



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

MARCH 16, 2016
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, March 16, 2016 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the January 20, 2016 Meeting Minutes and February 3, 2016 and February 17, 2016 E-Meeting Minutes Tab 1
(1 minute/Martin)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2
(5 minutes/Martin)

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

E. Staff Report
(5 minutes/Fields)

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

F. MoDOT Update
(5 minutes/Miller)

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

G. Legislative Reports
(5 minutes/Legislative staff)

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

II. New Business

A. Major Thoroughfare Plan AmendmentTab 3
(5 minutes/Longpine)

The City of Republic has requested an amendment to the Major Thoroughfare Plan. Please see attached for more information.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
PROPOSED MAJOR THOROUGHFARE PLAN AMENDMENT TO THE BOARD OF DIRECTORS**

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

The Willard Public Schools is requesting an extension to the Reasonable Progress Policy for Transportation Alternative Funding.

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

C. OTO Growth Trends ReportTab 5
(10 minutes/Guthrie)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. FY 2016 Unified Planning Work ProgramTab 6
(10 minutes/Parks)

OTO is requesting the Technical Planning Committee review and make a recommendation for the approval of the FY 2017 Unified Planning Work Program.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2017
UPWP TO THE BOARD OF DIRECTORS**

E. Long Range Plan Draft Financial Capacity and Range of Alternatives ChapterTab 7
(10 minutes/Longpine)

An updated draft of the Financial Capacity and Range of Alternatives Chapter for the proposed Long Range Transportation Plan is included under separate cover for your review.

NO ACTION REQUESTED - INFORMATIONAL ONLY

F. Amendment 10 to the FY 2015-2018 Transportation Improvement ProgramTab 8
(5 minutes/Longpine)

Amendment 10 to the FY 2015-2018 Transportation Improvement Program includes the annual FTA Section 5307, Urbanized Area Formula Funding. (Handout)

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE TIP
AMENDMENT NUMBER 10 TO THE BOARD OF DIRECTORS**

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

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

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 16, 2016 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Bob Cirtin, Presiding Commissioner Greene County
Dan Smith, City of Springfield Mayor's Designee
Senator McCaskill's Office
Senator Blunt's Office
Matt Hough, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 3/16/2016; ITEM I.C.

January 20, 2016, February 3, 2016 and February 17, 2016 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the January 20, 2016, February 3, 2016 and February 17, 2016 Technical Planning Committee meetings. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

“Move to approve the January 20, 2016, February 3, 2016 and February 17, 2016 Technical Planning Committee Minutes.”

OR

“Move to approve the January 20, 2016, February 3, 2016 and February 17, 2016 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
January 20, 2016**

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

The following members were present:

Mr. Rick Artman, Greene County Highway	Mr. Kirk Juranas, City of Springfield
Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard	Mr. Frank Miller, MoDOT
Mr. King Coltrin, City of Strafford (Vice-Chair)	Mr. Jason Ray, SMOG
Mr. Brian Doubrava, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Rick Hess, City of Battlefield	Mr. Kelly Turner, City Utilities Transit
Mr. Adam Humphrey, Greene County	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Larry Martin, City of Ozark (Chair)
Mr. David Bishop, R-12 School District	Mr. Mark Schenkelberg, FAA Representative
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Travis Cossey, City of Nixa	Mr. Jeremiah Shuler, FTA Representative
Mr. Martin Gugel, City of Springfield	Ms. Mary Lilly Smith, City of Springfield
Mr. Tom Johnson, Missouri State University	Ms. Janette Vomund, MoDOT
Mr. Brad McMahon, FHWA	Ms. Eva Voss, MoDOT
Mr. Kent Morris, Greene County Planning	Mr. Terry Whaley, Ozark Greenways
Mr. Nicholas Konen, BNSF	

Others present were: Mr. Dan Wadlington, Senator Roy Blunt's Office; Ms. Paula Brookshire, City of Springfield; Mr. Matt Hough and Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. David Stokely, Senator Claire McCaskill's Office; Mr. Carl Carlson, Olsson Associates; Mr. Joshua Boley, Mr. Jacob Guthrie, Ms. Natasha Longpine, and Ms. Debbie Parks, Ozarks Transportation Organization.

Mr. Coltrin, Vice-Chair, stood in for Mr. Martin. He called the meeting to order at 1:37 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda.

Mr. Artman made the motion to approve the January 20, 2016 Technical Planning Committee meeting agenda. Mr. Hess seconded and the motion carried unanimously.

C. Approval of the November 18, 2015 Meeting Minutes and December 3, 2015 E-Meeting Minutes.

Mr. Brock made the motion to approve the November 18, 2015 Minutes and December 3, 2015 E-Meeting Minutes. Mr. Brown seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items.

None.

E. Staff Report

Ms. Longpine stated that Ms. Fields was out of the office for the week. The biggest project for the OTO has been the office relocation. The office moved right after the Board of Directors meeting on December 17, 2015. There will be an Open House on January 29.

Staff attended federal grant management training since the last meeting. Staff has also been working on the Long Range Transportation Plan. There are two handouts at the table. The first one is the Existing Conditions and Special Studies. This is a draft and staff worked hard to keep the plan small. The goal is to have the plan be more manageable. Staff is requesting members of the TPC to review and provide feedback. The second handout is the information used to project local revenue for the Long Range Transportation Plan. The amounts listed are from the prior TIP. The revenues for the jurisdictions need to be updated. If there is a percentage of that, which should go to the projects in the LRTP then staff needs that number and then it will be multiplied over the course of the plan and used to match the federal dollars. It will help show the fiscally constrained portion of the plan and use it as match for the federal funds that are shown.

There will be a special TPC meeting to go over the plan, projections, and projects on February 3 and lunch will be provided. The goal is to pull a draft together. Staff has signed up for City of Republic, City of Nixa, and City of Ozark Expos in March, to go back out for public comment on the proposed plan.

F. MoDOT Update

Mr. Miller stated that there was not a lot to report. There was news that MoDOT has revised the funding projections based on how the Fiscal Year 2015 came in. MoDOT anticipates matching federal funds for the next five years. That makes for a larger construction program. The 325 Plan had MoDOT only programming on Primary Routes. The Commission voted to end that with the new funding projections, so MoDOT can continue to program projects on both primary and supplementary routes. MoDOT will be looking at it from a major versus minor routes perspective. The arterial will focus on a more frequent

resurfacing program than minor roads. It is not certain how it will affect the OTO region. The Commission will be looking at a funding distribution on February 3, on how to use this new funding distribution around the state. MoDOT is also working on a Statewide Asset Management Plan to determine how much work is needed on the bridges and to make progress on the pavement. More information will be available at the next meeting.

Mr. Coltrin inquired if there would be help for some of the bridges that were closed. Mr. Miller stated that yes, the new director has specifically mentioned that it was unacceptable to have critical bridges in the system.

G. Legislative Reports

Mr. Wadlington stated that there was now a Highway Bill. There is something on paper from the Federal Government stating there is funding for the next five years. It is funded for three not five, but it is a five-year plan. The ball is now in the State of Missouri's court to match the funds. The appropriations bills will be up again this fall and there is not an expectation for major legislation to come down the pike.

II. New Business

A. Amendment Number 2 to the Long Range Transportation Plan

The OTO has a request to use BRM Funding to replace the Mr. Vernon bridge over Jordan Creek. The project is not currently in the LRTP. There is funding in the funding projections to cover it. There is a standard 15 day public comment period.

Mr. Juranas made the motion to approve Amendment 2 to the Long Range Transportation Plan. Mr. Miller seconded and the motion carried unanimously.

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

Ms. Longpine stated this amendment includes four new projects. Three are for scoping for Route 160 Safety Improvements, Kansas Expressway Safety Improvements and Chestnut Expressway Safety Improvements. Then there is the Mr. Vernon bridge over Jordan Creek. The BRM funding comes from a balance that has built up over several years. There are a limited number of bridges that are eligible for the funding. It was between a MoDOT bridge project and a bridge within the City of Springfield. MoDOT did not want to compete for the funding. This is the project that the City of Springfield chose to do. There is a process in place should there be more competition in the future, but this is how this project was selected. Mr. Miller stated that the first project, Route 160 at AA, north of the City of Nixa, has been in the TIP before. The Commission took action and ruled that work could not be done on supplementary routes and 160 is a supplementary route. It is being brought back now that supplementary routes can be worked on again.

Mr. Miller stated that the reason that MoDOT is not interested in the BRM funds is that there is only one critical bridge left in the OTO region that is not programmed. Looking at the status of bridges, the City of Springfield bridge has a more critical need. Mr. Juranas inquired if the routes were having slippery when wet issues or safety issues. Mr. Miller stated this high friction treatment was originally intended to help with crashes during wet incidents. It is helpful in situations when people are going down a hill and have to stop at a signal and it is rainy and slick. There is a benefit when it is dry as well, it lets people stop

faster and helps reduce some of the rear ends. There was discussion on areas in the state that have the applications.

Mr. Juranas made the motion to approve the TIP Amendment Number Seven to the Board of Directors. Mr. Turner seconded and the motion carried unanimously.

C. Administrative Modification Number Six to the FY2015-2018 TIP

Ms. Longpine stated that there were twenty one administrative modifications. Most of the modifications were from moving funding from Fiscal Year 2015 to Fiscal Year 2016 in the TIP, for projects that were not fully obligated during the time frame. The last project on the list is the Chestnut Expressway Railroad, that project basically split the utilities away from the rest of the project. That part will be let this spring, instead of in the fall with the rest of the project.

D. FAST ACT Update

Ms. Longpine stated that there was a five-year transportation bill. It is called the FAST Act or Fixing America's Surface Transportation Act. As Mr. Miller mentioned, MoDOT will have the money to match the funds. Ms. Longpine detailed a few of the changes associated with the bill such as STP Set Aside replacing the TAP funding.

E. STP Urban Advance Notice

Ms. Longpine stated that in accordance with the STP-Urban Advance Policy the City of Republic is looking to borrow almost the three year limit. It is about \$546,531 in advance for the Oakwood and Hines Corridor Project. That project is in the TIP, but the funding would be cleaned up to show the use of the agreement.

Mr. Brock asked if it was the first time any jurisdiction had taken advantage of the program. Ms. Longpine stated it was but others were interested in using it.

F. OTO In-Kind Match Letters

Ms. Parks stated it was time to fill out new In-Kind forms. There were forms at everyone's seat. The OTO is allowed to use member attendance at meetings (in-kind time) and count it as match. Staff budgets about \$10,000 annually, which comes from the attendance at meetings. She described the two forms.

G. FY 2017 UPWP Subcommittee and Project Proposals

Ms. Parks stated it was time for the OTO to work on the Unified Planning Work Program. A small subcommittee of members were needed to get together and compile a list of projects. Every year the OTO has done a regional project that has benefited everyone. The Travel Demand Model Consultant, Transit Study, and the Travel Time Sensing Units are examples of past projects. Staff is looking for ideas for a regional project that could be put into the OTO budget. The subcommittee would meet one time during the first or second week of February, in order to have a draft UPWP in place by March.

Mr. Juranas inquired if there was a time or date set. Ms. Parks stated that a poll of the members would be taken to select a day and time that works for the subcommittee.

Mr. Hess made the motion to appoint Mr. Brock, Mr. Juranas, Ms. Voss, and Mr. Ray to the FY 2017 UPWP Subcommittee. Mr. Humphrey seconded and the motion carried unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Humphrey announced the Greene County Highway Department had scheduled a public meeting for the Kansas Extension Project on February 2. Ms. Longpine mentioned that Greene County was able to use the OTO model to help review some of the information.

Mr. Brown stated that the City of Willard had requested permission to annex the right-of-way over to AB/EE. That would be just to the current municipal boundaries of that intersection. The city also annexed the right-of-ways along EE to a point just east of Farm Road 103. It will allow the City of Willard to have more room to grow and provide more service. He thanked MoDOT and the City of Springfield for their support.

B. Transportation Issues for Technical Planning Committee Member Review

Mr. Juranas inquired if there was an update on the bills in the State Legislature. Mr. Miller stated that the Senate was supposed to vote on Senator Libla's bill today for the 1 ½ cent motor fuel tax and 3 ½ cent diesel tax. There was discussion on the various proposals currently in the Legislature.

C. Articles For Technical Planning Committee Member Information

IV. Adjournment

Mr. Hess made the motion to adjourn the meeting. Mr. Juranas seconded and the meeting was adjourned at 2:14 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
February 3, 2016**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the OTO Conference Room.

The following members were present:

Mr. Rick Artman, Greene County Highway	Mr. Adam Humphrey, Greene County
Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard	Mr. Larry Martin, City of Ozark (Chair)
Mr. King Coltrin, City of Strafford (Vice-Chair)	Mr. Jason Ray, SMCOG
Mr. Travis Cossey, City of Nixa	Mr. Andrew Seiler, MoDOT
Mr. Martin Gugel, City of Springfield	Mr. Kelly Turner, City Utilities Transit
Mr. Rick Hess, City of Battlefield	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Nicholas Konen, BNSF
Mr. David Bishop, R-12 School District	Mr. Mark Schenkelberg, FAA Representative
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Tom Johnson, Missouri State University	Mr. Jeremiah Shuler, FTA Representative
Mr. Kirk Juranas, City of Springfield	Ms. Mary Lilly Smith, City of Springfield
Mr. Brad McMahon, FHWA	Ms. Janette Vomund, MoDOT
Mr. Frank Miller, MoDOT	Ms. Eva Voss, MoDOT
Mr. Kent Morris, Greene County Planning	Mr. Terry Whaley, Ozark Greenways

Others present were: Ms. Paula Brookshire and Mr. Eric Clausen, City of Springfield; Steve Bodenhamer, City of Ozark; Dan Wadlington, Senator Roy Blunt's Office; David Rauch, Senator Claire McCaskill's Office; Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, and Ms. Natasha Longpine, Ozarks Transportation Organization.

Mr. Larry Martin called the meeting to order at 12:08 pm.

I. Administration

A. Introductions

Prior to introductions, Mr. Martin asked the members to state their name when making a motion or seconding a motion to help keep the minutes more accurate. Introductions were made of members in attendance.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Coltrin made the motion to approve the Technical Planning Committee meeting agenda. Mr. Hess seconded and the motion was carried unanimously.

C. Public Comment Period for All Agenda Items

None.

II. New Business

A. Revise Amendment Number Nine to the FY 2015-2018 TIP

Ms. Longpine stated this was a revision to add an item to the FY 2015-2018 Transportation Improvement Program Amendment Number 9. She stated that the City of Springfield wants to work on the outer road for the Campbell and Plainview intersection, but there wasn't any STP-Urban programmed for the project. This would be in addition to the four items presented in January.

Ms. Longpine stated that the amendment would add the outer road project using \$290,848 of STP-Urban Funding. Ms. Longpine asked if Ms. Brookshire would like to add additional details and she declined.

Mr. Hess made the motion to recommend approval of revised TIP Amendment Number Nine to the Board of Directors. Mr. Brock seconded and the motion carried unanimously.

B. Draft Long Range Transportation Plan Document Overview

Ms. Longpine stated that the OTO was about to start its public comment process on the LRTP in March, as many communities have business expos staff can attend. However, she explained that before the draft goes back out for comment, there needs to be a consensus between the TPC and Board of Directors members regarding the current draft of the LRTP. As many of the LRTP members are on the TPC, Ms. Longpine said OTO thought starting the review with the TPC would be appropriate. Ms. Longpine highlighted each section of the current draft and asked for comments from the members before starting the next section. She noted that the draft included the addition of the FAST Act which added two planning factors to the draft. The two factors related to resiliency and reliability of the system, including mitigating storm water and enhancing travel and tourism.

Ms. Longpine mentioned that the first chapter addresses some of the factors coming from the Federal level. She also said that Beyond Traffic is something new added to the draft since the last meeting. This initiative from The Department of Transportation looks at what

is the next conversation on the future of transportation. The chapter also contains a summary of the planning process and survey results.

Ms. Longpine explained that the next chapter highlights the Plan's vision and performance measures. She said OTO is also waiting on some guidance, as MAP-21 dictated that the State would create performance measures that would match the national goals, Then MPOs would need to coordinate with the state to develop local measures to match the state's measures. At that time, new measures will be amended into the Plan. The chapter also contains the previously accepted design standards with the addition of a rural collector. An appendix to the plan is expected, which will contain the design standard graphics and charts.

Ms. Longpine moved on to the next chapter of Existing Conditions and Special Studies. She explained that some of the information in this chapter came from the Travel Demand Model. Growth scenarios, population, and commuting patterns and times are also included in the chapter. Something new in this plan, Ms. Longpine mentioned, was the addition of reliability. She explained that analysis was done with information provided from MoDOT, looking at commute times to and from work at different times throughout the day. Additionally, the chapter references the 2012 Transit Study. Ms. Longpine noted that a majority of the data, in regards to freight, came from the MoDOT Statewide Freight Plan. Data is traditionally available for just Kansas City and St. Louis, so this plan is the best source for the Springfield area.

Continuing into the next chapter, Ms. Longpine explained the Plan considers factors such as the natural environment, cultural resources, and endangered species. She said the plan also looks at environmental justice, which focuses on minorities, low income, elderly, those below 18, and those disabled. The populations are determined by finding those census tracts with a percentage higher than the average for the MPO.

Ms. Longpine said the next chapter is on Financial Capacity. She described how the Plan includes revenue sources from the federal, state, and local levels. Additionally, the Plan includes funding projections through 2040. Ms. Longpine also said there are two scenarios shown. The first is based off of the current funding available. The second is based on the assumption of higher funding availability. Ms. Fields said that the projections in the plan are fluid because the Highways and Transportation Commission would be meeting and could have a different forecast. She explained that the low projection is probably very low and the high assumes the matching of federal funds, but not bringing back the Cost Share Program. Ms. Fields reiterated that the projections shown are a place holder until information is obtained from MoDOT.

Ms. Longpine explained that the next chapter, Range of Alternatives, describes the project submission process, prioritization of projects, and project selection. For selected projects, some categories are listed separately as it is inappropriate to identify individual needs now. For the prioritized projects, the first list will be for the expected funding scenario, then additional projects will be selected in the event the high scenario is realized.

The final chapter, according to Ms. Longpine would contain the Major Thoroughfare Plan, Bicycle and Pedestrian Facilities Map, and a schedule for five year implementation.

Mr. Martin explained to the members that the motion would be for a consensus from the committee that the Plan is on right path.

Ms. Fields said in the past, the plans had been 300 to 400 pages and an effort was made to produce a usable plan this time for the committee. Ms. Longpine noted that the Plan had not received federal comments at this time.

Mr. Hess inquired if a motion of consensus was needed to be made or if a vote of consensus was appropriate. Mr. Martin agreed and asked for a vote by the showing of hands. A vote for consensus was unanimous.

C. Prioritization Criteria and Points

Ms. Longpine guided the committee through the current revision of the Prioritization Factors. She explained what each criteria was along with the proposed points allocated to each criteria.

Following the explanation, Mr. Cossey asked if there was a way to give points for a travel delay if data was not available. Ms. Fields explained that data could be provided from the mobile Wi-Fi units. She also said that if the mobile units were not available someone could go out and take counts. Ms. Longpine said that approximately half of the current projects on the list do not have the Travel Delay data. Mr. Cossey said this concerns him as the projects automatically lose the seven points connected to the criteria. Ms. Longpine said several of the projects are actually new road projects which would not have data available. Ms. Fields suggested finding another way to measure Travel Delay. Mr. Humphrey asked what data was used for new roads that did not have data available either. Ms. Fields said in the past they used parallel corridors, for example, the data from 160 for the Kansas project. Ms. Longpine noted this score was just one tool in deciding the overall priority of a project.

Mr. Coltrin asked for clarification in the multi-modal criteria. Ms. Longpine explained that the first set was if the project addresses multiple modes where the second is if the project does something to get people off the road. Mr. Turner further explained items, such as an HOV lane don't have multiple modes but could take people off the road.

Mr. Turner asked about the at-grade railroad crossing factor in safety. He noted that railroads used to have funding to partner on those projects. Mr. Turner recommended giving this more points to capture the potential for external funding.

Mr. Turner also asked about the requirements for Environmental Justice. He wanted to know if OTO is awarding projects for being in that area and if that was the intention of the legislative requirements. Ms. Longpine said that was part of the challenge. She said projects should not adversely impact a disadvantaged area, but also improvements should not avoid an area. Ms. Fields said the thing OTO should avoid is building a freeway through a disadvantaged neighborhood. Ms. Longpine quoted the legal wording as "ensure that there are no disproportionate adverse impacts in those communities." Mr. Turners said it seems with the criteria as it is now, projects are rewarded for being put in those areas which he believes is not the intent. Ms. Longpine stated the assumption is the transportation improvement would benefit those areas. Ms. Fields, Ms. Longpine, and Mr. Turner agreed that the points for Environmental Justice should be evaluated and lowered.

Mr. Turner said that 67 percent of the points in Economic Development revolve around freight. He asked if the current two freight items should be combined. He said that a new headquarters for a freight company could actually generate more traffic in an area, but could also create more Economic Development as well. Mr. Brock asked what was used last time for this Economic Development criteria. Ms. Longpine said economic development zones created by communities were used and projects would receive points if they were in that zone. Ms. Longpine said the last plan also had strategic economic corridors, which ended up just being major roadways.

Ms. Longpine asked the committee if there was any criteria that needed to be added, removed, or combined. She suggested taking another look at Travel Delay for evaluation. Mr. Cossey agreed it was an important factor, but could hinder 50 percent of the projects and recommended removing it from the criteria list. Ms. Longpine asked if anyone would like to see it kept. The item received no support.

Mr. Brock said there should be some other criteria besides freight for Economic Development. Ms. Longpine suggested changing the points from 5 to 10 for Local Priority to offset the freight criteria and combining the two freight with a combined score of five.

Mr. Martin asked that if a motion was made for approval, that it include whatever changes had been added or removed during the meeting. Ms. Longpine summarized the revised factors as eliminating the Travel Delay criteria and combining the two freight criteria into one. She also removed the criterion under multi-modal that "Project Will Result in Some Trip Reduction."

Ms. Longpine asked for suggestions and recommendations in regards to the criteria points. Mr. Brock said he would like to see multi-modal carry more weight than environmental justice. Mr. Turner recommended taking five points from Environmental Justice and adding them to Priority Projects since so much time is spent creating them. Mr. Brock agreed with Mr. Turner's recommendation. Ms. Longpine noted the new change would push multi-modal above Environmental Justice. Ms. Longpine recommended the points for multi-modal remain the same with the exclusion of Project Will Result in Some Trip Reduction. Ms. Fields asked to add two points to the ITS Architecture because they may not score in many other categories. Ms. Longpine asked if 18 was sufficient for the Crash Rate criteria points. Mr. Turner said that adding to At-Grade Railroad Crossing could provide incentive to leverage more funds from the railroads. Ms. Fields agreed there could be some statewide rail money available. He said the minimum share for project could be an additional 5 percent, and it could be more. Mr. Coltrin said there actually may not be any MoDOT rail money left but was not sure. Ms. Fields said it could be helpful to make it a higher priority when competing for statewide funding. Ms. Longpine recommended changing the points under safety to allocation of 15, 5 and 5 and changing the overall for Priority Projects from 20 to 25.

Mr. Turner asked in Congestion Management if there would ever be a scenario where a project could receive the seven points but not the five points under Volume-to-Capacity Ratio. That might happen with one or two projects, but, Ms. Longpine state, most would probably be the other way around.

Ms. Longpine said OTO will send out revised Prioritization Factors to all the members. Ms. Longpine summarized the points allocated, with 25 for the Priority Projects, 25 for Safety, 20

for Congestion Management, 5 for Environmental Justice, 10 for Multi-Modal, and 15 for Economic Development.

Mr. Humbrey made the motion to approve the Prioritization Criteria with all amendments and modifications noted by Ms. Longpine. Mr. Cossey seconded and the motion carried unanimously.

D. Project List and Scoring

Ms. Longpine stated that she did not think the committee would be able to finish evaluating the scoring as there are some things that need be added and revised. She mentioned that she sent out information to the committee about the improvement year and costs. Ms. Longpine said previous costs were adjusted with an inflation factor. She said the numbers shown in the Projects list are based on the timeframe of potential construction. Additionally, she noted that there were some gaps showing up on new projects. Mr. Humphrey stated that Greene County would like to revise some of the dates they have in the project timeline in regards to the Kansas Extension and East/West Arterial.

Ms. Longpine mentioned that the prior plan asked for \$1.7 billion in proposed needs and the current plan could come between \$1.2 and \$1.3 billion after review. Mr. Cossey inquired what the deadline would be for getting all information in the Project List. Ms. Longpine replied within the next week. She said the next LRTP Subcommittee meeting would be February 25 and she would like to finalize the Project List at that time. Ms. Longpine also asked members if they could think of any outreach opportunities within Springfield. Mr. Turner suggested Arts Fest in early May. Ms. Longpine said that OTO had tried the Safe and Sound event last year with minimal success.

Mr. Martin reminded the committee that this item did not require a motion at this time.

III. Other Business

Ms. Fields stated that she would be sending out a survey to all committee members asking if they would like to receive agendas via a Kindle and what size of Kindle they preferred between a 7-inch and 10-inch.

Mr. Martin reminded the TPC that the next meeting would be on Wednesday, March 16, 2016 in the OTO Conference Room.

IV. Adjournment

Mr. Turner made the motion to adjourn. Mr. Brown seconded and the meeting was adjourned at 1:24 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
SPECIAL TECHNICAL PLANNING COMMITTEE MEETING MINUTES
February 17, 2016**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the OTO Conference Room.

