



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

JULY 20, 2016
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101
2208 W. CHESTERFIELD BLVD., SPRINGFIELD



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, July 20, 2016 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the May 18, 2016-Meeting Minutes..... Tab 1
(1 minute/Martin)

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

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

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. Staff Report
(5 minutes/Fields)

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

F. MoDOT Update
(5 minutes/Miller)

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

G. Legislative Reports
(5 minutes/Legislative staff)

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

II. New Business

A. Transportation Plan 2040 Final DraftTab 2 (20 minutes/Longpine)

The completed final draft of the Long Range Plan will be highlighted. Many sections have already been reviewed by the committee.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
TRANSPORTATION PLAN 2040 TO THE BOARD OF DIRECTORS**

B. Draft FY 2017-2020 Transportation Improvement ProgramTab 3 (15 minutes/Longpine)

The Draft FY 2017-2020 Transportation Improvement Program (TIP) is available in electronic format for member review.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY
2017-2020 TIP TO THE BOARD OF DIRECTORS.**

C. Reasonable Progress Extension.....Tab 4 (5 minutes/Longpine)

The Republic and the City of Springfield are requesting an extension to the Reasonable Progress Policy for Transportation Alternative Funding.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
REASONABLE PROGRESS EXTENSION**

D. Discussion of Intersection Cost Share Projects (10 minutes/Fields)

OTO staff will provide an update of the OTO area intersection cost share program.

NO ACTION REQUESTED

E. Missouri Moves Cost Share Applications (10 minutes/Fields)

Staff will highlight the expected applications from the OTO area.

**TECHNICAL COMMITTEE ACTION REQUESTED TO ENDORSE THE MISSOURI MOVES
APPLICATIONS FROM THE OTO AREA.**

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 InformationTab 5

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, September 21, 2016 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Bob Cirtin, Presiding Commissioner Greene County
Dan Smith, City of Springfield Mayor's Designee
Senator McCaskill's Office
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 7/20/2016; ITEM I.C.

May 18, 2016 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the May 18, 2016 Technical Planning Committee meetings. 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 18, 2016 Technical Planning Committee Minutes.”

OR

“Move to approve the May 18, 2016 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
May 18, 2016**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Kirk Juranas, City of Springfield
Mr. Randall Brown, City of Willard	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. King Coltrin, City of Strafford (Vice-Chair)	Mr. Larry Martin, City of Ozark (Chair)
Mr. Travis Cossey, City of Nixa	Mr. Frank Miller, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Mr. Jason Ray, SMOG
Mr. Rick Hess, City of Battlefield	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County	Mr. Kelly Turner, City Utilities Transit
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. Mark Schenkelberg, FAA Representative
Mr. David Bishop, R-12 School District	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Rick Artman, Greene County Highway	Mr. Jeremiah Shuler, FTA Representative
Mr. Justin Cohan, Springfield Chamber of Commerce	Ms. Mary Lilly Smith, City of Springfield
Mr. Martin Gugel, City of Springfield	Ms. Janette Vomund, MoDOT
Mr. Nicholas Konen, BNSF	Ms. Eva Voss, MoDOT
Mr. Brad McMahon, FHWA	Mr. Terry Whaley, Ozark Greenways
Mr. Kent Morris, Greene County Planning	

Others present were: Ms. Carolyn Halverson, City of Willard; Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Joshua Boley, Ms. Sara Fields, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Brandon Jensen, SMOG.

Mr. Larry Martin, Technical Planning Committee Chair, called the meeting to order at 1:32 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Hess made the motion to approve the May 18, 2016 TPC Agenda. Mr. Cossey seconded and the motion was carried unanimously.

C. Approval of the March 16, 2016-Meeting Minutes

Mr. Cossey made the motion to approve the March 16, 2016 Meeting Minutes. Mr. Hess seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

Ms. Fields stated that Tab 2 of the agenda contains the public comment that has been received. The OTO went out for public comment in preparation of beginning the Transportation Improvement Program. Letters were mailed to the list of interested parties.

E. Staff Report

Ms. Fields stated that Ms. Longpine is in Jefferson City, MO for training on Performance Measures with MoDOT. Staff continues to work on the Long Range Transportation Plan. The draft plan should be on the July Technical Planning Committee meeting. The Transportation Alternatives Program is the replacement for the Enhancement Funds. There will be approximately \$600,000 and applications are expected in the fall. That program was drastically cut with MAP-21. The OTO's GIS Specialist, Jacob Guthrie, has left to work in St. Charles County. The OTO will be filling the Planner position first that was left vacant last year. The Planner position was going to be filled after July 1, but it will be moved up. The job was posted and interviews are being conducted.

Ms. Fields mentioned that an email about the STIP had been sent out. There is a public comment period that ends on June 10. OTO would like to send a letter of support on behalf of the cities, because MoDOT listened to the priorities. There will be a letter sent out telling everyone how it will look. It would be nice to send it up to the Highway Commission to show support for including the OTO in the planning process and listening to the area.

F. MoDOT Update

Mr. Miller stated that the report was being covered by other agenda items.

G. Legislative Reports

Mr. Pruetts stated that there is not much going on with transportation since the FAST ACT passed last year. Congressman Billy Long is currently working on a letter to the Homeland Security Subcommittee asking for an increase of the H2B Temporary Visas. There has been some push back lately with people thinking it is a push for more foreign workers coming into the United States. That is not the case, this is something that the constituents and companies around here are asking for. It is for temporary, seasonal employees, for jobs like

landscaping and housekeeping. The statistics have found that it actually creates more jobs for full time workers.

Mr. Martin inquired if there was an update on the Riverside Bridge in Christian County. Mr. Pruett stated that he had not heard an update on the bridge.

Mr. Wadlington stated that Congress is working on an Appropriations Bill. Right now the main item is the Zika Virus. Figuring out how to spend \$1 billion to stop the Zika Virus from spreading. The Administration does not think that is enough and wants \$2 billion. It looks like there might be an agreement at \$1.1 billion to eliminate mosquitos over the southern United States. The Senator is also working to increase the spending on medical research.

II. New Business

A. Administrative Modification 7 to the FY 2015-2018 TIP

Ms. Fields presented Administrative Modification 7 to the FY 2015-2017 TIP as found in the agenda.

B. Amendment Number Eleven to the FY 2015-2018

Ms. Fields presented the 4 items on the FY 2015-2016 Transportation Improvement Program Amendment Number Eleven.

Mr. Juranas made the motion to recommend approval of TIP Amendment Number Eleven to the Board of Directors. Mr. Brown seconded and the motion carried unanimously.

C. Federal Funds Balance Report

Ms. Fields stated that twice a year the OTO publishes the Federal Funds Balance Report to give the jurisdictions a snap shot of the funding available, the recent allocation, what the balance is and what is in danger of funds lapse. Right now, it looks to be okay on September 30, because there are some projects that should be obligated fairly quickly. The funds are actually programmed a little above the allocation so everything looks good. Greene County, City of Battlefield, City of Ozark, City of Strafford and the City of Willard are exceeding the available balances. The hope is that with the Intersection Cost Share Program that might change. Greene County is working on the Kansas Expressway Extension Project so that will take care of itself. The City of Battlefield is programming sidewalks and the City of Republic is also working on it.

D. LRTP Draft Constrained and Unconstrained Project List

Ms. Fields stated that staff has been working on the plan. The Long Range Transportation Plan Subcommittee met to go over the projects on the constrained and unconstrained list. The subcommittee also looked at the intersections, making sure proposed intersections for the Cost Share Program were added. There were only a couple projects added. Some funding was broken up between years as the list was looked at. Overall, it is the same list that the subcommittee looked at. Unless the list is changed by the Technical Planning Committee or Board of Directors, this is the list that will appear in the Long Range Transportation Plan. Projects cannot go into the Transportation Improvement Program unless it is in the Long Range Transportation Plan. If there is a project that is being planned in the next five years and it does not appear in the constrained list, it needs to be added or the Long Range Transportation Plan will have to be amended with the Transportation

Improvement Program. Overall, the unconstrained list is about \$500 million short on funding.

Mr. Brock made the motion to recommend approval of the LRTP Proposed Constrained Project List. Mr. Humphrey seconded and the motion was carried unanimously.

E. MoDOT Draft FY 2017-2021 STIP

Mr. Martin inquired if there had been public comment on the MoDOT Draft FY 2017-2021 State Transportation Improvement Program. Ms. Fields stated that it is open for public comment through June 10. The Highway Commission is taking Public Comment on the STIP as it is proposed. Mr. Martin asked if there had been activity. Mr. Miller stated that there have been comments. MoDOT is eliminating 3 federal aid programs. STP funding for small cities is one of the programs. This will impact the City of Republic and indirectly impact the City of Willard. He stated that right now the STP Small Urban is distributed by the 2000 Census. In the 2010 Census the City of Republic went into the City of Springfield and the City of Willard became a Small Urban area. If the program would continue, MoDOT would update it for 2010 Census and the City of Willard would have a small allocation of funding through that program. However, in the OTO area the way the funding distribution works is that it is taken off the top and totaled into the rest of the STP Urban and it is pretty negligible. Outside the OTO area, people are commenting that the program should not go away. The funds are used for ADA and resurfacing. Some communities do not care. The City of Joplin gets \$270,000 a year and there are some comments there. Also within the Southwest District's STIP proposal is \$10 million for Intersection Cost Sharing with OTO and \$5 million outside the OTO. The City of Joplin has already written a letter of support for the outside OTO project. There has not been comments from the average person yet.

Ms. Fields offered more detail on the Suballocated Program. The City of Republic received \$33,000 and the OTO gets \$5.7 million in STP-Urban so it is negligible. If the program does not go away the City of Republic does not get it anyway. It goes into the pot and is redistributed. The City of Willard is much smaller than the City of Republic, so it would be around \$12,000 or \$15,000. The bigger concern is the bridge funds that MoDOT is discussing not suballocating, which was around \$251,000 last year. However, it sounds like if the program goes away it will be redistributed through a formula and the area will come out ahead instead of behind. MoDOT would get the funds for the area instead of it being suballocated to OTO. MoDOT definitely has bridges to spend money on. The impact to the OTO area is not there. The OTO will not have to manage it. Staff will not object unless the members want to.

Mr. Miller stated that the STP-Small Urban is \$3.5 that is distributed to about 30 cities. The OTO gets more than all the small cities put together. The Kansas City and St. Louis get the bulk of the STP-Large Urban. The third program is the Small Urban Bridges. Cities with populations between 5,000 and 200,000 can apply for On-System Bridge Improvements. The bridge has to be on the On-System list. The only agency eligible is the City of Republic and there is nothing on their list that is eligible. This is a very small impact program, but all together it is about \$10 million in funds that would be running back through the MoDOT distribution formula. The OTO gets roughly 5 percent so the estimate is \$500,000 for the OTO area. It would have to be on the MoDOT system. Mr. Brock asked if the STP-Small Urban funds would go back through the funding formula. Mr. Miller stated the assumption was that it would, if for some reason it does not then he was not sure how it would work.

There are significant bridge needs throughout the state in the northern part of the Southwest District. At this point the assumption is that it would be distributed through the typical funding formula.

Ms. Fields stated the list of eighteen projects had been prioritized in February. The projects were scored and talked about by the LRTP Subcommittee. An email was sent out to that effect. Eight of the projects appear in the STIP. MoDOT went down the list and picked those projects. Ms. Fields highlighted the OTO area projects included in the STIP.

Mr. Juranas stated that the City of Springfield is pleased as well and will be sending a letter from the Mayor. Ms. Fields stated that along those same lines, the State Legislature added a \$20 million Statewide Cost Share for this upcoming fiscal year. The Governor signed the budget, it is unknown if he will withhold funds on this program. It is unknown when the applications will be put out. When the applications are put out the OTO will propose one or two intersection projects, instead of using local money.

Mr. Turner asked how the scoring will be administered. Will it be MoDOT or will Politian's be involved. Mr. Miller stated that was unsure, but if it operates like the previous Cost Shares it will be decided by a committee of MoDOT staff. Mr. Turner asked if there would be earmarks since it is General Revenue funds. Ms. Fields was unaware of any earmarks. Mr. Miller replied that there were actually earmarks in the budget, but did not know if there were any in the final budget. Last year there was an earmark for guardrails for a woman in the news, whose house was flooded and then a car went off the road into her kid's room. There has been no earmarking in the Cost Share Program. The \$20 million would not go very far if it was earmarked. Greene County did have an earmark for a railroad crossing. Mr. Humphrey stated it was a safety improvement. Mr. Miller wanted to know if had made the final budget and Mr. Humphrey had not heard.

