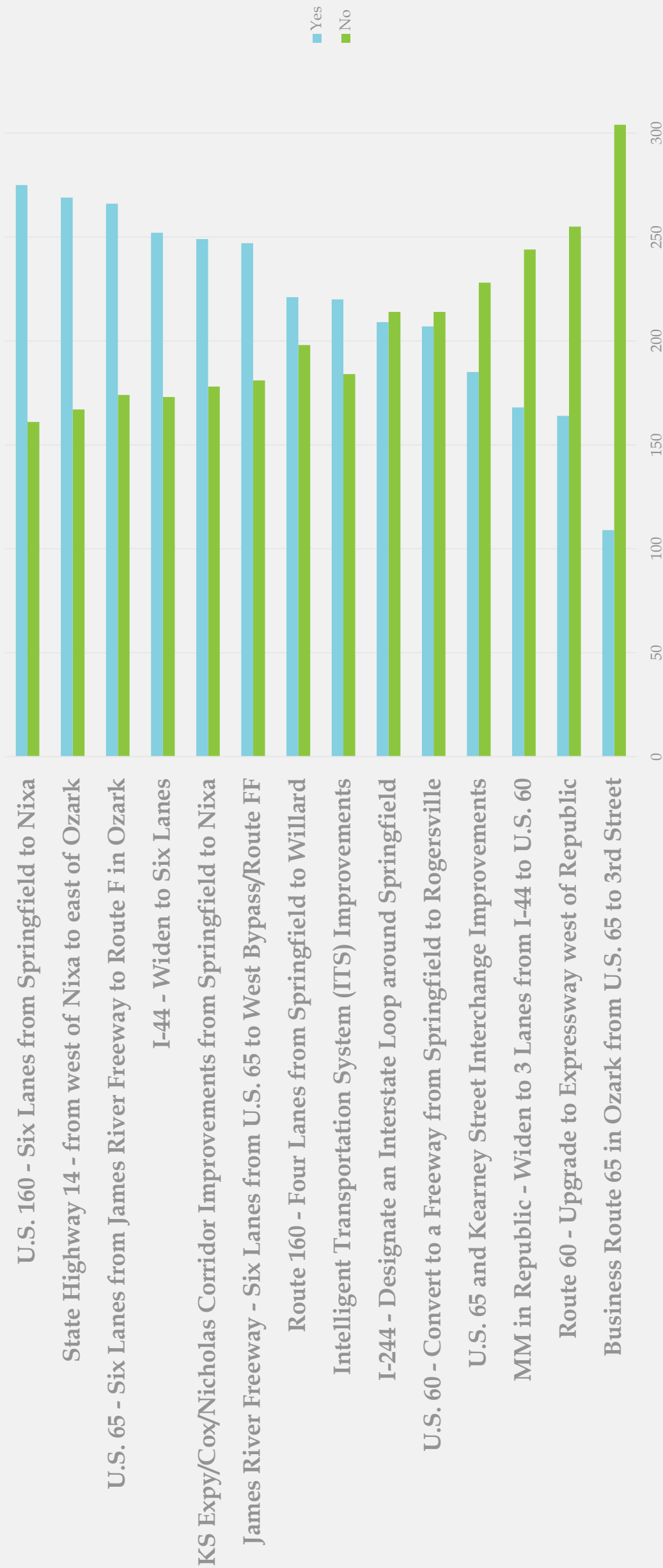
What transportation projects matter to you?



Public Input

- Events
 - Republic Business Expo – 3/7/2015
 - Nixa Business Expo – 3/14/2015
 - Ozark Business Expo – 3/28/2015
 - Ozark Greenways Annual Meeting – 3/31/2015
 - Safe and Sound Saturday in Springfield – 4/18/2015
 - Farmer’s Market of the Ozarks in Springfield – 5/16/2015
- Website Links
 - GiveUsYourInput.org
 - Chambers of Commerce – Republic, Nixa, Ozark
 - MoDOT
 - Battlefield Facebook
 - Newsletters in Utility Mailers
 - Republic
 - Strafford
 - Willard

Should these projects be a priority?

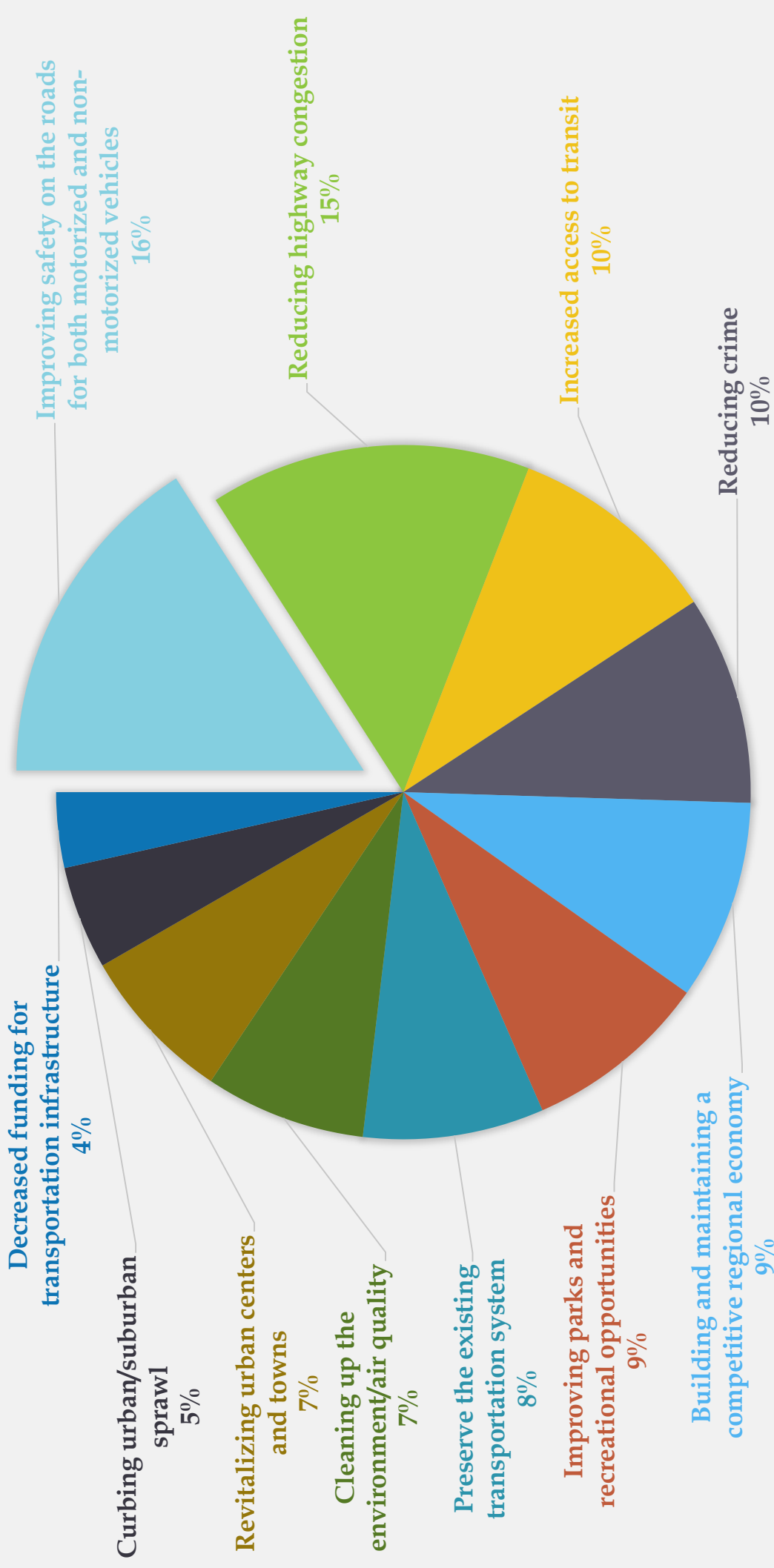


Are there projects we should add to the priority list?

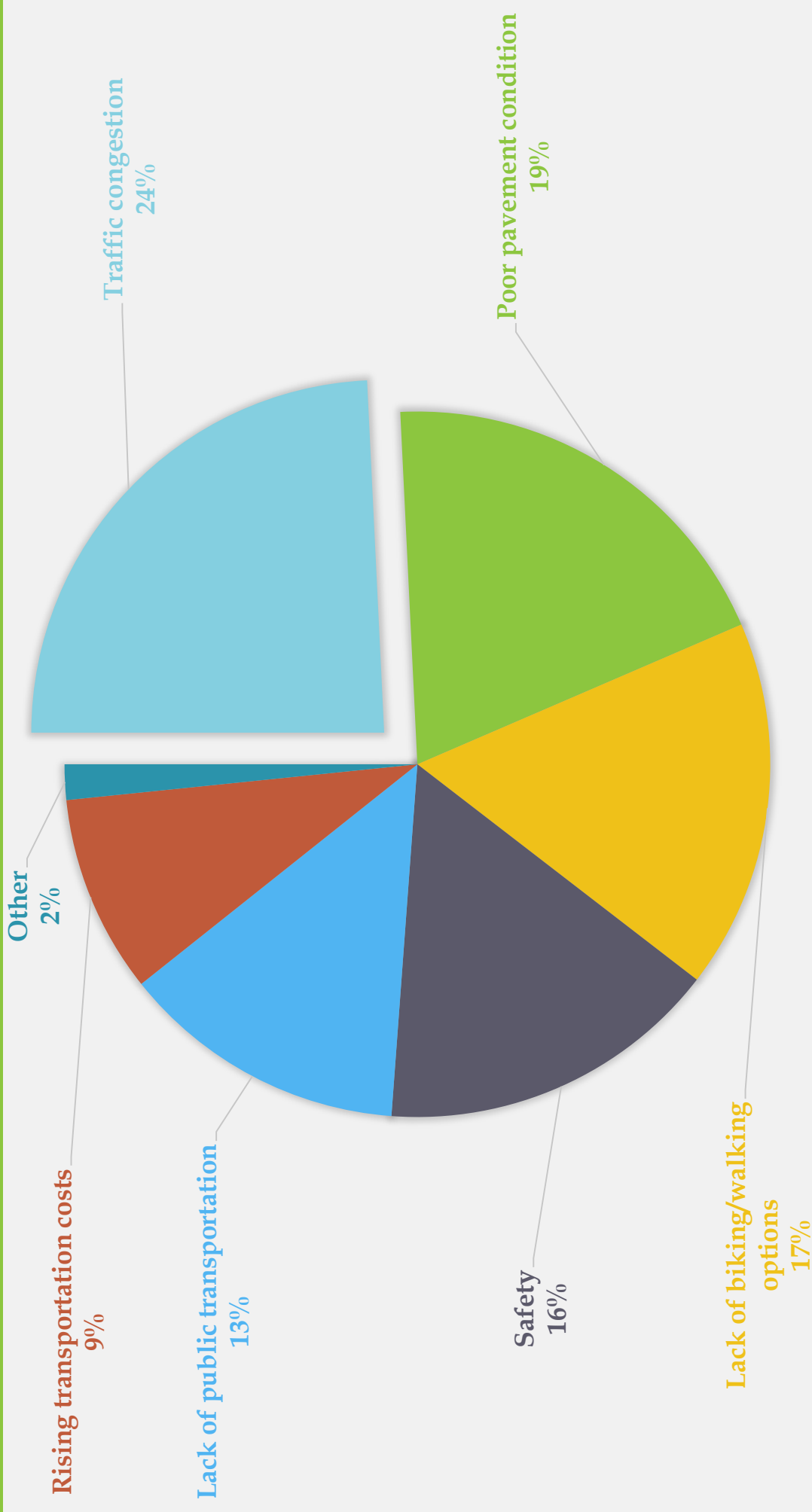
Common themes from 128 suggestions



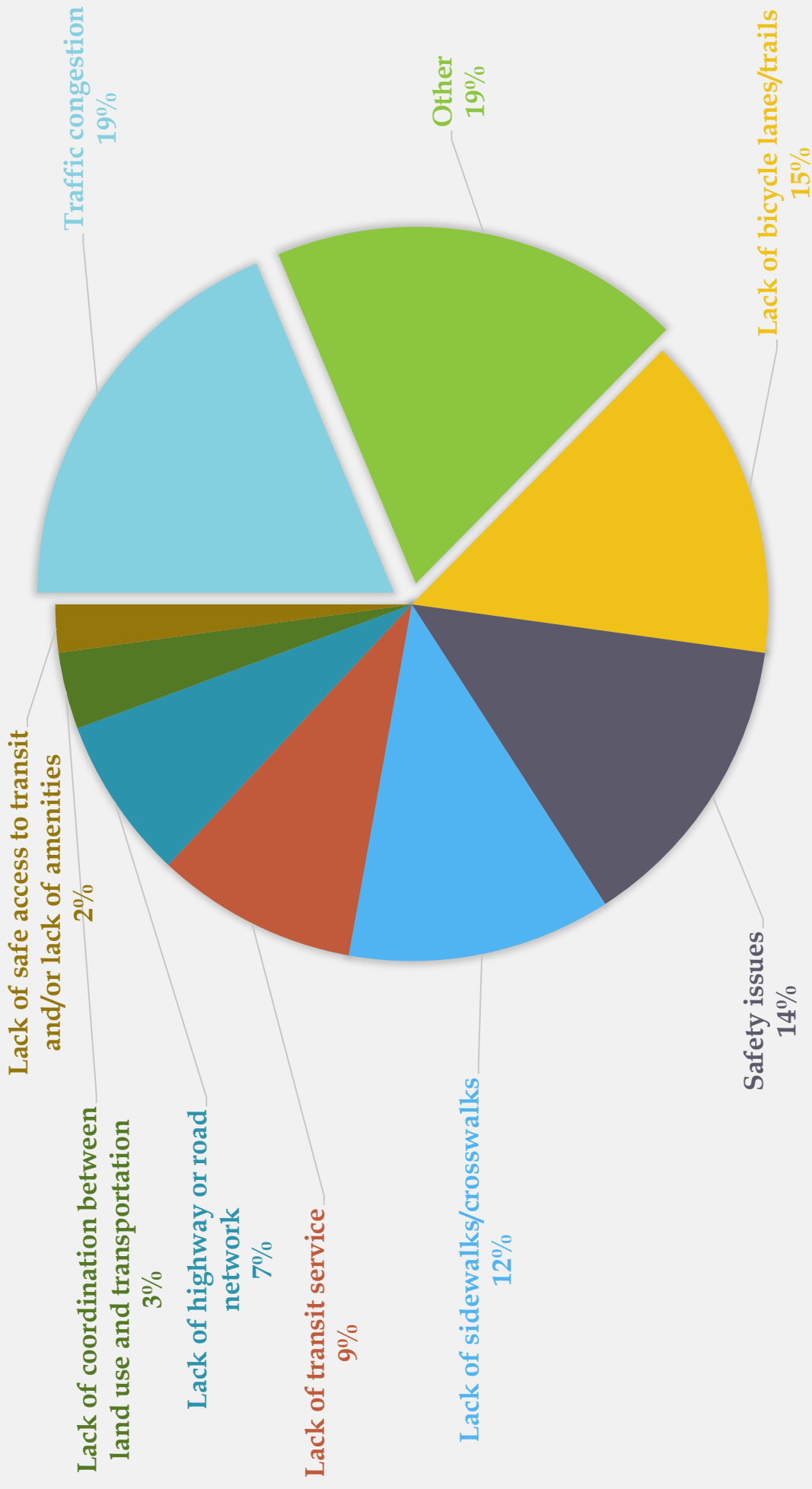
What do you believe are the most important issues facing the OTO region?



What are the top transportation problems you are most concerned with?