The following members were present:

Mr. Rick Artman, Greene County Highway	Mr. Kirk Juranas, City of Springfield
Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard	Mr. Larry Martin, City of Ozark (Chair)
Mr. King Coltrin, City of Strafford (Vice-Chair)	Mr. Frank Miller, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Jason Ray, SMCOG
Ms. Dawne Gardner, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Mark Schenkelberg, FAA Representative
Mr. David Bishop, R-12 School District	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Justin Coyan, Springfield Chamber of Commerce	Mr. Jeremiah Shuler, FTA Representative
Mr. Martin Gugel, City of Springfield	Ms. Mary Lilly Smith, City of Springfield
Mr. Rick Hess, City of Battlefield	Mr. Kelly Turner, City Utilities Transit
Mr. Tom Johnson, Missouri State University	Ms. Janette Vomund, MoDOT
Mr. Brad McMahon, FHWA	Ms. Eva Voss, MoDOT
Mr. Kent Morris, Greene County Planning	Mr. Terry Whaley, Ozark Greenways
Mr. Nicholas Konen, BNSF	

Others present were: Ms. Joelle Cannon, Senator Roy Blunt's Office; Mr. Eric Claussen, City of Springfield; Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Brandon Jensen, SMCOG.

Mr. Larry Martin, Technical Planning Committee Chair, called the meeting to order at 12:00 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Cossey made the motion to approve the February 17, 2016 Technical Planning Committee meeting agenda. Mr. Juranas seconded and the motion carried.

C. Public Comment Period for All Agenda Items

None.

II. New Business

A. Prioritization of Projects for Possible Inclusion in the 2017-2021 STIP

Ms Fields stated that MoDOT revised the funding estimates after the passage of the FAST Act. The FAST Act gave MoDOT real numbers to work with. The urbanized areas may have money for new projects. The list here represents the scoring from the last Technical Planning Committee Meeting and is a starting point only. Some of the projects are already in the STIP. MoDOT also has some projects to fix safety ramps. There could be a set aside for intersection Cost Sharing. The proposed list takes into consideration safety and congestion issues. This list is based off the Amendment 7 list, but is broken into smaller pieces. The goal is to rank the projects from numbers 1-18 for the Board of Directors.

MoDOT is putting together an Asset Management Plan first. What funding is left for the OTO region will go to the prioritized project list.

Mr. Brown made the comment that the City of Willard U.S. 160 project should be looked at beyond scores. He stated it is only a two lane road with a quarry. The City of Willard faces the challenge of having a 5A school with 750 kids in attendance on a two lane road. The US 160 is a regional project that will benefit the northwest region.

Mr. Cossey had a question about project size. Ms. Fields stated that she broke the projects into parts from the Amendment 7 list. Staff tried to get around \$5 million for the project size, but the projects were just big. Mr. Cossey stated that US 160 was the City of Nixa's priority.

Mr. Brock stated that the I244 loop is a good top priority. The Interstate loop hits several communities and benefits the whole region. Mr. Juranas would second the support and agreed that it was a top priority. It is also a cheaper project.

Mr. Coltrin inquired if this was above and beyond the current funding. Ms. Fields stated that several factors contributed to the extra funding, having the FAST ACT, the State of Missouri receiving the extra revenue over the projections, and an improving economy. Mr. Coltrin stated that looking at the list the OTO has been investing in some of these areas in the past, but the City of Willard has not been touched. It is the one community that has not been touched. That stretch to Willard continues to sit and is a safety concern.

Mr. Brown stated that there was research done with the Willard Police Department, and there had been 125 accidents from the City of Willard to I-44 since 2011. Forty one wrecks

were from following too closely. Ms. Fields stated that this list includes crashes from the past 5 years.

Mr. Brock inquired how MoDOT puts roads on the MoDOT Safety List. Mr. Miller stated that it uses 5 mile segments and is pulled from the High Hazard list. Intersections are looked at as well. Statewide there is a priority on curves and shoulders. Expressways in Springfield and Clinton. On the OTO side the 1-60 corridor to Nixa is on the high hazard. When looking at fatality crashes the whole City of Ozark lit up. MoDOT is also looking at putting rumble strips outside the city area. Looking as well at the length of freeway ramps, that kind of compliments the interstate project. Bridges are doing well in the OTO area, the last critical bridge to be worked on in FY 2017.

Mr. Martin stated a list needed to be sent to the Board of Directors meeting. Mr. Brock inquired if the Committee was okay on the prioritization factors and if it was a good spread. Mr. Martin thought the list played out like it should with no real surprises. It takes out the subjective versus the objective.

Mr. Brown stated scores are relevant looking at the network. Looking at highway transportation there is a short piece missing to the City of Willard. The U.S. 160 project is ready to go with environmental, right-of-way, and design is partially completed. It was an Amendment 7 priority. He was speaking for the City of Willard citizens. Willard has done everything that has been asked. He requested the U.S. 160 be considered higher on the list.

Mr. Martin asked Mr. Brown if one segment of US 160 was more beneficial than the other segment. Mr. Brown said any segment is a start. Ms. Fields stated that the segment closer to Springfield made sense to start first. Mr. Artman stated that the Outer Roads would benefit Greene County, but remembers the US 160 discussion as far back as 1992.

Mr. Coltrin inquired on the intermodal aspect if it included bike and sidewalks. Ms. Longpine stated it only received points if it related to freight, connecting at least road and two other modes.

Mr. Coltrin stated that there should be some points for the Frisco Trail.

Mr. Cossey suggested that if the committee was okay with the top and bottoms scores, then the focus could be on reordering the middle projects with tied project scores. The interstate loop project is the only true regional project.

Mr. Martin stated that there appeared to be consensus the Willard project to number 6. Mr. Juranas requested that number 7 be for capacity from Kansas Expressway to National. Mr. Cossey requested that number 8 be Hwy 14, Ridgecrest to Cheyenne. Mr. Humphrey stated that if the committee agreed that the Willard U.S. 160 project ranked high then the second piece should not be all the way down the list. There was discussion on where to break the U.S. 160 piece. Mr. Claussen stated that the 60 Glenstone to 65 section is higher than Kansas to Nation in Springfield.

Mr. Brown stated he was making one last effort for Willard. While there might be more growth in other communities, it was important to have a safe four lane road to all the communities. Four-laning is a piece of the network. Mr. Miller asked where the point was

past the quarry. Mr. Brown stated to change U.S. 160 to 94 from 115, 94 was the quarry. Ms. Fields stated that engineering could pick a logical spot. Mr. Miller stated that there may still be a quarry climbing lane.

There was general discussion about the reprioritized list as shown on the screen.

Mr. Cossey made the motion to recommend the Prioritized List of Projects as shown on the screen to the Board of Directors. Mr. Brock seconded and the motion carried. There was one nay vote from Mr. Brown.

III. Adjournment

The meeting was adjourned at 1:15 p.m.

TAB 2

Willard Fire Protection District

P.O. Box 455 • Willard, MO 65781 • Administration 417.685.3114 • Fax 685.3116

Kenneth Scott, Fire Chief

February 18, 2016

RE: Proposed West Highway 160 Improvement

It was brought to my attention that there is a possibility of some unexpected funding by the FAST ACT for possible highway improvements in the southwest Missouri area. I understand that this is only a possibility and the OTO will factor into any of the priority ratings for project funding.

It would be irresponsible of me, as a representative of my fire district and a citizen of Greene County, if I did not get involved and voice my concerns favoring a highway expansion project for 160 Highway from I-44 to the City of Willard.

As Fire Chief, I have personally witnessed the tragedies of this two lane highway. Willard is the location a 5A growing school district. Each morning and each afternoon, this school dumps approximately 800 teenage drivers onto a two lane highway. It is the only 5A school in Greene County that is not accessed by a 4 lane highway. Willard R-II is a larger school district in both attendance and square miles than competing projects on the OTO list of Rogersville and Ozark. We have overly brave young people being hurt and killed and the current highway shares some of the blame in my opinion. This highway is a safety issue.

The 160 project involving the City of Willard has been on a priority list for over 20 years. The cost of the project started at approximately 4.5 million and now after 20 years is pushing 14.5 million dollars. The City and community of Willard have been patient soldiers as other communities reap the rewards from past funded projects.

Traffic count assumptions for towns such as Ozark and Rogersville are convoluted with larger towns being the destination of motorists being included in the traffic count. I.E.: West Plains, Memphis, Branson, and Harrison Arkansas are all motorists being calculated into those communities traffic count. Willard is pretty much a standalone destination with the communities of Walnut Grove, Ash Grove, Dadeville all being feeder communities to Springfield through Willard with little or no tourist traffic to inflate traffic counts. Again, I think instead of considering just total numbers of traffic volume, the types of traffic and destination of the motorist should be considered.

WILLARD
FIRE AND RESCUE

I would also like MODOT to consider that Conco Quarry is the largest in the area. We are dumping hundreds of 40 ton trucks onto a two lane highway and they have an immediate grade to climb after their exit onto the highway. The slow ascent of these trucks cause numerous crashes and near misses. The west side of the Springfield–Branson Regional Airport, now that the terminal has moved, is rapidly developing. AVGARD, UPS, FedEx, are all being centered to the west of the airport with their main access being at Farm Road 115 and 160 Highway. The Missouri National Guard recently purchased property in this area. Truck traffic in the area will be increased even more as this area continues to develop.

I believe an OTO survey was done this last year concerning what people wanted from MODOT in the way of road improvement projects. If I remember right, the survey came back overwhelmingly favoring a 4 lane 160 Highway. I believe it was 3 to one as 160 Highway being the top of the list. What's the purpose of the survey if we base all decisions on volume alone?

I admit to being passionate about 160 Highway being 4 Lane. I have stuck my head in mangled cars and extricated teen age kids that I felt a better highway could have saved. They were young and brave and now deceased. I am happy for the other area residents who have seen road improvements in their area over the past 20 years, but I also feel that if this project is ever going to make it to the top of the priority list, someone has to say something. I truly want to thank you for your willingness to listen.

Sincerely,

Ken Scott, Fire Chief
Willard Fire Protection District

Sara,

I am adding this addendum for you concerning each intersection of 160 highway from I-44 to Willard.

Farm road 123 and 160 highway. Evergreen Baptist church has a populated home school with 400 students two days a week. Also the stop signs to the south on 123 are concealed by trees and give the optical illusion showing the stop sign to the north of the highway as being the place to stop for 160 highway.

Farm Road 115 and 160 highway. Intersection has become an entrance point to the west side of the airport for heavy truck traffic. Airport terminal has relocated and FED EX the AVGARD and several other companies are located here for air freight traffic. Also the southwest corner of this intersection is low. It pools water into the east bound lanes in heavy, heavy rain.

The entrance to Conco quarry, slow moving heavy trucks forced into a steep incline grade. Causing traffic to slow and congest as the trucks climb the bridge and try to gain speed.

Hughes road intersection. Multiple Apartment complexes (two more broke ground this week). No turn lane. No stoplight. Driver side exposure in morning traffic to turn left from the apartment complexes to the school.

Jackson and 160. Heavy school traffic in the a.m. and the p.m. Over 800 drivers registered to the school. Willard is a 5A school. Only school in Greene County not serviced by 4 lane. Population of the school district covers the northwest side of Springfield city limits and north Springfield McDaniel Lake area.

AB highway intersection. AB has now become the cut across for James River Freeway. No shoulders, heavy school bus traffic.



United States Department of the Interior

NATIONAL PARK SERVICE
Wilson's Creek National Battlefield
6424 W. Farm Road 182
Republic, Missouri 65738-9514



February 29, 2016

Ms. Sara Field, Executive Director
Ozarks Transportation Organization
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Dear Sara,

Wilson's Creek National Battlefield is requesting your assistance in discussing a traffic issue on State Highway ZZ caused by a number of changes over the past three decades.

In 1979, the NPS realigned the intersection of FR#182 and SH ZZ.

The Wilson's Creek NB Tour road was constructed in 1985.

Additional SH ZZ and FR#182 intersection was completed in 1986.

Around 1987, MODOT lowered SHZZ just south of Farm Road 182 and SH ZZ – located between Wilson's Creek NB Facility Complex and the Visitor's Center for better line of sight.

On August 6, 2002, Missouri Department of Transportation (MODOT), MPO Subcommittee completed a preliminary Draft Environmental Impact Statement for the West US 60 Corridor (James River to Marionville). The purpose of the proposed action was to provide a safe and efficient highway to serve future traffic demands while minimizing disturbances to the natural environment and communities. The report proposed several by-pass alternatives around Republic with a couple of alternatives passing adjacent to Wilson's Creek NB on SH ZZ.

In 2005, Wilson's Creek began to plant corn as part of the Cultural Landscape of the battlefield of 1861. A partnership was entered into with Republic High School FFA program to assist with the project.

Clever began to grow and traffic increased due to residences traveling on SHZZ to and from Springfield.

In 2011, Republic High School celebrated its grand opening located at Republic Road and SH ZZ. Traffic increased on SHZZ because of the opening of the high school in 2011.

In 2013, a rendering of a proposed modification to SH ZZ was presented to the OTO technical committee that would slow traffic down, lower the posted speed limit, and provide pedestrian /bicycle elements to the side of the road.

In 2014, a construction project was awarded to create a better line of sight on Republic Road just east of Republic High School.

In 2015, newer stop signs with greater reflectivity were installed at the intersection of SH ZZ and FR#182.

In 2015, Wilson's Creek NB, a major attraction for the greater Springfield area, recorded over 200,000 visitors to the park. The vast majority (over 80%) of traffic arriving into the park occurs on SHZZ.

A traffic study was held by MODOT on SHZZ and Republic Road in 2015 (report still pending).

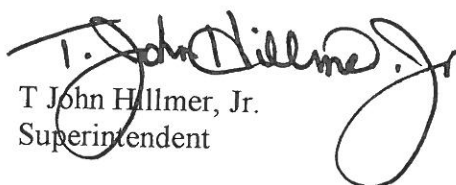
Wilson's Creek NB met on February 25, 2016, with the Republic High School Administration and with the Republic City Attorney/Acting City Manager to discuss traffic issues and deer accidents.

Over the past several decades, issues have occurred on SHZZ due to traffic changes. The number of younger drivers, during the school hours, has increased due to the new high school. Increased evening traffic has occurred due to the four/five evening activities that are scheduled on a weekly basis at the high school. Wilson's Creek NB visitation has increased. The growth of development south of Wilson's Creek NB has increased. The deer population has increased over the past twelve years. The overall increase of traffic driving at higher speeds contributes to the overall issue of safety.

I would be pleased to meet with the Committee to express Wilson's Creek NB's concerns and to present alternatives to the issue at hand. Listed are some of the suggestions: deer traffic signs, the park removing some vegetation along SHZZ, modification to intersections, lowering speed limits, and to implement a well-designed boulevard on SH ZZ.

Please contact me at (417) 732-2662 ext. 224 to discuss this important issue with you and the OTO Committee.

Sincerely,


T John Hillmer, Jr.
Superintendent

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 3/16/2016; ITEM II.A.

Major Thoroughfare Plan Amendment

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The City of Republic has requested right-in/right-out access to U.S. 60 for a new local road (#8 in changes listed below) on the south-side of U.S. 60 just east of Farm Road 170. The new intersection is proposed to be about 1100 feet east of Farm Road 170, with improvements starting about 816 feet east of Farm Road 170. OTO's Design Standards for an Expressway specifies a minimum 660 feet for non-signalized intersections (right-in/right-out only).

The location of the proposed roadway has necessitated a review of the other proposed roads in the area. The following adjustments have been made and the numbers correspond to the changes shown on the following maps.

1. Complete realignment of the proposed Secondary Arterial between Farm Road 174 and U.S. 60 to avoid Geneva drive and connect to Farm road 170.
2. Remove the proposed Collector connecting Geneva drive to S Farm Road 101.
3. Reclassify S Farm Road 101 between the proposed Collector connecting S Farm road 101 to S Farm Road 103 and Republic road: Local Street to Collector.
4. Realign the proposed Collector connecting S Farm Road 103 to S Farm Road 107.
5. Extend proposed Local Street to connect to Republic road.
6. Realign the proposed Collector connecting W Farm Road 174 and W Farm Road 170 to connect to the proposed Local Street extension (5).
7. Reclassify W Farm Road 170 at the intersection with U.S. 60: Local Street to Collector.
8. Add a proposed Local Street connecting U.S. 60 to W Farm road 174.
9. Remove proposed Collector connecting W Farm Road 170 to the removed proposed Collector (2).

Adoption of these changes will be seen as an amendment to *Journey 2035* and will be incorporated into the Draft Major Thoroughfare Plan proposed with *Transportation Plan 2040*.

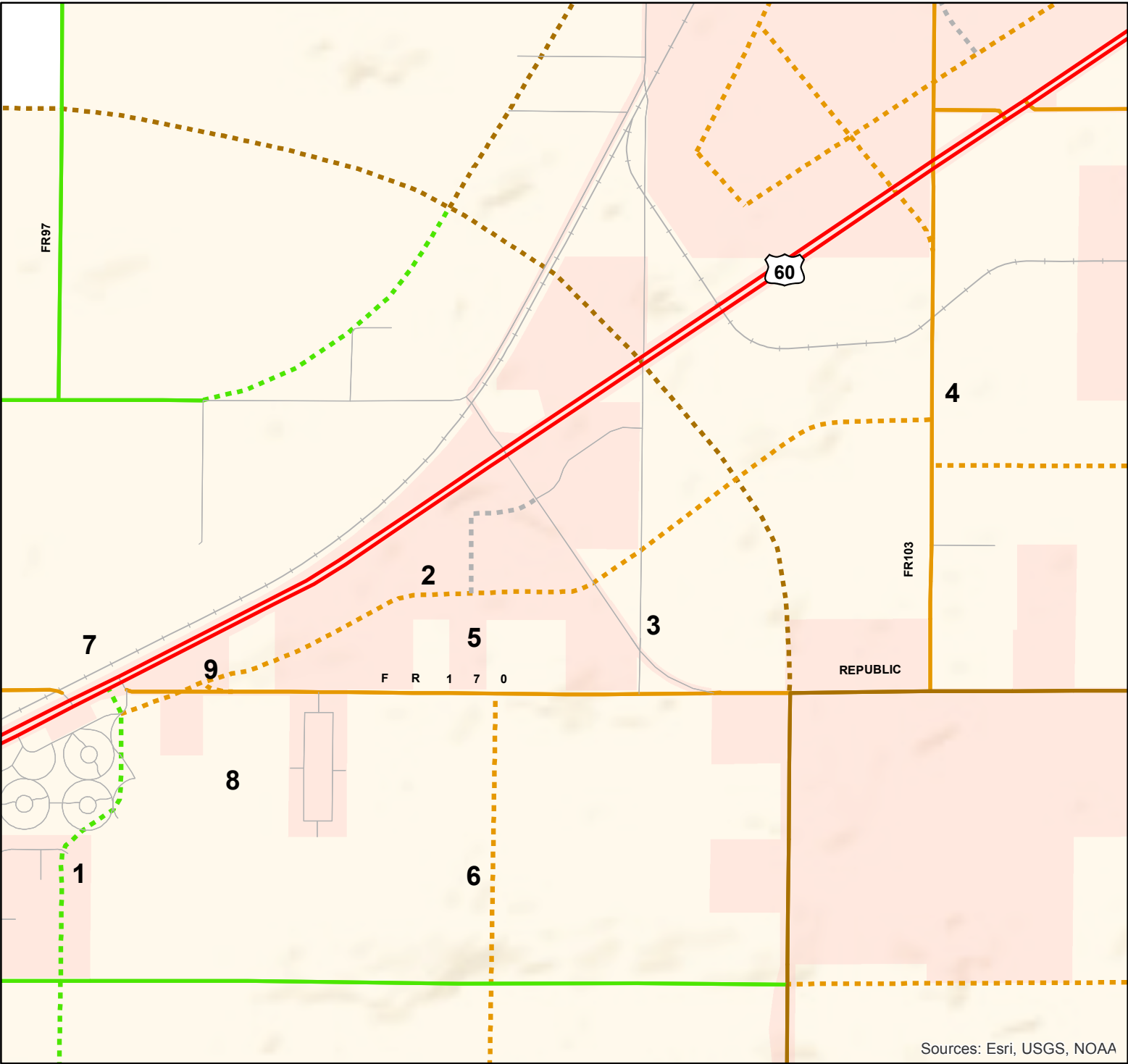
TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Recommendation to the Board of Directors regarding the nine changes requested by the City of Republic for the Major Thoroughfare Plan.

Major Thoroughfare Plan

Republic Amendments

Original



0 0.25 0.5 Miles

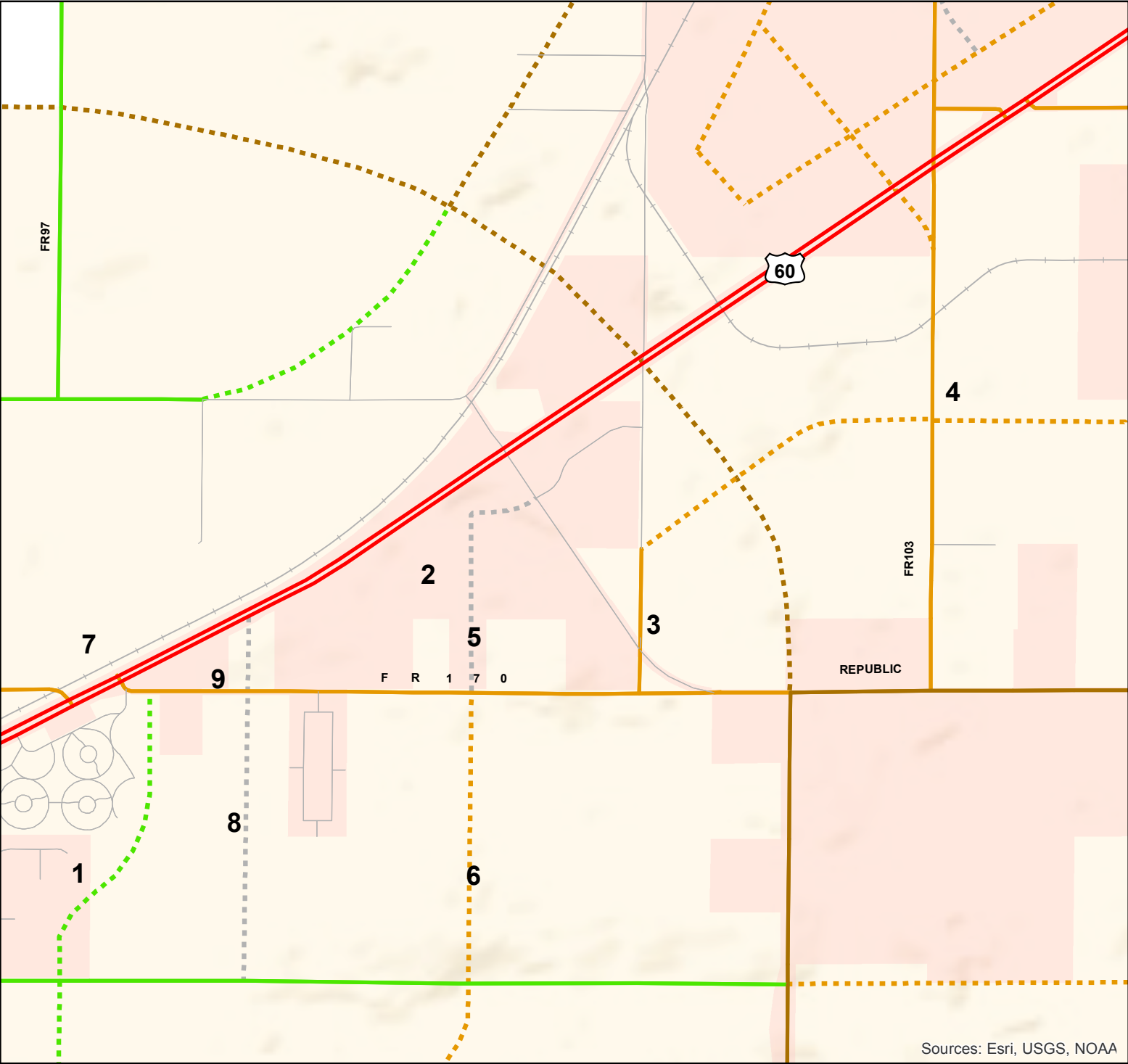
1 inch = 0.24 miles



Major Thoroughfare Plan

Republic Amendments

Proposed



0 0.25 0.5 Miles

1 inch = 0.24 miles





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

19 February 2016

Mr. Chad Zickefoose
Transportation Project Manager – LPA
MoDOT Southwest District
3025 E. Kearney Street
Springfield, Missouri 65801

Dear Mr. Zickefoose:

We understand that MoDOT has received a request from the City of Republic for a break in access on the south side of U.S. 60 for a right-in, right-out access to a new city street, located approximately 2,996 feet west of State Highway MM and 1,116 feet east of Farm Road 170. OTO has met with the City of Republic and Greene County and we have agreed upon additional Major Thoroughfare Changes which support the new city street. These changes will be taken through the Technical Planning Committee in March and the Board of Directors in April. In light of these proposed changes, OTO staff feels comfortable allowing the right-in, right-out access to this new city street.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosure: Proposed MTP Changes



OZARKSTRANSPORTATION.ORG

EPUBLIC

FR97

FR93



FR103

REPUBLIC

FR170

R107

M



Wednesday, November 18, 2015

Becky Baltz, P.E., District Engineer
MoDOT District 8 – Administration
3025 E. Kearney Street
Springfield, MO 65803

Re: US 60 – Access Break Request – Kirk Avenue

Dear Ms. Baltz:

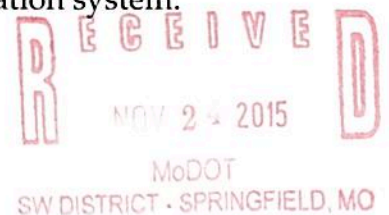
The City of Republic is requesting an access break on US 60 approximately 2,996' west of State Highway MM and 1,116' east of Farm Road 170. This access break will serve traffic trying to access Farm Road 170, which provides a critical route to Republic High School that is utilized frequently by students and teachers. In addition, this access break will provide the final location along US 60 for a future City of Republic Street that will extend south from US 60 along the east side of Republic to further serve the growing residential traffic in this area, providing a more direct route for the traffic utilizing US 60 and relieving the intersection of Oakwood and US 60.

