



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

MARCH 18, 2015
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, March 18, 2015 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212,
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the January 21, 2015 Meeting Minutes Tab 1
(1 minute/Humphrey)

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

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

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

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

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

F. MoDOT Update
(5 minutes/Miller)

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

G. Legislative Reports
(5 minutes/Legislative staff)

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

A. Recognition of Kevin Lowe

(5 minutes/Humphrey)

A moment of silence and brief discussion of Kevin's contributions to the OTO area will take place.

II. New Business

A. Administrative Modification 3 to the FY 2015-2018 TIP Tab 2
(2 minutes/Longpine)

There is one modification that has been administratively approved by staff.

Please see the attached materials for more information.

NO ACTION REQUESTED - INFORMATIONAL ONLY

B. Amendment Number Four to the FY 2015-2018 TIP Tab 3
(5 minutes/Longpine)

There are three changes requested which are included for member review.

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

C. Public Participation Plan Amendment..... Tab 4
(5 minutes/Boley)

An amendment is proposed to the OTO Public Participation Plan to better document the public involvement associated with transit projects.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
AMENDMENT TO THE PUBLIC PARTICIPATION PLAN TO THE BOARD OF DIRECTORS**

D. OTO Growth Trends Report Tab 5
(10 minutes/Guthrie)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. FY 2016 Unified Planning Work Program Tab 6
(10 minutes/Parks)

OTO is requesting the Technical Planning Committee review and make a recommendation for the approval of the FY 2016 Unified Planning Work Program.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2016
UPWP TO THE BOARD OF DIRECTORS**

F. Long Range Transportation Plan Subcommittee..... Tab 7
(3 minutes/Longpine)

OTO is requesting that the Technical Planning Committee appoint a subcommittee to guide the development of the next Long Range Transportation Plan, *Transportation Plan 2040*.

TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT AN LRTP SUBCOMMITTEE

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

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

IV. Adjournment

Targeted for 2:45 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, May 20, 2015 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

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

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 3/18/2015; ITEM I.C.

January 21, 2015 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the January 21, 2015 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

“Move to approve the January 21, 2015 Technical Planning Committee Minutes.”

OR

“Move to approve the January 21, 2015 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
January 21, 2015**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Don Clark, Missouri State University	Mr. Kevin Lowe, City Utilities Transit
Mr. King Coltrin, City of Strafford	Mr. Frank Miller, MoDOT
Mr. Travis Cossey, City of Nixa	Ms. Mary Lilly Smith, City of Springfield
Ms. Dawne Gardner, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Rick Hess, City of Battlefield	Ms. Eva Voss, MoDOT
Mr. Adam Humphrey, Greene County (Chair)	Mr. Dan Watts, SMCOG
Mr. Kirk Juranas, City of Springfield	Mr. Terry Whaley, Ozark Greenways

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Ms. Diane May, SMCOG (a)
Mr. David Bishop, R-12 School District	Mr. Brad McMahon, FHWA
Ms. Kristy Bork, SGF (a)	Mr. Kent Morris, Greene County Planning
Mr. Randall Brown, City of Willard (a)	Ms. Beth Schaller, MoDOT (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Rick Emling, R-12 School District (a)	Mr. Shawn Schroeder, SGF
Ms. Diane Gallion, City Utilities (a)	Mr. Jeff Seifried, Springfield Chamber
Mr. Jonathan Gano, City of Springfield	Mr. Dan Smith, Greene County Highway Dept.
Mr. Martin Gugel, City of Springfield (a)	Ms. Cheryl Townlian, BNSF
Mr. Jason Haynes, City of Springfield (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Jay Huff, Missouri State University (a)	Mr. Todd Wiesehan, Christian County
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Bob Wilslef, City of Ozark (a)
Mr. Larry Martin, City of Ozark	Mr. Chad Zickefoose, MoDOT (a)

Others present were: Mr. Matt Hough, Congressman Long's Office; Mr. Rick Artman, Greene County Highway; Mr. Carl Carlson, Olsson Associates; Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, Mr. Curtis Owens, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Keith Mackie, Senator Dixon's Office.

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

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Ms. Smith made the motion to approve the January 21, 2015 Meeting Agenda. Mr. Coltrin seconded and the motion was carried unanimously.

C. Approval of the November 19, 2014 Meeting Minutes

Mr. Cossey made the motion to approve the November 19, 2014 Meeting Minutes. Ms. Smith seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields stated she was attending the Missouri Transportation Conference. January 28 is the Salute to the Legislature hosted by the Springfield Area Chamber. Staff has been working on funding applications for the TAP program for this agenda as well as the Transit 5310 and 5339 applications. There are EPA standards out and there is time to comment. The proposed standard is between 65 and 70. The OTO region is currently 68, so the OTO will be commenting on a goal of 70. The OTO will be submitting comment on MoDOT's 325 Plan as well. At the last Board of Directors meeting, Fantastic Caverns spoke up about the proposed sign regulations by MoDOT. The traffic generator signs would be removed by MoDOT unless there were a million or more visitors a year. MoDOT is no longer pursuing the proposal. Several members of the Board also proposed an additional representative for Christian County on the Board of Directors. That option will be explored more fully over the coming months to see if there is an opportunity to expand the Board of Directors to increase representation by Christian County.

F. MoDOT Update

Mr. Miller presented MoDOT's 325 Plan and the MPO region roads that would be maintained. There was a handout distributed that explained the proposed MoDOT 325 System.

Ms. Fields inquired about the connecting communities 5,000 and above. Mr. Miller stated that MoDOT tried to connect communities if possible with a route that would hit as many cities of over 1,000 persons as possible in urbanized areas. Not every community over 1,000 was included.

Ms. Voss stated MoDOT's website has a banner about the 325 system where there is more information and individuals can make comments through the website. MoDOT is currently taking comments and will present the comments to the Commission prior to the February Commission meeting. Mr. Miller stated the Commission would be taking action on the plan on February 2. Mr. Juranas inquired when the plan would go into place, if it would be when the current 5 year plan was completed. Mr. Miller stated that was correct. The direction of the new STIP update was to not include projects unless the project was on a system route. Mr. Juranas asked since the Cost Share program was terminated if the Infrastructure bank was still available. Mr. Miller stated he thought it was but that the City of Springfield should contact Ms. Carol Kliethermes at MoDOT Financial Services.

G. Legislative Reports

Mr. Mackie stated if there were any concerns that he would be happy to relay them to Senator Bob Dixon.

II. New Business

A. Amendment Number Three to the FY 2015-2018 TIP

Ms. Longpine stated this is one of the larger amendments to the TIP. It includes the projects that were awarded with the Transportation Alternatives Program Funding. There are ten projects that are recommended for funding with the TAP funds. It includes three separate projects in the City of Ozark making connections between the City of Ozark parks and schools. The City of Republic has a multipurpose trail proposed on Route 174. The OTO is looking at greenways and trail connections on South Dry Sac between Fulbright and David C Murray. Springfield has requested funding for College and Broadway Pedestrian Plaza. There was also a request for sidewalks and a cycle track on Main in front of the new Transfer Station. The City of Strafford is looking at sidewalks in the downtown area. Strafford Schools is looking to add sidewalks. Willards Schools is looking at Phase I of the Sidewalk Plan for their campus. There is a revised handout, which includes an adjustment to a City of Ozark project funding. With the revision, the City of Ozark wanted to increase the project funding for a solar powered cross walk system in the amount of \$15,000. The request is for \$11,000 additional TAP funding, which would include the sign and installation.

Ms. Gardner inquired about the College and Broadway Pedestrian Plaza. She stated that the project that was funded was Grant and College, or Phase II. Ms. Fields stated that the amounts were the same. Ms. Longpine stated she would correct it on the TIP. Ms. Gardner stated it is Phase II, and Broadway is Phase III.

Ms. Longpine stated there was a request for a new project on Route 160. Mr. Miller stated it was a grant for Acceleration Innovative Deployment funding. MoDOT had submitted an application for some locations across the state for a high friction surface treatment. There was discussion on the type of treatment and various locations. He stated this particular one was for the hill that comes down from Route AA on 160 north of Nixa. Ms. Fields inquired if it was just the north bound lane. Mr. Miller stated it was an isolated location where people are trying to stop.

Another new project proposed is for the City of Republic to do a Transportation Planning Street Assessment. This project is to do a street inventory and the conditions throughout the City of Republic. There was a project that was added after the agenda for Main and Tracker in Nixa. This is funding that had been previously programmed and construction portion was not programmed in time for the new fiscal year. Mr. Cossey wanted to note that it might be revised to add an additional \$370,000 in STP funding. It might go to the Board of Directors with the STP funding. Mr. Cossey stated the total project cost would be the same, the funding would just change to STP-Urban funds. Ms. Longpine stated there would be an answer before it went to public comment and the Board of Directors.

Mr. Cossey made the motion to recommend approval of TIP Amendment Number Three to the Board of Directors with additional City of Ozark funds and potentially more STP for the City of Nixa. Mr. Hess seconded and the motion carried unanimously.

B. Reasonable Progress Policy Enforcement

Ms. Fields stated that the OTO had adopted a MoDOT reasonable progress policy a couple years ago. The Policy appears on all the Enhancement/Transportation Alternative Program applications. It has come to staff attention that this year there are a couple projects using 2012 and 2013 funds that were awarded in 2012 that have not been obligated. MoDOT has agreed to not take the funds due to semantics on how the funds were administered versus suballocated for use. However, with the TAP Program, the funds are suballocated to OTO and tracked as a separate item. The adoption of the policy means the OTO is responsible to get funds obligated. The OTO has established some reasonable progress enforcement guidelines going forward with the new TAP projects. She outlined the Reasonable Progress Enforcement Policy.

C. TIP Amendment Form

Ms. Longpine stated there is an online form now that jurisdictions can use to notify staff when there is a requested TIP Amendment. There had been various paper versions available in the past. This will allow the OTO to have one place to track some of the additional information that goes with the TIP Amendments. It also allows the OTO to ensure that each community is check marking the box that states the jurisdiction agrees to be committed to the funds and the jurisdiction understands the rules on the funds. She discussed the actual form.

D. 2015 STP-Urban Update

Ms. Longpine stated this is a supplement to the Report that was published at the end of September. The September report only included the FY 2014 funding. There was not an estimate for 2015 at that time. The estimate included in this report for 2015 and 2016 is what is known for the current 8 months allocation. The Transportation program is only funded through May 31. This report also shows what is programmed with STP funding through 2016, providing a better picture of each jurisdictions balances. She presented some information on the 2015 STP-Urban Update.

Mr. Brock inquired how the maximum balance was determined. Ms. Longpine stated it was three years of the most recent allocation. MoDOT's policy is to allow the OTO to hold 3 years of funding. The figures are based on three times the most recent amount.

Ms. Fields stated she wanted the jurisdictions to be up to date on the balances because without the Cost Share opportunity on MoDOT project the balances would accumulate. Ms. Longpine stated with this report there is a copy of the agreement for STP-Urban Advance funding. Mr. Juranas inquired if there was interest on the advance funding. Ms. Fields stated the City of Springfield did not qualify for the advance funding but that the funds did not have interest. Only jurisdictions receiving \$1 million or less could use the policy.

E. Travel Demand Model Report

Ms. Longpine stated the Travel Demand Model Report is done and has been handed out. She went through the Travel Demand Model Report. The model is done, and the OTO has a copy of the files if anyone wants to use them for a project. She stated that staff would be calling back the Major Thoroughfare Plan Subcommittee and the Congestion Management Process subcommittee to get going again now that it is finished.

F. Major Thoroughfare Plan Amendment Request

Ms. Longpine stated the City of Battlefield has been discussing this request for a long time, but has formally requested to change FF on the Major Thoroughfare Plan from an Expressway to a Primary Arterial. This is different than the Federal Functional Classification that was discussed at the last TPC meeting. This is for the OTO's Long Range Plan and the Major Thoroughfare Plan. This request would reduce the amount of right-of-way that is required. It would maintain a 110 foot right-of-way, which is still wide. There are maps in the agenda that show the difference between the 110 foot and 180 foot right-of-way. There is some access management that comes with the Primary Arterial design standard. The City of Battlefield indicated this would be an improvement over the Expressway designation.

Mr. Hess stated that in 2008, FF was one of the top five projects in the OTO. Since then, it has fallen down on the priority list. There is not a lot of expectation that the Expressway would be extended down to 160 south in Nixa. This amendment would allow property owners along FF in the city limits to utilize their properties. The City of Battlefield's Board of Alderman have agreed to this amendment.

Ms. Longpine stated the extent of the request is from the current four lane to the county line.

Mr. Brock made the motion to recommend approval of the proposed Major Thoroughfare Plan Amendment to the Board of Directors. Mr. Whaley seconded and the motion was approved.

G. Transportation Demand Management Report

Mr. Owens presented the Transportation Demand Management Report, which was an update of the OTO/City of Springfield Environmental Services Rideshare Program.

Mr. Coltrin inquired if the 2014 website data contained a complete year because there was a drop off in data. Mr. Owens stated that the website picture might not be complete because once a carpool is found the individuals would not log back in. That is what is thought to be happening.

H. Addendum to Memorandum of Understanding

Ms. Fields stated the OTO has a Memorandum of Understanding between City Utilities, OTO, MSU and all the member jurisdictions. When CU went through their Triennial Review from FTA, it was found that it was not specifically stated that OTO meets the Public Participation requirements for CU's federal needs. The MOU needs to be amended to state that the OTO publishes the TIP, publishes the TIP ad, and does the project selection. There is a Public Participation Plan that outlines how the OTO will conduct public participation and some specific statements that the requirements satisfy the FTA 5307 Public Involvement requirements.

Mr. Juranas made the motion to recommend approval of the proposed addendum to the Board of Directors. Mr. Hess seconded and the motion was carried unanimously.

I. Program Management Plan Revision

Mr. Owens stated the Program Management Plan was approved by the Board of Directors back in June. He presented the revisions to the current plan due to FTA and MoDOT clarifications.

Mr. Hess made the motion to recommend approval of the proposed Program Management Plan revision to the Board of Directors. Mr. Miller seconded and the motion was carried unanimously.

J. OTO TPC Appointment Letters

Ms. Parks explained the need for the OTO to have an official appointment letter for each member of the Technical Planning Committee. She discussed the letter format.

K. OTO In-Kind Match Letters

Ms. Parks explained the process the OTO uses for documenting the in-kind match requirements on the OTO grant. She explained the difference between the two different forms: volunteer and paid position form, which the OTO was requesting the individuals on the TPC to fill out.

L. FY 2015 UPWP Amendment Two

Ms. Fields stated the City of Willard applied for and was awarded a Traffic Engineering Assistance Grant. The total project is \$5,900 and has \$4,720 in Federal Safety funds. The project is to look at Miller Road's profile and the geometrics of the road, as well as traffic counts to solve some traffic issues. Instead of a TIP amendment, Federal Highway ruled that it should be a UPWP amendment since it is a planning type study. A new task was created in the UPWP for this item.

Mr. Juranas made the motion to recommend approval of the FY 2015 UPWP Amendment Two to the Board of Directors. Mr. Hess seconded and the motion was carried unanimously.

M. FY 2016 UPWP Subcommittee and Project Proposals

Ms. Fields stated it was time to write the OTO's Unified Planning Work Program for the fiscal year starting July 1. The subcommittee will talk about the activities that the OTO will work on for the upcoming year. The committee would also make suggestions and review the current projects. She gave a quick summary of the UPWP. The UPWP subcommittee makes recommendations to the Technical Committee, who in turn make a recommendation to the Board of Directors to approve the final program. The Board will approve the UPWP in April.

Mr. Keller, Ms. Voss, Mr. Coltrin, and Mr. Lowe volunteered.

Mr. Hess made the motion to appoint the FY 2016 UPWP Subcommittee. Mr. Brock seconded and the motion carried unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Miller stated he was able to confirm that the State of Missouri Infrastructure Bank is open and has \$60 million to loan out.

Ms. Voss stated February 2, MoDOT is hosting a statewide planning partners meeting in Jefferson City. At the meeting there will be discussion on the tough choices ahead and how that will affect the STIP. Multimodal planning will also be discussed. Each of the administrators of the different modes of transportation will be presenting how they

administer, select and prioritize projects. There will be a freight plan update and also an update on the MAP-21 Performance Measurement that is required in the Long Range Transportation Plans. Ms. Longpine will be giving a presentation on the OTO's Online TIP Tool.

There is also a Planning Partner Survey that will be coming out on how MoDOT provides services. Please take time to fill that out.

B. Transportation Issues for Technical Planning Committee Member Review

None

C. Articles For Technical Planning Committee Member Information

Ms. Fields discussed some of the articles.

IV. Adjournment

Mr. Hess made the motion to adjourn at 2:35 p.m. Mr. Coltrin seconded and the meeting was adjourned.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 3/18/2015; ITEM II.A.

Administrative Modification Number Three to the FY 2015-2018 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item included as part of Administrative Modification Three to the FY 2015-2018 Transportation Improvement Program.

Administrative Modification 3

Jackson and Main Street Sidewalks (EN1401)

- Changes in project's programmed amount less than 15% (up to \$2,000,000)

The preliminary estimate for this project was low, necessitating a revision in the programmed amount.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

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

20 February 2015

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Three to the OTO FY 2015-2018 Transportation Improvement Program (TIP) on February 20, 2015. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which includes the following:

Revision:

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

Jackson and Main Street Sidewalks (EN1401)

The preliminary estimate for this project was low, necessitating a revision in the programmed amount.

Please let me know if you have any questions or need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner



OZARKSTRANSPORTATION.ORG



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1401 JACKSON AND MAIN STREET SIDEWALKS

Route BUSINESS 160

From MAIN ST

To EAST END OF BUSINESS DISTRICT

Location/Agency City of Willard

Federal Agency FHWA

Responsible Agency City of Willard

Federal Funding Category STP-U

MoDOT Funding Category

AC Year of Conv.

STIP #



Project Description

Sidewalk replacement along Jackson St. and Main St.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	CON	\$42,000	\$0	\$0	\$0	\$42,000
LOCAL	Local	CON	\$10,500	\$0	\$0	\$0	\$10,500
Totals			\$52,500	\$0	\$0	\$0	\$52,500

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$52,500



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1401 JACKSON AND MAIN STREET SIDEWALKS

Route BUSINESS 160

From MAIN ST

To EAST END OF BUSINESS DISTRICT

Location/Agency City of Willard

Federal Agency FHWA

Responsible Agency City of Willard

Federal Funding Category STP-U

MoDOT Funding Category

AC Year of Conv.

STIP #



Project Description

Sidewalk replacement along Jackson St. and Main St.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	CON	\$48,300	\$0	\$0	\$0	\$48,300
LOCAL	Local	CON	\$12,075	\$0	\$0	\$0	\$12,075
Totals			\$60,375	\$0	\$0	\$0	\$60,375

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$60,375

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

PROJECT	FHWA (STP-U)	FHWA (STP)	FHWA (TE)	FHWA (TAP)	Local		State		TOTAL
					LOCAL	MoDOT	MoDOT-AC		
FY 2015									
EN1302	\$0	\$0	\$0	\$240,000	\$60,000	\$0	\$0	\$0	\$300,000
EN1305	\$0	\$0	\$220,413	\$0	\$179,587	\$0	\$0	\$0	\$400,000
EN1306	\$0	\$0	\$320,000	\$0	\$80,000	\$0	\$0	\$0	\$400,000
EN1307	\$0	\$0	\$200,000	\$0	\$50,000	\$0	\$0	\$0	\$250,000
EN1401	\$48,300	\$0	\$0	\$0	\$12,075	\$0	\$0	\$0	\$60,375
EN1502	\$0	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$0	\$974,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$0	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$0	\$593,000
SP1414	\$0	\$69,000	\$175,000	\$0	\$30,000	\$31,000	\$0	\$0	\$305,000
SUBTOTAL	\$48,300	\$69,000	\$915,413	\$240,000	\$411,662	\$349,400	\$1,273,600	\$0	\$3,307,375
FY 2016									
EN1601	\$0	\$0	\$192,000	\$0	\$0	\$48,000	\$0	\$0	\$240,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$0	\$25,000
SUBTOTAL	\$0	\$0	\$192,000	\$0	\$0	\$53,000	\$20,000	\$0	\$265,000
FY 2017									
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$0	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$0	\$25,000
FY 2018									
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$0	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$0	\$25,000
GRAND TOTAL	\$48,300	\$69,000	\$1,107,413	\$240,000	\$411,662	\$412,400	\$1,333,600	\$0	\$3,622,375

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

PRIOR YEAR									
	STP-U	STP	TE	TAP	Local	MoDOT	MoDOT-AC	TOTAL	
Balance	\$ -	\$ -	\$ -	\$816,522	\$ -	\$ -	\$ -	\$816,522	
FY 2015									
Funds Anticipated	\$48,300	\$69,000	\$915,413	\$587,747	\$411,662	\$349,400	\$1,273,600	\$3,606,822	
Funds Programmed	(\$48,300.00)	(\$69,000.00)	(\$915,413.00)	(\$240,000.00)	(\$411,662.00)	(\$349,400.00)	(\$1,273,600.00)	(\$3,259,075.00)	
Running Balance	\$0	\$0	\$0	\$1,164,269	\$0	\$0	\$0	\$1,164,269	
FY 2016									
Funds Anticipated	\$ -	\$ -	\$192,000	\$587,747	\$ -	\$53,000	\$20,000	\$852,747	
Funds Programmed	\$ -	\$ -	(\$192,000.00)	\$ -	\$ -	(\$53,000.00)	(\$20,000.00)	(\$265,000.00)	
Running Balance	\$0	\$0	\$0	\$1,752,016	\$0	\$0	\$0	\$1,752,016	
FY 2017									
Funds Anticipated	\$ -	\$ -	\$ -	\$587,747	\$ -	\$5,000	\$20,000	\$612,747	
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)	
Running Balance	\$0	\$0	\$0	\$2,339,763	\$0	\$0	\$0	\$2,339,763	
FY 2018									
Funds Anticipated	\$ -	\$ -	\$ -	\$587,747	\$ -	\$5,000	\$20,000	\$612,747	
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)	
Running Balance	\$0	\$0	\$0	\$2,927,510	\$0	\$0	\$0	\$2,927,510	

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

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

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

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

FEDERAL SUB-ALLOCATED REVENUE

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

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

Table G.2 STP-Urban/Small Urban	
Carryover Balance through FY2014	\$23,213,240
Anticipated Allocation FY2015	\$5,410,663
Anticipated Allocation FY2016	\$5,414,570
Anticipated Allocation FY2017	\$4,599,063
Anticipated Allocation FY2018	\$4,599,063
Programmed through FY2018	(\$12,524,893)
Estimated Carryover Balance Through FY 2018	\$30,711,706

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

REVENUE

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

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

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Battlefield				
Total Available Revenue	\$232,024.00	\$232,024.00	\$232,024.00	\$232,024.00
Estimated Operations and Maintenance Expenditures	(\$3,731.00)	(\$3,806.00)	(\$3,882.00)	(\$3,960.00)
Estimated TIP Project Expenditures	(\$2,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$226,293.00	\$228,218.00	\$228,142.00	\$228,064.00
City of Nixa				
Total Available Revenue (prior reserves included)	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00
Estimated Operations and Maintenance Expenditures	(\$25,424.00)	(\$25,932.00)	(\$26,451.00)	(\$26,980.00)
Estimated TIP Project Expenditures	\$0.00	(\$326,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,698,632.00	\$1,371,374.00	\$1,697,605.00	\$1,697,076.00
City of Ozark				
Total Available Revenue	\$640,830.00	\$640,830.00	\$640,830.00	\$640,830.00
Estimated Operations and Maintenance Expenditures	(\$60,512.00)	(\$61,722.00)	(\$62,956.00)	(\$64,215.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$580,318.00	\$579,108.00	\$577,874.00	\$576,615.00
City of Republic				
Total Available Revenue	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00
Estimated Operations and Maintenance Expenditures	(\$36,355.00)	(\$37,082.00)	(\$37,824.00)	(\$38,580.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,634,120.00	\$1,633,393.00	\$1,632,651.00	\$1,631,895.00
City of Springfield				
Total Available Revenue	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00
Estimated Operations and Maintenance Expenditures	(\$2,325,881.00)	(\$2,372,399.00)	(\$2,419,847.00)	(\$2,468,244.00)
Estimated TIP Project Expenditures	(\$422,571.00)	(\$430,984.00)	(\$344,823.00)	(\$1,254,000.00)
Amount Available for Local Projects	\$17,181,272.00	\$18,501,735.00	\$18,540,271.00	\$17,582,874.00

Continued on next page...