Mr. Miller stated that MoDOT was having to ADA address access every time a road was resurfaced. MoDOT would start going beyond that in the OTO area. MoDOT was looking at replacing the shoulders on West Kearney with a full size walk and working on 2 pedestrian crossings, Chestnut/West Bypass and Kansas/Grand. Those projects were pointed out through the Council Zone One Initiative on Poverty as a way to help people to get to jobs. Mr. Martin asked if it is the same type of ADA improvements that are going on in the City of Ozark right now. Mr. Miller stated yes. The OTO area is in a place where it can go beyond the bare access. The rest of the District is trying to keep up with ramps.

Ms. Fields commented that on the action requested, the Technical Planning Committee comments will not be able to be on the Board of Directors agenda. The public comment period ends in June. It was expected to end in July. Staff is looking for a recommendation on comments that should be submitted, since the Board of Directors will not have time to hear it.

Mr. Miller stated that the only item not on the priority list is the six-laning from U.S. 65 from Evans Road to Hwy CC. It is still on the Priority Corridor List. MoDOT is concerned since the current project goes to Evans Road. The concern is that traffic does not break there. Evans Road is not the big differencing area. The concern is that it will be a bottle neck when it is done.

Mr. Juranas made the motion to recommend endorsement of the Draft FY 2017-2021 STIP. Mr. Cossey seconded and the motion carried unanimously.

Mr. Juranas inquired if MoDOT's 325 Plan came from the Highway Commission. Mr. Miller stated it did. When the funding projections were adopted last year, there were really pessimistic projections. The projected federal funds were going down and the state funds would not match at that level. Since then the state revenues came up for the State of Missouri is now able to match the federal money. The federal funds went up as well. MoDOT is federalizing the striping and chip sealing. What that means is that MoDOT is leveraging millions on the federal side. The 325 plan called for \$325 million in contract awards statewide and now it is \$700 million. It has more than doubled what the projections were. The problem that was being discussed with the 325 plan is that for every dollar you cannot match it is off \$5 overall. There was always federal money out there, the state was just not able to use this money until there was match. At the 325 level the Highway Commission said if the whole system could not be taken care of, a system would be selected that could be taken care of and that ended up being the Primary Route System.

F. Discussion of Intersection Cost Share Proposal

Ms. Fields stated that one of the items in the STIP is to begin a \$5.95 million Intersection Cost Share in fiscal year 2018 and a \$6.23 million Intersection Cost Share in fiscal year 2020. Staff has been working behind the scenes, asking members about possible intersection projects and asking for a working list with cost estimates. Most everyone was able to update those estimates, as well as tell what the priorities would be, so some of the items have been taken off and changed somehow. There are thirteen projects. There was a typo in SP4040 which is the City of Springfield project, Republic Road from Chase to Fairview. It is supposed to say it is the intersection at Republic Road and Campbell. It is part of a bigger project which is the widening on Republic Road from Chase to Fairview. The overall project is \$4.5 million so it was estimated at \$2.5 for the intersection. It was moved from the plan so the description is just not right. This is the best guess at cost estimates. There will change as things progress.

Staff is looking for a discussion on the list and changes. The next steps are listed. The STIP will hopefully be approved as is by the Highway Commission. Once it is approved, the Intersection Cost Share program is approved. Then the project estimates would need to be refined. Before the projects could be programmed or a Cost Share agreement signed there would have to be good numbers. More will be known in July and then the Cost Share Application will be sent out. The idea is that given the fact that there are not projects to exceed the funding, the projects will not have to be prioritized or selected. If a jurisdiction applies and it is on the list, it is a done deal. Hopefully that will not change. The applications will be sent out, then MoDOT will work up the program agreements just like the TIP projects. Those will need to be approved by early fall by the jurisdictions council or commission and then it will go through a STIP/TIP amendment process to actually add the projects to the TIP. Right now the TIP just says Intersection Cost Share. It is important because that will not count towards our STP-Urban balance. The right-of-ways will need to be purchased early 2017 with construction beginning end of 2017 and first half of 2018. That is the plan.

This has never been done before locally, so the OTO is working with MoDOT to make it happen. That is the plan and is subject to change.

Mr. Miller stated that the main concern is that the acquisition of right-of-way would have to happen quickly. There was a question on whether the right-of-way purchase and construction was on a yearly calendar or state calendar. Ms. Fields stated the year calendar. There has been discussion with MoDOT if the right-of-way needed to be purchased early, if it could count against the city or county's 50 percent share and work that in early. That would be a case by case scenario.

Mr. Miller stated that looking at the thirteen projects, eleven related to something else in the STIP happening. Either it was adjacent to that project or looking at safety improvements. The projects will have to be coordinated and a project might get moved to an odd year if that needs to happen.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Hess announced the Annual Trail of Tears Celebration in the City of Battlefield. He stated that there would be a dedication of two parking spaces for Purple Heart Recipients at the Celebration and to welcome the combat wounded at the City Hall in Battlefield.

Mr. Humphrey announced that the Greene County Planning and Zoning Board has officially approved the Greene County update to the Major Thoroughfare Plan. I wanted to thank staff for helping represent the OTO with that. Ms. Fields inquired if the Commission approved it or just Planning and Zoning. Mr. Humphrey stated it a comprehensive plan and is at the discretion of the Planning and Zoning Commission.

Mr. Brock stated that the City of Republic was holding a public meeting on June 2. The meeting will be at the community center over the STP road project times and Oakwood Corridor Improvements. The goal is to present the proposed improvements and getting feedback from interested parties.

B. Transportation Issues for Technical Planning Committee Member Review

Mr. Miller stated that there is a tracker measure that tracks the performance measurement. There is a mean truck reliability index measure and I-44 does not perform as well as I-70. The problem areas are Joplin, Springfield, and Rolla. This is based on the transponders on the trucks. There was discussion on the issue.

C. Articles for Technical Planning Committee Member Information

IV. Adjournment

Mr. Miller made the motion to adjourn. Mr. Juranas seconded and the meeting adjourned at 2:20 p.m.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 7/20/2016; ITEM II.A.

Transportation Plan 2040 Draft

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Transportation Plan 2040 is the culmination of a multi-year effort to update the Ozarks Transportation Organization's long range transportation plan (LRTP). OTO is required to update the LRTP every five years. The previous plan, *Journey 2035*, was adopted in December 2011.

The planning process for *Transportation Plan 2040* began in 2013 with the development of a new travel demand model. In the fall of 2014, after the model update was completed, staff began working with area jurisdictions to update the Major Thoroughfare Plan. OTO also held two rounds of public input for the plan, with one set of events in the spring of 2015 and another in the spring of 2016. Throughout the planning process, OTO reviewed plan progress and recommendations with the Technical Planning Committee and the Board of Directors.

Transportation Plan 2040 includes a vision for the region, defined goals and actions for plan implementation, and detailed project lists based on what can be afforded between now and 2040.

Projected Revenue

Operations, Maintenance, Roadways, and Bicycle/Pedestrian	\$1,224,814,372
Transit	\$348,221,518

Needs

Total Non-Transit Needs	\$1,753,938,275
Total Transit Needs	\$949,601,734

Shortfall

Non-Transit	\$529,123,903
Transit	\$601,380,734

In order for projects to appear in the Transportation Improvement Program, project must first appear on the constrained list in the LRTP. Adoption by the OTO Board of Directors is the final action needed for *Transportation Plan 2040* to become the region's adopted long range transportation plan.

The document can be viewed online at www.GiveUsYourInput.org

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Recommend *Transportation Plan 2040* to the Board of Directors.

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 7/20/2016; ITEM II.B.

Draft FY 2017-2020 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP. This is included in the Roadway and Bicycle and Pedestrian parts of the draft document.

Also included is the Local Coordinating Board for Transit recommendations for FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), and FTA 5339 projects (transit capital).

In addition, the transit section contains for transit operations. City Utilities Transit was the only applicant for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

Applications are expected to be accepted later this summer/fall for a new round of Transportation Alternative Projects (TAP formerly Enhancements)

Finally, we expected an amendment to add scoping and later construction of the individual FY18 intersection cost share projects this fall. Right now the funding appears as a single project.

Projects receiving any Mo Moves funding would also be added this fall.

The document is available for review online at www.GiveUsYourInput.org

The draft TIP will be made available for public comment beginning on July 17, 2016. Any comments will be provided to the Board of Directors for consideration.

Minor changes are expected to be made following the formal review by the USDOT and MoDOT before the Board of Directors meeting in August.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend the FY 2017-2020 Transportation Improvement Program, with changes as recommended by USDOT, to the OTO Board of Directors."

OR

"Move to ask staff to revisit the document to make these changes..."

This would require a special Technical Committee meeting prior to the August Board of Directors meeting.

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 7/20/2016; ITEM II.C.

Reasonable Progress Extensions

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Cities of Republic and Springfield are requesting changes to their Reasonable Progress Timeline as set forth in the award of their 2015 Transportation Alternatives Program Funding. The OTO Reasonable Progress Policy allows for a one-time request to change this timeline, with the approval of the OTO Board of Directors. The following tables outline the proposed changes. A copy of the OTO Reasonable Progress Policy and the request letters are included with the agenda.

Republic- The proposed timeline is approximately 5 months behind schedule. The total amount of federal funds for this project is \$250,000, which would be obligated in FY 2017. This project was among those awarded FY 2014-2016 Transportation Alternative Program funding.

Phase	Maximum Time Frame	Current Schedule Latest Possible Date	EN1506	Proposed Schedule Latest Possible Date
			Republic	
			6900809	
Award Notification post TIP Amendment	0 Months	4/1/15	4/1/15	--
Programming Data Form	1 Months	5/1/15	4/2/15	--
Engineering Services Contract Approval	4 Months	8/1/15	7/30/15	--
Preliminary & Right-of-Way Plans Submittal	8 Months	12/1/15	12/31/15	--
Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	4/1/16	4/1/16	--
Plans, Specifications, & Estimate (PS&E) Approval	14 Months	6/1/16	--	12/31/16
Construction Contract Award	16 Months	9/1/16	--	2/31/17
Final Project Closeout	Variable	--	--	--

Springfield- The proposed timeline is approximately 11 months behind schedule. The total amount of federal funds for this project is \$250,000, which would be obligated in FY 2017. This project was among those awarded FY 2014-2016 Transportation Alternative Program Funding.

Phase	Maximum Time Frame	Current Schedule Latest Possible Date	EN1508	Proposed Schedule Latest Possible Date
			Springfield	
Award Notification post TIP Amendment	0 Months	4/1/15	4/1/15	--
Programming Data Form	1 Months	5/1/15	3/23/15	--
Engineering Services Contract Approval	4 Months	8/1/15	N/A	--
Preliminary & Right-of-Way Plans Submittal	8 Months	12/1/15	11/16/15	7/1/16
Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	4/1/16	--	10/1/16
Plans, Specifications, & Estimate (PS&E) Approval	14 Months	6/1/16	--	4/1/17
Construction Contract Award	16 Months	9/1/16	--	8/1/17
Final Project Closeout	Variable	--	--	--

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Recommendation regarding of each the Republic and Springfield Reasonable Progress Extensions to the OTO Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Recommendation regarding of each the Republic and Springfield Reasonable Progress Extensions to the OTO Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Recommendation regarding of each the Republic and Springfield Reasonable Progress Extensions to the OTO Board of Directors.

June 16, 2016

Ozarks Transportation Organization
Attn: Natasha L. Longpine, AICP
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

RE: Program Agreement for TAP-5911(802) - College Street Phase 3

Ms. Longpine,

The City of Springfield is requesting adjustment to the attached schedule for the Grant and College Sidewalks project (EN1508). The proposed schedule is as follows.

Phase	Latest Possible Date
Award Notification post TIP Amendment	April 1, 2015
Programing Data Form	May 1, 2015
Engineering Services Contract Approval	August 1, 2015
Preliminary & Right-of-Way Plans Submittal	July 1, 2016
Plans, Specifications, & Estimate (PS&E) Submittal	October 1, 2016
Plans, Specifications, & Estimate (PS&E) Approval	April 1, 2017
Construction Contract Award	August 1, 2017
Final Project Closeout	Variable

The extension is requested due to unexpected adjustments in the required Right-of-Way, which will require resubmittal of the plans, and possible difficulties in acquiring the Right-of-Way for the project. This schedule does not assume condemnation for Right-of-Way acquisition. The City of Springfield does not anticipate that condemnation will be necessary, but it is still possible. If condemnation becomes necessary, it could add a year to the schedule.