Improvements at this access break are expected to consist of a right-in/right-out access on eastbound US 60 with an auxiliary eastbound right-turn lane for deceleration on US 60. We believe that the improvements made at the new access will safely accommodate the expected traffic volumes, will adequately operate in the vicinity of the existing intersections along US 60 while maintaining traffic progression along the corridor, and the geometrics such as storage length and deceleration length are specifically needed to accomplish these goals. A map is attached (Exhibit 1) showing in greater detail the location of existing and proposed roadway improvements.

These improvements:

- ◆ Improve safety and mobility.
- ◆ Improved route to Republic High School
- ◆ Facilitate the development of an efficient, integrated transportation system.
- ◆ Support economic development.

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



- ◆ Provide for roadway network that would function at a higher level, with room for expansion.

Project Termini and Location: The proposed improvements would span for approximately 300 feet beginning along US 60 approximately 816 feet east of Farm Road 170 (See Exhibit 1).

Project Description: The proposed improvements at this location include an additional right turn lane along US 60.

Recent ADT (2013): US 60 (East of SH MM) – 22,721

Right of Way Required in Acres:

Exhibit 1 Attached: New MoDOT ROW Approx 0.0 acres
New City of Republic ROW Approx 0.65 acres
Temporary Easement: Approx 0.0 acres
Permanent Easement: Approx. 0.0 acres

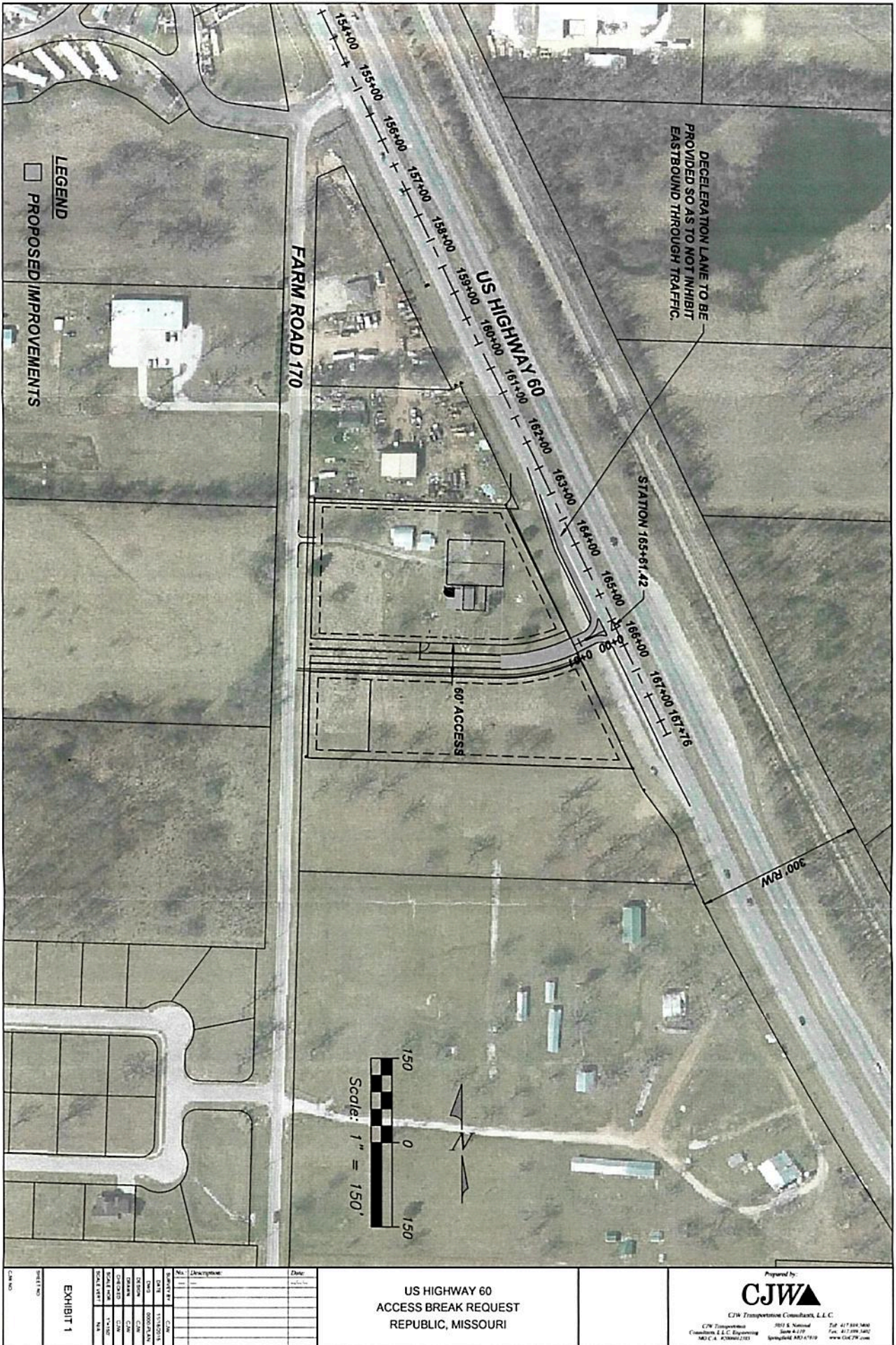
Please feel free to contact me should you have any additional questions regarding this matter.

Sincerely,



Jim Kruschke
City Administrator

cc: C. Jay Wynn, P.E., PTOE



No.	Description	Date
1	Access Break	11/14/2013
2	Access Break	11/14/2013
3	Access Break	11/14/2013
4	Access Break	11/14/2013
5	Access Break	11/14/2013
6	Access Break	11/14/2013
7	Access Break	11/14/2013
8	Access Break	11/14/2013
9	Access Break	11/14/2013
10	Access Break	11/14/2013

US HIGHWAY 60
ACCESS BREAK REQUEST
REPUBLIC, MISSOURI

Prepared by:

CJWA

CJW Transportation Consultants, L.L.C.

CJW Transportation Consultants, L.L.C. Engineering
 1011 S. National
 Suite 410
 Springfield, MO 65810

Tel: 417.894.1400
 Fax: 417.894.1400
 www.cjw.com

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 3/16/2016; ITEM II.B.

Reasonable Progress Extension

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

AGENDA DESCRIPTION:

Willard Public Schools has requested a change to their Reasonable Progress Timeline as set forth in the award of their 2015 Transportation Alternatives Program funding for EN1512, *Willard School Sidewalks Phase I, Kime*. The OTO Reasonable Progress Policy allows for a one-time request to change this timeline, with the approval of the OTO Board of Directors. The following table outlines the proposed changes. A copy of the OTO Reasonable Progress Policy and the request letter are included with the agenda.

Phase	Maximum Time Frame	Current Schedule Latest Possible Date	EN1512	Proposed Schedule Latest Possible Date
			Willard	
			9900856	
Award Notification post TIP Amendment	0 Months	4/1/15	4/1/15	--
Programming Data Form	1 Months	5/1/15	5/1/15	--
Engineering Services Contract Approval	4 Months	8/1/15	TBA	11/12/2015
Preliminary & Right-of-Way Plans Submittal	8 Months	12/1/15	Revising	3/12/2016
Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	4/1/16	--	7/12/2016
Plans, Specifications, & Estimate (PS&E) Approval	14 Months	6/1/16	--	10/12/2016
Construction Contract Award	16 Months	9/1/16	--	3/12/2017
Final Project Closeout	Variable	--	--	--

The proposed timeline is approximately 6 months behind schedule.

The total amount of federal funds for this project is \$133,080, which would be obligated in FY 2017. This project was among those awarded FY 2014-2016 Transportation Alternative Program funding and, so far, is the only one off schedule. At this point, extending this project will not cause OTO to lose federal funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Recommendation regarding the extension of the Willard Schools Reasonable Progress Extension to the OTO Board of Directors.



WillardPublicSchools

Dr. Kent Medlin Superintendent
Stewart Pratt Assistant Superintendent
p: 417-742-2584
f: 417-742-2586

500 E. Kime | Willard, MO 65781
www.willardschools.net

February 17, 2016

Dear Ozarks Transportation Organization:

The Willard School District would like to request a change in the Reasonable Progress Schedule as outlined in the Award letter for Willard School Sidewalks Phase I, Kime (EN1512). Please see the table below with the newly proposed dates. We understand that this is a one-time extension that must be approved through the OTO Board of Directors.

Phase	Maximum Time Frame	Current Schedule Latest Possible Date	EN1512	Proposed Schedule Latest Possible Date
			Willard	
			9900856	
Award Notification post TIP Amendment	0 Months	4/1/15	4/1/15	--
Programming Data Form	1 Months	5/1/15	5/1/15	--
Engineering Services Contract Approval	4 Months	8/1/15	TBA	11/12/2015
Preliminary & Right-of-Way Plans Submittal	8 Months	12/1/15	Revising	3/12/2016
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Plans, Specifications, & Estimate (PS&E) Approval	14 Months	6/1/16	--	10/12/2016
Construction Contract Award	16 Months	9/1/16	--	3/12/2017
Final Project Closeout	Variable	--	--	--

Thank you,

Michael Graves
Director of Operations and Communications
Willard Schools

Reasonable Progress Policy Enforcement

Transportation Alternatives Program

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

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

Reasonable Progress Enforcement Guidelines

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

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

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

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

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

Reasonable Progress Requirements

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

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

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

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

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

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

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

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

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

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

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 3/16/2016; ITEM II.C.

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. Which provides a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website at http://ozarkstransportation.org/Documents/OTO_Growth_Trends_Dec2015.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, 2015

**2208 W. CHESTERFIELD BLVD, SUITE 101
SPRINGFIELD, MISSOURI 65807**



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 2015.

Residential Units



BUILDING PERMIT ACTIVITY

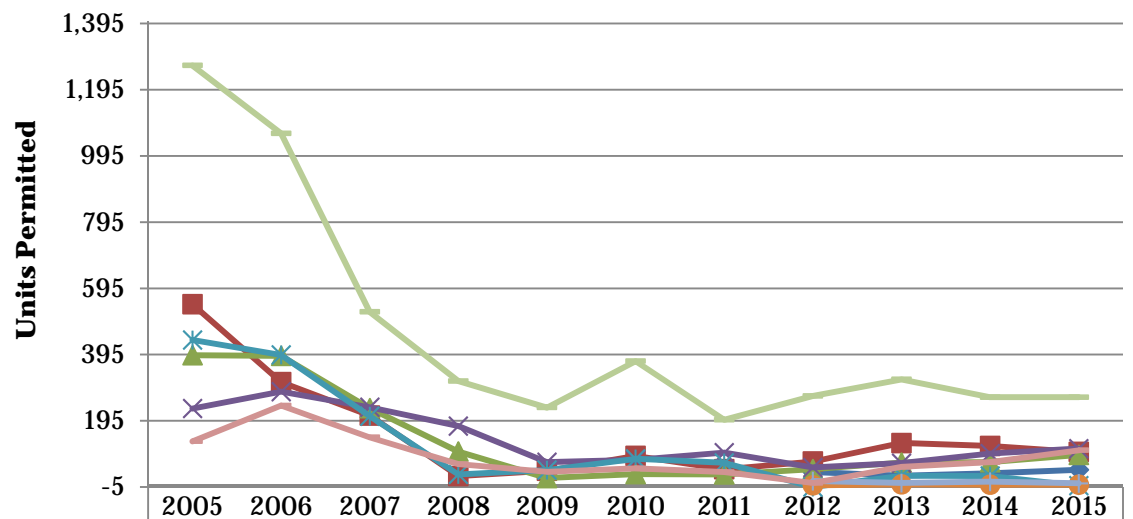
The building permit data was obtained from each municipality in the OTO area. The data was geocoded into a Growth Trends GIS database by the address given. The number of units per census tract were obtained by adding together the single family and multifamily units and subtracting the permitted demolition 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 2015, Battlefield, Ozark, Republic, and Christian County saw an increase in single family home construction and the City of Springfield saw a loss of single family units. 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	2015
Battlefield	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	40	29	36	47
Nixa	547	312	211	28	44	89	49	72	128	119	101
Ozark	393	391	233	102	22	34	33	49	69	70	92
Republic	232	283	236	179	70	77	99	54	67	96	111
Springfield	439	394	209	33	46	80	68	-5	29	28	-1
Strafford	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	0	3	2	2
Willard	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	13	7	11	6
Christian - OTO	133	241	145	64	41	51	40	7	56	70	106
Greene - OTO	1,268	1,063	524	315	235	375	198	270	320	266	266
Total	3,012	2,684	1,558	721	458	706	487	500	708	698	730

Jurisdictions within the OTO (continued)

Over the past 11 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, Nixa and Willard, Springfield issued the only multi-family residential construction in 2015.

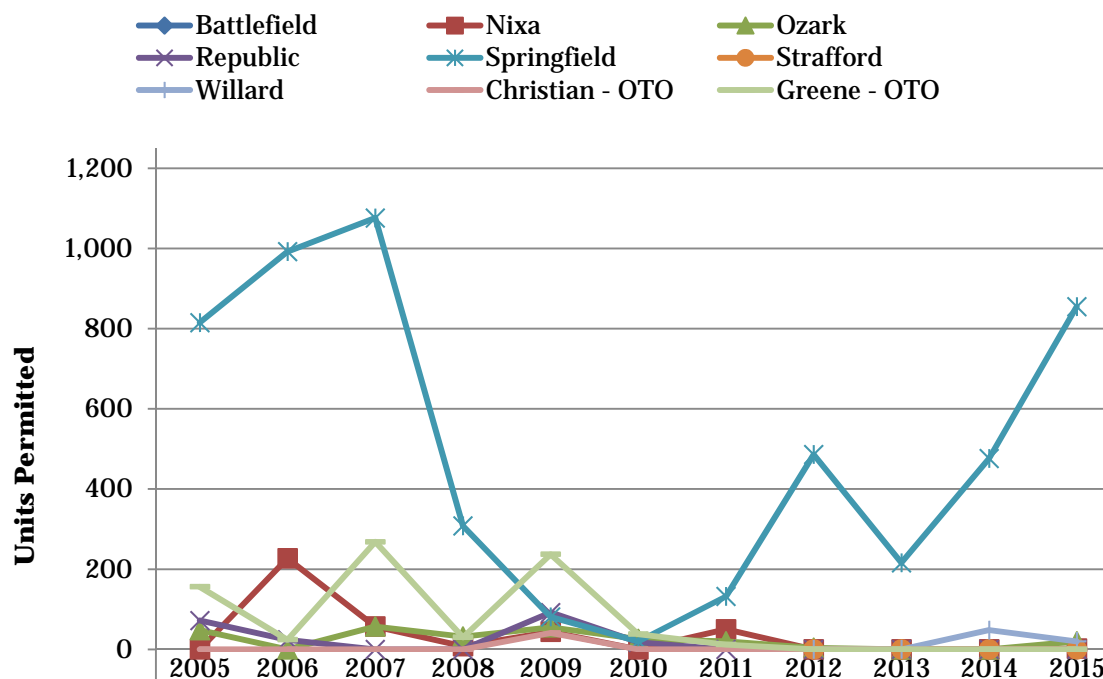
Republic, Ozark, Nixa, and Christian County did not issue separate multi-family residential construction permits until 2005. Since 2005, Nixa has permitted a total of 388 multi-family units, followed by Ozark (262 units), Republic (206 units), and Christian County (41 units).

Springfield's multifamily residential construction for 2015 increased 80 percent from 2014.

Note: Multi-Family Units for the City of Springfield in the years 2011-2014 have been increased over prior reports. This is due to the conversion of already existing buildings into apartment complexes being grouped differently than new buildings, therefore they were previously overlooked.

Multi-Family Units Permitted - OTO Area

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



Battlefield	Not Available -----							0	0	0	0
Nixa	0	227	57	8	44	0	50	0	0	0	2
Ozark	48	0	57	32	55	26	20	4	0	0	20
Republic	72	24	0	0	92	18	0	0	0	0	0
Springfield	815	992	1,076	308	81	20	132	486	216	476	855
Strafford	Not Available -----							0	0	0	0
Willard	Not Available -----							0	0	48	20
Christian - OTO	0	0	0	0	41	0	0	0	0	0	0
Greene - OTO	156	24	268	30	237	38	12	0	0	0	0
Total	1,091	1,267	1,458	378	550	102	214	490	216	524	897

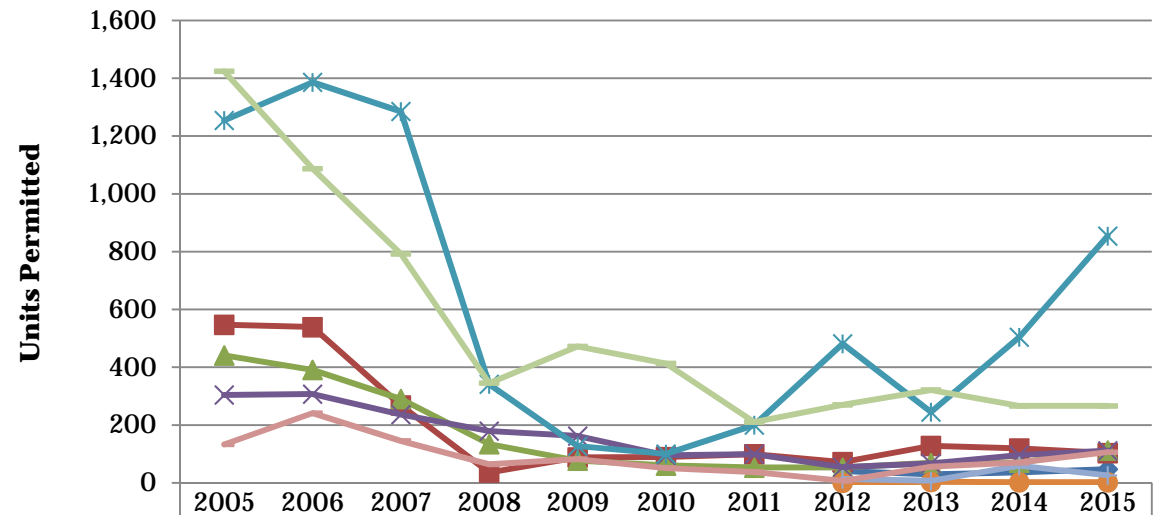
Jurisdictions within the OTO (continued)

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 2014 (1,222 units) to 2015 (1,627 units) despite a number of demolitions occurring in 2015 (-143 units).

Total Residential Units Permitted – OTO Area

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

◆ Battlefield ■ Nixa ▲ Ozark
 ✕ Republic ✕ Springfield ● Strafford
 + Willard — Christian - OTO — Greene - OTO



Battlefield	Not Available -----							40	29	36	47
Nixa	547	539	268	36	88	89	99	72	128	119	103
Ozark	441	391	290	134	77	60	53	53	69	70	112
Republic	304	307	236	179	162	95	99	54	67	96	111
Springfield	1,254	1,386	1,285	341	127	100	200	481	245	504	854
Strafford	Not Available -----							0	3	2	2
Willard	Not Available -----							13	7	59	26
Christian - OTO	133	241	145	64	82	51	37	7	56	70	106
Greene - OTO	1,424	1,087	792	345	472	413	210	270	321	266	266
Total	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,222	1,627

Growth Trends Maps



CHANGES IN HOUSING UNITS

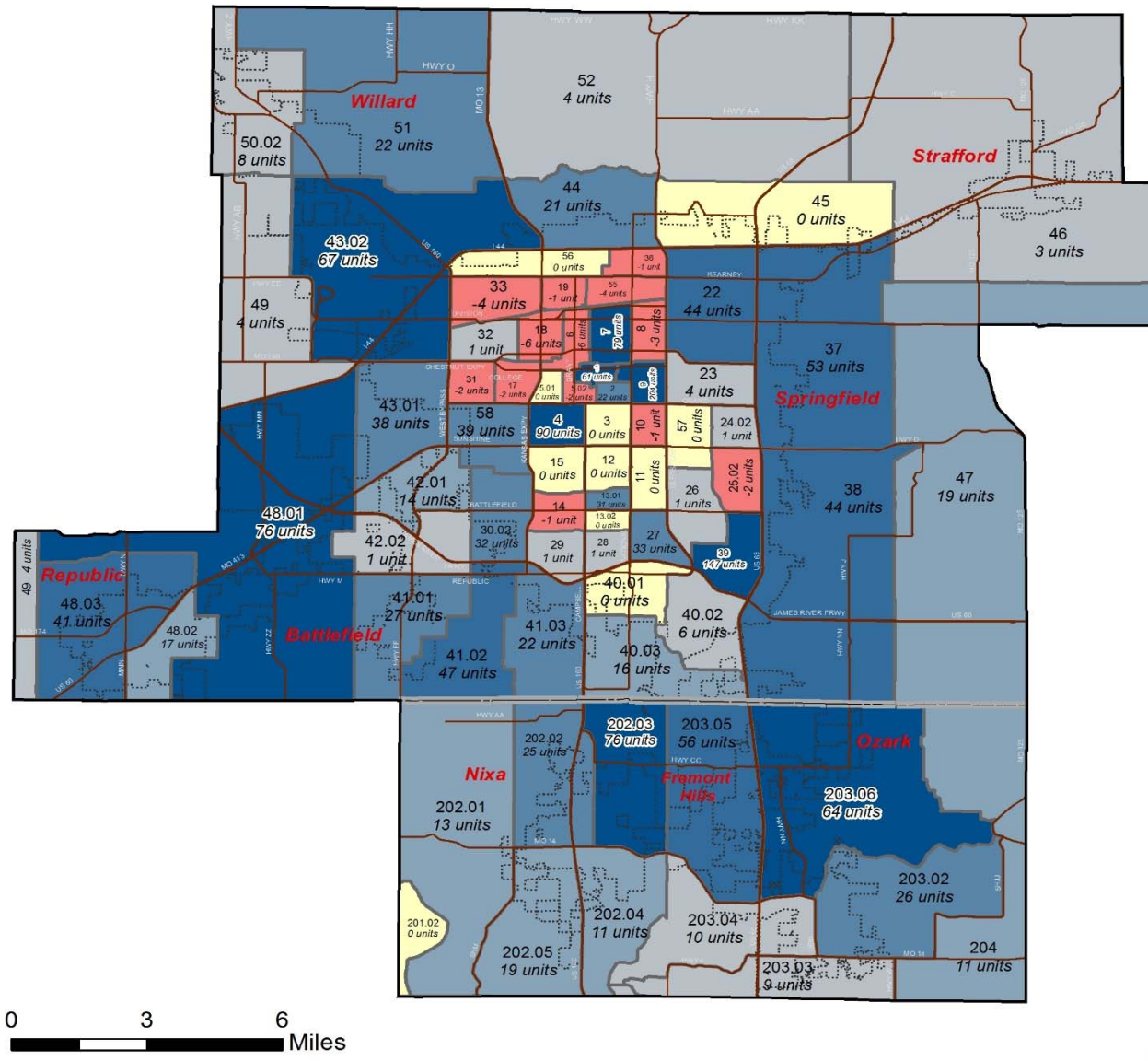
In the following maps, new residential construction activity is analyzed at the MPO, county, and city levels along with the analysis of migration to and from Christian County and Greene County. The majority of growth in the OTO planning area during 2015 occurred immediately west and southwest of the City of Springfield. Over the past 15 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.

While Greene County and Christian County saw the biggest migration between themselves, Greene County saw a net loss of 392 residents. Christian County saw an increase of 396 residents.

2015 Housing Units Added

OTO Planning Area Boundary

Net Change in Housing Units
by 2010 Census Tract
Jan 1, 2015 to Dec 31, 2015



County Boundary

Road

Census Tract Boundary

City Limit

Number of Housing Units

< 0

0

1 - 10

11 - 20

21 - 40

41 - 60

> 60

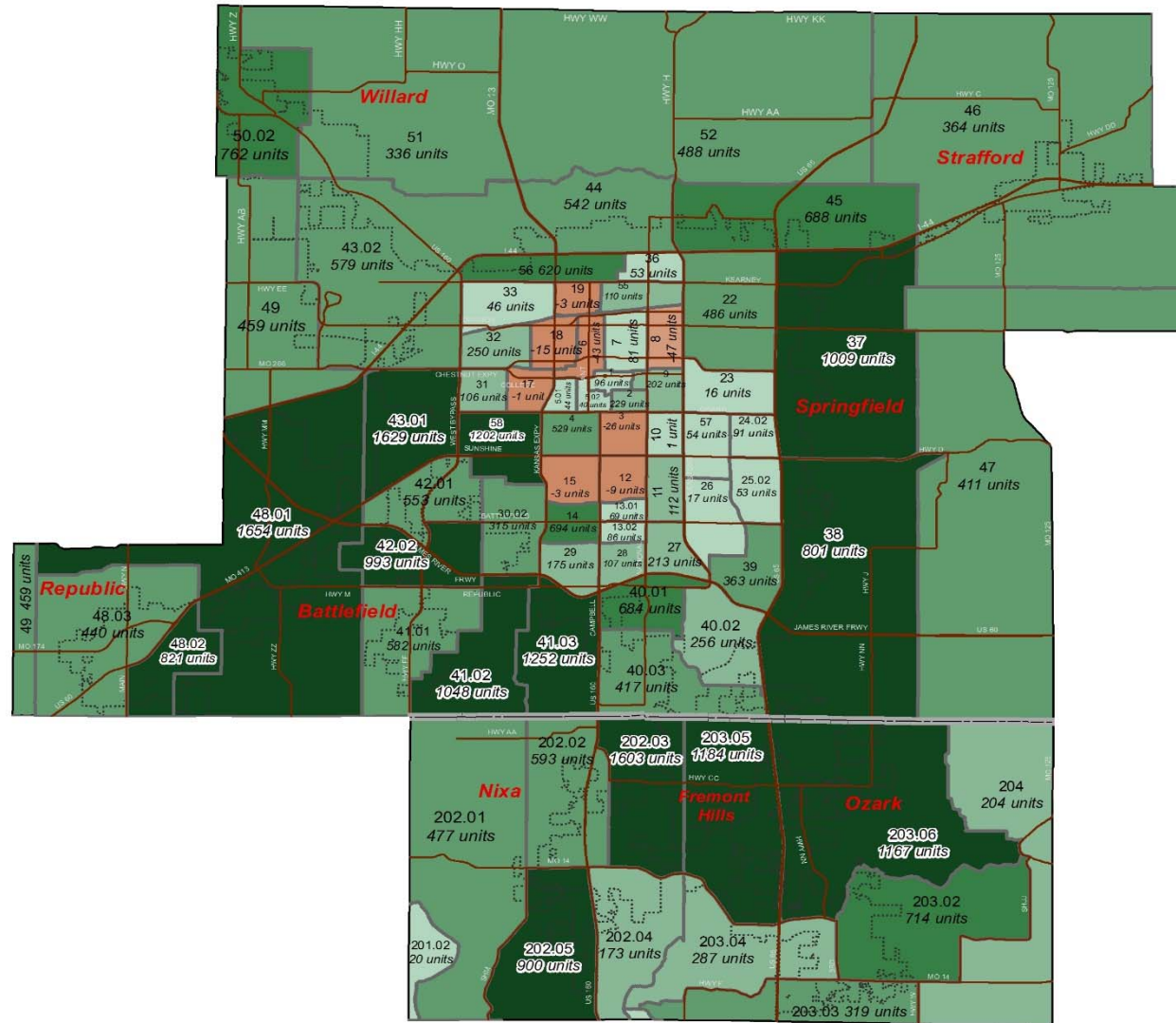


Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented herein. Data not available for all jurisdictions for all years.