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Strafford				
Total Available Revenue	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
City of Willard				
Total Available Revenue	\$467,355.00	\$467,355.00	\$467,355.00	\$467,355.00
Estimated Operations and Maintenance Expenditures	(\$13,948.00)	(\$14,227.00)	(\$14,512.00)	(\$14,802.00)
Estimated TIP Project Expenditures	(\$12,075.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$441,332.00	\$453,128.00	\$452,843.00	\$452,553.00
Christian County				
Total Available Revenue	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00
Estimated Operations and Maintenance Expenditures	(\$40,163.00)	(\$40,966.00)	(\$41,785.00)	(\$42,621.00)
Estimated TIP Project Expenditures	(\$1,557,044.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,501,616.00	\$1,500,813.00	\$1,499,994.00	\$1,499,158.00
Greene County				
Total Available Revenue	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00
Estimated Operations and Maintenance Expenditures	(\$106,796.00)	(\$108,932.00)	(\$111,111.00)	(\$113,333.00)
Estimated TIP Project Expenditures	(\$916,200.00)	(\$380,000)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,624,890.00	\$21,158,954.00	\$21,536,775.00	\$21,534,553.00

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 3/18/2015; ITEM II.B.

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

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

AGENDA DESCRIPTION:

There are three items included as part of Amendment Number Four to the FY 2015-2018 Transportation Improvement Program. One is a removal of a project requested by the City of Battlefield, and then the City of Battlefield and City of Republic have both requested to add projects.

1. ***New*** Weaver Road and North FF Sidewalks (EN1513)
The City of Battlefield is requesting to use STP-Urban funding for sidewalks along Weaver Road and on FF for a total programmed amount of \$315,000.
2. ***Remove*** Third Street Extension (BA1101)
Battlefield has requested to remove the engineering study for the Third Street Extension, as they do not believe it will be feasible in the near future. This had been programmed for a total of \$10,000, and by removing this project, \$8,000 in STP-Urban is made available.
3. ***New*** Hines and Oakwood Corridor Improvements (RP1502)
Republic has requested to use STP-Urban funds to design and construct corridor improvements along Oakwood and a portion of Hines for a total programmed amount of \$2,460,031, with construction planned in 2017.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 4 to the FY 2015-2018 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 4 to the FY 2015-2018 Transportation Improvement Program, with these changes...”



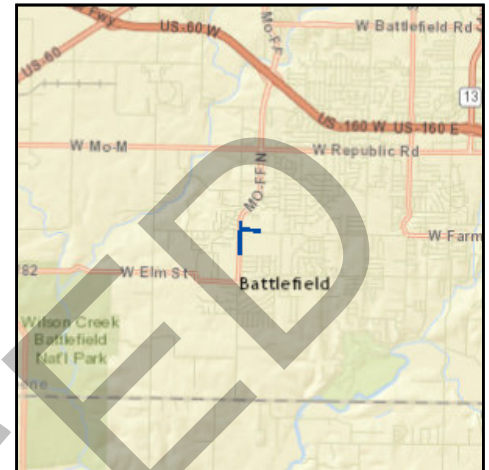
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1513 WEAVER ROAD AND NORTH FF SIDEWALKS

Route FF and Weaver
From Weaver and Wilson's Creek Intermediate
To Various points on FF
Location/Agency City of Battlefield
Federal Agency FHWA
Responsible Agency City of Battlefield
Federal Funding Category STP-U
MoDOT Funding Category N/A
AC Year of Conv.
STIP #



Project Description

Construct sidewalk from the Wilson's Creek Intermediate School campus west along the north side of Farm Road 178/Weaver Road to State Highway FF. From State Highway FF, sidewalk is proposed to be extended north to a commercial retail center located at 4852 State Highway FF and extended south from Farm Road 178/Weaver Road to Ridgeview Street. If available funds allow, the City may choose to extend sidewalk further south to Monterrey Street (as a bid alternate).

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$65,110	\$0	\$0	\$0	\$65,110
LOCAL	Local	ENG	\$16,278	\$0	\$0	\$0	\$16,278
FHWA (STP-U)	Federal	ROW	\$6,026	\$0	\$0	\$0	\$6,026
LOCAL	Local	ROW	\$1,507	\$0	\$0	\$0	\$1,507
FHWA (STP-U)	Federal	CON	\$180,863	\$0	\$0	\$0	\$180,863
LOCAL	Local	CON	\$45,216	\$0	\$0	\$0	\$45,216
Totals			\$315,000	\$0	\$0	\$0	\$315,000

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$315,000

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	PROJECT	FHWA (STP)				FHWA (STP-U)		FHWA (TE)		FHWA (TAP)		Local		State		TOTAL	
													LOCAL	MoDOT	MoDOT-AC		TOTAL
FY 2015																	
	EN1302		\$0		\$0		\$0		\$0		\$240,000		\$60,000		\$0		\$300,000
	EN1305		\$0		\$0		\$0		\$220,413		\$0		\$179,587		\$0		\$400,000
	EN1306		\$0		\$0		\$0		\$320,000		\$0		\$80,000		\$0		\$400,000
	EN1307		\$0		\$0		\$0		\$200,000		\$0		\$50,000		\$0		\$250,000
	EN1401		\$0		\$48,300		\$0		\$0		\$0		\$12,075		\$0		\$60,375
	EN1502		\$0		\$0		\$0		\$0		\$0		\$0	\$194,800	\$779,200		\$974,000
	EN1503		\$0		\$0		\$0		\$0		\$122,966		\$30,742		\$0		\$153,708
	EN1504		\$0		\$0		\$0		\$0		\$141,635		\$35,409		\$0		\$177,044
	EN1505		\$0		\$0		\$0		\$0		\$40,034		\$10,009		\$0		\$50,043
	EN1506		\$0		\$0		\$0		\$0		\$250,000		\$141,176		\$0		\$391,176
	EN1507		\$0		\$0		\$0		\$0		\$192,680		\$48,170		\$0		\$240,850
	EN1508		\$0		\$0		\$0		\$0		\$250,000		\$179,000		\$0		\$429,000
	EN1509		\$0		\$0		\$0		\$0		\$250,000		\$280,000		\$0		\$530,000
	EN1510		\$0		\$0		\$0		\$0		\$250,000		\$62,500		\$0		\$312,500
	EN1511		\$0		\$0		\$0		\$0		\$160,000		\$40,000		\$0		\$200,000
	EN1512		\$0		\$0		\$0		\$0		\$133,080		\$33,270		\$0		\$166,350
	EN1513		\$0		\$251,999		\$0		\$0		\$0		\$63,001		\$0		\$315,000
	MO1309		\$0		\$0		\$0		\$0		\$0		\$0	\$5,000	\$20,000		\$25,000
	SP1412		\$0		\$0		\$0		\$0		\$0		\$0	\$118,600	\$474,400		\$593,000
	SP1414		\$69,000		\$0		\$0		\$175,000		\$0		\$30,000	\$31,000	\$0		\$305,000
	SUBTOTAL		\$69,000		\$300,299		\$915,413		\$2,030,395		\$1,334,939		\$349,400		\$1,273,600		\$6,273,046
FY 2016																	
	EN1601		\$0		\$0		\$192,000		\$0		\$0		\$0	\$48,000	\$0		\$240,000
	MO1309		\$0		\$0		\$0		\$0		\$0		\$0	\$5,000	\$20,000		\$25,000
	SUBTOTAL		\$0		\$0		\$192,000		\$0		\$0		\$0	\$53,000	\$20,000		\$265,000
FY 2017																	
	MO1309		\$0		\$0		\$0		\$0		\$0		\$0	\$5,000	\$20,000		\$25,000
	SUBTOTAL		\$0		\$0		\$0		\$0		\$0		\$0	\$5,000	\$20,000		\$25,000
FY 2018																	
	MO1309		\$0		\$0		\$0		\$0		\$0		\$0	\$5,000	\$20,000		\$25,000
	SUBTOTAL		\$0		\$0		\$0		\$0		\$0		\$0	\$5,000	\$20,000		\$25,000
	GRAND TOTAL		\$69,000		\$300,299		\$1,107,413		\$2,030,395		\$1,334,939		\$412,400		\$1,333,600		\$6,588,046

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

PRIOR YEAR									
	STP	STP-U	TE	TAP	Local	MoDOT	MoDOT-AC	TOTAL	
Balance	\$ -	\$ -	\$ -	\$837,863	\$ -	\$ -	\$ -	\$837,863	
FY 2015									
Funds Anticipated	\$69,000	\$300,299	\$915,413	\$1,199,376	\$1,334,939	\$349,400	\$1,273,600	\$5,442,027	
Funds Programmed	(\$69,000.00)	(\$300,299.00)	(\$915,413.00)	(\$2,030,395.00)	(\$1,334,939.00)	(\$349,400.00)	(\$1,273,600.00)	(\$6,273,046.00)	
Running Balance	\$0		\$0	\$6,844	\$0	\$0	\$0	\$6,844	
FY 2016									
Funds Anticipated	\$ -		\$192,000	\$0	\$ -	\$53,000	\$20,000	\$265,000	
Funds Programmed	\$ -		(\$192,000.00)	\$ -	\$ -	(\$53,000.00)	(\$20,000.00)	(\$265,000.00)	
Running Balance	\$0		\$0	\$6,844	\$0	\$0	\$0	\$6,844	
FY 2017									
Funds Anticipated	\$ -		\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826	
Funds Programmed	\$ -		\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)	
Running Balance	\$0		\$0	\$619,670	\$0	\$0	\$0	\$619,670	
FY 2018									
Funds Anticipated	\$ -		\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826	
Funds Programmed	\$ -		\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)	
Running Balance	\$0		\$0	\$1,232,496	\$0	\$0	\$0	\$1,232,496	



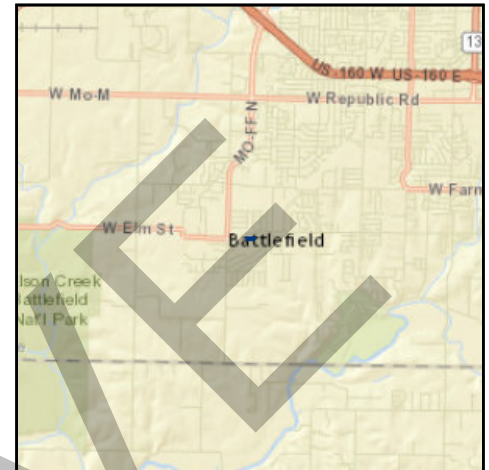
Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # BA1101 THIRD STREET EXTENSION

Route Third Street
From Third Street
To Battlefield Municipal Complex
Location/Agency City of Battlefield
Federal Agency FHWA
Responsible Agency City of Battlefield
Federal Funding Category STP-U
MoDOT Funding Category None
AC Year of Conv.
STIP #



Project Description

Conduct engineering study with plans that will extend Third Street and connect it into the Battlefield Municipal Complex.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$2,000	\$0	\$0	\$0	\$2,000
Totals			\$10,000	\$0	\$0	\$0	\$10,000

Notes

Source of Local Funds: City of Battlefield's Transportation Sales Tax.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$10,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # RP1502 HINES AND OAKWOOD CORRIDOR IMPROVEMENTS

Route Hines and Oakwood Corridors

From Oakwood and US60

To Hines and Cherrywood

Location/Agency City of Republic

Federal Agency FHWA

Responsible Agency City of Republic

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Capacity and geometric improvements to meet current design standards for secondary arterial roadway.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$8,000	\$151,512	\$151,512	\$0	\$311,024
LOCAL	Local	ENG	\$2,000	\$37,878	\$37,878	\$0	\$77,756
FHWA (STP-U)	Federal	ROW	\$0	\$49,608	\$0	\$0	\$49,608
LOCAL	Local	ROW	\$0	\$12,402	\$0	\$0	\$12,402
FHWA (STP-U)	Federal	CON	\$0	\$0	\$1,550,991	\$0	\$1,550,991
LOCAL	Local	CON	\$0	\$0	\$458,250	\$0	\$458,250
Totals			\$10,000	\$251,400	\$2,198,631	\$0	\$2,460,031

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,460,031

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY													
PROJECT	Federal							Local		State		Other	TOTAL
	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC		
FY 2015													
BA1101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$0	\$7,620,000
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$0	\$12,351,000
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$200,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$0	\$1,417,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$0	\$464,000
GR1402	\$0	\$0	\$0	\$168,800	\$1,049,967	\$0	\$0	\$105,200	\$1,048,968	\$0	\$2,499,000	\$126,065	\$2,499,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1502	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$1,200,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$0	\$784,000	\$0	\$980,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$0	\$1,323,200	\$0	\$1,654,000
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$32,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$134,600	\$0	\$538,400	\$0	\$1,018,000
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$216,000	\$0	\$216,000	\$0	\$216,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$194,400	\$0	\$194,400	\$0	\$194,400
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$151,200	\$0	\$189,000
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$6,200	\$2,000	\$0	\$0	\$0	\$62,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$1,600	\$0	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$1,600	\$0	\$2,000
NX0601	\$949,612	\$0	\$0	\$0	\$0	\$0	\$0	\$1,188,388	\$0	\$0	\$0	\$0	\$2,138,000
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$43,200	\$0	\$43,200	\$0	\$54,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$1,600	\$0	\$2,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$1,600	\$0	\$2,000
RP1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
RP1502	\$81,000	\$0	\$248,000	\$0	\$0	\$0	\$0	\$2,000	\$62,000	\$0	\$0	\$0	\$10,000
SP1018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$0	\$310,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$4,000	\$0	\$5,000
SP1109	\$1,966,300	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$1,433,140	\$750,000	\$0	\$4,016,560	\$0	\$10,416,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$1,600	\$0	\$2,000
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$1,600	\$0	\$2,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$624,894
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$352,800	\$0	\$352,800	\$0	\$441,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$1,567,200	\$0	\$1,567,200	\$0	\$1,959,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$932,000	\$0	\$932,000	\$0	\$1,165,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$47,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$32,600	\$0	\$126,400	\$0	\$216,000
FY 2015 continued on next page													

FY 2015 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY													
PROJECT	FWHA (STP-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STP)	FWHA (130)	FWHA (HPP)	FWHA (BRO)	Local	MoDOT	State	MoDOT-AC	Other	TOTAL
								LOCAL		MoDOT-GCSA		OTHER	
FY 2015 continued													
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,200	\$0	\$480,800	\$0	\$601,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$0	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$0	\$73,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$0	\$548,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800	\$0	\$91,200	\$0	\$114,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$0	\$376,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$7,568,912	\$1,000,600	\$248,000	\$668,715	\$3,623,967	\$0	\$1,504,800	\$3,891,595	\$6,501,040	\$1,879,968	\$25,588,216	\$126,065	\$52,601,878
FY 2016													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$80,000	\$0	\$0	\$0	\$0	\$400,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$19,200	\$0	\$24,000
MO1601	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$53,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$134,600	\$0	\$538,400	\$0	\$1,028,000
MO1604	\$0	\$980,100	\$0	\$0	\$0	\$0	\$0	\$0	\$108,900	\$0	\$0	\$0	\$1,089,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$155,200	\$0	\$194,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$362,000	\$0	\$1,448,000	\$0	\$3,443,751
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$0	\$7,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,000	\$0	\$164,000	\$0	\$205,000
RP1502	\$201,120	\$0	\$4,651,200	\$0	\$0	\$0	\$0	\$50,280	\$0	\$0	\$0	\$0	\$5,814,000
SP1018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,162,800	\$0	\$0	\$0	\$2,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$0	\$80,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$0	\$13,984
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$156,600	\$0	\$626,400	\$0	\$1,636,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200	\$0	\$20,800	\$0	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$996,400	\$0	\$8,967,600	\$0	\$9,964,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,833,000	\$0	\$7,332,000	\$0	\$9,165,000
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$0	\$0	\$184,000	\$74,000	\$0	\$298,000	\$0	\$1,290,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
SUBTOTAL	\$4,417,121	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$320,000	\$1,188,014	\$5,236,800	\$32,000	\$19,695,200	\$0	\$36,701,135

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FWHA (STP-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STP)	FWHA (130)	FWHA (HPP)	FWHA (BRO)	Local LOCAL	MoDOT	State MoDOT-GCSA	MoDOT-AC	Other OTHER	TOTAL
FY 2017													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1201	\$80,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,900	\$0	\$0	\$0	\$89,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,800	\$0	\$4,463,200	\$0	\$5,579,000
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$134,600	\$0	\$538,400	\$0	\$1,038,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$0	\$200,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,600	\$0	\$270,400	\$0	\$338,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205,200	\$0	\$820,800	\$0	\$1,026,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,600	\$0	\$366,400	\$0	\$458,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$271,823	\$326,777	\$0	\$1,305,108	\$0	\$2,993,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$659,200	\$0	\$824,000
SUBTOTAL	\$3,083,795	\$80,100	\$0	\$0	\$0	\$0	\$0	\$840,951	\$2,472,077	\$0	\$8,714,708	\$0	\$15,191,631
FY 2018													
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1801	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$0	\$1,048,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1106	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$1,179,000	\$313,000	\$0	\$1,252,000	\$0	\$2,844,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$166,134	\$0	\$0	\$792,000	\$0	\$3,001,866	\$0	\$3,960,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SUBTOTAL	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,254,000	\$1,526,000	\$0	\$4,801,866	\$0	\$6,148,000
GRAND TOTAL	\$15,369,828	\$2,113,500	\$4,899,200	\$768,715	\$3,751,967	\$166,134	\$1,824,800	\$7,174,560	\$15,735,917	\$1,911,968	\$58,799,990	\$126,065	\$112,642,644

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source										MoDOT				State	
	STP-U	Safety	Bridge	STP	130	HPP	BRO	TOTAL Federal Funds	Local	Programmed Funds	Other	Operations and Maintenance	TOTAL			
2015 Funds Programmed	\$7,568,912	\$1,000,600	\$248,000	\$663,715	\$3,623,967	\$0	\$1,504,800	\$14,614,994	\$3,891,595	\$33,969,224	\$126,065	\$6,525,006	\$59,126,884			
2016 Funds Programmed	\$4,417,121	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$320,000	\$10,549,121	\$1,188,014	\$24,964,000	\$0	\$665,506	\$37,366,641			
2017 Funds Programmed	\$3,083,795	\$80,100	\$0	\$0	\$0	\$0	\$0	\$3,163,895	\$840,951	\$11,186,785	\$0	\$6,788,616	\$21,980,247			
2018 Funds Programmed	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$566,134	\$1,254,000	\$6,327,866	\$0	\$6,924,388	\$15,072,388			
Total	\$15,369,828	\$ 2,113,500	\$ 4,899,200	\$ 768,715	\$ 3,751,967	\$ 166,134	\$ 1,824,800	\$ 28,894,144	\$ 7,174,560	\$ 76,447,875	\$ 126,065	\$ 20,903,516	\$133,546,160			

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$ -	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,999
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
TOTAL AVAILABLE FUNDING	\$48,956,653	\$39,513,839	\$32,038,246	\$20,475,849	\$19,951,621	\$160,996,208
Prior Year Funding	\$ -	\$48,956,653	\$33,361,268	\$29,280,887	\$28,617,440	-
Programmed State and Federal Funding	\$ -	(\$55,109,224)	(\$36,178,627)	(\$21,139,296)	(\$13,818,388)	(\$126,245,535)
TOTAL REMAINING	\$48,956,653	\$33,361,268	\$29,280,887	\$28,617,440	\$34,750,673	

Remaining State and Federal Funding	\$3,989,186
Remaining Suballocated STP-Urban/Small Urban	\$27,866,771
Remaining Suballocated BRM	\$2,894,716
TOTAL REMAINING	\$34,750,673

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

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

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

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

FEDERAL SUB-ALLOCATED REVENUE

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

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

Table G.2 STP-Urban/Small Urban	
Carryover Balance through FY2014	\$23,213,240
Anticipated Allocation FY2015	\$5,410,663
Anticipated Allocation FY2016	\$5,414,570
Anticipated Allocation FY2017	\$4,599,063
Anticipated Allocation FY2018	\$4,599,063
Programmed through FY2018	(\$15,670,127)
Estimated Carryover Balance Through FY 2018	\$27,670,127

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

REVENUE

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

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

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Battlefield				
Total Available Revenue	\$232,024.00	\$232,024.00	\$232,024.00	\$232,024.00
Estimated Operations and Maintenance Expenditures	(\$3,731.00)	(\$3,806.00)	(\$3,882.00)	(\$3,960.00)
Estimated TIP Project Expenditures	(\$63,001.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$165,292.00	\$228,218.00	\$228,142.00	\$228,064.00
City of Nixa				
Total Available Revenue (prior reserves included)	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00
Estimated Operations and Maintenance Expenditures	(\$25,424.00)	(\$25,932.00)	(\$26,451.00)	(\$26,980.00)
Estimated TIP Project Expenditures	(\$1,558,651.00)	(\$326,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$510,244.00	\$1,371,374.00	\$1,697,605.00	\$1,697,076.00
City of Ozark				
Total Available Revenue	\$640,830.00	\$640,830.00	\$640,830.00	\$640,830.00
Estimated Operations and Maintenance Expenditures	(\$60,512.00)	(\$61,722.00)	(\$62,956.00)	(\$64,215.00)
Estimated TIP Project Expenditures	(\$72,460.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$507,858.00	\$579,108.00	\$577,874.00	\$576,615.00
City of Republic				
Total Available Revenue	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00
Estimated Operations and Maintenance Expenditures	(\$36,355.00)	(\$37,082.00)	(\$37,824.00)	(\$38,580.00)
Estimated TIP Project Expenditures	(\$699,584.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$934,536.00	\$1,633,393.00	\$1,632,651.00	\$1,631,895.00
City of Springfield				
Total Available Revenue	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00
Estimated Operations and Maintenance Expenditures	(\$2,325,881.00)	(\$2,372,399.00)	(\$2,419,847.00)	(\$2,468,244.00)
Estimated TIP Project Expenditures	(\$881,571.00)	(\$430,984.00)	(\$344,823.00)	(\$1,254,000.00)
Amount Available for Local Projects	\$18,097,666.00	\$18,501,735.00	\$18,540,271.00	\$17,582,874.00

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Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Strafford				
Total Available Revenue	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	(\$72,500.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$27,797.00	\$100,297.00	\$100,297.00	\$100,297.00
City of Willard				
Total Available Revenue	\$467,355.00	\$467,355.00	\$467,355.00	\$467,355.00
Estimated Operations and Maintenance Expenditures	(\$13,948.00)	(\$14,227.00)	(\$14,512.00)	(\$14,802.00)
Estimated TIP Project Expenditures	(\$13,739.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$439,668.00	\$453,128.00	\$452,843.00	\$452,553.00
Christian County				
Total Available Revenue	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00
Estimated Operations and Maintenance Expenditures	(\$40,163.00)	(\$40,966.00)	(\$41,785.00)	(\$42,621.00)
Estimated TIP Project Expenditures	(\$1,557,044.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,501,616.00	\$1,500,813.00	\$1,499,994.00	\$1,499,158.00
Greene County				
Total Available Revenue	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00
Estimated Operations and Maintenance Expenditures	(\$106,796.00)	(\$108,932.00)	(\$111,111.00)	(\$113,333.00)
Estimated TIP Project Expenditures	(\$916,200.00)	(\$380,000)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,624,890.00	\$21,158,954.00	\$21,536,775.00	\$21,534,553.00

TAB 4

TECHNICAL COMMITTEE AGENDA 3/18/2015; ITEM II.C.