Please let me know if I may provide you with any additional information. I may be reached at (417) 864-1946 or by email listed below.

Sincerely,



Andrew Flippin, P.E.
Transportation Engineering
City of Springfield, Missouri
aflippin@springfieldmo.gov

Department of Public Works
Busch Municipal Building • 840 Boonville Avenue, P.O. Box 8368
Springfield, Missouri 65801 • 417-864-1901 • springfieldmo.gov





July 6, 2016

Natasha Longpine, Principal Planner
Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Subject: Schedule Extension TAP 6900(809)

Ms. Longpine:

Please accept this correspondence as our request to revise the reasonable progress schedule for the Route 174 Recreational Trail project. We have encountered unexpected complications during right of way acquisition that has delayed our progress.

Phase	Maximum Time Frame	Latest Possible Date	EN1506	Proposed Schedule Latest Possible Date
			Republic	
			6900809	
Award Notification post TIP Amendment	0 Months	4/1/15	4/1/15	--
Programming Data Form	1 Months	5/1/15	4/2/15	--
Engineering Services Contract Approval	4 Months	8/1/15	7/30/15	--
Preliminary & Right-of-Way Plans Submittal	8 Months	12/1/15	12/31/15	--
Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	4/1/16	4/1/16	--
Plans, Specifications, & Estimate (PS&E) Approval	14 Months	6/1/16	--	12/31/16
Construction Contract Award	16 Months	9/1/16	--	02/31/17
Final Project Closeout	Variable		--	

Sincerely,

David Brock
Public Works Director

PUBLIC WORKS DEPARTMENT
221 North Main
Republic, Missouri 65738-1472
Phone: (417) 732-3400 Fax: (417) 732-3499

Reasonable Progress Policy Enforcement

Transportation Alternatives Program

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

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

Reasonable Progress Enforcement Guidelines

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

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

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

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

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

Reasonable Progress Requirements

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

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of MoDOT or

the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

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

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

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

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

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

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

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



TRANSPORTATION ENHANCEMENT & TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

Please refer to the Application Guidelines when answering each question, addressing how each answer relates to the point system on the Funding Score Sheet.

Project Name: **Route 174 Multi-Use Trail, Phase I**

Application Date: 12/01/2014

A. PROJECT SPONSOR INFORMATION (page 8)

Type of Project Sponsor: **Local government**

First Sponsor Name: **City of Republic, Missouri**

Contact Person: **David Brock**

Title: **Public Works Director**

Address: **221 N. Main Street Republic, MO 65738**

Phone: **(417) 732-3400**

Fax: **(417) 732-3499**

Email: **dbrock@republicmo.com**

Second Sponsor Name: **N/A**

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

B. PROJECT PARTNERS (3 points, page 8)

List all local federal, state, or non-profit partners that are contributing money to this project.

Partner 1: City of Republic	\$141,176	36 %
Partner 2: Federal Funds	\$250,000	64%
Partner 3:	\$ _____	_____ %
Partner 4:	\$ _____	_____ %



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

C. BASIC PROJECT INFORMATION (2 points, page 9)

Total Federal Funds Requested: \$ 250,000

Will the project be open to the public for at least 25 years? Yes ☒ No

Will a fee be charged for public access? If yes, how much?
If yes, explain how the fees charged will be used. Yes _____ No ☒

What governmental entity will be responsible for the short- and long-term project maintenance?

City of Republic Street Department

Identify all maintenance participation and the source of funds supporting long-term maintenance.

Annual budget for maintenance and repair of Street Department, primary revenue source is a 1/2¢ Transportation Sales tax but supplemented with other local transportation revenues.

Has the right-of-way for the project been acquired in its entirety? Yes _____ No ☒

If no, does the applicant have an option on the property
executable by December 2015? Yes _____ No ☒

If no, does the applicant have a written letter of intent
to provide the right-of-way? Yes ☒ No _____

If right-of-way acquisition is necessary, is the applicant
willing to exercise condemnation authority to acquire? Yes ☒ No _____

Have utilities been cleared or considered for the project? Yes ☒ No _____

Attach supporting documentation to this application.

D. PROJECT LOCATION INFORMATION (2 points, page 9)

1. Where is the project located? Attach a map no larger than 8 ½ inches by 11 inches.

This is Phase 1 consisting of an asphalt walking path on the north side of Route 174 between Main Street and Lindsey Avenue and including new sidewalk on Lindsey Avenue.



A section of existing walking path belonging to the Republic School District may be reconstructed/improved and utilized as part of this project.

E. PROJECT DESCRIPTION (E.1 = 1 point, E.2 = 2 points, page 9)

Please provide a concise overview of the project. Include how the project meets at least one of the OTO Eligible Activities and the major components such as project width, length, and material types.

1. Does the project rebuild existing sidewalk and ramps to address an ADA Concern? Yes _____ No ☒
- 2a. Is the project located on an OTO identified Link corridor? (See map referenced in Guidelines) Yes _____ No ☒
- 2b. Is the project comprised of 80% new sidewalk? Yes ☒ No _____

The multi-use trail will function as a sidewalk for pedestrian use along this roadway.

You must include a project plan showing the details of the projects. The plan should include the length and width of the project, the landscaping details/drawing, lighting details, etc. Drawings no larger than 8 ½ inches by 11 inches may be attached to the back of this application.

F. CONNECTIVITY (3 points, page 9)

Describe how the project connects to other transportation modes or transportation facilities.

Republic has identified State Route 174 as a high priority corridor for pedestrian and bicycle improvements. This corridor links community destinations and isolated pedestrian facilities serving three elementary schools and a middle school, JR Martin Park, The Amphitheater, the Republic Branch of the Greene County Library and the commercial district on US Highway 60. As shown on the map attachment, Phase I of the project connects to existing pedestrian transportation facilities at Main Street, Lyon Elementary, Boston Lane and Lindsey Avenue.

G. COMMUNITY (2 points, page 9)

Describe how the project will promote redevelopment or revitalization.

As stated in the Greene County Bicycle Destination Plan, “Bicycle tourism is a rapidly growing form of vacation travel that has become a significant economic resource....Not only do these active, curious tourists spend more dollars—they spend them at small-town businesses.”¹ Construction of the Route 174 Multi-Use Trail will make a significant addition to Republic’s bicycle friendly infrastructure and help pursue the promotion of the



OTO region as a bicycle tourist destination. An intersecting street within the project, Boston Lane, is part of a Springbike Favorite Route. Located at the east terminus of this phase of the project is the Americ Inn, an essential element luring and promoting bicycle tourism.

¹Terry Whaley, *Greene County A Bicycle Destination* (Ozark Greenways, Inc., 2014)

H. PUBLIC OUTREACH (3 points, page 9)

Describe how the public has been involved and how the project sponsor has demonstrated public outreach and input. Describe how the project fits into the OTO Priority Projects of Regional Significance, the OTO Long Range Transportation Plan Priority Project List, and/or a locally adopted Bike/Ped plan.

Priorities for improving pedestrian/bicycle travel evolved from public outreach conducted during the development of the Republic Transportation Master Plan which included numerous public and stakeholder listening sessions and a multimedia outreach effort. *This project is identified in the Transportation Master Plan as the #1 priority for projects that will enhance pedestrian connectivity in the community.* Listening Sessions with transportation stakeholders and a separate meeting for the general public held on June 27 and September 8, 2014. The transportation stakeholders group consisted of major employers, bicycle clubs, disability advocates as well as local and county public safety, transportation and planning staff. The most specific public input was gathered at the City's annual July 4th celebration, Have-A-Blast. The public was able to comment directly at the event booth or provide input by completing a survey. Several residents utilized large aerial maps to provide input about traffic, narrow streets, and opportunities for possible sidewalk or trail improvements at specific locations on the maps. Forty-five survey responses were collected. Highlighted results from the survey include:

- Safety (75%), pedestrian and bicycle friendliness (52%), and congestion relief (48%) were identified as the primary transportation priorities (individuals were prompted to select the top three priorities out of a possible twelve options).
- A majority of residents (84%) believed it was somewhat or very important to construct sidewalk and trail enhancements. This notion was particularly popular among residents who have lived in the City for 15 years or more, with 100 percent responding likewise. This statement received the strongest support compared to all other survey statements.
- Residents identified being somewhat or very likely to walk/bike to city destinations if a route was safe, including: J.R. Martin Park (68%), Miller Park/Community Center (68%), the Aquatic Center (59%), commercial shopping areas (56%), and the Republic Branch Library (50%). While some would be somewhat or very likely to walk/bike to Wilson's Creek National Battlefield (41%), a few noted that the distance to the site would be prohibitive. One resident also mentioned Republic High School as another important destination to access on foot or bike.



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In September of 2014 this project was selected from a field of six potential bicycle/pedestrian TAP applications by the City's Capital Improvement Committee. The Capital Improvement Committee consists of two city council members and three residents and is one of two permanent commissions.

I. DISTANCE FROM SCHOOL (3 points, page 10)

If the project is within 1½ miles of a school (measured by radius), please fill out the following information.

Nearest School: **Republic Early Childhood Center, Lyon Elementary**

Type of School (public, private, etc.): **Public**

Project distance from school: **Adjacent (Sweeny Elementary is within .06 miles.)**



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

J. COST ESTIMATES (page 10)

List the cost of the applicant's project components in the table provided below. Not all budget categories may apply to all projects. TAP funds can reimburse up to 80 percent of the total project cost. Non-federal matching funds may come from the applicant's resources or from a third-party donation to the applicant for cash, materials, or labor.

The minimum federal share request is \$40,000 and the maximum is \$250,000, though non-infrastructure projects do not have a minimum award amount. (Tip: Add the rows across and then add the columns down. Both sums should be the same and equal the total project cost in the bottom right-hand corner of the grid.)

LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH			OTHER FUNDING	TOTAL (ADD EACH ROW)
		Applicant Budget	Donation	Source		
1. Right-of-Way Acquisition	\$0	\$10,323	\$	City Funds	\$	\$10,323
2. Design/Preliminary Engineering (Application through Bid Opening)	\$0	\$60,181	\$	City Funds	\$	\$60,181
3. Utility Relocation	\$2,000	\$500	\$	City Funds	\$	\$2,500
4. Materials	\$125,599	\$31,400	\$	City Funds	\$	\$156,999
5. Labor/Construction	\$83,733	\$20,933	\$	City Funds	\$	\$104,666
6. Construction Engineering (Only after Bid Opening)	\$24,072	\$6,018	\$	City Funds	\$	\$30,090
7. Construction Contingency (No more than 10% of items 3-5 above)	\$14,595	\$11,821	\$	City Funds	\$	\$26,417
8. Value of any land already acquired	\$0	\$0	\$		\$	\$0
TOTALS	\$250,000	\$141,176	\$		\$	\$391,175

Cost Estimate Prepared by:

David Brock

City of Republic

12/01/2014

Name

Agency/Firm

Date



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Attach an additional sheet detailing the costs described above. Include with that detail, the total cost for each project element and the percentage of the total project cost for that element (i.e. landscaping, paving, sidewalks). Describe all local groups/agencies identified to complete work as part of the applicant's plan. Please document all funding sources that will be utilized in the project.

This project is phased: Yes ☒ No

This project represents Phase # 1 of 3

Other phases include:

- **Route 174 Recreational Trail Phase II - easterly to cross US Hwy 60 and interconnect with Shuyler Creek Walking Trail**
- **Route 174 Recreational Trail Phase III - westerly to Sandstone Avenue**

Complete for the phase represented on this application only.

TOTAL FEDERAL SHARE: **\$250,000** **64 %**

TOTAL LOCAL SHARE: **\$141,176** **36 %**

TOTAL PROJECT COST: **\$391,175** **100 %**

SOURCE(S) LOCAL FUNDS:

Annual budget for maintenance and repair of Street Department, primary revenue source is a 1/2¢ Transportation Sales tax but supplemented with other local transportation revenues.



