

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

MARCH 19, 2014 1:30 - 3:00 PM

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



Technical Planning Committee Meeting Agenda Wednesday, March 19, 2014 1:30 p.m. OTO Offices Holland Building 205 Park Central East, Suite 212 Springfield, MO

	Cal	l to Order
I.	<u>Ad</u>	ministration
	A.	Introductions
	В.	Approval of the Technical Planning Committee Meeting Agenda (1 minute/Cossey)
		TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA.
	C.	Approval of the January 15, 2013 Meeting MinutesTab 1 (1 minute/Cossey)
		TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES.
	D.	Public Comment Period for All Agenda Items (5 minutes/Cossey)

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

E. Executive Director's Report

(5 minutes/Fields)

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

F. Bicycle and Pedestrian Committee Report

(5 minutes/Longpine)

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

G. Legislative Reports

(5 minutes/Cossey)

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

II. <u>New Business</u>

Α.	FY 2015 Unified Planning Work Program
	(10 minutes/Fields) OTO is requesting the Technical Planning Committee review and make a recommendation
	for the approval of the FY 2015 Unified Planning Work Program.
	TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2015 UPWP TO THE BOARD OF DIRECTORS.
В.	FY 2015-2018 TIP Subcommittee Appointment
	OTO is requesting the appointment of a TIP subcommittee to review the proposed FY 2015-2018 TIP prior to the full Technical Planning Committee review.
	TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE TIP SUBCOMMITTEE.
C.	FTA Section 5310 Selection CriteriaTab 4 (5 minutes/Owens)
	The Local Coordinating Board for Transit is recommending the adoption of the proposed list of selection criteria to be used when selecting projects for FTA Section 5310 funding for inclusion in the TIP.
	TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE SELECTION CRITERIA TO THE BOARD OF DIRECTORS.
D.	Title VI Policy Revision to Include ADATab 5 (5 minutes/Owens)
	OTO is proposing the Title VI Policy and Complaint Process be revised to include the American with Disabilities Act.
	TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE TITLE VI POLICY REVISION TO THE BOARD OF DIRECTORS.
Ε.	STP-Urban Advance Policy and Agreement
	Staff will give an overview of the process that will be used to advance the expenditure of STP-Urban funds in order to assist in the avoidance of any possible rescissions
	TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE STP- URBAN ADVANCE POLICY AND AGREEMENT TO THE BOARD OF DIRECTORS.
F.	Amendment 1 to the Priority Projects of Regional Significance
	The Board approved a request to amend the Priority Projects Map subject to Technical Committee approval. The request includes the addition of Business Route 65 in Ozark and

extends the limits of the Highway 14 project to Route W as well as adds the MM corridor in Republic. In addition to the information in Tab 7, a supplemental packet is included.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF AMENDMENT 1 TO THE PRIORITY PROJECTS OF REGIONAL SIGNIFICANCE TO THE BOARD OF DIRECTORS.

G. Amendment 2 to the Priority Projects of Regional Significance...... Tab 8 (10 minutes/Fields)

Greene County has requested an amendment to the Priority Projects of Regional Significance List to include the extension of Kansas Expressway.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF AMENDMENT 2 TO THE PRIORITY PROJECTS OF REGIONAL SIGNIFICANCE TO THE BOARD OF DIRECTORS.

H. Transportation Input Initiative Update

(5 minutes/Fields)

An update of the Transportation Input Initiative will be provided.

NO ACTION REQUESTED.

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)

C. Articles For Technical Planning Committee Member Information...... Tab 9

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, May 21, 2014 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Lou Lapaglia, OTO Chair, Christian County Presiding Commissioner Phil Broyles, City of Springfield Mayor's Designee Gail Melgren, Senator McCaskill's Office Stacy Burks, Senator Blunt's Office Jered Taylor, Congressman Long's Office Area News Media

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

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

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

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

TAB 1

TECHNICAL COMMITTEE AGENDA 3/19/2014; ITEM I.C.

January 15, 2014 Meeting Minutes

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the January 15, 2014 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED:

"Move to approve the January 15, 2014 Technical Planning Committee Minutes."
Or
"Move to approve the January 15, 2014 Technical Planning Committee Minutes with the following corrections"

OZARKS TRANSPORTATION ORGANIZATION TECHNICAL PLANNING COMMITTEE MEETING MINUTES January 15, 2014

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. Bill Robinett, MoDOT Mr. Don Clark, Missouri State University

Mr. King Coltrin, City of Strafford Mr. Ralph Rognstad, City of Springfield

Ms. Dawne Gardner, City of Springfield (a) Ms. Beth Schaller, MoDOT (a) Mr. Chris Jones, City Utilities Transit Mr. Andrew Seiler, MoDOT

Mr. Kirk Juranas, City of Springfield Mr. Dan Smith, Greene County Highway Dept.

Mr. Joel Keller, Greene County Hwy Dept. (a) Mr. Dan Watts, SMCOG

Mr. Frank Miller, MoDOT 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. Adam Humphrey, Greene County

Mr. Kevin Lambeth, City of Battlefield (a) Mr. Mokhtee Ahmad, FTA Representative

Mr. David Bishop, R-12 School District Mr. Larry Martin, City of Ozark Ms. Diane May, SMCOG (a) Ms. Kristy Bork, SGF (a)

Mr. David Brock, City of Republic Mr. Brad McMahon, FHWA

Mr. Randall Brown, City of Willard (a) Mr. Kent Morris, Greene County Planning

Mr. Doug Colvin, City of Nixa (a) Mr. Mark Schenkelberg, FAA Representative

Mr. Travis Cossey, City of Nixa Mr. Shawn Schroeder, SGF

Mr. Jeff Seifried, Springfield Chamber Mr. Rick Emling, R-12 School District (a)

Ms. Diane Gallion, City Utilities (a) Ms. Cheryl Townlian, BNSF

Mr. Jonathan Gano, City of Springfield Mr. Garrett Tyson, City of Republic (a)

Mr. Martin Gugel, City of Springfield (a) Ms. Eva Voss, MoDOT

Mr. Jason Haynes, City of Springfield (a) Mr. Terry Whaley, Ozark Greenways

Mr. Rick Hess, City of Battlefield (Chair) Mr. Bob Wilslef, City of Ozark (a)

Mr. Jay Huff, Missouri State University (a) Mr. Chad Zickefoose, MoDOT (a)

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Ms. Melissa Richards, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Roy Blunt; Mr. Jered Taylor, Congressman Billy Long; Mr. Jeremy Parsons, City of Ozark; Ms. Krista Gawlowski, Senator Claire McCaskill.

As the Chair and Vice-Chair were unavailable, Mr. Dan Smith, the alternate for Adam Humphrey, called the meeting to order at 1:30 pm.

I. **Administration**

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Juranas made the motion to approve the January 15, 2014 Meeting Agenda. Mr. Coltrin seconded and the motion carried unanimously.

C. Approval of the November 20, 2013 Meeting Minutes

Mr. Coltrin made the motion to approve the November 20, 2013 Meeting Minutes. Mr. Robinett seconded and the motion carried unanimously.

D. Public Comment Period for All Agenda Items

None

E. Executive Director's Report

Ms. Fields stated that MoDOT has been working with Greene County on the Safety Plan because Greene County was third in the state for fatalities. MoDOT hired a company Leidos to look at Greene County specifically and produce a plan to reduce fatalities. OTO staff has been participating. OTO staff has also been working on the Travel Demand Model, which is in the calibration stage. All the data has been input, now it is calibrated to make sure it produces the right outputs. The project is still about two months from completion. This model has the best data going in. There are a lot of measures in place for quality control. There were a few issues with the last model that have been resolved with this model. It can be used to run different scenarios.

OTO staff has been working on transit. FTA expanded the program that provided vans to human service agencies to include operations and ADA. FTA allocates the funds to the OTO like the STP-Urban program. There has been a challenge to see who should administer the program. Staff has been working with MoDOT to assign MoDOT the administration responsibilities. MoDOT has been working on a Memorandum of Understanding. Once the MOU is complete, then there will be a project application for approval that will be sent to the agencies seeking funds.

Another round of TIGER funding is expected. Staff has been discussing what that looks like and the possibility of another application. FTA gave a briefing on how the OTO can improve the last TIGER application. There were some good pointers for future applications.

Staff is working on the Growth Trends Report which will be coming out in the spring. If there is additional information that a jurisdiction would like to see included, members are asked to forward that request to the OTO office. Staff is also getting ready for the next TIP cycle.

OTO staff has a new website called Giveusyourinput.org. The public will be directed there for all public input in one easy place. It is in the beginning stages and will be used in some of the coming initiatives.

There should be a formal announcement coming from MoDOT about MoDOT suspending the Cost Share and Economic Development Program. MoDOT will no longer be taking applications for the Cost Share Program. That is indefinite, due to the federal uncertainty, MoDOT will not be able to fund the programs that are currently out in 2016 & 2017. MoDOT will also not add any projects to the 2015 STIP. This is based on news stories and MoDOT staff. Mr. Juranas stated it was an official Commission Action. Ms. Fields stated that was correct, but the official announcement with details has not been released yet.

II. **New Business**

A. Administrative Modification One to the FY 2014-2017 TIP

Ms. Longpine presented the two parts of Administrative Modification Number One to the FY 2014-2017 TIP: moving Route NN Pavement Improvements and West Bypass Pavement Improvements from FY 2015 to FY 2014.

Ms. Longpine asked Mr. Miller if that is because the funding was available sooner. Mr. Miller stated that MoDOT operates off a July to June funding year, while the OTO funds begin in October. MoDOT would like to start the resurfacing projects in August and September, so that is why a change in TIP years is needed.

B. Amendment Number Two to the FY 2014-2017 TIP

Ms. Longpine presented Amendment Number Two to the FY 2014-2017 TIP which included three projects: scoping for Brookline Avenue Railroad Crossing, Route 65 Resurfacing at Sunshine Street, and Scoping for I-44 Operational Improvements.

She pointed out the new sheet for the Roadway Section of the Fiscal Constraint. She stated that this report is something that will be seen going forward. There were no funds showing the available state and federal funding under a prior year. It was summed up independently. One of the requirements of the TIP is that there is fiscal constraint per fiscal year. By documenting the available prior funding for the state and federal side and showing the running total, the constraint can be clearly shown. This is a separate sheet that will go forward with that amendment.

Mr. Juranas inquired if the Route 65 Resurfacing was within the limits of the original interchange and if it included the concrete over Sunshine in the inside lane. Mr. Miller stated that the asphalt transition at Sunshine and 65. He stated it was asphalt only and not concrete grinding on this project.

Mr. Rognstad made the motion to recommend approval of TIP Amendment Number Two. Mr. Juranas seconded and the motion was carried unanimously.

C. Regional Priorities for Bicycle and Pedestrian Needs

Ms. Longpine stated that the Bicycle and Pedestrian Advisory Committee had been working on a narrowed down and specific set of priorities. The existing needs list is quite extensive and addresses a lot of individual projects. These projects can range from 20 feet to a 3-mile trail. The BPAC developed two priorities that came out of the OTO Long Range Transportation Plan. Pieces can also be pulled out or point to the whole corridor depending on the funding opportunity.

The two priorities that the committee developed is the Route 66 Corridor from the OTO East Boundary to the OTO West Boundary. Projects along this corridor may include streetscapes and bicycle accommodations. The route was set based on MoDOT's signage program with the historical Route 66. One key component is the trail that Strafford designed between Strafford and Springfield. There has also been discussion about SMCOG being aware in case Greene County would like to continue the project out of the OTO boundaries.

The second priority is to connect downtown Springfield to downtown Republic via the Jordan Creek/Wilson's Creek/Shuyler Creek Trail. The map shows the missing pieces in brown. There are just a few pieces left to finish the connection. This would give the area a really long trail. The M/ZZ and Farm Road 182 Corridor at this point is on the street. Depending on the connection with the Battlefield it could have a side path.

The BPAC asks that there be flexibility to use alternate pieces along these routes if opportunities are presented.

Mr. Miller inquired if an example would be connecting the Route M/ZZ trail with the Battlefield. Ms. Longpine stated that originally both options had been shown, but unless something changes, the on-road would happen sooner. This does not preclude funding for other projects in the plan, it just allows the efforts to be more focused.

Mr. Rognstad made the motion to recommend approval of the priority list to the Board of Directors. Mr. Coltrin seconded and the motion carried unanimously.

D. Transportation Demand Management Report

Mr. Owens presented the Transportation Demand Management Report. He stated that during the past year the OTO had picked up Associate Electric, Missouri State University, and Ozarks Technical Community College as large employers in the area. He stated that the Department of Environmental Services had been promoting the Rideshare program for the past year. The Department of Environmental Services promoted the Rideshare program at 70 events with 10 being dedicated to just the Rideshare program and air quality in the OTO area.

The Department of Environmental Services also ran ads in Greene Magazine, Springfield Business Journal, and ran radio ads on KSMU. The Rideshare program has also been included in the Green Score Program. OTO staff contacted top employers in the area and finalized 3 new portals. OTO staff has also been logging calls to the program. There have been 43 calls since June.

He encouraged member jurisdictions to place the Rideshare link on the jurisdictions' home page. Currently Webster County has placed it on their website. There is also a bus wrap to promote the program. Since 2013, there have been an increase of 129 active accounts. Since March 2013 there has been a 12 percent increase in the car pool matches.

E. Public Input Process for One-Cent Sales Tax Project List

Ms. Fields gave an overview of the process to be used to develop the public input process for a project list for a proposed statewide one-cent transportation sales tax. A private citizen investor group had been looking at a one-cent sales tax for the State of Missouri. At this point it is not clear if it would be an initiative petition or would go through the State

Legislature. All of the polling shows that there would need to be an approved project list in order for a sales tax to pass.

MoDOT has decided to develop the project list by looking to the RPCs and MPOs. The OTO is in charge of developing a project list for the OTO area. The Board approved a subcommittee made up of the Springfield Chamber of Commerce Transportation Committee and members of the OTO Board with the purpose of establishing a Public Input Process. This Public Input is to make sure the regional priorities that were established in 2008 are still the same priorities that the public wants.

OTO Staff is looking at cheap ways to obtain public comment such as a text vote or voting on the website. The subcommittee will give the report to the OTO staff and establish a special task force that includes all the member jurisdictions. In the event the OTO has to prioritize projects, the Long Range Transportation Plan Prioritization Process will used. The LRTP Prioritization Process gives a score based on economic development, current state of operations (including AADT and accidents), and multi-modal aspects. If the OTO moves beyond the priority projects or is not able to fund all of the priority projects, that is the criteria that will be used.

MoDOT is requiring this list by July 1st. The vote is planned for November 2014 assuming that there are enough signatures or the legislature votes to put it on the ballot. The goal is to have the input process designed by the end of February, with input coming in during the month of March.

The belief is that the one cent tax would generate between \$250 to \$300 million dollars over a 10 year period. That would make a big dent in the OTO Regional Priority Lists.

F. OTO In-Kind Match Letters

Ms. Parks requested new In-Kind letters. She explained the difference in the two types of inkind match letters. Volunteers and elected officials should fill out the Volunteer Rate form. The rate is currently set at \$19 an hour. Employees of the jurisdiction should fill out the Paid Position Form documenting the actual hourly rate with fringe benefits. If the salary is from federal funding sources, then a form should not be filled out.

Mr. Smith inquired how much the OTO receives from the in-kind. Ms. Parks stated it is usually over \$4,000 and makes a small difference.

G. OTO Technical Committee Appointment

Ms. Parks explained the need for an official membership appointment letter on file from each jurisdiction. She encouraged each jurisdiction to submit a letter signed by the mayor, commissioner or director of each jurisdiction. This is a requirement of the OTO Bylaws.

H. "On the Move" Update

Mr. Miller stated that there is not a lot to report. Some public comments have been received on the MoDOT Long Range Plan. A couple of the comments in the OTO area are about improving Route CC and Route 14 in Christian County.

FY 2015 Unified Planning Work Program Subcommittee and Project Proposals

Ms. Fields stated that the OTO asks for a UPWP subcommittee annually to review the OTO work program. The OTO enters into a contract with MoDOT for the work performed by staff during the year and MoDOT funds the operations. A majority of the work is the same every year, like the Transportation Improvement Program. This subcommittee is usually run by email. She asked for volunteers to serve on the subcommittee and for any work projects that TPC members would like to see included in the FY 2015 work program. The subcommittee members would review the projects in the FY 2015 work program.

Mr. Joel Keller, Ms. Eva Voss, Mr. Todd Wiesehan, one representative from Springfield to be determined at a later date, Mr. Chris Jones, and Mr. Larry Martin were on the volunteer slate.

Mr. Coltrin made the motion to approve the slate of volunteers. Mr. Rognstad seconded and the motion carried unanimously.

J. Title VI Plan

Mr. Owens stated that the FTA issued Circular 4703.1 which requires the OTO to put together a Title VI Program. The program includes each of the approved policies already in place, such as the LEP (Limited English Proficiency) Plan, OTO's Public Participation Plan, and the OTO's Title VI Complaint Form, Procedures and Notifications. The program covers two sections of the Circular 4703.1, with which MPOs are required to comply, Chapters 3 and 6. It takes the already existing plans and compiles them into one document. The Program will be forwarded to MoDOT. The MoDOT due date is March 31, 2014. MoDOT is compiling the Title VI information to forward to FTA.

Mr. Smith had heard in another meeting discussion on a new law adding veterans and disabled as a category to not be discriminated against. Ms. Fields wondered if it was in the hiring process. Mr. Owens stated there was nothing in this Circular Guidance.

Mr. Rognstad made the motion to recommend to the OTO Board of Directors regarding adoption of the Title VI Plan. Mr. Juranas seconded and the motion passed unanimously.

III. **Other Business**

A. Technical Planning Committee Member Announcements

Mr. Rognstad stated the Healthy Living Alliance and Ozark Greenways will be hosting the "Walk This Way!" event on March 6. There is a ribbon cutting at Doling Park with the LINK, for the new bridge, trail, and sidewalks. The event will finish with a meeting with Mark Fenton, an alternative transportation expert.

Mr. Miller stated that MoDOT is undertaking the Statewide Freight Plan. It is called "Freight on the Move." There is going to be a series of meetings across the state. The target audience is the freight providers and major industries that move a lot of freight. The Springfield area meeting is on February 7 at the Springfield-Branson National Airport.

Ms. Burks stated that the continuing resolution passed the Senate. There is a short continuing resolution to extend through January 18 for final procedural motions. There will be a nine month version of the budget for the rest of the year. Senators Blunt and

McCaskill are both calling for investigations as to why a 737 landed on a very short runway in Hollister, as opposed to the Branson Airport.

Mr. Smith inquired about the Transportation Bill since it runs out in September. Ms. Burks stated it is too far out to guess. There are some sizeable pieces completed on the new bill, but the issue is how to fund the Highway Trust Fund. That is a sizable issue since transportation will have to be paid for and there is a large debate on how to do that. There will have to be a tax, whether it is a gas tax or otherwise, but it would impact what is discussed at the state.

Mr. Taylor stated he was confident that nothing would happen with the Highway Trust Fund until after September, maybe February of next year, depending on the election results. Ms. Burks stated there was a 5 week recess this year instead of 4 weeks.

Mr. Juranas stated that the numbers that were sent out on the One Cent Sales Tax Initiative and the generated funds went down significantly. He inquired if this was because there was no inflation. Mr. Miller stated that there is some inflation. Mr. Juranas stated it went down by about 25 percent. Ms. Fields stated she thought it was because MoDOT was talking about taking 10 percent off the top, 5 percent for counties and 5 percent for cities. The announcement made said it would be a 40 percent increase and that was the number for counties, not cities. When the overall total went down from 35 percent to 25 percent, it took the counties down to about 33 percent. There was a misunderstanding that the 40% was for both cities and counties and that could not be possible.