Public Participation Plan Amendment

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

AGENDA DESCRIPTION:

OTO adopted the Public Participation Plan in 2013. The purpose of the Public Participation Plan is to outline the process to involve the public and transportation stakeholders in the decision-making process. The adopted plan does not currently describe that the public participation process adopted by OTO satisfies the requirements for public participation for City Utilities Transit and for all FTA programs.

The amendment adds required language by the Federal Transit Administration to fulfill the grant requirements for public participation for transit projects. The revisions may be found on pages 17 and 21 of the included Public Participation Plan.

TECHNICAL COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the proposed amended Public Participation Plan.”

OR

“Move to recommend that the Board of Directors approve the proposed amended Public Participation Plan, with these changes...”

§ 450.316

proposed transportation investment extends across the boundaries of more than one MPA. If any part of the urbanized area is a nonattainment or maintenance area, the agreement also shall include State and local air quality agencies. The metropolitan transportation planning processes for affected MPOs should, to the maximum extent possible, reflect coordinated data collection, analysis, and planning assumptions across the MPAs. Alternatively, a single metropolitan transportation plan and/or TIP for the entire urbanized area may be developed jointly by the MPOs in cooperation with their respective planning partners. Coordination efforts and outcomes shall be documented in subsequent transmittals of the UPWP and other planning products, including the metropolitan transportation plan and TIP, to the State(s), the FHWA, and the FTA.

(e) Where the boundaries of the urbanized area or MPA extend across two or more States, the Governors with responsibility for a portion of the multistate area, the appropriate MPO(s), and the public transportation operator(s) shall coordinate transportation planning for the entire multistate area. States involved in such multistate transportation planning may:

(1) Enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and

(2) Establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

(f) If part of an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not designated as a TMA, the adjacent urbanized area shall not be treated as a TMA. However, a written agreement shall be established between the MPOs with MPA boundaries including a portion of the TMA, which clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements (e.g.,

23 CFR Ch. I (4–1–11 Edition)

congestion management process, Surface Transportation Program funds suballocated to the urbanized area over 200,000 population, and project selection).

§ 450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its

planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

§ 450.318 Transportation planning studies and project development.

(a) Pursuant to section 1308 of the Transportation Equity Act for the 21st Century, TEA-21 (Pub. L. 105-178), an MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process. To the extent practicable, development of these transportation planning studies shall involve consultation with, or joint efforts among, the MPO(s), State(s), and/or public



PUBLIC PARTICIPATION PLAN 2013



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

AMENDED -----

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

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INTRODUCTION

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

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

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

In addition, the Public Participation Plan

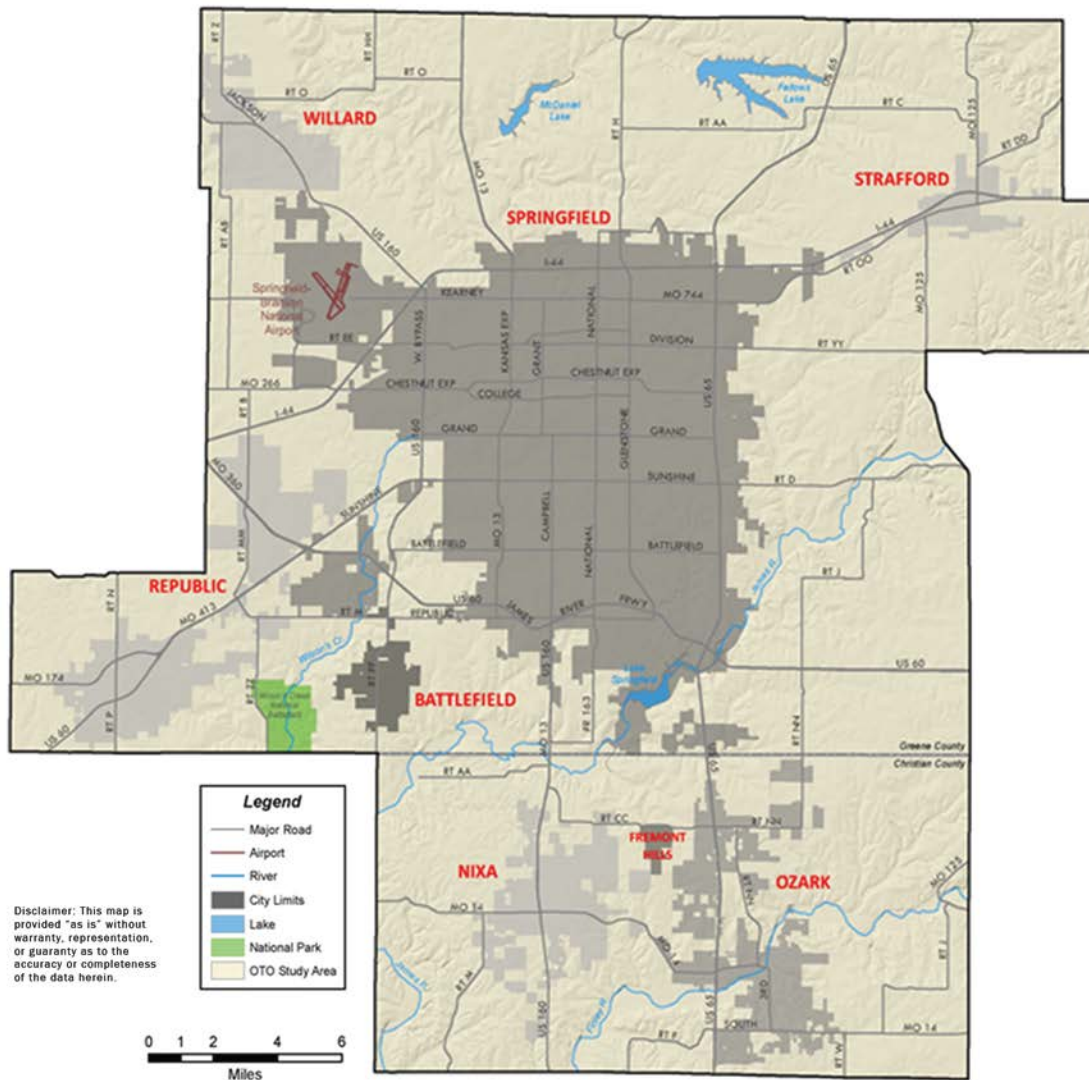
- shall be developed in consultation with all interested parties; and
- shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan. Beyond the federal requirements, participation by citizens, affected public agencies, community groups,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

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

The targeted OTO stakeholders should include the following:

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

FIGURE 1: OTO METROPOLITAN PLANNING AREA BOUNDARY



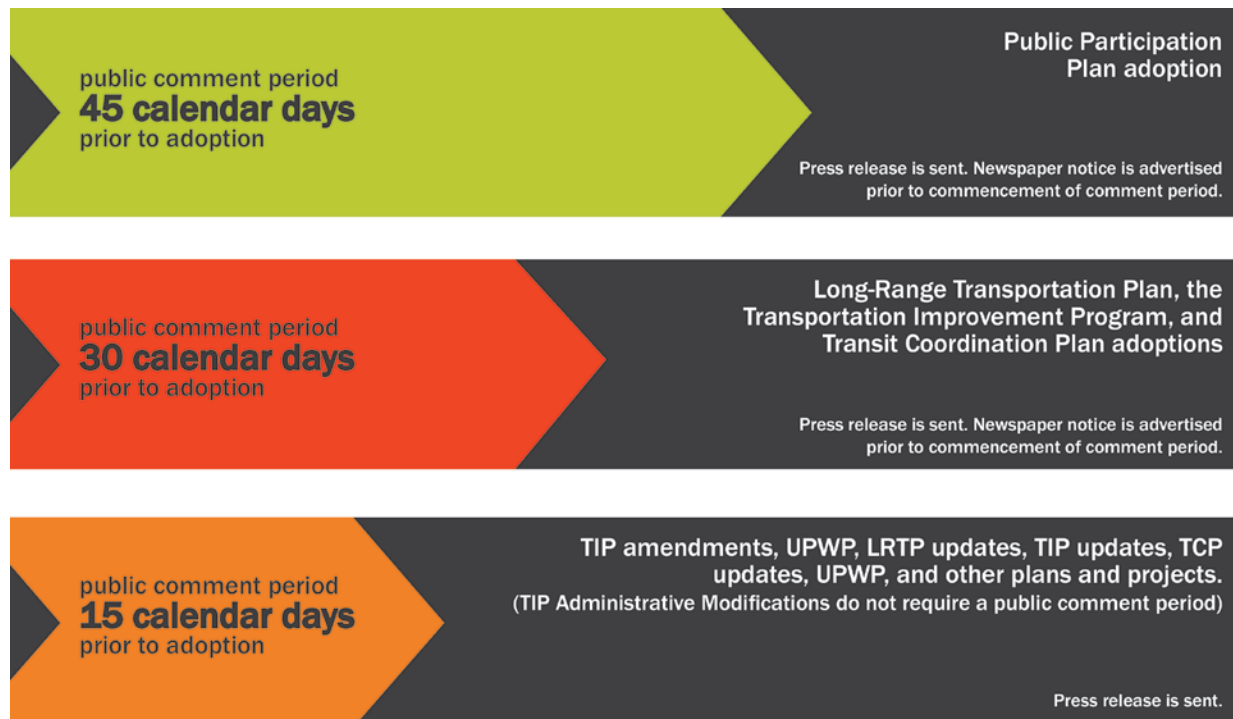
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

GENERAL GUIDELINES

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

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

FIGURE 2: PUBLIC COMMENT PERIODS



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

PARTICIPATION POLICIES

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

STRATEGY 1.

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

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

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

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

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

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

STRATEGY 2.

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

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

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

Policy 2.3: OTO shall maintain an internet website.

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

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

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

STRATEGY 3.

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

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

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

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

OBJECTIVE 4.

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

These effects include, but are not limited to:

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

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

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

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

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

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

STRATEGY 5.

OTO shall strive to continuously improve public participation.

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

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

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

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

PARTICIPATION TECHNIQUES

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

OTO WEBSITE

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

OTO MASTER DATABASE

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

LEGAL ADVERTISEMENTS

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

PRESS RELEASES

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

PROJECT WORKSHOPS/OPEN-HOUSES

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

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

EMAIL ANNOUNCEMENTS

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

OTO LOGO

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

COMMENT FORMS

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

SURVEYS

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

POSTERS AND FLYERS

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

SOCIAL MEDIA

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

SPECIFIC PLAN PROCEDURES

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

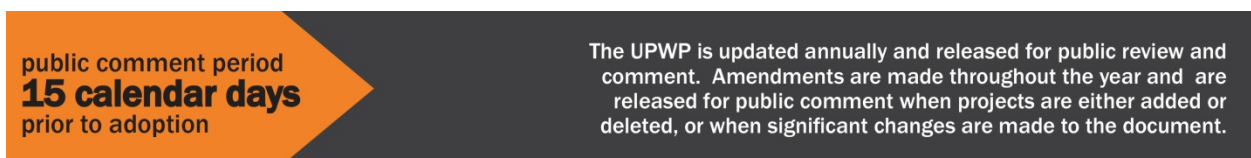
UNIFIED PLANNING WORK PROGRAM

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

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

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

FIGURE 3: UPWP PUBLIC COMMENT PERIOD



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

LONG RANGE TRANSPORTATION PLAN

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

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

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

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

FIGURE 4: LRTP PUBLIC COMMENT PERIOD



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

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

TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

AGENCY PUBLIC INVOLVEMENT

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

City Utilities of Springfield

~~City Utilities of Springfield has adopted a public involvement policy that offers public and private entities the opportunity to participate in the transit planning process and to present views concerning development of local transportation plans and programs.~~

~~The OTO's adopted public participation plan and process satisfies CU's public participation plan and process for the Program of Projects. OTO conducts an extensive public involvement process for the Transportation Improvement Program and publication of the Program of Projects which is outlined on pages 18-21.~~

~~In addition, City Utilities holds an annual public hearing on the Utilities' budget and projects for the coming year. The City Utilities' Board of Public Utilities also must approve the Utilities' budget and projects with the Springfield City Council making the final approval.~~

~~OTO advertises City Utilities' program of projects each year in the Springfield News-Leader.~~

~~A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:~~

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

OTO Member Jurisdictions

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

Missouri State University

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

OATS, Inc.

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

- ~~• A public notice~~
- ~~• Input from an advisory group, and~~

- Southwest Missouri Office on Aging

Missouri Department of Transportation

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

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

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

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

OTO PUBLIC INVOLVEMENT

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

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

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

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

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

CHANGES TO THE TIP

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

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

1. **TIP Amendments.** TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to the Missouri Department of Transportation (MoDOT) for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Amendments will require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice will be given by press release and on the OTO website.
2. **TIP Administrative Modifications.** TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period.

Revisions Requiring TIP Amendments:

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

Revisions Allowed As Administrative Modifications:

1. Changes in a project's programmed amount less than 15% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. or Other) without major changes to the scope to the project;
5. Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FYs of a TIP;

6. Minor changes to funding sources between federal funding categories or between state and local sources,
7. Changes in a project's fund source(s) from Federal to non-Federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate); and
8. Changing a project's lead agency when agreed upon by the two agencies affected.
9. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;
10. Changes made to an existing project's programmed federal funds, in order to reflect the actual amount awarded by the federal agency and the corresponding required amount of matching funds;
11. Adding a project to the TIP which is split from a "parent project" provided the cumulative, total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change; and
12. Combining two or more projects already in the TIP provided the cumulative, total amount of Federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change.
13. Moving a project from a prior adopted TIP to the current TIP.

PROGRAM OF PROJECTS

For all federal transportation funding OTO will conduct the project selection process and subsequently select projects for publication in the TIP. This process and publication will serve to satisfy the public requirements for the Program of Projects.

The TIP and all amendments will serve as the final Program of Projects.

Public transportation providers and human services agencies will rely on the public participation process conducted for the TIP by OTO to satisfy the public involvement requirements for all FTA programs.

APPENDIX A

PUBLIC PARTICIPATION PLAN EVALUATION HANDBOOK

INTRODUCTION

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

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

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

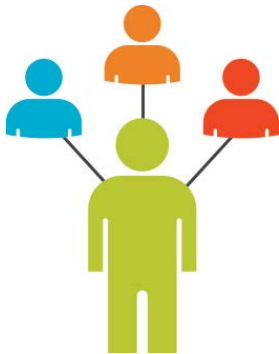
This handbook will include recommendations for future evaluation strategies. This Evaluation Handbook is not set in stone as it is meant to be a living document; changes will be made as new evaluation and outreach strategies are assessed and adopted.

PERFORMANCE MEASURES

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

PERFORMANCE MEASURES

Reach



CONSIDERATIONS

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

Desired Outcome: Continual improvement of reach.

Access



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

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

Effective Communication



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

9. Material presented at meetings is relevant

10. A quality discussion takes place at meetings

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

Input



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

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

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

Impact



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

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

Diversity and Equity



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

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

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

CONCLUSION

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

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



TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 3/18/2015; ITEM II.D

Growth Trends Report

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

AGENDA DESCRIPTION:

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, population and socioeconomic data, and growth trend maps. This information provides a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). This report is published for information purposes and can be viewed in full on the OTO website at

http://ozarkstransportation.org/Documents/OTO_Growth_Trends_Dec2014.pdf.

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action required. Informational only.

Growth Trends



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



THROUGH DECEMBER 31, 2014

**205 PARK CENTRAL EAST, SUITE 205
SPRINGFIELD, MISSOURI 65806**



Disclaimer

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

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Introduction

Each year the Ozarks Transportation Organization, or OTO, examines residential construction activity and socioeconomic data for its planning area and member jurisdictions. This report is comprised of three main sections:

RESIDENTIAL UNITS

Single-family and multi-family residential construction activity for the various jurisdictions within the OTO planning area.

POPULATION & SOCIOECONOMIC DATA

Population, income, poverty, education, commuting, and workforce data.

GROWTH TRENDS MAPS

A display of residential construction activity within various OTO-area jurisdictions for the year 2014.

Residential Units



BUILDING PERMIT ACTIVITY

The building permit data was obtained from each municipality in the OTO area. The data was geocoded into Growth Trends GIS database by the address given. The number of units per census tract were obtained by adding together the single family and multifamily units and subtracting the permitted demolition units.



Jurisdictions within the OTO

Each year the Ozarks Transportation Organization (OTO) collects building permit data from its member jurisdictions. The chart to the right shows that single family home construction peaked in Greene County (the unincorporated portion within the OTO planning area) and the Cities of Nixa, Springfield and Ozark in 2005. Single family home construction in Republic and Christian County (the unincorporated portion within the OTO planning area) peaked in 2006. The number of single family homes permitted dropped sharply between the mid-2000's and 2008. However, in 2014, Battlefield, Ozark, Republic, Willard, and Christian County saw an increase in single family home construction. The City of Republic annexed a subdivision in Greene County this past summer, giving the city more growth than what was shown in the building permits. The trend has not rebounded to the early 2000 level for any local jurisdiction or the OTO area.

Single Family Units Permitted – OTO Area

Source: OTO – Note: Republic annexed the City of Brookline in 2005



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Battlefield	Not Available	547	312	211	28	44	89	49	72	128
Nixa	547	312	211	28	44	89	49	72	128	119
Ozark	393	391	233	102	22	34	33	49	69	70
Republic	232	283	236	179	70	77	99	54	67	96
Springfield	439	394	209	33	46	80	68	-5	29	28
Strafford	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	0	3	2
Willard	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	13	7	11
Christian County - OTO	133	241	145	64	41	51	40	7	56	70
Greene County - OTO	1,268	1,063	524	315	235	375	198	270	320	266
Total	3,012	2,684	1,558	721	458	706	487	500	708	698



Jurisdictions within the OTO (continued)

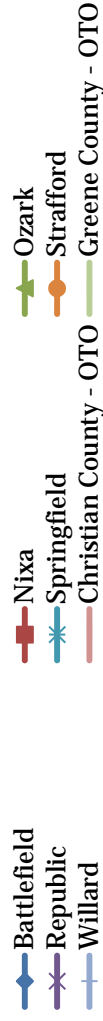
Over the past 10 years the vast majority of local multi-family residential construction has occurred within the City of Springfield, where the number of multi-family building permits issued rose sharply after 2003 and then dropped significantly after 2007. Except for just a few in Ozark and Willard, Springfield issued the only multi-family residential construction in 2014.

Republic, Ozark, Nixa, and Christian County did not issue separate multi-family residential construction permits until 2005. Since 2005, Nixa has permitted a total of 386 multi-family units, followed by Ozark (242 units), Republic (206 units), and Christian County (41 units).

Springfield's multifamily residential construction for 2014 increased 42 percent from 2013's downturn.

Multi-Family Units Permitted - OTO Area

Source: OTO – Note: Republic annexed the City of Brookline in 2005



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Battlefield	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available
Nixa	0	227	57	8	44	0	50	0	0	0
Ozark	48	0	57	32	55	26	20	4	0	0
Republic	72	24	0	0	92	18	0	0	0	0
Springfield	815	992	1,076	308	73	20	90	460	213	304
Strafford	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available
Willard	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available
Christian County - OTO	0	0	0	0	41	0	0	0	0	0
Greene County - OTO	156	24	268	30	237	38	12	0	0	0
Total	1,091	1,267	1,458	378	542	102	172	464	213	352



Jurisdictions within the OTO (continued)

The chart to the right shows the total number of residential units permitted minus single family and multi-family demolitions in Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, Willard, and the unincorporated portions of Greene County and Christian County within the OTO planning area. Residential construction in Ozark (441 units), Nixa (547), and Greene County (1,424) peaked in 2005, while Springfield (1,386), Republic (307), and Christian County (241) witnessed their highest levels in 2006. Residential units within the OTO planning area increased from 2013 (922 units) to 2014 (1050 units) despite a number of demolitions occurring in 2014 (~116 units).

Total Residential Units Permitted – OTO Area

Source: OTO – Note: Republic annexed the City of Brookline in 2005



Growth Trends Maps



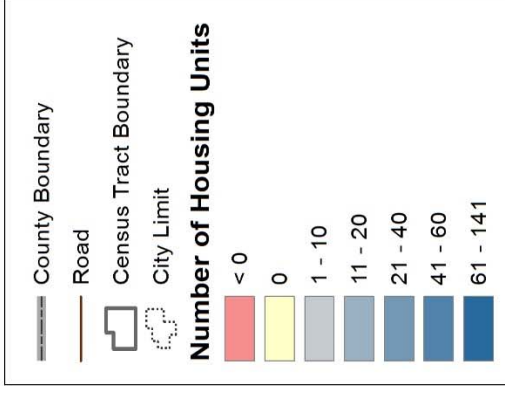
CHANGES IN HOUSING UNITS

In the following maps, new residential construction activity is analyzed at the MPO, county, and city levels. The majority of growth in the OTO planning area during 2014 occurred immediately west and southwest of the City of Springfield. Over the past 13 years, the areas at and outside the periphery of Springfield (including Willard, Republic, and Battlefield), and northern Christian County (including Nixa and Ozark), have witnessed the most growth.