2000 - 2015 Housing Units Added

OTO Planning Area Boundary

Net Change in Housing Units
by 2010 Census Tract
April 1, 2000 to Dec 31, 2015



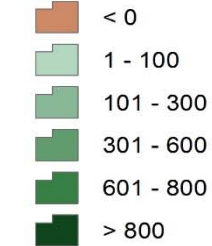
County Boundary

Road

Census Tract Boundary

City Limit

Number of Housing Units

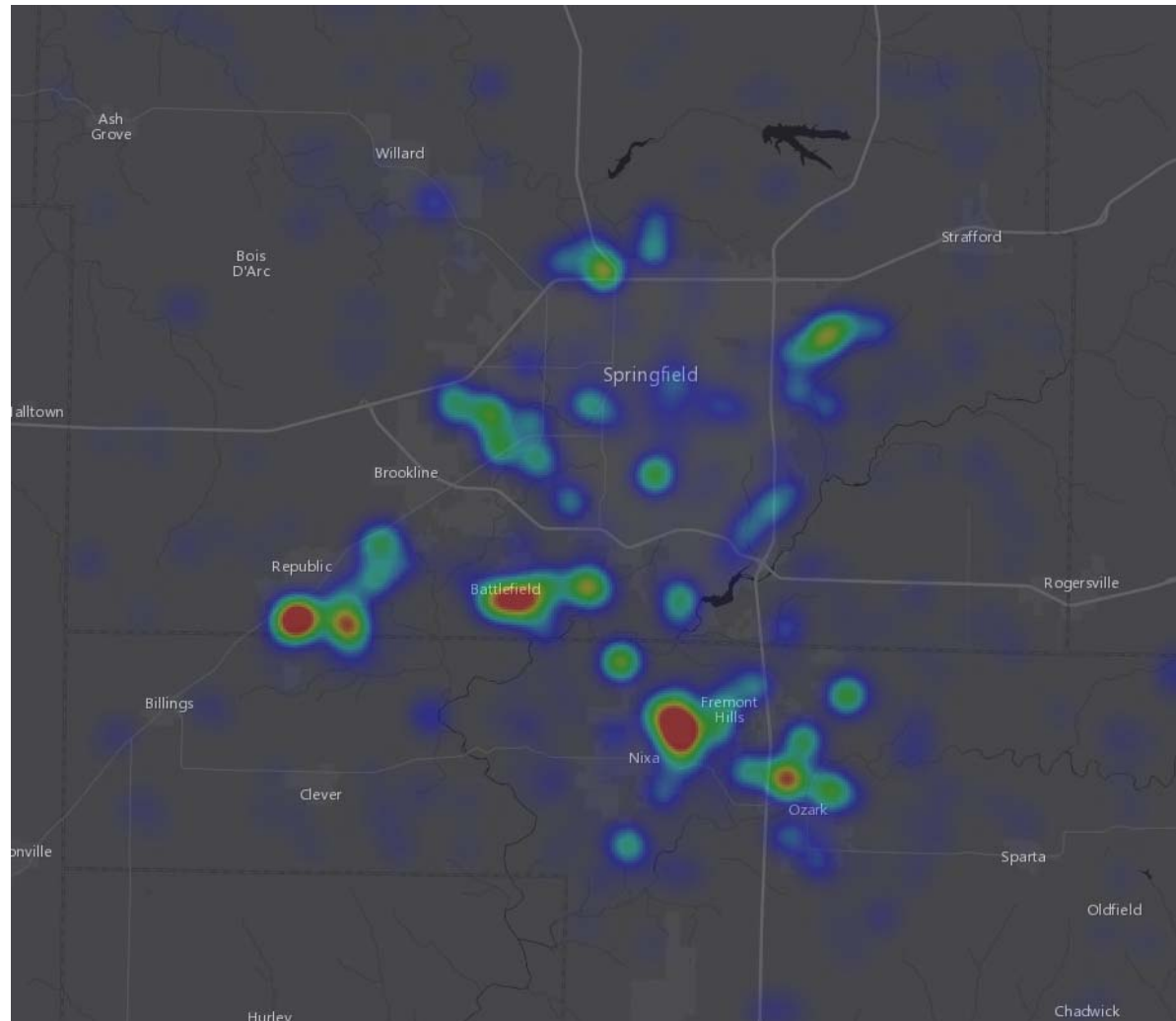


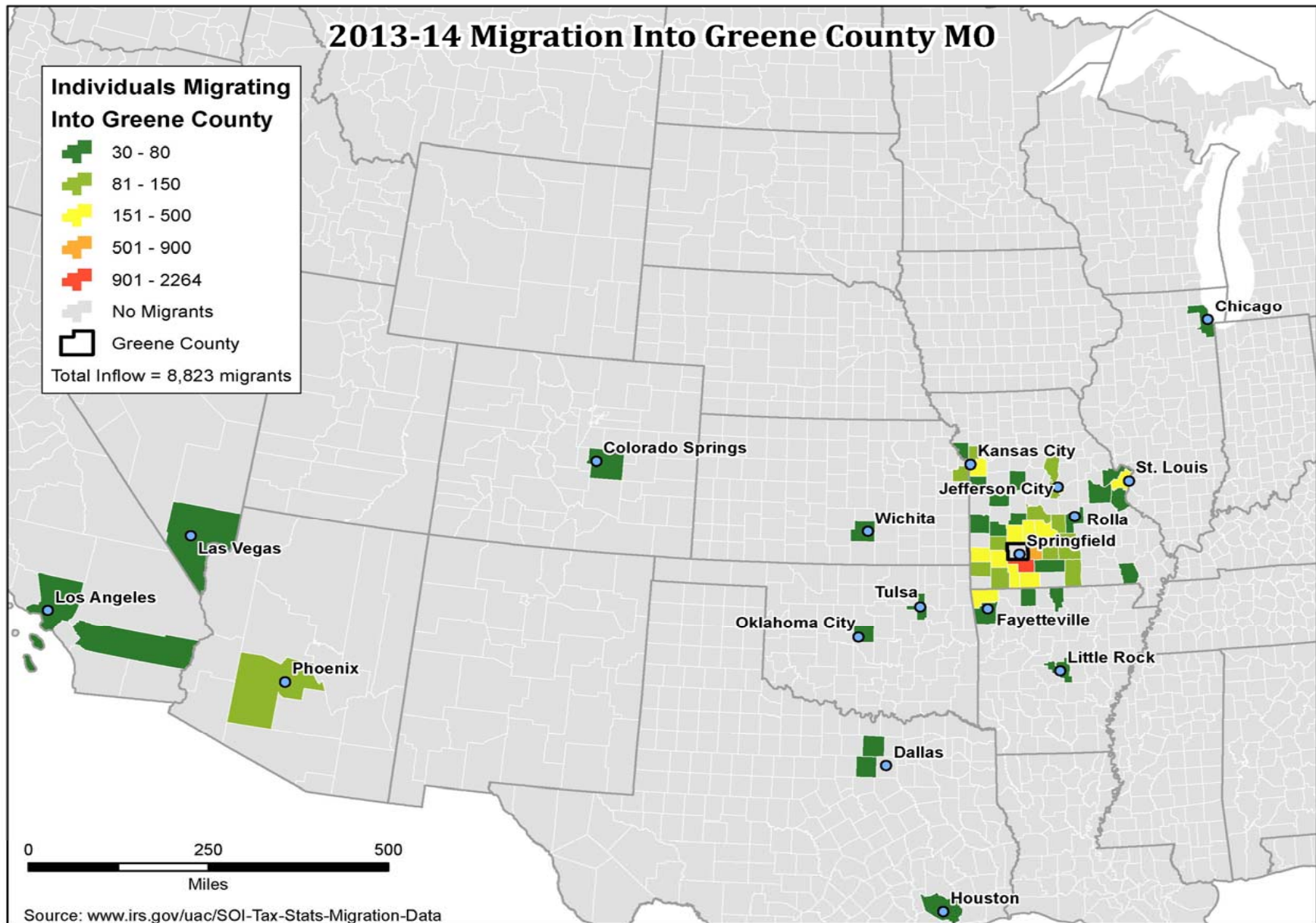
Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data presented herein. Data not available for all jurisdictions for all years.

2015 Permit Heat map

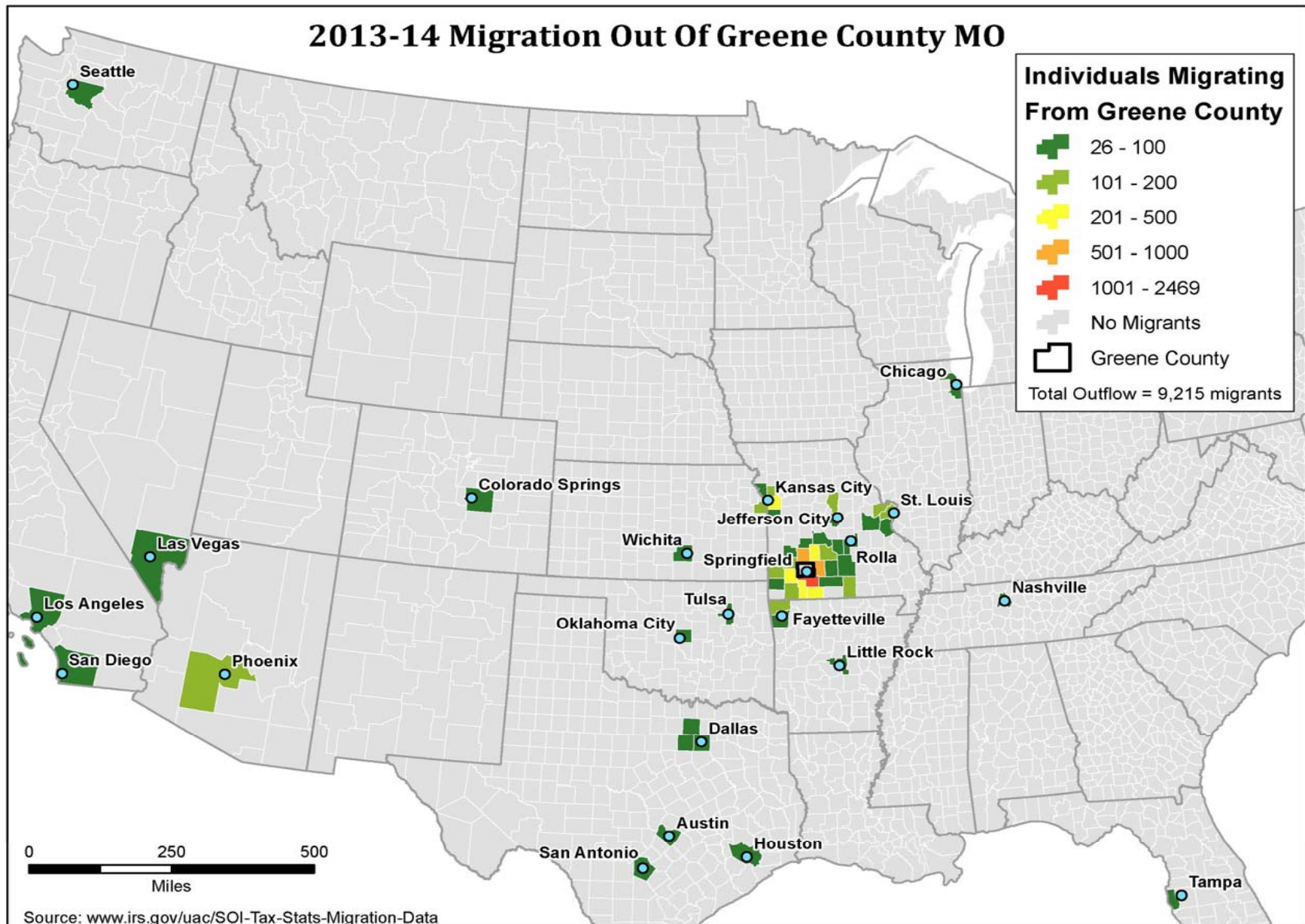
The map on the right shows the areas where the most residential permits were issued in the OTO area in 2015.

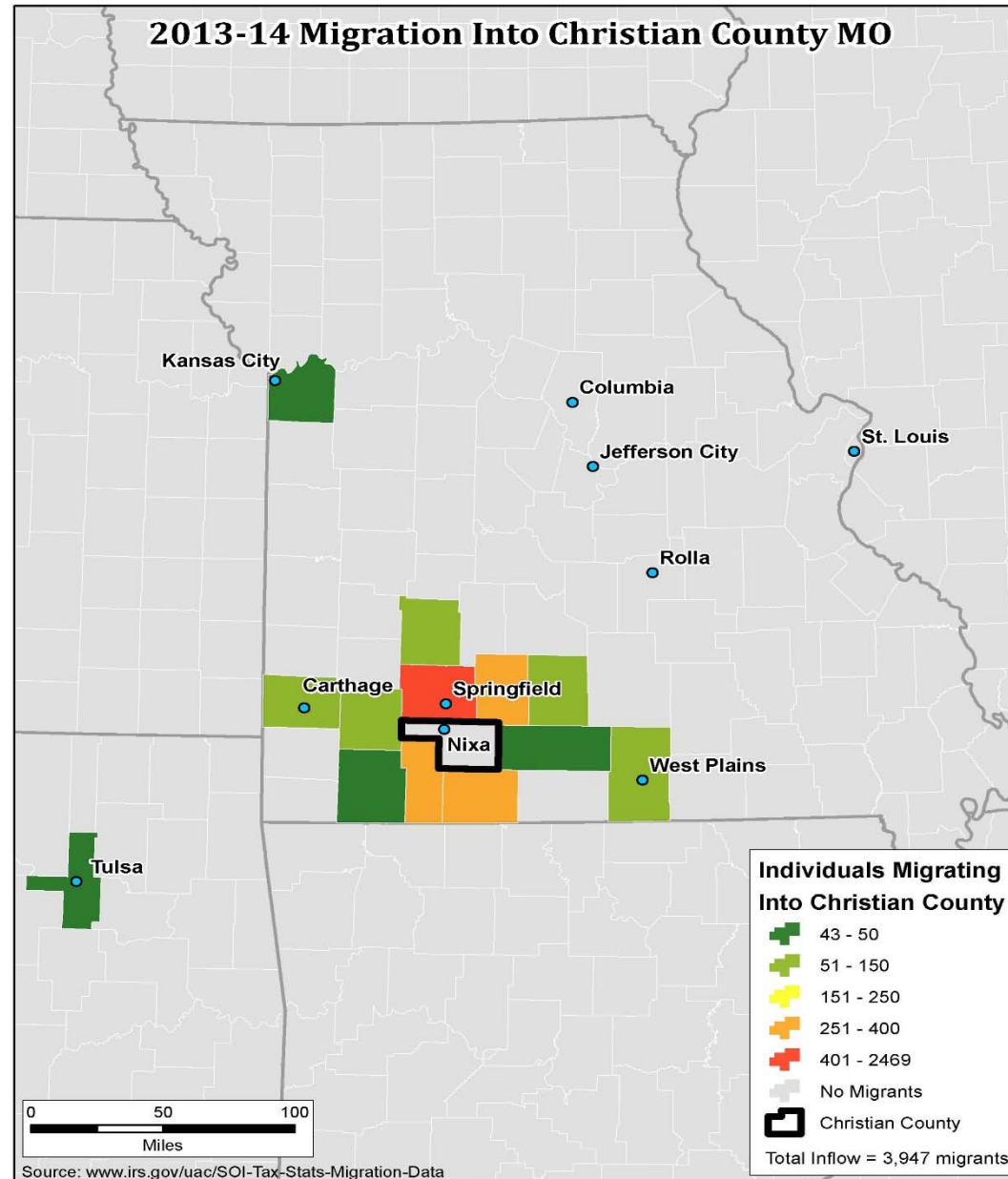
The Northeast portion of Nixa saw the biggest cluster of new residential housing construction. Other clusters of permits issued are in southern Republic, the City of Battlefield, and central Ozark. There are smaller clusters to the east and west of Springfield around the Brookline and I44/65 areas.

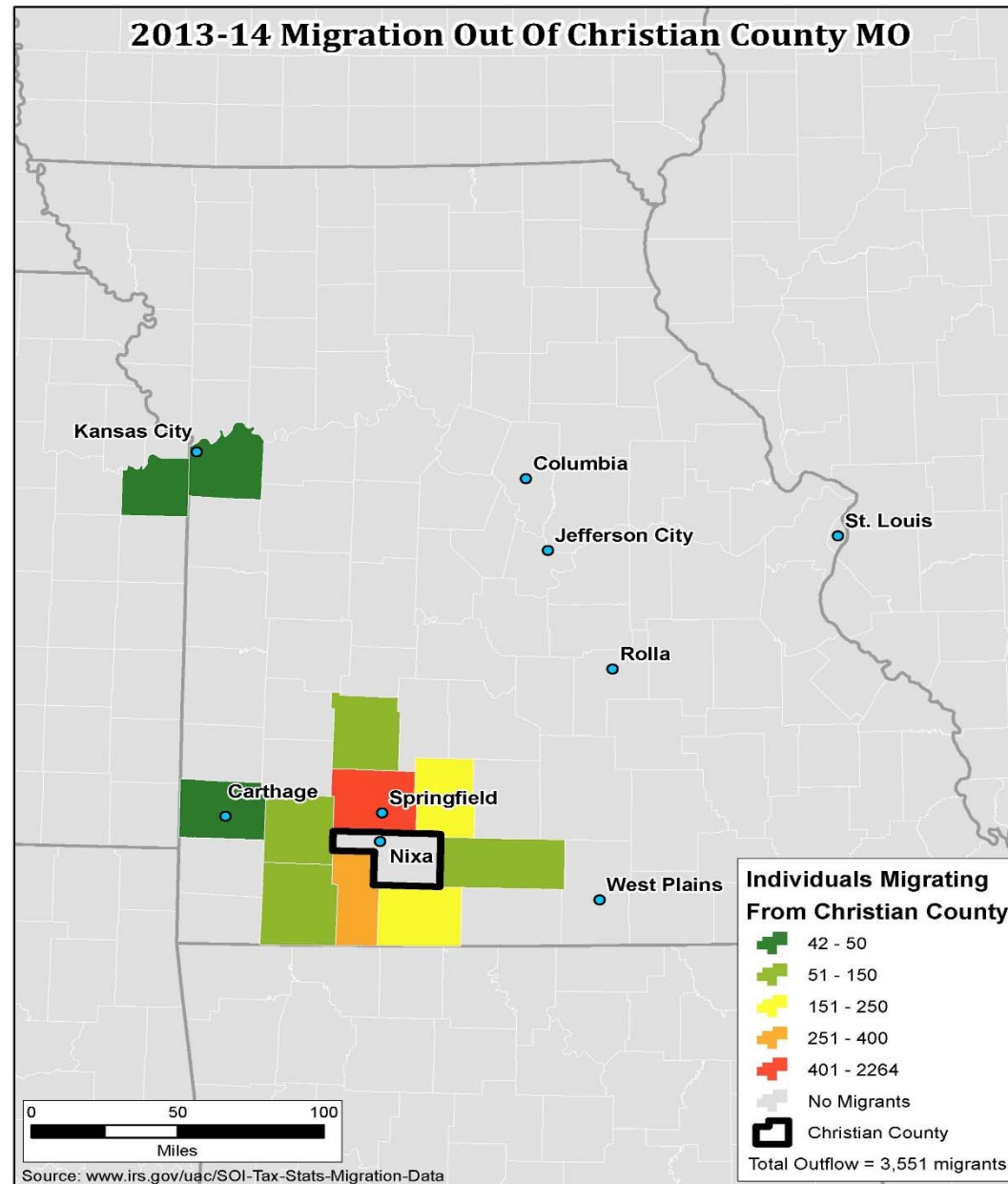




2013-14 Migration Out Of Greene County MO







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.

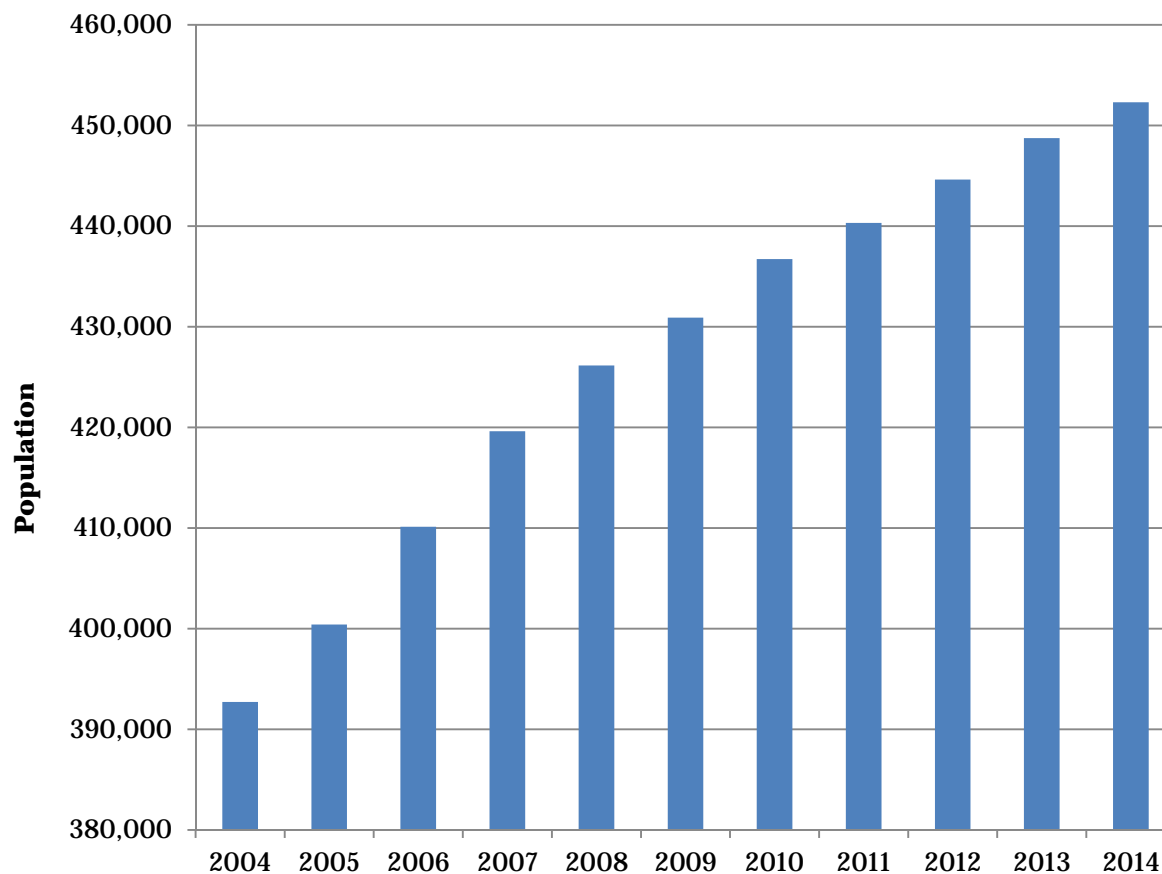


Springfield MSA

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 2014 the MSA has increased over 15 percent. This is an annual average increase of 1.36 percent.