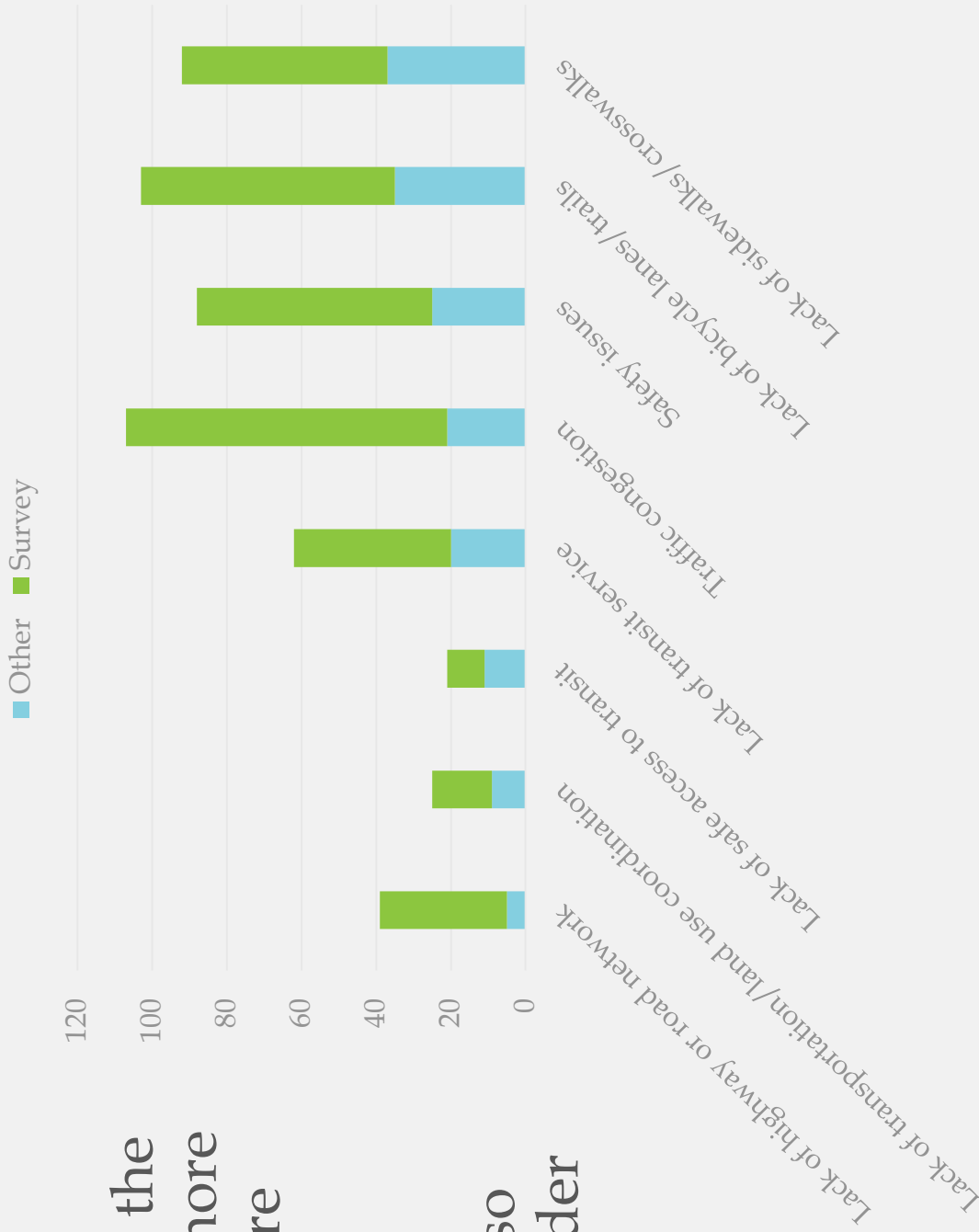


What is the most critical transportation problem in your *neighborhood*?

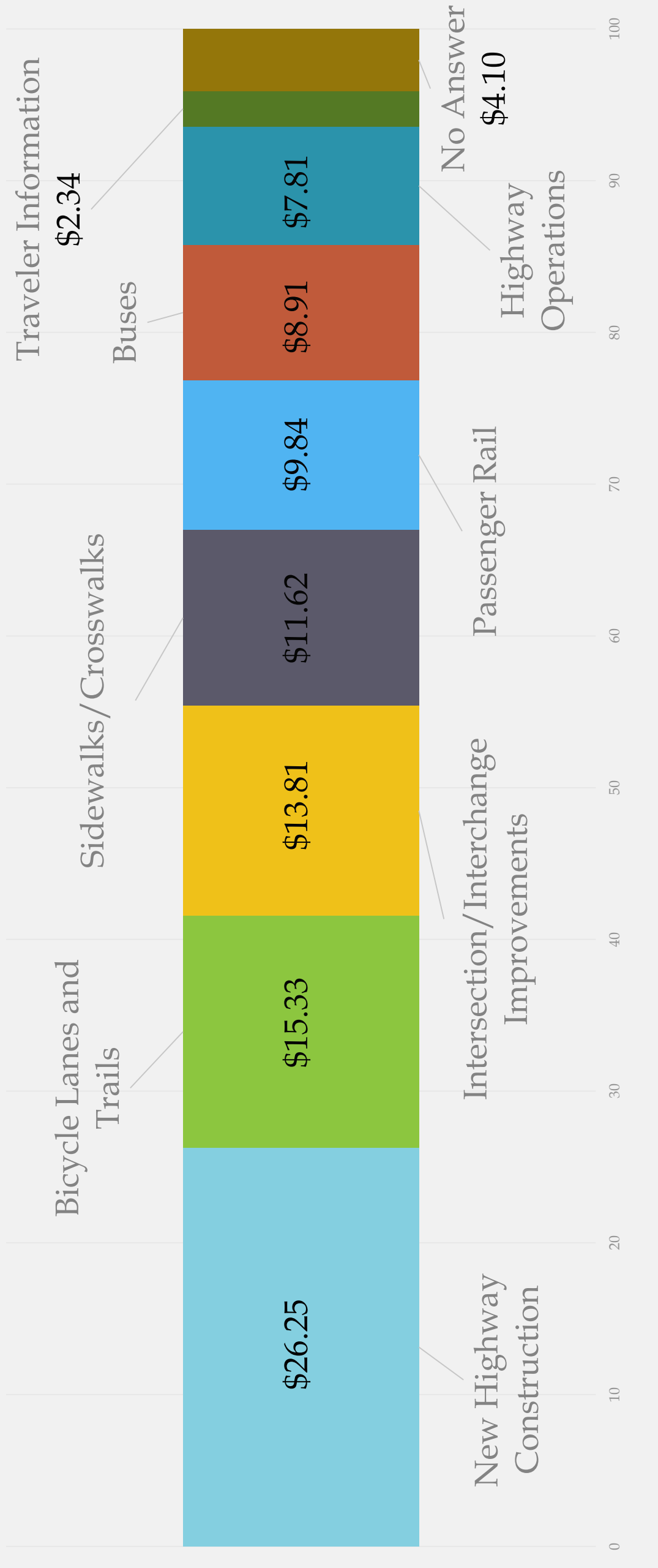


“Other” Answers

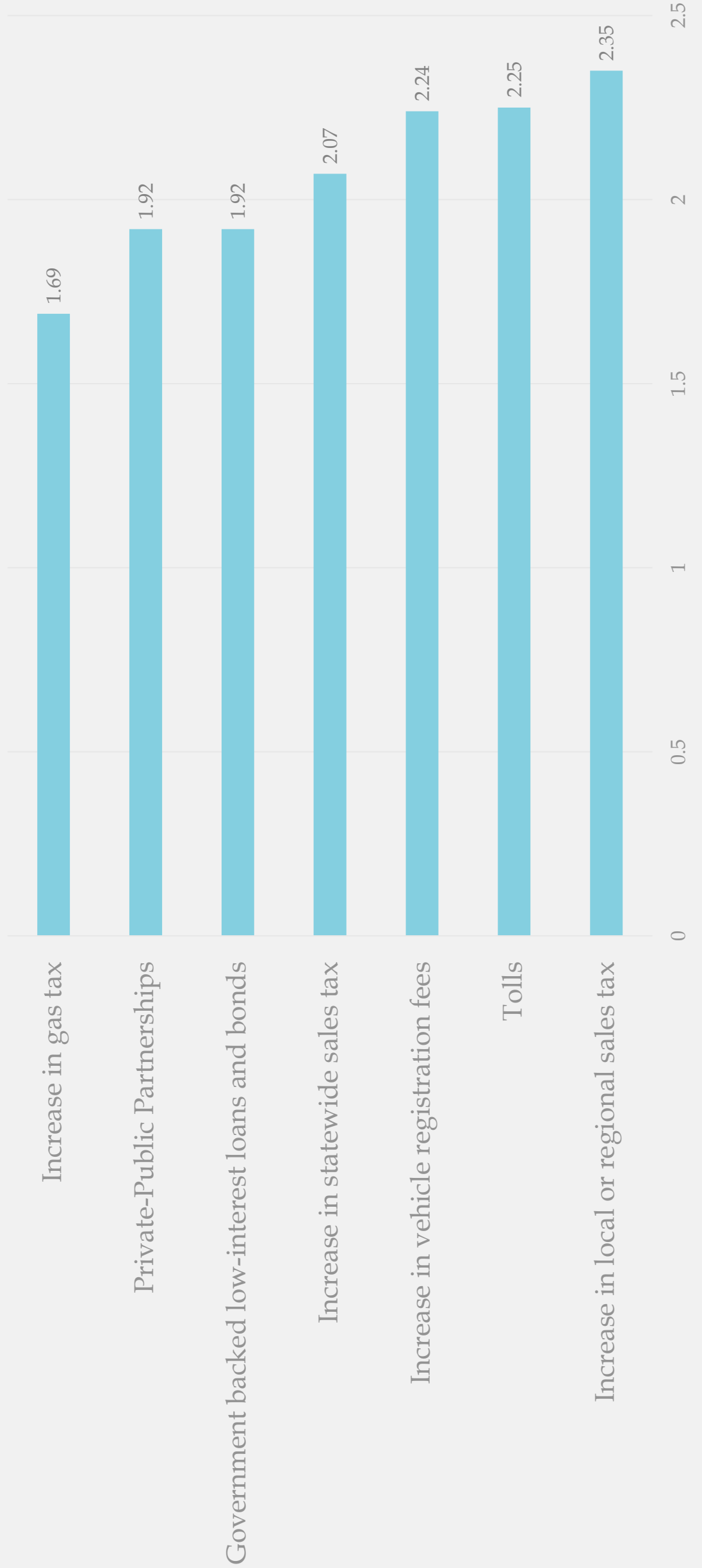
- Respondents were asked to choose one response, but on the paper survey, many chose more than one. These options were recorded under “Other” to properly record all answers.
- Pavement Condition was also mentioned several times under “Other.”



If you only had \$100 for transportation, how would you spend it?



If additional funding is needed to improve transportation in the region, which would you support?
Rank top 3 (lower number is better)



What is your vision of transportation in the OTO region in 2040?

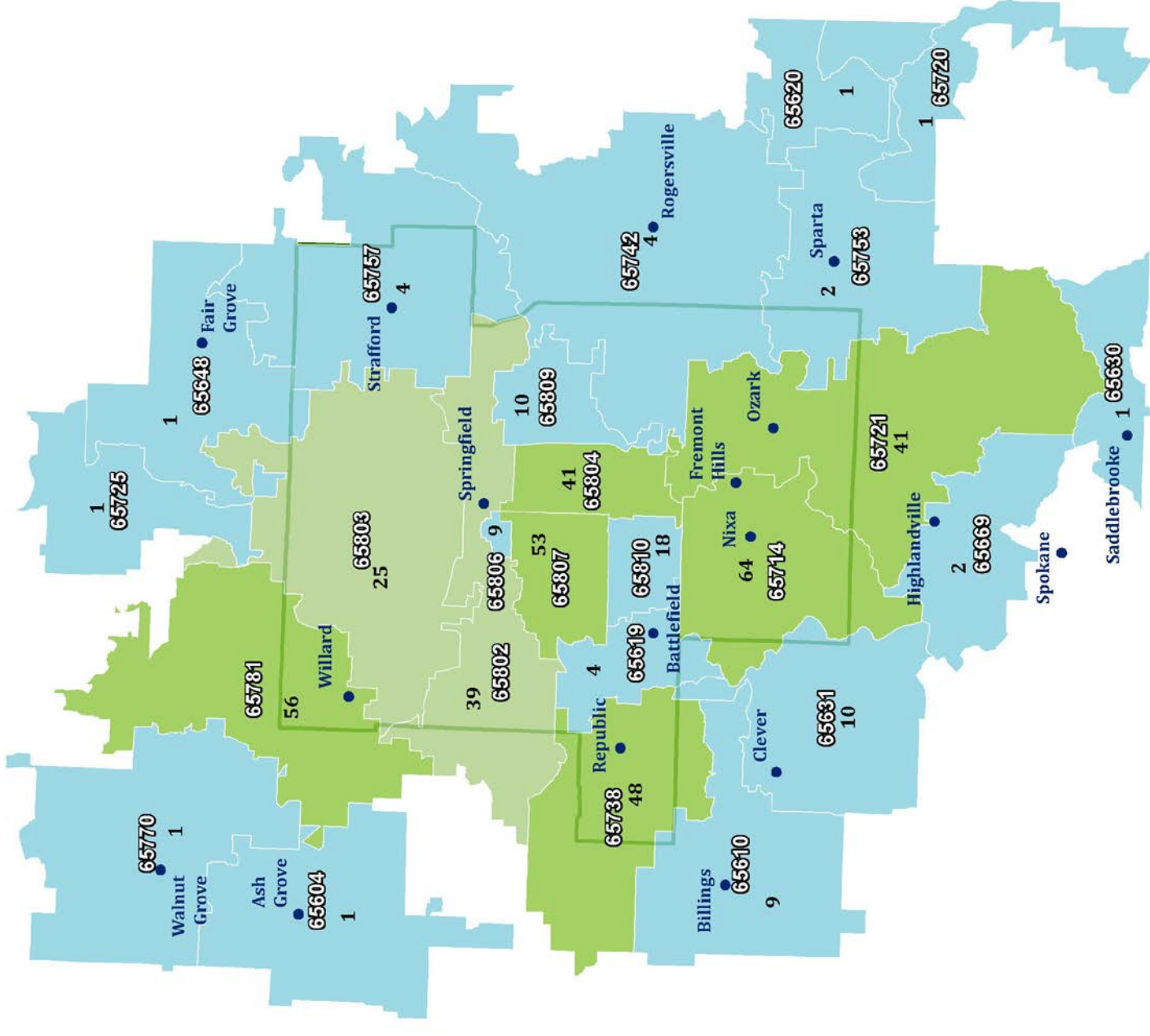


Age Ranges



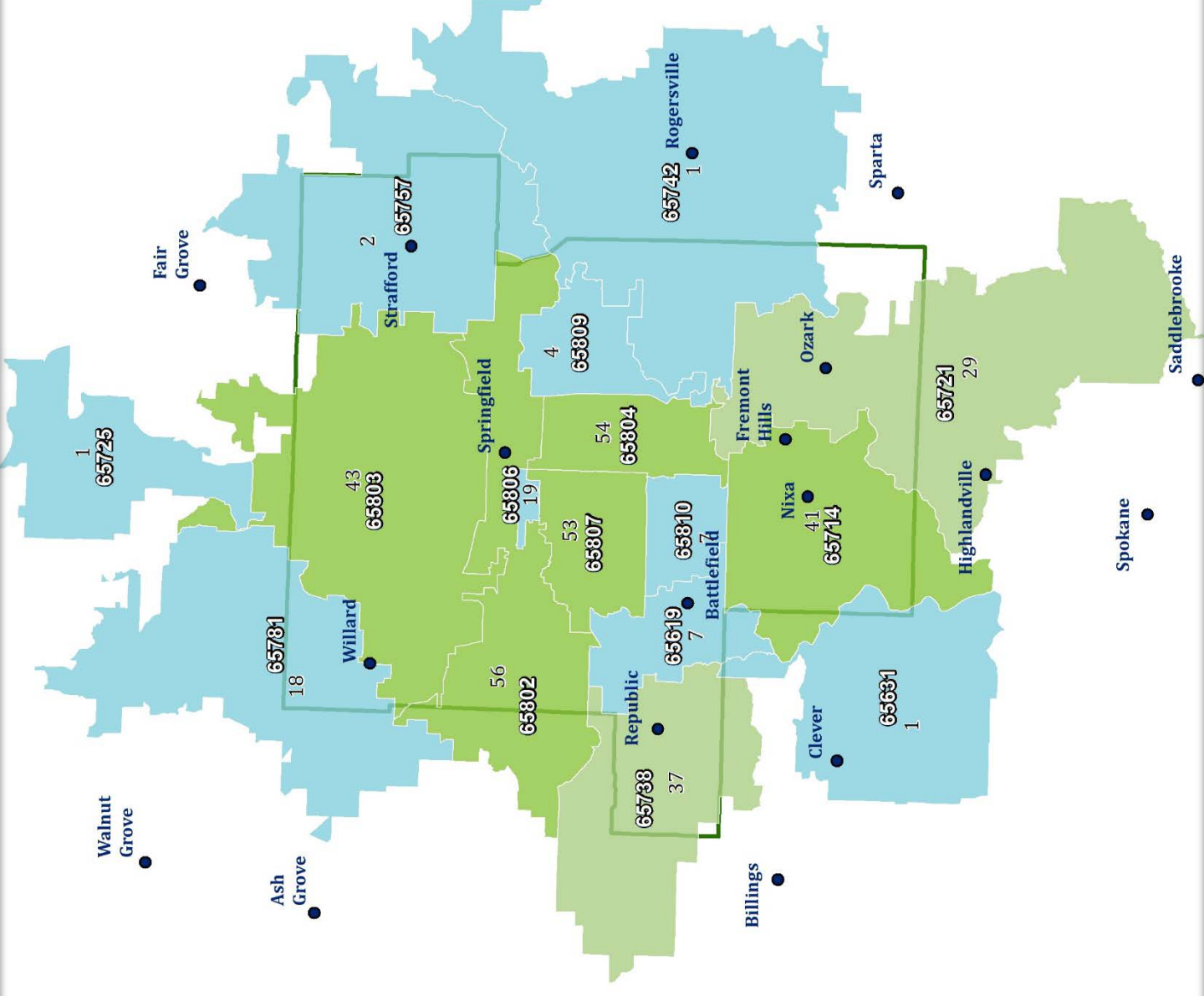
Home Postal Code

- Not Shown
- (4) 65613 – Bolivar
- (3) 65605 – Aurora
- (3) 65608 – Ava
- (3) 65746 – Seymour
- (1) 65625 – Cassville
- (1) 65656 – Galena
- (1) 65672 – Hollister
- (1) 65705 – Marionville
- (1) 65708 – Monett
- (1) 65715 – Noble
- (1) 65732 – Preston
- (1) 65769 – Verona



Work Postal Code

- Not Shown
- (3) 65613 – Bolivar
- (1) 65708 – Monett
- (1) 65625 – Cassville
- (2) 65616 – Branson
- (1) 65746 – Seymour
- (3) 65608 – Ava



PLAN 2040



TRANSPORTATION

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 7/15/2015; ITEM II.F.