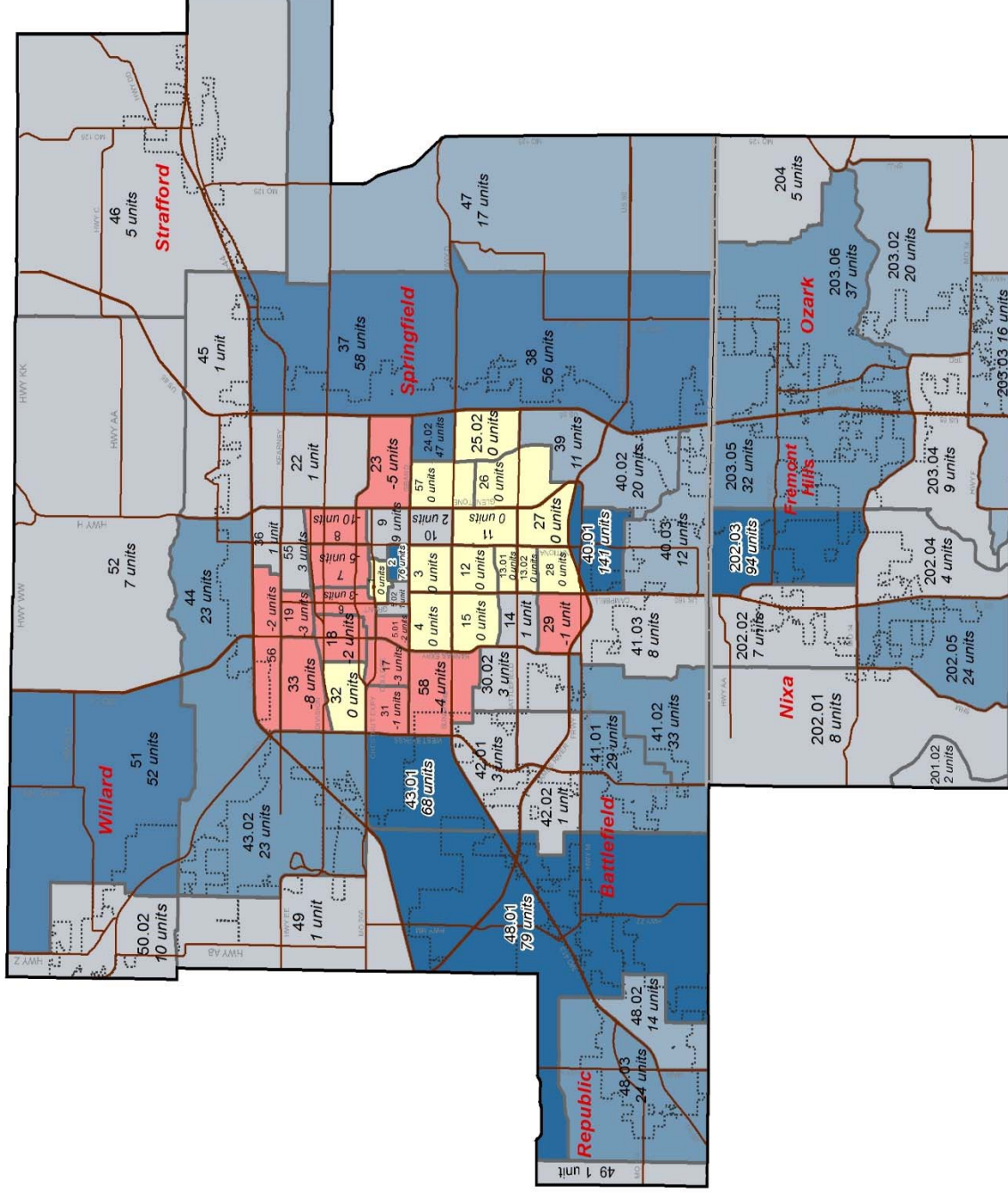
Housing Units Added

OTO Planning Area Boundary

**Net Change in Housing Units
by 2010 Census Tract
Jan 1, 2014 to Dec 31, 2014**



Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented herein.
Data not available for all jurisdictions for all years.

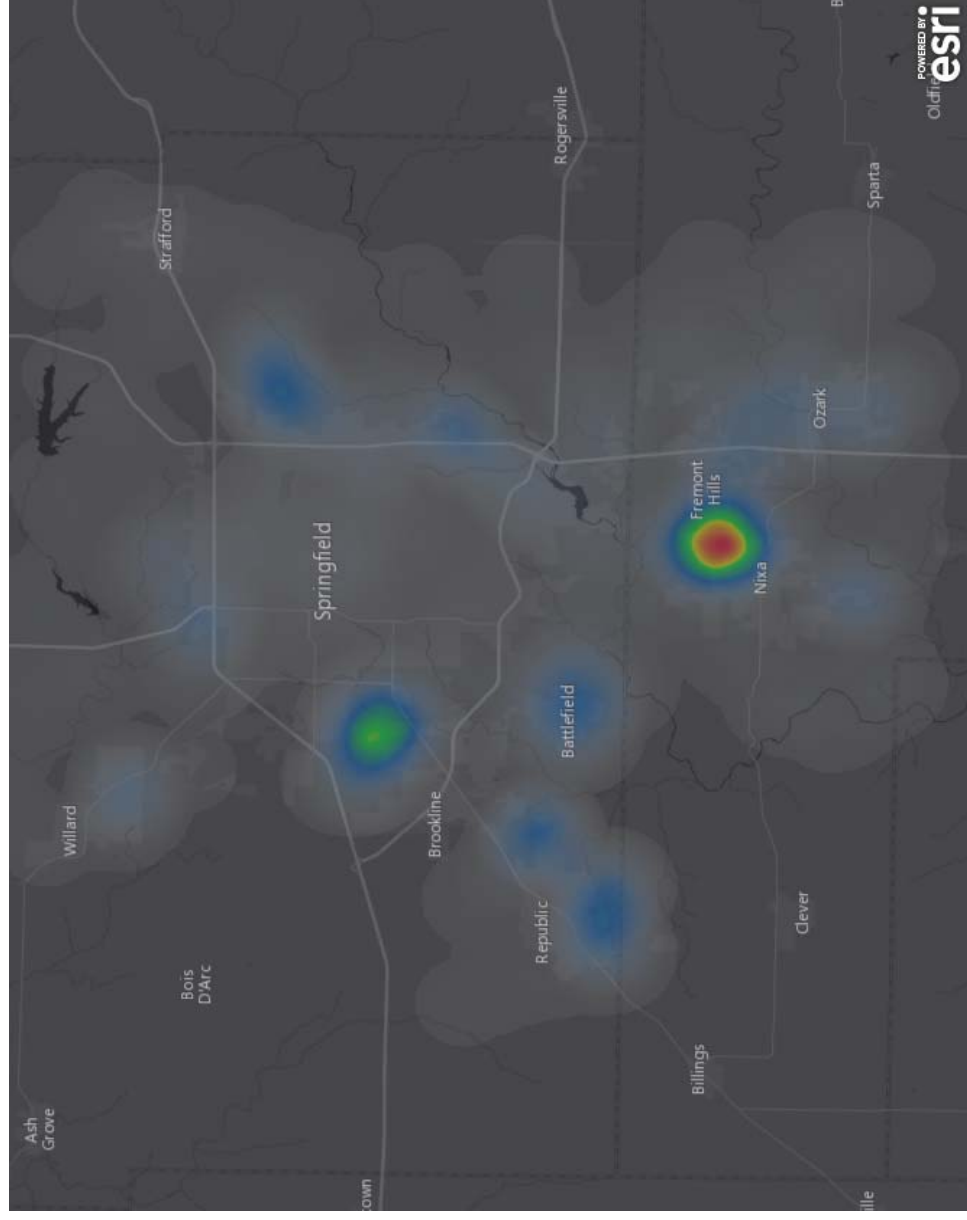




Permit Heat map

The map on the right shows the areas where the most residential permits were issued in the OTO area in 2014.

The Northeast portion of Nixa saw the biggest cluster of new residential housing construction. Just west of Springfield/ the Brookline area saw a number of new houses built as well. Other smaller clusters include the Republic area and the City of Battlefield.



Population & Socioeconomic Data



THROUGH DECEMBER 31, 2014

Based on figures from the 2010 Census, the five-county MSA (Christian, Dallas, Greene, Polk, Webster) has a population of 436,712. This represents a 15.6 percent increase over the 2000 MSA population of 368,374 and an average annual growth rate of 1.56 percent between 2000 and 2010.

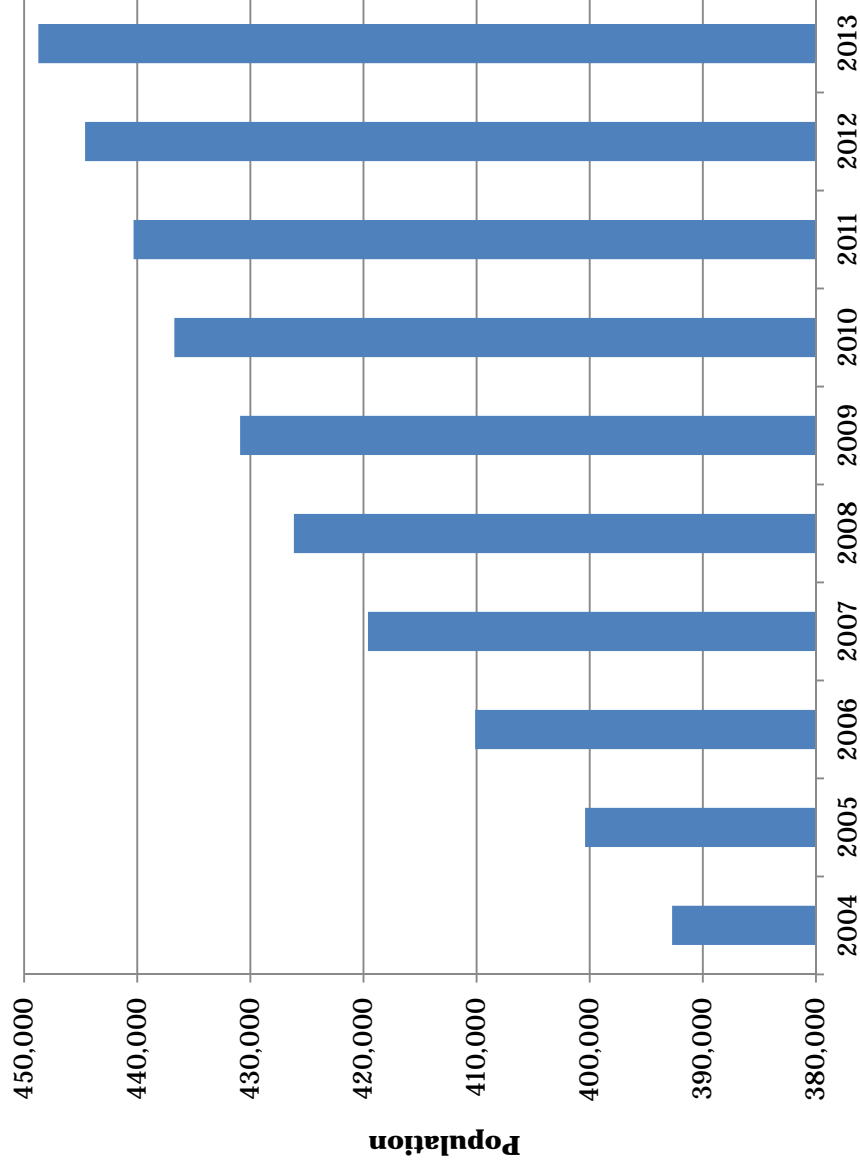


Springfield MSA

After the 2000 Census, the Springfield Metropolitan Statistical Area, or MSA, was expanded from three counties - Greene, Christian, and Webster - to five counties - Greene, Christian, Webster, Dallas, and Polk. The chart to the right shows the steady population increase in the five-county MSA. From 2004 to 2013 the MSA has increased nearly 12.5 percent. This is an annual average increase of 1.24 percent.

Springfield MSA Population

Source: US Census Bureau (Based on 2010 MSA of Greene, Christian, Webster, Polk and Dallas Counties)



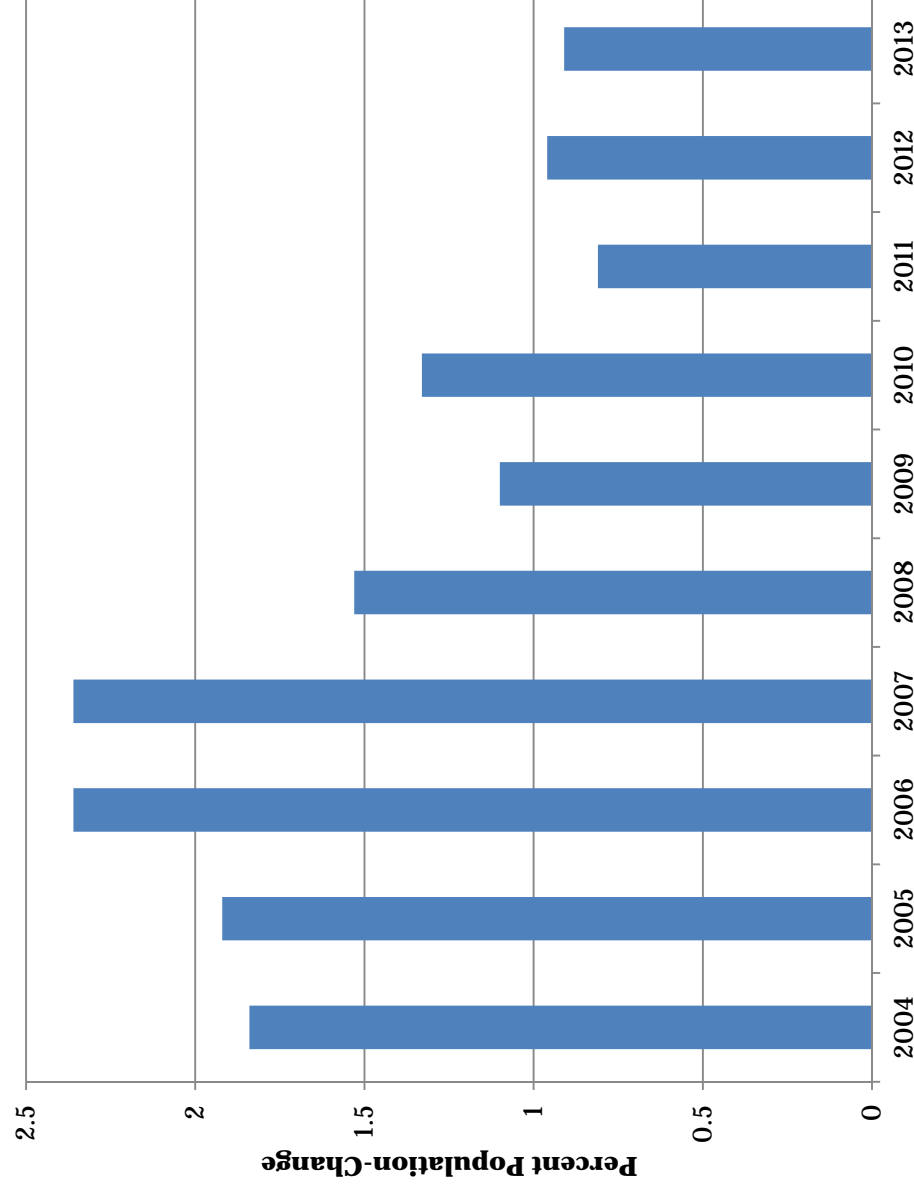


Springfield MSA (continued)

The chart to the right shows the annual population percentage change between 2004 and 2013 for the five-county Springfield Metropolitan Statistical Area (MSA). Although population growth in the five-county MSA has been consistently positive, the rates of growth vary from year to year. The highest rates of growth were in 2006 and 2007, immediately before the "Great Recession." After 2007, population growth rates stayed at recession levels.

Annual Percent Change Springfield MSA Population

Source: US Census Bureau (Based on the 2010 MSA of Greene, Christian, Webster, Polk, and Dallas Counties)





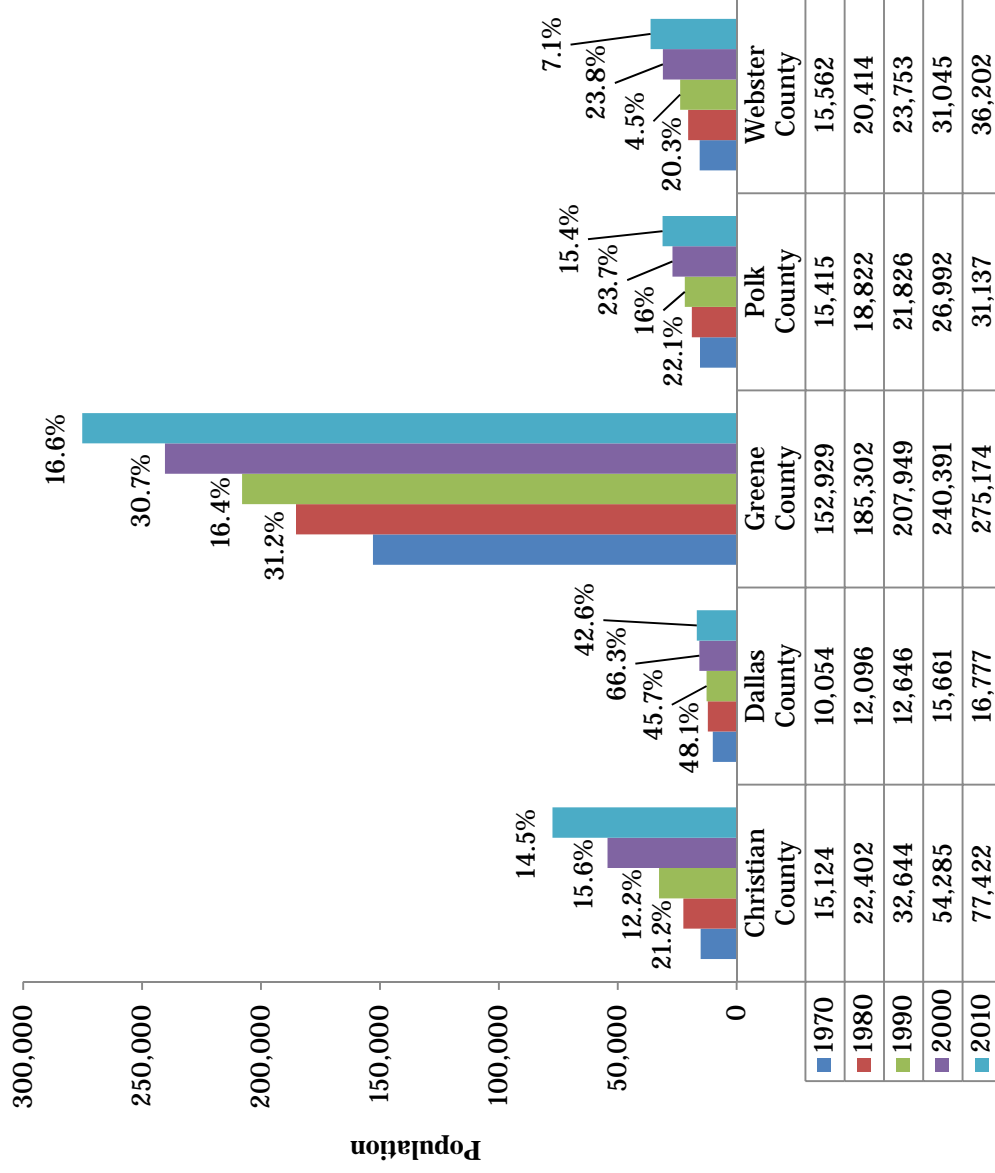
Individual Counties

The chart to the right shows both the actual number of people added in each of the five Springfield Metropolitan Statistical Area (MSA) counties and the population growth for each county (as noted above the bars) between 1970 and 2010.

Greene County added the most population (34,783) of any MSA county between 2000 and 2010, but had only the fourth-highest population growth rate. Christian County, by far, had the highest population growth rate (29.9%) of any MSA county between 2000 and 2010; this growth rate represented an actual population increase of 23,137. The population of Webster County grew by 14.2% between 2000 and 2010, while the populations of Polk County and Dallas County increased by 13.3% and 6.7%, respectively, over the same time period.

Population Increase Springfield MSA Counties 1970-2010

Source: Missouri Census Data Center



Jurisdictions within the OTO

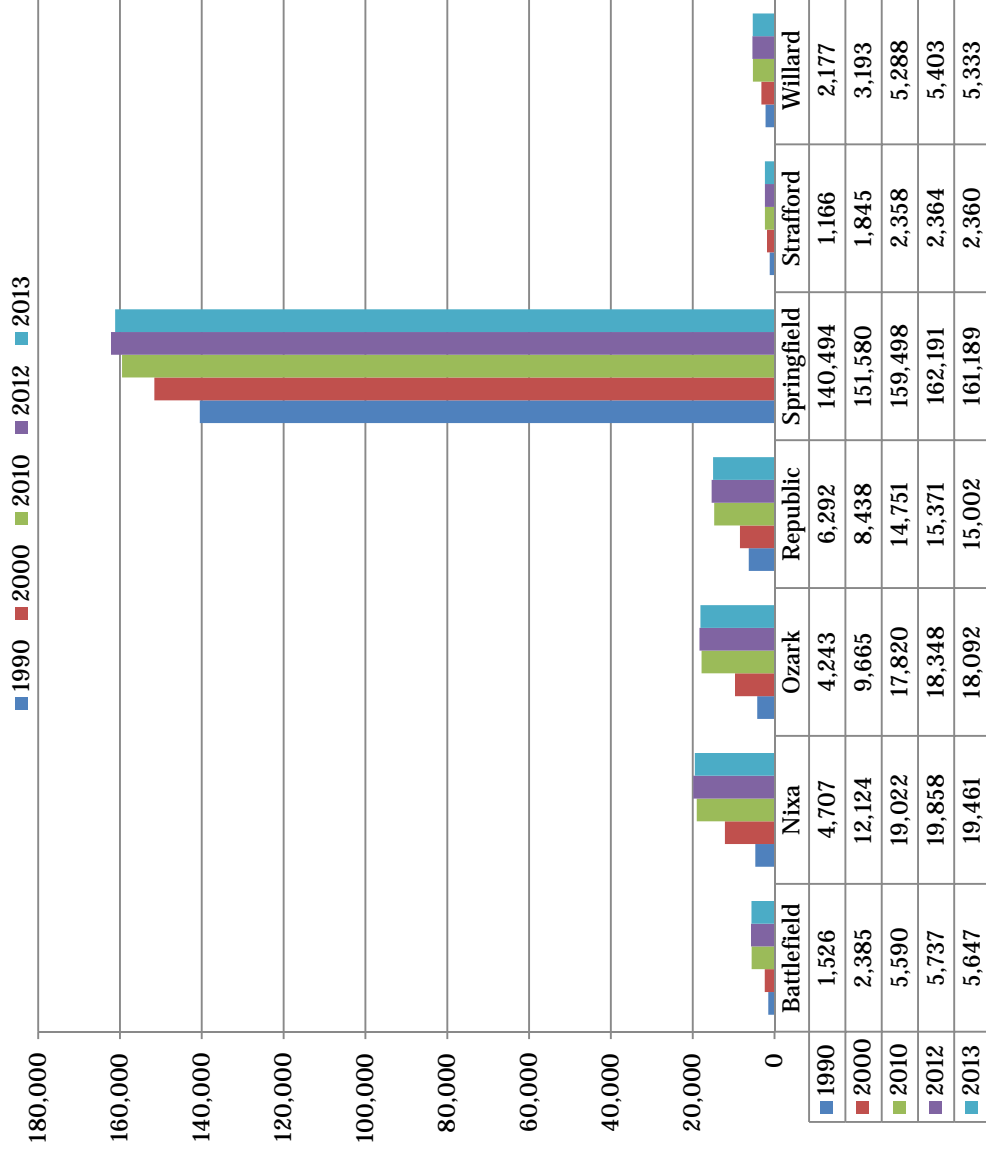
The chart and data table to the right show the populations of the cities within the OTO planning area. The City of Springfield, the most populous city within the OTO area and the region's employment center, has experienced steady growth over the past 20 years, adding a total of 20,695 people between 1990 and 2013.