Mr. Miller stated that was correct, that with the old proposal MoDOT was stating 40 percent, but with the cities it was not 40 percent, it was 30 percent. For counties it was actually around 38 percent.

- B. Transportation Issues for Technical Planning Committee Member Review None.
- C. Articles For Technical Planning Committee Member Information Ms. Fields discussed a few of the articles.

IV. Adjournment

The meeting was adjourned at 2:20 p.m.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 3/19/2014; ITEM II.A.

FY 2015 Unified Planning Work Program (UPWP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

Task 010 – OTO General Administration

Task 020 – OTO Committee Support

Task 030 – General Planning and Plan Implementation

Task 040 – Project Selection and Programming

Task 050 – Transportation Demand Management

Task 060 - OTO and City Utilities Transit Planning

Task 070 – Special Studies and Related Projects

Task 080 - MoDOT Traffic Studies and Data Collection

The UPWP contains the proposed budget for FY 2015. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the budget for FY 2014 and FY 2015is shown below:

Ozarks Transportation Organization	<u>FY 2014</u>	<u>FY 2015</u>
Consolidated FHWA/FTA PL Funds (CPG)	\$721,534.40	\$652,270.00
Local Jurisdiction Match Funds	\$105,383.60	\$153,068.00
In-Kind Match, Direct Cost, Donated	\$ 75,000.00	\$ 10,000.00
Total OTO Revenue	\$901,918.00	\$815,338.00

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$160,000. City Utilities is providing the local match in the amount of \$40,000. The total budget amount for FY 2015 UPWP is \$1,015,338.

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

The primary tasks to be accomplished during the fiscal year include:

- Review of Major Thoroughfare Plan
- Roads Design Guidelines Brochure
- Continued work on giveusyourinput.org
- Travel Time Collection Units
- Transportation Improvement Plan
- Continued Board of Directors, Technical Planning Committee, Local Coordinating Board of Transit, and Bicycle Pedestrian Advisory Committee Meetings

The UPWP Subcommittee met via email and voted to recommend the Draft FY 2015 UPWP to the Technical Planning Committee.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion	1:
"Move to recommend approval of the FY 2015 UPWP to the Board of Directors."	
Or	
"Move to return to the UPWP Subcommittee to consider"	



Unified Planning Work Program

Fiscal Year 2015

(July 1, 2014 – June 30, 2015)

APPROVED BY OTO BOARD OF DIRECTORS:

APPROVED BY USDOT:

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

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

By mail: Ozarks Transportation Organization

205 Park Central East, Suite 205

Springfield, MO 65806

By Telephone: 417-865-3042, Ext. 100

By Fax: 417-862-6013

By Email staff@ozarkstransportation.org

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

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Table of Contents

Table of Contents	i
Introduction	1
Task 010 – OTO General Administration	4
Task 020 – OTO Committee Support	8
Task 030 – General Planning and Plan Implementation	10
Task 040 – Project Selection and Programming	14
Task 050 – Transportation Demand Management	16
Task 060 – OTO and City Utilities Transit Planning	17
Task 070 – Special Studies and Projects	21
Task 080 – MoDOT Transportation Studies and Data Collection	22
Financial Revenues and Expenditures Summary	24
OTO Boundary Map	26
OTO Organization Chart	27
Metropolitan Transportation Planning Process Certification	28



Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2015 (July 2014 - June 2015). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

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

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

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

http://www.ozarkstransportation.org/Documents/OTO PPP BODApproved %20Aug2014.pdf

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

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



Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

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

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

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

Justification for Carryover Balance

The projected carryover balance of \$924,000 represents approximately 1.75 years of federal planning funding allocations to OTO. The policy of the Federal Transit Administration is to hold one year's worth of funding. The OTO Fiscal Year 2015 budget starts July 1, 2014. Therefore, OTO must always maintain a balance of one fiscal year plus three months for the period from July to October when the funds can be accessed. The remaining carryover balance of approximately six months' worth of funding is reserved for special studies and projects. This year, the special project is the purchase of travel time collection units. These units will provide data to OTO 24/7 for years to come. The OTO will be able to get a true picture of traffic congestion over time for use in the planning and managing of congestion. The information will be used in the Congestion Management Process, Performance Measures, Long Range Transportation Plan, and transit route planning to reduce congested corridors.



Anticipated Consultant Contracts

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

Cost Category	Budgeted Amount FY2015
	44.000
Audit	\$4,900
Professional Services Fees	\$12,000
Data Storage/Backup	\$3,000
IT Maintenance Contract	\$9,000
TIP Tool	\$9,600
Travel Model Consultant	\$20,000
Travel Data Collection	\$12,000
Total Consultant Usage	\$70,500

Items to be purchased that exceed \$5,000

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



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

Work Elements Estimated Cost Financial Management......\$33,000 July to June Responsible Agency – OTO Preparation of quarterly progress reports, payment requests, payroll, and year-end

- reports to MoDOT.
- Maintenance of OTO accounts and budget, with reporting to Board of Directors.
- IRS related documentation.

August to October

Consultant Contract

Responsible Agency – OTO

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

Unified Planning Work Program\$5,000 January to June

Responsible Agency – OTO

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

Travel and Training\$39,000 July to June

Responsible Agency – OTO

- Travel to meetings both regionally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees. Possible training includes:
 - o Transportation Research Board (TRB) Conferences
 - o Association of MPOs Annual Conference
 - o Census Bureau Training
 - o ESRI User Conference
 - o Association for Commuter Transportation Conference
 - o Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
 - o ITE Web Seminars
 - National American Planning Association Conference
 - o Missouri Chapter, American Planning Association Conference and Activities



- o Midwest Transportation Planning Conference
- National Transit Institute and National Highway Institute Training
- Small to Medium Sized Communities Planning Tools Conference
- Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
- o Bicycle/Pedestrian Professional Training
- o Provide Other OTO Member Training Sessions, as needed and appropriate
- o Missouri Association of Procurement Professional Training
- GFOA Institute Training
- o Missouri Public Transit Association Annual Conference
- o Employee Educational Assistance

Responsible Agency - OTO

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

Electronic Support for OTO Operations \$30,000 July to June

Responsible Agency - OTO

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

Civil Rights Compliance\$10,000 July to June

Responsible Agency - OTO

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

End Products for FY 2015

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT
- Completion of the FY 2016 Unified Planning Work Program approved by OTO Board and MoDOT
- Attendance of OTO staff and OTO members at the various training programs
- Monthly updates of website
- Financial reporting to Board of Directors
- Calculate dues and send out statements
- DBE reporting
- Title VI/ADA semi-annual reporting and complaint tracking submitted to MoDOT
- Legal Document revisions as needed



Audit Report for FY 14

Tasks Completed in FY 2014

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

Training Attended in FY 2014

- Planetizen Planning Ethics Training
- The Association of MPOs Annual Conference
- Engaging the Private Sector in Freight Planning Workshop
- Traffic Incident Management Training
- Primary Freight Network Overview Webinar
- NACTO's Urban Design Guidelines Webinar
- Sharpening GIS Skills Workshop
- Webinar Strategic Prioritization in North Carolina
- Module 1 of CSCMP Planning Program (Certified Supply Chain Management Professionals)
- Freight Movement Webinar
- Missouri APA conference
- APA-Webinar on Planning Ethics and Law
- FHWA/FTA Webinar Scenario Planning Tool and Techniques for effective Analysts and Assessment
- Title VI Workshop
- PRSA Midwest District Conference
- AMPO Policy Committee
- Chamber sponsored Affordable Health Care Update
- Missouri Public Transit Association Annual Conference
- Springfield Chamber Economic Outlook Conference
- FTA Section 5310
- American Planning Association Webinar on Transportation Modeling
- Freight Partnership V Washington DC
- Vehicle Probe Data Set Acquisition Webinar
- TAP Implementation Roundtable Webinar
- Getting Better Data for Better Decisions (APBP)
- Talking Freight Webinar CSCMP State of Logistics Report Webinar
- Internal Office 2013 Training



- Economic Outlook Conference
- Final TAP Guidance Webinar
- Population Analytics (AirSage) Webinar
- TAP Outreach and Discussion Webinar
- APA OMS Meeting at Public Safety Center
- Multimodal Benefit-Cost Analysis Tool, TREDIS-MBCA
- National Highway Travel Survey
- Elected Officials Training in Springfield
- MAGIC GIS Conference

Funding Sources

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



Task 020 – OTO Committee Support

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

Work Element	Estimated Cost
OTO Committe	ee Support\$130,000
July to June	
Responsible A	
Comm	ct and staff all Technical Planning Committee, Bicycle and Pedestrian Advisory ittee, Local Coordinating Board for Transit, and Board of Directors meetings. nd to individual committee requests.
•	ate and administer any OTO subcommittees formed during the Fiscal Year.
_	ommittee Participation\$10,000
July to June	
Responsible A	
	pate in and encourage collaboration among various community committees
	y related to transportation. Committees include:
0	The Springfield Area Chamber of Commerce Transportation Committee The Southwest Missouri Council of Governments Board and Transportation
0	Advisory Committee
0	Missouri Public Transit Association
0	MoDOT Blueprint for Safety
0	Ozarks Clean Air Alliance and Clean Air Action Plan Committee
0	Ozark Greenways Technical Committee
0	Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
0	SeniorLink Transportation Committee
0	Missouri Safe Routes to School Network
0	Ozark Safe Routes to School Committee
0	Local Safe Routes to School
0	Childhood Obesity Action Group and Healthy Living Alliance
0	Other committees as needed
	d Administrative Documents\$10,000
July to June	
Responsible A	
	ss amendments to bylaws, policy documents, and administrative staff support tent with the OTO organizational growth.
	ment
July to June	0.70
Responsible Ag	gency – UIU

• Maintain GiveUsYourInput.org with public comments posted by work product.

• Publish public notices and press releases.

Page | 8

Task 020 - OTO Committee Support



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

Member Attendance at OTO Meetings\$10,000

July to June

Responsible Agencies – OTO and Member Jurisdictions

OTO member jurisdiction time spent at OTO meetings.

End Product(s) for FY 2015

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees and Board
- Attendance of OTO staff and OTO members at various community committees
- Revisions to bylaws, inter-local agreements, and the Public Participation Plan as needed
- Document meeting attendance for in-kind reporting
- Staff participation in multiple community committees
- Public input tracked and published
- Worked with the MO Coalition of Roadway Safety SW District
- Annual Evaluation of Public Participation Plan and implementation of PPP through website and press release

Tasks Completed in FY 2014

- Conducted Technical Planning Committee Meetings, Bicycle and Pedestrian Committee Meetings, UPWP Subcommittee Meetings, Local Coordinating Board for Transit Meetings, and Board of Directors meetings
- Prepared agendas and minutes
- Documented meeting attendance for in-kind reporting
- Staff participated in multiple community committees
- Annual Evaluation of Public Participation Plan and implementation of PPP through website and press release.
- Public input tracked and published
- Worked with the MO Coalition of Roadway Safety SW District

Funding Sources

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



Task 030 - General Planning and Plan Implementation

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

- Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.
- Prepare for the LRTP update, which is due by 12/2016. This includes incorporating MAP-21 performance measures and other guidance, as well as new guidance from the next transportation reauthorization.
- Possible Travel Demand Model Scenarios to assist with plan update. Consultant Contract
- Roadway Design Guidelines Brochure.
- Review and Update of Major Thoroughfare Plan with adoption prior to Long Range Plan
 Update. Special attention will be given to the East/West and North/South Arterials
 connecting cities, modes, and major highways.

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

Responsible Agency – OTO

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

Responsible Agency - OTO

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



Responsible Agency - OTO

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

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

July to June

Responsible Agency - OTO

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

Responsible Agency – OTO

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

Responsible Agency – OTO

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

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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



Responsible Agencies – OTO, MoDOT, City of Springfield

• Joint purchase with the City of Springfield and MoDOT of travel time collection units and reporting software for use in transportation planning. The overall cost is estimated to be \$600,000 for 85 units, with OTO's share at \$80,000 for 11 units. MoDOT and the City of Springfield will split the remainder, while collaborating on the installation of the units through the Transportation Management Center. OTO's share includes the 11 units, the installation of those units, and equipment such as cabling, cabinets, solar, and cellular technology. The per unit cost is higher for the 11 OTO units as they are being installed in the outlying area and those inside the City of Springfield can take advantage of existing equipment and infrastructure. Project carried over from last fiscal year.

Responsible Agency – OTO

Provide support for Long Range Transportation Planning for member jurisdictions.

Consultant Contract

Responsible Agency - OTO

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

Responsible Agency – OTO

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

End Product(s) for FY 2015

- Amendments to the Long Range Transportation Plan as necessary
- Roadway Design Guidelines Brochure
- Updated Major Thoroughfare Plan
- Implementation of Bicycle and Pedestrian Plan with report documenting accomplishments
- Trail Implementation Plan
- Continued monitoring of attainment status
- Demographic Report
- Annual Traffic Report Card
- CMP Data Collection Summary
- Complete installation of travel time collection units
- Travel Demand Model Scenarios as needed.



- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Traffic Counts as needed.
- Other projects as needed.

Tasks Completed in FY 2014

- Changes to Federal Functional Classification System
- Maintenance of GIS System Layers
- Bicycle and Pedestrian Plan Implementation Status Report
- Demographic Report
- Continued Monitoring of Attainment Status
- Performance Measure Report
- Other projects as needed, subject to OTO staff availability and expertise
- Congestion MOnitoring Report
- Completed travel demand model
- Finalized approval of update to Urban Area Boundaries
- Traffic Counts within the OTO Area for MoDOT roadways
- One-Cent Sales Tax Public Input Scenario and 10-year project list
- Traffic Counts

Funding Sources

Total Funds	\$260,000	100.00%
Federal CPG Funds	\$208,000	80.00%
Local Match Funds	\$52,000	20.00%

Task 040 - Project Selection and Programming



Task 040 - Project Selection and Programming

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

Work Elements Estimated Cost
Solicit Applications and Select 2015-2018 Transportation Projects
Responsible Agency – OTO
 Continue to improve project selection processes, including project application development, scoring, and selection criteria for multiple transportation funding sources.
FY 2015-2018 Transportation Improvement Program (TIP)
Responsible Agency – OTO
Complete and publish the 2015-2018 TIP.
 Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.
FY 2016-2019 Transportation Improvement Program (TIP)
Responsible Agency – OTO
Begin development of the 2016-2019 TIP.
 Conduct the Public Involvement Process for the TIP (March-August).
Complete Draft document.
TIP Amendments
Responsible Agency – OTO
 Process all modifications to the FY 2014-2017 and 2015-2018 TIPs including the coordination, advertising, public comment, Board approva,I and submissions to MoDOT for incorporation in the STIP.
Federal Funds Tracking\$4,000
July to June
Responsible Agency – OTO
Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website

- publish to website. • Monitor STP-Urban, Small Urban, TAP, and bridge balances.
- Track area cost-share projects.

Task 040 - Project Selection and Programming



Online TIP Tool\$10,000

July to June

Consultant Contract

Responsible Agency – OTO

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

End Product(s) for FY 2015

- TIP amendments, as needed
- Adopt FY 2015-2018 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2016-2019 Transportation Improvement Program
- Annual Listing of Obligated Projects
- Online searchable database of TIP projects
- Solicit and select projects for various funding sources

Tasks Completed in FY 2014

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

Funding Sources

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

Task 050 - Transportation Demand Management



Task 050 - Transportation Demand Management

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

Work Elements	Estimated Cost
Coordinate Employer Outreach Activities	\$6,000

July to June

Responsible Agencies – OTO, City of Springfield

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

Responsible Agency – OTO

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

End Product(s) for FY 2015

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

Tasks Completed in FY 2014

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

Funding Sources

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

Task 060 - 0TO and City Utilities Transit Planning



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

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

Work Elements	Estimated Cost
Operational Planning	\$80,000
	City Utilities/5307 - \$74,000
	OTO/CPG - \$6 000

July to June

Responsible Agencies – OTO, City Utilities

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

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

July to June

Responsible Agencies – OTO, City Utilities

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

Transit Fixed Route and Regional Service Analysis Implementation	.3
City Utilities/5307 - \$20,00	10
OTO/CPG - \$7,01	.3

July to June

Responsible Agencies – OTO, City Utilities

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

Task 060 - 0TO and City Utilities Transit Planning



Service Planning.......\$40,000

City Utilities/5307 - \$30,000

OTO/CPG - \$10,000

July to June

Responsible Agencies - OTO, City Utilities

- Collection of data from paratransit operations as required.
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01)

Financial Planning\$30,000

City Utilities/5307 - \$30,000

July to June

Responsible Agency – City Utilities

- CU Transit analysis of transit system performance by adopted policies to achieve effective utilization of available resources.
- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources.

Competitive Contract Planning\$3,000

City Utilities/5307 - \$2,000

OTO/CPG - \$1,000

July to June

Responsible Agencies – OTO, City Utilities

- CU Transit will study opportunities for transit cost reductions through the use of thirdparty and private sector providers.
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.

City Utilities/5307 - \$22,000

OTO/CPG - \$1,500

July to June

Responsible Agencies – OTO, City Utilities

Implementation of additional safety and security policies as required by MAP-21.

Transit Coordination Plan Implementation\$23,000

City Utilities/5307 - \$10,000

OTO/CPG - \$13,000

July to June

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

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

Task 060 - OTO and City Utilities Transit Planning



OTO/CPG - \$5,000

July to June

Responsible Agencies – OTO, City Utilities

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

City Utilities/5307 - \$1,000

OTO/CPG - \$4,000

July to June

Responsible Agencies – OTO, City Utilities

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

End Products for FY 2015

- Transit agency coordination (OTO staff)
- Project rankings and allocations in the FY 2016-2019 TIP related to transit, and various new ADA accessible bus shelters and stops (OTO staff)
- Special Studies (OTO staff, CU, and possible consultant services as necessary)
- Monthly reporting to National Transit Database (CU)
- Transit Coordination Plan Implementation of Selected Strategies (OTO staff)
- Transit Fixed Route and Regional Service Analysis Implementation (CU)
- CU grant administration and financial planning (CU)
- Transit Provider Brochure distribution
- LCBT agendas, minutes, etc.