Springfield MSA Population

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

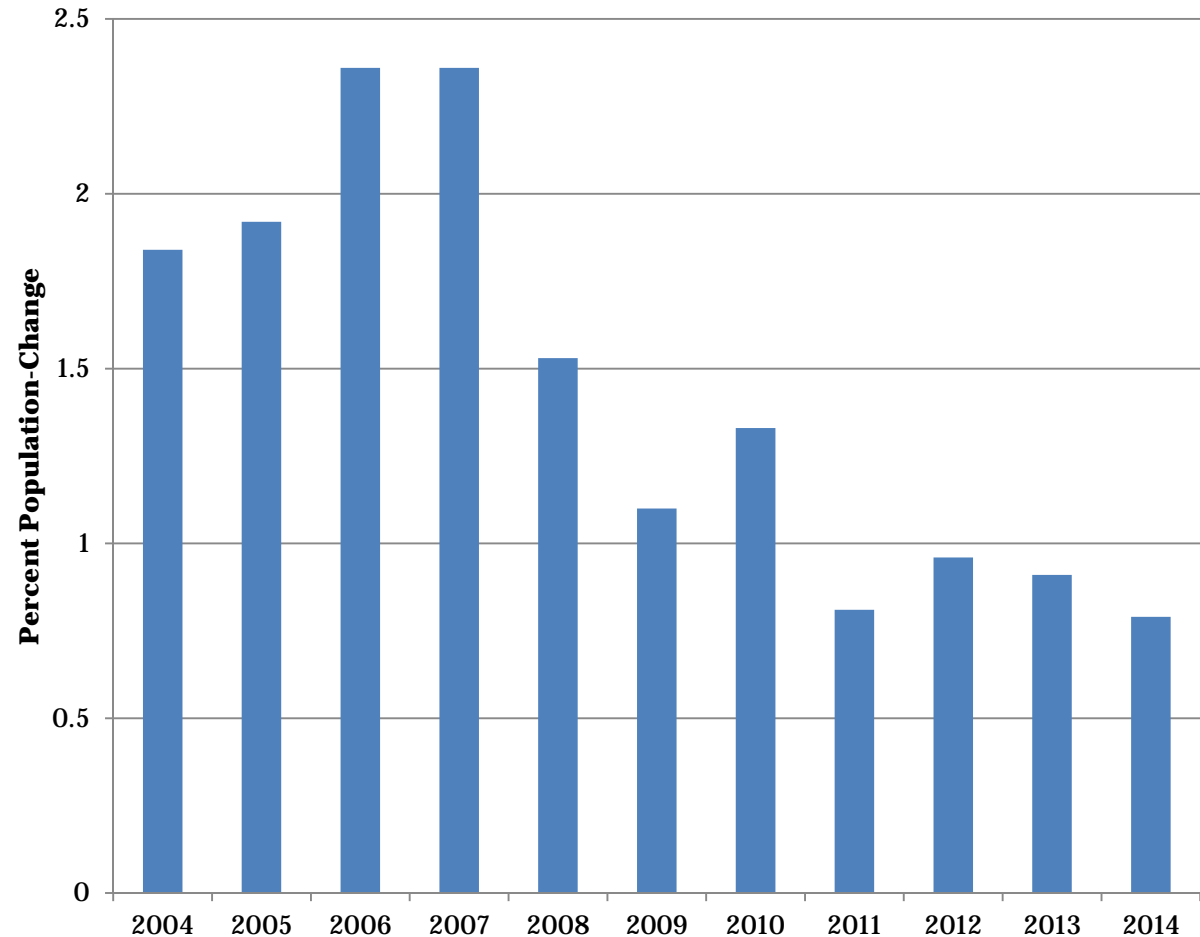


Springfield MSA (continued)

The chart to the right shows the annual population percentage change between 2004 and 2014 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. 2014 had the lowest growth rate in the last 11 years growing just .79 percent.

Annual Percent Change Springfield MSA Population

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



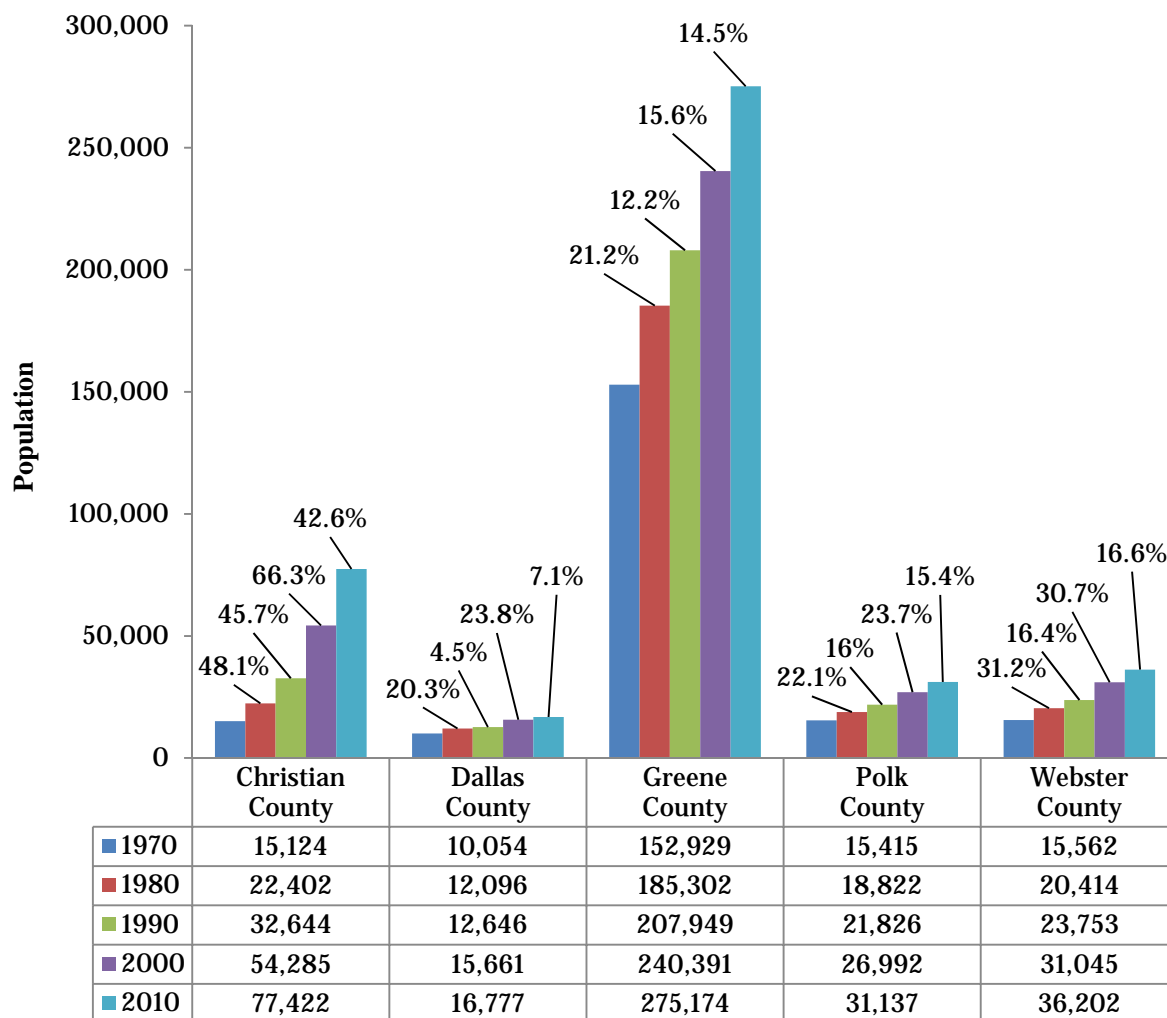
Individual Counties

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

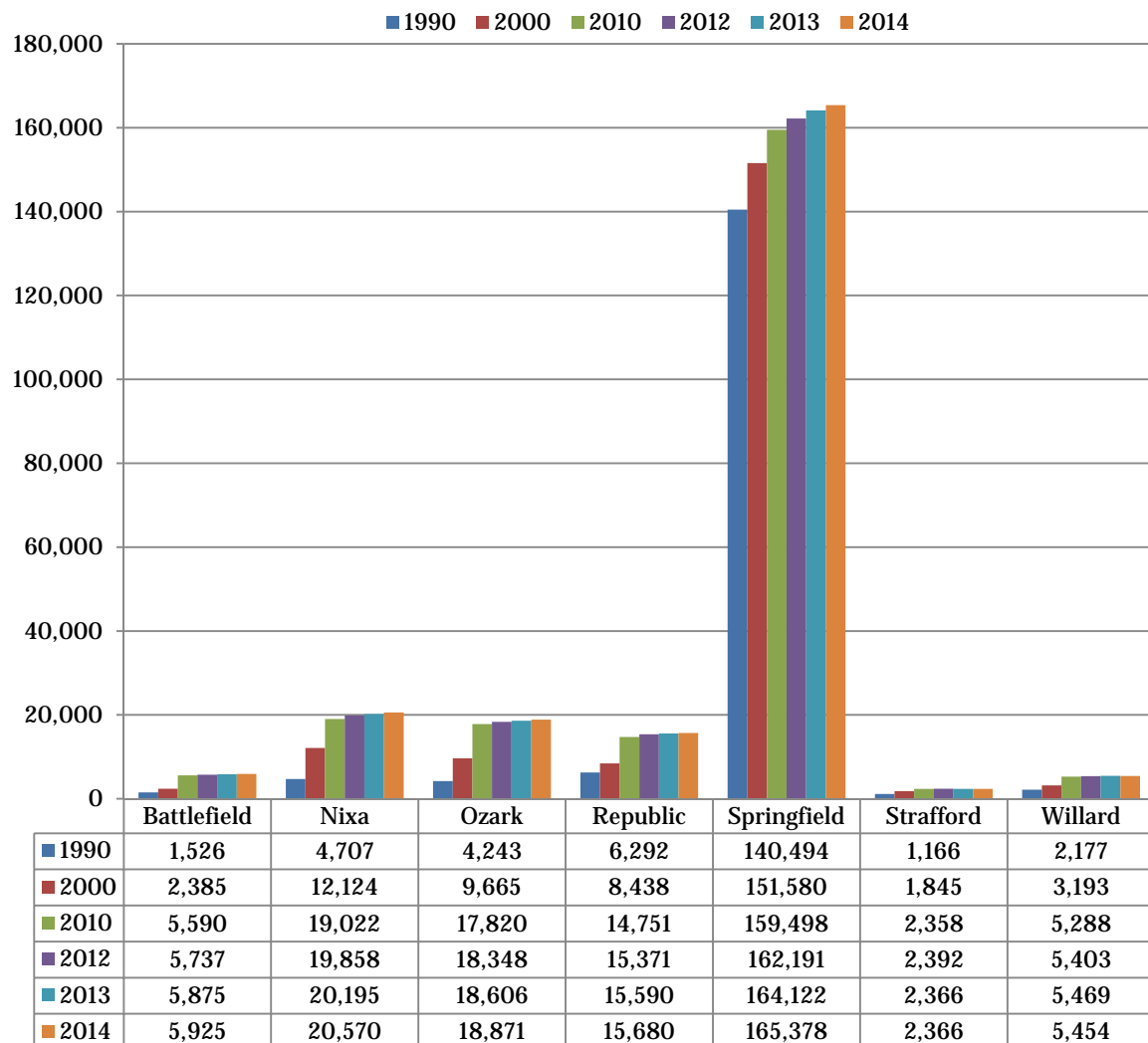
The chart and data table to the right show the populations of the cities within the OTO planning area. The City of Springfield, the most populous city within the OTO area and the region's employment center, has experienced steady growth over the past 20 years, adding a total of 70,639 people between 1990 and 2014.

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 2013 to 2014 the area has only seen a slight increase with the exception of Strafford and Willard.

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





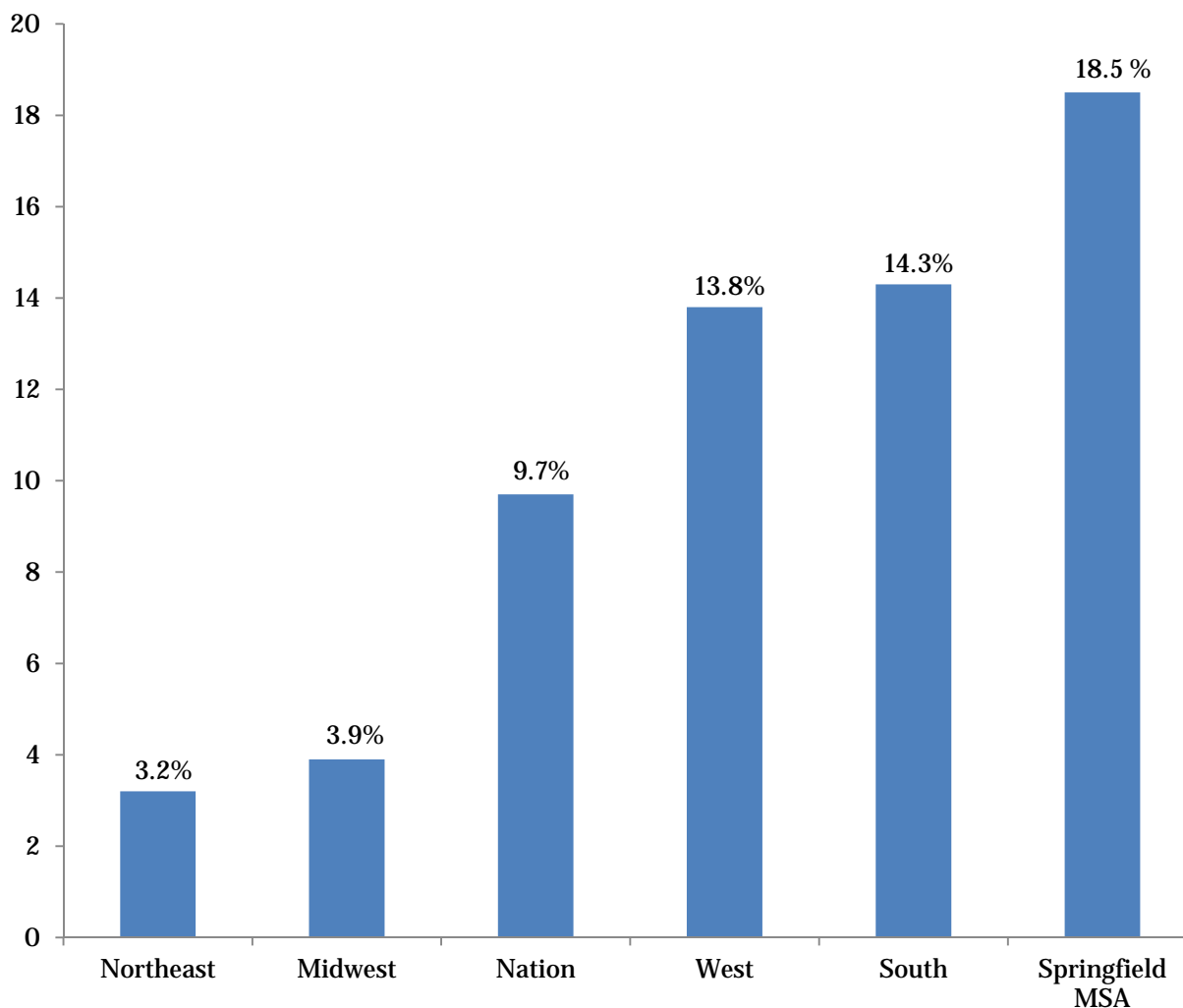
State, Region, Nation

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 to the right shows median household income for the five counties that comprise the Springfield Metropolitan Statistical Area, or MSA. Christian County (\$52,693) and Polk County (\$39,336) have the highest and lowest median household income levels, respectively, within the Springfield MSA.

Christian County household income decreased 0.27 percent from 2013 to 2014, yet it is the only county in the MSA that is greater than the state average (\$47,764). All Counties in the Springfield MSA are below the national level (\$53,482).

Christian (-0.27%), Dallas (-4.5%), and Polk (-0.45%) counties all saw dips in median household incomes from 2013. Greene and Webster saw the only increases from the previous year, 0.43 percent and 2.7 percent respectively.

Median Household Income Springfield MSA Counties

Source: 2009, 2010, 2011, 2012, 2013 & 2014 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).

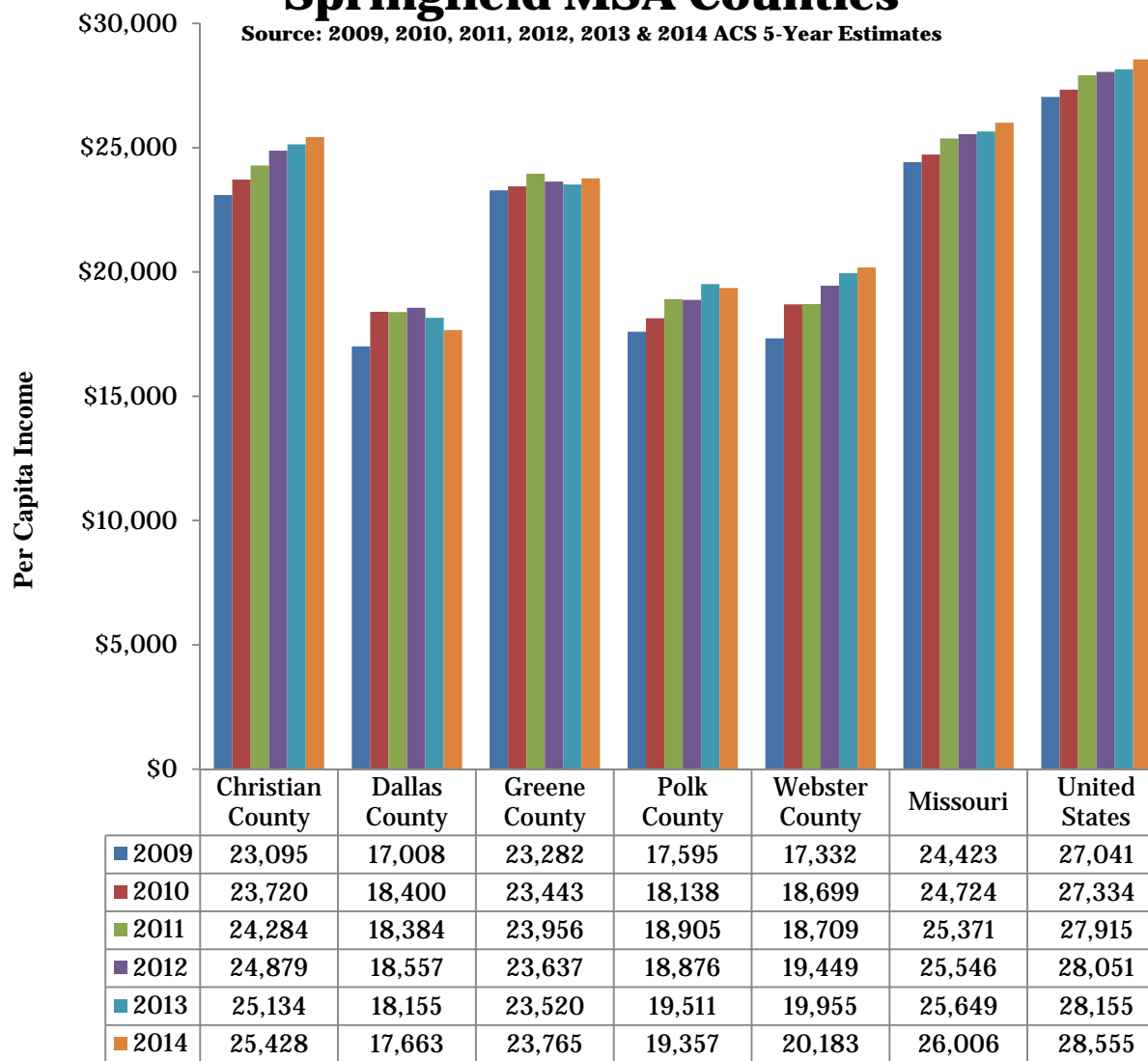
All five counties within the MSA are below both the national (\$28,555) and state (\$26,006) per capita income levels.

Within the Springfield MSA, Christian County and Dallas County have the highest and lowest per capita income levels at \$25,428 and \$17,663, respectively.

In this instance, the only counties in the Springfield MSA to see a decrease in per capita income was Polk County (-0.79%) and Dallas (-2.71%).

Per Capita Income Springfield MSA Counties

Source: 2009, 2010, 2011, 2012, 2013 & 2014 ACS 5-Year Estimates



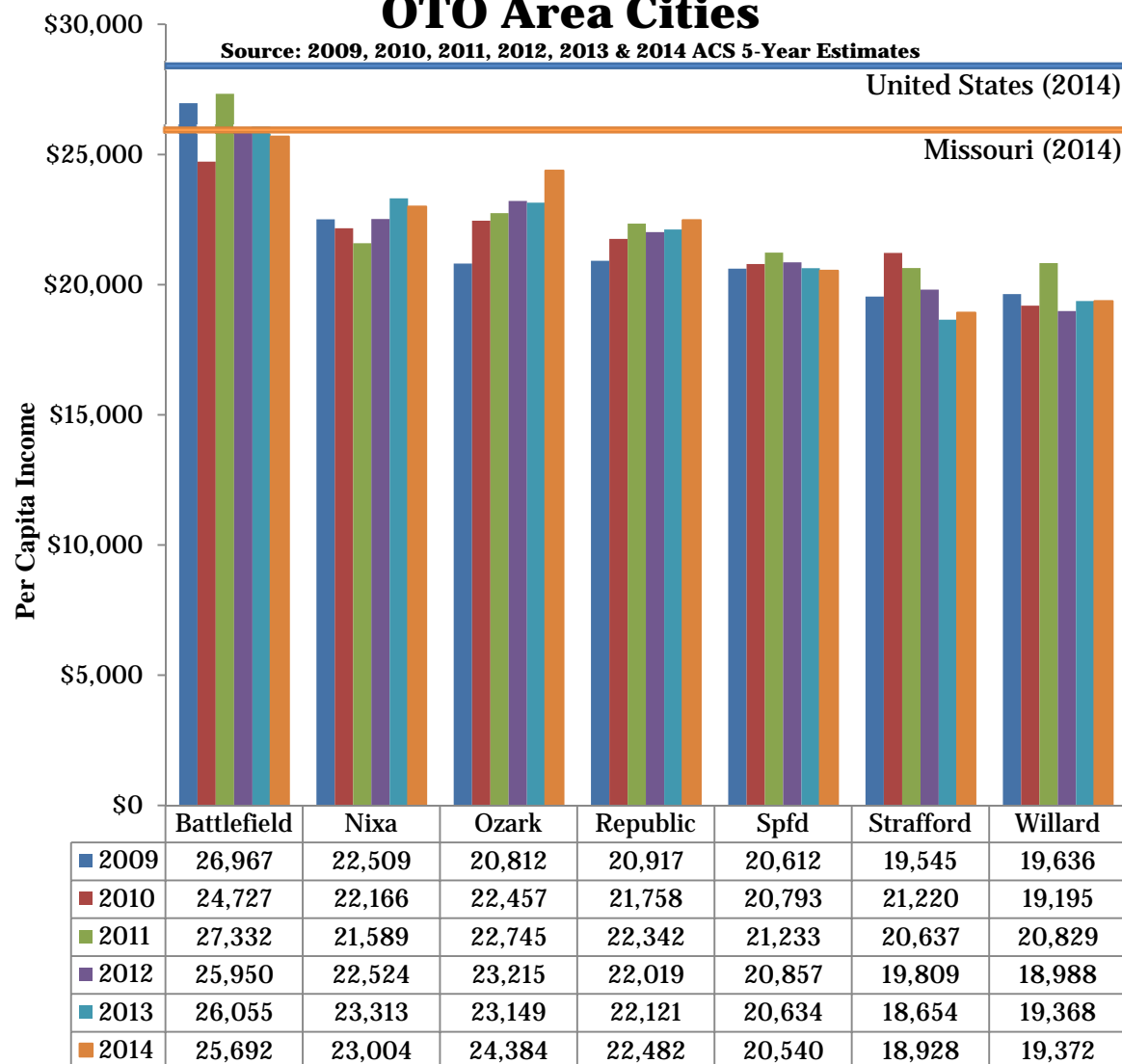
Per Capita Income

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

No city in 2014 is higher than the nation (\$28,555), or the state of Missouri's (\$26,006) per capita income.

Per Capita Income OTO Area Cities

Source: 2009, 2010, 2011, 2012, 2013 & 2014 ACS 5-Year Estimates



Persons Living in Poverty

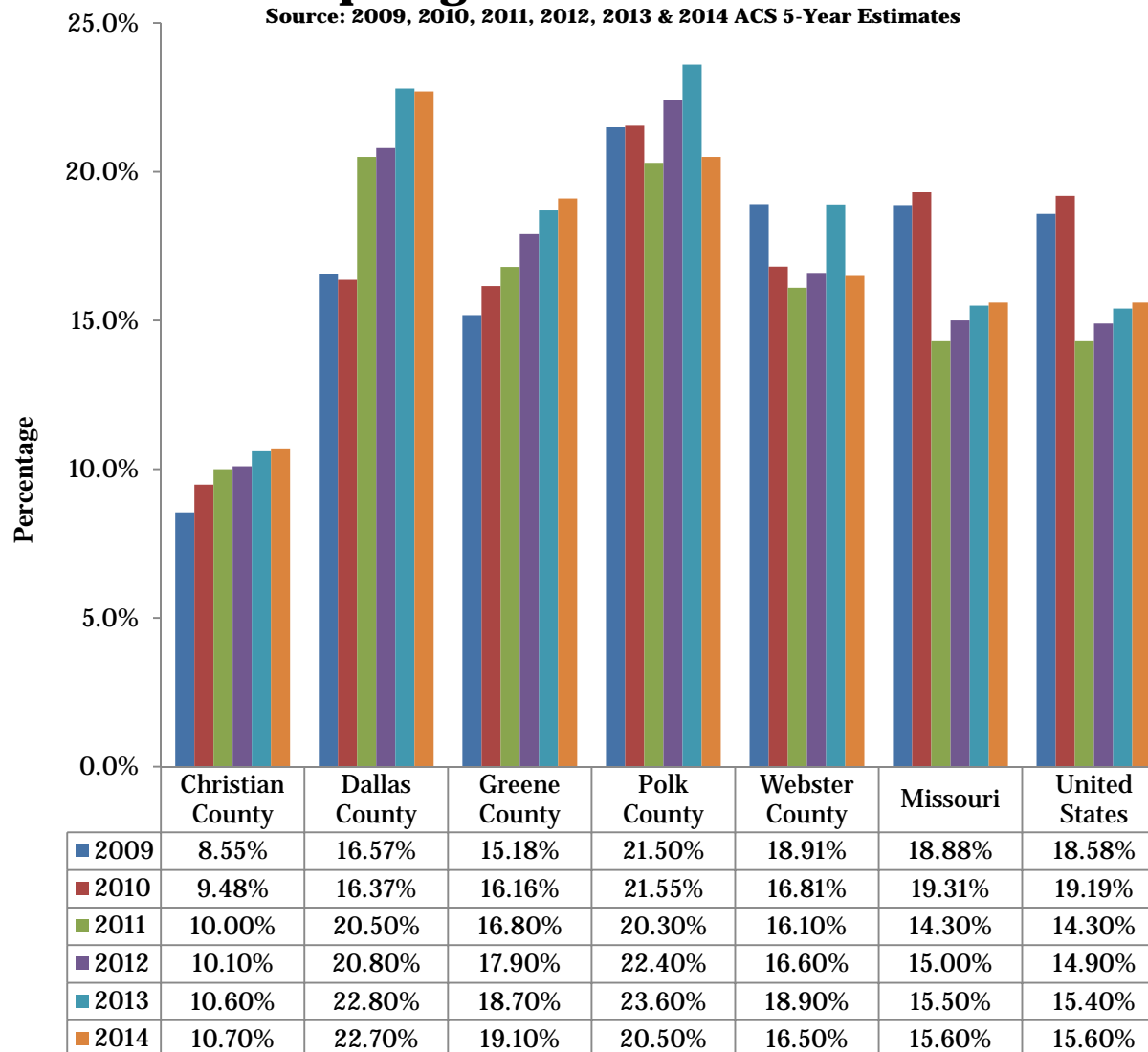
The chart on the right shows the percentage of individuals in the five-county Springfield Metropolitan Statistical Area, or MSA, who live in poverty.