The cities surrounding Springfield have enjoyed incredible rates of population growth over the past 20 years. Between 1990 and 2010, the populations of the cities around Springfield have all more than doubled and in some cases (see Nixa and Ozark) even quadrupled. However, from 2012 to 2013 the area has seen a slight decrease.

Average daily traffic on the highways connecting Springfield to the other cities in the OTO area has steadily increased during the last decade as residents commute into Springfield in increasing numbers for jobs, shopping, health care, and higher education.

Population Cities in the OTO Planning Area

Source: US Census Bureau





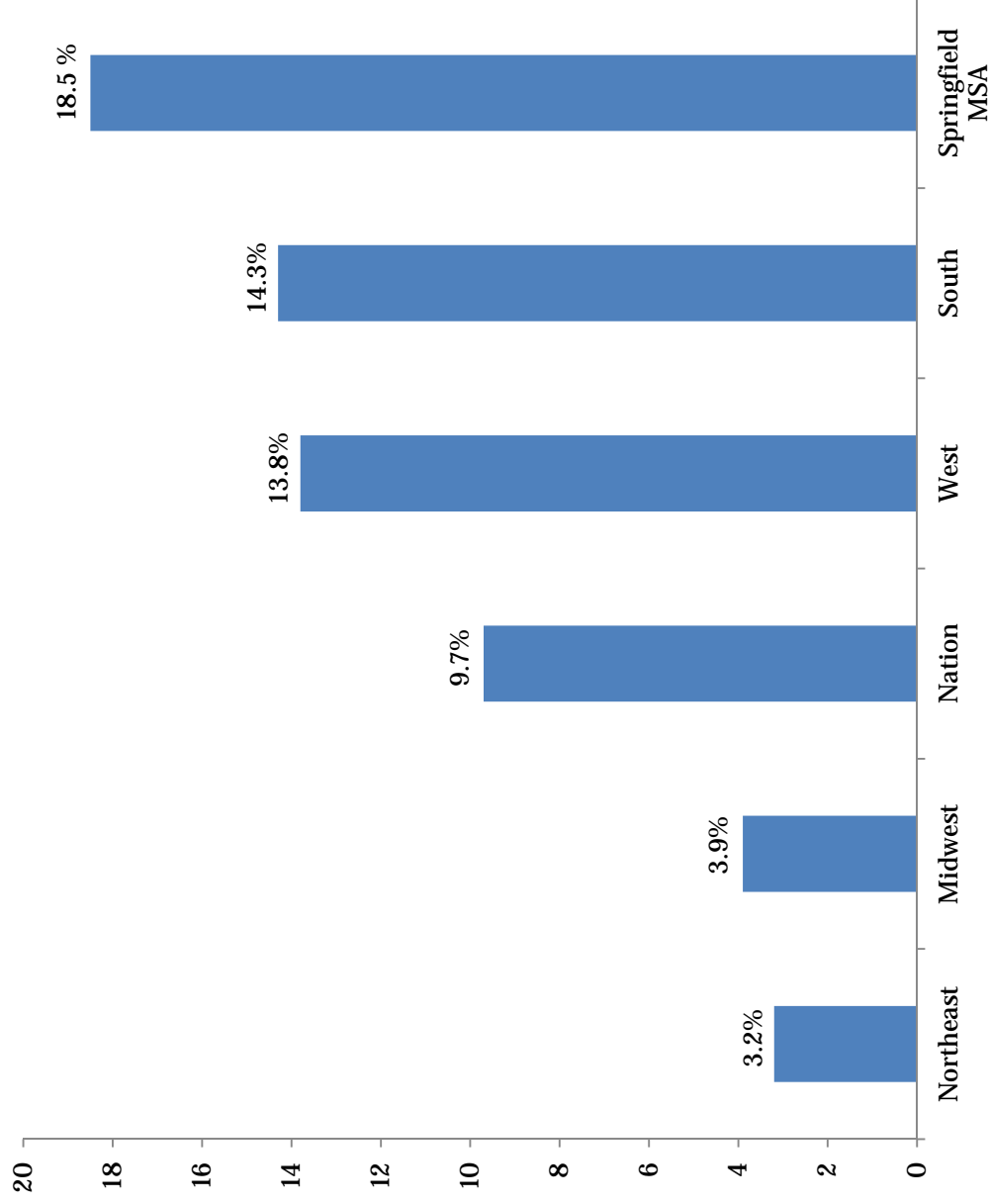
State, Region, Nation

Between 2000 and 2010, the five-county Springfield Metropolitan Statistical Area (MSA) population growth rate exceeded the growth rate of the nation as a whole, as well as the various regions (Midwest, South, etc.) within the United States. The population of the United States increased by 9.7% between 2000 and 2010 while the population of the Springfield MSA grew by 18.5%.

Nationally, the South (14.3%) and West (13.8%) grew more population-wise than the nation as a whole. Meanwhile, the Midwest (3.9%) and Northeast (3.2%) saw slower than average population growth.

Population - Percent Change 2000-2010

Source: US Census Bureau





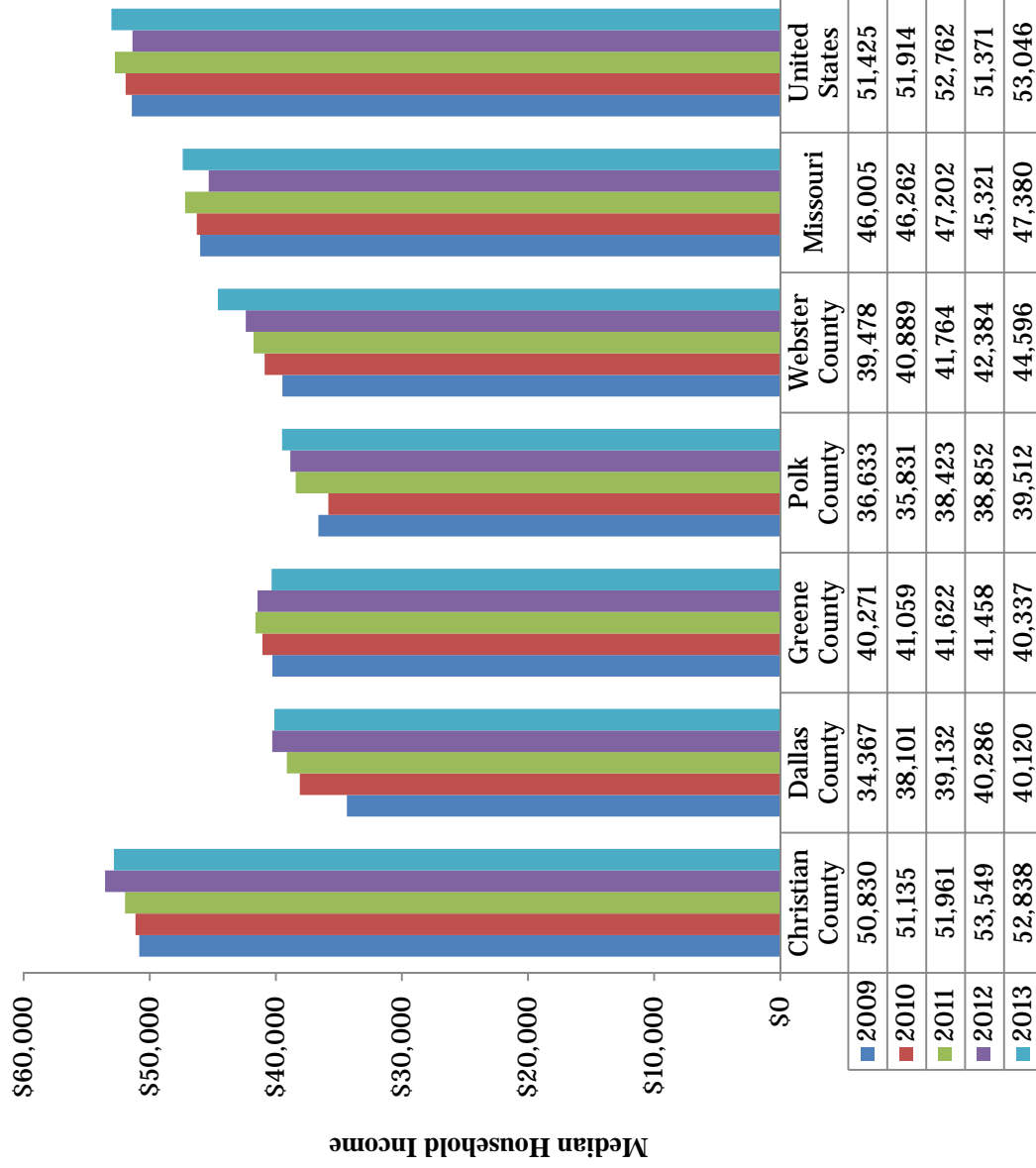
Median Household Income

The chart at right shows median household income for the five counties that comprise the Springfield Metropolitan Statistical Area, or MSA. Christian County (\$52,838) and Polk County (\$39,512) have the highest and lowest median household income levels, respectively, within the Springfield MSA.

Christian County household income decreased nearly 1 percent from 2012 to 2013, yet it is the only county in the MSA that is greater than the state average (\$47,380). All other counties within the Springfield MSA have a median household income level below the state level (\$47,380). All Counties in the Springfield MSA are below the national level (\$53,046). Christian and Greene are also the only areas that experienced a dip in median household income from 2012-2013.

Median Household Income Springfield MSA Counties

Source: 2009, 2010, 2011, 2012 & 2013 ACS 5-Year Estimates





Per Capita Income

The chart to the right shows per capita income for the United States, the state of Missouri, and the five counties that comprise the Springfield Metropolitan Statistical Area (MSA).

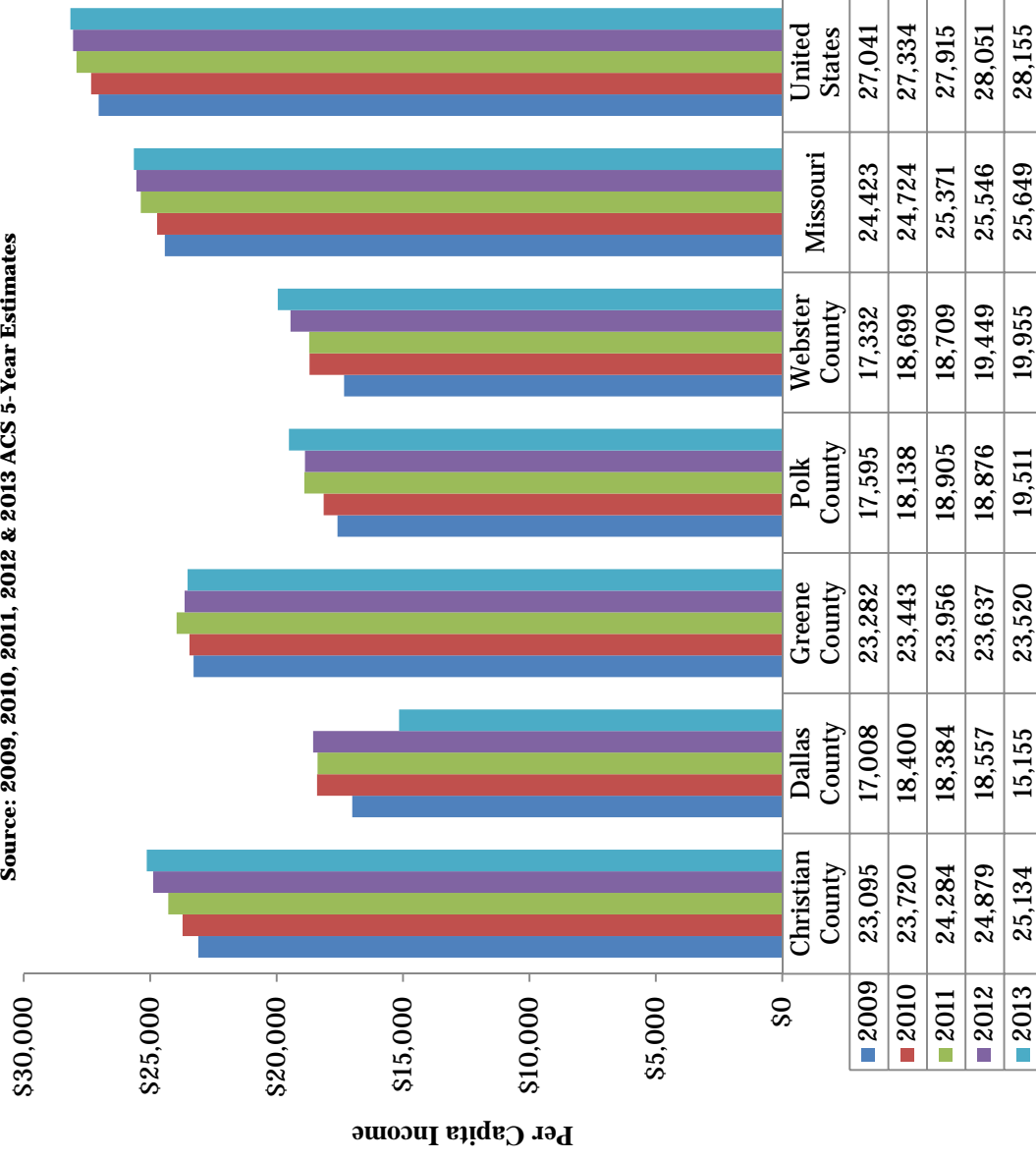
All five counties within the MSA are below both the national (\$28,155) and state (\$25,649) per capita income levels.

Within the Springfield MSA, Christian County and Dallas County have the highest and lowest per capita income levels at \$25,134 and \$15,155, respectively.

In this instance, Greene and Dallas Counties experienced a dip in per capita income from 2012-2013, with Dallas County experiencing a more severe decrease.

Per Capita Income Springfield MSA Counties

Source: 2009, 2010, 2011, 2012 & 2013 ACS 5-Year Estimates





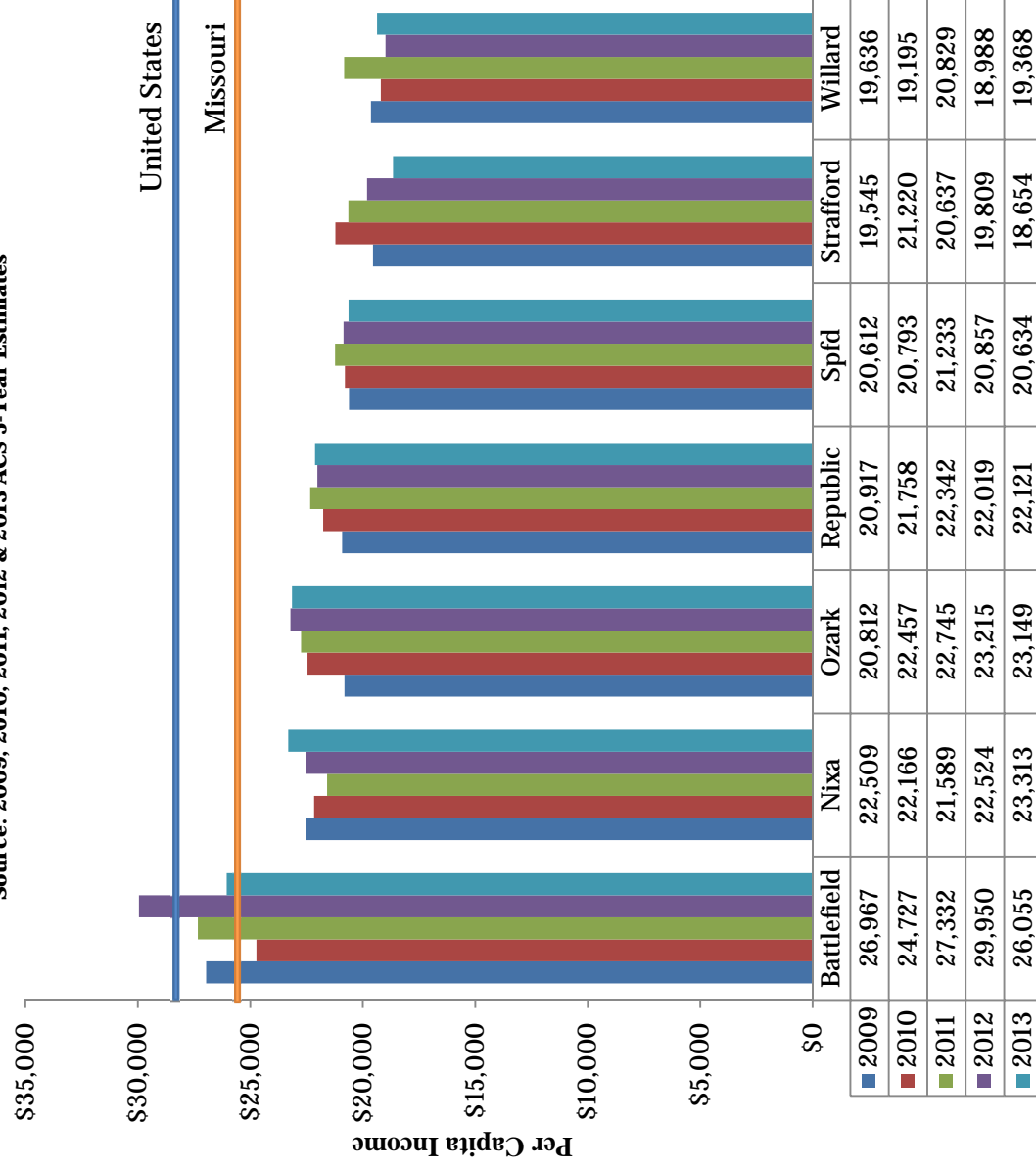
Per Capita Income

The chart to the right shows per capita income for the cities within the OTO planning area.

No city is higher than the nation (\$28,155), but the City of Battlefield (\$28,155), but the City of Battlefield (\$26,055) is higher than Missouri's per capita income level of \$25,649. All other local cities are under the national and state per capita income figures.

Per Capita Income OTO Area Cities

Source: 2009, 2010, 2011, 2012 & 2013 ACS 5-Year Estimates



Persons Living in Poverty

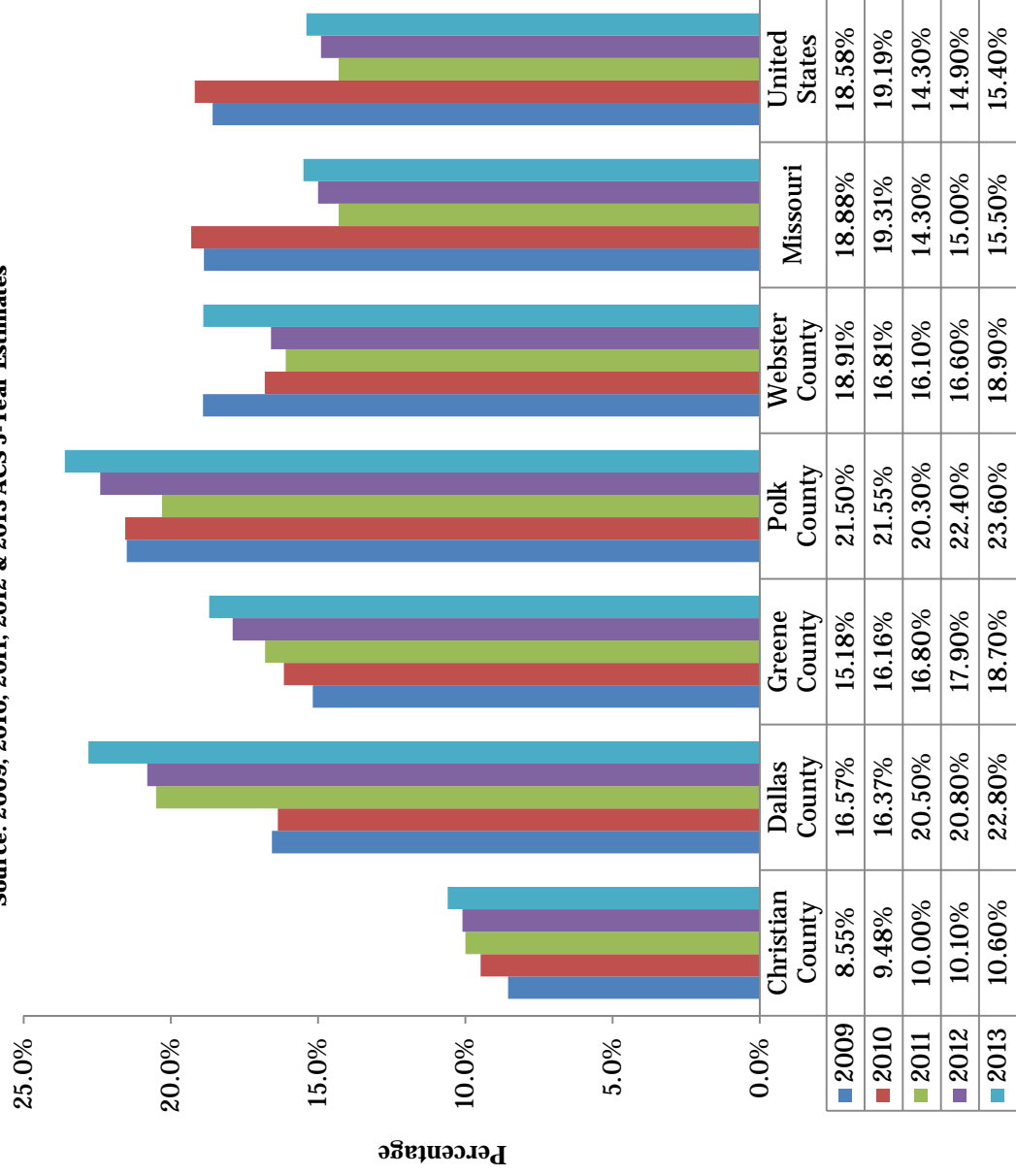
The chart on the right shows the percentage of individuals in the five-county Springfield Metropolitan Statistical Area, or MSA, who live in poverty.

Polk County has the highest rate living in poverty with 1 in every 5 persons. Polk County also had an increase in poverty of 1.2 percent comparing 2012 to 2013. Webster County saw the highest increase in poverty since 2012 at 2.3 percent. Christian County has the lowest poverty rate of 10.6 percent in the Springfield MSA. Greene County increased 0.8 percent from 2012 to 2013.