SECTION K

We, the Undersigned:

- *Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.*
- *Understand that the Transportation Alternatives Program is not a grant program, and that funds are administered by MoDOT.*
- *Understand that payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.*
- *Hereby assure OTO and MoDOT that the required match will be available for all funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).*
- *Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in TAP funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.*
- *Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.*
- *By signing this application, the organization (local government, school district, or other eligible entity) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding.*

David R. Brock

PW DIRECTOR

12/01/2014

Name

Title

Date



Funding Score Sheet

Relevant Section	Evaluation Criteria	Maximum Points Available	Points Received
B	Project has more than one local, federal, state, or non-profit partner contributing to the match dollars (1 point for each additional partner providing at least 1% of the project cost)	3	
C	Right-of-Way for the project has already been acquired in its entirety (Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)	2	
D	Project enhances the connection between OTO communities (Yes = 2pts, No = 0pts)	2	
E.1	Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern (Yes = 1pt, No = 0pts)	1	
E.2	Project is comprised of more than 80% new sidewalk <u>OR is on a link multi-modal corridor</u> , as identified in the OTO bike/ped plan (Yes = 2pts, No = 0pts)	2	
F	Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities (1-3 points)	3	
G	Project promotes redevelopment/revitalization (Yes = 2pts, No = 0pts)	2	
H	<u>Project is an OTO Bike/Ped Priority Project of Regional Significance (OTO PORS List = 3 pts, OTO LRTP Project Priority = 2pts, Appears in Locally adopted Bike/Ped Plan = 1pt (can be in addition to LRTP Project Priority for full points), Not in a Plan = 0pts)</u>	3	
I	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions) (3 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles)	3	
TOTAL		21	

*FY 2014 and FY 2015 TRANSPORTATION ALTERNATIVE PROGRAM FUNDING
SUPPLEMENTAL INFORMATION*

PROJECT NAME: Route 174 Multi-Use Trail, Phase I

1. LOCATION MAP

Attached as Exhibit A.

2. PROJECT DESCRIPTION

This is a construction project for a multi-use trail and concrete sidewalk consisting of approximately 3,765 linear feet of asphalt trail and 626 linear feet of 4' wide concrete sidewalk, 2 HC ramps and one mid-block pedestrian crossing. Construction of these facilities will provide connectivity to existing pedestrian ways serving three elementary schools and public sidewalks at Main Street, Boston Lane and Lindsey Avenue. Over 63% of the project length is on or adjacent to school property. This project is identified in the City's Transportation Master Plan as the #1 priority for projects that will enhance pedestrian connectivity in the community.

It is important to note that a 2014 TEAP application has been submitted to study interconnectivity to the Shuyler Creek Walking Trail and how best to mitigate the physical barriers immediately east of this project (BNSF overpass and the interchange at US Highway 60).

3. RIGHT OF WAY AND UTILITIES

The review of available right of way consisted of a search and examination of subdivision plats, recorded deeds, existing survey monuments, highway plans and recorded surveys. Utility impact was assessed based on a field inspection of the area. The project's preliminary alignment is the result of coordination with MoDOT as well as an analysis of potential construction features to accommodate one alignment over another. In this instance the north side of Route 174 was chosen due to the expected cooperation of the adjoining property owners, the overall topography and the desired phased terminus at the Greene County Library. Anticipated right of way needs are shown in the table below. A summary of the preliminary alignment and right of way study is attached as Exhibit B.

Address and Property Owner	Degree of Need	Letter of Intent/Support Obtained?
634 N. Main, Republic R-III School District	Possible	Yes
201 E. Hwy 174, Republic R-III School District	Definite	Yes
921 N. Lindsey Avenue, Highland Park Town Center LLC	Definite	Yes

*FY 2014 and FY 2015 TRANSPORTATION ALTERNATIVE PROGRAM FUNDING
SUPPLEMENTAL INFORMATION*

4. PROJECT IMPLEMENTATION SCHEDULE

Phase	Progress Benchmark
Award Notification post TIP Amendment	0 months
Programming Data Form	1 months
Engineering Services Contract Approval	4 months
Preliminary & Right-of-Way Plans Submittal	8 months
Plans, Specifications & Estimate Submittal	12 months
Plans, Specifications & Estimate Approval	14 months
Construction Contract Award	16 months
Final Certification/Project Closeout	Variable

5. COST DETAILS

Route 174 Trail, Phase I	qty	unit	unit price	extension
4' x 4" concrete sidewalk	626.0	LF	40.00	\$25,040
HC Ramps	2	LF	1,750.00	\$3,500
8' asphalt trail w/ 2' gravel shoulder	3765	LF	35.00	\$131,775
Demolish 4' sidewalk	45	LF	10.00	\$450
Sidewalk underdrain	10	LF	200.00	\$2,000
Ped bridge	3	Ea	12,500.00	\$37,500
Tree Removal	5	ea	600.00	\$3,000
Tree Replacement	5	ea	160.00	\$800
Culvert and fill	1	lump	35,000.00	\$35,000
Hand Rails	120	ft	160.00	\$19,200
Crosswalk	1	LS	1,000.00	\$1,000
Crosswalk Signage	4	ea	600.00	\$2,400
Utility Relocation	1	lump	2,500.00	\$2,500
Construction Contingency 10%	1	lump	26,416.50	\$26,417
Land Acquisition				
Perm Easement	5020	SF	1.75	\$8,785
Construction Easement	10250	SF	0.15	\$1,538
			subtotal	\$300,904
Engineering				
Engineering P&S	1	lump	60,180.80	\$60,181
Construction Engineering/Testing	1	lump	30,090.40	\$30,090
Total Cost Estimate				\$391,175

6. LETTERS OF INTENT/SUPPORT

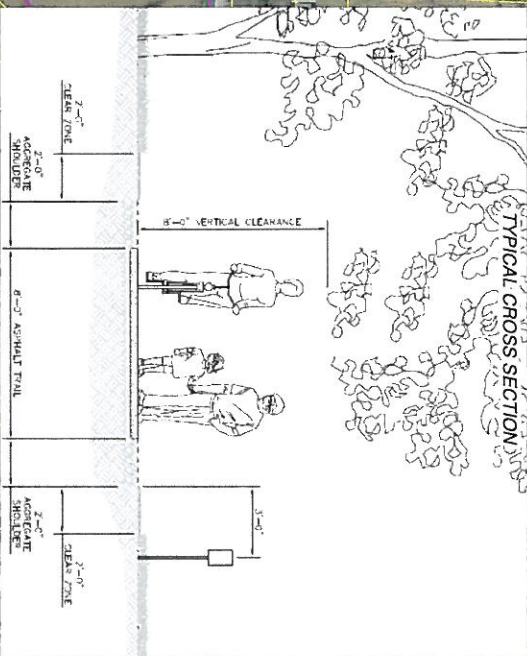
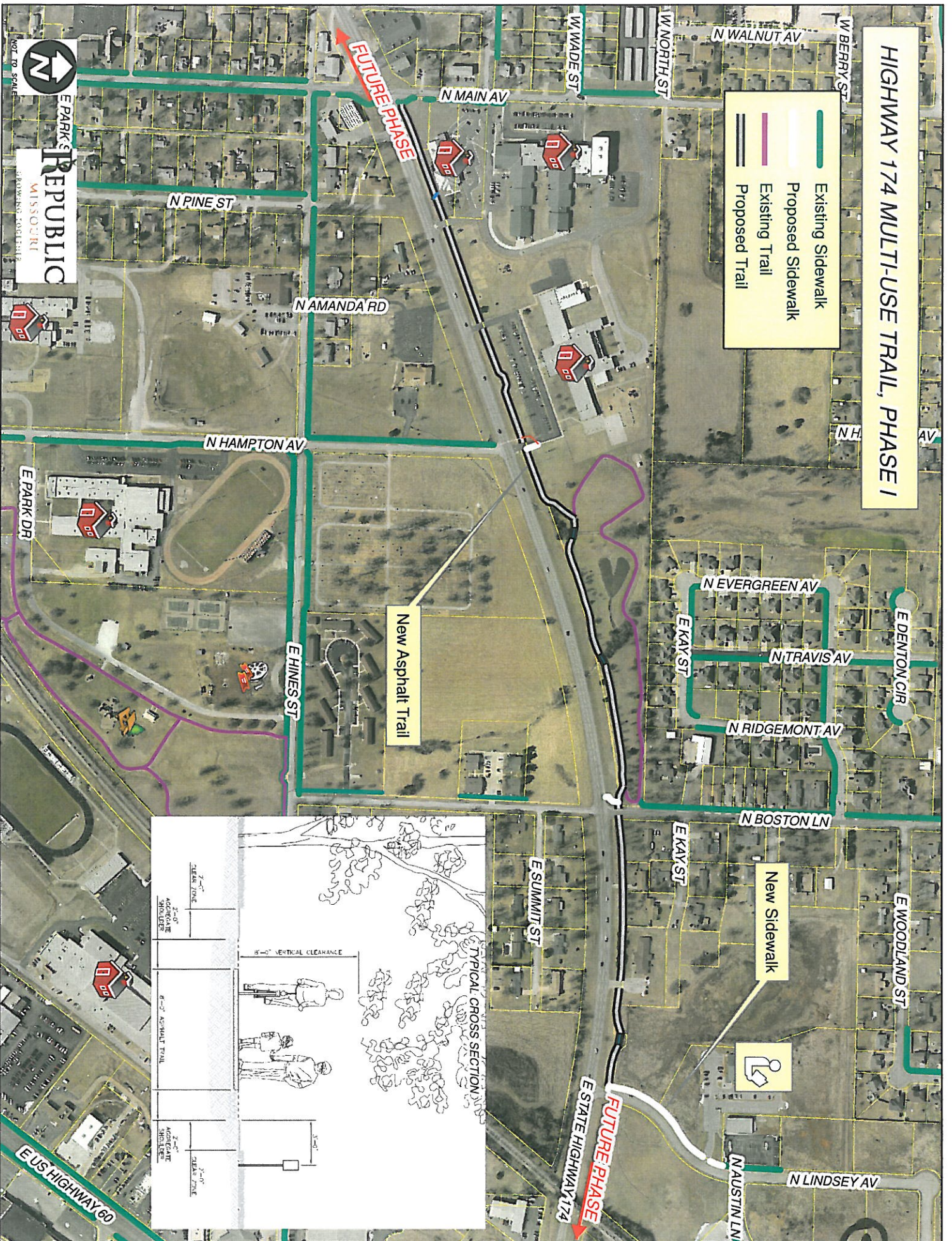
Attached as Exhibits C and D.

*FY 2014 and FY 2015 TRANSPORTATION ALTERNATIVE PROGRAM FUNDING
SUPPLEMENTAL INFORMATION*

7. PHOTOGRAPHS OF PROJECT AREA
Attached as Exhibit E.
8. ADOPTED RESOLUTION OF SUPPORT
Attached as Exhibit F.

HIGHWAY 174 MULTI-USE TRAIL, PHASE I

- Existing Sidewalk
- Proposed Sidewalk
- Existing Trail
- Proposed Trail



E PARKS
REPUBLIC
MISSOURI
SHOWING NO. 20000000

E PARK DR

E US HIGHWAY 60

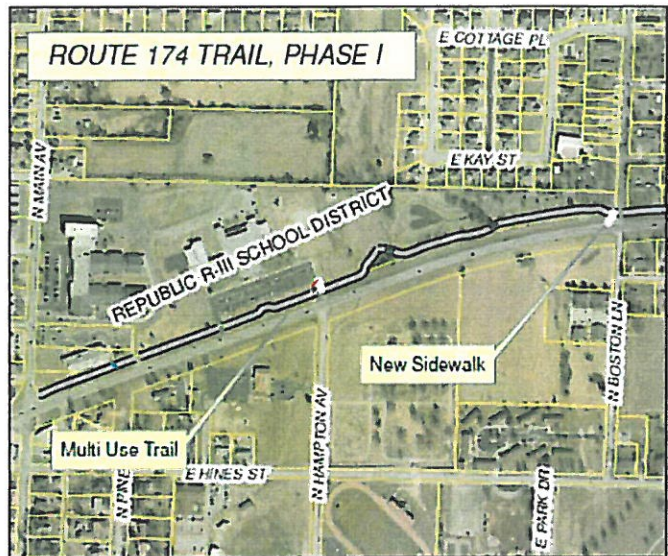


LETTER OF INTENT/LETTER OF SUPPORT – ROUTE 174 MULTI USE TRAIL, PHASE I

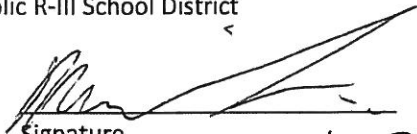
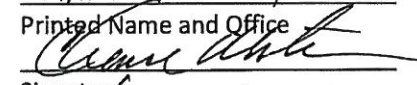
To Whom It May Concern

I/We, being the property owner(s) of lands north of and adjacent to Missouri Route 174 and in the S ½ of the SE ¼ of Section 17, Township 28, Range 23, desire to state my/our support for the proposed Route 174 Multi-Use Trail, Phase I.