Dallas County has the highest rate living in poverty with 22.7 percent of it's population living in poverty. Polk County saw a dramatic drop in poverty levels since 2013 (-3.1%). Webster County also had a significant decrease at -2.4 percent. Greene County saw the highest increase in poverty since 2013 at 0.4 percent. Christian County has the lowest poverty rate of 10.7 percent in the Springfield MSA.

Christian County (0.1%) and Greene County (0.4%) were the only counties in the Springfield MSA to see an increase in their poverty percentages.

Persons Living in Poverty Springfield MSA Counties

Source: 2009, 2010, 2011, 2012, 2013 & 2014 ACS 5-Year Estimates



Children Living in Poverty

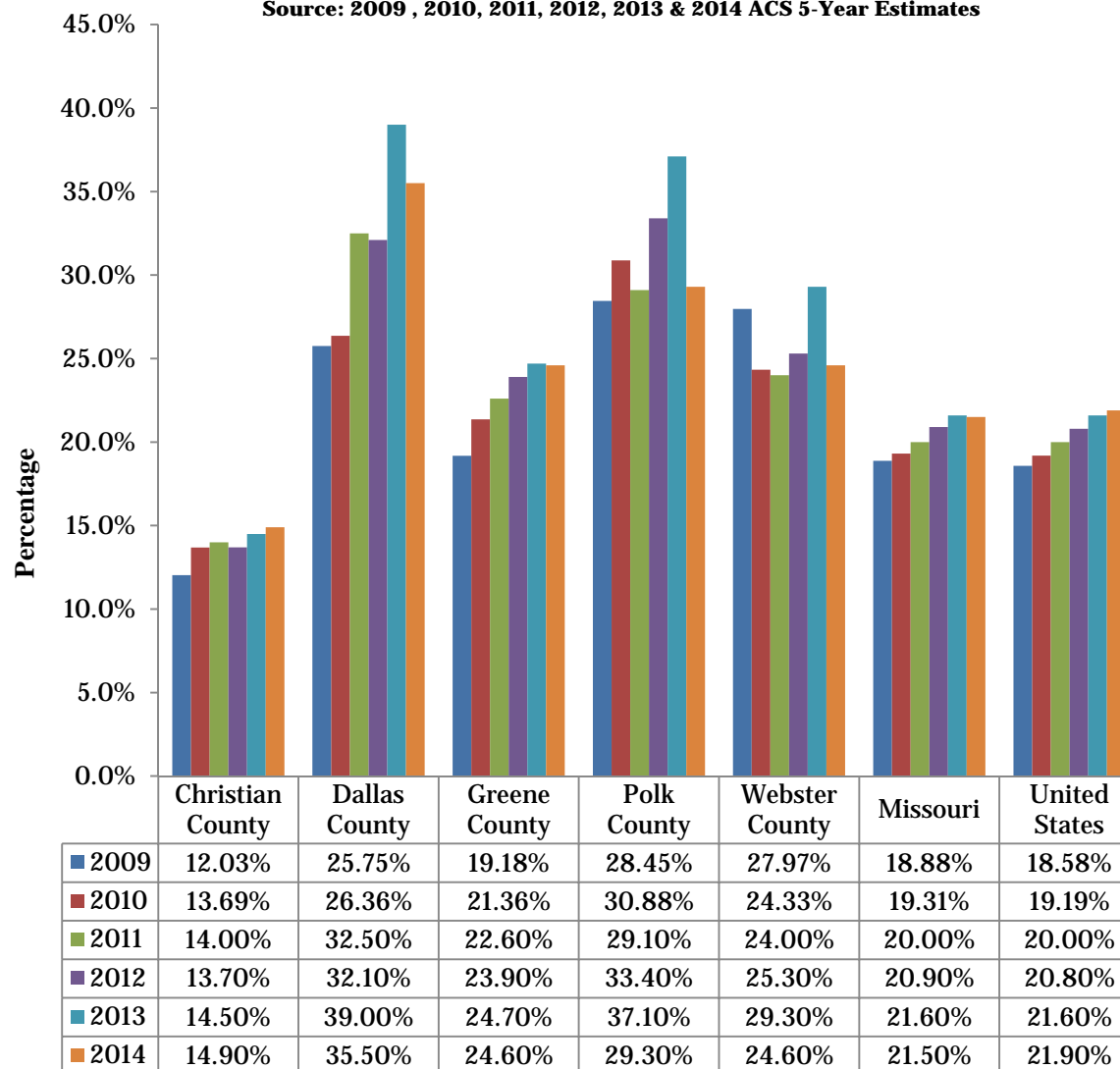
The chart to the right shows the percentage of children (17 years old and younger) living in poverty in the five-county Springfield Metropolitan Statistical Area, or MSA.

In Dallas County, over 35 percent of children live in poverty, which represents more than 1 in 3 children. This is 13.6 percent higher than the national average of 21.9 percent and is the highest percentage inside the Springfield MSA.

Polk County saw a dramatic decrease since 2013 of -7.8 percent. Webster County also saw a drop in percentage since 2013 of -4.7 percent, which brought Webster to just 24.6 percent. The only county below that was Christian County (14.9%) which actually experienced a 0.4 percent increase. Christian County is still the only county in the Springfield MSA to fall below both Missouri (21.5%) and the United States (21.9) averages.

Children Living in Poverty Springfield MSA Counties

Source: 2009, 2010, 2011, 2012, 2013 & 2014 ACS 5-Year Estimates



Workforce Education Levels

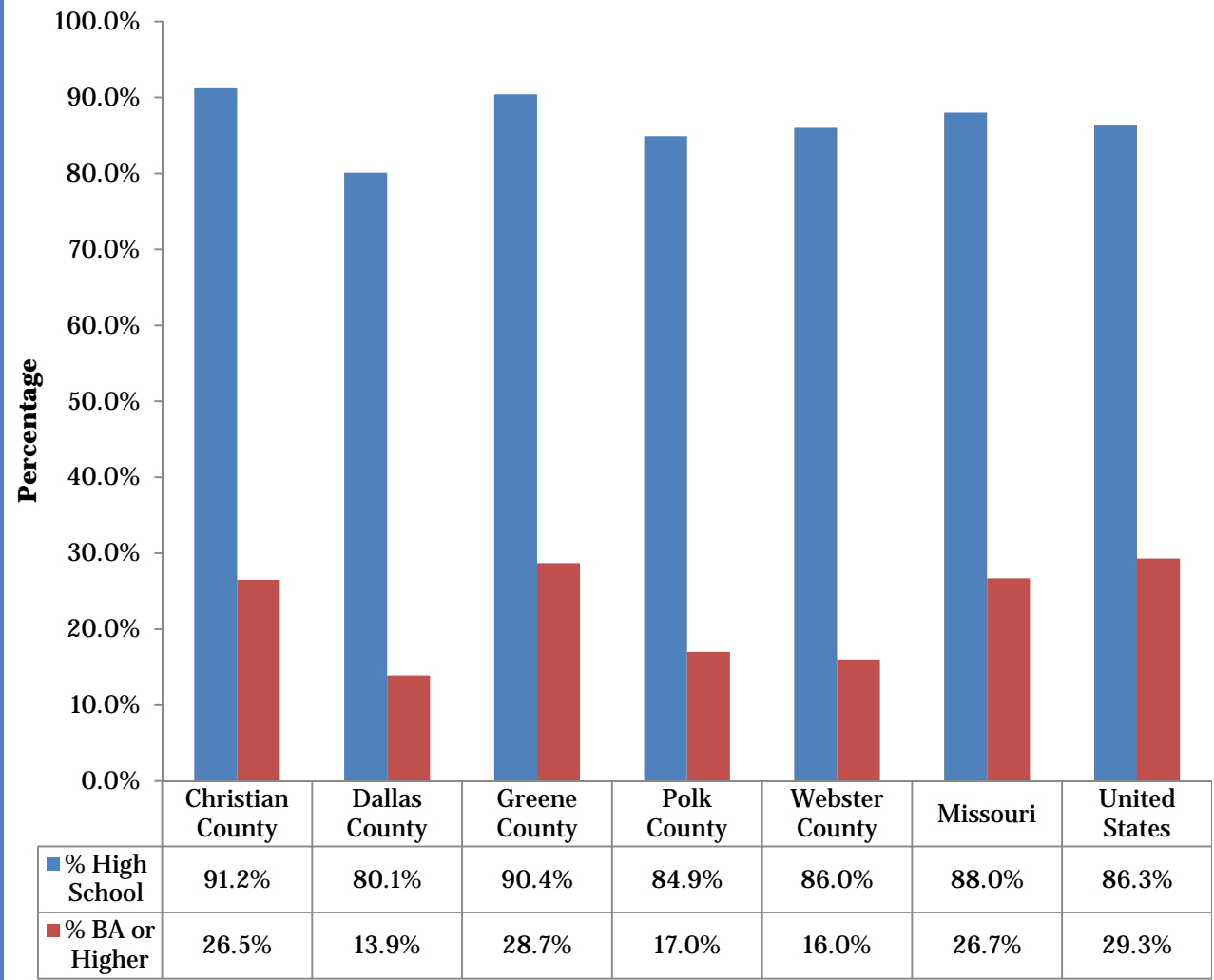
Workforce education levels affect employment and earning levels within communities. Additionally, prospective employers are interested in workforce characteristics with education being an important factor in location and relocation decisions.

Christian County has the highest percentage at 91.2 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 28.7 percent.

Within the Springfield MSA, Dallas County has the lowest percentage of high school graduates at 80.1 percent and has the lowest percentage of college graduates at 13.9 percent.

2014 Workforce Education Levels Percent with High School Diploma and College Degrees in Springfield MSA Counties

Source: 2014 ACS 5-Year Estimates



Commuting Patterns

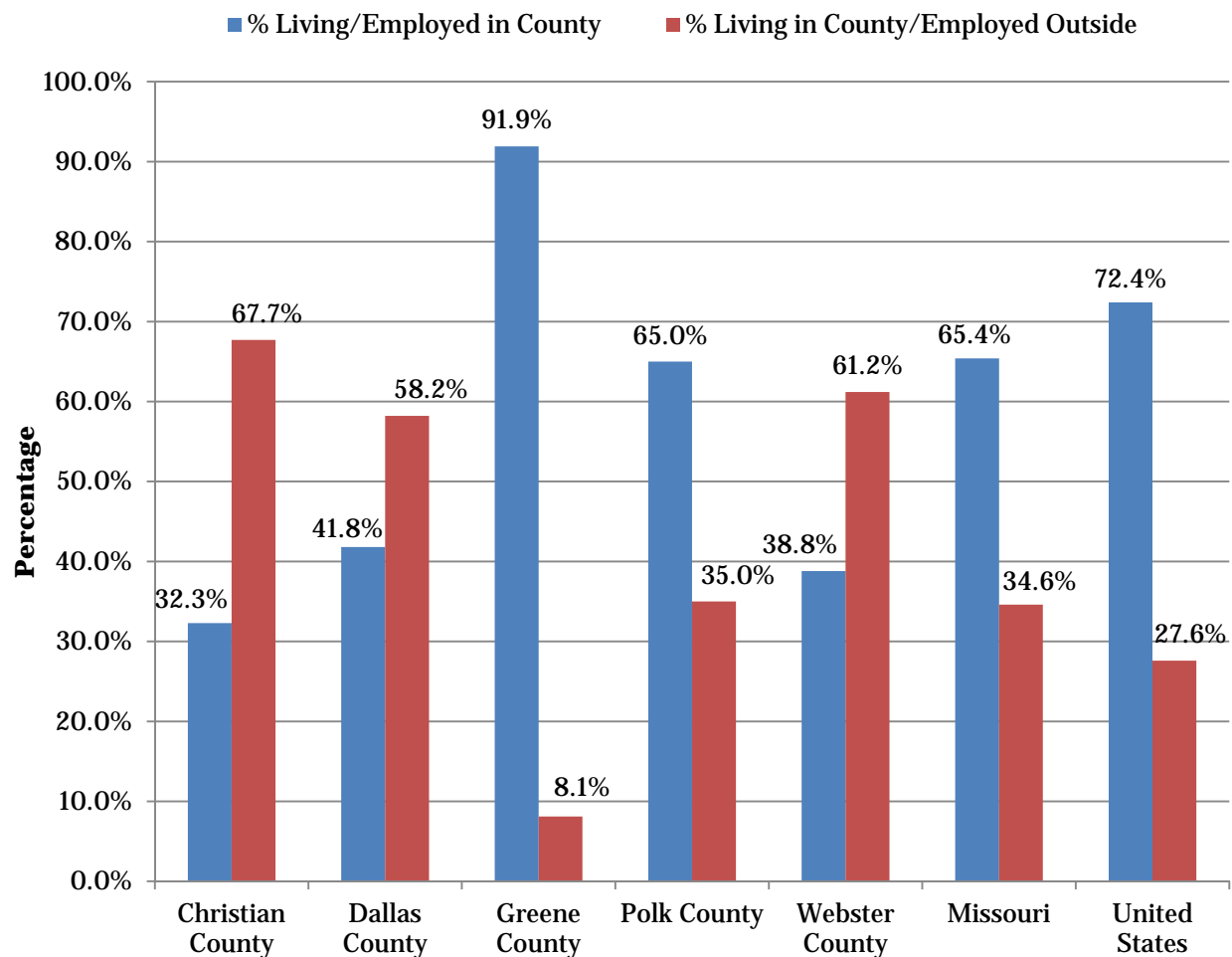
The chart to the right shows the percentage of local workers who both live and work in their county of residence compared to the percentage of workers leaving their home county for work.

Almost 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 67 percent of Christian County residents commute outside of their home county for work, as do over 61.2 percent of workers in Webster County and 58.2 percent of workers in Dallas County.

Only 35 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: 2014 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).

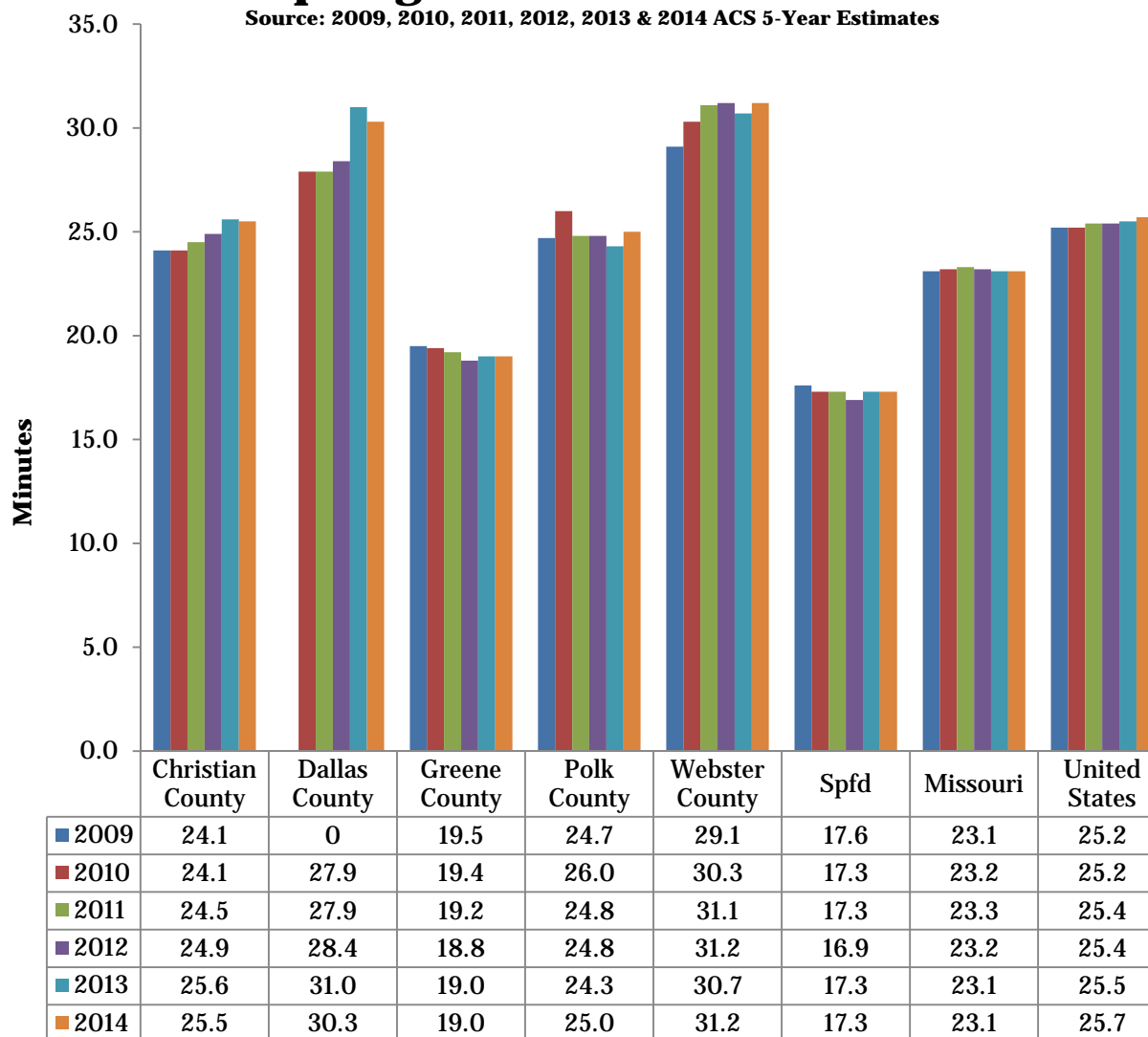
Residents of Springfield and Greene County have the shortest commutes to work at 17.3 minutes and 19 minutes, respectively. Workers living in Dallas County have the longest commutes with the average of 31 minutes to their place of employment.

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 & 2014 ACS 5-Year Estimates

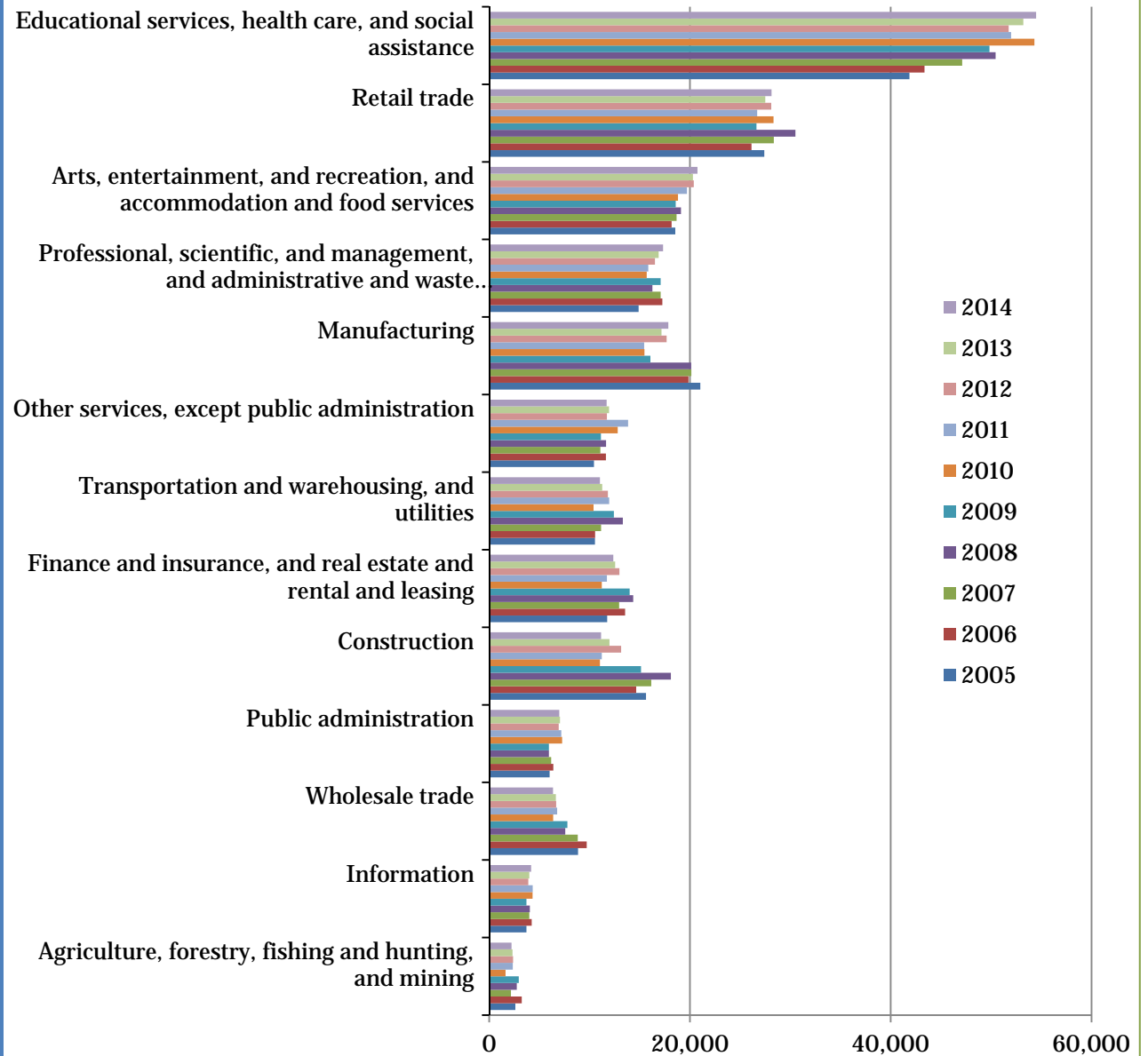




Workforce By Industry Springfield MSA

Source: 2010-2014 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 3/16/2016; ITEM II.D.

FY 2016 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

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

Task 010 – OTO General Administration
Task 020 – OTO Committee Support
Task 030 – General Planning and Plan Implementation
Task 040 – Project Selection and Programming
Task 050 – OTO Transit Planning
Task 060 – City Utilities Transit Planning (Direct Outside Grant)
Task 070 – Special Studies and Projects
Task 080 – MoDOT Transportation Studies and Data Collection

The UPWP contains the proposed budget for FY 2017. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2016 and FY 2017 is shown below:

	<u>FY 2016</u>	<u>Proposed FY2017</u>
OTO Consolidated FHWA/FTA PL Funds	\$731,952.00	\$679,349.00
Local Jurisdiction Match Funds/In-Kind Match	\$ 82,988.00	\$ 80,337.00
<u>MoDOT "Direct Costs"</u>	<u>\$100,000.00</u>	<u>\$ 89,500.00</u>
Total OTO Revenue	\$914,940.00	\$849,186.00

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$172,800. City Utilities is providing the local match in the amount of \$43,200. The total budget amount for FY 2016 UPWP is \$1,065,186.

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:

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Incident Management Subcommittee meetings
- Complete Adoption of the Long Range Transportation Plan with Executive Summary and Five Year Implementation Plan
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org

- Social Media updates
- Updated Public Participation Plan
- Performance Measures Report
- Annual Transportation Report Card
- Congestion Management Process Report
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2018-2021 Transportation Improvement Program
- Online Transportation Improvement Program Tool

The UPWP Subcommittee met and voted to recommend the Draft FY 2017 UPWP to the Technical Planning Committee.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

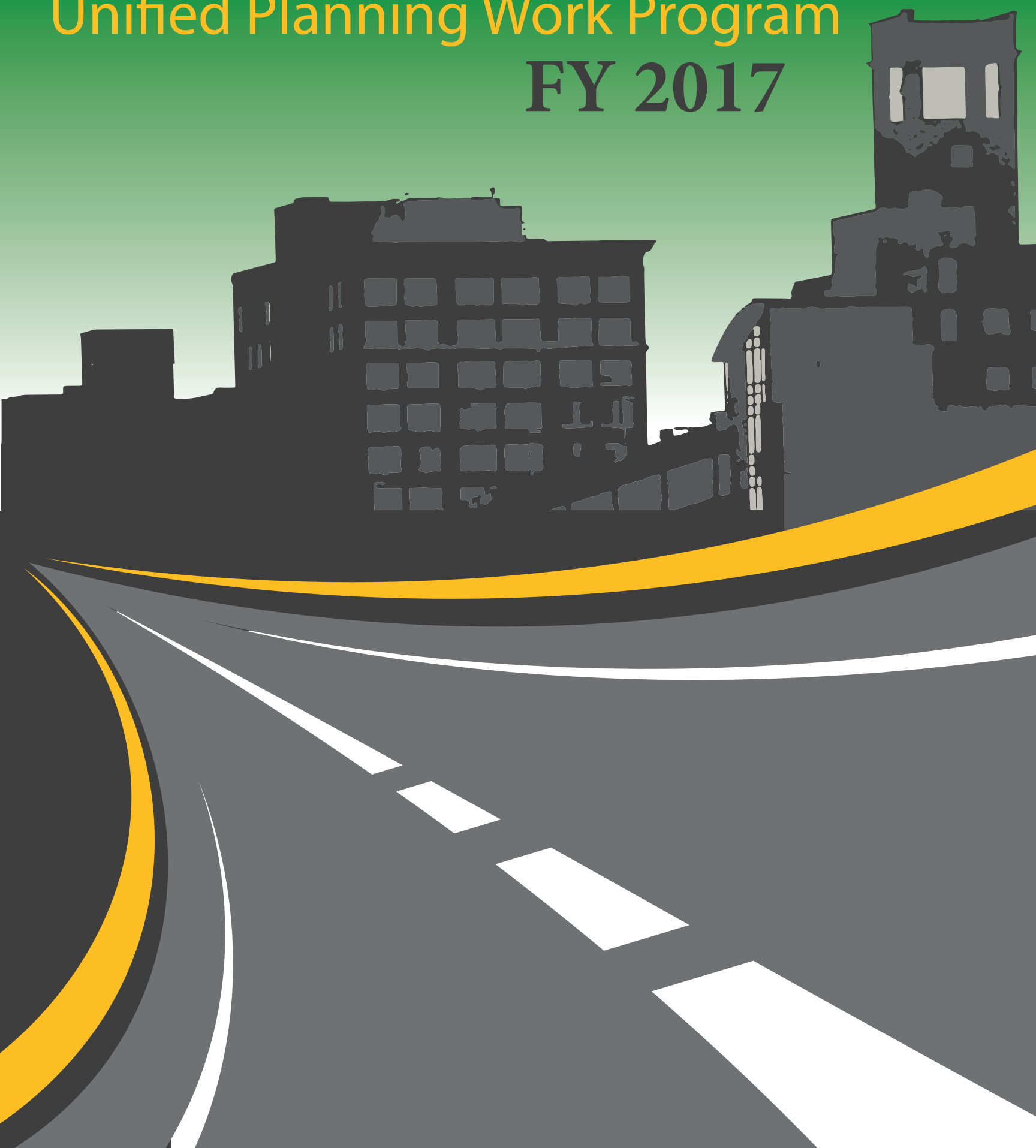
That a member of the Technical Planning Committee makes one of the following motions:

“Move to recommend approval of the FY 2017 UPWP to the Board of Directors.”