Christian County (0.5%) was the only part of the MSA to not exceed the Missouri level of increase (0.5%).

Persons Living in Poverty Springfield MSA Counties

Source: 2009, 2010, 2011, 2012 & 2013 ACS 5-Year Estimates



Children Living in Poverty

The chart to the right shows the percentage of children (17 years old and younger) living in poverty in the five-county Springfield Metropolitan Statistical Area, or MSA.

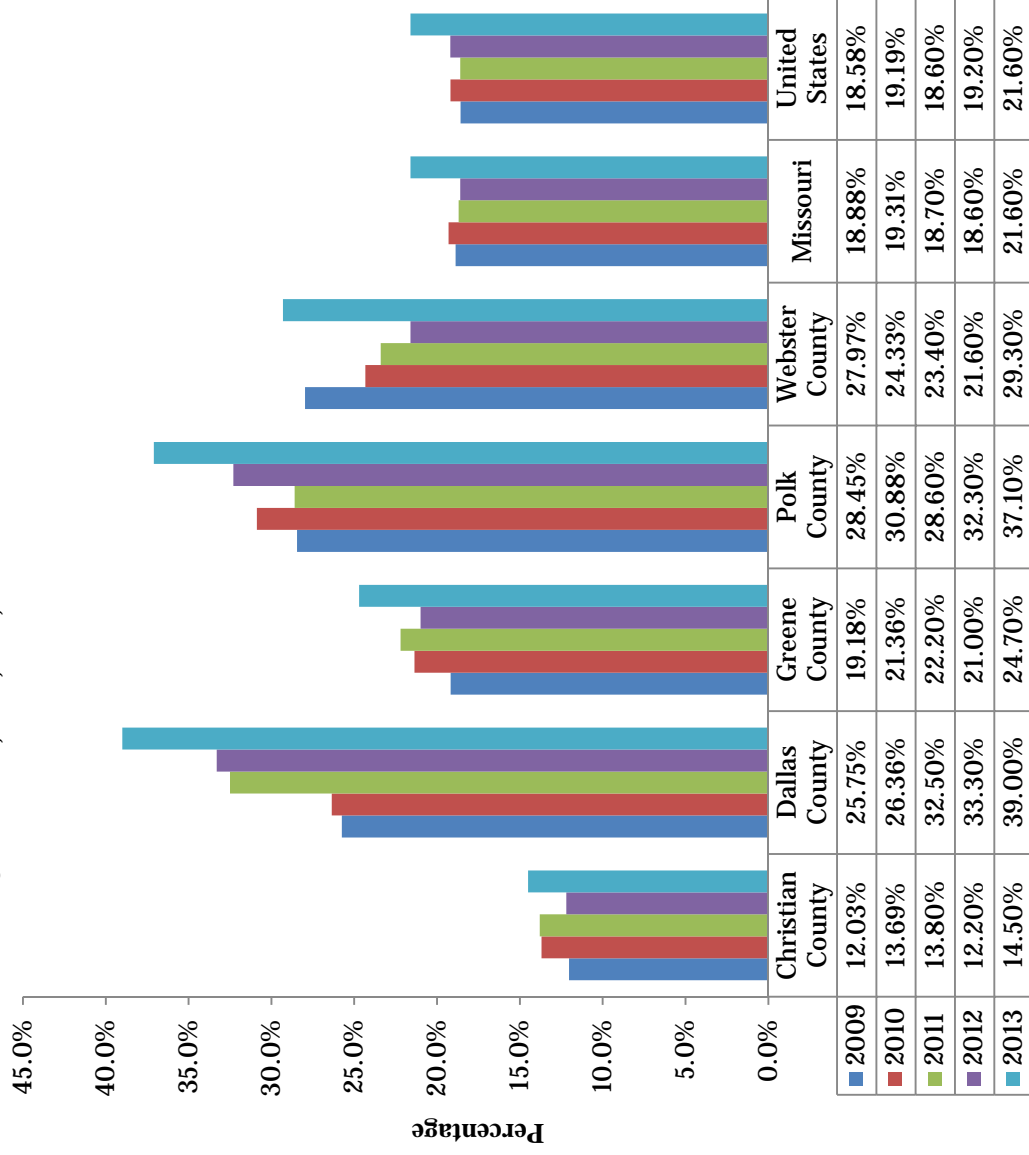
In Dallas County, 39 percent of children live in poverty, which represents more than 1 in 3 children. This is 17.4 percent higher than the national average of 21.6 percent.

Over 37 percent of Polk County children live in poverty, also representing more than 1 in 3 children. Webster County is at 29.3 percent and Greene County is at 24.7 percent who live in poverty.

Christian County has the lowest percentage of children who live in poverty within the Springfield MSA at 14.5 percent, 7.1 percent below the State and National averages (21.6%).

Children Living in Poverty Springfield MSA Counties

Source: 2009, 2010, 2011, 2012 & 2013 ACS 5-Year Estimates



Workforce Education Levels

Workforce education levels affect employment and earning levels within communities. Additionally, prospective employers are interested in workforce characteristics with education being an important factor in location and relocation decisions.

Christian County has the highest percentage at 91.6 percent of residents 25 years of age or older with a high school diploma. Greene County has the highest percentage of residents 25 years of age or older with a four-year college degree at 28.3 percent.

Within the Springfield MSA, Dallas County has the lowest percentage of high school graduates at 76.9 percent and has the lowest percentage of college graduates at 14.1 percent.

2013 Workforce Education Levels Percent with High School Diploma and College Degrees in Springfield MSA Counties

Source: 2013 ACS 5-Year Estimates





Commuting Patterns

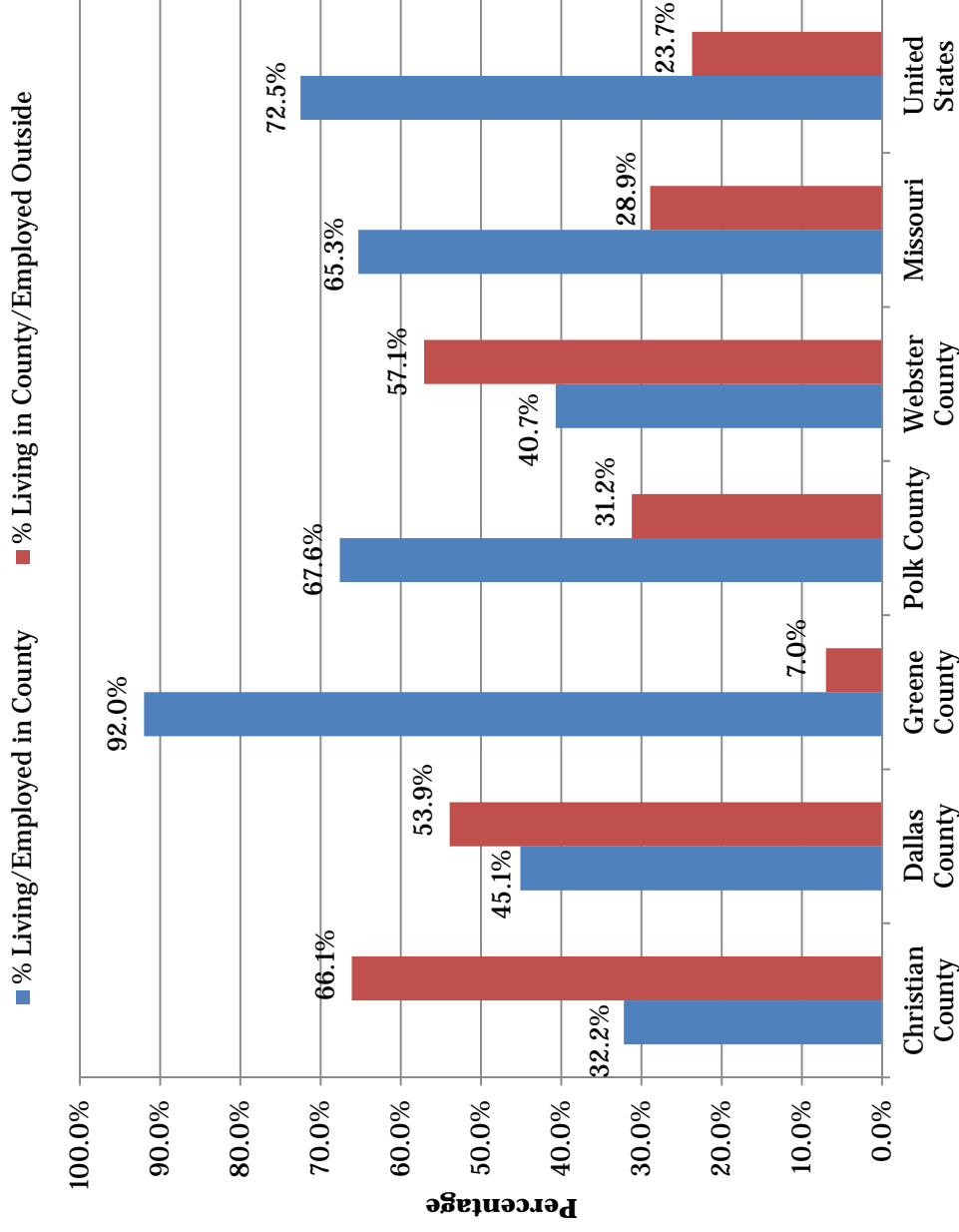
The chart to the right shows the percentage of local workers who both live and work in their county of residence compared to the percentage of workers leaving their home county for work.

92 percent of the people who work in Greene County also live in Greene County, as would be expected of the county in which the region's primary employment center—the City of Springfield—is located. Conversely, over 66 percent of Christian County residents commute outside of their home county for work, as do over 57.1 percent of workers in Webster County and 53.9 percent of workers in Dallas County.

Only 31.2 percent of Polk County residents leave Polk County for work as the City of Bolivar is a relatively large employment center (e.g., Southwest Baptist University, Citizens Memorial Hospital) compared to other smaller cities in the Springfield area.

Place of Residence vs. Place of Employment - Primary Jobs

Source: 2013 ACS 5-Year Estimates



Mean Travel Time to Work

The chart to the right shows the average commute time for individuals living in Springfield and the five-county Springfield Metropolitan Statistical Area (MSA).

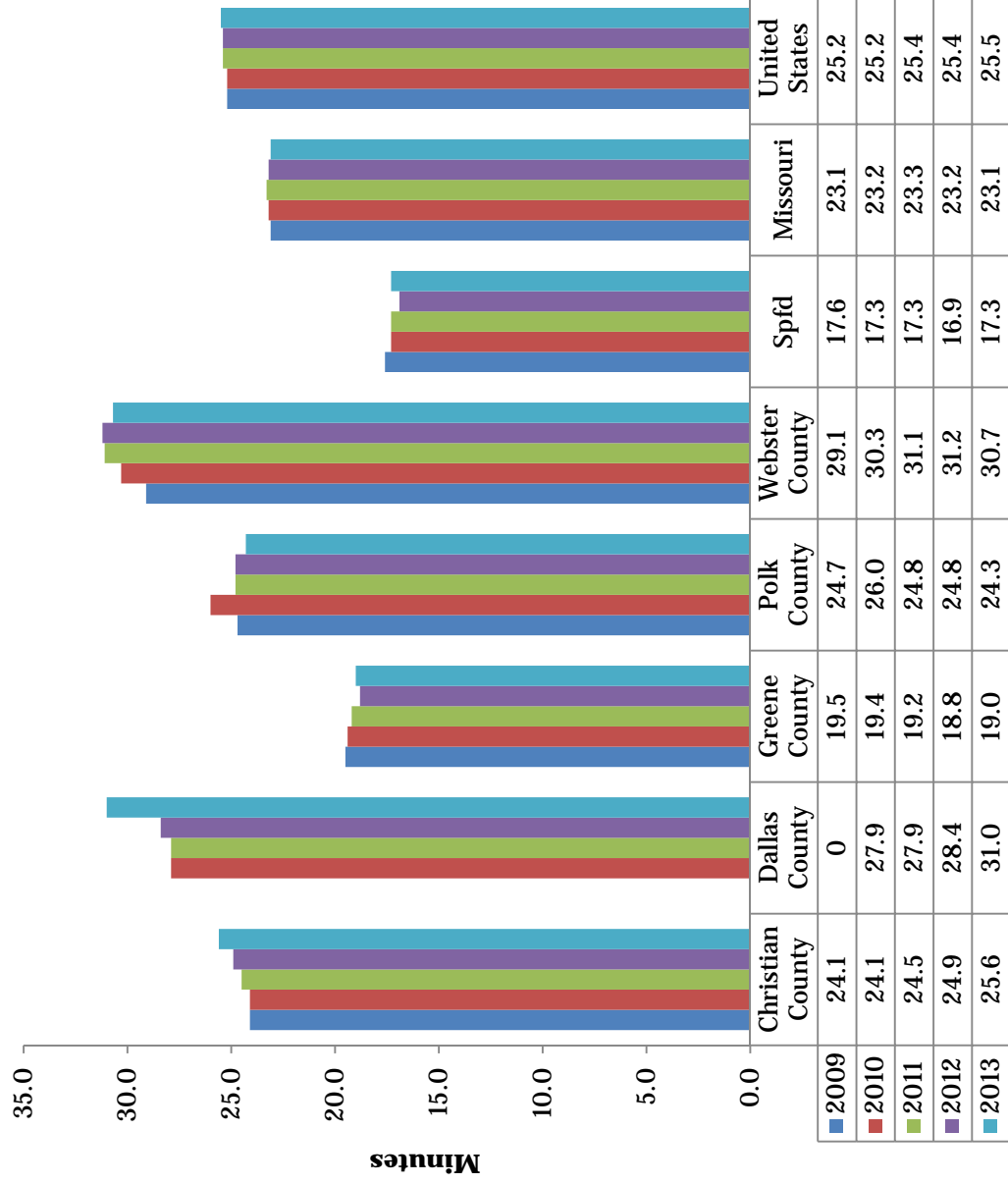
Residents of Springfield and Greene County have the shortest commutes to work at 17.3 minutes and 19 minutes, respectively. Workers living in Dallas County have the longest commutes with the average of 31 minutes to their place of employment.

These figures reflect the reality that a large number of residents of the Springfield MSA commute into Springfield for their jobs.

Note: 2009 data not available for Dallas County

Mean Travel Time to Work in Minutes Springfield & MSA Counties

Source: 2009, 2010, 2011, 2012 & 2013 ACS 5-Year Estimates

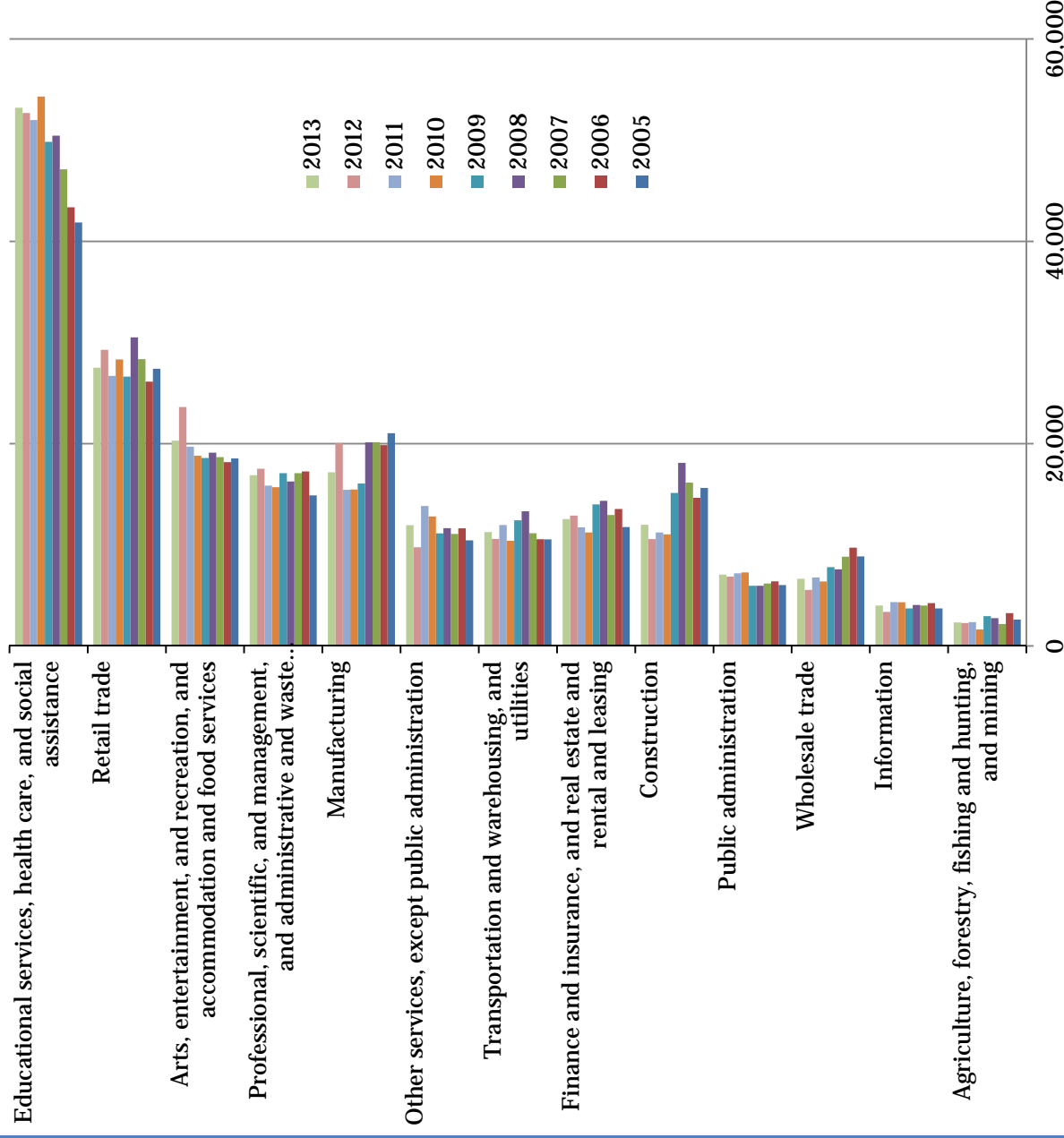




Workforce By Industry Springfield MSA

Source: 2009-2013 ACS 5-Year Estimates

The chart to the right shows the various industries in which the residents of Christian, Dallas, Greene, Polk, and Webster counties are employed. Educational service, health care, and social assistance continues to employ the largest work force. The Springfield MSA is home to Missouri State University, has a number of regional hospitals, and sources of public assistance.



Appendix



The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, and the governments of Christian County, Battlefield, Republic, Nixa, Ozark, Strafford, and Willard. The Village of Fremont Hills, while located within the OTO planning area, is not an OTO member jurisdiction and is therefore not included in this report.

The ACS collects survey information continuously nearly every day of the year and then aggregates the results over a specific time period—1 year, 3 years, or 5 years. The data collection is spread evenly across the entire period represented so as not to over-represent any particular month or year within the period.

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 3/18/2015; ITEM II.E.

FY 2016 Unified Planning Work Program (UPWP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO is required annually 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 2016. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the budget for FY 2015 and FY 2016 is shown below:

Ozarks Transportation Organization	<u>FY 2015</u>	<u>FY 2016</u>
Consolidated FHWA/FTA PL Funds (CPG)	\$724,778.00	\$634,708.00
Local Jurisdiction Match Funds	\$56,195.00	\$48,677.00
In-Kind Match, Direct Cost, Donated	\$125,000.00	\$110,000.00
Total OTO Revenue	\$905,973.00	\$793,385.00

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$172,000. City Utilities is providing the local match in the amount of \$43,000. The total budget amount for FY 2016 UPWP is \$1,008,385.

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:

- Draft OTO Long-Range Transportation Plan Update for *Journey 2035*
- Continued Public Input for Long-Range Transportation Plan Update
- Continued work on giveusyourinput.org
- Transportation Improvement Plan Amendments
- Continued Board of Directors, Technical Planning Committee, Local Coordinating Board of Transit, and Bicycle Pedestrian Advisory Committee Meetings
- MPO Region Aerial Photography joint procurement

The UPWP Subcommittee met via email and voted to recommend the Draft FY 2016 UPWP to the Technical Planning Committee.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend approval of the FY 2016 UPWP to the Board of Directors.”

OR

“Move to return to the UPWP Subcommittee to consider...”



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2016

(July 1, 2015 – June 30, 2016)

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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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2016 (July 2015 - June 2016). 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 OTO 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.

The economy is recovering and traffic volumes are increasing, leading to slower commute times and increasing travel delay. The MoDOT funding crisis and the associated 325 Plan will stop all new projects that address safety and congestion. A 2016-2019 TIP will not be published, as there are very few projects to include. There is a great deal of uncertainty in the future of funding in Missouri. This makes it challenging to plan for the future.

The issue of non-attainment for Ozone will once again be looming. The EPA has taken comments on a new proposed rule. The Springfield region will go non-attainment, unless the EPA rules in favor of the higher standard. This will place an additional step to gaining federal approval of any transportation projects by requiring an air quality analysis be conducted.

Performance Standards are mandated by MAP-21. It is currently unclear as to exactly how this will be reported. While the ruling has been issued for Safety measures, it is unclear when MPO reporting will begin. The other four measures have yet to be finalized. However, at some point tracking and reporting of finalized performance standards will be required.

Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the Fiscal Year 2016. All the contracts listed below are carryover multi-year contracts, except the professional services which may be new contracts depending on the service needed.

<i>Cost Category</i>	<i>Budgeted Amount FY2016</i>
Audit	\$4,900
Professional Services Fees	\$12,000
Data Storage/Backup	\$3,300
IT Maintenance Contract	\$9,000
TIP Tool	\$9,600
Travel Model Consultant	\$20,000
Travel Data Collection	\$12,000
Aerial Photography	\$40,000
Total Consultant Usage	\$110,800

Items to be purchased that exceed \$5,000

Aerial Photography – OTO portion \$40,000

Travel Model Consultant – Scenarios \$20,000

Task 010 – OTO General Administration

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

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

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

July to June

Responsible Agency – OTO

- Preparation of quarterly progress reports, payment requests, payroll, and year-end reports to MoDOT.
- Maintenance of OTO accounts and budget, with reporting to Board of Directors.

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

August to October

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2016 and report to Board of Directors.
- Implement measures as suggested by audit.

Unified Planning Work Program.....	\$6,000
------------------------------------	---------

January to June

Responsible Agency – OTO

- Modifications to the FY 2016 UPWP as necessary.
- Development of UPWP for FY 2017, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.

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

July to June

Responsible Agency – OTO

- Travel to meetings both regionally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees.

Possible training includes:

- Transportation Research Board (TRB) Conferences
- Association of MPOs Annual Conference
- Association of MPOs Policy Committee
- ESRI User Conference
- American Public Transportation Association Conference
- Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
- ITE Web Seminars
- Missouri Chapter, American Planning Association Conference and Activities
- Midwest Transportation Planning Conference
- Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
- Provide Other OTO Member Training Sessions, as needed and appropriate

- Missouri Public Transit Association Annual Conference
- MoDOT Planning Partners Meetings
- Employee Educational Assistance
- Public Relations conferences

General Administration and Contract Management\$25,000

July to June

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.
- Prepare contract and Memorandums of Understandings Addendums.
- Bylaws and Articles of Incorporation Review.