Tasks Completed in FY 2014

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

Task 060 - 0TO and City Utilities Transit Planning



Funding Sources

Total Task 060 Funds	\$248,513	100.00%
Total Federal Funds	\$198,810	80.00%
FTA 5307 Funds	\$160,000	64.38%
Federal CPG Funds	\$38,810	15.62%
Total Local Funds	\$49,703	20.00%
	440 -00	22 222/
CU Match Funds	\$40,000	16.10%
Local Match Funds	\$9,703	3.90%

Task 070 - Special Studies and Projects



Task 070 – Special Studies and Projects

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

Work Elements Estimated Cost

Responsible Agency – OTO

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

Grant Applications to support Livability/Sustainable Planning.......\$15,000 *July to June*

Responsible Agency - OTO

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

End Products for FY 2015

- ITS Coordination
- Grant Applications

Tasks Completed in FY 2014

• ITS Coordination

Funding Sources

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

Task 080 - MoDOT Transportation Studies and Data Collection



Task 080 - MoDOT Transportation Studies & Data Collection

July to June

Responsible Agency – MoDOT Southwest District

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

Source of Eligible MoDOT Match

MoDOT Position	Yearly Salary	Yearly Fringe	Annual Salary Additives	Yearly Total	% Time	Eligible
Senior Traffic	\$53,496.000	\$35,184.32	\$19,408.35	\$108,088.67	20	\$21,617.73
Studies Specialist	\$35,450.000	333,104.32	\$15,406.55	\$100,000.07	20	321,017.73
Senior Traffic						
Studies	\$47,796.00	\$31,435.43	\$17,340.39	\$96,571.82	20	\$19,314.36
Specialist						
Senior Traffic	\$35,556.00	\$23,385.18	\$12,899.72	\$71,840.390	2.4	\$24,425.91
Technician	\$35,556.00	\$23,385.18	\$12,899.72	\$71,840.390	34	\$24,425.91
TOTAL Eligible						\$65,358.00
Match						
TOTAL Match						\$65,000.00
Requested						

End Product(s) for FY 2015

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

Tasks Completed in FY 2014

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

Task 080 - MoDOT Transportation Studies and Data Collection



Funding Sources

MoDOT Match Funds \$13,000 20.00%

MoDOT Salaries Direct-Billed

to Federal CPG Funds \$52,000.00 80.00%

Total Funds \$65,000.00 100.00%

Financial Revenues and Expenditures Summary



Financial Revenues Summary

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds	\$652,270.00
Local Jurisdiction Match Funds	\$140,068.00
In-kind Match for meeting attendance	\$ 10,000.00
MoDOT Direct Service Match	\$ 13,000.00
Total Ozarks Transportation Organization Revenue	\$815,338.00
Total Ozarks Transportation Organization Revenue Direct Outside Grant	\$815,338.00 Total Amount Budgeted
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Direct Outside Grant	Total Amount Budgeted
Direct Outside Grant City Utilities Transit Planning – FTA 5307	Total Amount Budgeted \$160,000.00

Financial Expenditures Summary

		Local			Fed	eral		
Task	Local Match	CU	In-Kind Services	MoDOT Direct Services	CPG	5307	Total	Percent (%)
10	\$29,380				\$117,520		\$146,900	14.47
20	\$25,985		\$10,000		\$143,940		\$179,925	17.72
30	\$52,000				\$208,000		\$260,000	25.61
40	\$16,000				\$64,000		\$80,000	7.88
50	\$2,400				\$9,600		\$12,000	1.18
60	\$9,703	\$40,000			\$38,810	\$160,000	\$248,513	24.48
70	\$4,600				\$18,400		\$23,000	2.27
80				\$13,000	\$52,000		\$65,000	6.4
TOTAL	\$140,068	\$40,000	\$10,000	\$13,000	\$652,270	\$160,000	\$1,015,338	100.00%

Financial Revenues and Expenditures Summary



CPG Current & Projected Fund Balances

FY 2012 (MO-81-0012) Balance	\$385,774.45
FY 2013 (MO-81-0013) Balance	\$554,717.47
CPG Fund Balance as of 12/31/13*	\$940,491.92
Remaining funds committed to fulfill last year's FY2014 UPWP	(\$422,069.66)
Remaining CPG Funds Balance available from Prior Years UPWP*	\$518,422.26
Estimated Remaining Balance of Committed Funds from FY 2014 UPWP	\$80,000.00
FY 2014 CPG Funds allocation**	\$551,393.54
FY 2015 Estimated CPG Funds allocation***	\$512,000.00
TOTAL Estimated CPG Funds Available for FY 2015 UPWP	\$1,661,815.80
TOTAL CPG Funds Programmed for FY 2015	(<u>\$652,270.00)</u>
Remaining Unprogrammed Balance****	\$1,009,545.80
	φ±,000,010.00

^{*}Previously allocated, but unspent CPG Funds through FY 2013

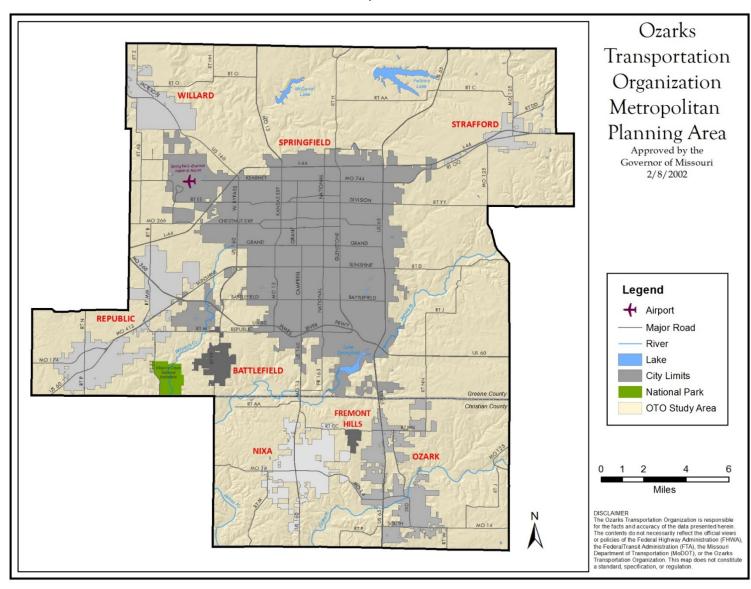
^{**}FY 2014 CPG Funds Allocation available October 1, 2014

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

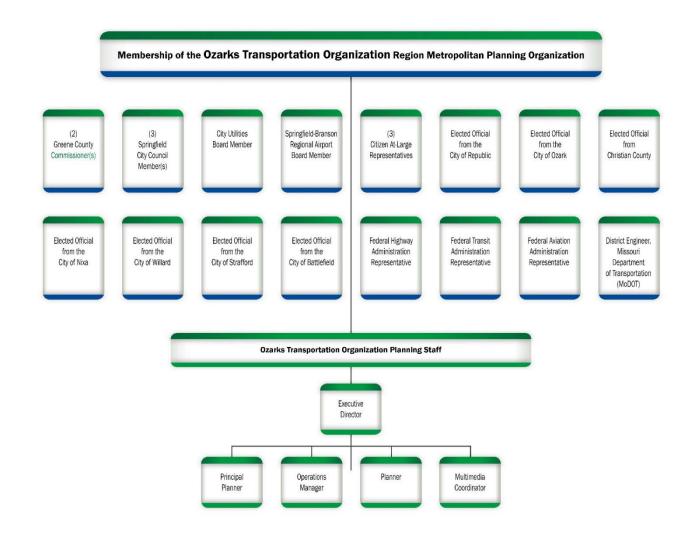
^{****}Previously allocated but unprogrammed CPG funds.



OTO Map







nbership

composition may be found at:

http://www.ozarkstransportation.org

Metropolitan Transportation Planning Process Certification



Metropolitan Transportation Planning Process Certification

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- 2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
- 3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5. Section 1101(b) of MAP-21 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 7. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature	Signature
Lou Lapaglia Chairman Ozarks Transportation Organization	Becky Baltz District Engineer Southwest District Missouri Department of Transportation
Date	Date

APPENDIX A

FY 2015

July 1, 2014 - June 30, 2015

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

	Prior Budgeted	Total Amount Prior Budgeted	Budgeted Amount	Total Amount Budgeted	Increase/
Cost Category	FY2014	FY2014	FY2015	FY2015	Decrease
Personnel					
Salaries & Fringe	\$385,000		\$420,870		
Mobile Data Plans	\$2,700		\$2,700		
Payroll Services	\$3,000	-	\$2,800		
Total Personnel		\$390,700		\$426,370	个 \$35,670
Building					
Building Lease	\$51,108		\$52,258		
Office Cleaning	\$0		\$3,000		
Parking	\$960		\$960		
Total Building		\$52,068		\$56,218	个\$ 4,150
Commodities					
Office Supplies/Furniture	\$10,000		\$10,000		
Publications	\$400		\$550		
Total Commodities	Ψ100	\$10,400	Ψ330	\$10,550	个 \$150
		, ,, ,,		,	
Information Technology	ΦΩ ΩΩΩ		#0.000		
IT Maintenance Contract	\$9,000		\$9,000		
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$8,000		
Data Backup/Storage GIS Licenses	\$2,500 \$4,500		\$3,000		
Software			\$4,500		
Webhosting	\$3,000 \$550		\$3,000 \$800		
Total Information Technology	\$550	\$25,550	\$800	\$28,300	↑ \$2,750
Total Information Technology		Ψ23,330		Ψ20,300	1 42,730
Insurance					
Board of Directors Insurance	\$2,600		\$3,000		
Liability Insurance	\$1,100		\$1,200		
Workers Comp	\$1,300		\$1,300		
Errors & Ommissions	\$0		\$3,000		
Total Insurance		\$5,000		\$8,500	个 \$3,500
Operating					
Copy Machine Lease	\$3,000		\$3,000		
Education/Training/Travel	\$25,000		\$25,000		
Food/Meeting Expense	\$4,000		\$4,000		
IRS Tax Fees	\$11,000		\$0		
Legal/Bid Notices (formerly Advertising)	\$3,400		\$10,000		
Staff Mileage Reimbursement	\$2,500		\$2,500		
Postage/Postal Services	\$3,500		\$3,500		
Printing/Mapping Services (combines two categories)	\$12,000		\$15,000		
Dues/Memberships	\$4,300		\$4,500		
Telephone	\$4,500	· -	\$4,000		
Total Operating		\$73,200		\$71,500	↓ (\$1,700)

ESTIMATED EXPENDITURES Continued

Cost Category	Prior Budgeted FY2014	Total Amount Prior Budgeted FY2014	Budgeted Amount FY2015	Total Amount Budgeted FY2015	Increase/ Decrease
Services	11201.	112011	112010	112010	2 cc. case
Aerial Photos	\$0		\$0		
Audit	\$6,000		\$4,900		
Professional Services (Legal & Accounting)	\$12,000		\$12,000		
TIP Tool Maintenance	\$10,000		\$10,000		
Travel Time Collection Units	\$80,000		\$80,000		
Travel Time Runs and Traffic Counts	\$12,000		\$12,000		
Travel Model Consultant	\$150,000		\$20,000		
Total Services		\$270,000		\$138,900	↓ (\$131,100)
TOTAL OTO Expenditures		\$826,918		\$740,338	↓ (\$86,580)
In-Kind Match, Direct Cost, Donated					
Member Attendance at Meetings	\$10,000		\$10,000		
Direct Cost - MoDOT Salaries	\$65,000		\$65,000		
Total In-Kind Match, Direct Cost, Donated		\$75,000		\$75,000	
TOTAL OTO Budget		\$901,918		\$815,338	↓ (\$86,580)
Direct Outside Grant					
CU Transit Salaries*		\$197,500		\$200,000	个 \$2,500
TOTAL EXPENDITURES		\$1,099,418		\$1,015,338	↓ (\$84,080)
Notes * Cost includes federal and required 20% matching funds.					

	Prior Budgeted	Total Amount Prior Budgeted	Budgeted Amount	Total Amount Budgeted	Increase/
Cost Category	FY2014	FY2014	FY2015	FY2015	Decrease
Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$721,534		\$652,270		
Local Jurisdiction Match Funds	\$105,384		\$153,068		
In-kind Match, Direct Cost, Donated**	\$75,000		\$10,000		
Total Ozarks Transportation Organization Revenue		\$901,918		\$815,338	↓ (\$78,000)
Direct Outside Grant					
City Utilities Transit Planning					
FTA 5307	\$158,000		\$160,000		
City Utilties Local Match	\$39,500	_	\$40,000		
Total Direct Outside Grant		\$197,500		\$200,000	个 \$2,500
TOTAL REVENUE		\$1,099,418		\$1,015,338	↓ (\$84,080)

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

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

APPENDIX B

FY 2015

July 1, 2014 - June 30, 2015

ANTICIPATED CONSULTANT USAGE

6.16.1	Prior Budgeted	Total Amount Prior Budgeted	Budgeted Amount	Total Amount Budgeted	Increase/
Cost Category	FY2014	FY2014	FY2015	FY2015	Decrease
Audit	\$6,000		\$4,900		
Professional Services Fees	\$12,000		\$12,000		
Data Storage/Backup	\$2,500		\$3,000		
IT Maintenance Contract	\$9,000		\$9,000		
TIP Tool	\$10,000		\$9,600		
Travel Time Runs and Traffic Counts	\$12,000		\$12,000		
Travel Model Consultant	\$150,000		\$20,000		
Total Consultant Usage		\$201,500.00		\$70,500.00	↓ (\$131,000)

TAB 3

TECHNICAL COMMITTEE AGENDA 03/19/2014; ITEM II.B.

FY 2015-2018 TIP Subcommittee Appointment

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO staff is requesting at least 7 volunteers or nominations for a Transportation Improvement Program Subcommittee. This subcommittee will help review applications for projects to be included in the TIP and will help review the draft TIP document. Below is the timeline for development of the FY 2015-2018 TIP.

5307 Applications Due	4/16/2014
Jurisdiction TIP Submissions Due	4/16/2014
Document Development Start	4/17/2014
Document Development End	5/9/2014
First Draft Mailed to Subcommittee	5/9/2014
5310/5339 Applications Due	5/25/2014
TIP Subcommittee (on or about)	5/25/2014
MPO Submittal to ONEDOT	6/2/2014
Final Draft Mailed with Agenda	7/9/2014
TIP Ad and Final Draft on Website	7/11/2014
TPC Meeting	7/16/2014
MPO Response to ONEDOT Comments	7/18/2014
BOD Meeting	8/21/2014

TECHNICAL COMMITTEE ACTION REQUESTED

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

"Move to approve the named members of the Transportation Improvement Program subcommittee for the FY 2015-2018 TIP."

Or	
"Move to	,

TAB 4

TECHNICAL COMMITTEE AGENDA 3/19/2014; ITEM II.C.

FTA Section 5310 Selection Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Under MAP-21, Code of Federal Regulations FTA C 9070.1G, the new Elderly Individuals and Individuals with Disabilities (5310) program provides funding for capital and operating expenses. The new program is a consolidation of the old SAFETEA-LU programs: Transportation for Elderly Persons and Persons with Disabilities (5310) and the New Freedom (5317) program. Under the new program, a floor of 55 percent must be spent to benefit human service transit, 35 percent is for operation expenses or New Freedom ADA type projects, and 10 percent is set aside for administration of the 5310 program.

Currently, the MAP-21 funding to be allocated includes both FY 2013 and FY 2014 allocations. The funds for FY2013 include \$250,119 minus \$57,762 that was already awarded. The remaining for FY 2013 is a balance of 192,357. FY 2014 has \$256,575 available.

The Local Coordinating Board for Transit is responsible for making a recommendation regarding project selection of projects funded with FTA Section 5310 funds and has established recommended selection criteria. If approved this selection criteria will be used for project selection and programming in the FY 2015-2018 Transportation Improvement Program (TIP). A copy of the criteria and evaluation form has been included with the agenda.

The Local Coordinating Board for Transit recommended approval of these criteria at the February 27, 2014 e-meeting.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to approve the selection criteria for the Section 5	5310Elderly Individuals and Individuals with
Disabilities Program"	

Or							
"Move to							,

FTA SECTION 5310 PROJECT RATING GUIDELINES

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

GOAL

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

POLICY

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

PROCEDURE

An application furnished by the OTO must be submitted according to solicitation guidelines. FTA Section 5310 project requests shall be analyzed based on the attached considerations and ranked by each reviewer. The MPO Local Coordinating Board for Transit will individually rank each FTA Section 5310 project application. The numerical point system takes into account a weighted factor for each consideration. The results of the individual scores will be averaged for a final score. The score will be used as a recommendation to the OTO Board of Directors. The OTO Board of Directors will be the final decision-making body for project selection.

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

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

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

Examples include this non comprehensive list:

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

Other Eligible Capital and Operating Expense Projects (35 percent)

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

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

ADMINISTRATIVE EXPENSES (10 percent)

Up to 10 percent of the recipient's total fiscal year apportionment may be used to fund program administration costs including administration, planning and technical assistance for projects

Draft

5310 Enhanced Mobility of Seniors and Individuals with Disabilities Selection Criteria

funded in this program. Program administration costs may be funded at 100 percent federal share.

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

Additional Eligibility Requirements for 5310 Funding

In addition to the above eligibility standards, projects seeking 5310 funding must meet the following minimum eligibility requirements:

- This project addresses a gap or strategy in section 6 of the Journey 2035 Long Range and a strategy or action in the Transit Coordination Plan. The applicant must have a minimum (non-federal) local match of 20 percent match for capital project, 50 percent match for operations and 0 percent match for administration as required by MAP-21.
- Projects must be submitted by local public agencies (LPAs) for service operating within the OTO Metropolitan Planning Area

<u>Draft</u>

5310 Enhanced Mobility of Seniors and Individuals with Disabilities Selection Criteria

5310 Project Request Evaluation Form

7	Title of Project:
A	Agency Submitting Project:
F	Federal Dollars:
`	Project type: Vehicle Purchase Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable transit for senior citizens, veterans, and individuals with disabilities. This includes the traditionally funded Transportation for Elderly Persons and Persons with Disabilities (5310) projects. See FTA C 9070.1G for specific examples listed in the MAP-21 program.
	Rolling Stock and Related Activities Passenger Facilities Support Facilities and Equipment Lease of Equipment Acquisition of Transportation Service Support for Mobility Management and Coordination Programs
-	and Operating Project Listed below are categories of eligible public transportation projects that are planning and designed to benefit human service transit projects and provide safe and reliable transit daily for senior citizens, veterans, and individuals with disabilities. SAFETEA-LU New Freedom (5317) type projects. These projects will achieve or should exceed compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.). General public transportation projects that exceed ADA requirements, such as improved access, decrease complementary paratransit services, and is an alternative to public transportation that assist seniors and individuals with disabilities with transportation Public transportation project that exceed the requirements of ADA Feeder service Public transportation projects that improve accessibility
	Public transportation alternatives that assist seniors and individuals with disabilities with transportation

<u>Draft</u> 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Selection Criteria

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

TAB 5

TECHNICAL COMMITTEE AGENDA 3/19/2014; ITEM II.D.

Title VI Policy Revision to Include ADA

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

At the January Technical Planning Committee meeting, the Title VI Program was reviewed, and subsequently and approved at the February Board of Directors meeting. As part of the OTO Federal Planning Certification Review, it was required that an ADA complaint process be established. As OTO staff reviewed the options, it was decided that it would be most beneficial for the public to have a single form to process a complaint. Therefore, the changes outlined below are in order to make the process as simple as possible.

Title II of the Americans with Disabilities Act of 1990 requires that nondiscriminatory action be taken by public entities to ensure that persons with disabilities have the opportunity to participate in public programs. In order to meet the ADA requirements, OTO has revised several documents.

These revised documents include:

1. Notifying the Public of Rights Under Title VI/ADA

This is a title update to the <u>Notice to Beneficiaries Under Title VI</u>, which now reflects the title as <u>Notifying the Public of Rights Under Title VI/ADA</u>. This document now includes nondiscriminatory notice for ADA and OTO's new logo.

2. Title VI/ADA Policy and Complaint Procedure

This is a title update to the Ozarks Transportation Organization Title VI Policy and Complaint Procedure, which is now titled Title VI/ADA Policy and Complaint Procedure. This document now includes nondiscriminatory notice for ADA and OTO logo update. Also, in order to comply with OTO Federal Certification Review from FHWA and FTA, this document now includes a collaborative process between OTO, FHWA, FTA, MoDOT, and local agencies. Non-discrimination references throughout the document refer to both Title VI and ADA.

3. Title VI/ADA Complaint Form.

This is a title update to the <u>Title VI Notice Complaint Form</u> and is now tiled <u>Title VI/ADA Complaint Form</u>.