OR

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

Ozarks Transportation Organization
Unified Planning Work Program
FY 2017





OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2017

(July 1, 2016 – June 30, 2017)

DRAFT

APPROVED BY OTO BOARD OF DIRECTORS: _____

APPROVED BY USDOT: _____

The Metropolitan Planning Organization (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 Ozarks Transportation Organization (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 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807
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 2017 (July 2016 - June 2017). 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_Rev_A_BOD_approved041615.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;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

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 fulfilling that mission, much staff time and effort are spent bringing together decision-makers who make funding and planning decisions that better the transportation network, including all modes.

The economy is recovering and traffic volumes are increasing, leading to slower commute times and increasing travel delay. Increased congestion means increased reliability issues. Traffic Incident Management is a new activity for OTO. A new subcommittee has been formed to examine this mounting concern. More on this can be seen in Task 2.

With the passage of the Fixing American’s Surface Transportation (FAST) Act, funding over the next five years will be more stable than in the past. Through the goals of the long range metropolitan plan, OTO is working in partnership with MoDOT and the OTO member jurisdictions to determine how that funding can be best programmed. OTO will be updating the Transportation Improvement Program this year, which will reflect these priority projects, as seen in Task 4.

Performance measurement is becoming more integrated into the OTO planning process, though guidance on the National Performance Goals and how to implement them locally is still forthcoming. Current estimates put that information at July or later this year and as soon as it is available, OTO will work in coordination with MoDOT to set measures for the region. This work will fall into Task 3 and will continue in future years.

OTO continues to track air quality in the region and participate on the regional Ozarks Clean Air Alliance. Currently, OTO remains in attainment for both PM_{2.5} and Ozone, even with the recent tightening of the standards. With the recovering economy and increased traffic, however, OTO understands that this is still a concern that requires constant awareness. Air quality activities can be seen in Task 3, which participation on the OCAA is in Task 2.

OTO’s work program for FY 2017 is poised to tackle existing and forthcoming transportation planning issues. Continued staff training and public outreach, as well as improved data collection and planning efforts, ensures the region can prepare for the ever-changing future.

Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the 2017 Fiscal Year. Most of the contracts listed below are carryover multi-year contracts. The Audit, Online TIP Tool Software, and professional services may require new contracts.

<i>Cost Category</i>	<i>Budgeted Amount FY 2017</i>
Audit	\$7,000
Professional Services Fees	\$12,000
Data Storage/Backup	\$4,500
IT Maintenance Contract	\$9,000
Online TIP Tool Maintenance	\$9,600
Online TIP Tool Software	\$25,000
Travel Data Collection	\$12,000
Travel Model Scenarios	\$20,000
Total Consultant Usage	\$99,100

Items to be purchased that exceed \$5,000

Audit – \$7,000
 IT maintenance Contract – \$9,000
 Online TIP Tool Software – \$25,000
 Travel Data Collection – \$12,000
 Travel Model Scenarios – \$20,000

Task 1 – 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
----------------------	-----------------------

1.1 Financial Management	\$34,000
--------------------------------	----------

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.
- Dues calculated and statements mailed.

1.2 Financial Audit	\$7,000
---------------------------	---------

August to December

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.

1.3 Unified Planning Work Program (UPWP)	\$7,000
--	---------

January to June

Responsible Agency – OTO

- Modifications to the FY 2017 UPWP as necessary.
- Development of the FY 2018 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.
- UPWP Quarterly Progress Reports.

1.4 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) Conference
 - Association of MPOs Annual Conference
 - ESRI User Conference
 - Missouri GIS Conference
 - Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
 - ITE Web Seminars
 - Missouri Chapter and National, American Planning Association Conference and Activities
 - Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
 - Missouri Public Transit Association Annual Conference

- MoDOT Planning Partners Meetings
- Employee Educational Assistance
- Provide Other OTO Member Training Sessions, as needed and appropriate

1.5 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.

1.6 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**

End Products for FY 2017

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT.
- Financial reporting to the Board of Directors.
- Calculate dues and send out statements.
- FY 2016 Audit Report.
- The FY 2018 Unified Planning Work Program approved by OTO Board of Directors and MoDOT.
- FY 2017 Unified Planning Work Program Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly updates of websites.
- Social media postings.

Tasks Completed in FY 2016

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2016).
- Quarterly Financial Reporting to the Board of Directors (Completed June 2016).
- Dues calculated and mailed statements for FY 2017 (Completed April 2016).
- FY 2015 Audit Report (December 2015).
- FY 2017 UPWP approved by OTO Board of Directors and MoDOT (Completed June 2016).
- Staff attended various conferences and training (Completed June 2016).
- Monthly websites maintenance (Completed June 2016).
- DBE Report submitted to MoDOT (Completed October 2015 and April 2016).

- DBE Annual Goal Approved (Completed October 2016).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2015 and February 2016).
- Title VI Annual Survey submitted to MoDOT (Completed February 2016).

Training Attended Included in FY 2016

- 2015 Conference on Freight
- MoVITE Conference
- FHWA CMP Reliability Workshop
- Association of Metropolitan Planning Organizations Annual Conference
- Urban Transportation Systems Analysis Class
- Python Scripting Tutorials
- OCITE Training
- Missouri GIS Conference
- Spatial Analyst Extension Training
- Transportation System Management & Operations Training
- MoDOT Planning Partner Meetings
- Federal Grants Management Training
- American Planning Associate Annual Conference

Funding Sources

Local Match Funds	\$28,400	20.00%
Federal CPG Funds	\$113,600	80.00%
Total Funds	\$142,000	100.00%

Task 2 – 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
----------------------	-----------------------

2.1 OTO Committee Support	\$135,000
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July to June

Responsible Agency – OTO

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

2.2 Community Committee Participation	\$11,000
---	----------

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
 - CU Fixed Route Advisory Committee
 - City of Springfield Traffic Advisory Board
 - Other committees as needed

2.3 OTO Policy and Administrative Documents	\$5,000
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July to June

Responsible Agency – OTO

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

2.4 Public Involvement.....	\$35,000
-----------------------------	----------

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.
- Update the OTO Public Participation Plan (PPP), consistent with federal guidelines.

2.5 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 Products for FY 2017

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- 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.
- Public input tracked and published.
- Continued work with the MO Coalition of Roadway Safety SW District.
- Update of Public Participation Plan (PPP) and implementation of PPP through website and press release.

Tasks Completed in FY 2016

- Conducted Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, and Technical Planning Committee meetings (Completed June 2016).
- Conducted Congestion Management Process, Long Range Transportation Plan, Major Thoroughfare Plan, Traffic Incident Management, and Unified Planning Work Program subcommittee meetings (Completed June 2016).
- Prepared agendas and minutes (Completed June 2016).
- Documented meeting attendance for in-kind reporting (Completed June 2016).
- Staff participated in multiple community committees (Completed June 2016).
- Bylaw amendment to add additional Citizen-At-Large Representative to the Board of Directors (Completed October 2015).
- Annual Evaluation of Public Participation Plan (PPP) and implementation of PPP through website and press releases (Completed June 2016).
- Public input tracked and published (Completed June 2016).
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects (Completed June 2016).

Funding Sources

Local Match Funds	\$29,200	14.90%
In-kind Services*	\$10,000	5.10%
Federal CPG Funds	\$156,800	80.00%
Total Funds	\$196,000	100.00%

*The maximum amount of in-kind credit available to the OTO is 80% of the total value of in-kind time.

Task 3 – 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 and FAST Act guidance will continue to be incorporated as it becomes available.

Work Elements**Estimated Cost****3.1 OTO Long Range Transportation Plan (LRTP), *Transportation Plan 2040* \$65,500***July to June*

Responsible Agency – OTO

- Adoption of LRTP Update Draft, which is due by 12/2016. Board approval anticipated in Summer/Fall 2016. Includes development of an executive summary.
- Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.
- Assist jurisdictions with adoption and compliance with the Major Thoroughfare Plan.
- Bicycle/Pedestrian/Roadway Design Guidelines Brochure Printing.
- Finalize Major Thoroughfare Plan with adoption with the Long Range Plan Update. Special attention will be given to the East/West and North/South Arterials connecting cities, modes, and major highways.
- LRTP – Five-Year Implementation Plan.

3.2 Performance Measures..... \$16,500*July to June*

Responsible Agency – OTO

- Coordinate with MoDOT on efforts to address national performance measures as outlined in MAP-21 and continued by the FAST Act.
- 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.

3.3 Congestion Management Process Implementation \$10,780*July to December*

Responsible Agency – OTO

- Coordinate data collection efforts for FY 2017.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.
- Produce CMP Update in calendar year 2016.

3.4 Federal Functional Classification Maintenance and Updates \$5,300*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.

3.5 Bicycle and Pedestrian Plan Implementation..... \$15,500*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.

3.6 Freight Planning \$5,500*July to June*

Responsible Agency – OTO

- Designate critical urban freight corridors in partnership with MoDOT.
- Participate in the Southwest Missouri Freight Advisory Committee.

3.7 Traffic Incident Management Planning..... \$5,530*July to June*

Responsible Agency – OTO

- Traffic Incident Management Action Plan.

3.8 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}.

3.9 Demographics and Future Projections..... \$13,000*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.

3.10 Geographic Information Systems (GIS) \$21,500*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 will be given to incorporating traffic data.
- GIS licenses.

3.11 Mapping and Graphics Support for OTO Operations \$16,500*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.

3.12 Support for Jurisdictions Plans \$5,200

July to June

Responsible Agency – OTO

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

3.13 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.

3.14 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 implementation.

3.15 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.

3.16 Civil Rights Compliance..... \$18,500*July to June*

Responsible Agency – OTO

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA).
- Review and update the Limited English Proficiency Plan (LEP) if needed.
- Review and update the Title VI/ADA Program.
- Meet MoDOT established DBE goals.
- Semiannual DBE reporting.
- Semiannual Title VI/ADA 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 2017

- Adopted Long Range Transportation Plan (LRTP) Update.
- Amendments to the LRTP as necessary.
- LRTP Five-Year Implementation Plan.
- LRTP Executive Summary.
- Bicycle/Pedestrian/Roadway Design Guidelines Brochure Printed.
- Continued implementation of Bicycle and Pedestrian Plan with report documenting accomplishments.

- Traffic Incident Management Action Plan.
- Continued monitoring of attainment status.
- Congestion Monitoring Report.
- Demographic Report.
- Annual Transportation Report Card to monitor the Performance Measures
- Performance Measures Report.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Designate critical urban freight corridors.
- Additional Travel Demand Model Scenarios as needed.
- Traffic Counts as needed.
- Other projects as needed.
- Semiannual DBE reporting submitted to MoDOT.
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT.
- LEP Update.
- Title VI/ADA Program Update.
- Assist City of Springfield in implementing Field Guide 2030.

Tasks Completed in FY 2016

- Approved changes to Federal Functional Classification System (Completed June 2016).
- Purchase and installation of Travel Time Collection Units (Completed December 2015).
- Transportation planning aerial photography (Completed April 2016).
- Travel Demand Model Scenarios (Completed June 2016).
- Draft Long Range Transportation Plan update (Completed June 2016).
- Draft Major Thoroughfare Plan Update (Completed June 2016).
- One amendment to the Major Thoroughfare Plan (Completed June 2016).
- Maintenance of GIS System Layers (Completed June 2016).
- Continued Monitoring of Attainment Status (Completed June 2016).
- Performance Measure Report (Completed June 2016).
- CMP Data Collection Summary (Completed June 2016).
- Annual Traffic Report Card (completed in June 2016)

Funding Sources

Local Match Funds	\$49,662	20.00%
Federal CPG Funds	\$198,648	80.00%
Total Funds	\$248,310	100.00%

Task 4 – Project Selection and Programming

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

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

4.1 FY 2017-2020 Transportation Improvement Program (TIP).....	\$15,000
---	-----------------

July to August

Responsible Agency – OTO

- Complete and publish the 2017-2020 TIP.
 - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

4.2 FY 2018-2021 Transportation Improvement Program (TIP).....	\$30,000
---	-----------------

March to June

Responsible Agency – OTO

- Begin development of the 2018-2021 TIP.
- Conduct the Public Involvement Process for the TIP (March-August).
- Work with the TIP subcommittees (June).
- Complete Draft document.

4.3 Project Programming.....	\$15,500
-------------------------------------	-----------------

July to June

Responsible Agency – OTO

- Process all modifications to the FY 2015-2018 and the FY 2017-2020 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for projects.
- Award funding and program projects.

4.4 Federal Funds Tracking	\$4,170
---	----------------

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.
- Track reasonable progress on project implementation following programming.

4.5 Online TIP Tool Maintenance	\$9,600
--	----------------

July to June

Consultant Contract

Responsible Agency – OTO

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

4.6 Online TIP Tool Software \$25,000*July to June***Consultant Contract**

Responsible Agency – OTO

- Develop Request for Proposals and conduct review for possible new contract for online searchable database for projects.

End Product(s) for FY 2017

- TIP amendments, as needed.
- Draft of the FY 2018-2021 Transportation Improvement Program.
- Approved FY 2017-2020 Transportation Improvement Program.
- Annual Listing of Obligated Projects.
- Federal Funds Balance Reports.
- Online searchable database of TIP projects.
- Award funding and program projects.

Tasks Completed in FY 2016

- Amended the FY 2015-2018 TIP numerous times (Completed June 2016).
- Annual Listing of Obligated Projects (Completed December 2015).
- Maintained fund balance information (Completed June 2016).
- Maintained online searchable database of TIP projects (Completed June 2016).
- Solicited and selected FTA 5310 and FTA 5339 projects for FY 2014, FY 2015, and FY 2016 (Completed December 2015).

Funding Sources

Local Match Funds	\$19,854	20.00%
Federal CPG Funds	\$79,416	80.00%
Total Funds	\$99,270	100.00%

Task 5 – OTO Transit Planning

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) 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
5.1 Operational Planning.....	\$6,000
<i>July to June</i>	
Responsible Agencies – OTO	
<ul style="list-style-type: none"> • 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 City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey. 	
5.2 Competitive Contract Planning	\$1,000
<i>July to June</i>	
Responsible Agencies – OTO	
<ul style="list-style-type: none"> • 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. 	
5.3 Transit Coordination Plan Implementation.....	\$10,300
<i>July to June</i>	
Responsible Agencies – OTO, Human Service Transit Providers	
<ul style="list-style-type: none"> • Transit Coordination Plan Implementation. • 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. 	
5.4 Program Management Plan	\$5,000
<i>July to June</i>	
Responsible Agencies – OTO	
<ul style="list-style-type: none"> • Review and/or update the existing program management plan to ensure compliance with MAP-21 and FAST ACT. 	
5.5 Data Collection and Analysis.....	\$10,500
<i>July to June</i>	
Responsible Agencies – OTO	
<ul style="list-style-type: none"> • 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. 	
5.6 Community Support	\$5,000

July to June

Responsible Agencies – OTO

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives.

5.7 ADA/Title VI Appeal Process \$3,000*July to June*

Responsible Agencies – OTO

- OTO staff assistance on CU Transit ADA/Title VI Appeal Process.

5.8 Transit Signal Priority Committee..... \$5,000*July to June*

Responsible Agencies – OTO

- OTO will form a subcommittee to investigate giving Transit Signal Priority at major intersections.

5.9 Origin and Destination Information for Marketing CU Transit \$4,000*July to June*

Responsible Agencies – OTO

- OTO staff assistance in providing necessary origin and destination data for marketing CU Transit.

End Products for FY 2017

- Transit agency coordination
- Solicit for FTA funding, rank applications and program projects for FY 2017-2020 TIP.
- Special Studies
- Transit Coordination Plan Implementation.
- LCBT agendas, minutes, and meetings.
- Transit Survey.
- CU Transit ADA/Title VI Appeals processed.
- Transit Signal Priority Committee.
- Origin and Destination Data.

Tasks Completed in FY 2016

- Transit Coordination Plan Implementation.
- Solicit for FTA funding, rank applications and program projects for FY 2015-2018 TIP amendments (Completed December 2015).
- LCBT agenda, minutes, and meetings (Completed June 2016).
- Transit agency coordination
- Regional paratransit coordination

Funding Sources

Local Match Funds	\$9,960	20%
Federal CPG Funds	\$39,840	80%
Total Funds	\$49,800	100%

Task 6 – City Utilities Transit Planning (Direct Outside Grant)

Work Elements	Estimated Cost
6.1 Operational Planning.....	\$100,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> 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). 	
6.2 ADA Accessibility.....	\$20,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants. 	
6.3 Transit Fixed Route and Regional Service Analysis Implementation	\$10,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> CU will implement recommendations of the Transit Fixed Route Regional Service Analysis. 	
6.4 Service Planning	\$30,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> 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 VII service planning. 	
6.5 Financial Planning	\$30,000
<i>July to June</i>	
Responsible Agency – City Utilities	
<ul style="list-style-type: none"> CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources. 	

6.6 Competitive Contract Planning \$2,000*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.

6.7 Safety, Security and Drug and Alcohol Control Planning..... \$10,000*July to June*

Responsible Agencies – City Utilities

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

6.8 Transit Coordination Plan Implementation..... \$6,000*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.

6.9 Program Management Plan \$4,000*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.

6.10 Data Collection and Analysis \$4,000*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 2017

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

Tasks Completed in FY 2016

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

Direct Outside Grant Funding Sources – CU Tasks

CU Match Funds	\$43,200	20%
FTA 5307 Funds	\$172,800	80%
Total Direct Outside Grant Funds	\$216,000	100%

Task 7 – 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**

**7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems
\$8,306**

July to June

Responsible Agency – OTO

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

7.2 Grant Applications to support Livability/Sustainable Planning \$6,500

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.

**7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan
..... \$9,500**

July to June

Responsible Agency – OTO

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

End Products for FY 2017

- ITS Coordination.
- Grant Applications.
- Study for projects in the Long Range Transportation Plan.

Tasks Completed in FY 2016

- ITS Coordination (Completed June 2016).
- Worked with Springfield's Impacting Poverty Group (Completed June 2016).
- Developed analysis of transit options for northwest Springfield (Completed December 2015).

Funding Sources

Local Match Funds	\$4,861	20.00%
Federal CPG Funds	\$19,445	80.00%
Total Funds	\$24,306	100.00%

Task 8 – MoDOT Transportation Studies & Data Collection**MoDOT Transportation Studies and Data Collection \$89,500**

MoDOT Southwest District - \$89,500

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.
 - Maintenance of the travel time collection units.

Source of Eligible MoDOT Match

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Center Manager	\$68,364	\$44,682	\$24,859	\$137,905	15	\$20,685
Traffic Study Specialist	\$44,400	\$29,019	\$16,145	\$89,564	30	\$26,869
Information Systems Specialist	\$39,156	\$25,592	\$14,238	\$78,986	10	\$7,898
Senior Traffic Studies Technician	\$37,800	\$24,705	\$13,745	\$76,250	45	\$34,312
Total Eligible Match						\$89,764
Total Match Requested						\$89,500

End Products for FY 2017

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

- Annual traffic counts within the OTO area for MoDOT roadways (Completed June 2016).
- Annual crash data (Completed June 2016).
- Speed Studies (Completed June 2016).
- Installation of the travel time collection units (Completed December 2015).

Funding Sources

Value of MoDOT Direct Costs	\$89,500
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X 80%

Credit amount available for local match \$71,600

(federal pro rata share of value of direct costs – no 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 (%)
1	\$28,400				\$113,600			\$142,000	14.55%
2	\$29,200			\$10,000	\$156,800			\$196,000	20.09%
3	\$49,662				\$198,648			\$248,310	25.45%
4	\$19,854				\$79,416			\$99,270	10.17%
5	\$9,960				\$39,840			\$49,800	5.10%
6		\$43,200					\$172,800	\$216,000	22.14%
7	\$4,861				\$19,445			\$24,306	2.49%
TOTAL	\$141,937	\$43,200	\$0	\$10,000	\$607,749	\$0	\$172,800	\$975,686	100.00%
8	Value of MoDOT "Direct Cost"							\$89,500	
Total of Transportation Planning Work								\$1,065,186	

Federal Consolidated Planning Grant (CPG) Funding FY 2017 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-7	\$975,686
Minus City Utilities Transit Direct Outside Grant	-\$216,000
Actual Total Ozarks Transportation Organization Expenditures	\$759,686
PLUS Value of Task 8 MoDOT Direct Costs Credit	+\$89,500
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$849,186
Federal Pro-Rata share	80%*

Federal CPG Funding Eligible \$679,349

*Federal Funding as a percentage of total OTO actual transportation planning costs is actually 89.4% (\$679,349/\$759,686). The value of MoDOT Direct Costs allow OTO to include an additional \$71,600 in Federal CPG funding.

Budgeted Revenue FY 2017 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds	\$679,349
MoDOT "Direct Costs" Credit (no actual funds received)	\$89,500
Local Match to be Provided/In-kind Match	\$80,337
Total Ozarks Transportation Organization Revenue	\$849,186
CU Revenue (Direct Outside Grant)	Total Amount Budgeted
City Utilities Transit Planning – FTA 5307	\$172,800
City Utilities Local Match	\$43,200
Total CU Revenue	\$216,000
TOTAL Budgeted Revenue for FY 2017 UPWP	\$1,065,186

Total Available Federal Revenue for FY 2017 UPWP Work Activities

FY 2014 and FY 2015 (MO-81-0013) CPG Fund Balance as of 12/31/2015*	\$879,571.67
Less remaining CPG funds to be spent FY 2016	<u>\$388,730.11</u>
	\$490,841.56
 FY 2016 Estimated CPG Funds allocation**	 \$551,393.54
FY 2017 Estimated CPG Funds allocation***	<u>\$575,000.00</u>
 TOTAL Estimated CPG Funds Available for FY 2017 UPWP	 \$1,617,235.10
 TOTAL CPG Funds Programmed for FY 2017	 (\$679,349)
Remaining Unprogrammed Balance****	\$937,886.10

*Previously allocated, but unspent CPG Funds through 12/31/15.