Major Thoroughfare Plan Update

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

As part of the long range transportation plan update, OTO is also reviewing the Major Thoroughfare Plan. Meetings with the MTP Subcommittee began last fall. This spring, OTO staff met with each jurisdiction to review proposed changes. In all, nearly 300 changes are recommended by OTO staff and OTO jurisdictions. All of these changes are new to the MTP, except for Kansas Expressway between James River Freeway and Republic Road, which was requested and denied for reclassification to a primary arterial in August 2011.

One change has been made to the design standards and that is for a rural collector. This designation is only applied to certain collectors in Christian County outside of the Tier 2 planning areas. These roadways would have a 50 foot right-of-way applied and open ditch would replace curb, gutter, and sidewalk requirements.

Included in the agenda are maps of Christian and Greene County with and without the changes labeled. A list of the changes is also included, as is a table with the design standards. A booklet with cross sections will be handed out at the meeting.

Adoption Process:

- Technical Planning Committee – General Concurrence
- Board of Directors – General Concurrence
- Adoption by Individual OTO Jurisdictions
- Adopt with OTO Long Range Transportation Plan

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that Board of Directors concurs with the proposed OTO Major Thoroughfare Plan.”

OR

“Move to recommend concurrence to the Board of Directors of the OTO Major Thoroughfare Plan with the following changes...”

Description	FREEWAY	EXPRESSWAY	BOULEVARD	PRIMARY ARTERIAL	SECONDARY ARTERIAL	COLLECTOR	RURAL COLLECTOR
Design Service Volume	20,000 - 100,000	20,000 - 50,000	10,000 - 40,000	10,000 - 30,000	6,000 - 20,000	1,500 - 8,000	1,500 - 8,000
Design Service Speed	55 - 70 mph	40 - 55 mph	35 - 45 mph	35 - 45 mph	30 - 35 mph	30 mph	30 mph
Traffic Flow/Access Priority	99/1	90/10	70/30	70/30	70/30	70/70	30/70
Facility Spacing	4 - 8 miles	3 - 5 miles	3 - 5 miles	1 - 2 miles	1/2 - 1 mile	1/4 - 1/2 mile	1/4 - 1/2 mile
Trip Length	Between cities and across metropolitan area (2+ miles)	Across metropolitan area and between major activity centers. (2+ miles)	Across metropolitan area and between activity centers (2+ miles)	Between and through major activity centers (2 - 8 miles)	Between and within major activity centers (1 - 4 miles)	Local street to arterial Street (1/2 to 2 miles)	Local street to arterial Street (1/2 to 2 miles)
Basics							
Minimum Right-of-Way	250' minimum	180' + 40' each side if frontage roads are needed	120' plus intersection triangles	110' plus intersection triangles	80' plus intersection triangles	65' plus intersection triangles	50'
Number of Lanes	4 to 8	4 to 6	4	4 to 6	2 to 3	2	2
Turning Lanes	N/A	At intersections only	At intersections only	At intersections only	Left turn lane	Left turn lane when needed	Left turn lane when needed
Lane Width	12' per lane	12' (plus shoulders in rural areas only)	12' per lane	12' per lane	12' (Bicycle Routes: 11' vehicle and 4' bicycle lanes)	12' (Bicycle Routes: 11' vehicle and 4' bicycle lanes)	12'
Minimum Area Behind Curb	N/A	N/A	17' used for sidewalks, utilities, and landscaping (where appropriate)	17' used for sidewalks, utilities, and landscaping (where appropriate)	19.5' (17' when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)	18' (15' when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)	13' used for utilities and open ditch (where appropriate)
Drainage/Shoulders	Variable. 10 - 12 foot shoulders minimum	Curb and gutter or shoulders (rural areas)	Curb and gutter. If shoulder used, 6' - 10'	Curb and gutter (shoulders permitted in rural areas). If shoulder used, 6' - 10'	Curb and gutter (shoulders permitted in rural areas). If shoulder used, 6' - 10'	Curb and gutter (shoulders permitted in rural areas). If shoulder used, 6' - 10'	Open ditch
Access							
Median	50' to 80'	40' landscaped	28' (landscaping desired)	18'	None required	None required	None required
Full Median Break Spacing	Not Permitted	Not Permitted	Not Permitted	Not Permitted	N/A	N/A	N/A
Directional Median Break Spacing	Not Permitted	Not Permitted	660'	660'	N/A	N/A	N/A
Interchange Spacing	1 - 3 miles	N/A	N/A	N/A	N/A	N/A	N/A
Full Access Intersection Spacing	Not Permitted	1/2 mile	1/4 mile	1/4 mile	600'	660'	660'
Intersection	Not Permitted	Left and right turn lanes desired	Left and right turn lanes desired	Left and right turn lanes desired	4 lanes	up to 4 lanes	up to 4 lanes
Residential Driveway Spacing	Not Permitted	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted
Non-Signalized Intersection/Commercial Driveway Spacing	Not Permitted	660' (Right-in/Right-Out only)	330' (right-in/right-out only). Allowed only if internal circulation cross access and minimum driveway radii and grade are provided	330' (right-in/right-out only). Allowed only if internal circulation cross access and minimum driveway radii and grade are provided	210' center to center. Allowed only if internal circulation, cross access and minimum driveway radii and grade are provided	160' center to center	160' center to center

<u>Multi-Modal</u>		Not permitted	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted
On-Street Parking		Pedestrians prohibited (No Sidewalks Required)	Sidewalks required on Frontage Roads	4' - 6' sidewalks (minimum on both sides)	4' - 5' (minimum) sidewalks both sides	4' - 5' (minimum) sidewalks on both sides	4' - 5' (minimum) sidewalks on both sides	No Sidewalks Required
Pedestrian Provisions								
Bicycle Provisions		Bicycles not recommended	Bicycle lane provided	Bicycle facilities provided according to adopted bicycle plan	Bicycle facilities provided according to adopted bicycle plan	Bicycle facilities provided according to adopted bicycle plan	Bicycle facilities provided according to adopted bicycle plan	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions		No stops, express routes only	Turnouts at major generators	Turnouts at major generators	Scheduled stops every 1/4 mile (where transit service is provided)	Scheduled stops every 1/4 mile (where transit service is provided)	Scheduled regular and paratransit service	N/A

Proposed Major Thoroughfare Plan

Ozarks Transportation Organization



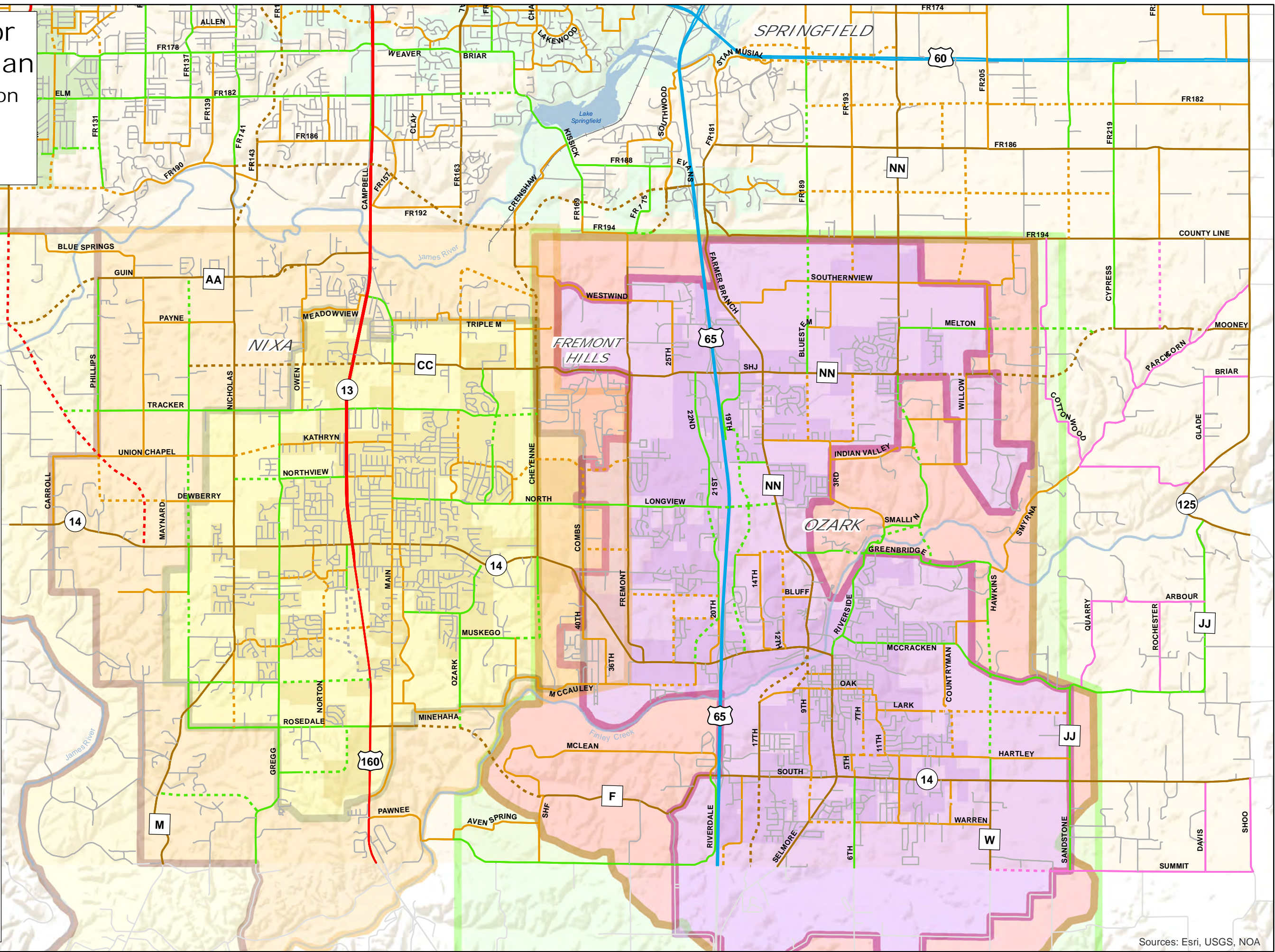
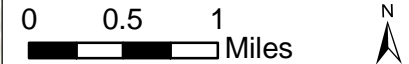
- Existing Roads**
- Freeway
 - Expressway
 - Primary Arterial
 - Boulevard
 - Secondary Arterial
 - Collector
 - Rural Collector
 - Local Street
 - Railroad
- Proposed Roads**
- Future Expressway
 - Future Primary Arterial
 - Future Secondary Arterial
 - Future Collector
 - Future Rural Collector
 - Future Local Street
- Other Boundaries**
- OTO Area

DISCLAIMER

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

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

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



MTP Updates by Jurisdiction

Battlefield

- B1. Remove the future Secondary Arterial between South Farm Road 115 and South Farm Road 111.
- B2. Remove the future Collector between South Farm Road 115 and a point approximately 83 feet west of South State Highway FF.
- B3. Remove the future Collector between West Farm Road 190 and a future Collector (B2).
- B4. Remove the future Local Street that would serve as an outer road for South State Highway FF.
- B5. Remove the future Local Street between South Lewis Street and the future Local Street (B4).
- B6. Remove the future Secondary Arterial between West 3rd Street and West Elm Street.
- B7. Reclassify South Ridgecrest Drive between West Sexton Street and West Republic Street: Local Street to Collector.
- B8. Reclassify South Farm Road 125 between West Republic Street and West Farm Road 172: Local Street to Collector. Remove the future Collector that runs the same length.
- B9. Reclassify West Farm Road 172 between South Farm Road 125 and South Ridgeview Avenue: Local Street to Collector. Remove the future Collector that runs the same length.
- B10. Reclassify South Ridgeview Avenue between West Farm Road 172 and a point approximately 138 feet south of West Eagle Crest Street: Local Street to Collector. Remove the future Collector the runs the same length.
- B11. Reclassify West Eagle Crest Street between South Ridgeview Avenue and South Hemlock Avenue: Local Street to Collector.
- B12. Reclassify West Randall Road between South Ridgecrest Drive and South Prairie View Avenue: Local Street to Collector.
- B13. Reclassify South Ridgecrest Drive between West Randall Road and South Western Avenue: Local Street to Collector.
- B14. Reclassify South Farm Road 131 between South Ridgecrest Drive and a point approximately 170 feet south of West Blakey Street: Local Street to Collector.
- B15. Realign the future Collector between West Farm Road 178 and South Ridgecrest Drive to connect South Farm Road 131 and West Farm Road 178.
- B16. Realign the intersections of West Farm Road 178/South Farm Road 131 and West Farm Road 178/South Ridgecrest Drive to match the updated aerials.
- B17. Reclassify South Mary Ann Avenue between West Sexton Street and West Randall Road: Local Street to Collector.

- B18. Remove the future Secondary Arterial between West Farm Road 178 and West Weaver Road.
- B19. Reclassify West Coach Drive between West Farm Road 178 and South Old Wire Road: Local Street to Secondary Arterial.
- B20. Reclassify South Old Wire Road between West Coach Drive and West Weaver Road: Collector to Secondary Arterial.
- B21. Reclassify South Lewis Road between West Weaver Road and West Farm Road 178: Secondary Arterial to Local Street.
- B22. Reclassify West Weaver Road Between South Gold Road and South Old Wire Road: Secondary Arterial to Local Street.
- B23. Realign future Secondary Arterial between West Apple Blossom Terrace and South Cloverdale Lane.
- B24. Add a Secondary Arterial to extend West Azalea Street to South Geranium Lane.
- B25. Add portion of West Azalea Street between South Morning Glory Lane and a point approximately 0.06 miles east of South Honeysuckle Lane: Secondary Arterial.
- B26. Add South Geranium Lane as an existing Local Street.
- B27. Remove the future Local Street west of the intersection of West Azalea Street/South State Highway FF.
- B28. Realign the future Collector between West Farm Road 190 and the removed future Local Street west of South State Highway FF (B4) to extend to South State Highway FF.
- B29. Add a Local Street connecting South Aspen Drive from the intersection of West Carnation Lane/South Aspen Drive and the intersection of West Elm Street/South Aspen Drive.
- B30. Add a Local Street between West Cloverleaf Terrace and West Apple Blossom Terrace named Cottonwood.
- B31. Extend South Cloverdale Lane south from West Cloverleaf Terrace to West Azalea Street. The portion between West Cloverleaf Terrace and West Apple Blossom Terrace is a Collector and the portion between West Apple Blossom Terrace and West Azalea Street is a Secondary Arterial. This change will also remove the proposed Collector and Secondary Arterial spanning the same distances.

Nixa

- N1. Remove the future Expressway between Rosedale and State Highway 14.
- N2. Add a future Collector between Inman and Rosedale.
- N3. Reclassify Rosedale between Gregg and US Highway 160: Expressway to Secondary Arterial.
- N4. Reclassify Rosedale west of Gregg: Expressway to Secondary Arterial.