4. Title VI Program

The title changes are also included in the Title VI Program on Page 22, Appendices A, B, and C.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

"Move to approve the Title VI Police	cy Revisions to Include ADA updates as described."
Or	

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

"Move	to	



Notifying the Public of Rights Under Title VI/ADA

Ozarks Transportation Organization (OTO) operates its programs and services without regard to race, color, or national origin in accordance with Title VI ACT of the Civil Rights Act of 1964 and Americans with Disabilities Act of 1990 (ADA). OTO does not discriminate on the bases of disability during hiring or employment practices and complies with Equal Employment Opportunity under Title I of the ADA Act. Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, or low-income status has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the Title VI Coordinator.

For information on the Ozarks Transportation Organization Civil Rights program, or the procedure to file a Title VI/ADA complaint, contact the Title VI Coordinator at 205 Park Central East, Suite 205, Springfield MO 65806. To download instructions on how to file a complaint, or download a Title VI Complaint Form, visit OTOs website at www.ozarkstransportation.org

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.

If information is needed in another language, contact 417-865-3042.

"Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance.

Si necesita información en otro idioma, comuníquese con 417-865-3042.

"Título VI de la Ley de Derechos Civiles de 1964, 42 U.S.C 2000d y ss., y su reglamentaciones implementadas establecen que ninguna persona en los Estados Unidos será, por motivos de raza, color o origen nacional, excluida de participar en, negado los beneficios de, o de otra manera sujeto a



TITLE VI/ADA POLICY AND COMPLAINT PROCEDURE

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. As President John F. Kennedy said in 1963:

Simple justice requires that public funds, to which all taxpayers of all races [colors, and national origins] contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination.

Two Executive Orders and related statutes define populations that are protected under Title VI. Executive Order 12898 is concerned with environmental justice for minority and low-income populations. Executive Order 13166 is concerned with providing equal access to services and benefits for individuals with limited English proficiency.

The Ozarks Transportation Organization has in place a Title VI/ADA Complaint Procedure, which outlines a process for local disposition of Title VI/ADA complaints and is consistent with guidelines found in Chapter VII of the Federal Transit Administration Circular 4702.1B, dated October 1, 2012. If you believe that the MPO has discriminated your civil rights on the basis of race, color, national origin, age, disability, religion, sex or English proficiency you may file a written complaint by following the procedure outlined below under Title VI/ADA Complaint Procedure:

OTO RESPONSIBILITIES FOR TITLE VI/ADA

According to Federal Law the Ozarks Transportation Organization shall be responsible for the following:

- Analyze regional data to identify minority and low-income population concentrations as well
 with individuals with limited English proficiency within the region. Commitment of staff and
 financial resources for this technical work can be demonstrated in the Work Program. The MPO
 staff can explain how the technical resources (models, Geographic Information Systems (GIS),
 data bases and analysis, etc.) are used for Title VI-related planning and analysis. The MPO might
 be asked to discuss this and how the technical information generated is used in planning.
- Where necessary, provide member agencies with regional data that assists them to identify minority and low-income populations in their subregion or service area. The team might discuss the extent to which this information is useful and used by participating agencies.
- Establish appropriate standards, measures, and benchmarks, and analyze the transportation process, TIP, and other MPO actions, plans, and investments to ensure they are consistent with, and do not violate, Title VI of the Civil Rights Act and the Executive Order on Environmental

Page 1 Rev. 3/2014 - Draft

- Justice. Effort in these areas might be demonstrated in the UPWP, as well as within the TIP, and in discussions of how this analysis is used in the planning process.
- Ensure that members of low income and minority communities, including Indian tribal governments, are provided with full opportunities to engage in the regional transportation planning process. This includes acting to eliminate language, mobility, temporal, and other obstacles to allow them to fully participate in the process. The MPO is concerned with providing equal access to services and benefits for individuals with limited English proficiency. The MPO should be able to provide documentation such as public meeting agendas and minutes, and a discussion of how successfully related staff uses information with the described groups.
- Where appropriate, monitor the activities of member agencies and other transportation
 agencies in the region regarding compliance with Title VI, Limited English Proficiency, Americans
 with Disability Act and Environmental Justice requirements. This can be done through on-going
 reviews as part of oversight of documents, including agendas, minutes, technical memoranda,
 federal attendance at meetings, in desk reviews, and in discussions with local participants in the
 site visit.
- Evaluate the regional transportation system to ensure that services are accessible to person with disabilities.

Over the past few years, the U.S. DOT has encouraged a proactive approach to the participation of protected groups and implementation of Title VI requirements. This approach is intended to ensure compliance with other related requirements, such as the National Environmental Policy Act.

Addressing requirements successfully requires several categories of actions:

- Establishing *goals* and *measurements* for substantiating compliance. These measurements should be used to verify that the multi-modal system access and mobility performance improvements in the Transportation Plan, TIP, and underlying planning process comply with Title VI and related requirements.
- The MPO must consider the needs of low-income and minority populations in the existing conditions analysis prepared as part of the transportation process. This information will provide the planning context for future transit and road projects.
- The MPO must have a public involvement process that proactively seeks out and addresses the needs of those traditionally undeserved by existing transportation systems, including but not limited to low-income and minority households.
- The MPO has a role in public involvement, but must also work with the MODOT, City Utilities, and Missouri State University to carry out the metropolitan planning process, including public involvement.
- The *products of the transportation process*—Long Range Transportation Plan, TIP, and the UPWP must demonstrate consistency with Title VI and related requirements and principles.

Page 2 Rev. 3/2014 - Draft

TITLE VI/ADA COMPLAINT PROCEDURE

Submission of Complaint: Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, low-income status, or English proficiency has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the OTO Title VI/ADA Coordinator. A sample Title VI/ADA complaint form may be downloaded from our website <u>ozarkstransportation.org</u>. It is not required to use this form; a letter with the same information is sufficient. However, the information requested in the items marked with a star (*) must be provided, whether or not the form is used. Such complaints must be filed within 180 calendar days after the date the person or group believes the discrimination or encumbrance occurred. Note: Upon request, assistance, in preparation of any necessary written material, will be provided to a person(s) who is unable to read or write. Complaints should be mailed or sent to the OTO Title VI/ADA Coordinator, 205 Park Central East, Suite 205, Springfield, MO 65806.

Title VI/ADA general steps of the OTO complaint process:

- 1. Alleged act of discrimination
- 2. Formal complaint received and logged by OTO
- 3. Formal complaint review by OTO
- 4. OTO letter of response issued
- 5. Corrective action or closure letter issued

Alleged act of discrimination: If someone believes that OTO has discriminated their civil rights on the basis of race, color, national origin, age, disability, religion, sex or English proficiency, then that person may file a written complaint by following the Title VI/ADA Complaint Procedure.

Formal complaint received and logged by OTO: The Ozarks Transportation Organization has in place a Title VI/ADA Complaint Procedure, which outlines a process for local disposition of Title VI/ADA complaints and is consistent with guidelines found in Chapter VII of the Federal Transit Administration Circular 4702.1B, dated October 1, 2012. OTO does not discriminate on the basis of race, color, national origin, age, disability, religion, sex, or English proficiency and makes available a Title VI/ADA Complaint Procedure and guidance for formal complaints against the OTO.

Submission of a civil rights complaint should be filed immediately following the alleged act of discrimination against the complainant. Complaints must be filed with OTO within 180 calendar days of the date the complainant believes the discrimination occurred.

Formal complaint reviewed by OTO: If needed, the Title VI Coordinator shall meet with the complainant within 45 calendar days after receiving the official complaint to clarify any part of the official complaint.

OTO letter of response issued: If it is determined that more time is need to review or investigate the complaint the OTO Executive Director will notify the complainant with an estimated time frame of completing the review.

Corrective action or closure letter issued: If the Title VI Coordinator and the Executive Director concur there was no Title VI violation a letter of closure will be issued summarizing the allegations and stating that there were no Title VI/ADA violations or, if a violation did occur then a letter of finding will be

Page 3 Rev. 3/2014 - Draft

issued stating the corrective action. Either response will be notification that the complaint has been resolved and closed.

The complainant may request reconsideration in writing to the OTO Executive Director no later than 10 days of an issued response letter from the OTO. The Executive Director will accept or reject the request for reconsideration within 10 calendar days and notify the complainant of the decision.

The complainant may further appeal in writing a denied decision no later than 10 calendar days after an issued notification. All information will be presented to the OTO Board of Directors to decide whether they agree or disagree with the decision.

A dissatisfied complainant may also file a complaint to the State of Missouri Department of Transportation or Federal Transit Administration or Federal Highway Administration no later than 180 days after the alleged date of discrimination.

COLLABORATION WITH OTHER AGENCIES

In the event a formal complaint is received, OTO will prepare a written statement within 10 working days describing the complaint. OTO will use the written statement to notify the agencies listed below and any local agencies affected. Up-to-date information will be uniformly shared with each agency during the complaint review process. OTO may request input or guidance from any of these agencies, if needed. Agencies may request more or less information during the steps of collaboration.

Ozarks Transportation Organization	Missouri Department of Transportation
Title VI Coordinator	External Civil Rights Division
205 Park Central East, Suite 205	Title VI Coordinator
Springfield, MO 65806	1617 Missouri Blvd P.O. Box 270
Phone #: 417-865-3042	Jefferson City, Mo 65102-0270
Fax #: 417-862-6013	
staff@ozarkstransportation.org	
Federal Highway Administration	Federal Transit Administration
Missouri Division	Region 7
Civil Right Specialist	Regional Civil Rights Officer
3220 W. Edgewood, Suite H	901 Locust Street
Jefferson City, Missouri 65109	Suite 404
	Kansas City, Missouri 64106

Steps to collaborate with above agencies:

- 1. Notify agencies of complaint
- 2. Coordinate with other agencies as appropriate in the investigation efforts
- 3. Provide a copy of the Letter of Response/Corrective Action/Closure Letter to agencies
- 4. Provide a semi-annual report of all Title VI/ADA complaints to agencies

Page 4 Rev. 3/2014 - Draft



Notifying the Public of Rights Under Title VI/ADA

Ozarks Transportation Organization (OTO) operates its programs and services without regard to race, color, or national origin in accordance with Title VI ACT of the Civil Rights Act of 1964 and Americans with Disabilities Act of 1990 (ADA). OTO does not discriminate on the bases of disability during hiring or employment practices and complies with Equal Employment Opportunity under Title I of the ADA Act. Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, or low-income status has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the Title VI Coordinator.

For information on the Ozarks Transportation Organization Civil Rights program, or the procedure to file a Title VI/ADA complaint, contact the Title VI Coordinator at 205 Park Central East, Suite 205, Springfield MO 65806. To download instructions on how to file a complaint, or download a Title VI Complaint Form, visit OTOs website at www.ozarkstransportation.org

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.



Page 5 Rev. 3/2014 - Draft



TITLE VI/ADA COMPLAINT FORM

The purpose of this form is to assist you in filing a complaint with the Ozarks Transportation Organization Metropolitan Planning Organization (MPO) if you or your group feels the actions of the MPO have negatively impacted or caused undue burden to either, but not limited to, a specific minority group, disabled individuals, lower-income population, individuals with limited English proficiency, or the traditionally underserved. You are not required to use this form; a letter with the same information is sufficient, however, the information requested in the items marked with a star (*) must be provided, whether or not the form is used.

* 1.	State your name and address.
	Name:
	Address:
	City/State: Zip
	Telephone No:
	Home: () Work: ()
* 2.	Person(s) or Group negatively impacted or caused undue burden, if different
	from above.
	Name:
	Address:
	City/State: Zip
	Telephone No:
	Home: () Work: ()
	Please explain your relationship to this person(s).
2	Does your complaint concern discrimination involving disproportionately

3. Does your complaint concern discrimination involving disproportionately high and adverse impacts on low income, minority, or limited English proficiency populations, delivery of services or in other ADA discriminatory actions of the MPO in its treatment of you or others? If so, please indicate below the base(s) on which you believe these discriminatory actions were taken (e.g., "Race: African American" or "Sex: Female").

Page 1 Rev. 3/2014 - Draft

		Race/Color:
		National Origin:
		English Proficiency:
Religion: Age: Disability: ADA: What is the most convenient time and place for us to contact you about this complaint? If we will not be able to reach you directly, you may wish to give us the name and phone number of a person who can tell us how to reach you and/or provide information about your complaint. Name: Telephone No: If you have an attorney representing you concerning the matters raised in this complaint, please provide the following: Name: Address: City/State: Telephone No: Home: Home: Work: Diagram Please explain the situation or the undue burden take place? Date: Please explain the situation by clearly stating what happened, why you believe it happened, and how the situation has created an adverse or negative impacts for the person(s) filing this complaint. Indicate who was involved. Be sure to include how other persons or groups were treated differently from you or your group. (Please use additional sheets if necessary		· · · · · · · · · · · · · · · · · · ·
Disability: ADA:		_
What is the most convenient time and place for us to contact you about this complaint? If we will not be able to reach you directly, you may wish to give us the name and phone number of a person who can tell us how to reach you and/or provide information about your complaint. Name: Telephone No: () If you have an attorney representing you concerning the matters raised in this complaint, please provide the following: Name: Address: City/State: Telephone No: Home: () Work: () What date(s) did the situation or the undue burden take place? Date: Please explain the situation by clearly stating what happened, why you believe it happened, and how the situation has created an adverse or negative impacts for the person(s) filing this complaint. Indicate who was involved. Be sure to include how other persons or groups were treated differently from you or your group. (Please use additional sheets if necessary		
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If we will not be able to reach you directly, you may wish to give us the name and phone number of a person who can tell us how to reach you and/or provide information about your complaint. Name: Telephone No: ()		ADA.
and phone number of a person who can tell us how to reach you and/or provide information about your complaint. Name: Telephone No: () If you have an attorney representing you concerning the matters raised in this complaint, please provide the following: Name:		
Telephone No: () If you have an attorney representing you concerning the matters raised in this complaint, please provide the following: Name:	a	nd phone number of a person who can tell us how to reach you and/or
Telephone No: () If you have an attorney representing you concerning the matters raised in this complaint, please provide the following: Name:	N	ame:
this complaint, please provide the following: Name:	T	elephone No: ()
Address: Zip Zip Telephone No: Work: () Work: () Work: () Please explain the situation or the undue burden take place? Date: Please explain the situation by clearly stating what happened, why you believe it happened, and how the situation has created an adverse or negative impacts for the person(s) filing this complaint. Indicate who was involved. Be sure to include how other persons or groups were treated differently from you or your group. (Please use additional sheets if necessary		nis complaint, please provide the following:
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Telephone No: Home: () Work: () What date(s) did the situation or the undue burden take place? Date: Please explain the situation by clearly stating what happened, why you believe it happened, and how the situation has created an adverse or negative impacts for the person(s) filing this complaint. Indicate who was involved. Be sure to include how other persons or groups were treated differently from you or your group. (Please use additional sheets if necessary		City/State: Zip
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	b n ir d	elieve it happened, and how the situation has created an adverse or egative impacts for the person(s) filing this complaint. Indicate who was avolved. Be sure to include how other persons or groups were treated ifferently from you or your group. (Please use additional sheets if necessary
		ind attach a copy of written materials pertaining to your case.
	_	
	_	
	_	
	_	
	_	

Page 2 Rev. 3/2014 - Draft

re pa th all wl	te laws we enforce prohibit recipients of MPO funds from intimidating or taliating against anyone because he or she has either taken action or rticipated in action to secure rights protected by these laws. If you believe at you have been retaliated against (separate from the discrimination eged in #9), please explain the circumstances below. Be sure to explain nat actions you took which you believe were the basis for the alleged taliation.
	ease list below any persons, if known, whom we may contact for additional formation to support or clarify your complaint.
Na	ame Address Area Code/Telephone Numbers
in	you have any other information that you think is relevant to our vestigation of your allegations? Please use additional sheets if necessary or each a copy of written materials.
W	hat resolution are you seeking for this particular situation?

13.	Have you (or the person(s) that was caused undue burden or experienced negative impacts) filed the same or any other complaints with other agencies such as the Greene County Office of Human Rights, Federal Bureau of Investigation, etc.?
	Yes No
	If so, do you remember the Complaint Number?
	Against what agency and department or program was it filed? Agency: Address: Zip Telephone No: () Date of Filing:
	Briefly, what was the complaint about?
	What was the result?
14.	Have you filed or do you intend to file a charge or complaint concerning the matters raised in this complaint with any of the following?
	Federal or State Court Your State Equal Opportunity Office and/or local Office of Human Rights
15.	If you have already filed a charge or complaint with an agency indicated in #14, above, please provide the following information (attach additional pages if necessary):
	Agency: Date filed: Case or Docket Number: Date of Trial/Hearing: Location of Agency/Court: Name of Investigator: Status of Case:

Page 4 Rev. 3/2014 - Draft

	Comments:		
* 16.	We cannot accept a comp this complaint form below	olaint if it has not been signed. Please sign and da w.	ıte
	(Signature)	(Date)	
Pleas	e mail the completed, signe	l sheets to explain the present situation to us.	one
Ozarl Title 205 I Sprin 417-8	for your records) to: ks Transportation Organi VI/ADA Coordinator Park Central East, Suite 20 ngfield, MO 65806 865-3042 (phone) 862-6013 (fax)		
17.			

Page 5 Rev. 3/2014 - Draft

Appendix A

Notifying the Public of Rights under Title VI/ADA

http://www.ozarkstransportation.org/Documents/Notifying_Public_of_Rights_Under_TitleVI-ADA.pdf

Appendix B

Ozarks Transportation Organization Title VI/ADA Complaint Procedure:

http://www.ozarkstransportation.org/Documents/OTO_TitleVI-ADA_Policy_and_Complaint_Procedure.pdf

Appendix C

Title VI/ADA Notice Complaint Form:

http://www.ozarkstransportation.org/Documents/OTO TITLEVI-ADA Complaint Form.pdf

Appendix D

OTO manages a list of complaints. For more information about the list, contact the OTO office.

Appendix E

Public Participation Plan:

http://www.ozarkstransportation.org/Documents/OTO PublicParticipationPlan 2009.pdf

Appendix F

Ozarks Transportation Organization Limited English Proficiency Plan:

English

http://www.ozarkstransportation.org/Documents/OTO_LimitedEnglishProficiencyPlan_2013.pdf

Spanish http://www.ozarkstransportation.org/Documents/OTO_LimitedEnglishProficiencyPlan_Espanol_2013.pdf

Appendix G

Ozarks Transportation Organization Board of Directors Approved Meeting Minutes:

http://www.ozarkstransportation.org/Committees/BODMinutes.html

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 3/19/2014; ITEM II.E.

STP-Urban Advance Policy and Agreement

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In an effort to reduce the OTO STP-Urban fund balance, a policy has been developed that allows for jurisdictions receiving less than \$1 million a year in funding to spend funds in advance. No more than three years of funding will be allowed to be programmed in advance. Because of the large number of projects and the long lead times required, this will allow the funding to be obligated much more quickly.

In the unlikely event that OTO were to need to obligate funds beyond the current balance, MoDOT has agreed to provide a safety net.

Each jurisdiction who programs advanced funding will be required to sign a repayment agreement. Staff will determine funds availability prior to approving an agreement. All agreements will be approved by the Board of Directors. In the event that the STP-Urban program were to be discontinued, any funds repaid will be re-deposited into the OTO STP-Urban account on deposit with MoDOT.

Below is a history of OTO's STP-Urban funds balance.