Electronic Support for OTO Operations\$30,000

July to June

Responsible Agency – OTO

- Maintain and update website www.ozarkstransportation.org .
- Maintain and update website www.giveusyourinput.org.
- Maintain and update OTO Facebook and Twitter pages.
- 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.
- Semiannual DBE reporting.
- Accept and process complaint forms and review all projects for Title VI/ADA compliance.
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process.

End Products for FY 2016

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT
- Completion of the FY 2017 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 websites
- 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 15
- UPWP Amendments

Tasks Completed in FY 2015

- Completed quarterly and year end reports for MoDOT (Completed June 2015)
- Completed the FY 2016 UPWP (Completed April 2015)
- Staff attended conferences and training (Completed June 2015)
- Dues calculated and mailed statements for July 2015 (Completed April 2015)
- Websites maintenance (Completed June 2015)
- Completed DBE reporting (Completed June 2015)
- Title VI/ADA Reporting and Tracking (Completed June 2015)

Training Attended Included in FY 15

- The Association of MPOs Annual Conference
- Missouri APA conference
- Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
- Missouri Public Transportation Association Conference
- OCITE Training
- Ozark Mountain Section of the APA Training
- TRB Tools of the Trade Conference
- Geospatial Data Collaboration: Tools for Data
- Getting Started with Linear Referencing Training
- Linear Referencing Using ArcGIS Training
- Missouri GIS Conference
- American Public Transportation Association Workshop
- MoDOT Planning Partner Meetings

Funding Sources

Local Match Funds	\$29,580	20.00%
Federal CPG Funds	\$118,320	80.00%
Total Funds	\$147,900	100.00%

Task 020 – OTO Committee Support

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

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

OTO Committee Support.....	\$135,000
-----------------------------------	------------------

July to June

Responsible Agency – OTO

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

Community Committee Participation	\$12,000
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July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

Public Involvement	\$30,000
---------------------------------	-----------------

July to June

Responsible Agency – OTO

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

- Comply with Missouri Sunshine Law requirements, including record retention.
- Conduct an annual review of the OTO Public Participation Plan and make any needed revisions, consistent with federal guidelines.
- Conduct public meetings and attend events to obtain feedback on OTO projects and proposed Long Range Transportation Plan Update.

Member Attendance at OTO Meetings.....\$10,000*July to June*

Responsible Agencies – OTO and Member Jurisdictions

- OTO member jurisdiction member's time spent at OTO meetings.

End Product(s) for FY 2016

- 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.
- Continued work 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 2015

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

Funding Sources

Local Match Funds	\$29,400	14.92%
In-kind Services	\$10,000	5.08%
Federal CPG Funds	\$157,600	80.00%
Total Funds	\$197,000	100.00%

Task 030 – General Planning and Plan Implementation

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

Work Elements**Estimated Cost****OTO Long-Range Transportation Plan, *Journey 2035*\$71,985***July to June*

Responsible Agency – OTO

- Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.
- LRTP Update Draft, 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. Board approval anticipated in Summer/Fall 2016.
- 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.

OTO Travel Demand Model Scenarios\$20,000*July to June***Consultant Contract**

Responsible Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan update.

Other Special Studies in accordance with the Adopted Long-Range Transportation Plan\$10,000*July to June*

Responsible Agency – OTO

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

Congestion Management Process Implementation \$7,000*July to October*

Responsible Agency – OTO

- Coordinate data collection efforts for FY 2016.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.
- Produce CMP Update in 2016.

Bicycle and Pedestrian Plan Implementation\$20,000*July to June*

Responsible Agency – OTO

- The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan.

Federal Functional Classification Maintenance and Updates \$5,000*July to June*

Responsible Agency – OTO

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

Geographic Information Systems (GIS)\$20,000*July to June*

Responsible Agency – OTO

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

Air Quality Planning \$5,000*July to June*

Responsible Agency – OTO

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

Demographics and Future Projections.....\$12,000*July to June*

Responsible Agency – OTO

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

Performance Measures\$10,000*July to June*

Responsible Agency – OTO

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

Mapping and Graphics Support for OTO Operations.....\$15,000*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.

Support for Jurisdictions Plans \$5,000*July to June*

Responsible Agency – OTO

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

Travel Time Runs and Traffic Counts\$12,000*June to July***Consultant Contract**

Responsible Agency – OTO

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

Studies of Parking, Land Use, and Traffic Circulation\$12,000*July to June*

Responsible Agency – OTO

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

End Product(s) for FY 2016

- Amendments to the Long Range Transportation Plan as necessary.
- Draft Long Range Transportation Plan update.
- Implementation of Bicycle and Pedestrian Plan with report documenting accomplishments.
- Continued monitoring of attainment status.
- Demographic Report.
- Performance Measures Report.
- CMP Data Collection Summary.
- 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 2015

- Changes to Federal Functional Classification System
- Updated Major Thoroughfare Plan
- Travel Demand Model
- Maintenance of GIS System Layers
- Bicycle and Pedestrian Plan Implementation Status Report
- Demographic Report
- Continued Monitoring of Attainment Status
- Performance Measure Report
- Congestion Monitoring Report

Funding Sources

Local Match Funds	\$44,997	20.00%
Federal CPG Funds	\$179,988	80.00%
Total Funds	\$224,985	100.00%

Task 040 – Project Selection and Programming

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

Work Elements	Estimated Cost
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Solicit Applications and Select 2016-2019 Transportation Projects	\$5,000
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July to June

Responsible Agency – OTO

- Continue to improve project selection processes, including project application development, scoring, and selection criteria for multiple transportation funding sources.

FY 2017-2020 Transportation Improvement Program (TIP)	\$23,000
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March to June

Responsible Agency – OTO

- Begin development of the 2017-2020 TIP.
- Conduct the Public Involvement Process for the TIP (March-August).
- Work with the TIP subcommittees (June).
- Complete Draft document.

TIP Amendments	\$10,000
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July to June

Responsible Agency – OTO

- Process all modifications to the FY 2015-2016 and 2016-2017 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.

Federal Funds Tracking	\$4,000
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July to June

Responsible Agency – OTO

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website.
- Monitor STP-Urban, Small Urban, TAP, and bridge balances.
- Track area cost-share projects.

Online TIP Tool	\$9,600
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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 2016

- TIP amendments, as needed
- Possible Draft of the FY 2017-2020 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 2015

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

Funding Sources

Local Match Funds	\$10,320	20.00%
Federal CPG Funds	\$41,280	80.00%
Total Funds	\$51,600	100.00%

Task 050 – Transportation Demand Management

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

Work Elements	Estimated Cost
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Coordinate Employer Outreach Activities.....	\$3,000
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July to June

Responsible Agencies – OTO, City of Springfield

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

Collect and Analyze Data to Determine Potential Demand	\$2,000
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July to June

Responsible Agency – OTO

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

End Product(s) for FY 2016

- 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 2015

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

Funding Sources

Local Match Funds	\$1,000	20.00%
Federal CPG Funds	\$4,000	80.00%
Total Funds	\$5,000	100.00%

Task 060 – Transit Planning OTO

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

Work Elements	Estimated Cost
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Operational Planning	\$6,000
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July to June

Responsible Agencies – OTO

- OTO staff shall support operational planning functions including surveys, analysis of headways and schedules, and development of proposed changes in transit services.
- Occasionally OTO staff, upon the request of CU, provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey.

ADA Accessibility	\$1,000
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July to June

Responsible Agencies – OTO

- OTO staff assistance on CU Transit ADA accessibility projects for the New Freedom grants and future 5310 grants.

Transit Fixed Route and Regional Service Analysis Implementation	\$7,013
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July to June

Responsible Agencies – OTO

- OTO staff assistance to CU to analyze, plan for, and possibly implement recommendations of the Transit Fixed Route Regional Service Analysis.

Service Planning.....	\$10,000
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July to June

Responsible Agencies – OTO

- Collection of data from paratransit operations as required.

Competitive Contract Planning.....	\$1,000
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July to June

Responsible Agencies – OTO

- 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.

Transit Coordination Plan Implementation \$9,887*July to June*

Responsible Agencies – OTO, Human Service Transit Providers

- Transit Coordination Plan Update.
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds.
- OTO staffing of the Local Coordinating Board for Transit.

Program Management Plan \$5,000*July to June*

Responsible Agencies – OTO

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

Data Collection and Analysis \$10,000*July to June*

Responsible Agencies – OTO

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes.
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts.
- Transit Survey.

End Products for FY 2016

- Transit agency coordination
- Project rankings and allocations in the FY 2016-2019 TIP related to transit, and various new ADA accessible bus shelters and stops
- Special Studies
- Transit Coordination Plan Update
- LCBT agendas, minutes, etc.
- Transit Survey.

Tasks Completed in FY 2015

- Project rankings and allocations in the FY 2016-2017 TIP related to transit, as well as various new ADA accessible bus shelters and stops.
- Transit Provider Brochure distribution

Task 060 – Transit Planning City Utilities Direct Outside Grant**Work Elements** **Estimated Cost****Operational Planning\$80,000***July to June*

Responsible Agencies – City Utilities

- Route analysis.
- City Utilities Transit grant submittal and tracking.
- City Utilities Transit collection and analysis of data required for the National Transit Database Report.
- 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\$20,000*July to June*

Responsible Agencies – City Utilities

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

Transit Fixed Route and Regional Service Analysis Implementation\$20,000*July to June*

Responsible Agencies – City Utilities

- CU will implement recommendations of the Transit Fixed Route Regional Service Analysis.

Service Planning.....\$30,000*July to June*

Responsible Agencies – 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)
- Title VI service planning.

Financial Planning\$30,000*July to June*

Responsible Agency – City Utilities

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

Competitive Contract Planning..... \$1,000*July to June*

Responsible Agencies – City Utilities

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

Safety, Security and Drug and Alcohol Control Planning\$20,000*July to June*

Responsible Agencies – City Utilities

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

Transit Coordination Plan Implementation\$10,000*July to June*

Responsible Agencies – City Utilities

- Updating and implementation of the Transit Coordination Plan, due to Section 5310 grants and MAP-21 changes. To include annual training for applicants of 5310 funding and a focus on education, including media outreach.

Program Management Plan \$2,000*July to June*

Responsible Agencies – City Utilities

- Review the existing program management plan to ensure compliance with MAP-21 and future reauthorization. Depending on final federal guidance Section 5339 grants may require a Program Management Plan.

Data Collection and Analysis \$2,000*July to June*

Responsible Agencies – City Utilities

- Update demographics for CU's Title VI and LEP Plans.
- CU will collect and analyze, ridership data for use in transit planning and other OTO planning efforts.

End Products for FY 2016

- Operational Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning

Tasks Completed in FY 2015

- Operational Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning

Funding Sources – OTO Tasks

Local Match Funds	\$9,980	20%
Federal CPG Funds	\$39,920	80%
Total Task 060 Funds	\$49,900	100%

Direct Outside Grant Funding Sources – CU Tasks

CU Match Funds	\$43,000	20%
FTA 5307 Funds	\$172,000	80%
Total Direct Outside Grant Funds	\$215,000	100%
Total Task 060	\$264,900	

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****Continued Coordination with entities that are implementing Intelligent Transportation Systems**

..... **\$8,000**

July to June

Responsible Agency – OTO

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

Grant Applications to support Livability/Sustainable Planning \$9,000

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 2016

- ITS Coordination
- Grant Applications

Tasks Completed in FY 2015

- ITS Coordination
- Grant Applications in progress

Funding Sources

Total Local Match Funds	\$3,400	20.00%
Federal CPG Funds	\$13,600	80.00%
Total Funds	\$17,000	100.00%

Task 080 – MoDOT Transportation Studies & Data Collection**MoDOT Transportation Studies and Data Collection\$100,000**

MoDOT Southwest District - \$100,000

July to June

Responsible Agency – MoDOT Southwest District

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

Source of Eligible MoDOT Match

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Operations Engineer	\$64,084.80	\$42,142.16	\$23,249.97	\$129,476.93	14	\$18,126.77
Senior Traffic Studies Specialist	\$48,865.50	\$32,133.95	\$17,728.40	\$98,727.86	25	\$24,681.97
Senior Traffic Studies Specialist	\$60,216.00	\$39,598.04	\$21,846.36	\$121,660.41	20	\$24,332.08
Senior Traffic Studies Specialist	\$54,605.78	\$35,908.76	\$19,810.98	\$110,325.52	10	\$11,032.55
Senior Traffic Studies Technician	\$36,263.50	\$23,846.88	\$13,156.40	\$73,266.78	30	\$21,980.03
Total Eligible Match						\$100,153.40
Total Match Requested						\$100,000.00

End Product(s) for FY 2016

- 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 2015

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

Funding Sources

MoDOT Direct Costs*	\$100,000	100.00%
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*80% federal pro rata (donated direct costs - not actual funds)

Expenditure Summary by Work Task

	Local Funding				Federal Funding				
Task	Local Match	City Utilities	SAFETY Match	In-Kind	CPG	SAFETY	5307	Total	Percent (%)
10	\$29,580				\$118,320			\$147,900	16.28%
20	\$29,400			\$10,000	\$157,600			\$197,000	21.69%
30	\$44,997				\$179,988			\$224,985	24.77%
40	\$10,320				\$41,280			\$51,600	5.68%
50	\$1,000				\$4,000			\$5,000	0.55%
60	\$9,980	\$43,000			\$39,920		\$172,000	\$264,900	29.16%
70	\$3,400				\$13,600			\$17,000	1.87%
90	-	-	-	-	-	-	-	\$0	0.00%
TOTAL	\$128,677	\$43,000	\$0	\$10,000	\$554,708	\$0	\$172,000	\$908,385	100.00%
80	Value of MoDOT “Direct Cost”							\$100,000	
Total of Transportation Planning Work								\$1,008,385	

Federal Consolidated Planning Grant (CPG) Funding FY 2016 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 010-070	\$908,385
Value of Task 080 MoDOT Direct Costs Credit	\$100,000
Minus CU Direct Outside Grant	-\$215,000
Total Ozarks Transportation Organization Expenditures	\$793,385
Federal Pro-Rata Share	80%*
Federal CPG Funding Eligible	\$634,708

*Federal Funding as a percentage of total OTO costs are actually 91.54%. The value of MoDOT Direct Costs allow OTO to include an additional \$80,000 in Federal CPG funding.

Budgeted Revenue FY2016 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds	\$634,708
MoDOT "Direct Costs" Credit (no actual funds received)	\$100,000
Local Match to be Provided/In-kind Match	\$58,677
Total Ozarks Transportation Organization Revenue	\$793,385
CU Revenue (Direct Outside Grant)	Total Amount Budgeted
City Utilities Transit Planning – FTA 5307	\$172,000
City Utilities Local Match	\$43,000
Total CU Revenue	\$215,000

TOTAL Budgeted Revenue for FY 2016 UPWP	\$,1008,385
Total Available Federal Revenue for FY 2016 UPWP Work Activities	
FY 2013 & FY 2014 (MO-81-0013) CPG Fund Balance as of 12/31/14*	\$957,319.21
Remaining funds committed to fulfill last year's FY 2015 UPWP	(\$488,429.07)
Remaining CPG Funds Balance available from Prior Years UPWP*	\$468,890.14
Estimated Remaining Balance of Committed Funds from FY 2015 UPWP	\$65,600.00
FY 2015 CPG Funds allocation**	\$551,393.54
FY 2016 Estimated CPG Funds allocation***	<u>\$526,618.00</u>
TOTAL Estimated CPG Funds Available for FY 2015 UPWP	\$1,612,501.68
TOTAL CPG Funds Programmed for FY 2015	<u>(\$634,708)</u>
Remaining Unprogrammed Balance****	\$977,793.68

*Previously allocated, but unspent CPG Funds through 12/31/14.

**FY 2015 CPG Funds Allocation available May 1, 2015.

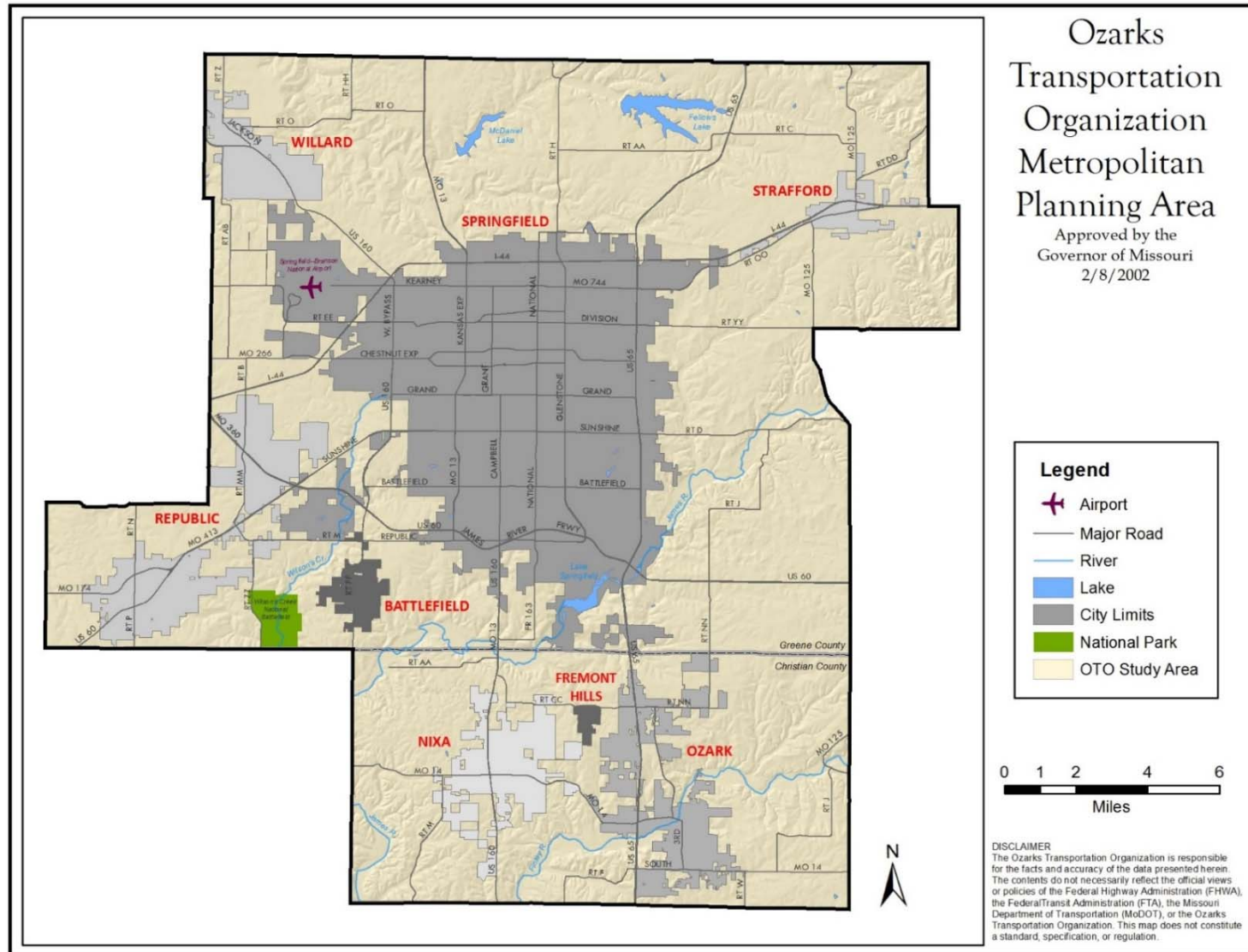
***The TOTAL Estimated CPG Funds Available for FY 2016 is an estimated figure based on an estimate of the past 4 years funding average allocation.

****Previously allocated but unprogrammed CPG funds.

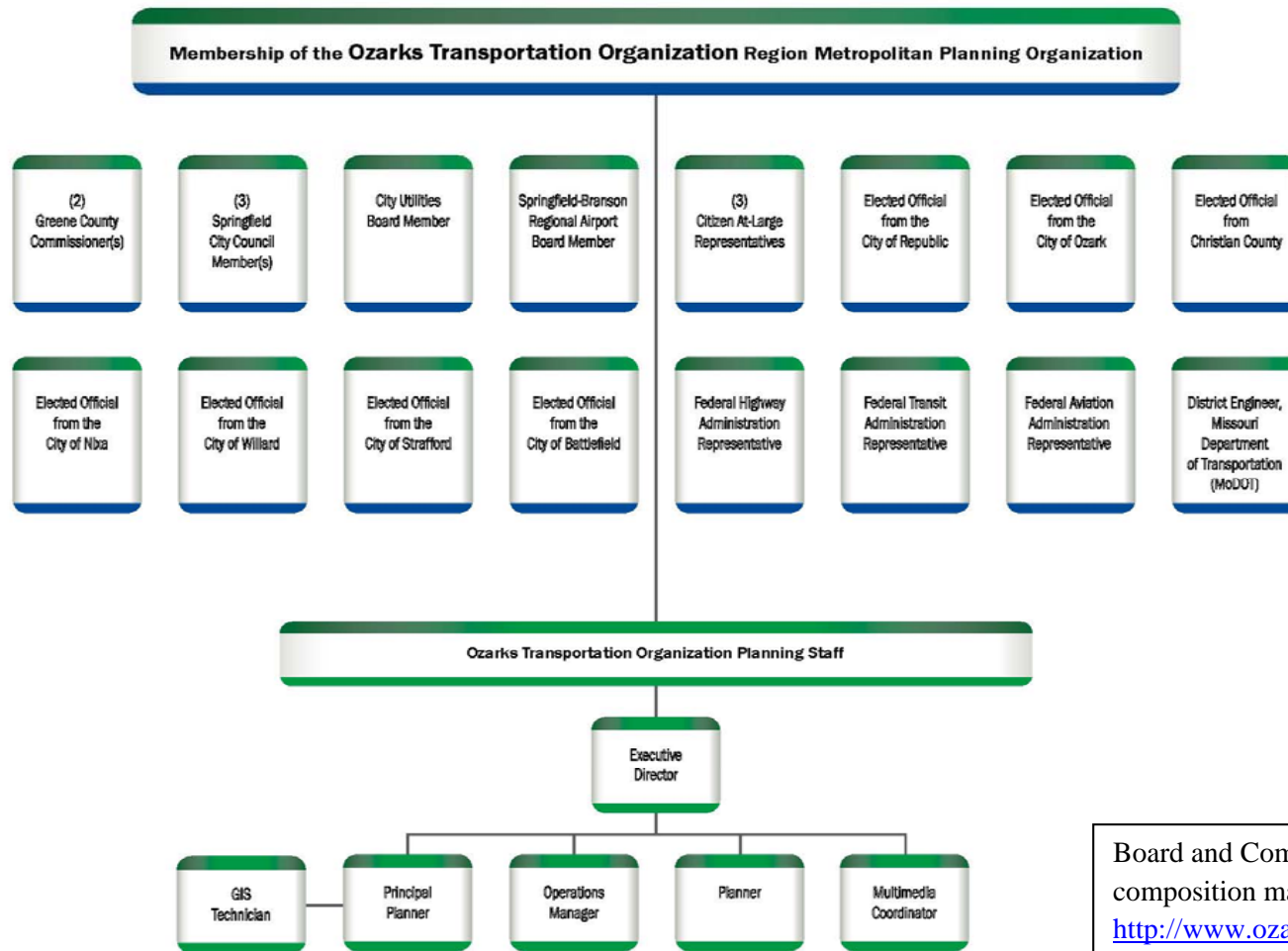
Justification for Carryover Balance

The projected carryover balance of \$977,793.68 represents approximately 1.85 years of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. While Federal Highway funds are available upon Congressional authorization, Federal transit funds are not available until Congressional appropriation. In FY 2014, Congress delayed the full appropriation until May 2014. The full combined FHWA/FTA grant was not known until May 2014. Therefore, MoDOT as a general rule, does not allow for FY 2015 amounts to be available until the next OTO budget year, FY 2016. Therefore OTO must always maintain a balance of at least one years' worth of funding. 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 aerial photography for GIS applications.