- N5. Reclassify Scott Wayne between Main and Walleye: Collector to Local Street.
- N6. Reclassify Tracker between Old Castle and a point approximately 0.85 miles west of the intersection of Tracker and Old Castle, and remove the future secondary arterial: Local Street to Secondary Arterial.
- N7. Remove the future Secondary Arterial between a point on North approximately 76 feet west of Old Castle and a point on State Highway 14 approximately 913 feet east of Ridgecrest.
- N8. Remove the future Collector approximately 464 feet north of the Weldon/Taylor/Walleye. Reclassify Weldon between the intersection of Taylor/Walleye and Roubidoux: Local Street to Collector.
- N9. Remove the portion of the future Secondary Arterial that runs along South Elegant Drive from Ozark to a point approximately 170 feet north of Crystal. Reclassify South Elegant Drive from the same points: Local Street to Secondary Arterial.
- N10. Remove the future Collector between a point on Cheyenne approximately 0.23 miles north of State Highway 14 and a future Secondary Arterial (N7).
- N11. Realign the future Collector between a point on Fremont approximately 180 feet north of McGuffey and Cheyenne to swing south below the southern tip of Fremont Hills.
- N12. Realign the future Collector between Roubidoux and a point on Cheyenne approximately 0.5 miles north of North.
- N13. Reclassify North between Cheyenne and Main: Primary Arterial to Secondary Arterial.
- N14. Reclassify Westwind between Crenshaw and a point approximately 0.38 miles south of Crenshaw: Collector to Primary arterial.
- N15. Reclassify State Highway F between Aven Spring and Riverdale: Local Street to Collector. Remove the future Collector between the same points.
- N16. Reclassify Itaska: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial over Itaska.
- N17. Reclassify West between Bryant and a point approximately 140 feet south of Livingston: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial covering the same portion of West.
- N18. Reclassify Inman between Gregg and Shamrock: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial that covers the same portion of Inman.
- N19. Remove the future Secondary Arterial between Inman/Firefly intersection and a point on State Highway M approximately 838 feet northeast of Inman.
- N20. Realign future Secondary Arterial between Inman and US Highway 160 to align with Inman.
- N21. Reclassify Shamrock between Gooch and West Rosedale: Local Street to Secondary Arterial. Remove Portion of future Secondary Arterial the runs the same portion of Shamrock.

- N22. Reclassify Bedrock between Dewberry and a point approximately 219 feet north of Dewberry: Local Street to Secondary Arterial. Remove future Secondary Arterial that spans the same portion of Bedrock.
- N23. Reclassify Jerico between North and Roubidoux: Local Street to Collector. Remove portion of future collector that covers the same length.
- N24. Reclassify Cedar between Main and approximately 149 feet east of Lake Shore: Local Street to Primary Arterial. Remove future Primary Arterial that spans the same distance.
- N25. Realign the future Primary Arterial between Emerald Hills and Cedar.
- N26. Reclassify State Highway F between the intersection of McClean/Riverdale and the west end of McClean: Local Street to Expressway. Remove portion of future Expressway the covers the same portion of road.
- N27. Realign the future Expressway between Rosedale and State Highway F to line up with the McClean/HWY F intersection. Reclassify the same stretch of road: future Expressway to future Primary Arterial.
- N28. Realign the future Primary Arterial (Kansas Expressway extension) between West Farm Road 190 and Nicholas to the Nicholas alignment.
- N29. Remove future Primary Expressway (Kansas Expressway extension western alignment) portion that intersects Dewberry at a point approximately 656 feet east of bedrock.
- N30. Realign the future Secondary Arterial between Gregg and Nicholas to connect to Nicholas approximately 0.25 miles north of Dewberry and to the intersection of Gregg/Northview.
- N31. Add a Secondary Arterial on Cheyenne between State Highway 14 and a point approximately 430 feet south of Timber Springs.
- N32. Realign Timber Springs between Cheyenne and Timberhill to connect with Cheyenne.
- N33. Reclassify Old Castle between State Highway CC and Tracker: Local Street to Secondary Arterial. Remove the future Secondary arterial that covered the same span of Old Castle.
- N34. Reclassify Old Castle between North and E Meridian Avenue: Local Street to Secondary Arterial. Remove the future Secondary Arterial that covered the same span of Old Castle.
- N35. Realign the future Secondary Arterial between Tracker and E Meridian Avenue to align to Old Castle.
- N36. Realign the future Collector to connect to the east/west future collector (N11) swinging south of the southern tip of Fremont Hills.
- N37. Remove portion of future Secondary Arterial that intersects Nicholas at a point approximately 0.26 miles north of Dewberry to stop at the future Primary Arterial (Kansas Expressway Extension/Nicholas) approximately 0.17 miles northeast of where it runs into Nicholas.
- N38. Realign the future Collector between Norton and Truman to connect with Truman.

- N39. Reclassify Truman between a points approximately 121 feet south of Livingston and approximately 187 feet north of Baily: Local Street to Collector.
- N40. Reclassify Truman between State Highway 14 and a point approximately 132 feet south of Heather Glen: Local Street to Collector.
- N41. Realign the future Collector between the northern (N40) and southern (N39) portions of Truman to connect the two portions.
- N42. Realign the future Collector between Bryant and the future Collector (N41) to connect the two.
- N43. Reclassify Dustin between Truman and the western end of Chestnut Bend: Local Street to Collector. Remove portion of future Collector spanning the same portion.
- N44. Add a future Collector between Pembroke and Silver Oak.
- N45. Remove future Secondary Arterial between Butterfield and Old Bittersweet.
- N46. Remove future Secondary Arterial between West and Rosedale.
- N47. Add future Local Street between West and Harrison. Intersecting US Highway 160 at a point approximately 0.26 miles south of South Street.
- N48. Add a future Local Street between West and City Del.
- N49. Add a future Local Street between Butterfield and the future Local Street between West and City Del (N48).
- N50. Add a future Local Street headed east approximately 488 feet and turning south approximately 880 feet, from a point on the future local street (N48) approximately 480 feet south of it's intersection with West Street.
- N51. Add a future Local Street between Harrison and Trail Point.
- N52. Reclassify Firefly between Inman and State Hwy M: Local Street to Collector.
- N53. Remove portion of the future Collector between Walleye and Tracker north of Tracker.
- N54. Reclassify Roubidoux between Jerico and the future Collector connecting to Cheyenne (N12).

Ozark

- O1. Reclassify North Hidden Creek Drive between East County Line and Heather: Local Street to Collector.
- O2. Reclassify North 22nd Street between points approximately 780 feet south of West Jackson and 1,273 feet south of West Jackson: Local Street to Collector.
- O3. Reclassify North 17th Street between West Clay and West Lakeland: Local Street to Secondary Arterial. Remove portion of the future Secondary Arterial that ran the length of the same segment.

- O4. Realign future Collector between East County Line and East Southernview to connect to South Farm Road 203.
- O5. Add East Houghton Drive as a Collector and remove a portion of the future collector that spans the length of East Houghton Drive.
- O6. Realign the future Collector between North 22nd Street and McCauley to connect the two.
- O7. Add Summit between Sandstone and Stargrass as a Rural Collector.
- O8. Reclassify North Bluestem between West Merle and East Southernview: Local Street to Collector.
- O9. Add a future Secondary Arterial as a replacement for North Riverside between Greenbridge and a point on North Smallin approximately 0.38 miles east of East Riverbluff, intersecting North Riverside just at the end of the North side of the Bridge.
- O10. Reclassify Cottonwood between East Farm Road 194 and south along Cottonwood approximately 0.69 miles: Local Street to Rural Collector.
- O11. Reclassify Heather between East Blue Sky and North Hidden Creek Drive: Local Street to Collector.
- O12. Reclassify North Smallin between North Pheasant and Houghton/East Hemlock and a point approximately 0.41 miles east of East Riverbluff: Primary Arterial to Secondary Arterial.
- O13. Reclassify North Pheasant between East Stone Brook and State Highway NN: Primary Arterial to Secondary Arterial.
- O14. Reclassify the future Primary Arterial between North Pheasant and East Cardinal: future Primary Arterial to future Secondary Arterial.
- O15. Reclassify the future Primary Arterial between North Smallin and East Hemlock: future Primary Arterial to future Secondary Arterial.
- O16. Reclassify East Greenbridge between North Hawkins and North Riverside: Primary Arterial to Secondary Arterial.
- O17. Reclassify North Hawkins between East Greenbridge and approximate 0.64 miles south: Primary Arterial to Secondary Arterial.

Republic

- R1. Reclassify West Farm Road 178 between South Farm Road 71 and South Martone Lane: Secondary Arterial to Collector.
- R2. Reclassify West Farm Road 178 between South Farm Road 59 and South Marton Lane: Local Street to Collector.

- R3. Reclassify West Farm Road 174 between South Wilsons Creek Boulevard and North Oakwood Avenue: Secondary Arterial to Collector.
- R4. Reclassify East Miller Road between South State Highway ZZ and South Main Street: Secondary Arterial to Collector.
- R5. Realign the future Collector between East Rosewood Street and a point along US Highway 60 East approximately 303 feet south of South Morningside Avenue.
- R6. Reclassify East Rosewood Street between points approximately 100 feet west of South Morningside Avenue and 62 feet east of South Linwood Avenue: Local Street to Collector.
- R7. Reclassify East Kentwood Street between the northern and southern portions of North Oakwood Avenue: Local Street to Secondary Arterial.
- R8. Reclassify North Oakwood Avenue between East Kentwood Street and East Elm Street: Local Street to Secondary Arterial.
- R9. Realign the future Collector between South Farm Road 103 and South Farm Road 107.
- R10. Reclassification of East Williamsburg Walk between South Farm Road 89 and West Farm Road 194: Local Street to Secondary Arterial.
- R11. Add a future Collector between West Frisco Boulevard and West Farm Road 194.
- R12. Add a future Secondary Arterial between South Farm Road 67 and the future Collector connecting West Farm Road 194 and West Frisco Boulevard (R11).
- R13. Reclassify the future Secondary Arterial west off of State Highway MM approximately 0.5 miles south of West Farm Road 144: future Secondary Arterial to future Collector.
- R14. Add a future Collector between a point along West Farm Road 144 approximately 0.45 miles west of State Highway MM and the future Collector headed west off of State Highway MM approximately 0.5 miles south of West Farm Road 144 (R13).
- R15. Reclassify East Freedom Street between North Lynn Avenue and North Liberty Avenue: Local Street to Secondary Arterial
- R16. Reclassify North Liberty Avenue between East Freedom Street and East Independence Street: Local Street to Secondary Arterial.
- R17. Reclassify East Independence Street between North Liberty Avenue and US 60 East: Local Street to Secondary Arterial.
- R18. Realign the future Secondary Arterial between South Bailey Street and US 60 East.
- R19. Reclassify the portion of South Bailey Street between West North Street and West Wade Street: Local Street to Secondary Arterial.
- R20. Realign the future Collector between West Farm Road 182 and East Hines Street to run into the south end of North Jester Avenue.

- R21. Realign the future Collector between East Hines Street and West Farm Road 170 to run into North White Rock Avenue instead of Hines.
- R22. Add a future Collector between points approximately 0.25 miles north of West Farm Road 188 on South Farm Road 67 and South Kansas Avenue.
- R23. Add a future Collector between the intersection of North Main Street/East Lapis Street and South Farm Road 71/West Farm Road 174.
- R24. Reclassify South Wilsons Creek Boulevard between West Republic Road and West Farm Road 186: Primary Arterial to Boulevard.
- R25. Realign the future Primary Arterial between West Republic Road and South State Highway MM.
- R26. Realign the future Primary Arterial between Farm Road 97 and the ZZ extension (R25).
- R27. Realign the future Secondary Arterial between the ZZ extension (R25) and the intersection of South Farm Road 99/West Farm Road 168.
- R28. Realign the future Collector between South Farm Road 103 and South Rhine Circle to stop at West Farm Road 170.
- R29. Add a future Collector between West Farm Road 144 and West Farm Road 140.
- R30. Realign the future Collector between South Colorado Avenue and West Miller Road to connect at the west end of Miller.
- R31. Realign South Colorado Avenue to extend to Civic Boulevard and remove the portion of future Collector that spans the same distance.
- R32. Add a future Local Street between points along South Illinois Avenue approximately 456 feet east of Civic Boulevard and 511 feet east of the end point of South Colorado Avenue along the future Collector.
- R33. Remove portion of West Miller Road that connects to US 60 West.
- R34. Add a future Local Street between the intersection of South Illinois Avenue/Civic Boulevard and the future Collector that would be the extension of Frisco Boulevard.
- R35. Add a future Local Street between points approximately 290 feet south of US 60 West along South Colorado Avenue and 600 feet north of South Colorado Avenue along the future Collector (R30) between South Colorado Avenue and West Miller Road.
- R36. Add a future Local Street between the intersection of South Colorado Avenue/Civic Boulevard and a point approximately 313 feet northwest of that intersection.
- R37. Add a future Local Street between the future Collector (R30) and the future Local Street (R38), running parallel to South Colorado Avenue and the future collector that extends Colorado.
- R38. Add a future Local Street connecting the future Local Street running parallel to South Colorado Avenue (R37) and the future Collector that would be the extension of South Colorado Avenue.

- R39. Reclassify future Secondary Arterial between West Farm Road 178 and South Farm Road 59: Secondary Arterial to Collector.
- R40. Reclassify East Rosewood Street between South Pinewood Ave and South Brasswood Ave: Local Street to Collector.
- R41. Reclassify South Brasswood Ave between East Elm Street and West Farm Road 186: Local Street to Collector.

Springfield

- S1. Remove the Future Collector between Weaver Road and Quail Creek Avenue
- S2. Reclassify South Farm Road 115/ South Haseltine Road from West Farm Road 164 to West State Highway M: Secondary Arterial to Local Street.
- S3. Remove the Future Collector between South Haseltine Road/South Farm Road 115 and S Farm Road 107.
- S4. Reclassify West Inman Road from South Hutchinson Road to South Haseltine Road: Collector to Local Street.
- S5. Realign the Future Collector from Zimmer Avenue to the Future Collector connecting to the Future Collector that will be McCurry Avenue.
- S6. Reclassify East Olive Street between East Saint Louis Street and North Campbell Avenue: Secondary Arterial to Collector.
- S7. Reclassify North Boonville Avenue between Park Central North and West Division Street: Secondary Arterial to Collector.
- S8. Remove the Future Expressway between I44/US160 intersection and North State Highway 13.
- S9. Remove the Future Secondary Arterial between North State Highway 13 and East Farm Road 94.
- S10. Reclassify the Future Collector between East Kearney Street and approximately 1/10 of a mile South of East Jean Street: Future Collector to Existing Collector.
- S11. Remove the Future Collector between East Cherry Street and South Devonshire Dr.
- S12. Remove the Future Secondary Arterial between East Cherry Street and the intersection of North Oak Grove Avenue/East Saint Louis Street.
- S13. Remove the Future Collector at a point on North Fremont approximately 530 feet north of East Sun Valley.
- S14. Remove the Future Primary Arterial between the intersection of North Fremont/East Sun Valley and the Future Secondary Arterial that extends east from South Farm Road 175.
- S15. Remove the Future Primary Arterial intersecting US Highway 65 at a point approximately 0.41 miles south of East Evans Road.

- S16. Remove the Primary Arterial between South Glenstone Avenue and the intersection of East Republic Street/South Lone Pine Avenue.
- S17. Realign the future Primary Arterial between South Southwood Road and the future Secondary Arterial that intersects South Farm Road 175 (S18).
- S18. Realign the future Secondary Arterial intersecting South Farm Road 175 at a point approximately 511 feet east of North Fremont to avoid a body of water.
- S19. Realign East Farm Road 188 to connect to South Southwood Road.
- S20. Add South Southwood Road between East Evans Road and the roundabout at East Riverbluff Boulevard: Collector. Remove the future Collector in the along the same roadway.
- S21. Add East Riverbluff Boulevard between East Evans Road and the roundabout at South Southwood Road: Primary Arterial. Remove the future Primary Arterial along the same roadway.
- S22. Add South Southwood Road South of the roundabout at South Southwood Road and East Riverbluff Boulevard: Primary Arterial. Remove portion of future Primary Arterial over the same portion of the roadway.
- S23. Add Local Street between points approximately 0.08 miles east and 0.23 miles east of South Southwood Road along East Farm Road 188.
- S24. Add Local Street between East Riverbluff Boulevard and Local Street surrounding the Mercy Medical Center.
- S25. Reclassify South Farm Road 143 between West Twin Bridges Lane and East Farm Road 186: Collector to Primary Arterial.
- S26. Reclassify East Millwood Drive between South Farm Road 189 and South Lookout Ridge Drive: Local Street to Collector.
- S27. Reclassify South Walmart Access road at the intersection of East Sunshine Street and South Farm Road 129: Local Street to Collector.
- S28. Reclassify South Farm Road 203 between East County Line Road and East Farm Road 192: Local Street to Collector.
- S29. Remove the future Collector between what was the Republic Road extension and South Glenstone Avenue.
- S30. Reclassify Kansas Expressway between James River Freeway and West Republic Road: Expressway to Primary Arterial.
- S31. Reclassify West Nichols Street between South West By Pass and North Kansas Expressway: Secondary Arterial to Collector.
- S32. Add a future Secondary Arterial between South Farm Road 129 and West Farm Road 148.
- S33. Add McCurry Avenue as a completed Collector between West Sunshine Street and Washita St.