2006	\$ 18,934,749.00
2007	\$ 17,849,336.40
2008	\$ 19,391,858.04
2009	\$ 11,903,757.67
2010	\$ 14,352,505.00
2011	\$ 18,385,216.74
2012	\$ 19,634,216.74
2013	\$ 26,505,709.28

MoDOT has a policy in which they will take back any funds over a three balance not part of an approved cost-share. For OTO this is anything over \$16 million. MoDOT has suspended the cost-share program indefinitely. Therefore, there will be no new cost share projects to assist OTO in meeting the maximum balance requirement. If funds are taken back, they would likely be used on maintenance projects within the OTO area.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend approval of the STP-Urban Advance Policy and Agreement to the Board of Directors."

Or			
"Move to	 	 	

STP-Urban Advance Transportation Improvement Program Project Programming Policy

It shall be the policy of the Ozarks Transportation Organization to allow the programming of Surface Transportation Program-Urban funding three years in advance for any jurisdictions with an annual allocation of less than \$1 million annually, subject to

- 1) Available funding. (Available funding shall be determined by making a determination of planned and programmed projects in conjunction with available and projected appropriations in addition to any amounts approved by MoDOT to obligate above available funding.)
- 2) An executed Agreement for STP-Advance Funding with an accompanying resolution

All requests shall be subject to a first come, first served basis and subject to approval by the Missouri Department of Transportation.

All requests shall be approved by the Ozarks Transportation Organization Board of Directors.

Agreement for STP-Advance Funding

This agreement is made between the Ozarks Transport for the purpose of reducing	portation Organization (hereinafter, "OTO") and the balance of STP-Urban funding allocated to OTO
that is restricted to a maximum three year allocation	n balance.
WITNESSETH:	
WHEREAS, Moving Ahead for Progress in the 21 region for the purpose of improving and maintaining	st Century allocated STP-Urban funding to the OTO g the transportation system.
WHEREAS, OTO currently sub-allocates STP-Urb population.	an funding to member jurisdictions on the basis of
WHEREAS, the maximum allowed to be advance \$1 million, whichever is less;	ed will be three years of the jurisdiction's allocation or
WHEREAS, funding will be programmed on a first financial projections and MoDOT's policies;	st come first served basis, subject to OTO staff
WHEREAS, the allowance to program future fun projects with signed agreements.	ding may be discontinued at any time, but not for
NOW, THEREFORE, OTO and	agree as follows:
OTO will allow the programming of future year allo agreement and pursuant to the following:	cations of STP-Urban funding upon signing this
current and prior year allocations in the evo	ed to repay any amount expended beyond the ent that the program is discontinued or funds are tration. The repayment will be coordinated by OTO
2 has submitte	d the TIP project programming form and OTO has
	nical Committee and Board of Directors agenda. i inclusion in the TIP will be considered approval of
<u> </u>	med until TIP approval is received from the Federal tion.
hereby agrees to repay a allocations in the event the funding is no longer ava approval.	ny amounts received that use future year STP-Urban ailable and has submitted proof of governing board
Signature of Authorized Representative	Date
I hereby agree to receipt of this agreement and tha	t OTO staff has verified funding availability.
OTO Executive Director	Date

TAB 7

TECHNICAL COMMITTEE AGENDA 03/19/2014; ITEM II.F.

Amendment 1 to the Priority Projects of Regional Significance

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

At the February 20, 2014 Board of Directors meeting, a request was heard to amend the OTO Priority Projects of Regional Significance to include the MM corridor in Republic from I-44 to US 60 and to expand the Route 14 priority to include Business Route 65 and Route 14 west to Route W. Please see the attached map for more information.

The Board approved the requested amendment subject to Technical Planning Committee recommendation. An expedited decision was made in order to obtain public involvement on the priorities in the event more funding were made available.

BACKGROUND:

In 2008, the OTO adopted a list of Priority Projects of Regional Significance. This list evolved into a map that has been distributed to planning partners, legislators, and the public, as well as used for grant applications. This list was developed through a cooperative process using the Long Range Transportation Plan as the starting point. Rather than detail out the many segments, intersections, and interchanges that need improvements, it was decided that taking a corridor approach made more sense.

This listing of corridors has allowed for OTO and MoDOT to apply available funding to eligible projects as funding was made available. See the items below for some of the funded improvements to the priority listing.

Priority Projects of Regional Significance improvements already completed:

US 65 has been widened to six lanes from I-44 to US 65
US 160/13/Campbell has been widened to six lanes south to Plainview
James River Freeway improvements providing for additional exit and entrance lanes
James River Freeway and Glenstone Interchange improvements
James River Freeway and National Interchange
I-44 and Kansas Expressway Interchange Improvements
James River Freeway and Kansas Expressway Interchange Improvements
US 65 and Chestnut Interchange
US 60/65 Interchange
Jackson and 160 Intersection in Willard
US 65 and Route 14 Interchange
Passing lanes from Republic to Monett

Priority Projects of Regional Significance improvements planned:

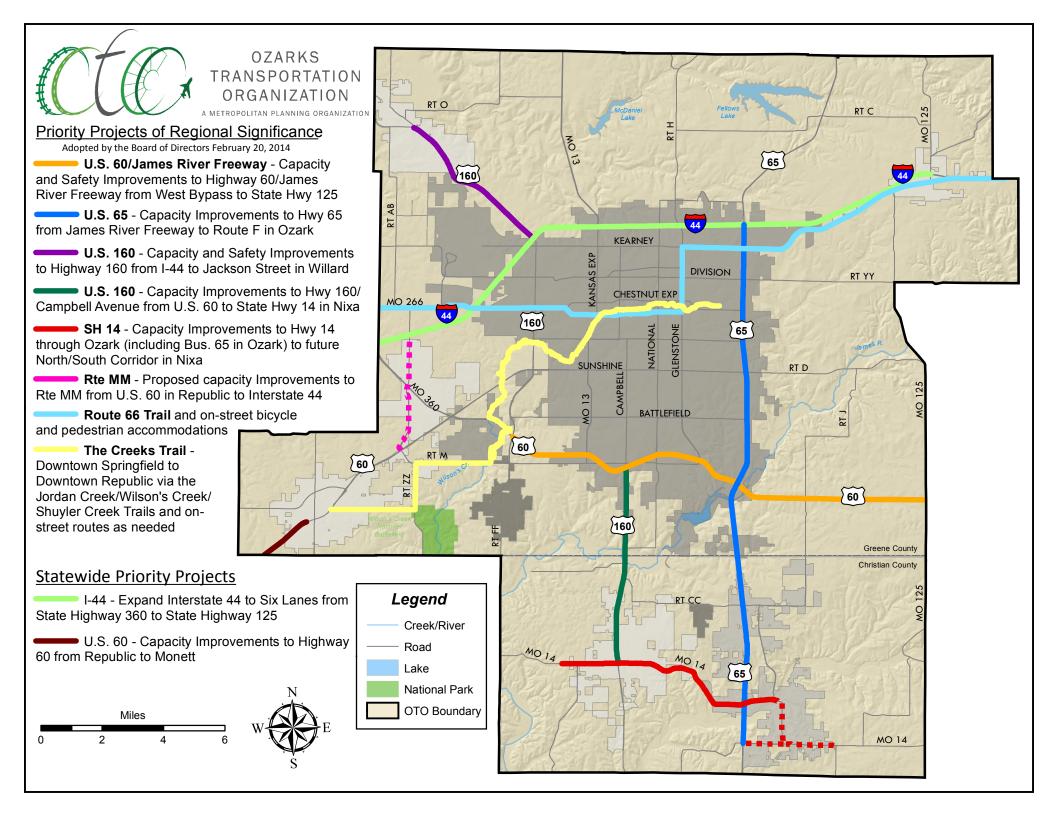
US 65 and CC interchange Improvements
US 65 and Battlefield Interchange Improvements
Route 14 and Cheyenne Intersection Improvements
14/160 Intersection improvements
US 60 and NN/J Interchange Improvements
Battlefield/65
US 65 and Division Interchange
US 65 Six Lanes to Evans Road

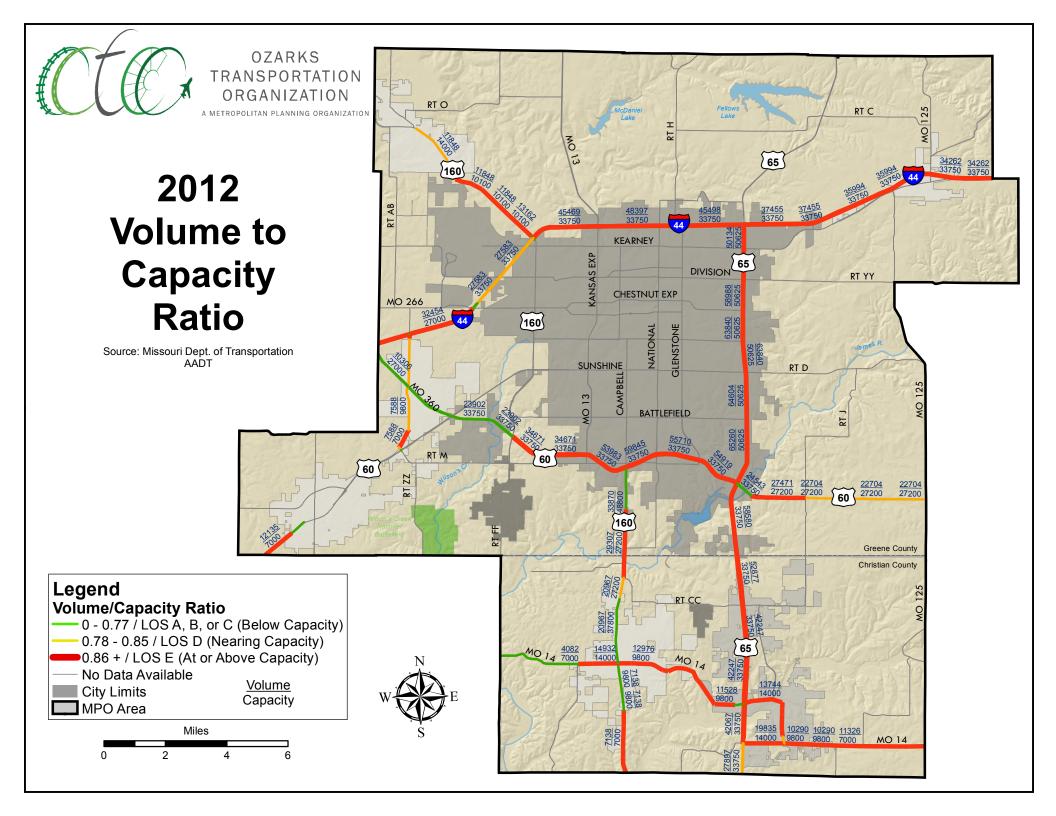
ADDITIONAL INFORMATION PERTAINING TO REQUEST ATTACHED:

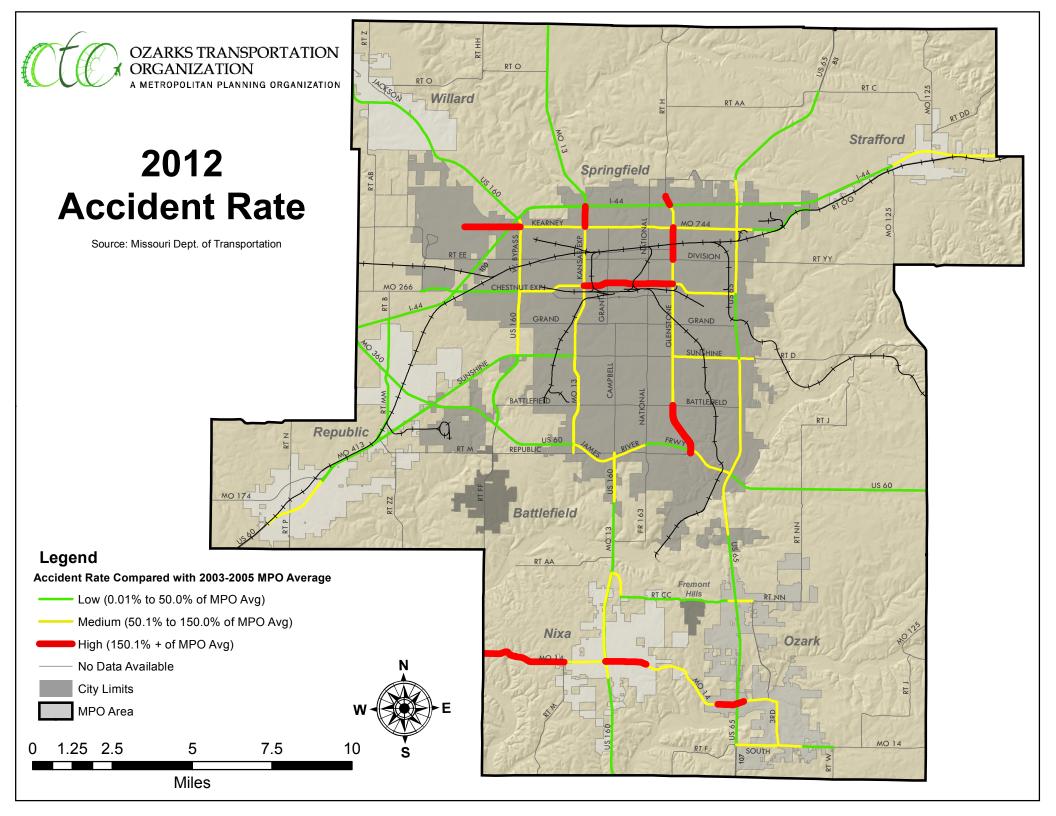
2012 Volume to Capacity Ratio
2012 Accident Rate
Journey 2035 – Highest Score along Priority Corridor of Regional Significance Project Selection
Appendix K- Prioritization Glossary from the Long Range Transportation Plan
Letters of Support from Ozark
Letters of Support from Republic with TIGER grant excerpts

TECHNICAL COMMITTEE ACTION REQUESTED

That a member of the Technical Planning Committee makes the following motion:
"Move to agree with the Amendment 1 to the Priority Projects of Regional Significance"
Or
"Move to"







Journey 2035 – Highest Score along Priority Corridor of Regional Significance

Existing Priority Corridors

Route		Score
	US 60/James River Freeway	66.06
	US 65	61.72
	US 160	47.60
	US 160	60.07
	SH 14	51.89

Proposed Priority Corridors

Route		Score
	B/MM	46.22
	SH 14/Bus 65	55.39
	Kansas Expressway	40.07

Additional Considerations

- Scores from *Journey 2035* are based on existing conditions.
- Projected development along B/MM includes 1,300 acres. Of those, 387 are zoned M-1, 208 as M-2, and 110 as C-2. In comparison, Partnership Industrial Center (PIC-East) has about 360 acres and 2,397 jobs. Of this, 345 acres are occupied with 2.2 million square feet.

Average Weekday Trip Generation			Average Weekday Trip Generation		
Employees	2,300	OB	Square Footage	2.2 million	
Average Rate	3.34	OR	Average Rate	6.96 per 1,000	
Trip Generation	7,682		Trip Generation	15,312	

Current AADT is 7,300 along B/MM, while daily capacity is about 9,800. Such additional weekday trip generation would change the current LOS from B to F.

- Current LOS on 14/BU65/South ranges from B to F, but is mostly F. Current AADT is between 12,000 and 15,000. Capacity is about 14,000 on South Street.
- New roads, such as the Kansas Expressway extension, lack traffic data, and therefore will always score lower on the prioritization criteria.
- Non-injury/non-fatal truck-only accidents are not always reported and thus, are not properly reflected in accident data, which could also produce lower scores on the prioritization criteria.

Appendix K – Prioritization Glossary

Prioritization Criteria

Economic Development	
Weight	20%
Promotion of Economic Development	25
Strategic Economic Corridor	75
Total	100 pts

Multi-Modal, Interconnected System	
Weight	10%
Removes Bicycle and Pedestrian Barriers	30
Freight Bottlenecks	20
Addresses Multiple Modes	30
Enhances Public Transit	20
Total	100 pts

Quality of Life and Livability	
Weight	10%
Complies with OTO Major Thoroughfare Plan	40
Improves Access to or from Environmental Justice Block Groups	20
Complies with Ozone Flex Plan (Clean Air Action Plan)	40
	100 pts

Operations and Maintenance	
Weight	35%
Level of Service	20
Daily Usage	25
Functional Classification	25
Truck Volume	10
Identified as a Currently Congested Corridor in CMP	10
Increases Availability of Real-Time Information to Transportation System Operators and Travelers	10
Total	100 pts

Safety and Security	
Weight	25%
Safety Index	80
Safety Concern	10
Safety and Security Enhancements	10
Total	100 pts

Prioritization Glossary

Economic Development

Promotion of Economic Development

If a project falls within the boundary of a community designated economic development area, then the project will receive full points. This is a Yes or No question. OTO staff will track these areas by mapping all of them together.

Strategic Economic Corridor

OTO's Strategic Economic Corridors are based upon the Congestion Management Process. This identifies roadways that are both part of the National Highway System, as well as several key arterials. The CMP network consists of roadways that are important to the connectivity of the region and within the region. Studies have shown that by decreasing travel times, a location's economic potential increases, due to the

increased size of the labor market as a result of the improved travel time. The roads shown on the map below are considered strategic economic corridors.

If a project is within a quarter-mile of a strategic economic corridor, it will receive the total point value.



Multi-Modal, Interconnected System

Removes Bicycle and Pedestrian Barriers

The elimination of bike and pedestrian barriers is necessary to promote an integrated walking and biking system. This prioritization factor focuses on areas where there is likely to be a bike and/or pedestrian need.

Barriers come in many forms, including (but not all inclusive): narrow lanes that create conflicts between cyclists and motor vehicles, roads with high motor vehicle traffic levels that intimidate novice riders, sidewalks that abruptly end, utilities in the sidewalk path, or driveway cuts that do not meet ADA sidewalk standards.

Scoring (as a percentage of total point value) -

Items 3 and 4 should only be used when items 1 and 2 do not apply.

Maximum Possible Total Points	100%
4. Project provides bike and/or pedestrian accommodations not applicable to any of the above situations.	20%
Act (ADA).	
3. Project brings an existing pedestrian connection into compliance with the Americans with Disabilities	20%
OR	
commercial, institutional and residential uses) or between complimentary land uses and transit stops.	
2. Project improves a PEDESTRIAN connection between complimentary land uses (e.g. between	
institutional and residential uses) or between complimentary land uses and transit stops.	
1. Project improves a BIKE connection between complimentary land uses (e.g. between commercial,	

Freight Bottlenecks

Examples of freight bottlenecks include load posted bridges, inadequate vertical or horizontal clearances, or gaps in the freight movement system.

If it is determined that a project eliminates a freight bottleneck, then it will receive the total point value.

Addresses Multiple Modes

If the project supports or enhances multiple modes (including transit, bicycling, and walking), it will receive the total point value.

Enhances Public Transit

If the project enhances the public transit system, then it will receive the total point value.

Quality of Life and Livability

Complies with OTO Major Thoroughfare Plan

If the project complies with or supports the final recommendation of the OTO Major Thoroughfare Plan, then it will receive the total point value.

Improves Access to or from Environmental Justice Block Groups

This Plan will identify those areas which are classified as environmental justice block groups. These include those that contain a higher than MPO average of low-income, disabled, minority, or elderly populations. A project will score 5 points for each type of block group with which it crosses. If a project intersects or is within a block group(s) that meets all four environmental justice populations, it will receive the total point value of 20 points.

Complies with Ozone Flex Plan

The Ozone Flex Plan for the region, known as the Ozarks Clean Air Action Plan, identifies project types that will contribute to fewer Ozone-causing emissions. If a project complies with the projects identified in the Clean Air Action Plan, then it will receive the total point value.