OTO Map



OTO Organization Chart



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

APPENDIX A

FY 2016

July 1, 2015 - June 30, 2016

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Prior Budgeted FY2015</i>	<i>Total Amount Prior Budgeted FY2015</i>	<i>Budgeted Amount FY2016</i>	<i>Total Amount Budgeted FY2016</i>
Personnel				
Salaries & Fringe	\$420,870		\$394,504	
Mobile Data Plans	\$2,700		\$2,700	
Payroll Services	\$2,800		\$2,800	
Total Personnel		\$426,370		\$400,004
Building				
Building Lease	\$52,258		\$52,641	
Office Cleaning	\$3,000		\$3,000	
Parking	\$960		\$1,440	
Total Building		\$56,218		\$57,081
Commodities				
Office Supplies/Furniture	\$10,000		\$10,000	
Publications	\$550		\$550	
Public Input Promotional Items			\$3,000	
Total Commodities		\$10,550		\$13,550
Information Technology				
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$6,000	
Data Backup/Storage	\$3,000		\$3,300	
GIS Licenses	\$4,500		\$7,250	
IT Maintenance Contract	\$9,000		\$9,000	
Software	\$3,000		\$3,000	
Webhosting	\$800		\$800	
Total Information Technology		\$28,300		\$29,350
Operating				
Copy Machine Lease	\$3,000		\$3,000	
Dues/Memberships	\$4,500		\$6,000	
Education/Training/Travel	\$25,000		\$25,000	
Food/Meeting Expense	\$4,000		\$4,500	
Legal/Bid Notices	\$10,000		\$10,000	
Postage/Postal Services	\$3,500		\$3,500	
Printing/Mapping Services	\$15,000		\$15,000	
Public Input Event Registrations			\$2,500	
Staff Mileage Reimbursement	\$2,500		\$2,500	
Telephone	\$4,000		\$4,000	
Total Operating		\$71,500		\$76,000

<i>Cost Category</i>	<i>Prior Budgeted FY2015</i>	<i>Total Amount Prior Budgeted FY2015</i>	<i>Budgeted Amount FY2016</i>	<i>Total Amount Budgeted FY2016</i>
Insurance				
Board of Directors Insurance	\$3,000		\$3,100	
Errors & Omissions	\$3,000		\$3,100	
Liability Insurance	\$1,200		\$1,300	
Workers Comp	\$1,300		\$1,400	
Total Insurance		\$8,500		\$8,900
Services				
Aerial Photos	\$0		\$40,000	
Audit	\$4,900		\$4,900	
Professional Services (Legal & Accounting)	\$12,000		\$12,000	
TIP Tool Maintenance	\$10,000		\$9,600	
Travel Time Collection Units	\$80,000		\$0	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$60,635		\$20,000	
Total Services		\$179,535		\$98,500
TOTAL OTO Expenditures		\$780,973		\$683,385
In-Kind Match, Direct Cost, Donated				
Member Attendance at Meetings	\$10,000		\$10,000	
Direct Cost - MoDOT Salaries	\$115,000		\$100,000	
Total In-Kind Match, Direct Cost, Donated		\$125,000		\$110,000
TOTAL OTO Budget		\$905,973		\$793,385
Direct Outside Grant				
CU Transit Salaries*		\$200,000		\$215,000
TOTAL EXPENDITURES		\$1,105,973		\$1,008,385

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

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Prior Budgeted FY2015</i>	<i>Total Amount Prior Budgeted FY2015</i>	<i>Budgeted Amount FY2016</i>	<i>Total Amount Budgeted FY2016</i>
Ozarks Transportation Organization Revenue				
Consolidated FHWA/FTA PL Funds	\$724,778		\$634,708	
Local Jurisdiction Match Funds	\$56,195		\$48,677	
In-kind Match, Meeting Attendance**	\$10,000		\$10,000	
MoDOT Direct Service Match**	\$115,000		\$100,000	
Total Ozarks Transportation Organization Revenue		\$905,973		\$793,385
Direct Outside Grant				
City Utilities Transit Planning				
FTA 5307	\$160,000		\$172,000	
City Utilities Local Match	\$40,000		\$43,000	
Total Direct Outside Grant		\$200,000		\$215,000
TOTAL REVENUE		\$1,105,973		\$1,008,385

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 2016

July 1, 2015 - June 30, 2016

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Prior Budgeted FY2015</i>	<i>Total Amount Prior Budgeted FY2015</i>	<i>Budgeted Amount FY2016</i>	<i>Total Amount Budgeted FY2016</i>
Aerial Photos	\$40,000		\$40,000	
Audit	\$4,900		\$4,900	
Professional Services Fees	\$12,000		\$12,000	
Data Storage/Backup	\$3,000		\$3,300	
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	\$60,635		\$20,000	
Total Consultant Usage		\$151,535.00		\$110,800.00

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 3/18/2015; ITEM II.F.

Long Range Transportation Plan Subcommittee

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

AGENDA DESCRIPTION:

OTO is starting development of the next Long Range Transportation Plan (LRTP), named *Transportation Plan 2040*. Staff is requesting the appointment of a Subcommittee to help guide development of the Plan. At least one member from each jurisdiction would help ensure even representation of the region.

A draft of the updated LRTP is expected to be ready for Board approval before next summer. Regular committee meetings should be expected throughout the development process. The plan will be much more performance-based than in the past, using a system evaluation akin to the Congestion Management Process to help determine future project needs.

OTO staff has already started seeking public input on the transportation needs of the area. Included in this agenda is a copy of a survey that is currently available at <http://otolrtp.questionpro.com>. OTO is offering the public a chance to win a Kindle Fire HD 7 or a \$50 gas card if they complete the survey. Staff is attending local business expos in Republic, Nixa, and Ozark to kick-off the public input process. Input on other events OTO can attend is welcome.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee make the following motion:

Move to appoint the following people to the OTO LRTP Subcommittee:

-
-
-
-
-
-
-
-
-

What transportation projects matter to you?



Before you begin – a little about us

The Ozarks Transportation Organization (OTO) brings together local communities to prioritize transportation funding.

OTO is collecting input for our **Long Range Transportation Plan**, which looks to 2040 to set a vision for the future of transportation in the Springfield metropolitan region. This survey will help guide plan development and future project selection. We ask you to review 14 priority projects, then just answer another 13 questions.

Thank you for taking the time to complete this survey. In return for your participation, we are offering the chance to **WIN** an **Amazon Kindle Fire HD 7** or one of several **gas cards**. If you choose to enter the drawing, you will be directed to a separate questionnaire after this survey where you can provide contact information. This information will not be tied to your answers here.

Survey

Priority Projects

OTO has identified priority corridors of regional significance. We want to know if projects from this list match regional priorities. Please tell us if each of these projects belong on the priority list with an up or down vote.

#1. Should this project be a priority?		YES	NO
#1A.	U.S. 65 - Six Lanes from James River Freeway to Route F in Ozark	<input type="checkbox"/>	<input type="checkbox"/>
#1B.	State Highway 14 - from west of Nixa to East of Ozark	<input type="checkbox"/>	<input type="checkbox"/>
#1C.	Business Route 65 in Ozark from U.S. 65 to 3rd Street	<input type="checkbox"/>	<input type="checkbox"/>
#1D.	James River Freeway - Six Lanes from U.S. 65 to West Bypass/Route FF	<input type="checkbox"/>	<input type="checkbox"/>
#1E.	U.S. 60 - Convert to a Freeway from Springfield to Rogersville	<input type="checkbox"/>	<input type="checkbox"/>
#1F.	I-44 - Widen to Six Lanes	<input type="checkbox"/>	<input type="checkbox"/>
#1G.	Route 160 - Four Lanes from Springfield to Willard	<input type="checkbox"/>	<input type="checkbox"/>
#1H.	U.S. 65 and Kearney Street Interchange Improvements	<input type="checkbox"/>	<input type="checkbox"/>
#1I.	U.S. 160 - Six Lanes from Springfield to Nixa	<input type="checkbox"/>	<input type="checkbox"/>
#1J.	Intelligent Transportation System (ITS) Improvements	<input type="checkbox"/>	<input type="checkbox"/>
#1K.	I-244 - Designate an Interstate Loop around Springfield	<input type="checkbox"/>	<input type="checkbox"/>
#1L.	Route 60 - Upgrade to Expressway west of Republic	<input type="checkbox"/>	<input type="checkbox"/>
#1M.	Kansas Expressway/Cox Road/Nicholas Road Corridor Improvements between Springfield and Nixa	<input type="checkbox"/>	<input type="checkbox"/>
#1N.	MM in Republic - Widen to 3 Lanes from I-44 to U.S. 60	<input type="checkbox"/>	<input type="checkbox"/>

#2. Are there projects we should add to the list above?

#3. Do you have ideas about specific transportation projects/locations for projects?

Transportation Issues

#4. What do you believe are the most important transportation issues facing the Ozarks Transportation Organization region? *Check all that apply.*

- ☐ Building and maintaining a competitive regional economy
- ☐ Cleaning up the environment/improving air quality
- ☐ Curbing urban/suburban sprawl
- ☐ Preserve the existing transportation system
- ☐ Reducing highway congestion
- ☐ Increased access to transit
- ☐ Decreased funding for transportation infrastructure
- ☐ Improving parks and recreational opportunities
- ☐ Reducing crime
- ☐ Revitalizing urban centers and towns
- ☐ Improving safety on the roads for both motorized and non-motorized vehicles
- ☐ Other

#5. What are the top transportation problems you are most concerned with? *Check all that apply.*

- ☐ Traffic congestion
- ☐ Poor pavement condition
- ☐ Lack of public transportation (bus, rail, etc.)
- ☐ Lack of biking/walking options (bike lanes, sidewalks, crosswalks, etc.)
- ☐ Safety (i.e., speeding, red light running, accidents, etc.)
- ☐ Rising transportation costs (fuel costs, transit fares, etc.)
- ☐ Other

#6. What is the most critical transportation problem in your NEIGHBORHOOD? *Check one.*

- ☐ Lack of highway or road network
- ☐ Lack of sidewalks/crosswalks
- ☐ Lack of bicycle lanes/trails
- ☐ Lack of transit service
- ☐ Lack of safe access to transit and/or lack of amenities (i.e., shelter, benches, trash bins, etc.)
- ☐ Lack of coordination between land use and transportation (roadway type does not match character of surrounding land)
- ☐ Safety issues (i.e., speeding, red light running, accidents, etc.)
- ☐ Traffic congestion
- ☐ Other

#7. How would you prefer to spend your tax dollars for transportation?

Please allocate 100 points among the choices below.

Bicycle lanes and trails	
Sidewalks/crosswalks	
Buses (more efficient buses, shelter, etc.)	
New highway construction (new lanes or roads)	
Intersection/Interchange Improvements	
Highway operations (i.e., coordinating traffic signals)	
Traveler information (i.e. electronic message signs, 511, highway advisory, radio)	
Passenger rail (Amtrak)	
TOTAL	100

#8. If additional funding is needed to improve transportation in the region, which of the following potential funding sources would you support?

Rank the top 3, with 1 being the most preferred and 3 being the least.

Increase in gas tax	<input type="checkbox"/>
Increase in sales tax (statewide)	<input type="checkbox"/>
Increase in sales tax (local or regional)	<input type="checkbox"/>
Increase in vehicle registration fees	<input type="checkbox"/>
Tolls	<input type="checkbox"/>
Government backed low-interest loans and bonds	<input type="checkbox"/>
Private-Public Partnerships	<input type="checkbox"/>

About Yourself

#9. How do you normally get around the region?

For example - car, bike, bus...

Primary

Secondary

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

#11. What is your home zip code?

#12. What is your work zip code?

#13. What is your age?

☐

Younger than 18

☐

18 – 24

☐

25 – 34

☐

35 – 44

☐

45 – 54

☐

55 – 64

☐

65 or older

☐

Prefer not to answer

Last Question – You can win!

Would you like to enter a contest especially for those who provide input on Transportation Plan 2040? You have a chance to win a Kindle Fire HD 7 or one of several gas gift cards.

If you select YES, please enter your contact information. This information will not be stored with these survey responses.

☐

Yes

Name:

☐

No

Email:

Phone:

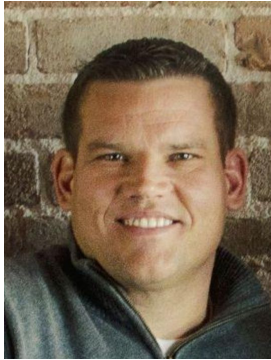
TAB 8

Director set high bar for CU bus system before death



Amos Bridges, News-Leader

7:13 p.m. CST March 3, 2015



(Photo: submitted)

With a new transfer station due to be built and bus route changes sure to follow, 2015 is shaping up to be a big year for City Utilities' Transit Services.

Speaking to members of a rider advisory committee last month, Transit Director Kevin Lowe seemed eager to make the most of the opportunity. Lowe, who took the helm at the department in December, encouraged the riders to share their criticisms and ideas for improving the bus system.

"We are in the people-serving business, so if we are not performing up to your expectations, we need to know," he said, adding that even radical changes were worth discussing. "Our main goal is to get more people on the bus."

Impressed and intrigued, I made plans to meet with Lowe and talk about ways the newspaper might help get the conversation started. We were set to meet over coffee Feb. 24. But Lowe, who was 45, died of an apparent heart attack the night before.

I only knew Lowe professionally. A former Missouri Department of Transportation engineer, he was Greene County's highway administrator when I started working at the News-Leader. Our paths had crossed occasionally when he worked in the private sector and I covered city development and more recently when he went to work for CU.

Lowe struck me, during our interactions, as an energetic guy — not jump-up-and-down excited, necessarily, but positive and happy to tackle a challenge. That's why I think that, even for those who didn't know him, his death will be a loss.

Lowe certainly had accepted a challenge with the bus system, which for years has been the odd duck among CU's services. Springfield's City Charter requires the utility to manage the bus system. But unlike CU's water, gas and electricity operations, the transit department doesn't come close to paying for itself, relying instead on hefty subsidies from other departments to keep routes running.

In his meeting with the Fixed Route Advisory Committee last month, Lowe noted that only about \$1 million of transit's \$10 million budget came from rider fares. About \$6.5 million came from revenue redirected from other CU departments, he said, with federal funding making up the rest.

"Is this ever going to be a money-making operation? No," he said. But increased ridership could help balance the equation.

The \$1.25 fare established more than five years ago also might be due for a change, Lowe said, acknowledging that the current budget doesn't allow for new costs.

Despite the financial constraints, he encouraged the members of the advisory board to be free with the ideas.

"We know there are gonna be some route changes when the transfer station is done," Lowe said. Debated and delayed for the better part of a decade, the approximately \$5 million transfer facility was put out for bid this month. Construction of the station near Main Avenue and College Street is expected to begin by late April. If all goes well, it could wrap up by the end of the year.

Kicking off the conversation with the advisory board in February, Lowe said one idea he wanted to explore is the addition of an express bus route running north and south through the city with limited stops. But he seemed equally interested in suggestions made by others.

Board member Greg Horchem offered half a dozen ideas for combining and expanding specific routes around the city and extending daytime service an hour, to 7 p.m. Most of the details were over my head, but Lowe nodded along in agreement and made sure staff members took good notes.

LesSandra Franklin, a board member who came to Springfield from New York, said the bus system at some point would have to tackle its image problem. While public transportation is seen as a way of life in larger cities, in Springfield buses are seen as a last resort, only for the desperate.

Lowe agreed, repeating his goal of attracting riders from all walks of life to city buses.

"You can make \$10 million a year and we want you to ride the bus," he said.

Dale Shumaker, another board member, said he appreciated that Lowe had made a point of riding the bus himself and was asking for unvarnished

feedback.

"My idea, and I voiced it, was that those who represent CU Transit in an official capacity should be out in the public more," he said. "A competent person is not afraid of hearing criticism ...

"One thing that he said, and he said it two or three times, so it stuck with me, was, 'We need to hear from you. We're here to serve you so we need to hear from you.'"

Shumaker, who contacted me after hearing about Lowe's death from a bus driver, said he hopes Lowe's successor will adopt a similar approach.

Chris Jones, CU's associate general manager for IT and transportation, said that's the plan. "We'll try to keep a lot of those same ideas going forward."

"Kevin was very engaged. He was engaged with the drivers, with the passengers, with the staff," Jones said. "Now we have to try to find a replacement, which will be challenging."

Whoever ends up at the wheel, I hope they'll continue the conversation Lowe started. He had the bus pointed in the right direction and passengers were getting on board.

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BUSINESS INSIDER

Two Senators Have Proposed A Tax Holiday Tech Companies Would Love



SAM COLT

JAN. 29, 2015, 7:42 PM

Tech giants like Apple, Microsoft, and Google have [tons of cash](#), but there's a catch: most of it is offshore.

That means they can either spend their cash abroad or bring it home and hand over up to 35% to Uncle Sam, [according to Bloomberg](#).

Companies can defer paying taxes on revenue earned abroad, so there's not much incentive to bring it back to the states.

But Senators Barbara Boxer (D-CA) and Rand Paul (R-KY) announced a plan on Thursday that could have Silicon Valley grinning ear-to-ear.

The "[Invest In Transportation Act](#)," would create a repatriation tax holiday allowing companies to pay just 6.5% on cash they bring home — a huge discount.

The tax holiday would go towards the Highway Trust Fund, which pays for state and local infrastructure projects across the country.

The bill, which hasn't been introduced yet, stipulates that repatriated cash would have to go towards initiatives like R&D, public-private partnerships, and acquisitions. None of it



Getty Images/Chip Somodevilla

Apple CEO Tim Cook

could be used for executive compensation increases or stock buybacks.

The Boxer-Paul plan stems from Congress' opposition to raising the gas tax, which has traditionally gone towards the Highway Trust Fund.

Fuel-efficient cars and ballooning infrastructure costs have run the Highway Trust Fund dry. It will run out of money in May without Congressional action.

Though tech companies would love it, the idea of a tax holiday has already faced skepticism from Senator Orrin Hatch (R-UT), Chair of the Senate Finance Committee.

"Tax holiday proposals designed to pay for the transportation bill sound great until you look at the details," Hatch said in [a statement to The Hill](#).

This wouldn't be the first time Congress passed a repatriation tax holiday — in 2004, companies were able to bring overseas cash home and suffer only a 5.25% rate. However, [a study by a congressional subcommittee found](#) that the 15 companies who brought the most money home cut jobs and spent slightly less on R&D from 2004 through 2007.

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President's 2016 Budget Request to Congress

US Department of Transportation

Grow America Act

\$478 Billion Six-Year Surface Transportation Proposal

- Highways \$317 billion
- Public Transportation \$115 billion
- Motor Carrier \$4.7 billion
- Highway Safety \$6 billion
- Federal Railroad \$28.6
- TIGER (Office of the Sec) \$7.5 billion

Selected Programs

Existing Program	FY 2015 Enacted	2016 Request	6-Year Request
NHPP	\$22 billion	\$22.3 billion	\$140.8 billion
STP	\$10 billion	\$10.3 billion	\$64.8 billion
CMAQ	\$2.5 billion	\$2.3 billion	\$14.6 billion
Metro Transportation Planning	\$314 million	\$320 million	\$2 billion
TAP	\$820 million	\$847 million	\$5.3 billion
Transit Formula	\$8.6 billion	\$14 billion	\$87 billion
TIGER	\$500 million	\$1.250 billion	\$7.5 billion

(USDOT Budget Highlights Document)

New Program	FY 2015 Enacted	2016 Request	6-Year Request
Critical Immediate Safety Programs	NA	\$7.5 billion	\$29.4 billion
Freight	NA	\$1 billion	\$18 billion
Fixing and Accelerating Surface Transportation (Highway)	NA	\$500 million	\$3 billion
Fixing and Accelerating Surface Transportation (Transit)	NA	\$500 million	\$3 billion
Rapid Growth Area Transit	NA	\$500 million	\$3.4 billion

(USDOT Budget Highlights Document)

FAST - Dedicates \$6 billion over 6 years to create incentives for State and local partners to adopt critical reforms in a variety of areas, including safety and peak traffic demand management.

Project Delivery – Proposal would improve interagency coordination and implement best practices, such as advancing concurrent, rather than sequential project review, and using an online permitting dashboard to improve transparency and coordination and track project schedules. Increase flexibility for recipients to use Federal transportation funds to support environmental reviews and help to integrate overlapping requirements and eliminate unnecessary duplication.

Critical Immediate Safety Investments – Proposal to assist States improve safety on non-State owned roads that do not often benefit from Federal funding.

Paying for Grow America Act – the proposal would use current transportation excise taxes plus a one-time deposit into the HTF from a 14% tax on approximately \$2 trillion in current US corporate profits held in foreign countries.

Next Steps – Congress will use the spending requests as it develops its own budget and appropriations for FY16. With both chambers of the Congress under a Republican majority, there will be an attempt to develop a joint Budget Resolution that will become the blueprint for federal spending in FY16. The Appropriations Committees in the House and Senate will begin to hold hearing where Administration offices testify and present the case for the President's budget request.

You may find the USDOT Budget Highlights document here:

<http://www.dot.gov/sites/dot.gov/files/docs/FY2016-DOT-BudgetHighlights-508.pdf>

Missouri Department of Transportation

David B. Nichols, Director

573.751.2551

Fax: 573.751.6555

1.888.ASK MODOT (275.6636)

February 17, 2015

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

Dear Ms. Fields:

Thank you for your recent letter and for understanding the tough choices we face in the future as we attempt to manage the state's transportation system with insufficient funds.

We agree that retaining all federal funds for which Missouri is eligible is critically important to being able to maintain and improve the state's transportation network. However, allowing local governments to provide required matching funds has consequences that we believe are not in the best interest of the state. It would pit the "haves" against the "have-nots" and would threaten the Commission's funding formula that has most equitably distributed funds across the state for a decade.

Hopefully, the Missouri General Assembly can settle on a transportation funding mechanism that Missourians can support and that can eliminate the need for the implementation of Missouri's 325 System. We look forward to continuing the dialogue and to further developing our partnership to deliver the transportation system that Missourians want and deserve.

Sincerely,



David B. Nichols, P.E.
Director

cc: Commission Members
Becky Baltz-sw



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org