- S34. Add a Future Collector connecting the future extension of Zimmer Avenue to the future extension of McCurry Avenue.
- S35. Add a Future Collector extending McCurry Avenue south to the Future Secondary Arterial that connects West Seminole Street to South Farm Road 123.
- S36. Add an existing Local Street named Washita Street between McCurry Avenue and approximately 164 feet west of Zimmer Avenue.
- S37. Add a Future Local Street extending Washita Street east to Zimmer Ave.
- S38. Add a Future Local Street connecting Washita Street to West Sunshine Street.

Strafford

- ST1. Reclassify North Farm Road 249 between East Farm Road 104 and East State Highway OO: Local Street to Collector.
- ST2. Reclassify East Farm Road 104 between North Farm Road 249 and the OTO border (Greene and Webster County Borders): Collector to Local Street.
- ST3. Reclassify Bumgarner Boulevard between South Madison Avenue and a point approximately 0.15 miles west of South Lincoln Avenue: Local Street to Collector.
- ST4. Add a future Collector between South State Highway 125 and Bumgarner Boulevard.

Willard

- W1. Add a future Collector between East Hughes Road and East Granite Road.
- W2. Reclassify East Hughes Road between U.S. Highway 160 East and a point approximately 156 feet west of South Megan Lane: Local Street to Collector
- W3. Reclassify East Granite Road between East Hughes Road and a point approximately 100 feet east of South Red Rock Court: Local Street to Collector.
- W4. Add a future Collector between points along North Farm Road 101 approximately 0.46 miles south of West State Highway EE and approximately 0.49 miles north of West State Highway EE. Also intersecting West State Highway EE at a point approximately 0.23 miles west of North Farm Road 101.
- W5. Realign the future Secondary Arterial between West Farm Road 68 and South Hunt Road to run into the intersection of South Hunt Road and West Farm Road 84.

Christian County

- CC1. Remove the future Collector between North Farmer Branch and East Southernview. The proposed route goes through the quarry.
- CC2. Remove the future Collector between Parch Corn and Cottonwood.
- CC3. Reclassify Nicholas Road between a point approximately 0.56 miles north of State Highway AA and State Highway 14: Collector to Primary Arterial.
- CC4. Reclassify Owens Road between State Highway AA and Tracker Road: Secondary Arterial to Collector.
- CC5. Remove the future Primary Arterial between North US 65 and East Farm Road 194.
- CC6. Reclassify Quarry Road between Bornemann and State Highway JJ: Collector to Rural Collector.
- CC7. Reclassify Bornemann between Quarry Road and Arbour: Collector to Rural Collector.
- CC8. Reclassify Arbour between Bornemann and State Highway JJ: Collector to Rural Collector.
- CC9. Reclassify Rochester between State Highway JJ and Arbour: Collector to Rural Collector.
- CC10. Reclassify Smyrna west of State Highway 125 to the intersection of Smyrna/Parched Corn: Collector to Rural Collector.
- CC11. Reclassify Parched Corn between Smyrna and North State Highway 125: Collector to Rural Collector.
- CC12. Reclassify Hunter between Parched Corn and Cypress: Collector to Rural Collector.
- CC13. Reclassify Glade between State Highway 125 and Briar: Collector to Rural Collector.
- CC14. Reclassify Briar between Glade and State Highway 125: Collector to Rural Collector.
- CC15. Reclassify the future Collector between East Farm Road 194 and Cypress: future Collector to future Rural Collector.
- CC16. Reclassify Cottonwood between Parched Corn and a point approximately 0.69 miles south of East Farm Road 194: Collector to Rural Collector.
- CC17. Reclassify State Highway OO between State Highway 14 and Summit: Collector to Rural Collector.
- CC18. Reclassify Davis between State Highway 14 and Summit: Collector to Rural Collector.
- CC19. Reclassify Summit between the State Highway OO and Sandstone: Collector to Rural Collector.
- CC20. Reclassify the future Collector between Summit and State Highway W: future Collector to future Rural Collector.

Greene County

- GC1. Reclassify South Overlook Trail between South Riverbend Road and West Farm Road 190: Collector to Local Street.
- GC2. Add a future Collector between West Farm Road 190 and South Farm Road 131.
- GC3. Realign State Highway FF to run straight south into West Blue Springs.
- GC4. Remove the future Primary Arterial between South State Highway J and South Farm Road 205.
- GC5. Reclassify North Farm Road 209 between East State Highway OO and East Farm Road 116: Local Street to Secondary Arterial.
- GC6. Add a new future Secondary Arterial between the intersection of North Farm Road 209/East Farm Road 116 and a point along East Division Street approximately 0.62 miles east of North Farm Road 203.
- GC7. Reclassify East Farm Road 116 between North Le Compte Road and North Farm Road 99: Secondary Arterial to Primary Arterial.
- GC8. Reclassify East Farm Road 112 between North Farm Road 99 and North State Highway 125: Collector to Primary Arterial.
- GC9. Reclassify South Farm Road 213 between East Farm Road 170 and East Farm Road 185: Local Street to Secondary Arterial.
- GC10. Add a new future Secondary Arterial between the intersection of East Farm Road 164/South State Highway J and the intersection of East Farm Road 170/South Farm Road 213.
- GC11. Realign the future Primary Arterial between South Farm Road 143 and South U.S. 65.
- GC12. Realign the future Secondary Arterial between South Farm Road 141 and South Farm Road 141.
- GC13. Remove the future Secondary Arterial between South Farm Road 141 and South Farm Road 139.
- GC14. Reclassify West Farm Road 186 between South Fairview Avenue and South 160 Outer Road: Local Street to Collector.
- GC15. Reclassify West Farm Road 190 east of South Farm Road 131: Secondary Arterial to Local Street.
- GC16. Reclassify West Farm Road 190 west of South Farm Road 139: Secondary Arterial to Collector.
- GC17. Reclassify the future Secondary arterial between South Farm Road 141 and South Farm Road 143: future Secondary Arterial to future Primary Arterial.
- GC18. Reclassify South Farm Road 141 between West Farm Road 190 and a point approximately 0.20 miles south of West Farm Road 192: Secondary Arterial to Primary Arterial.
- GC19. Reclassify South Farm Road 69 between West Farm Road 168 and West State Highway TT: Local Street to Collector.

- GC20. Add a future Secondary Arterial between the intersection of West Farm Road 168/South Farm Road 97 and West Farm Road 170.
- GC21. Add a future Primary Arterial between the intersection of North State Highway B/West State Highway 226 and a point along North State Highway AB approximately 0.86 miles north of West State Highway 226.
- GC22. Realign the future Primary Arterial straightening out North State Highway AB at West Farm Road 94.
- GC23. Realign the future Secondary Arterial connecting East Herbert Lane and the future Primary Arterial straightening out North State Highway AB (GC22).
- GC24. Reclassify East Herbert Lane west of East Hughes Road: Local Street to Secondary Arterial.
- GC25. Reclassify West Farm Road 76 between North Farm Road 129 and North Farm Road 137: Local Street to Collector.
- GC26. Reclassify North Farm Road 137 between West Farm Road 76 and West State Highway O: Local Street to Collector.
- GC27. Add a future Collector between East Farm Road 84 and the intersection of East Farm Road 84/North Farm Road 205.
- GC28. Reclassify North Farm Road 205 north of East Farm Road 84: Local Street to Collector.
- GC29. Add a future Collector between North Farm Road 205 and East State Highway C.
- GC30. Reclassify North Farm Road 175 between East State Highway AA and East Farm Road 66: Local Street to Collector.
- GC31. Reclassify North Farm Road 151 between West Farm Road 76 and West Farm Road 84: Collector to Secondary Arterial.
- GC32. Reclassify North Farm Road 151 between West Farm Road 84 and a point approximately 0.27 miles south: Collector to Secondary Arterial.
- GC33. Reclassify West Farm Road 84 between the north and south portions of North Farm Road 151: Collector to Secondary Arterial.
- GC34. Add a future Collector between the intersections of East Farm Road 88/North Farm Road 175 and East Farm Road 88/North Farm Road 169.
- GC35. Reclassify North Farm Road 169 from East Farm Road 88 north approximately 0.17 miles: Secondary Arterial to Collector.
- GC36. Add a future Collector between East Farm Road 68 and East State Highway C.
- GC37. Reclassify North Farm Road 215 between East Farm Road 94 and the OTO border: Local Street to Collector.

- GC38. Reclassify North Farm Road 239 from North State Highway 125 to the OTO border: Local Street to Collector.
- GC39. Reclassify North Farm Road 223 from East Farm Road 84 north to the OTO border: Local Street to Collector.
- GC40. Reclassify East Farm Road 80 between North Farm Road 223 and North Farm Road 215: Local Street to Collector.
- GC41. Reclassify North Farm Road 227 between East State Highway C and North State Highway 125: Local Street to Collector.
- GC42. Reclassify North Farm Road 243 between East State Highway DD and East Farm Road 80: Local Street to Collector.
- GC43. Reclassify East Farm Road 80 between North Farm Road 243 and North State Highway 125: Local Street to Collector.
- GC44. Reclassify North Farm Road 237 between East Farm Road 112 and East Division Street: Local Street to Collector.
- GC45. Reclassify East Farm Road 116 between North Farm Road 241 and North Farm Road 237: Local Street to Collector.
- GC46. Reclassify North Farm Road 241 between East Farm Road 116 and East Farm Road 112: Local Street to Collector.
- GC47. Reclassify North Farm Road 227 between East Division Street and East Farm Road 112: Local Street to Collector.
- GC48. Reclassify North Farm Road 213 between East Division Street and East Farm Road 116: Local Street to Collector.
- GC49. Reclassify North Farm Road 213 between East Farm Road 112 and East State Highway OO: Local Street to Collector.
- GC50. Reclassify East Farm Road 128 between North Farm Road 205 and North Farm Road 217: Local Street to Collector.
- GC51. Reclassify North Farm Road 217 between East Farm Road 128 and East Division Street: Local Street to Collector.
- GC52. Reclassify South Farm Road 221 between East Farm Road 138 and East Farm Road 132: Local Street to Collector.
- GC53. Reclassify South Farm Road 219 between East Farm Road 156 and East Farm Road 170: Local Street to Collector.
- GC54. Reclassify East Farm Road 168 between South Farm Road 205 and South Farm Road 219: Local Street to Collector.

- GC55. Reclassify South Farm Road 227 between East Farm Road 156 and East Farm Road 174: Local Street to Collector.
- GC56. Reclassify East Farm Road 174 between South State Highway 125 and South Farm Road 227: Local Street to Collector.
- GC57. Reclassify South Farm Road 229 between U.S. Highway 60 and East Farm Road 174: Local Street to Collector.
- GC58. Reclassify South Farm Road 223 between East Farm Road 164 and East Farm Road 170: Local Street to Collector.
- GC59. Reclassify East Farm Road 146 between East State Highway D and East Farm Road 148: Local Street to Collector.
- GC60. Reclassify East Farm Road 148 between South State Highway 125 and East Farm Road 146: Local Street to Collector.
- GC61. Reclassify South Farm Road 219 between East Farm Road 150 and East Farm Road 148: Local Street to Collector.
- GC62. Reclassify East Farm Road 170 between South State Highway J and South State Highway 125: Collector to Secondary Arterial.
- GC63. Reclassify East Farm Road 62 from North Farm Road 223 north to the OTO border: Local Street to Collector.
- GC64. Reclassify East Farm Road 62 from North Farm Road 239 east to the OTO border: Local Street to Collector.
- GC65. Reclassify East Farm Road 148 from East State Highway D to a point approximately 0.41 miles east: Collector to Local Street.
- GC66. Reclassify East Farm Road 132 east of North Farm Road 185: Secondary Arterial to Primary Arterial.
- GC67. Remove the Future Collector between South Marlborough Avenue and West Battlefield Road.
- GC68. Add a Future Collector connecting East Farm Road 100 and East Beverly Hills Drive.
- GC69. Reclassify East Beverly Hills Drive east of North Farm Road 151: Local Street to Collector.
- GC70. Remove the future Collector between Weaver Road and East Lakewood Street.
- GC71. Realign the future Secondary Arterial extending East Farm Road 96 east to East Farm Road 94.
- GC72. Remove the future Collector connecting West Westview Street and West Farm Road 168.
- GC73. Reclassify West Westview Street between South Walnut Hill Avenue and South Scenic Avenue: Collector to Local Street.
- GC74. Reclassify West Farm Road 76 between North Farm Road 145 and North Farm Road 141: Secondary Arterial to Collector.

- GC75. Reclassify North Farm Road 141 between West Farm Road 76 and West Farm Road 86: Collector to Secondary Arterial.
- GC76. Reclassify West Farm Road 86 between North Farm Road 145 and North Farm Road 141: Collector to Secondary Arterial.
- GC77. Reclassify North Farm Road 145 between West Farm Road 86 and West Farm Road 84: Collector to Secondary Arterial.
- GC78. Reclassify West Farm Road 84 between North Farm Road 145 and North Farm Road 151: Collector to Secondary Arterial.

MODOT

- MO1. Reclassify State Highway AA between Shoemaker and Phillips: Collector to Primary Arterial.
- MO2. Reclassify South State Highway MM between West Farm Road 160 and a point approximately 456 feet north of West Morning Star Lane: Local Street to Primary Arterial.
- MO3. Reclassify West Kearney Street between Springfield Branson National Airport and U.S. Highway 160: Primary Arterial to Secondary Arterial.
- MO4. Add a future Collector for the realignment of North Eastgate Avenue at the intersection with West Chestnut Expressway.
- MO5. Add a future Collector for the realignment of North Eastgate Avenue at the intersection with East Division Street.
- MO6. Reclassify East Evergreen Street east of North State Highway 125: Local Street to Collector.
- MO7. Reclassify Rosedale between U.S. Highway 160 and a point approximately 0.25 miles east of South Main Street: Expressway to Primary Arterial.

OTO Staff Changes

- OTO1. Remove the future Secondary Arterial that would connect West Farm Road 76 over McDaniel Lake.
- OTO2. Reclassify North Summit Avenue between North Norton Road and East Smith Street: Local Street to Secondary Arterial. Remove portion of future Secondary Arterial to end at the intersection of North Summit Avenue/East Smith Street.
- OTO3. Realign the future Collector running east located approximately 0.18 miles north of West Farm Road 102 along North Farm Road 151.
- OTO4. Reclassify West Smith Street between North Ohara Avenue and a point approximately 126 feet west of North Western Avenue: Local Street to Collector.

- OTO5. Realign the future Collector between West Smith Street and the intersection of West Farm Road 106/North Farm Road 125.
- OTO6. Reclassify East Lakewood Street between South Roanoke Avenue and a point approximately 170 feet east of South Holland Ave: Local Street to Collector. Realign the future Collector to line up with East Lakewood Street.
- OTO7. Reclassify the portion of West 160 Outer Road the spans approximately 233 feet west of West Lakewood Street: Local Street to Collector. Realign future Collector to line up with this intersection.
- OTO8. Reclassify East Gasconade Street between South U.S. Highway 65 and South Bedford Avenue: Local Street to Collector.
- OTO9. Reclassify East El Dorado Street between South Bedford Avenue and a point approximately 38 feet east of South Woodstock Drive: Local Street to Collector.
- OTO10. Add a Collector named South Bedford Avenue between East Gasconade Street and East El Dorado Street.
- OTO11. Remove the future Collector runs between South U.S. Highway 65 and East El Dorado Street.
- OTO12. Add an extension segment to South Kimbrough Avenue heading south approximately 126 feet from East Powell Street.
- OTO13. Reclassify South Anabranh Boulevard between West Battlefield Road and West Rockwood Street: Local Street to Collector.
- OTO14. Reclassify West Rockwood Street between South Anabranh Boulevard and South Barrington Avenue: Local Street to Collector.
- OTO15. Reclassify South Barrington Avenue between South Farm Road 129 and a point approximately 643 feet northwest of West Greenway Drive: Local Street to Collector.
- OTO16. Realign future Collector to complete South Barrington Avenue.
- OTO17. Add portion of South Barrington Avenue to connect future Collector (OTO18) and West Rockwood Street.
- OTO18. Reclassify West El Camino Alto Drive between East Monastery Street and a point approximately 0.38 miles west of South Lyon Avenue: Local Street to Collector.
- OTO19. Reclassify East Monastery Street between West El Camino Alto Drive and South Roanoke Avenue: Local Street to Collector.
- OTO20. Reclassify the future Primary Arterial between North Smallin and East Greenbridge: future Primary Arterial to future Secondary Arterial.
- OTO21. Reclassify the future Primary Arterial between North Hawkins and East Hartley: future Primary Arterial to Secondary Arterial.
- OTO22. Reclassify Salers between East Hartley and East South: Primary Arterial to Secondary Arterial.