I understand that based on the conceptual plans for these improvements, an easement or right of way may be needed across a portion of my property in order to facilitate construction and future maintenance. I/We state our intentions to negotiate in good faith with City of Republic for any such easement or right of way associated with the project, to include consideration of the donation of such property rights. This Letter of Intent and Support does not convey any property rights, is not legally binding on my/our estate and does not waive any rights or privileges afforded me/us under State and Federal law.



Republic R-III School District


Signature
MARK GIMLIN, Vice President Board of Education
Printed Name and Office

Signature
Chance Wistrom - Superintendent
Printed Name and Office

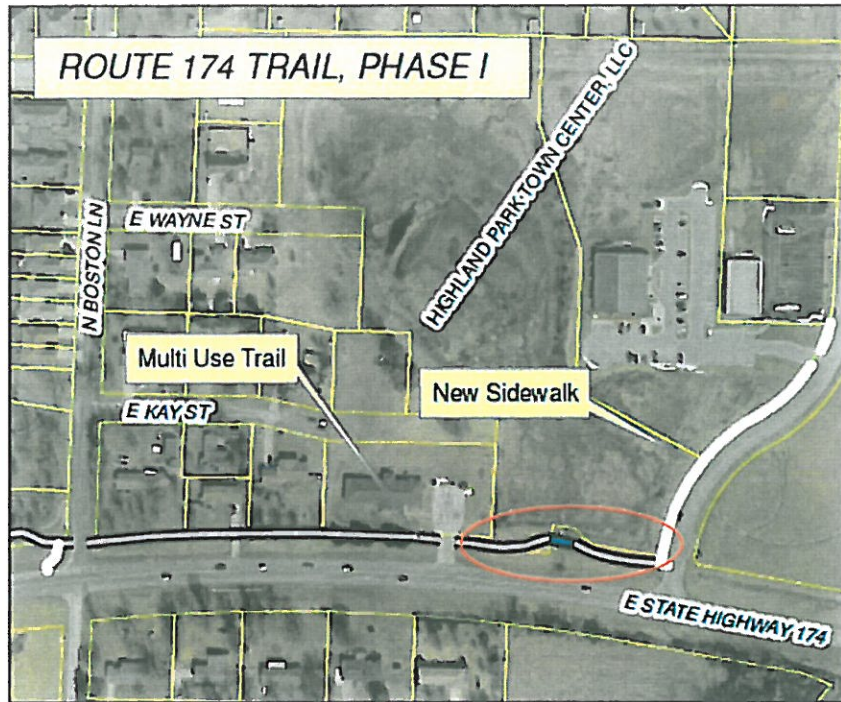


LETTER OF INTENT/LETTER OF SUPPORT – ROUTE 174 MULTI USE TRAIL, PHASE I

To Whom It May Concern

I/We, being the property owner(s) of Lots 1A and 1B of the Replat of Lot 1 of Highland Park Town Center 1st Addition, desire to state my/our support for the proposed Route 174 Multi Use Trail, Phase I.

I understand that based on the conceptual plans for these improvements, an easement or right of way may be needed across a portion of my property in order to facilitate construction and future maintenance. I/We state our intentions to negotiate in good faith with City of Republic for any such easement or right of way associated with the project, to include consideration of the donation of such property rights. This Letter of Intent and Support does not convey any property rights, is not legally binding on my/our estate and does not waive any rights or privileges afforded me/us under State and Federal law.



Highland Park Town Center, LLC

[Signature] HPTC
Signature
Shelly LaRue member
Printed Name and Office

Signature

Printed Name and Office



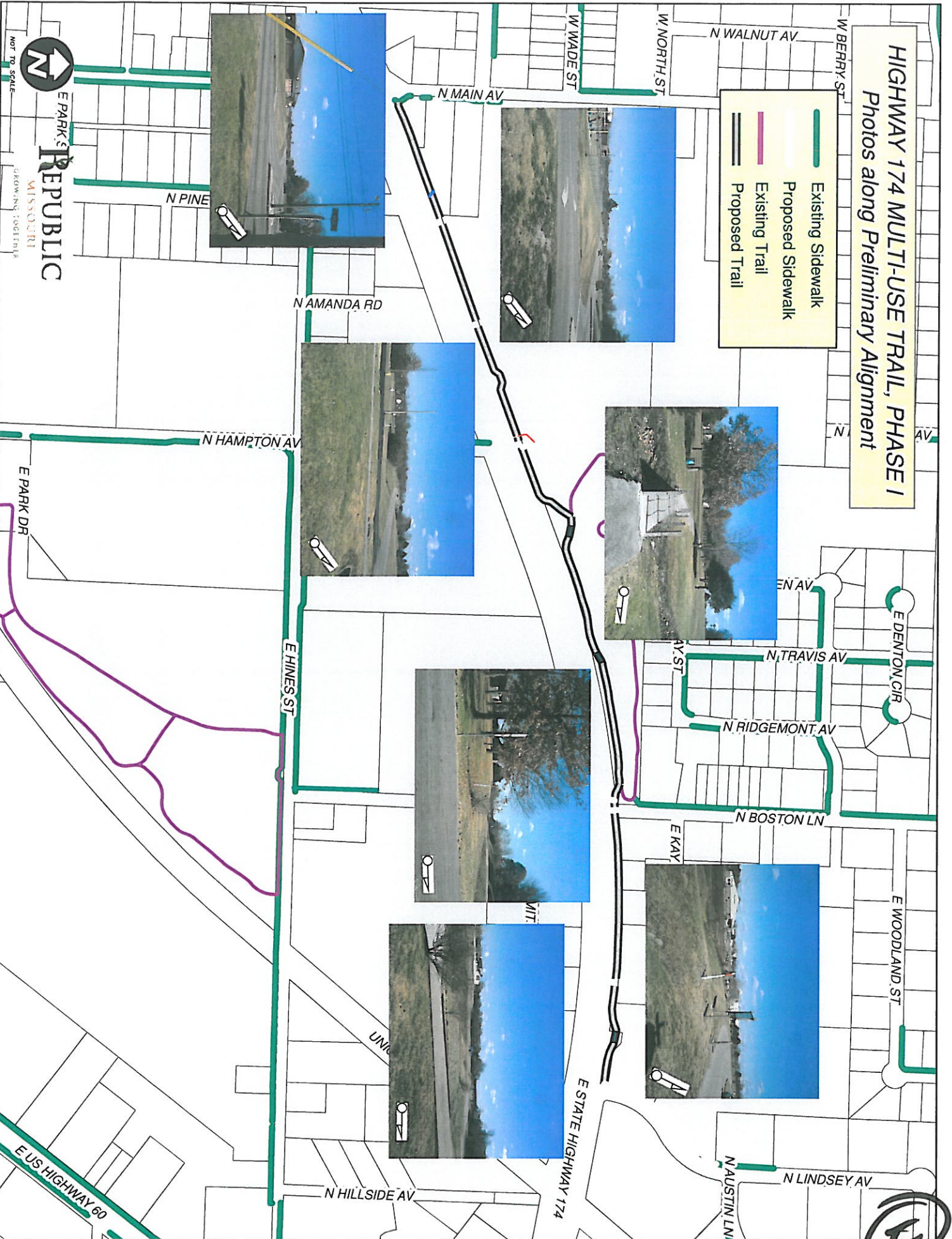
HIGHWAY 174 MULTI-USE TRAIL, PHASE I Photos along Preliminary Alignment

Existing Sidewalk

Proposed Sidewalk

Existing Trail

Proposed Trail



**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REPUBLIC, MISSOURI, IN
SUPPORT OF A GRANT APPLICATION FOR OZARK TRANSPORTATION
ORGANIZATION TRANSPORTATION ALTERNATIVE PROGRAM FUNDS FOR THE
CONSTRUCTION OF A RECREATIONAL TRAIL ON STATE ROUTE 174**

WHEREAS, the City of Republic, Missouri, (herein called the "City") is a municipal corporation and Charter City located in Greene County, Missouri, being duly created, organized and existing under the laws of the State of Missouri; and

WHEREAS, the Ozark Transportation Organization has Transportation Alternative Program grant funds available through a competitive award system; and

WHEREAS, the grant program will provide 80% funding and the project must meet certain eligibility requirements to include a formal resolution of support from the governing body; and

WHEREAS, Republic desires to apply for a portion of said funds and the Public Works Department is preparing an application for the construction of a new recreational trail on Missouri State Highway 174 between Main Street and Lindsey Avenue,

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REPUBLIC, MISSOURI, AS FOLLOWS:

Section 1. That the Public Works Department is hereby authorized to submit on behalf of the City of Republic, Missouri, a grant application for Transportation Alternative Program funds for the Highway 174 Recreational Trail, and that the application has the full endorsement and support of the City Council.


PASSED AND APPROVED at a regular meeting of the City Council of the City of Republic, Missouri, this 24th day of November 2014.


Brian C. Buckner, Mayor

Attest:


Brenda Jackson, City Clerk

Approved for Council Action:  City Administrator

Approved as to Form:  City Attorney

Final Passage and Vote: The vote was 7 Aye - Haralson, Pool, Mendez, Harter, Brashers, Jones & Wilson. 0 Nay. Council Member Clinkingbeard was absent for the vote. Motion carried.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

**TRANSPORTATION ENHANCEMENT & TRANSPORTATION
ALTERNATIVES PROGRAM APPLICATION**

Please refer to the Application Guidelines when answering each question, addressing how each answer relates to the point system on the Funding Score Sheet.

Project Name: **College Street Streetscape Phase III – Grant Avenue & College (Rte 66)**
Application Date: **December 1, 2014**

A. PROJECT SPONSOR INFORMATION (page 8)

Type of Project Sponsor: **Local Agency** _____

First Sponsor Name:

Contact Person: **Paula Brookshire, P.E.** _____

Title: **Professional Engineer** _____

Address: **840 Boonville, Springfield, MO 65802** _____

Phone: **417-864-1989** _____

Fax: **417-864-1983** _____

Email: **pbrookshire@springfieldmo.gov** _____

Second Sponsor Name:

Contact Person: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

B. PROJECT PARTNERS (3 points, page 8)

List all local federal, state, or non-profit partners that are contributing money to this project.

Partner 1:	\$ _____	_____ %
Partner 2:	\$ _____	_____ %
Partner 3:	\$ _____	_____ %
Partner 4:	\$ _____	_____ %



OSARKS TRANSPORTATION ORGANIZATION
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C. BASIC PROJECT INFORMATION (2 points, page 9)

Total Federal Funds Requested: \$ 250,000 _____

Will the project be open to the public for at least 25 years? Yes X _____ No _____

Will a fee be charged for public access? If yes, how much?

If yes, explain how the fees charged will be used. Yes _____ No X _____

What governmental entity will be responsible for the short- and long-term project maintenance?
City of Springfield _____

Identify all maintenance participation and the source of funds supporting long-term maintenance.
The City of Springfield will provide all short and long term maintenance through their annual maintenance budget. _____

Has the right-of-way for the project been acquired in its entirety? Yes _____ No X _____

If no, does the applicant have an option on the property executable by December 2015? Yes _____ No X _____

If no, does the applicant have a written letter of intent to provide the right-of-way? Yes _____ No X _____
(VERBAL AGREEMENT ONLY AT THIS TIME)

If right-of-way acquisition is necessary, is the applicant willing to exercise condemnation authority to acquire? Yes _____ No X _____

Have utilities been cleared or considered for the project? Yes X _____ No _____

Attach supporting documentation to this application.

D. PROJECT LOCATION INFORMATION (2 points, page 9)

1. Where is the project located? Attach a map no larger than 8 ½ inches by 11 inches.

On the east and west sides of Grant Avenue from Olive Street to Walnut Street and on College Street just west of Grant Avenue to just east of Grant Avenue. _____



E. PROJECT DESCRIPTION (E.1 = 1 point, E.2 = 2 points, page 9)

Please provide a concise overview of the project. Include how the project meets at least one of the OTO Eligible Activities and the major components such as project width, length, and material types.

This project consists of approximately 1850 feet of sidewalk on both the east and west side of Grant Avenue from Olive Street to Walnut Street and College Street from just east of Grant Avenue to just west of Grant Avenue in downtown Springfield. This includes the intersection of Grant and College. The sidewalk will be 10 feet wide and constructed of concrete. The signals are also scheduled to be upgraded to accessible pedestrian signals and will be done at the same time as the streetscape, but are not included as part of this application.

The existing sidewalk is in disrepair and is not accessible. This project will provide an accessible sidewalk and intersection to increase the safety of pedestrians and people with disabilities. This project will connect to the back side of the new City Utilities bus transfer station and provide connectivity with that facility. This facility is scheduled to begin construction in 2015.