Operations and Maintenance

Level of Service

Level of Service (LOS) is current year LOS and is a measure describing operational conditions within a traffic stream. Six LOS are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing best operating conditions and Level of Service F, the worst. For each process, the project is assigned a number of points based on the level of service currently experienced in the corridor. The worse the level of service is, the higher the score is.

Scoring (as a percentage of total point value) -

LOS	Score
Α	0%
В	20%
С	40%
D	60%
E	80%
F	100%

Daily Usage

Daily Usage is defined as the total volume of traffic passing a point or segment of highway for one year divided by the number of days in the year and the number of through lanes.

Data:

NL = Number of through (driving) lanes

AADT = Annual Average Daily Traffic

DU = Daily Usage

TPV = Total Point Value

Formula:

DU = AADT/NL

Total Points = $(DU \div 17,500)^2 \times TPV$

Functional Classification

The Functional Classification (FC) system groups streets and highways according to the character of service they are intended to provide. For purposes of this process, the principal arterial functional classification is further divided into design types: interstates, freeways, expressways, and other principal arterials.

Scoring (as a percentage of total point value) -

	Functional Class	%TPV
= s	Interstate	100%
Principal Arterials	Freeway	100%
ri rte	Other	100%
P	Expressway	100%
	Major Collector	50%
	Minor Arterial	40%
	Minor Collector	40%
	Collector	20%
	Local	20%
	Other	0%

Truck Volume

Truck volume is used to indicate movement of freight on the state roadway system.

Data:

TV = Total Commercial Volume

TPV = Total Point Value

Formula:

Total Points = $(2.5 \times TV)^{1/2} \div 100 \times TPV$

Identified as a Currently Congested Corridor in CMP

The OTO Congestion Mitigation Process is a systematic approach to addressing congestion within the OTO planning area. OTO uses four factors to determine where congestion is occurring: Volume-to-Capacity Ratio, Accident Rates, Average Travel Speed, and Intersection Level of Service. Congested facilities are those which meet 3 of the 4 congestion factors. If a corridor or facility is listed in the most recent CMP as congested, then it will receive the total point value.

Increases Availability of Real-Time Information to Transportation System Operators and Travelers

This factor is meant to reward those projects that utilize intelligent transportation systems. If a project involves ITS then it will receive the total point value.

Safety and Security

Safety Index

The safety index is made up of the following components:

- 1. Accident Index (10%) compares the total accident rate to the statewide rate
- 2. Severity Index (60%) compares the rate of injury and fatal crashes to statewide rates
- 3. High Accident Index (15%) assigns a value based on locations that show up on the annual high accident listing
- 4. Wet/Dry Index (15%) assigns a value based on locations that show up on the annual wet/dry listing

Data:

SI = Safety Index

TPV = Total Point Value

Formula:

Total Points = $(5 - S) \times \frac{1}{4} \times TPV$

Safety Concern

Safety concerns should be identified through documented trends in MoDOT Customer Service reports, public input from the planning process, and input from local and regional planning partners. If the project addresses a reported safety concern, then it should receive the total point value.

Safety and Security Enhancements

This factor awards points to those projects which enhance the operation of the transportation system in the event of an emergency. To identify those projects which would provide the most benefit, this score has been based on the identified assets listed in the Christian and Greene County Hazard Mitigation Plans. A project receives the total point value if it improves ITS, coincided with a railroad, improved highway access to/from the airport, or was on one of the following roadways:

- Interstate 44
- State Highway 13
- U.S. Highway 60
- U.S. Highway 65
- U.S. Highway 160 (both North and South)
- Korean War Veterans Freeway
- MO Highway 14
- MO Highway 125

The City of Ozark



Office of the Mayor

RE: City of Ozark - Map Amendment Request - Priority Projects of Regional Significance

Dear OTO Board of Directors,

The City of Ozark's Board of Aldermen (BOA) and I request an amendment to the *Priority Projects of Regional Significance* map. We make this request after further analyzing our upcoming 5-year growth & development projections for Ozark as well as the OTO adopted priority criteria used to develop the 2008 map.

It is the opinion of the Ozark BOA and I that the OTO's adopted priority criterion supports our request to extend existing project (SH-14) Highway 14, East to Highway W, including also Business Route 65 so we can "maintain an interconnected system." We consider this map amendment to more accurately represent the "priorities" of our region and believe if this map amendment is improved it will increase the potential for future funding.

Our communities have experienced unexpected changes since the 2008 transportation priority map was adopted. These changes have required the Ozark BOA to reevaluate many of our goals, objectives, and strategic plans for the future. We have made significant effort to develop a strategic plan to implement our economic development priorities, realizing our success depends on improving our regional connectivity through transportation improvements.

We request your support of this amendment as the expansion of the SH-14 project area will truly meet OTO's intent to significantly improve safety, reduce congestion, promote economic development, maintain an interconnected system, and allow for the addition of pedestrian accommodations.

I have attached a copy of the prioritization glossary found in the adopted *Journey 2035 – OTO Long Range Transportation Plan*, to assist you in your consideration of our request.

As the Mayor of Ozark and on behalf of the Ozark BOA, I would like to thank you in advance for your support and look forward to the map amendment.

Respectfully,

Shane Nelson

Mayor, City of Ozark



CHRISTIAN COUNTY

COMMISSION

100 W. Church Street, Room 100 Ozark, Missouri 65721 Phone: 417-581-2112 • Fax: 417-581-5924 Lou Lapaglia

Presiding Commissioner

Bill Barnett

Western Commissioner

Ray Weter
Eastern Commissioner

January 30th, 2014

Sara Fields, Executive Director Ozarks Transportation Organization

Re: City of Ozark-Map Amendment Request Priority Projects of Regional Significance

Dear OTO Board of Directors,

The Christian County Commission would like to support the request of the Ozark Board of Aldermen to amend the *Priority Projects of Regional Significance* map. Realizing that the City of Ozark and Christian County have similar challenges, goals, and objectives, we also feel the growth & development projections for southern Ozark and Christian County warrant this request.

We ask for your support of this request so that we can maintain an adequate transportation network for our current and future growth, as well as maintain the integrity of the OTO's prioritization selection process which is to choose those projects which will benefit our citizens the most. The Commission feels this amendment would add to the prioritization list/map a warranted future improvement of a regional corridor including the benefits of safety, reduce congestion, economic development opportunity enhancement, proper maintenance of an interconnected system, and allow for the addition of new pedestrian accommodations.

The Christian County Commission recognizes it is a challenge for everyone to find the necessary funds to pay for the increasing cost of transportation improvements. However, we also recognize that it is our responsibility to spend these limited funds in a manner which achieves the greatest community needs and this map amendment gets us one step closer to meeting that responsibility.

We ask for your sincere consideration for this requested amendment and commit to continuing to set our regional transportation priorities, goals and objectives, based on the OTO's adopted priority criteria.

Respectively,

Presiding Commissioner

Bill Barnett

Western Commissioner

Ray Weten

Eastern Commissioner

Website: www.christiancountymo.gov

Email: countycommission@christiancountymo.gov



January 31, 2014

Sara Fields, Executive Director Ozarks Transportation Organization 205 Park Central East, Suite 205 Springfield, MO 65806

Re: City of Republic Regional Priority List Amendment

Dear Ms. Fields:

Please accept this letter as our official request to amend the OTO Regional Priority List to include transportation improvements on State Route MM from Interstate 44 to US Highway 60 within the City of Republic. Based on our conversation, this request will be placed on the February agenda of the OTO Board of Directors for their consideration.

The reason for this request relates to the high volume of industrial and commercial development that is occurring in this area as well as the enormous development potential that exists within this highly marketable corridor. Below are bullet points that specifically outline the reasons why this corridor should be added to the OTO Regional Priority List.

- City of Republic and Village of Brookline Consolidation in 2005. Through consolidation, 2,921
 highly developable acres were merged into the City of Republic equating to 4.6 square miles.
 The main thoroughfare within this area is Route MM.
- As a result of consolidation, the City of Republic invested 13 million dollars in water and wastewater utilities and roadway and public facility infrastructure into the Route MM business corridor that otherwise would not have been available.
- Over 1,300 acres are within the Route MM business development corridor and will be served either directly or indirectly by Route MM. Three hundred eighty-seven acres are currently zoned M-1, 208 acres are zoned M-2, and 110 acres are zoned C-2.
- Additionally, over 1,600 acres have annexed into the City of Republic since consolidation.
- Existing business development has significantly impacted the existing two-lane Route MM corridor with increased heavy truck and employee traffic.
- Existing businesses within the corridor include McLane Distribution (450+ jobs, 100 daily trucks); Magellan Fuel Depot (daily traffic of approximately 100 trucks with hazardous materials); Hermann Lumber corporate headquarters and sales facility; Murphy Tractor; Carnahan White Fence; Schwan's, and Volvo Equipment Rental.
- New businesses in the corridor (within the last 12 months and under construction) include Ashley Furniture distribution center, CrossBreed Holster manufacturing, Watson Metal

ADMINISTRATIVE OFFICES

213 North Main Republic, Missouri 65738-1472 Phone: (417) 732-3110 Fax: (417) 732-3149 Masters stainless tank manufacturer, Repmo commercial warehouse as well as many other developments currently considering this corridor for their business.

- MoDOT has proposed creating Interstate 244 by utilizing the existing James River Freeway and Highway 65 from Interstate 44 on the north/west in Republic to Interstate 44 north/east in Springfield. Proposed expansion to interstate status would further support business growth within Republic, Springfield and the entire OTO region.
- State Route MM has direct access to Interstate 44, James River Freeway, US Highway 60 and the Springfield/Branson National Airport. As a direct access, the highway is traveled daily by hundreds of trucks. As this area continues to develop, we anticipate the traffic to obviously grow as well.
- Currently, the two-lane road is narrow and lacks shoulders for emergency situations and is not constructed to handle an increased volume of truck traffic.
- Local businesses have voiced safety concerns with regards to the heavy truck traffic entering and exiting Route MM.
- This route also includes an at-grade railroad crossing with a sharp corner creating a potentially dangerous situation.

In addition to the information as outlined above, please refer to the attached excerpts from the City of Republic's application for Tiger Grant funding in 2009 (full report available upon request). Excerpts include valuable information with respect to the economic development importance of this corridor. Moreover, please also find attached various letters of support from local businesses and public entities that support this request.

Sara, the City of Republic thanks you and the OTO Board of Directors for considering our request. As an OTO Board of Director, I will be in attendance at the next board meeting to answer any questions.

Sincerely,

City Administrator



CrossBreed Holsters 6955 West Carnahan Street Republic, MO 65738

January 31, 2014

To Whom It Concern:

As owner of Cross Breed Holsters located at 6955 West Carnahan Street in Republic, MO. I am sending this in regards to the proposed improvements along the MM corridor in the Brookline area.

We feel that the proposed improvements would help with the increase in traffic volume. Not only now but more so as we see more and more business come to this area. With the addition of several new manufacturing and distribution facilities to this area, safety issues have become a concern. We feel that with all of the growth and potential growth in this area it is important that such improvements be made not only for business but for safety concerns as well.

Thank you

Sincerely,

Carol Craighead

owner



January 29, 2014

Sara Fields, Executive Director Ozarks Transportation Organization 205 Park Central East, Suite 205 Springfield, MO 65806

Re: City of Republic Regional Priority List Amendment

Dear Ms. Fields:

The City of Republic is seeking funding to improve/upgrade State Route MM from Interstate 44. As President of the McLane Distribution Facility Ozark/Republic Division, I write to support the City of Republic's initiative to amend the Ozarks Transportation Organization's Regional Priority List to include improvements/upgrades to State Route MM from Interstate 44 on the north to U.S. Highway 60 on the south. This area offers great transportation options and we feel the enhancements to State Route MM would promote economic development in the region.

As a wholesale distribution company, McLane understands the importance of surface transportation. Currently, McLane relies solely on State Route MM for direct egress and ingress to our facility making Route MM key to our future success. As our business grows, the need for road improvements will become vital. Moreover, as the important business corridor of which we are a part continues to grow, the need for road improvements will multiply and failure to undertake these improvements will limit growth and economic prosperity in the region. The proposed Proactive improvements to Route MM will have a profound positive impact on three important areas: economic development in the corridor, improved travel times/less congestion in high truck traffic areas, and overall driver safety. For these reasons, I strongly encourage you to include the Route MM project on the Priority List.

Thank you for your consideration of this important issue. Please feel free to contact me at 417-832-4005 if additional information is needed. I would appreciate the opportunity to visit with you one on one regarding this issue or attend a meeting to further offer my support of this amendment.

Sincerely

Sean Kraemer, President

McLane Distribution Ozark-Republic Division



5087 E BROADWAY AVE DES MOINES, IA 50317-4744 515-263-0055

PO BOX 1760 DODGE CITY, KS 67801-1760 620-227-3139

1303 3RD AVE NW FORT DODGE, IA 50501-2257 515-576-3184

PO BOX 460 GERING, NE 69341-0460 308-436-2177

3204 S ENGLEMAN RD GRAND ISLAND, NE 68803-6621 308-381-0741

PO BOX 1206 GREAT BEND, KS 67530-1206 620-792-2748

8600 NE PARVIN RD KANSAS CITY, MO 64161-9393 816-483-5000

6100 ARBOR RD LINCOLN, NE 68517-3211 402-467-1300

PO BOX 1013 NORTH PLATTE, NE 69103-1013 308-534-7020

9751 S 148TH ST OMAHA, NE 68138-3898 402-894-1899

PO BOX 5349 SIOUX CITY, IA 51102-5349 712-252-2753

1401 S STATE HIGHWAY MM SPRINGFIELD, MO 65802-7726 417-863-1000

1621 NW GAGE BLVD TOPEKA, KS 66618 785-233-0556

PO BOX 387 ULYSSES, KS 67880-0387 620-356-1071

PO BOX 2520 WATERLOO, IA 50704-2520 319-235-7085

PO BOX 17366 WICHITA, KS 67217-0366 316-942-1457

CORPORATE OFFICE:

PO BOX 17366 WICHITA, KS 67217-0366 316-945-1015 January 30, 2014

To Whom It May Concern:

As manager of Murphy Tractor and Equipment Company, located at 1401 South State Highway MM in Republic, Missouri, we strongly support the road improvements that are being proposed along the MM corridor in the Brookline area of Republic, Missouri.

These proposed improvements would greatly enhance the transportation system currently in this area and would help to support the increased traffic volume that has developed over the last several years. With the addition of several new manufacturing and distribution facilities to this area, safety issues have become a concern. In order to continue with this positive economic growth, these road improvements become a must.

We at Murphy Tractor appreciate your consideration to this request.

Sincerely,

Kale Adam
Branch Manager
Murphy Tractor & Equip. Co.
(417)863-1000

Importance: High

To Whom It May Concern:

As the manager of Schwan's Home Service located at 7312 West Carnahan Street in Republic, Missouri, we strongly support the road improvements that are being proposed along the MM corridor in the Brookline area of Republic, Missouri.

These proposed improvements would greatly enhance the transportation system currently in this area and would help to support the increased traffic volume that has developed over the last several years. With the addition of several new manufacturing and distribution facilities to this area, safety issues have become a concern. In order to continue with this positive economic growth, these road improvements become a must.

We at Schwan's appreciate your consideration to this request.

Sincerely, Jeff Versluys Schwan's 417-576-1558



2300 n airport blvd ste 100 springfield missouri 65802 p 417.868.0500 f 417.868.0501

February 3, 2014

Ms. Sara Fields, AICP Ozark Transportation Organization 205 Park Central East, Suite 205 Springfield, MO 65806

Re: City of Republic Regional Priority List Amendment - Letter of Support

Dear Ms. Fields:

I have been informed the City of Republic is seeking to amend the local OTO Regional Priority List to include roadway improvements on State Route MM from Interstate 44 on the north to U.S. Highway 60 on the south. As Director of the Springfield-Branson National Airport, I would like to go on record supporting this proposed roadway improvement.

Springfield-Branson National Airport is a multi-faceted facility that serves the retail airline market, as well as a strong and diverse private business/general aviation market. Continued growth within both areas is important to our overall business success. Therefore, we see this proposed improvement as an opportunity to enhance access to the Springfield-Branson National Airport, as well as promote the immediate area through increased economic development.

Please accept this letter as our official letter of support of the City of Republic's initiative to amend the Ozark Transportation Organizations Regional Priority List to include improvements/upgrades to State Route MM from Interstate 44 to U.S. Highway 60. This area offers great transportation options and we feel the enhancements to State Route MM would promote our business as well as promote economic development in the region.

Thank you for your consideration. Please feel free to contact me if you require additional information from me. In addition, I would be very happy to attend a meeting to further offer my support of this amendment.

Sincerely,

Brian Weiler, A.A.E. Director of Aviation

Copy: Jim Krischke, City of Republic



Ozark Transportation Organization Regional Priority List Amendment Missouri State Route MM from Interstate 44 to US Highway 60 Supplemental Information

OTO Board of Directors:

Below please find excerpts from the City of Republic's Tiger Grant Application in 2009. The complete Tiger Grant Application was submitted for highway improvements extending from the Springfield-Branson National Airport on the north to Wilson's Creek National Battlefield to the south. The project was labeled the Republic Regional Business Corridor (RRBC).

Within the scope of that project application, were two phases that directly relate to the City of Republic's request to amend the regional priority list to include highway improvements to Missouri State Route MM from Interstate 44 to US Highway 60. Following are excerpts from that application that are in support of this request.

EXECUTIVE SUMMARY

- The Republic Regional Business Corridor (RRBC) includes approx. 8.0 miles of improvements and widening to Missouri State Highways in southwest Missouri that will...
 - Rapidly create 515 job-years through investment of over \$47 million of TIGER stimulus funds
 - Generate nearly \$100 million in economic output and over \$30 million in new earnings in a primarily economically-distressed five-county region
 - Serve as a catalyst to business development projected to employ over 25,000 workers in a primarily economically-distressed region
 - Create 865 new indirect and induced jobs in a primarily economicallydistressed five-county region
 - Reduce maintenance costs on the affected state highways by over 50 percent over the next 20 years
- The RRBC project will promote the safe and efficient movement of goods and workers by...
 - Providing modal connectivity between highway, rail and air transportation as well as diversifying travel choices through bicycle and pedestrian facilities along the length of the corridor

ADMINISTRATIVE OFFICES

213 North Main Republic, Missouri 65738-1472 Phone: (417) 732-3110 Fax: (417) 732-3149

- Eliminating a dangerous at-grade rail crossing that produces frequent travel delays and substantial congestion
- Accommodating growing freight volumes by establishing turning lanes and shoulders throughout
- Capitalizing on the availability of developable land by improving access from these locations to the nation's major highway system

Figure 1a contains a visual description of the project corridor and its connections to existing transportation infrastructure. See attached map – **Figure 1a**.