- OTO23. Realign and reclassify the future Primary Arterial between North Riverside and North State Highway NN to connect to West Stonehill at a point approximately 0.54 miles east of North State Highway NN: future Primary Arterial to future Secondary Arterial.
- OTO24. Reclassify West Stonehill between North State Highway NN and the future Secondary Arterial (OTO25): Local Street to Secondary Arterial.
- OTO25. Reclassify Maynard between State Highway 14 and Union Chapel: Collector to Local Street.
- OTO26. Realign the future expressway that would be the FF extension to connect with State Highway 14 at a point approximately 0.24 miles west of Maynard.
- OTO27. Reclassify East Evans Road between South Southwood Road and East Riverbluff Boulevard: Secondary Arterial to Local Street.
- OTO28. Reclassify Riverdale between Aven Spring and Cave Hollow: Local Street to Secondary Arterial.
- OTO29. Reclassify North Farm Road 159 between points approximately 0.05 miles north of East Farm Road 100 and 0.24 miles south of East Farm Road 100: Local Street to Secondary Arterial.
- OTO30. Reclassify East Palomino Lane east of South Farm Road 205: Local Street to Collector.
- OTO31. Reclassify South Harmony Avenue between points approximately 0.07 and 0.18 miles south of East Tranquility Street: Local Street to Collector.
- OTO32. Add a future Collector between the south end of Countryman to connect to South 21st Street.
- OTO33. Realign the future Collector extending east off of East Lark to align with the property line.
- OTO34. Realign the future Collector extending north off of East Hartley.

Christian County Major Thoroughfare Plan Jurisdictional Changes Ozarks Transportation Organization



Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Boulevard
- Secondary Arterial
- Collector
- Rural Collector
- Local Street
- Railroad

Proposed Roads

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

Other Boundaries

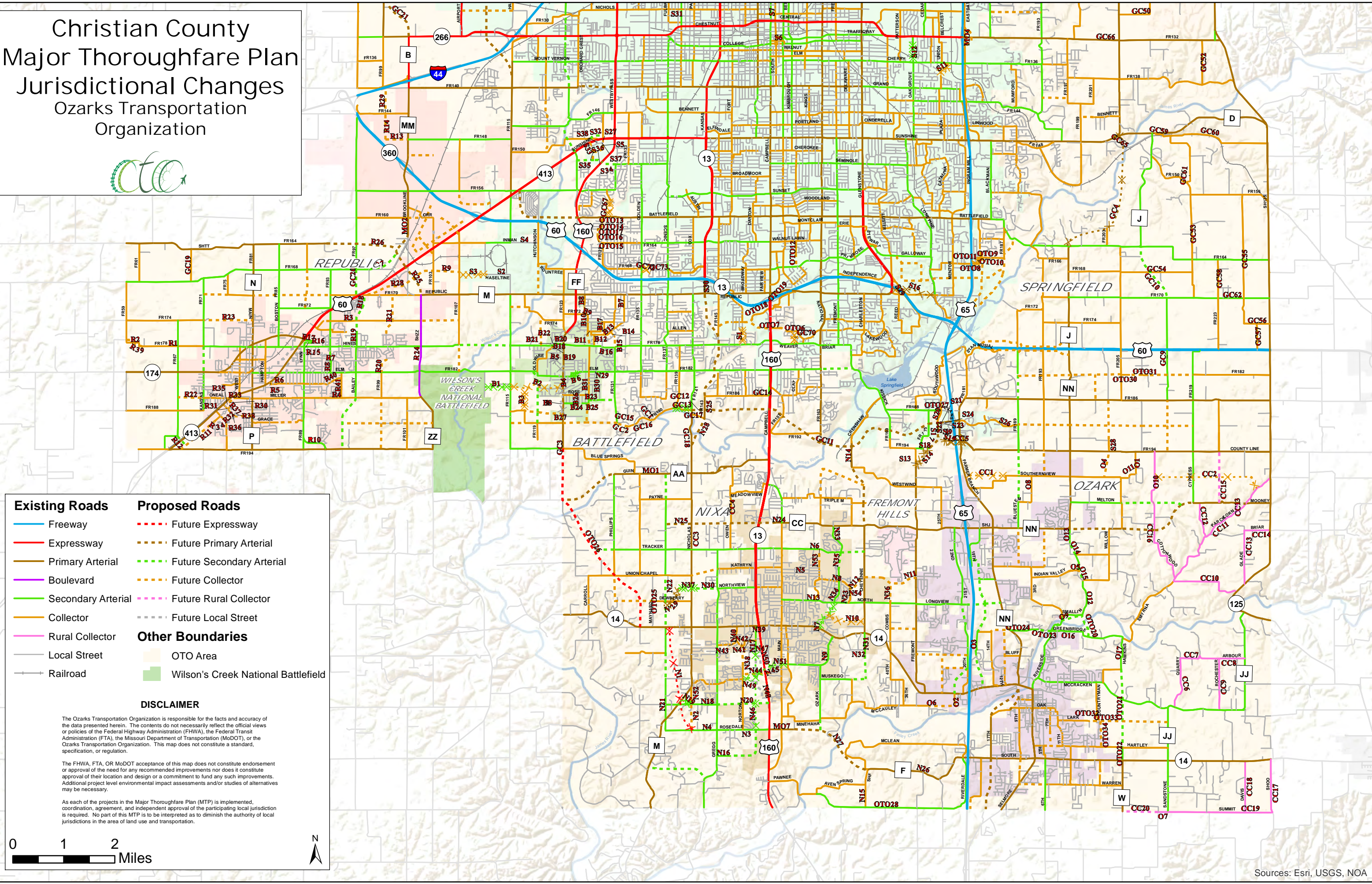
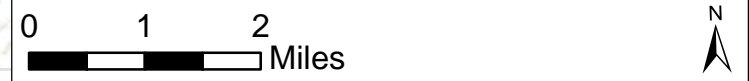
- OTO Area
- Wilson's Creek National Battlefield

DISCLAIMER

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

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



Christian County Major Thoroughfare Plan Jurisdictional Changes Ozarks Transportation Organization



Existing Roads

Freeway

Expressway

Primary Arterial

Boulevard

Secondary Arterial

Collector

Rural Collector

Local Street

Railroad

Proposed Roads

Future Expressway

Future Primary Arterial

Future Secondary Arterial

Future Collector

Future Rural Collector

Future Local Street

Other Boundaries

OTO Area

Wilson's Creek National Battlefield

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Sources: Esri, USGS, NOA

Major Thoroughfare Plan Greene County Jurisdictional Changes Ozarks Transportation Organization

Existing Roads

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

Proposed Roads

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

Removals

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

Other Boundaries

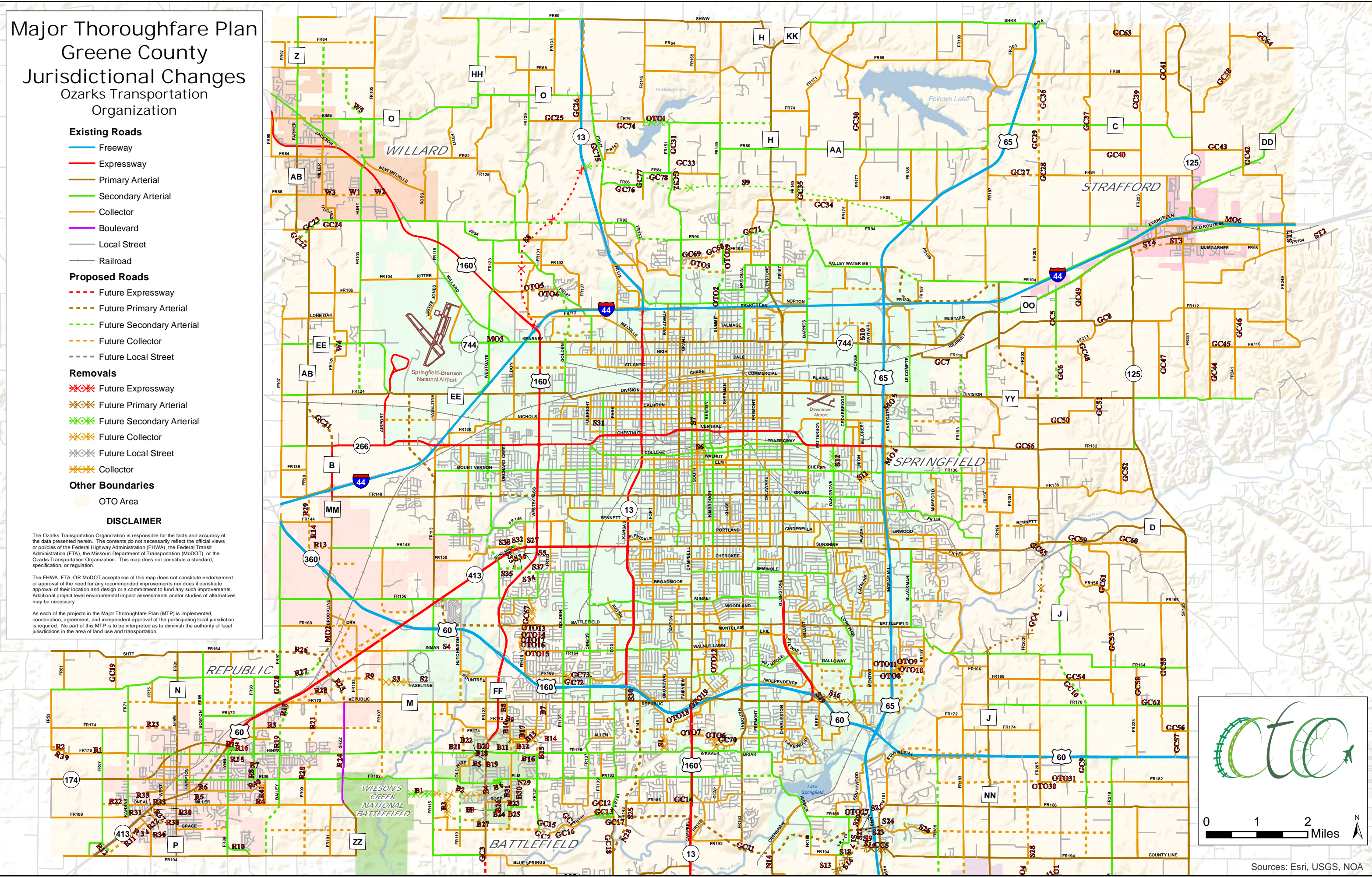
OTO Area

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Greene County Major Thoroughfare Plan Jurisdictional Changes

Ozarks Transportation
Organization

Existing Roads

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

Proposed Roads

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

Other Boundaries

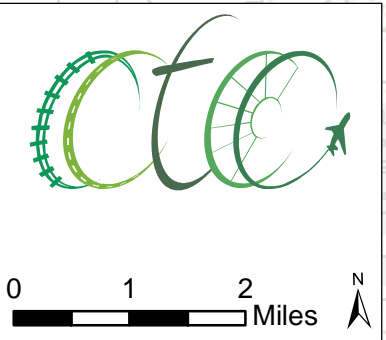
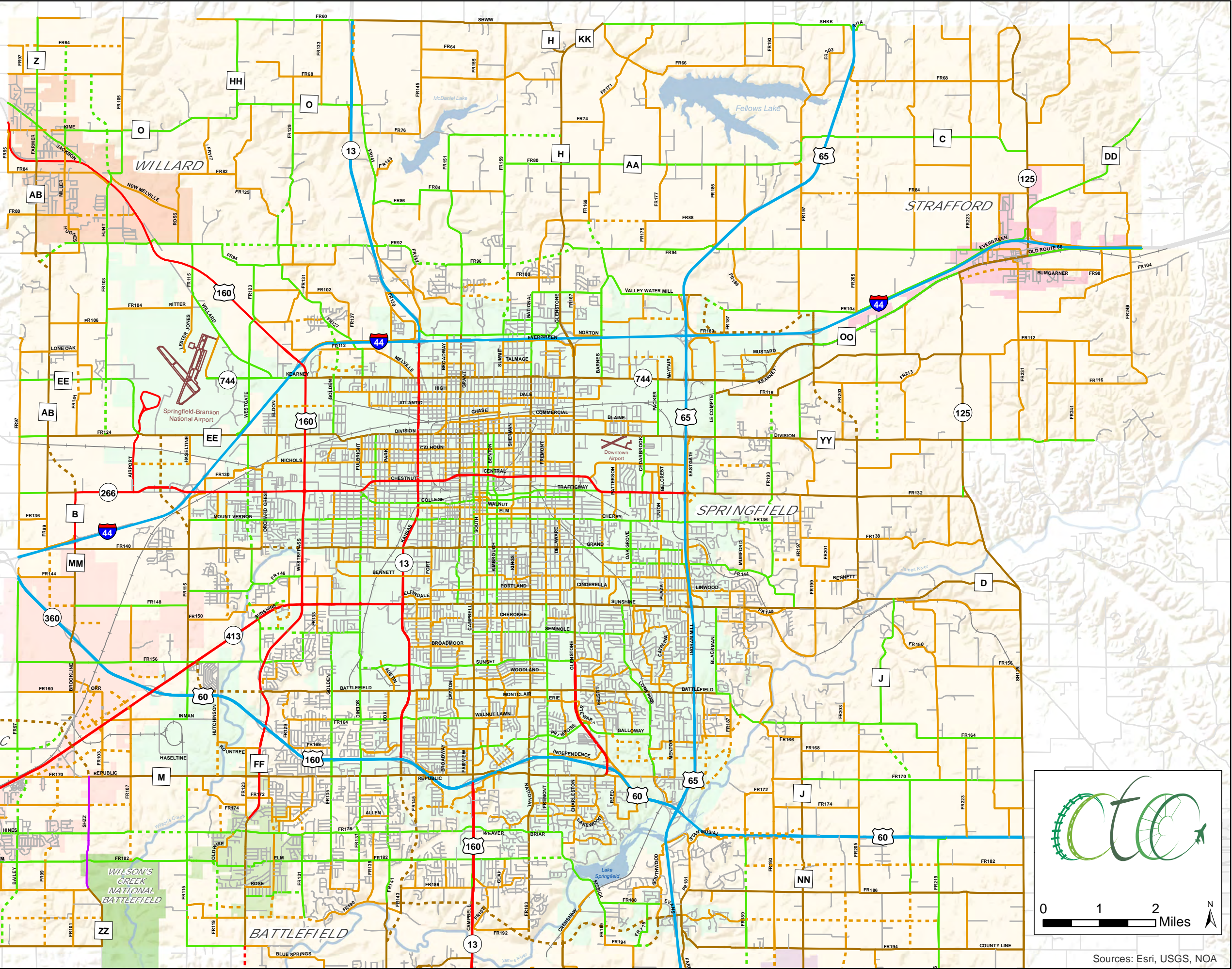
OTO Area

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



Sources: Esri, USGS, NOA

TAB 8



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FHWA Says Driving Volumes Set Records for April, First Four Months of Any Year

AASHTO Journal

U.S. drivers traveled an estimated 267.9 billion vehicle miles in April, a record high for that month, the Federal Highway Administration said, which meant vehicle miles traveled reached [a record 987.8 billion for the first four months of the year](#).

The previous record for January through April of any year was 965.5 billion VMT, set in 2007.

The April estimate also shows the VMT measure increasing for 14 months in a row, as vehicles put more traffic demand on the nation's road and bridge network. The FHWA said that volume growth underscores "the need for greater investment in transportation infrastructure."

Among highlights of the latest data, the agency said Indiana led the nation with the largest single-state traffic increase at 14.8 percent compared with the same month a year earlier, followed by Hawaii at 8.1 percent and North Dakota at 7.4 percent.

The complete VMT data is available in the FHWA's ["Traffic Volume Trends" reports](#), based on information collected from more than 4,800 continuous count stations nationwide.

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

June 26, 2015

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Congress Faces Countdown to Funding Crisis Upon Return From Recess

AASHTO Journal

When the Senate and House return July 7, lawmakers will immediately be in a fast countdown toward the July 31 expiration of the Highway Trust Fund. And congressional leaders will need to make much earlier decisions on whether to complete a long-term authorization during July.

Since the House is scheduled to be on its summer recess for all of August and the first week of September, this month is when lawmakers must decide both how long to authorize the trust fund and how to pay for it to avoid a disruption to the federal highway and transit programs.

A host of state officials, including governors and [state department of transportation CEOs](#), have warned that just the uncertainty created by repeated temporary extensions has already frozen many planned construction projects across the country and disrupted long-term planning for more.

Actually getting to the expiration date without a new authorization and funding plan could lead to widespread shutdowns of highway projects, so state officials and many infrastructure advocacy groups have urged

Congress to take strong action as early as possible during July to bolster the trust fund.

As earlier reported earlier, the [Senate Environment and Public Works Committee advanced a proposed six-year, \\$275 billion reauthorization](#) of the highway programs portion, which if passed into law would represent an increase in highway funding while adding new freight and infrastructure grant programs.

However, before that bill can move to the Senate floor, it needs two other authorizing committees to contribute the transit and safety portions and the Finance Committee to supply the revenue for it.