This project meets one of the OTO eligible activities as an infrastructure project that will provide safe routes for non-drivers. It is also on one of OTO's priority link corridors. Sidewalks are part of the overall transportation network and this project provides a critical link to multiple modes of transportation. The design for this project is complete.



East side of College and Grant looking south on Grant



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West side of College and Grant looking west on College

1. Does the project rebuild existing sidewalk and ramps to address an ADA Concern? Yes ☒ No ☐
- 2a. Is the project located on an OTO identified Link corridor? (See map referenced in Guidelines) Yes ☒ No ☐
- 2b. Is the project comprised of 80% new sidewalk? Yes ☐ No ☒

You must include a project plan showing the details of the projects. The plan should include the length and width of the project, the landscaping details/drawing, lighting details, etc. Drawings no larger than 8 ½ inches by 11 inches may be attached to the back of this application.

F. CONNECTIVITY (3 points, page 9)

Describe how the project connects to other transportation modes or transportation facilities.

This project connects pedestrians to downtown Springfield and the new CU Bus Transfer Facility. The streetscape provides sidewalk along both sides of Grant and College Street promoting connectivity and giving people a safer more accessible place to walk and a connection to the future Jordan Creek Greenway Trail.

G. COMMUNITY (2 points, page 9)

Describe how the project will promote redevelopment or revitalization.

This project is within Downtown Springfield which is currently experiencing economic growth. With the construction of the new transfer facility, providing accessible sidewalks for pedestrians will make the area more inviting to a variety of transportation users. This will encourage redevelopment and make the area more marketable.



OTZARKS TRANSPORTATION ORGANIZATION

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H. PUBLIC OUTREACH (3 points, page 9)

Describe how the public has been involved and how the project sponsor has demonstrated public outreach and input. Describe how the project fits into the OTO Priority Projects of Regional Significance, the OTO Long Range Transportation Plan Priority Project List, and/or a locally adopted Bike/Ped plan.

College Street (Route 66) is one of OTO's primary bicycle and pedestrian link corridors. The City of Springfield facilitated several citizen driven focus groups as part of the 1990 Vision 20/20 Plan as well as the most recent Field Guide 2030. Streetscapes, aesthetics, pedestrian ways and bicycle facilities were identified as a priority of these citizen driven focus groups with key pedestrian friendly design elements such as "well-designed plazas, sidewalks, street trees, pedestrian scale lighting, banners, general landscaping and a well coordinated sign system." This project is also directly related to the College Street Corridor Plan which was developed as a direct result of neighborhood meetings with their vision of what College Street should look like in the future.

I. DISTANCE FROM SCHOOL (3 points, page 10)

If the project is within 1½ miles of a school (measured by radius), please fill out the following information.

Nearest School Campbell Elementary

Type of School (public, private, etc) Public

Project distance from school 654 feet

J. COST ESTIMATES (page 10)

List the cost of the applicant's project components in the table provided below. Not all budget categories may apply to all projects. TAP funds can reimburse up to 80 percent of the total project cost. Non-federal matching funds may come from the applicant's resources or from a third-party donation to the applicant for cash, materials, or labor.

The minimum federal share request is \$40,000 and the maximum is \$250,000, though non-infrastructure projects do not have a minimum award amount. (Tip: Add the rows across and then add the columns down. Both sums should be the same and equal the total project cost in the bottom right-hand corner of the grid.)



OZARKS TRANSPORTATION ORGANIZATION
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LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH			OTHER FUNDING	TOTAL (ADD EACH ROW)
		Applicant Budget	Donation	Source		
1. Right-of-Way Acquisition	\$	\$	\$		\$	\$
2. Design/Preliminary Engineering (Application through Bid Opening)	\$	\$	\$		\$	\$
3. Utility Relocation	\$	\$	\$		\$	\$
4. Materials	\$75,000	\$53,700	\$	City of Springfield ¼ Cent	\$	\$128,700
5. Labor/Construction	\$150,000	\$107,400	\$	City of Springfield ¼ Cent	\$	\$257,400
6. Construction Engineering (Only after Bid Opening)	\$	\$	\$		\$	\$
7. Construction Contingency (No more than 10% of items 3-5 above)	\$25,000	\$17,900	\$	City of Springfield ¼ Cent	\$	\$42,900
8. Value of any land already acquired	\$	\$	\$		\$	\$
TOTALS	\$250,000	\$179,000	\$		\$	\$429,000

Cost Estimate Prepared by:

Paula Brookshire, P.E.

City of Springfield

11/25/14

Name

Agency/Firm

Date

Attach an additional sheet detailing the costs described above. Include with that detail, the total cost for each project element and the percentage of the total project cost for that element (i.e. landscaping, paving, sidewalks). Describe all local groups/agencies identified to complete work as part of the applicant's plan. Please document all funding sources that will be utilized in the project.



OT
OZARKS TRANSPORTATION ORGANIZATION
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This project is phased: Yes **X** No

This project represents Phase #3 of #4

Other phases include:

This is the first phase of the Main Avenue streetscape corridor. Future phases will occur to the north.

Complete for the phase represented on this application only.

TOTAL FEDERAL SHARE:\$250,000 58 %

TOTAL LOCAL SHARE: \$179,000 42 %

TOTAL PROJECT COST: \$ 429,000 100 %

SOURCE(S) LOCAL FUNDS:

Local funds will come from the City of Springfield ¼ cent Capital Improvement Program sales Tax = \$179,000



OZARKS TRANSPORTATION ORGANIZATION

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SECTION K

We, the Undersigned:

- *Hereby submit this project application to the Ozarks Transportation Organization (OTO) for approval of the project concept.*
- *Understand that the Transportation Alternatives Program is not a grant program, and that funds are administered by MoDOT.*
- *Understand that payments will be made by MoDOT as work progresses, and that no payments will be made until all local requirements have been met and proper documentation has been submitted to MoDOT.*
- *Hereby assure OTO and MoDOT that the required match will be available for all funded phases of this project at a time and through a process mutually agreed to by both MoDOT and the local government(s).*
- *Understand that the project costs in this proposal are preliminary estimates only, and that actual final costs may be more or less than those reflected herein. We understand that any variance in TAP funded projects will also affect the amount of the required local match and we are prepared to accommodate any additional local matching requirements.*
- *Hereby assure MoDOT that the local government(s) will maintain (or cause to be maintained) this project in a way and for a period of time mutually agreed to by all parties. We further understand that there will be a formal written agreement between the Missouri Highway and Transportation Commission (MHTC) and the local government(s) prior to project implementation.*
- *By signing this application, the organization (local government, school district, or other eligible entity) agrees to assume all responsibility for all environmental and cultural resource impacts that this project may have and understands that this program is subject to availability and eligibility of federal funding.*

Name

Title

Date



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Funding Score Sheet

Relevant Section	Evaluation Criteria	Maximum Points Available	Points Received
B	Project has more than one local, federal, state, or non-profit partner contributing to the match dollars (1 point for each additional partner providing at least 1% of the project cost)	3	
C	Right-of-Way for the project has already been acquired in its entirety (Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)	2	
D	Project enhances the connection between OTO communities (Yes = 2pts, No = 0pts)	2	
E.1	Project rebuilds at least 80% existing sidewalk, trail, and ramps to address an ADA concern (Yes = 1pt, No = 0pts)	1	
E.2	Project is comprised of more than 80% new sidewalk <u>OR</u> is on a link multi-modal corridor, as identified in the OTO bike/ped plan (Yes = 2pts, No = 0pts)	2	
F	Project is multimodal, connects other modes of transportation, or provides connectivity with other transportation facilities (1-3 points)	3	
G	Project promotes redevelopment/revitalization (Yes = 2pts, No = 0pts)	2	
H	Project is an OTO Bike/Ped Priority Project of Regional Significance (OTO PORS List = 3 pts, OTO LRTP Project Priority = 2pts, Appears in Locally adopted Bike/Ped Plan = 1pt (can be in addition to LRTP Project Priority for full points), Not in a Plan = 0pts)	3	
I	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution, excluding for-profit institutions) (3 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles)	3	
TOTAL		21	

Grant Avenue and Route 66 Streetscape

Exhibit B



City of Springfield, Missouri



DISCLAIMER: All information included on this map or digital file is provided "as-is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.



College & Grant

Item No.	Description	Curb Length	Unit Price	Total Cost
1	General	1855	\$30.00	\$55,650.00
2	Removals	1855	\$30.00	\$55,650.00
3	Curbs, Sidewalks and Ramps	1855	\$95.00	\$176,225.00
4	Street Pavement	350	\$60.00	\$21,000.00
5	Lighting (bases & conduit)	600	\$70.00	\$42,000.00
6	Stormwater Improvements	600	\$60.00	\$36,000.00
7	Landscape Preparation	600	\$25.00	\$15,000.00
8	Irrigation	600	\$15.00	\$9,000.00
9	Planting	600	\$30.00	\$18,000.00
10	Elec Service Conversion		\$0.00	
TOTAL				\$428,525.00

TAB 5

AAA Says Gasoline Prices Lowest in 11 Years Heading Into July 4 Holiday Weekend

AASHTO Journal

For motorists planning to hit the road for travel during the Independence Day holiday period, the AAA motor club said retail gasoline prices "are holding relatively steady and remain at [their lowest levels for this time of year since 2005.](#)"

That is despite the fact, AAA said, that "gasoline demand is currently at an all-time high," and "this year's summer driving season is likely to set new records for both gasoline demand and vehicle miles traveled."



The group's market analysis said oil refineries are reportedly boosting production so that gasoline supply has "more than kept pace with demand."

Pump prices have edged downward in recent weeks, AAA noted. On June 27 the group's daily pricing survey report showed a national average gasoline price of \$2.31 a gallon, down 47 cents from a year earlier.

That same day, the U.S. Energy Information Administration's [separate weekly survey](#) showed an average gas price of \$2.33, which was also down 47 cents from the same point in 2015. The EIA's latest average price for diesel fuel was \$2.43, down 42 cents year over year.

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

July 01, 2016

[Previous Story](#)

[Next Story](#)



JUN
29

America's Interstate System Turns 60

Posted by Federal Highway Administrator Gregory Nadeau

Today, the Interstate system turns 60. On this date in 1956, President Dwight D. Eisenhower signed the Interstate Highway Act of 1956 into law from his hospital bed at Walter Reed Army Medical Center in Washington, D.C., only two days after it was passed by Congress. It didn't give us a nation, but it certainly helped to ensure our 50 states were united. Back then, there were only 48 states – Alaska and Hawaii were only territories then.

As the highway system grew, so too did the nation. Where better quality, high-speed interstates took root, businesses and suburbs followed. As you can see from this [population density map spanning the decades](#), America's population centers were as linked to interstates as they are today.



For some, the ease and convenience made possible by the Interstate system is hard to envision. Imagine this – in his day, President George Washington was forced to travel for more than a week to get from his home in Mount Vernon, Va., to his office in America's first capital in New York City. Today, that same trip can be made in less than four hours. The Interstate system has given us much, but the time to spend as we wish – enjoying recreational opportunities with our families, for instance – is perhaps its greatest. It has helped to make the United States the most mobile nation in history.

Our highways, bridges and tunnels have inspired artists, popular culture and provided the backbone for the world's most powerful economy. It's hard to imagine an America without the highway system, but the thousands of men and women nationwide who have helped to build, maintain or improve the system deserve the credit. When it was created, the system served only 77.6 million drivers . Today, that number has tripled to nearly 220 million. In addition to more drivers today, the 21st-century motoring public is driving nearly twice as far as their counterparts from 60 years ago. Despite these two key factors – more drivers, and more driving – America's roadway fatality rate is at nearly the lowest in history. In 1956, it was 6.05 fatalities per 100 million vehicle-miles traveled (VMT). Today, the rate is at 1.12. Such gains are significant, but our work is still ahead of us. America's roadways can, and must, be safer and we will do everything we can to achieve it.

In the coming years, U.S. Transportation Secretary Anthony Foxx predicts – in "[Beyond Traffic](#)," a USDOT report issued last year – American roads will see a 43 percent increase in commercial truck shipments, and 70 million more people in the next 30 years. Our existing infrastructure has ever increasing demands on it, and investments will be needed in both the short and long term. For now, it is important to recognizing the role played by the Interstate system.