The project corridor provides critical surface transportation access to several existing industrial and commercial enterprises and is anticipated to be a prime location for business development over the next 20 years. The region's focus on economic development over the last decade are yielding returns in commercial and industrial development along the RRBC, largely due to the availability of affordable real estate and close proximity to urban services and multiple modes of transportation. This increase in development has rapidly accelerated the need for transportation improvements along the RRBC to accommodate growth. This need has been further exacerbated by several recent developments, including:

- The selection of the RRBC as the location of a new 1 million sq. ft. McLane Co. distribution center
- The construction of a new R-III School District High School at the intersection of State Highways M and ZZ
- Estimates from the National Park Service of growth in annual recreational visits over 35 percent at the Wilson's Creek National Battlefield (located at the south terminus of the project) NPS.gov Public Use Statistics Report
- Opening of the new Midfield Terminal at the Springfield-Branson National Airport (located on Airport Drive at the north terminus of the project)
- Pre-platting of two large business parks adjacent to the project corridor

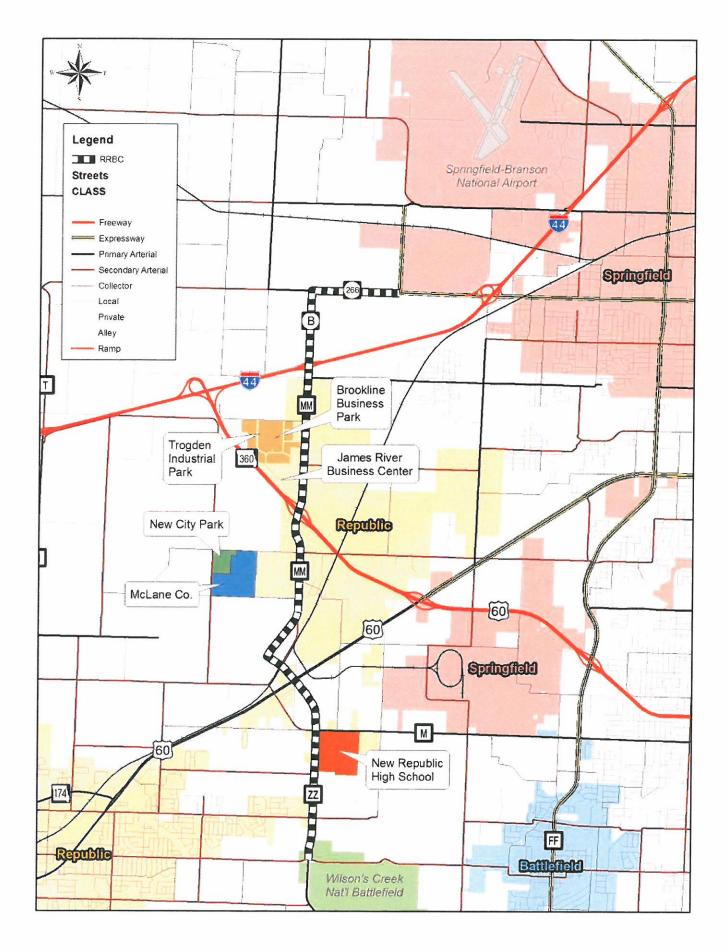
Considering the developments listed above and additional anticipated growth over the next 20 years, it is clear that the RRBC is in need of immediate investment in surface transportation infrastructure in order to sustain economic growth and job creation as well as improve safety of travel and reduce maintenance costs over the long-term.

Proposed Improvements

Based on the findings of the traffic capacity studies conducted by the region's MPO, widening and improvements will consist of construction of a three-lane roadway with shoulders and with full depth pavement to accommodate future widening. Growth findings indicate the likelihood of need for a further widening to a five-lane facility within the next 20-25 years.

The project has been divided into four sections for phased construction. These phases have been prioritized and scheduled so that construction may proceed rapidly upon award of the TIGER Discretionary Grant in an effort to maximize job creation and economic opportunity.

City of Republic 2 | P a g e



City of Republic 3 | P a g e

Phase 2

Phase 2 of the RRBC project extends along Route MM from immediately south of the bridge over Interstate 44 and then south from that point across an existing bridge over the James River Freeway (State Route 360) to a point about 0.3 miles south of Farm Road 160, a distance of about 3 miles.

Route MM south of Interstate 44 is comprised of a narrow two-lane asphalt roadway with limited shoulders. Right of way is limited to as little as 50 feet along Route MM between the James River Freeway and Interstate 44. At a point just north of the new interchange with the James River Freeway, the roadway widens to three lanes with a 42' wide concrete pavement and 8' asphalt shoulders. This section continues across the bridge over the freeway to point just south of Farm



Road 156, where the facility's width reduces to a narrow two-lane roadway with limited shoulders and right-of-way and extends to the end of Phase 2.

According to the results of a TRANSCAD model conducted by the region's MPO in 2005, the entire extent of the existing phase 2 facilities will be either nearing or above capacity by the year 2030. The northern part of phase 2, between the James River Freeway and Interstate 44 interchanges, is already classified as providing deficient service levels. Considering recent and anticipated industrial and commercial development along phase 2 of the RRBC, it is clear that the existing facilities are inadequate to provide for safe and efficient surface transportation. Without widening and improvements, business development along the corridor will be difficult to sustain and opportunities for economic growth and recovery may be lost.

Phase 2 of the project is rapidly becoming a primary industrial and commercial thoroughfare with several business developments taking form on both sides of the corridor. The resultant increases in traffic volumes, especially truck and freight traffic, have placed great strain on the aging roadways and bridge and have created hazardous travel conditions. The narrow lanes and lack of shoulders present drivers with numerous difficulties in navigating the corridor and leave very little room for error. Large commercial traffic entering Route MM from any of the intersecting collectors and arteries cannot properly negotiate the turn without entering into the opposing lane of traffic. As commercial traffic congestion increases along this stretch of the RRBC, large trucks are beginning to "stack up" at various locations along the route, causing substantial delays.

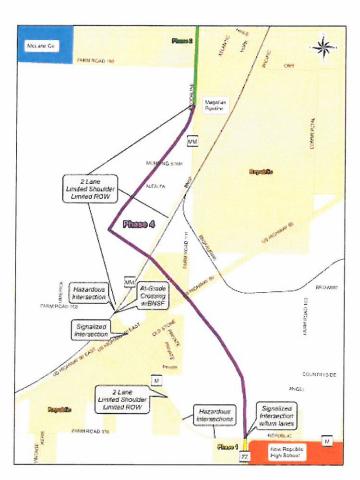
City of Republic 4 | P a g e

Traffic accidents along the corridor frequently require the entire road to be closed, causing delays and the use of additional public resources to divert traffic.

Phase 4

Phase 4 of the RRBC project extends from a point about 0.3 miles south of Farm Road 160 where the proposed alignment departs from the existing Route MM alignment and trends south and west then turns southeast onto a new bridge crossing of the BNSF tracks and the current Route MM, then on to a new intersection with U.S. Highway 60 (Route 413), then from U.S. Highway 60, continues southwest to an intersection with State Highway M, a distance of about 1.5 miles.

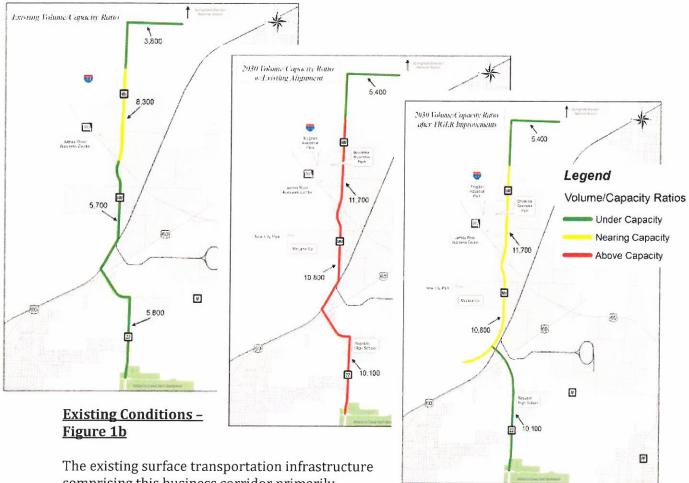
The existing Route MM is a narrow twolane asphalt roadway with limited shoulders and limited right-of-way. There is a sharp 90 degree turn at its intersection with Farm Road 168 immediately adjacent to the at-grade crossing of the main line of the BNSF Railway. It remains a narrow two-lane road south of the tracks to its intersection with U.S. Highway 60, which is signalized. The railway crossing is protected with signals and arms; however, there is significant congestion at this point whenever a train passes due to the close proximity of the crossing to the intersection with U.S. Highway 60. The BNSF Railway is strongly in favor of elimination of this crossing. Safety is a primary concern. Route MM ends at U.S. Highway 60. South of U.S. Highway 60, the route continues as Route M, which is a two-lane asphalt roadway with limited shoulders and limited right-of-way. Route M south of U.S. Highway 60 continues south and east intersecting with Farm Road 101 at an ill-suited angle while forming a sharp curve before joining with



Farm Road 170 just west of the intersection of Route M and Route ZZ where phase 1 begins.

Congestion and safety issues abound along the existing facilities in this phase of the project. North of the existing intersection with U.S. Highway 60, Route MM intersects with Farm Road 168 with minor traffic control and at an unsafe angle only a short distance from an atgrade crossing with a BNSF main-line railway. The BNSF main-line averages between 25-50 trains per day and causes substantial congestion and delays for traffic trying to access Route MM from U.S. Highway 60 creating a "stack-up" effect that causes stalled traffic to encroach upon the intersection of U.S. Highway 60 and Route MM. South of U.S. Highway 60, the very short radius curve of Route M creates hazardous sight-line issues and growing congestion problems caused by traffic traveling to and from the new high school.

City of Republic 5 | P a g e



The existing surface transportation infrastructure comprising this business corridor primarily consists of two-lane highways with no shoulder.

Existing and projected traffic volumes along the project corridor are depicted in **Figure 1b**. TRANSCAD modeling conducted by the Ozarks Transportation Organization (OTO), the project area's Metropolitan Planning Organization (MPO), provides evidence that the project corridor is already nearing or exceeding roadway capacities for much of the northern portion of the corridor. Given the projections shown in **Figure 1b**, traffic volumes are anticipated to exceed existing capacities for nearly the entire length of the corridor. The existing highway capacities are insufficient to serve the needs of the corridor and ultimately threaten continued economic growth.

Narrow lane widths and the lack of existing shoulders on the roadways create potential hazards all along the RRBC. The same is true for the at-grade rail crossing that will be eliminated by the project. The lack of pedestrian and bicycle mobility along State Highway ZZ near the new high school and approaching the entrance to the Wilson's Creek National Battlefield creates potential hazards that will also be mitigated by the RRBC improvements.

4.0 Primary Selection Criteria

Long-Term Outcomes

The RRBC project will produce outcomes with substantial long-term benefits for the City of Republic, Missouri, the Midwest region, and the Nation. What follows is a description of the

City of Republic $6 \mid P \text{ a g e}$

long-term outcomes of the RRBC project and how those align with the primary selection criteria outlined for the TIGER Discretionary Grants.

State of Good Repair

All four phases of the RRBC project are consistent with, and part of, local, regional, and State level efforts to maintain transportation facilities in good repair.

Much of the project corridor is in a deteriorated condition that continues to grow worse as traffic and freight volumes rise. The bridge over Interstate 44 is in need of significant repair and what limited shoulders that do exist are in poor condition.

Economic Competitiveness

The RRBC project not only enhances the local and regional economy, but the national economy also. It is critical in today's global marketplace that the United States continues to increase productivity in order to compete against rising producers in developing countries around the world. In an effort to promote the economic competitiveness of the United States, it is critical that the nation's surface transportation infrastructure be properly maintained and, more importantly, improved so that U.S. producers can more efficiently and effectively move goods and workers between distant locations.

Having a central location in the heart of the Midwest, the RRBC provides business opportunities for those producers and distributors who must rely on multiple transportation modes for efficient service and who must continue to find ways to reduce the costs of production to compete in today's global economy. The RRBC is poised for economic development with large tracts of developable land, serviced by public utilities, and affordable development costs (i.e. cost of land, material, labor, etc.). The key to the RRBC's success in attracting global competitors, such as the McLane Co., is the corridor's access and close proximity to multiple modes of transportation (highway, air and rail) and affordable labor.

Safety

Throughout the RRBC corridor there are several existing points of hazard that can be mitigated by the widening and improvements to the corridor proposed by this project. The hazards include vehicle crashes, vehicle-pedestrian accidents, hazardous materials disasters, vehicle slide-offs, delayed public safety responses, and rail-crossing accidents.

An upgrade to the grade crossing of Route MM and the BNSF main-line railway is one of the major safety initiatives of the RRBC project. Strongly advocated by the City of Republic, the existing rail crossing presents several hazards. First, the crossings close proximity to the intersection of U.S. Highway 60 and Route MM creates frequent congestion hazards to vehicles accessing Route MM from the south, especially large commercial vehicles servicing existing businesses located along the corridor. The BNSF currently operates between 25 and 50 trains per day. Both an injury and fatality at the crossing have occurred over the last 25 years.

City of Republic 7 | P a g e

Just north and east of the existing rail crossing on State Highway MM is the Magellan Pipeline Co. site. This site serves as a petroleum pipeline terminal, handling ethanol, low-sulfur fuel oils, premium and regular unleaded gasoline. The terminal contains approximately 285,000 barrels on-site (nearly 12 million gallons) and is typically only manned from 6:00am to 6:00pm. The large fuel tankers frequenting the RRBC create potential for disaster. Traveling along the existing narrow travel lines with limited or no shoulder and being forced to negotiate sharp curves and turns at various access points can be dangerous.

The narrow travel lanes and lack of shoulders along the corridor create potential driving hazards such as slide-offs and drop-offs. Large commercial vehicles traveling too close to the edge of the existing roadways can "drop" a wheel off the pavement and turn over into the ditch. Those vehicles that are able to avoid the ditch will frequently over-correct and enter the opposing lane of traffic. The widening and improvement of the corridor will mitigate these safety hazards to a high degree.

The installations of turning lanes will enable exiting traffic to move out of the travel lanes, thereby reducing the potential for rear-end crashes. When crashes and accidents do occur, the proposed widening will enable safe and efficient handling of the situation by public safety officials without having to completely close the road to through traffic. Under existing conditions, emergency vehicles requesting the right-of-way cannot have it granted due to the lack of shoulders and narrow travel lanes.

Job Creation & Economic Stimulus

The primary purpose for which the RRBC exists is the promotion of new and expanded business opportunities. Not only will the funding of the RRBC project rapidly create new jobs and opportunities during the construction of the project, but it will also serve as the catalyst for continued growth and economic development that is positioned for immediate progress and production.

Using RIMS II Type II multipliers for output, earnings, and employment for the directly affected industries, and using the provided project cost estimates as the changes in final demand, the following impacts were estimated for the five-county region.

Detailed findings of the RIMS II impact analysis are found below in **Table 4c**.

P	has	e 2	Im	pa	ct

•	Output	Earnings	Employment
Construction Impact	\$ 17,704,960.00	\$ 5,544,630.00	162
Professional Services Impact	\$ 2,951,830.70	\$ 1,042,832.70	25
Household Income Impact	\$ 1,077,570.00	\$ 297,900.00	10
Total Impact	\$ 21,734,360.70	\$ 6,885,362.70	197
Phase 4 Impact	Output	Earnings	Employment
*	Output	Earninas	Employment
Construction Impact	\$ 28,794,880.00	\$ 9,017,640.00	264
Professional Services Impact	\$ 5,647,976.00	\$ 1,995,336.00	47
Household Income Impact	\$ 1,748,058.00	\$ 483,260.00	17
Total Impact	\$ 36,190,914.00	\$ 11,496,236.00	327

City of Republic

TAB 8

TECHNICAL COMMITTEE AGENDA 3/19/2014; ITEM II.G.

Amendment 2 to the Priority Projects of Regional Significance

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Greene County is requesting the Technical Planning Committee to consider amending the Priority Projects of Regional Significance to include the extension of Kansas Expressway from the current terminus at Republic Road in Springfield to Highway 14 in Nixa.

BACKGROUND:

In 2008, the OTO adopted a list of Priority Projects of Regional Significance. This list evolved into a map that has been distributed to planning partners, legislators, and the public, as well as used for grant applications. This list was developed through a cooperative process using the Long Range Transportation Plan as the starting point. Rather than detail out the many segments, intersections, and interchanges that need improvements, it was decided that taking a corridor approach made more sense.

This listing of corridors has allowed for OTO and MoDOT to apply available funding to eligible projects as funding was made available. See the items below for some of the funded improvements to the priority listing.

Priority Projects of Regional Significance improvements already completed:

US 65 has been widened to six lanes from I-44 to US 65
US 160/13/Campbell has been widened to six lanes south to Plainview
James River Freeway improvements providing for additional exit and entrance lanes
James River Freeway and Glenstone Interchange improvements
James River Freeway and National Interchange
I-44 and Kansas Expressway Interchange Improvements
James River Freeway and Kansas Expressway Interchange Improvements
US 65 and Chestnut Interchange
US 60/65 Interchange
Jackson and 160 Intersection in Willard
US 65 and Route 14 Interchange
Passing lanes from Republic to Monett

Priority Projects of Regional Significance improvements planned:

US 65 and CC interchange Improvements

US 65 and Battlefield Interchange Improvements
Route 14 and Cheyenne Intersection Improvements
14/160 Intersection improvements
US 60 and NN/J Interchange Improvements
Battlefield/65
US 65 and Division Interchange
US 65 Six Lanes to Evans Road

ADDITIONAL INFORMATION PERTAINING TO REQUEST ATTACHED:

Map of Proposed Alignment in Christian County

Journey 2035 – Highest Score along Priority Corridor of Regional Significance Project Selection

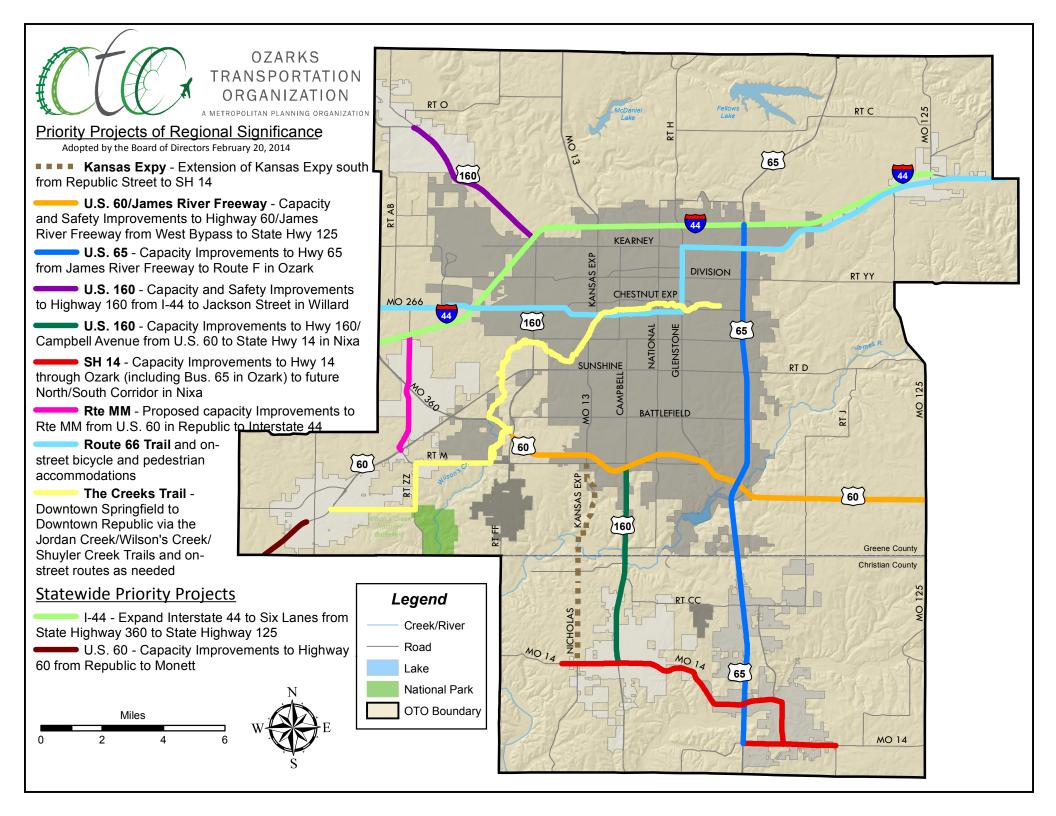
Excerpts from North South Corridor Study

TECHNICAL COMMITTEE ACTION REQUESTED

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

"Move to recommend Amendment 2 to the Priority Projects of Regional Significance to the OTO Board of Directors."