In the House, the Transportation and Infrastructure Committee has yet to unveil an authorizing bill, and would need the Ways and Means Committee to provide its funding.

While it is possible a breakthrough on the financing could be quickly followed by action in the authorizing panels to complete a bill, both full chambers would need to pass their versions and then negotiate any differences.

However, lawmakers have yet to signal they are near agreement on how to find the revenue needed for a long-term bill, and they would need to decide early in the month whether to opt instead for another short extension.

An extension could at least get state DOTs past the rest of this year's construction season, but would leave them facing a new round of uncertainty over what they could put out to bid beyond the next federal program deadline. Still, that course also faces challenges in Congress, as some lawmakers have said they will resist voting for another short-term bill when U.S. infrastructure needs require a long-term funding fix.

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

July 03, 2015

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EPW Takes Lead With 6-Year Highway Bill That Would Boost Infrastructure Investment

AASHTO Journal

The Senate Environment and Public Works Committee approved a six-year highway bill June 24 that increases funding, adds a freight projects program that would be allocated to states on a formula basis and creates a new grant program for major projects to be selected by the Federal Highway Administration but approved by Congress on a project-by-project basis.

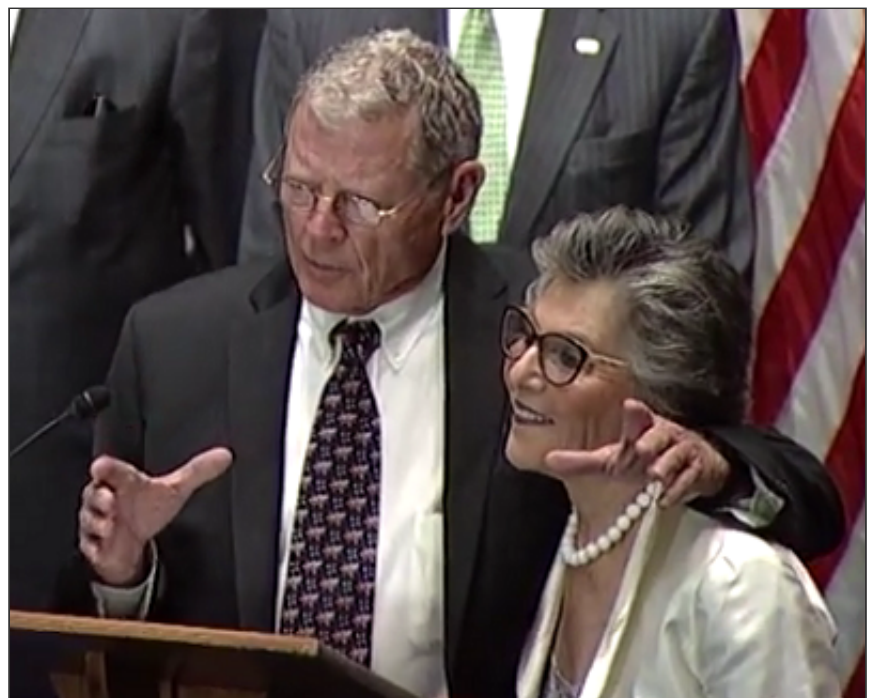
The measure, dubbed the DRIVE Act, would cover only the highway portion of any eventual highway/transit bill that still needs safety and transit sections provided by other Senate committees. And it would need agreement on a way to cover the costs, plus similar authorization and financing action from the House.

But EPW Chairman James Inhofe, R-Okla., and ranking member Barbara Boxer, D-Calif., hoped their committee's quick action and unanimous support for the measure would spur efforts elsewhere in Congress.

Today our committee proudly took a step forward in advancing our nation's economic interests by unanimously passing the DRIVE Act, a six-year surface transportation bill," [Inhofe and Boxer said in a joint statement.](#)

"The time to act is now so that Congress can provide states and local communities with the certainty they deserve in rebuilding our roads and infrastructure," they continued. "We will be working with Senate leadership to bring this bill to the Senate floor before the Highway Trust Fund expires at the end of July."

They had unveiled the bill publicly just a day earlier, along with leaders of their transportation subcommittee.



Inhofe, Boxer introduce their DRIVE Act.

Here is [their summary](#) of what the bill would do, and the [legislative text](#) they introduced.

Numerous transportation investment advocacy groups praised the EPW action, and called for Congress to build momentum to complete a long-term bill in July. Two heads of state departments of transportation carried a similar message in congressional hearings, urging lawmakers to promptly pass a strong, long-term bill. (See [related story](#) in this week's Journal).

The EPW measure – officially the "Developing a Reliable and Innovative Vision for the Economy Act" – would authorize \$275 billion in highway program funding over six years.

That includes a 6.9 percent rise in first-year authorized funding for fiscal 2016, and annual increases of 2.1 to 2.5 percent through 2021, according to a staff analysis from the American Association of State Highway and Transportation Officials.

If it passed Congress in that form, the bill would take the total authorized level of federal-aid highway programs from just under \$41 billion in 2015 to \$43.8 billion in 2016 and \$49 billion in 2021.

A new national freight program would be funded from the Highway Trust Fund at nearly \$2 billion in the first year and reaching nearly \$2.5 billion in the sixth year. That money would be apportioned to states under a formula based on the percentage of total federal-aid highway funding that a state receives.

The plan would also set aside funding that states would be required to spend on bridges that are not part of the designated National Highway System, increase the percentage of funding that is required to be spent in urban areas and allow local governments to select all projects funded under the Transportation Alternatives Program.

The bill would cut the funding for the U.S. Department of Transportation's TIFIA program, which generates long-term, low-cost loans for projects that have a guaranteed repayment stream. It would go from \$1 billion now, which leverages much more in actual loan values, to \$675 million a year under the DRIVE Act. Eligibility for TIFIA loans would be expanded to include credits to capitalize state infrastructure banks.

However, the measure would authorize a new infrastructure grant program called "assistance for major projects," to be administered by the FHWA. But an FHWA-generated list of recommended project grants would have to be approved by Congress, much as lawmakers approved a list of water projects in the 2014 waterways infrastructure authorization.

That grant program would start up at \$300 million in 2016, and rise steadily to top off at \$450 million starting in 2019. While it would bear some resemblance to the USDOT's existing TIGER grant program, in which the awards are decided by administration officials, these congressionally approved grants would only be available for projects for which the total cost is at least \$350 million.

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

June 26, 2015

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The Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act
AMPO Draft Summary as of June 26, 2015

Passed by the Senate Environment and Public Works Committee June 23, 2015

Apportionments

Program	2015	2016	2017	2018	2019	2020	2021
NHPP	\$22b	\$22.8b	\$23.5b	\$23.7b	\$24.3b	\$24.8	\$25.5b
STP	\$10b	\$10.8b	\$10.4b	\$10.6b	\$10.8b	\$11b	\$11.4b
CMAQ	\$2.5b	\$2.3b	\$2.4b	\$2.4b	\$2.5b	\$2.5b	\$2.6b
Metro PL	\$313m	\$337m	\$344m	\$352m	\$360m	\$370m	\$379m
TAP	\$820m	\$850m	\$850m	\$850m	\$850m	\$850m	\$850m
Freight	\$0	\$2b	\$2.082b	\$2.2b	\$2.3b	\$2.4b	\$2.5b
Assistance for Major Projects (AMP)							
	\$0	\$300m	\$350m	\$400m	\$450m	\$450m	\$450m
TIFIA	\$1b	\$675m	\$675m	\$675m	\$675m	\$675m	\$675m

Totals	2015	2016	2017	2018	2019	2020	2021
Contract Authority	\$40.256b	\$44.077b	\$44b	\$45b	\$46.034b	\$47b	\$48.308b
Obligation Limitation	\$40.256b	\$43.077b	\$44b	\$45b	\$46.034b	\$47b	\$48.308b

The increase in PL funds was a priority for AMPO
AMPO recommended a 6-year bill
AMPO recommended an increase in funding

CMAQ, Metro Planning, Freight Program, TAP are apportioned first then the remaining amounts are distributed to the NHPP, STP, and HSIP in the following percentages

- NHPP – 65% (63.7% under MAP-21)
- STP – 29% (29.3% under MAP-21)
- HSIP – 6% (7% under MAP-21)

Adjustments will be made to ensure that each State's apportionment is not less than 95% of estimated tax payment attributable to highway users in the State paid into the HTF

<p>Amendments to the STP Program (Sec. 1004)</p> <p>AMPO recommended an increase in the suballocated amounts of STP</p>	<ul style="list-style-type: none"> • Emergency evacuation plans are eligible • The percent of STP funds suballocated by population increased to 55% from 50% (State percent decreased to 45% from 50%) <ul style="list-style-type: none"> ○ The 55% would be calculated after the off-NHS bridge set aside in the next bullet ○ The new calculation is 55% of 85% ○ While this is an increase in the percent of suballocated STP, in actual dollars it is a step back • Subsection (g) Bridges Off the NHS – defined as a highway bridge located on a public road, other than a bridge on the NHS <ul style="list-style-type: none"> ○ State required to obligate for Off-NHS bridges the greater of 15% of the State STP apportionment or at least 110% of the amount of funds set aside for bridges not on Federal-aid highways in 2014 ○ The bridge set aside would be taken off the top before the 55% - 50% STP split ○ According to our calculations the suballocated dollar amount would not reach the 2015 level until 2019
<p>Amendments to Metropolitan Transportation Planning (Sec. 1005)</p> <p>AMPO requested no change in MPO population thresholds</p>	<ul style="list-style-type: none"> • Contents of the TIP and Plan must now also provide for the development and integrated management of “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter van pool providers.” • Representatives or officials of an MPO shall be determined by MPO bylaws or enabling statutes; representative of public transportation may also serve as a representative of a local municipality; authority of the transit representative shall be commensurate with other officials • Add improve the resiliency and reliability of the transportation system as a planning factor • The plan should include strategies to reduce vulnerability due to natural disasters • The plan should consider the role that intercity buses play in reducing congestion, pollution, energy consumption and investments that enhance and preserve intercity bus systems • Public ports, intercity bus operators, and commuter vanpool providers are now listed as “interested parties”

	<ul style="list-style-type: none"> • Strikes the Congestion Management Process from law • Adds a new section for the treatment of Lake Tahoe Region to receive STP and TAP funds (included by amendment in the committee markup)
Bundling of Bridge Projects (Sec. 1008)	<ul style="list-style-type: none"> • Permits the grouping of similar types of bridges into one project for eligibility under NHPP or STP funds that may be awarded as one contract • A bundled project may be included in the TIP or STIP
Flexibility for Certain Rural Roads and Bridges (Sec. 1009)	<ul style="list-style-type: none"> • The Secretary may exercise all existing flexibilities and exceptions under law for rural roads and bridges the meet certain conditions: located in a county with a population density of 80 or fewer persons per square mile or is the county that has the lowest population density of all counties in the State; receives less than \$5m in federal funds; totals costs under \$30m and federal funds comprise less than 15% of the total costs.
Highway Safety Improvement Program (Sec. 1011)	<ul style="list-style-type: none"> • Expands what a HSIP project includes: vehicle-to-infrastructure communications equipment; pedestrian hybrid beacons; projects to separate pedestrians and vehicles
Congestion Mitigation and Air Quality Improvement Program (Sec.1013)	<ul style="list-style-type: none"> • Requires that CMAQ funds be used for projects likely to contribute to attainment of a NAAQS “in the designated nonattainment area” • Adds that the project or program is likely to contribute to the attainment “or maintenance” of a NAAQS by reducing VMT, fuel consumption, or other factors • Adds that CMAQ funds may be used for port-related freight operations in non-attainment or maintenance areas for ozone, PM10 or PM 2.5 • Allows CMAQ to be used on projects using transit funds for diesel retrofits, port-related freight operations, and other allowed uses • Funds used for electric vehicle charging stations or natural gas station are prioritized to corridors under the new National Electric Vehicle Charging and Natural Gas Fueling Corridors program under Section 1024 • Directs that CMAQ funds prioritized for PM 2.5 shall be obligate to projects that reduce “<i>directly emitted</i> fine particulate” matter in the areas instead of current law “such fine particulate” matter in the areas • States with a population density of 80 or few persons per square mile of land are not required to prioritize CMAQ funds for PM 2.5 in nonattainment or maintenance areas if there are no projects that area part of the emissions analysis of a TIP or Plan and if regional motor vehicle emissions are an insignificant contributor to the air quality problem for PM 2.5 <p>The State set-aside for PM 2.5 shall be reduced accordingly</p>
NEW National Freight Program (Sec. 1014)	<ul style="list-style-type: none"> • USDOT Sec designates the primary freight system, which includes all NHS freight intermodal connectors • State may increase the mileage by no more than 10% of the miles already designated in the State • States may designate critical rural freight corridors

<p>AMPO recommended a freight program with it own funding</p> <p>AMPO recommended the establishment of Critical Urban Freight Corridors established by MPO in consultation with States</p>	<ul style="list-style-type: none"> • MPOs over 500,000 in population, in consultation with the State, may designate a critical urban freight corridor when conditions are met • In urbanized areas under 500,000 in population the State, in consultation with the MPO, may designate a critical urban freight corridor when conditions are met • Funds are apportioned to the State based on total primary highway freight miles in the State compared to total primary highway freight miles in all States • No more the 10% can be used within the boundaries of public and private freight rail, water, and intermodal facilities
<p>NEW Assistance for Major Projects Program: All Major Projects (AMP) (Sec. 1015)</p>	<ul style="list-style-type: none"> • Funding for major projects that are critical high cost surface transportation projects • Eligible project must meet one or more of the criteria such as reducing congestion and increase global competitiveness • Funds are discretionary through USDOT <ul style="list-style-type: none"> • States, local government, tribal government, transit agencies, and others <ul style="list-style-type: none"> ○ MPO are <i>not</i> specifically eligible • An eligible project needs to have a total cost of \$350M • The Secretary takes measures to distribute funds equitably across the country • Grant shall be at least \$50M (exception for rural areas) • Cap of 20% per year to one State • Projects must be consistent with Metro and State transportation planning • Jan 1 of each year, USDOT provides the list of applicants that meet the criteria to Senate EPW; Committees have 90 days to approve a list of projects; Congress has 90 days to adopt of a Joint Resolution of the Committees action; failure by the Committees or Congress results in the Secretary awarding projects
<p>Transportation Alternatives Program (Sec. 1016)</p>	<ul style="list-style-type: none"> • \$850M per year 100% suballocated by population • Adds a non-profit entity responsible for the administration of local transportation safety programs to the list of eligible entities • MPOs may further suballocate within the boundaries of the planning area in a competitive process • States and MPOs required to report to the Secretary about TAP • Secretary shall issue guidance or regulation to improve TAP project delivery • Secretary will designate corridors; seek input and corridor nominations from State and local government
<p>NEW National Electric Vehicle Charging and Natural Gas Fueling Corridors</p>	

<p>Categorical Exclusion for Projects of Limited Federal Assistance</p> <p>This was an AMPO recommendation</p>	<ul style="list-style-type: none"> Indexes the current amounts (\$5M in Federal funds or estimated projects cost of not more than \$30M) to CPI for All Urban Consumers
<p>Research Technology and Education (Sec. 2001)</p>	<ul style="list-style-type: none"> New eligibility for MPOs – The Secretary must use at least 50 percent of funds available for the “Technology and Innovation Deployment Program” for grants and contracts MPOs are added to the list of eligible grant recipients for demonstration projects that will accelerate deployment and eventual adoption of transportation research activities
<p>Every Day Counts (Sec. 2201)</p>	<ul style="list-style-type: none"> Incorporates in to legislation the USDOT EDC initiative Directs the FHWA Administrator to continue the initiative Working with stakeholders – every two years, identify new innovations and best practices to be deployed to stakeholders

TRANSPORTATION:

Critics fear Senate bill could mean backdoor return of earmarks

Sean Reilly, E&E reporter
E&E Daily: Tuesday, July 7, 2015

A decade after an uproar over an Alaskan bridge venture helped cool a congressional earmarking craze, lawmakers would gain renewed, if limited, power to steer money to favored transportation projects under a bill approved last month by the Senate Environment and Public Works Committee.

The bipartisan highway measure would create a program labeled "assistance for major projects," with an authorized budget of \$2.4 billion over six years to help build "critical high-cost surface transportation infrastructure." Applications from local governments and other entities would go first to the Federal Highway Administration, which would winnow them against almost 20 factors spelled out in the bill, such as the extent to which they would reduce congestion and improve roadways needed for "national energy security."

The agency would then forward its recommendations each year to the House Transportation and Infrastructure Committee and the Senate EPW Committee for final decisions on which projects receive funding and how much. The full Congress would have to sign off in a joint resolution.

The proposed framework is not a return to earmarking, Senate EPW Chairman James Inhofe (R-Okla.) said in a brief interview just before the recent congressional recess, noting that the committees, not individual lawmakers, would make the selections. The first round of funding choices would be subject to a Government Accountability Office review that would examine the justification for each project selected.