As undeniably beneficial as they are, highways have also been the instrument of divided communities. For many years – until the creation of the Federal Highway Administration, the U.S. Department of Transportation, and the passage of the Civil Rights Act, the National Environmental Policy Act and other important laws -- some communities saw (and, in some cases, continue to see) – hurtful decisions made by our predecessors to build highways through the center of town, displacing longtime residents or separating communities. Though highways have helped to bring regions together and helped to strengthen our nation's economy, some neighborhoods continue to suffer from decisions made decades ago. We now have an opportunity to rebuild our aging infrastructure in a way that works for all people in all communities, to create pathways to jobs, education and other services, and ladders of opportunity for all.

From the Edmund Pettus Bridge in Alabama, where the first march from Selma to Montgomery took place in 1965, to the Space Shuttle Endeavour using the I-405 to find its new home in Los Angeles last year, the highway system has borne witness to the American story for six decades – and, with your help, it will continue for decades yet to come. From cutting-edge vehicle-to-infrastructure technologies, to autonomous vehicles, the future of America's interstate system is as exciting as it is promising.

To help us celebrate the 60th birthday of this engineering marvel, please drive carefully, wear your seatbelt and avoid using your cellphone while driving. Your safety is the best birthday gift an interstate can ask for.

Post new comment

Your name *

Other Transportation Services

Multimodal Operations & Motor Carrier Services

MoDOT's mission includes responsibility for other modes of transportation such as rail, river, air and public transportation. In these areas, most of MoDOT's funding comes from federal sources or from state funds that must be appropriated by the Legislature from general revenue because the State Road Fund revenues are constitutionally required to be spent on roads and bridges.

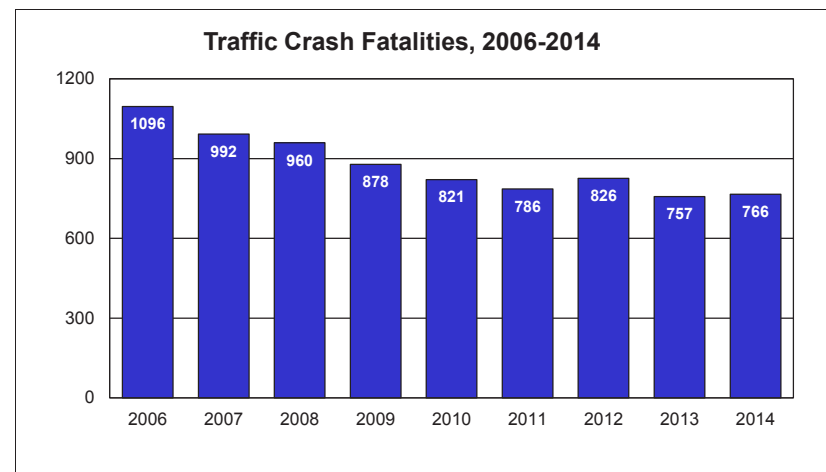
- **Aviation** – Missouri has 125 public-use airports and 35 business-capable airports.
- **Railroads** – Missouri has 4,822 miles of mainline railroad track. Kansas City and St. Louis are the nation's second- and third-largest freight rail hubs.
- **Waterways** – Missouri has 1,050 miles of navigable rivers and 14 public river ports, including St. Louis that is the 3rd largest inland port in the U.S.
- **Public Transit** – More than 70 million public transit trips are made by Missourians per year. Some form of public transportation exists in all 114 Missouri counties and the City of St. Louis.
- **Freight Development** – Missouri is ideally suited to become a national freight leader due to its extensive transportation network and central U.S. location. Trucks, planes, barges and trains in Missouri move 1 billion tons of freight each year valued at \$1.2 trillion.
- **Bicycle & Pedestrian** – MoDOT has approximately 600 miles of shared-use paths on the state system, and works with planning partners to create transportation facilities that accommodate non-motorized travel.
- **Motor Carrier Services** - Motor Carrier Services helps commercial motor carriers get the information, credentials and permits they need to conduct business in Missouri. MCS also enforces safety and economic regulations, making the highway a more fair and safe workplace.

Safety

Since 2005, traffic fatalities on Missouri roadways have fallen to the lowest totals since the late 1940s. Through research and analysis of traffic crash data, MoDOT's Traffic and Highway Safety Division develops programs that address high-risk driver behaviors such as impaired driving, failure to use safety belts and child safety seats, speeding and distracted driving.

MoDOT works with safety advocates across the state to implement Missouri's Blueprint to Save More Lives. The aim of the blueprint is to reduce the number of traffic fatalities and reach a goal of 700 or fewer by 2016, with the ultimate goal of zero.

As part of the Missouri Coalition for Roadway Safety, MoDOT assists in strategic implementation of safety measures in the areas of education, enforcement, engineering and emergency medical services to reduce the number of fatal and disabling injury accidents on Missouri roadways.



For more information, go to www.savemolives.com

Contacting MoDOT

Area Engineers

Northwest
Tonya Lohman 816.262.1797
Mike Rinehart 816.271.6938

Kansas City
Mike McGrath 660.886.9733
Matthew Killion 816.622.0500
Shelie Daniel 816.645.6090

St. Louis
Michelle Voegelé 314.453.1799
Karen Yeomans 314.340.4356
Lisa Kuntz 314.453.1879
Jim Wright 636.240.7393
Judy Wagner 314.453.5021

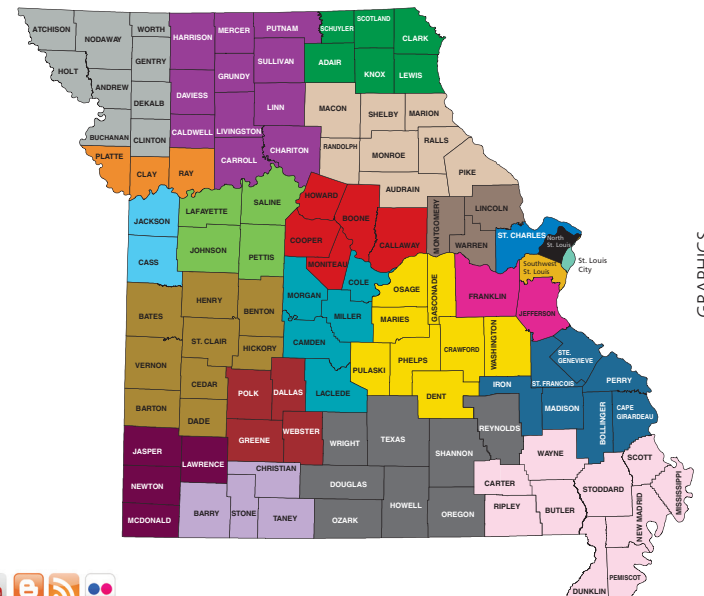
Southeast
Brian Okenfuss 573.225.3574
 David Wyman 573.421.0373
 Chris Rutledge 417.252.1816

Northeast	
Amy Crawford	660.651.1955
Brian Haeffner	660.349.0892
Erik Maninga	636.528.3164

Central
Preston Kramer 573.301.4202
Mike Schupp 660.281.1295
Bob Lynch 573.346.3053

Southwest
Darin Hamelink 417.766.3238
Beth Schaller 417.529.4120
Andy Mueller 417.895.7685
Laurel McKean 417.829.8036

For more information, contact:
1-888-ASK MoDOT (275-6636)
www.modot.org



Meet MoDOT

December 2015

Committed to Transportation

The Missouri Department of Transportation is committed to providing the public with a safe and modern transportation system. MoDOT designs, builds and maintains roads and bridges and works to improve airports, river ports, railroads, public transit systems and pedestrian and bicycle travel. The agency also administers motor carrier and highway safety programs.

Director – Patrick McKenna

Chief Engineer – Ed Hassinger

Asst. Chief Engineer – Kathy Harvey

Chief Financial Officer – Roberta Broeker

Chief Counsel – Rich Tiemeyer

Missouri Highways and Transportation Commission

The Missouri Highways and Transportation Commission is a six-member, bipartisan board that governs the Missouri Department of Transportation. Commission members are appointed for six-year terms by the governor and are confirmed by the Missouri Senate. No more than three commission members may be of the same political party. The commission appoints the MoDOT director and the secretary to the commission. The director is responsible for appointing or hiring all other employees.