Or				
"Move t	_		,	,



Journey 2035 – Highest Score along Priority Corridor of Regional Significance

Existing Priority Corridors

	Score	
	US 60/James River Freeway	66.06
	US 65	61.72
	US 160	47.60
	US 160	60.07
	SH 14	51.89

Proposed Priority Corridors

Route	
B/MM	46.22
SH 14/Bus 65	55.39
Kansas Expressway	40.07

Additional Considerations

- Scores from *Journey 2035* are based on existing conditions.
- Projected development along B/MM includes 1,300 acres. Of those, 387 are zoned M-1, 208 as M-2, and 110 as C-2. In comparison, Partnership Industrial Center (PIC-East) has about 360 acres and 2,397 jobs. Of this, 345 acres are occupied with 2.2 million square feet.

Average Weekday Trip Generation		Average Weekday	y Trip Generation
2,300	OB	Square Footage	2.2 million
3.34	OK	Average Rate	6.96 per 1,000
7,682		Trip Generation	15,312
	2,300 3.34	2,300 3.34 OR	2,300 Square Footage 3.34 Average Rate

Current AADT is 7,300 along B/MM, while daily capacity is about 9,800. Such additional weekday trip generation would change the current LOS from B to F.

- Current LOS on 14/BU65/South ranges from B to F, but is mostly F. Current AADT is between 12,000 and 15,000. Capacity is about 14,000 on South Street.
- New roads, such as the Kansas Expressway extension, lack traffic data, and therefore will always score lower on the prioritization criteria.
- Non-injury/non-fatal truck-only accidents are not always reported and thus, are not properly reflected in accident data, which could also produce lower scores on the prioritization criteria.

Excerpts taken from the 2007 North South Corridor Study

Increased traffic growth on US 160.

Table 4.2 Comparison Future No Build with Current Conditions (South of James River Freeway)

Variable	2000	2030	% Growth
Volumes at James River	37,470	112,800	248%
Roadway Capacity at James River	37,200	37,200	0%
Peak Travel Time (minutes) between Republic Road and Route 14 (6.6 miles)	16.3	56.4	250%
Average Peak Speed (m.p.h.)	24.2	6.9	-71%

The potential of travel time reductions with the proposed corridor improvements

	Peak Period	
	Vehicle Hours of Travel	
Alternative	Reduced	Scoring
West Bypass/State Highway FF	15,500	3.1
Missouri Highway 13/Kansas Expressway	16,100	3.2
Campbell Avenue/U.S. 160	11,800	2.4
National Avenue	15,600	3.1
Highway 13	3,000	0.6
U.S. 160 widening north of I-44	2,400	0.5
•	-	

The potential miles of commercial road frontage

	Potential	
	Miles of	
Alternative	Commercial Frontage	Scoring
West Bypass/State Highway FF	5.2	4.0
Missouri Highway 13/Kansas Expressway	3.6	3.5
Campbell Avenue/U.S. 160	3.0	2.0
National Avenue	3.0	3.0
Highway 13	1.0	2.0
U.S. 160 widening north of I-44	1.0	2.0

The final scores resulting from the study

Table 4.5 Unweighted and Weighted Scores of the Alternatives Source: Olsson Associates

		Alternatives					
Criteria:	Weights	US-160 Highway FF	M-13/ Kansas Expwy	Campbell/ US-160	National	New M-13 Connection to I-44	US-160 Widening n/o I-44
Travel Time Reduction	2.82	3.1	3.2	2.4	3.1	0.5	0.6
Growth and Economic Dev't	1.73	4.0	3.5	2.0	3.0	2.0	2.0
Impact to Natural Resources	2.18	2.8	2.5	3.8	2.5	2.5	3.5
Impact to Built Resources	1.82	4.0	4.0	2.0	4.0	4.0	4.0
State/Federal Funding Eligibility	2.45	3.5	3.0	4.0	2.0	3.0	4.0
Magnitude of Cost	2.55	2.5	2.3	2.9	1.9	3.3	4.1
Total Score Total Weighted Score		19.9 44.0	18.5 41.0	17.0 39.0	16.5 36.4	15.2 33.2	18.2 40.3

The resulting final score resulting from the Refined Alternative (Build both West Bypass FF and Kansas Expressway)

Table 4.6 Summary of Refined Alternative MOEs

Criteria:	West Bypass/FF and Kansas Existing Modified	Score
Travel Time Reduction (Peak Hour)	17309	3.6
New Development Opportunity (miles of roadway frontage for Comme	8.6 ercial)	5
Impact to Natural Resources	(see environmental table)	2.8
Impact to Built Resources	(see environmental table)	4
State/Federal Funding Eligibility		3
Magnitude of Cost Interchanges with JRF	226.2	1.6
Total Score		20.0
Total Weighted Score		44.6

TAB 9



President's FY 2015 Budget Features Four -Year Surface Transportation Reauthorization Proposal

On Tuesday, President Obama released his plan for a four-year surface transportation reauthorization as part of his fiscal year 2015 budget.

That four-year, \$302 billion surface transportation reauthorization measure would supplement existing Highway Trust Fund revenue with \$150 billion from revenue generated from "pro-growth corporate tax reform."

The President's plan calls for a new Transportation Trust Fund that would include a Highway Account, a Mass Transit Account, a Rail Account, and a Multimodal Account. The accounts for highways and transit would continue to receive user-generated revenue such as the gas tax and would also be supplemented with General Fund transfers that are offset by changes to the corporate tax code. The Rail and Multimodal Accounts would be funded through General Fund transfers.

The reauthorization proposal by Obama would follow MAP-21 programmatic structures for the most part, while also creating several new programs under FHWA, including: a Critical Immediate Investments Program (part of Obama's "Fix it First" initiative, focusing on improving existing transportation assets and cutting down on structurally deficient bridges), a Freight Program (which aims to cut down on freight bottlenecks and improve efficiency in moving goods), and a Fixing and Accelerating Surface Transportation program (a discretionary program that would reward innovative solutions to transportation challenges).

Obama's FY 2015 budget calls for \$91 billion in funding for the U.S. Department of Transportation. That number is about \$18 billion above current funding levels.

"President Obama has offered the kind of aggressive transportation budget our country needs – one that replenishes the Highway Trust Fund today while also helping ensure the country has a safe, efficient transportation system for tomorrow," said U.S. Transportation Secretary Anthony Foxx in a statement. "These funds will do everything from helping communities tackle their transportation to-do lists to improving access to ladders of opportunity. And we will do everything at the Department of Transportation to make this budget a reality, including sending a bill to Congress to support it."

The plan calls for \$48.56 billion for the Federal Highway Administration (a 19 percent increase over FY 2014), \$17.65 billion for the Federal Transit Administration (a 63 percent increase), \$851 million for National Highway Traffic Safety Administration (up 4 percent), \$669 million for the Federal Motor Carrier Safety Administration (a 14 percent increase), about \$5 billion for the Federal Railroad Administration (a 210 percent increase), and \$15.4 billion for the Federal Aviation Administration (a 2 percent decrease from the current year).

That budget also calls for an increase in Transportation Investment Generating Economic Recovery (TIGER) grant funding, from the current \$600 million in FY 2014 to \$1.25 billion in FY 2015. Finally, the measure would also allocate \$10 billion for an initial investment in an infrastructure bank for transportation, water, and energy infrastructure projects.

Obama's full FY 2015 budget is available here. A summary of Obama's USDOT budget is available here.

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1 of 1 3/11/2014 9:33 AM



March 10, 2014, 01:33 pm

DOT chief expects 'rough' transport funding fight

Transportation Secretary Anthony Foxx on Monday said he expects a tough fight in Congress this year over funding for infrastructure.

Foxx and President Obama are pushing Congress to enact a four-year \$302 billion road and transit appropriations bill before current funding runs out in August or September.

Foxx said during a question-and-answer session after a speech to the American Public Transportation Association (APTA) that the transportation community will likely face a lot of uncertainty between now and the resolution to the funding impasse.

"I tell my team that I fully expect the next several months to be, to use a golf term, playing in the rough a lot," Foxx said. "But part of what we want to see happening, not just in the DOT four corners, but on Capitol Hill, is moving the discussion from whether we're going to get to yes, to how we're going to get to yes."

The pot of money that is traditionally used to pay for transportation projects is in the Department of Transportation's Highway Trust Fund. But that fund is being projected by the Congressional Budget Office (CBO) to run out of money by the fall.

The Highway Trust Fund's coffers are usually filled with revenue collected from the 18.4 cents-per-gallon federal gas tax, but transportation spending levels have outpaced receipts from the fuel levy by about \$20 billion a year.

Foxx told the transit group Monday that there were "encouraging signs" in the response of Republican leaders to President Obama's proposal to use \$150 billion from closing corporate tax loopholes to close the transportation funding gap.

"The same day that we unveiled the president's proposal in St. Paul, Minnesota ... Dave Camp, the chair of the House Ways and Means Committee, also unveiled a corporate tax reform proposal," Foxx said. "And so it appears that there's at least bipartisan interest in that mechanism."

Foxx warned the transit officials who were gathered in Washington for their annual conference that the deal for a new round of transportation funding was far from sealed.

"There are obviously questions about whether the timing all works out," he said. "But I've been in close, very close touch with Chairman Shuster, with Sen.r Boxer and other leaders on this issue, and I have high level of confidence that Congress understands that we're at a crisis point. But I don't know that there is a 50-plus-1 solution at this moment, particularly on the House side at the moment, to be honest with you."

Foxx encouraged the transit officials to tell Congress "how the, you know, year-to-year uncertainty, the sequestrations, the shutdowns — tell them how this stuff is affecting our ability to do what everybody, Republicans and Democrats, want to do, which is to build our country and make it as strong as possible and competitive as possible in the future."

"We can't do it after years and years of accumulated deferred maintenance," Foxx said. "We just can't do it again. So stop the Band-Aids, and let's move forward. That's what we need you to say."

TAGS: Anthony Foxx, Highway Trust Fund, Gas Tax, Transportation Funding shortfall

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1 of 1 3/11/2014 9:20 AM



USDOT Accepting Application for Sixth Round of TIGER Grants

U.S. Transportation Secretary Anthony Foxx joined President Obama in St. Paul Wednesday to announce the president's four-year, \$302 billion transportation bill (see related AASHTO Journal story here) along with the launch of the sixth round of Transportation Investment Generating Economic Recovery (TIGER) grant funding.

USDOT is now taking applications for the \$600 million of TIGER grant funding available in this most current round. The TIGER program awards funding to applicants on a competitive basis to fund capital investments in surface transportation infrastructure that have a significant impact on the community and/or the nation as a whole. Projects that qualify for the funding include certain highway, bridge, public transportation, freight rail, high-speed and intercity passenger rail, and port infrastructure investments.

According to USDOT, the TIGER 2014 grant program will focus on projects that "support reliable, safe and affordable transportation options that improve connections for both urban and rural communities," essentially improving mobility for people to get to work, school, businesses, and recreational activities. This year's program will also prioritize those applicant projects that "better connect people to jobs, training and other opportunities, promote neighborhood redevelopment and reconnect neighborhoods divided by physical barriers, such as highways and railroads." And for the first time since 2010, USDOT has flexibility to use up to \$35 million of TIGER funds for planning grants.

"President Obama knows that transportation means opportunity for so many Americans," Foxx said in a statement. "TIGER investments answer the President's challenge to expand opportunity through a strong transportation system that connects Americans with a better way of life."

The 2013 TIGER program provided \$474 million that supported \$1.8 billion in project investment. Since its creation in 2009, the TIGER program has awarded \$3.5 billion to 270 projects in all 50 states, the District of Columbia, and Puerto Rico. During those first five rounds, USDOT received more than 5,300 applications requesting a total of \$115 billion.

Applications for the sixth round of TIGER grants are due by April 28. Additional information on the TIGER program, including information on how to apply, is available here.

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1 of 1 3/11/2014 9:34 AM

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MoDOT News Release

February 13, 2014 08:53 AM

New Chair, Vice Chair for Highways and Transportation Commission

JEFFERSON CITY - The Missouri Highways and Transportation Commission's leadership positions will change March 1. Stephen Miller, Kansas City, will serve as the commission's chair for the next year, while Joe Carmichael, Springfield, will assume the position of vice-chair. Miller had been serving as vice-chair and Carmichael as chair. The commission voted to switch the roles, as is their common practice, at its monthly meeting in Jefferson City on Feb.

Miller was appointed to the commission in August 2009. Carmichael has served on the commission since April 2009.

"I'd like to thank Joe for the leadership he's provided this past year," Miller said. "He provided direction as three new members joined the commission and guided us through the difficult decision to not add new projects to the Statewide Transportation Improvement Program and to suspend the Cost-Share Program."

"Steve and Joe have a keen understanding of the stark reality we face," MoDOT Director Dave Nichols said. "I look forward to working with them as we tackle some big challenges, most notably how we are going to fund transportation at the state and federal levels for the long term."

Miller is a partner in the Kansas City law firm Miller Schirger, LLC and focuses much of his practice on the construction industry. Carmichael is president and managing partner of the Springfield law firm Carmichael & Neal, P.C.

The six-member bipartisan commission governs the Missouri Department of Transportation, the agency responsible for building, operating and maintaining the state highway system and supporting other transportation modes in Missouri.

Other commission members are Kenneth Suelthaus, St. Louis and Gregg Smith, Clinton. There are two vacancies yet to be filled.

Links to related information:

High Resolution Photos of Comissioners

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Region VII

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FY13 Discretionary Funding Opportunity: Low or No Emission Vehicle Deployment Program (LoNo) Program Request for Proposals - Deadline Extended to April 10, 2014

Date: March 7,

2014

Dear Colleague:

The Federal Transit Administration (FTA) announces the availability of \$24.9 million of Fiscal Year 2013 funds for the deployment of low or no emission transit buses. Of that amount, \$21.6 million is available for buses and \$3.3 million is available for supporting facilities and related equipment. if additional funding is appropriated for this program in FY2014, FTA may, at its discretion, apply those funds to either scale up selections made under this announcement, or to fund meritorious proposals that were not selected for lack of FY 2013 funding.

The LoNo Program provides funding for transit agencies for capital acquisitions and leases of zero emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. The main purpose of the LoNo Program is to deploy the cleanest and most energy efficient U.S.-made transit buses that have been largely proven in testing and demonstrations but are not yet widely deployed in transit fleets. The LoNo Program is a capital program focused on deploying new production vehicles that are market-ready or near market-ready. It is not a program for designing and developing prototypes. The program gives priority consideration to the deployment of buses with the lowest energy consumption and least harmful emissions, including direct carbon emissions.

Complete proposals must be submitted electronically through the GRANTS.GOV "APPLY" function by April 10, 2014. Prospective applicants should initiate the process by registering on the GRANTS.GOV Web site promptly to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA's Web site at http://www.fta.dot.gov/grants/13077.html and in the "FIND" module of GRANTS.GOV. Mail and fax submissions will not be accepted.

If you have questions please contact Sean Ricketson, FTA Office of Research Demonstration and Innovation, 202–366–6678 or sean.ricketson@dot.gov.

Thank you.

FTA Region VII





JOURNAL

Long-Term Transportation Bill Will Require \$100 Billion in New Revenue or Fund Transfers

According to new numbers released this week by the non-partisan Congressional Budget Office, a six-year surface transportation bill would require \$100 billion in additional revenue—such as new taxes or transfers from the Treasury's General Fund—just to maintain current spending levels.

In its latest Highway Trust Fund (HTF) projections, the CBO reports, "the highway and transit accounts of the Highway Trust Fund will have insufficient revenues to meet obligations starting in fiscal year 2015." However, the CBO has also said that it is possible that the HTF will run out of funding before the expiration of current surface transportation bill, MAP-21, on Sept. 30. This is consistent with U.S. DOT Secretary Anthony Foxx's announcement in January that the Highway Account of the HTF is likely to run out of money in August of this year.

CBO estimates that HTF revenue will be about \$17 billion less than HTF spending per year over the next ten years (FY 2015-2024). This is partially due to the stagnation of HTF revenues, as CBO expects the HTF tax and interest receipts to not increase over the ten year budget window. The amount of revenue expected in 2015—\$39 billion—is estimated to remain generally flat through 2024.

The CBO's projection of the HTF through 2024 is available here.

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Projections of Highway Trust Fund Accounts Under CBO's February 2014 Baseline

By Fiscal Years, in Billions of Dollars

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Highway Account												
Start-of-Year Balance	10	4	1	а	а	а	а	а	а	a	а	а
Revenues and Interest ^b	32	33	34	34	34	34	34	34	34	34	34	34
Intragovernmental Transfers ^c	6	10	0	0	0	0	0	0	0	0	0	0
Outlays ^d	44	46	46	46	46	46	47	47	48	48	49	49
End- of- Year Balance	4	1	а	а	а	а	а	а	а	а	а	а
Transit Account												
Start-of-Year Balance	5	2	2	а	а	а	а	а	а	a	а	а
Revenues and Interest b	5	5	5	5	5	5	5	5	5	5	5	5
Intragovernmental Transfers ^c	0	2	0	0	0	0	0	0	0	0	0	0
Outlays ^d	7	8	8	8	8	9	9	9	10	10	10	10
End- of- Year Balance	2	2	а	а	а	а	а	а	а	а	а	а
Memorandum												
Cumulative Shortfall ^a												
Highway Account Shortfall	n.a.	n.a.	-12	-24	-36	-48	-60	-73	-86	-100	-114	-129
Transit Account Shortfall	n.a.	n.a.	-1	-5	-8	-13	-17	-22	-27	-32	-37	-43

Notes: Details may not add to totals because of rounding.

n.a. = not applicable

a. Under CBO's baseline projections, the highway and transit accounts of the Highway Trust Fund will have insufficient revenues to meet obligations starting in fiscal year 2015. Under current law, the Highway Trust Fund cannot incur negative balances and has no authority to borrow additional funds. However, following the rules in the Deficit Control Act of 1985, CBO's baseline for highway spending incorporates the assumption that obligations incurred by the Highway Trust Fund will be paid in full. The cumulative shortfalls shown in this table are estimated on the basis of spending consistent with the obligation limitations contained in CBO's February 2014 baseline for highway and transit spending. The obligation limitations contained in CBO's baseline are projected by adjusting the 2014 limitations for inflation. The Department of Transportation has indicated that it needs at least \$4 billion in cash balances available in the highway account and at least \$1 billion in the transit account to meet obligations as they are due. As a result, under CBO's baseline projections, the highway account may have to delay some of its payments during the latter half of 2014.

- b. Some of the taxes that are credited to the Highway Trust Fund are scheduled to expire on September 30, 2016. Those include taxes on certain heavy vehicles and tires and all but 4.3 cents of federal taxes levied on fuels. However, under the rules governing baseline projections, these estimates reflect the assumption that all of the expiring taxes credited to the fund continue to be collected.
- c. Sections 40201 and 40251 of the Moving Ahead for Progress in the 21st Century Act (Public Law 112-140) require certain intragovernmental transfers, mostly from the general fund of the Treasury, to the Highway Trust Fund.
- d. Outlays include amounts "flexed," or transferred, between the highway and transit accounts. CBO estimates that those amounts would total about \$1 billion annually.