"We would be using criteria, and you would be talking about the whole committee," Inhofe said.

At Taxpayers for Common Sense, a watchdog organization, Vice President Steve Ellis agreed that the provision would not trigger an existing congressional moratorium on earmarks. Ellis added, however, that his group would like to see "a full debate" on the legislation, accompanied by an explanation of what lawmakers are trying to accomplish with the proposed assistance program.

With little discussion, EPW members unanimously signed off on [S. 1647](#), the 270-page highway measure, on June 24, the day after it was introduced. Their approval marked the first step toward creation of a long-term surface transportation bill that could also fund rail and transit programs. Because lawmakers are far short of the money needed to cover the total cost, passage this year is seen as a long shot.

But Inhofe has voiced confidence that Congress will find the \$90 billion or so needed just to sustain current spending levels over six years, let alone increase them. The committee's ranking member, Sen. Barbara Boxer (D-Calif.), also does not see the assistance program as earmarking, saying in a separate interview that decisions would be based on a competitive process, not on "where you live."

The House T&I panel has not yet approved its own version of a long-term bill; a spokesman for Chairman Bill Shuster (R-Pa.) did not respond to an email seeking comment.

Often derided as "pork," earmarking is typically defined as spending for a particular project or program secured through the clout of an individual lawmaker. For Congress, the subject remains touchy; four years ago, House Republicans agreed to an earmarking ban that remains in effect today.

The crackdown followed a series of scandals and public relations debacles dating back to 2005, when Congress approved a transportation bill studded with thousands of earmarks. They included some \$223 million worth for a planned bridge linking the small Alaska town of Ketchikan to Gravina Island, whose population at the time numbered about 50.

Taxpayers for Common Sense christened the project the "Bridge to Nowhere." It quickly became a catchphrase for congressional overreach, as then-House Transportation and Infrastructure Chairman Don Young (R-Alaska) had previously boasted of stuffing the transportation bill "like a turkey" with home-state projects and then-Sen. Ted Stevens (R-Alaska), a senior appropriator, threatened to quit Congress if the money for the Gravina Island span and another proposed bridge was diverted to deal with Hurricane Katrina damage.

Nonetheless, the Gravina project was never built. Unrelated scandals that led to prison time for then-Rep. Randy "Duke" Cunningham (R-Calif.) and lobbyist Jack Abramoff further sullied earmarking's image.

Even so, policymakers in both parties have expressed nostalgia for the days of hand-picked projects, with the suggestion that a revival would smooth the path to approval of a new transportation bill.

Earmarks "are grease to the political process," Andrew Card, who headed the Transportation Department under President George H.W. Bush, said at a conference last fall. The "Bridge to Nowhere," Card added, "funded 1,000 other bridges."

To Kevin DeGood, the newly proposed assistance program feels like Congress "desperately trying to get back" in the earmarking game. DeGood is director of infrastructure policy at the Center for American Progress, a liberal-leaning think tank. Although lawmakers may passionately believe they best understand the needs of their states or districts, he said, "that doesn't mean it's a practice that should come back."

DeGood also fears that the proposed program is a backhanded attempt to replace popular Transportation Investment Generating Economic Recovery (TIGER) grants and would be skewed in favor of highway projects. While transit projects could receive money, the selection process would exclude the Senate Banking, Housing and Urban Affairs Committee, which oversees public transportation programs, he wrote in an analysis posted last week on the center's website.

In at least some congressional offices, opposition to earmarks remains unyielding. Last month, Sen. Jeff Flake (R-Ariz.) introduced [S. 1544](#), the "Jurassic Pork Act," which would rescind funding for transportation earmarks that remain mostly unspent after 10 years. The leftover proceeds would go to the federal Highway Trust Fund.

"Earmarks are extinct for a reason and I doubt taxpayers are interested in a sequel," Flake said in a news release touting a related report that recommends the existing ban be made permanent. Asked through a spokeswoman for his opinion on the highway bill's proposed assistance program, Flake said in a statement: "This proposal needs to be thoroughly vetted."

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Stateline

Transportation Trumps 'No Taxes' in Many States

July 06, 2015

By Elaine S. Povich



A road crew works next to a gas station on U.S. Route 275 in Omaha. Nebraska was one of eight states that increased gasoline taxes this year to pay for roads and bridges. (AP)

Falling bridges and crumbling roads trumped anti-tax sentiment in more than a half-dozen states during this year's legislative sessions, prompting them to increase gasoline and other taxes to address infrastructure needs. In some states, the taxes hadn't gone up in decades.

Tired of waiting for federal transportation dollars, eight states, all but one of them headed by Republican governors, either hiked gas taxes or scaled back a planned cut to bring in more money. They are: Georgia, Idaho, Iowa, Kentucky, Nebraska, North Carolina, South Dakota and Utah. At least four states are putting the final touches on increases or are still considering them. And in California, Democratic Gov. Jerry Brown has called for a special session to determine how to finance \$59 billion in freeway and road repairs.

Even in states that debated the issue but declined to act, momentum could carry over into next year's sessions.

Carl Davis, research director at the Institute on Taxation and Economic Policy, said efforts to raise state taxes to pay for roads and bridges exploded this year. In 2013 and 2014, four states (Massachusetts, New Hampshire, Vermont and Wyoming) increased their gas taxes, while Maryland, Pennsylvania and Rhode Island indexed the gas tax to either inflation or fuel prices. Virginia approved a complicated formula that will allow the tax rate to rise with gas prices in future years.

“A lot of states realized they couldn’t put off this issue any longer,” Davis said. “They saw they couldn’t trust the federal government to raise the gas tax and they had to do something on their own.”

Efforts in Congress to increase or alter the 18.4 cents per gallon federal gasoline tax have fizzled, tied up in a broader debate over a comprehensive transportation bill. Republicans remain opposed to increasing the gas tax, which hasn’t changed since 1993, and President Barack Obama did not include an increase in his long-term plan for the nation’s infrastructure.

A coalition of the business community, the transportation industry and ordinary taxpayers just trying to get to work every day drove the tax increases in the states. A widely circulated [report](#) from the American Road & Transportation Builders Association, which listed tens of thousands of “structurally deficient” bridges in each state, helped fuel the efforts.

One of the bridges the report highlighted was the Arlington Memorial Bridge, which links the Lincoln Memorial to Arlington National Cemetery across the Potomac River. Several lanes of the bridge were closed in May, and thousands of tour buses were prohibited from the span because they exceeded the bridge’s new weight limit.

Many state lawmakers around the country are still haunted by the collapse of the I-35W Mississippi River Bridge in Minneapolis in August 2007, which killed 13 people and injured 145. The National Transportation Safety Board [found](#) the bridge supports had deteriorated and could not bear the weight of heavier modern vehicles. The same construction is found at thousands of other bridges, the report said.

States with GOP governors and legislatures which raised gasoline taxes include Georgia (Gov. Nathan Deal), Idaho (Gov. C.L. “Butch” Otter), North Carolina (Gov. Pat McCrory), South Dakota (Gov. Dennis Daugaard) and Utah (Gov. Gary Herbert). In Iowa, Republican Gov. Terry Branstad worked with a split legislature to raise the gas

tax. Kentucky Gov. Steve Beshear, a Democrat, also collaborated with a split legislature to scale back to 1.6 cents a planned 5.1 cents per gallon gas tax cut triggered by falling gas prices.

In Nebraska, the nonpartisan but conservative legislature overrode Republican Gov. Pete Ricketts' veto and enacted an increase of 6 cents per gallon, which will be rolled out in stages starting in January 2016.

Georgia Press

Georgia, where Republicans dominate, stands out. Republican Gov. Deal laid the groundwork last year for a tax increase to pay for infrastructure, commissioning a state study on the subject and bringing together the leaders from the House and Senate. At the start of the legislative session, Deal and House and Senate leaders called for a tax hike at the Chamber of Commerce, earning its support. Deal led the way, despite having signed the "no tax" pledge promoted by Washington anti-tax activist Grover Norquist.

Georgia increased its gasoline tax by about 6.7 cents per gallon on July 1. Significantly, future increases will take into account inflation and fuel-efficient cars, two of the biggest problems with the per gallon approach to taxing gasoline. The new Georgia law imposes a \$200 annual fee on electric vehicles (to compensate for the minimal amount of fuel they require) and levies an extra \$5 a night fee on hotel and motel stays dedicated to transportation needs. It also assesses an annual weight-based fee on trucks that ranges from \$50 to \$100. The extra taxes are expected to raise \$1 billion a year.

"Here in Georgia, we've reached the point where current resources are not enough to preserve and maintain the infrastructure that is vital to businesses, current and prospective, and families all over the state," said Merry Hunter Hipp, a spokeswoman

for the governor. “This influx of funds will allow the state to maintain the roads and bridges that we travel on daily to get to our jobs, schools, homes and grocery stores — an investment that the governor feels that we can all support.”

Norquist’s Americans for Tax Reform group [railed](#) against the increase. Paul Blair, state affairs manager for the group, said raising taxes “is what legislators and governors do because they don’t have the willpower to cut spending elsewhere.”

“If transportation is a state priority, it should be funded first in the budget, not last,” he said. “Gov. Deal did violate his personal written commitment to Georgia taxpayers in pushing for and signing a gas tax hike on consumers. Those same consumers rejected a sales tax increase for transportation projects back in 2012 by a 61-39 margin, so he should know better.”

But former state Rep. [Jay Roberts](#), a Republican who Deal recently appointed as the planning director for the Georgia Department of Transportation, said voters have learned much since then. Roberts said he doesn’t worry about the tax pledge or Norquist’s group.

“I don’t need somebody in Washington, D.C., telling me what to do in Georgia,” he said. “If he [Norquist] wants to fix something, fix what’s wrong in Washington.”

Roberts gave several reasons why he and the other state leaders were able to sell the tax hike to constituents: The tax hadn’t been raised since 1971; it had diminished in value because it was not indexed to inflation; concern over crumbling roads and bridges was widespread; and business and industry supported the increase.

To make the case to his former colleagues in the legislature, Roberts put together a folder for each one that listed the deficient bridges in his or her district. That blueprint could be used in many other states, according to John Weingart, associate director of the [Eagleton Institute of Politics](#) at Rutgers University in New Jersey.

“Transportation is one of the few issues that hit everybody,” Weingart said. “It’s where the work of government is visible to everybody.”

New Jersey discussed transportation needs this year, and officials said the state’s transportation trust fund was “about to go bankrupt,” Weingart said. But that dire prediction was later revised, giving state leaders another year to grapple with the problem.

State Gasoline Tax Rates (Cents Per Gallon) as of January 1, 2015

State	Total	Rank	State	Total	Rank
Pennsylvania	50.5	1	Nebraska §	26.5	26
California	45.39	2	Idaho *	25	27
New York	45.09	3	Utah §	24.5	28
Hawaii	45	4	Kansas	24.03	29
Connecticut	43.22	5	Wyoming	24	30
North Carolina	37.75	6	New Hampshire	23.83	31
Washington	37.5	7	Delaware	23	32
Florida	36.42	8	North Dakota	23	32
West Virginia	34.6	9	Virginia	22.38	34
Nevada	33.15	10	Colorado	22	35
Rhode Island	33	11	Iowa †	22	35
Wisconsin	32.9	12	South Dakota ‡	22	35
Vermont	31.97	13	Arkansas	21.8	38
Oregon	31.07	14	Tennessee	21.4	39
Illinois	30.72	15	Alabama	20.87	40
Maryland	30.3	16	Louisiana	20.01	41
Michigan	30.26	17	Texas	20	42
Maine	30.01	18	Arizona	19	43
Indiana	29.85	19	New Mexico	18.88	44
Minnesota	28.6	20	Mississippi	18.78	45
Ohio	28	21	Missouri	17.3	46
Montana	27.75	22	Oklahoma	17	47
Kentucky	27.6	23	South Carolina	16.75	48

Kentucky	27.6	23	South Carolina	16.75	48
Massachusetts	26.54	24	New Jersey	14.5	49
Georgia *	26.53	25	Alaska	11.3	50

* hike went into effect July 1
 † hike went into effect March 1
 ‡ hike went into effect April 1
 § hike takes effect Jan. 1, 2016

Source: American Petroleum Institute and Institute on Taxation and Economic Policy
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Inflationary Argument

In several states, pointing out that the gas tax hadn't been raised in many years proved to be a powerful argument. According to a May [survey](#) by the Institute on Taxation and Economic Policy, 20 states have gone a decade or more without an increase in their gas tax rate, 15 states have gone two decades or more, and five states (Alaska, Oklahoma, Mississippi, South Carolina and Tennessee) have not seen an increase since the 1980s or earlier.

In Utah, gas taxes hadn't been raised in almost 18 years before Gov. Herbert signed a [bill](#) in March, passed by the GOP-controlled legislature, which raises the existing 24.5 cents per gallon gas tax by 5 cents. The measure also ties future increases to inflation, with a ceiling of 40 cents per gallon. Despite complaints from opponents that the state has a surplus in its budget and shouldn't be raising taxes, Herbert successfully argued, as he said in his signing statement, that "a strong transportation infrastructure has played a critical role in our economic growth and it will continue to do so thanks to this bill."

Marty Carpenter, Herbert's spokesman, said the tax hike "made the necessary changes needed to invest in a critical component of our state's economic development." He said the treasury has enough money for current projects, but would fall \$11 billion short of

the state's long-term transportation needs.

In South Dakota, then-Republican candidate [Daugaard](#) ran for governor in 2010 on a "no taxes" pledge. But when he ran for re-election in 2014, Daugaard had altered that stance. "If you vote for me again, I'm not committing to not raising taxes in transportation," he said, noting that the gas tax had not kept up with inflation.

The [bill](#) Daugaard signed in March includes a gas tax increase of 6 cents per gallon, a 1 percent increase in motor vehicle excise tax and a 20 percent increase in license plate fees. Perhaps throwing a bone to drivers in the mostly rural state, the bill also increased the speed limit on the state's interstate highways to 80 mph.

"There has been very, very little unhappiness expressed to me," Daugaard said. "In fact, there's been much more mail saying, 'That's the right thing to do, we need roads.' "

In Iowa, Republican Gov. Branstad signed a bill in February increasing the state's fuel tax by 10 cents per gallon. Before then, the tax was 21 cents for regular gasoline, 19 cents for ethanol-blended gasoline and 22.5 cents for diesel. State officials said each penny of the hike would raise \$23 million annually.

And in Idaho, Republican Gov. Otter signed a bill increasing gas taxes by 7 cents per gallon, even as some GOP lawmakers said 7 cents wasn't enough and urged a 10 cents hike. Otter said the 7 cent increase would raise about \$95 million, allowing the state to begin addressing its backlog of transportation projects. Idaho hadn't raised gas taxes for almost a decade.

"I think the view here is that nobody likes raising taxes, especially this governor in this state, but as the governor has said on numerous occasions, 'deferred maintenance is deficit spending,'" Otter spokesman Jon Hanian said.

Still Trying

Some states are still working on increasing taxes to pay for highway and other infrastructure projects, though efforts in other states never made it to the finish line.

In Washington, the legislature just sent Democratic Gov. Jay Inslee a \$16.1 billion transportation funding plan that would raise the state's gas tax by 7 cents per gallon starting Aug. 1 and another 4.9 cents on July 1 of next year, with the bulk of the money going to road construction, repair and maintenance.

In Michigan, voters in May soundly defeated a ballot measure that would have hiked the overall state sales tax one point to 7 percent, removed the general tax from gasoline sales and replaced it with a higher excise tax on fuel to raise about \$1.3 billion for road construction.

But Republican Gov. Rick Snyder has not given up on getting a tax bill through the legislature. The House and Senate have passed separate bills that would increase gasoline and diesel taxes to help raise \$1.4 billion or more a year. The two bills, which vary considerably, would have to be reconciled later this summer before being sent to Snyder to sign.

In South Carolina, a gas tax increase that was twinned with an income tax cut failed to make it through the session. Lawmakers had said they could possibly find \$150 million in the upcoming budget to give to counties in a one-time distribution tagged for road repair. But transportation advocates said that would not have been enough. Republican Gov. Nikki Haley has said she would veto any transportation tax plan that didn't coincide with a reduction in state income taxes.

In Wisconsin, Republican Gov. Scott Walker's nascent presidential campaign is coloring transportation tax discussions. Rather than raise taxes and risk being labeled a "tax-and-spend" candidate, Walker has proposed authorizing \$1.3 billion in bonds for

transportation. But going into debt has not been well-received by Republicans in the legislature. The legislative battles have pushed back Walker's official candidacy announcement.

In Minnesota, site of the infamous Interstate 35 bridge collapse, the governor and legislature also failed to agree on a transportation and tax bill during the regular legislative session, though the issue could resurface in a special session later this year. Democratic Gov. Mark Dayton had proposed a tax increase.

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