Chair – Gregg Smith, Clinton

Commissioner – John Briscoe, New London

Commissioner – Mary Nelson, St. Louis

Commissioner – Stephen Miller, Kansas City

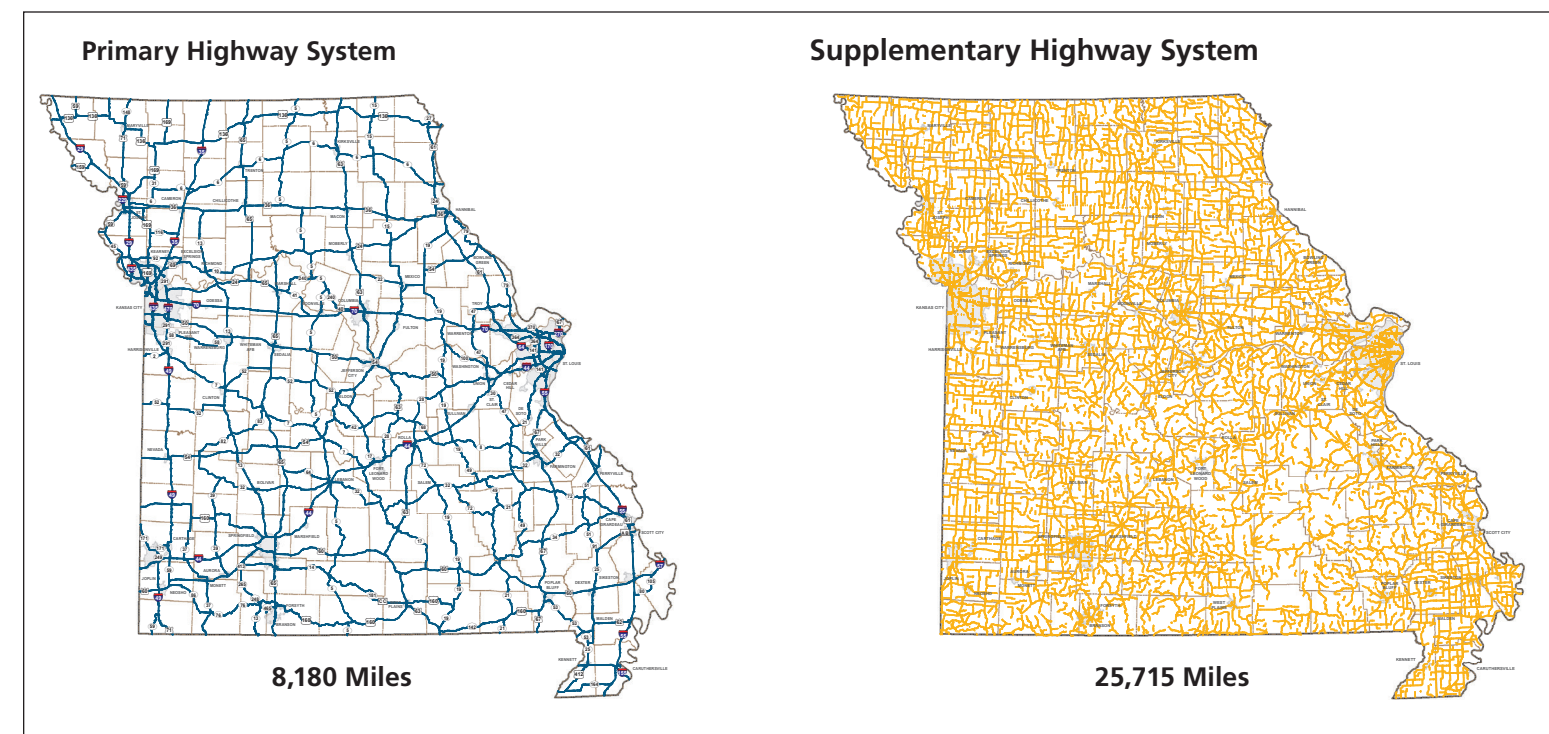
Commissioner – Tom Waters, Jr., Orrick

Commissioner – Michael Pace, West Plains

Commission Secretary – Pamela Harlan

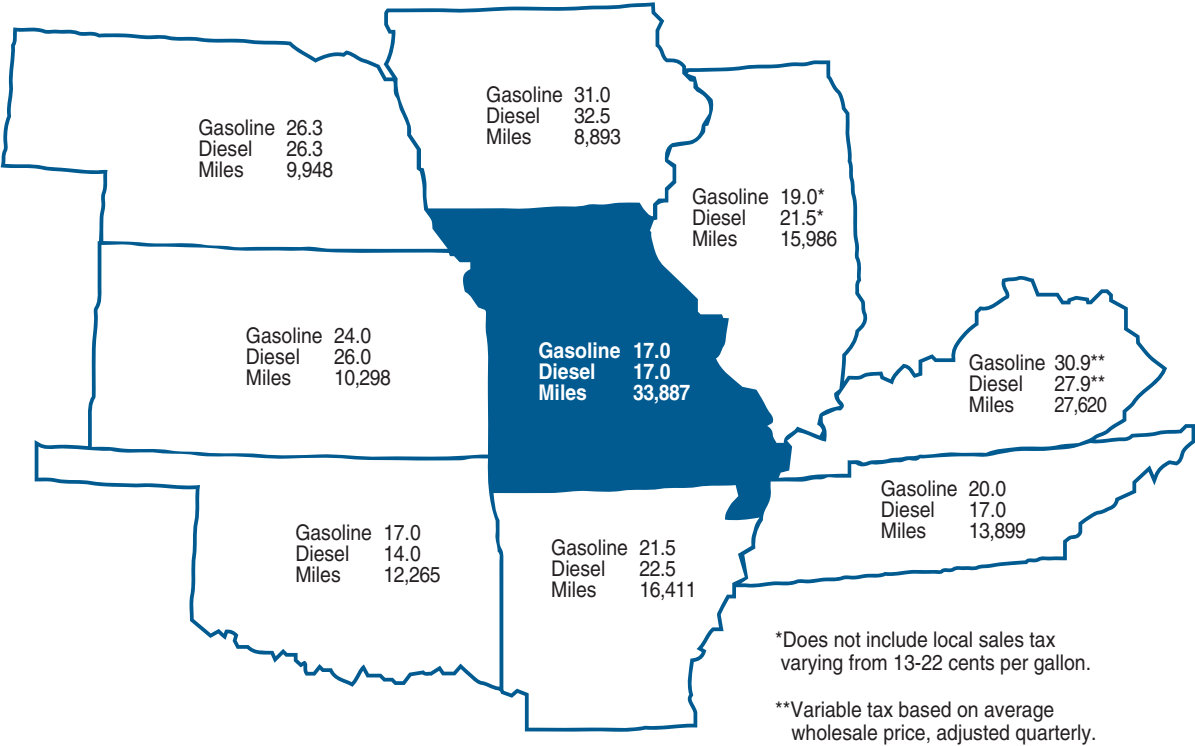
Highways and Bridges

MoDOT plans, designs, constructs and maintains 33,895 miles of highways and 10,376 bridges – the nation’s seventh largest state highway system, with more miles than Iowa, Nebraska and Kansas’ systems combined. Missouri also has more major river bridges, 53, than any other state. Missouri ranks 47th nationally in revenue per mile, primarily because the state’s large system is funded with one of the lowest fuel taxes in the country. Missouri’s revenue per mile is \$51,203. By contrast, New Jersey’s revenue per mile of \$1,677,140 ranks first.



Missouri Lags Behind

Missouri has a lower fuel tax rate than almost any of its neighbors.
Yet it has a larger state-maintained highway system than all of them.



Gasoline and diesel fuel tax rates are shown in Cents Per Gallon.
Miles are shown in center line miles of the state maintained highway system.

How Much Does it Cost?

Construction

The average construction costs of a roadway or bridge can fluctuate greatly depending on a number of factors. Roadway construction costs vary due to the type (interstate vs. state route), terrain and number of interchanges and bridges in a project. Bridge construction costs are dependent on the type of bridge and the requirements at the location of the bridge. The charts shown here outline typical, average costs to build or maintain a Missouri highway or bridge.

Average Costs to Build or Maintain Missouri Highways

Cost to Resurface (per lane mile)*		Cost for New Construction (per mile)**	
Major Highway	\$157,000	Two-Lane Highway	\$1.8 million
Interstate	\$180,000	Four-Lane Highway	\$4.6 million

Average Costs to Build or Maintain Missouri Bridges

Cost to Rehabilitate		Cost to Replace	
Minor Bridge	\$325,000	Minor Bridge	\$655,000
Major Bridge	\$15 million	Major Bridge	\$10 - \$250 million

In the last 10 years, MoDOT completed 4,606 projects worth \$12.2 billion, 6.3 percent under budget. Last year, 71 percent of MoDOT’s construction projects finished on time or ahead of schedule.

* Not including shoulders. Includes pavement, traffic control, permanent pavement marking, rumble strips, pavement repair, guardrail and signage.

** Includes grading, drainage, pavement, bridge and all incidental costs.

Maintenance and Traffic Management

It requires \$485 million per year just to keep Missouri’s transportation system in the condition it is in today. That includes keeping highways, bridges, roadsides and rest areas in good condition, striping, snow removal, mowing, litter removal and traffic management.

Average annual maintenance costs for some of these activities include:

Snow Removal - \$45 million (with 177,000 tons of salt used per winter)

Mowing – \$22.8 million

Litter Removal – \$5.7 million

Signals – Traditional traffic signals cost between \$100,000 to \$150,000 to install, and about \$4,100 a year to maintain.

Signs –Between 80,000-100,000 signs are needed each year to replace existing signs that are worn out or damaged. These signs are produced by private sign fabricators contracted to provide sign manufacturing services for MoDOT maintenance operations. There are approximately 800,000 signs on the state highway system. Costs for these signs vary because they come in many shapes and sizes, but the average stop sign costs \$400 to make and install.

Funding

Federal Funding

The largest source of Missouri’s transportation revenue is from the federal government. That is primarily derived from Missouri’s share of the nation’s 18.4-cent per gallon tax on gasoline and 24.4-cent per gallon tax on diesel fuel. It also includes various highway user fees and other grants. The federal fuel tax last changed in 1993.

State Funding

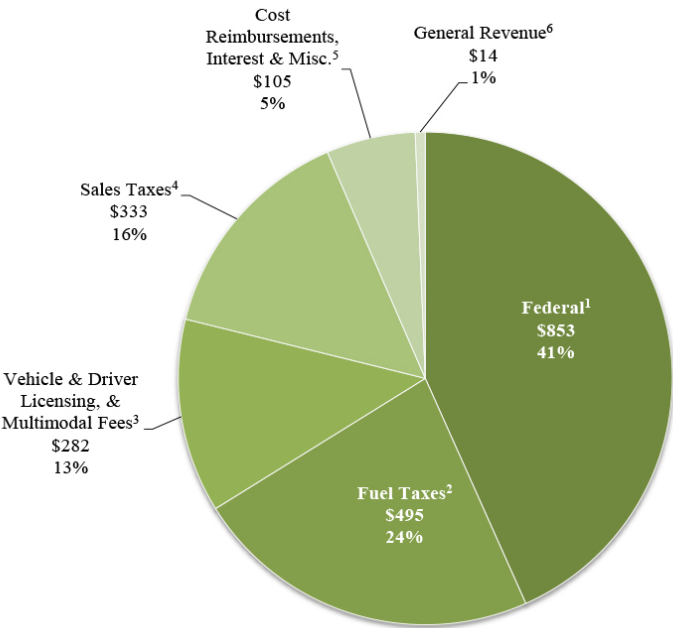
MoDOT also receives revenues from state sources. The largest source of state revenue is from the state’s 17-cent per gallon fuel tax. MoDOT also receives a 9-cent per gallon tax on aviation fuel and a share of vehicle and driver licensing fees, as well as sales and use taxes on motor vehicle purchases and leases. Fuel tax, license fees and motor vehicle sales tax revenue may only be used on the state’s roads and bridges, per the Missouri Constitution.

Current Fuel Tax Rates

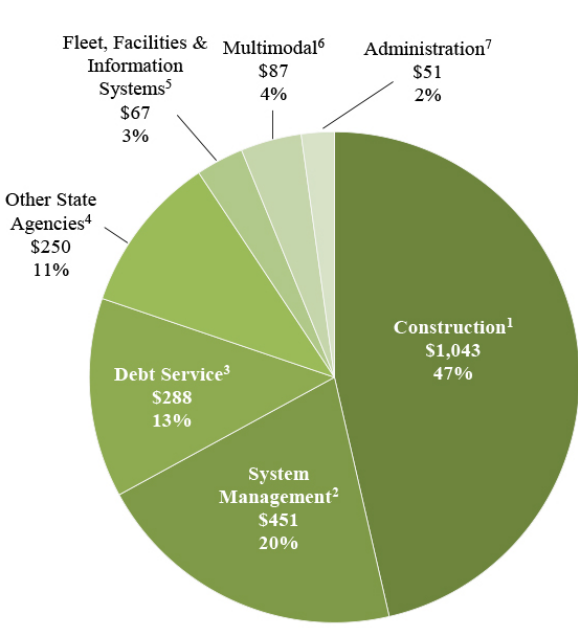
The primary funding source for Missouri’s transportation system is fuel taxes. Federal and state revenues are shown in the chart below.

Missouri’s fuel tax rate is among the lowest of its neighboring states, most of which also benefit from other types of funding not available here. Missouri’s fuel tax rate was last increased by the Missouri General Assembly in 1992, when it was incrementally raised over four years to 17 cents per gallon.

Breakdown of \$2.1 Billion Fiscal Year 2015 Revenues
(Dollars in millions)



Breakdown of \$2.2 Billion Fiscal Year 2015 Expenditures
(Dollars in millions)



NHTSA Data Shows Traffic Deaths Up 7.7 Percent in 2015

WASHINGTON – [Preliminary data](#) released today by the U.S. Department of Transportation's National Highway Traffic Safety Administration show a 7.7 percent increase in motor vehicle traffic deaths in 2015. An estimated 35,200 people died in 2015, up from the 32,675 reported fatalities in 2014.

"Every American should be able to drive, ride or walk to their destination safely, every time," said U.S. Transportation Secretary Anthony Foxx. "We are analyzing the data to determine what factors contributed to the increase in fatalities and at the same time, we are aggressively testing new safety technologies, new ways to improve driver behavior, and new ways to analyze the data we have, as we work with the entire road safety community to take this challenge head-on."

Although the data are preliminary and requires additional analysis, the early NHTSA estimate shows 9 out of 10 regions within the United States had increased traffic deaths in 2015. The most significant increases came for pedestrians and bicyclists. [Click here to view the report.](#)

"As the economy has improved and gas prices have fallen, more Americans are driving more miles," said NHTSA Administrator Dr. Mark Rosekind. "But that only explains part of the increase. Ninety-four percent of crashes can be tied back to a human choice or error, so we know we need to focus our efforts on improving human behavior while promoting vehicle technology that not only protects people in crashes, but helps prevent crashes in the first place."

In response to early estimates showing fatality increases, the agency [convened a series of six regional safety summits](#) with key stakeholders throughout February and March. As a result of those summits, the agency is working to develop new tools that could improve behavioral challenges including drunk, drugged, distracted and drowsy driving; speeding; failure to use safety features such as seat belts and child seats; and new initiatives to protect vulnerable road users such as pedestrians and cyclists.

In addition, when the final dataset is released later this summer, DOT and NHTSA will issue a call to action to safety partners, state and local elected officials, technologists, data scientists and policy experts to join the Department in searching for more definitive answers and developing creative, open data-driven solutions to improve safety and reduce deaths caused by motor vehicles.

The U.S. Department of Transportation is also pressing forward with new guidance to promote the development of automated safety technologies which could greatly decrease the number of crashes. NHTSA hosted two public meetings on automated safety technologies, in advance of guidance that will be issued later this summer. NHTSA and FHWA are also working closely on the implementation of the new safety performance measures, which require States and metropolitan areas to set targets for reducing deaths among motorized and non-motorized road users. [Submit Feedback](#) >

users.

"The July 4 holiday is historically one of the deadliest days on U.S. roadways, so this weekend Americans should take extra care to ensure they get to their destinations safely," Foxx added. "Every driver should make sure all of their passengers are buckled up every time, and no driver should get behind the wheel when they've been drinking."

In March, the Department of Transportation announced a key safety agreement with automakers requiring more than 99 percent of new vehicles to have automatic emergency braking standard by 2022. This safety technology could prevent thousands of crashes every year. The Department is working to require vehicle-to-vehicle communications systems on new vehicles, a technology which could help drivers avoid or mitigate 70 to 80 percent of vehicle crashes involving unimpaired drivers. DOT is also working with researchers on technologies that could prevent drunk driving, which is responsible for close to one-third of highway deaths.

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Friday, July 1, 2016

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