**FY 2016 CPG Funds Allocation available Fall 2016.

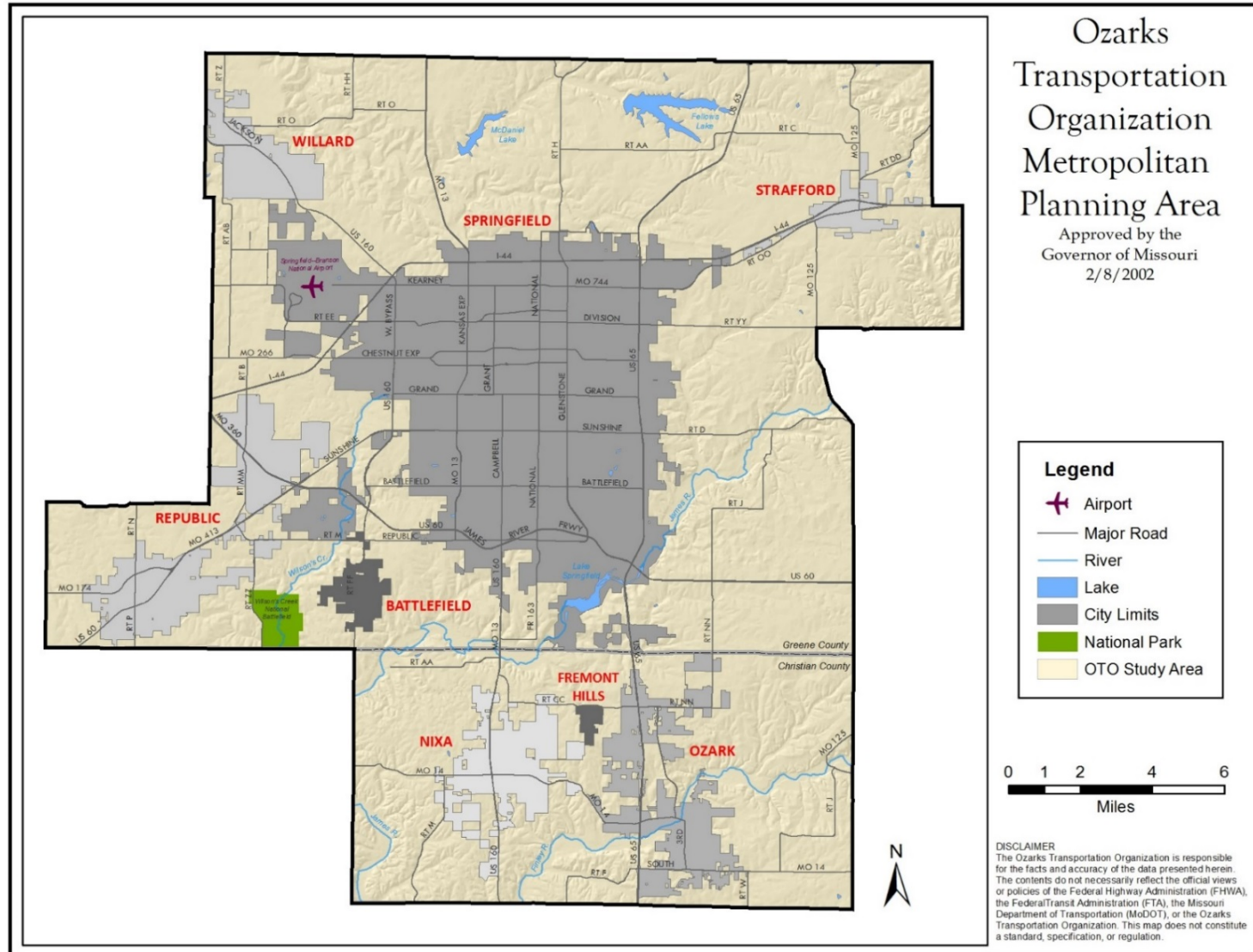
***The TOTAL Estimated CPG Funds Available for FY 2017 is an estimated figure based on the FAST ACT funding bill.

****Previously allocated but unprogrammed CPG funds.

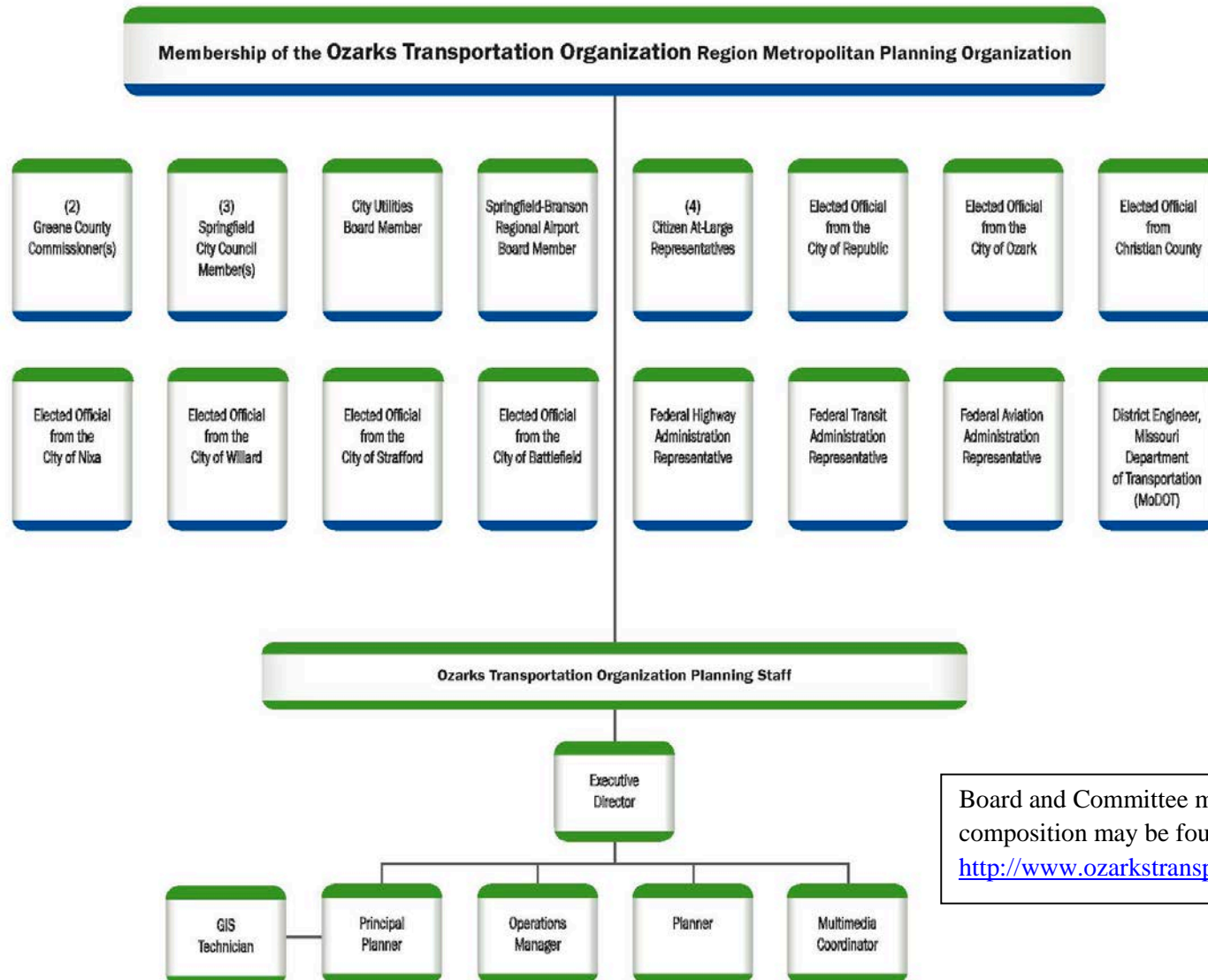
Justification for Carryover Balance

The projected carryover balance of \$937,883.10 represents approximately 1.63 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 2016, Congress delayed the full appropriation until May 2016. The full combined FHWA/FTA grant was not known until May 2016. Therefore, MoDOT as a general rule, does not allow for FY 2017 amounts to be available until the next OTO budget year, FY 2018. 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.

OTO Map



OTO Organization Chart



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

APPENDIX A

Fiscal Year 2017

July 1, 2016 - June 30, 2017

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Budgeted Amount FY16</i>	<i>Total Amount Budgeted FY16</i>	<i>Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
Building				
Building Lease	\$62,696		\$64,492	
Utilities	\$2,000		\$5,400	
Office Cleaning	\$3,000		\$3,300	
Parking	\$1,440		\$0	
Total Building		\$69,136		\$73,192
Commodities				
Office Supplies/Furniture	\$13,000		\$12,000	
Publications	\$550		\$550	
Public Input Promotional Items	\$6,000		\$2,000	
Total Commodities		\$19,550		\$14,550
Information Technology				
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$6,000	
Data Backup/Storage	\$3,300		\$4,500	
GIS Licenses	\$7,250		\$5,000	
IT Maintenance Contract	\$9,000		\$9,000	
Software	\$3,000		\$3,000	
Webhosting	\$2,000		\$800	
Total Information Technology		\$30,550		\$28,300
Insurance				
Board of Directors Insurance	\$3,100		\$5,000	
Errors & Omissions	\$3,100		\$2,900	
Liability Insurance	\$1,300		\$1,300	
Workers Comp	\$1,400		\$1,200	
Total Insurance		\$8,900		\$10,400
Operating				
Copy Machine Lease	\$3,000.00		\$3,000.00	
Dues/Memberships	\$8,000.00		\$8,000.00	
Education/Training/Travel	\$25,000.00		\$25,000.00	
Food/Meeting Expense	\$6,000.00		\$4,500.00	
Legal/Bid Notices	\$10,000.00		\$6,000.00	
Postage/Postal Services	\$5,000.00		\$5,000.00	
Printing/Mapping Services	\$25,000.00		\$25,000.00	
Public Input Event Registrations	\$2,500.00		\$1,500.00	
Staff Mileage Reimbursement	\$3,300.00		\$3,300.00	
Telephone/Internet	\$5,500.00		\$5,650.00	
Total Operating		\$93,300.00		\$86,950.00

<i>Cost Category</i>	<i>Budgeted Amount FY16</i>	<i>Total Amount Budgeted FY16</i>	<i>Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>
Personnel				
Salaries & Fringe	\$394,504		\$445,294	
Mobile Data Plans	\$2,700		\$2,700	
Payroll Services	\$2,800		\$2,700	
Total Personnel		\$400,004		\$450,694
Services				
Aerial Photos	\$40,000		\$0	
Audit	\$4,900		\$7,000	
Professional Services	\$17,000		\$12,000	
TIP Tool Maintenance	\$9,600		\$9,600	
TIP Tool Software			\$25,000	
Travel Time Collection Units	\$80,000		\$0	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
Total Services		\$183,500		\$85,600
In-Kind Match, Donated				\$749,686
Member Attendance at Meetings	\$10,000		\$10,000	\$10,000
TOTAL OTO Expenditures		\$814,940		\$759,686
In-Kind Match, Direct Cost, Donated				
Direct Cost - MoDOT Salaries	\$100,000		\$89,500	
TOTAL OTO Budget		\$914,940		\$849,186
Direct Outside Grant				
CU Transit Salaries*	\$215,000		\$216,000	
TOTAL EXPENDITURES		\$1,129,940		\$1,065,186

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

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Budgeted Amount FY16</i>	<i>Total Amount Prior Budgeted FY16</i>	<i>Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
Ozarks Transportation Organization Revenue				
Consolidated FHWA/FTA PL Funds	\$731,952		\$679,349	
Local Jurisdiction Match Funds	\$72,988		\$70,337	
In-kind Match, Meeting Attendance**	\$10,000		\$10,000	
MoDOT Direct Service Match**	\$100,000		\$89,500	
Total Ozarks Transportation Organization Revenue		\$914,940		\$849,186
Direct Outside Grant				
City Utilities Transit Planning				
FTA 5307	\$172,000		\$172,800	
City Utilities Local Match	\$43,000		\$43,200	
Total Direct Outside Grant		\$215,000		\$216,000
TOTAL REVENUE		\$1,129,940		\$1,065,186

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>Budgeted Amount FY16</i>	<i>Total Amount Budgeted FY16</i>	<i>Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
Aerial Photos	\$40,000		\$0	
Audit	\$4,900		\$7,000	
Professional Services Fees	\$17,000		\$12,000	
Data Storage/Backup	\$3,000		\$4,500	
IT Maintenance Contract	\$9,000		\$9,000	
Online TIP Tool	\$9,600		\$9,600	
Online TIP Tool Software	\$0		\$25,000	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
Total Consultant Usage		\$115,500.00		\$99,100.00

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 3/16/2016; ITEM II.E.

Long Range Plan Draft Updates

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO staff has updated the draft long range transportation plan, *Transportation Plan 2040*, since the version presented at the February 3, 2016 special meeting. Comments on the preliminary draft have also been received from the Federal Transit Administration and the Federal Highway Administration. Staff is working on addressing these comments, a copy of which is included with the Agenda.

Major updates include:

- Adding discussion of multi-modal projects within the public input survey under Survey Results on page 1-6.
- Adding Introduction to Vision and Measuring Performance Chapter, page 2-1.
- Adding how the Performance Measures relate to the 2040 Plan Goals, page 2-5.
- Adding transit service and asset information for the region, pages 3-12 through 3-14.
- Defined the Link, page 3-15 through 3-16.
- Identifying carryover priorities and revised priorities for bike/ped from the previous plan to this one, page 3-16.
- Added Growth Trends Report to Ongoing Studies and Reports, page 3-20 through 3-21.
- Reorganizing Federal versus State revenue sources and adding to list of Federal revenue sources in the Financial Capacity Chapter, pages 5-1 through 5-2.
- Removing discussion of two funding scenarios and adding roadway revenue projection tables, pages 5-5 through 5-7.
- Updating discussion of Funding Shortfall in Range of Alternatives Chapter, pages 6-3 through 6-4.

Additional Major Updates to Come (should address remainder of FTA and FHWA comments):

- Incorporate Growth Trends Housing Unit Change Map 2000-2015 into Existing Conditions Chapter.
- Maps of CU newly revised transit routes.
- Additional discussion under the Freight Plan in relation to Southwest District Priorities.
- Operations and Maintenance cost section under Financial Capacity.
- Roadway and Transit Project Lists.
- Discussion on development of Major Thoroughfare Plan update process.
- Discussion on Bike/Ped Facility Map update.
- 5-Year Implementation Plan Schedule.
- Glossary for Prioritization Factors to add to Appendix.
- Incorporation of other Appendix Items.
- Revisions based on Public Comment from March outreach events.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Information Only. No Action Required.



DRAFT

PLAN

TRANSPORTATION

2040



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



Long Range Transportation Plan

Staff developed a survey titled, “What transportation projects matter to you?” This question became the tenet of the campaign. The survey was made available in English and Spanish. Participants were given the opportunity to win a Kindle Fire HD 7 or one of two \$50 gift cards to a local fueling station. OTO member jurisdictions were encouraged to promote the survey in addition to staff outreach efforts.

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

Public outreach events included:

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

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

Survey Results

Over the course of the public input campaign, 483 surveys were received, a copy of which is included in the appendix. The survey first asked about project priorities, then focused on a variety of questions to understand needs and funding priorities.

High priority projects include US 160 – Six Lanes from Springfield to Nixa, I-44 – Widen to Six Lanes, James River Freeway – Six Lanes from US 65 to West Bypass, State Highway 14 from west of Nixa to east of Ozark, and US 65 – Six Lanes from James River Freeway to Route F in Ozark. Projects that were marked as not being a priority include MM in Republic, Route 60 west of Republic, and Business Route 65 in Ozark. Several other projects had much closer results regarding whether they should be priorities.

Multi-modal projects were not included for ranking in this list. The Existing/Proposed Bicycle-Pedestrian Facilities map and the transit routes were available for review and comment at the public venues. These topics were also addressed elsewhere in the survey.

Vision and Measuring Performance

Vision and Goal Development

The OTO Long Range Transportation Plan Subcommittee used input from the public input process at the beginning of plan development as guidance for the Plan Vision and Goals. A survey asked the public what they thought was important regarding transportation in the region. This, coupled with federal guidance regarding what metropolitan planning areas should consider in the planning process, was used to develop a vision and set of goals appropriate for the region.

Vision

An excellent transportation system supporting the success of the OTO region.

Goals

Through public input and discussion among the Long Range Transportation Plan Subcommittee, twelve goals were developed. These goals help shape the recommendations to come from this plan and guide the actions of the OTO over the life of this plan, including programming in the Transportation Improvement Program.

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods

Actions

OTO has developed a series of actions for each goal that will guide the implementation of this plan. These actions embolden priorities and outline plans and studies for staff to put the plan into action.

- 1. Support the economic vitality of the region**
 - a. Prioritize projects that encourage job creation, retention, and wage growth.
 - b. Use the congestion management system to identify improvements that reduce congestion and improve mobility.
 - c. Encourage a balanced multimodal system providing transportation to all.
 - d. Connect the bicycle network to national routes and provide local bicycle wayfinding.

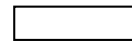
As the eleven measures, included in the table below, from *Journey 2035* are updated to reflect the National Performance Goals, in coordination with MoDOT, the OTO Performance Measures Report will also be updated to reflect those measures.



Improving



Declining

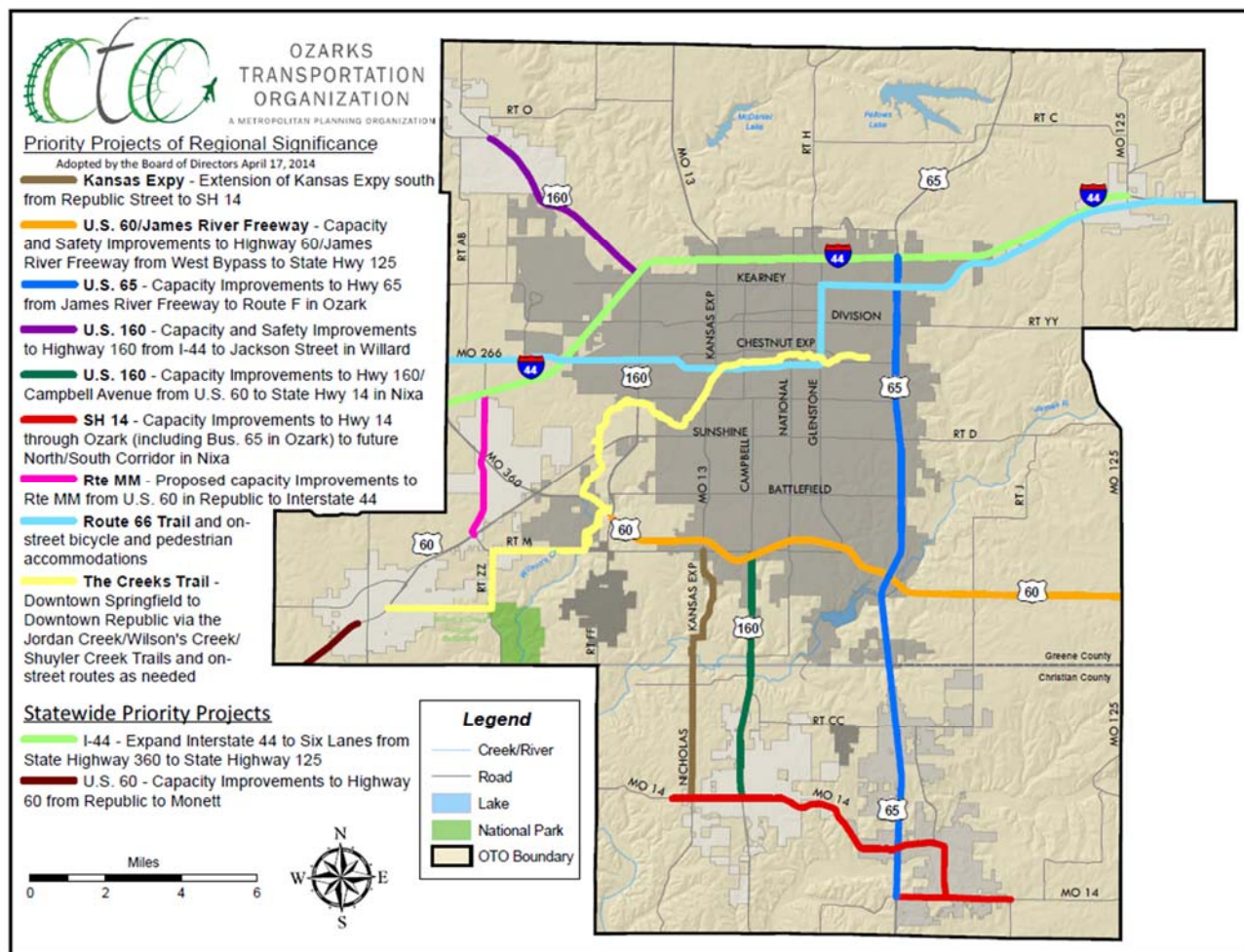


No Change

Performance Measure	Target	Relation to 2040 Plan Goals	2014 Status
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	1, 2, 12	
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	4, 5	
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	1, 2, 4, 5, 11	
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend	3	
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	4, 5, 6	
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	1, 2, 4, 5	
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	1, 2, 4, 6, 12	
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	1, 2, 4, 6, 12	
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good Condition	3, 7, 12	
Bridge Condition	That the percent of bridges in Fair or Better Condition will stay above 90 percent	3, 7, 12	
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	1, 3, 6, 11	

Priority Corridors of Regional Significance

In order to identify priorities at a high level, the OTO has recognized select corridors throughout the region that represent the highest priority for regionally significant projects. This list has been used to communicate legislative priorities, as well as selection criteria for project scoring. This list has been updated as projects have been completed and additional corridors have been identified as priorities. Most recently, two trail corridors have also been added, providing a multi-modal dimension to the list.



Transit

Providers

City Utilities

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. CU Transit operates both day and night routes, as well as on weekends and holidays. Routes and schedules may be found at <http://www.cityutilities.net/transit/transit.htm>.

City Utilities has 28 fixed-route buses and 7 paratransit buses, as well as nearly 100 shelters and 200 benches. This May, City Utilities will have started operating out of a new Transfer Station located at College and Main in downtown Springfield. This will replace the existing station built in the 1980s. The new station will allow for more and bigger buses when needed, as well as additional technology for bus ticketing and operations, including the utilization of real-time traveler information.

INSERT MAP OF NEW TRANSIT ROUTES

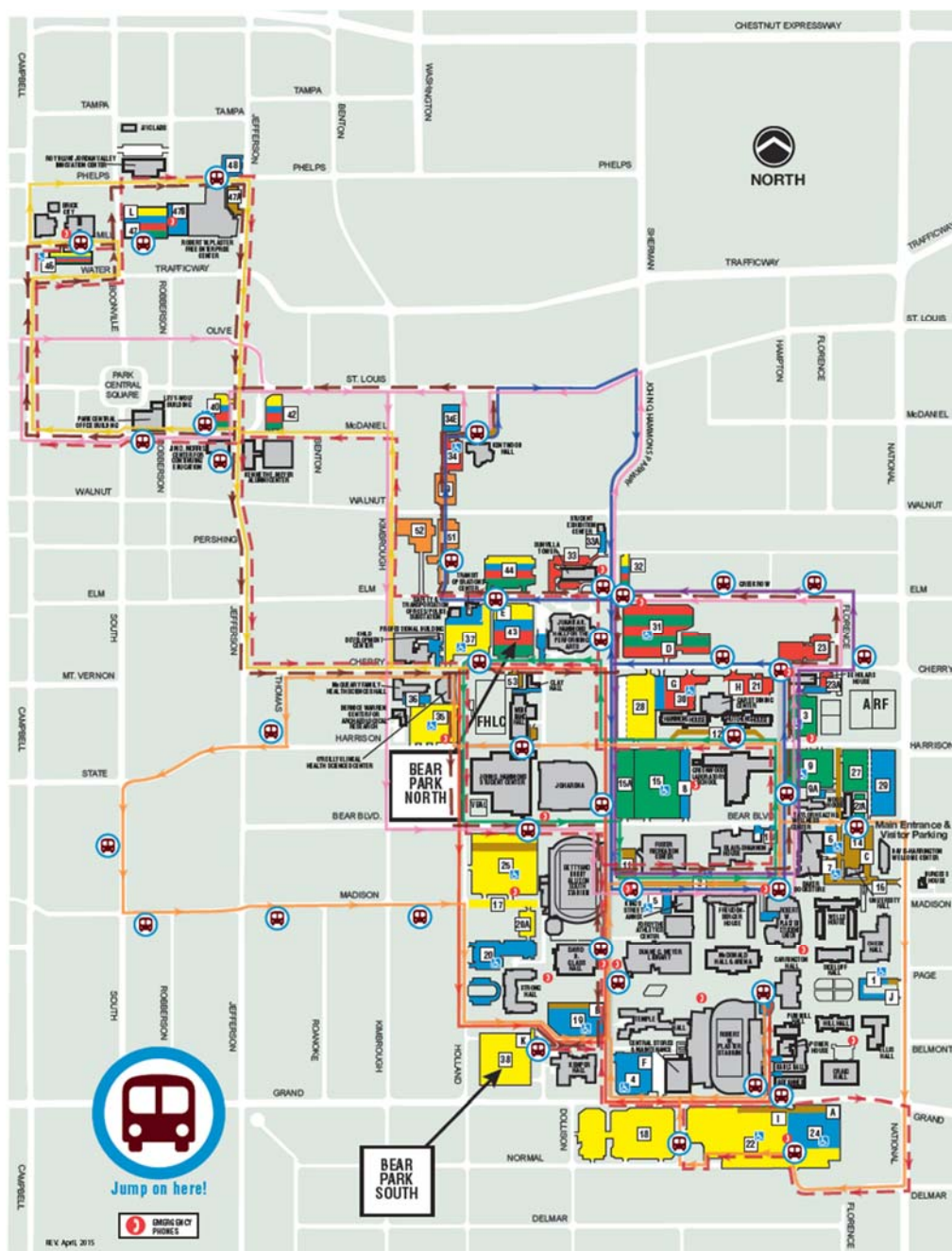
Missouri State University
Missouri State University contracts with a private provider for regular shuttle service in and round the MSU campus. This service is available to the public at no charge. The MSU routes run days and evenings, with limited service when school is not in session.

MSU has multiple multi-modal parking facilities and transfer stations located across campus. The shuttle connects with downtown Springfield to service the University's expansion into the downtown area.

Human Service

Transportation Providers

Numerous agencies provide additional human-service transportation throughout the region. Some serve only their specific clients, and others, like OATS, Inc., provide demand-response service for the disabled and elderly in Springfield, and the general public in Christian and Greene Counties.



Intercity Surface Transportation

The OTO region is currently served by one inter-city bus company, Greyhound Lines, Inc., which serves over 3,700 destinations in North America. This has grown since 2011. There are 39 Greyhound locations in Missouri, including Springfield, Kansas City, and St. Louis. Branson is also served by Greyhound. The Greyhound bus station in Springfield is on the northeast corner of Springfield. Greyhound's service to Kansas City and St. Louis provides a connection to Amtrak service.

Southwest Missouri is not served by passenger train service, though a desire for such service is brought up repeatedly. Current studies, including one commissioned by MoDOT in 2007, have yet to demonstrate the feasibility of passenger train service.

2012 Route Study

OTO, in partnership with City Utilities Transit, conducted an in-depth transit analysis of both the existing system and a proposed regional system in 2012. The purpose of the study was to determine how well the current fixed-route serves local needs, identify opportunities for improvement, test scenarios, and evaluate a regional service concept. The studies can be found here

http://www.ozarkstransportation.org/Documents/OTO_FixedRouteOperationsAnalysis_Apr2012.pdf

and here http://www.ozarkstransportation.org/Documents/OTO_RegionalServiceAnalysis_Apr2012.pdf

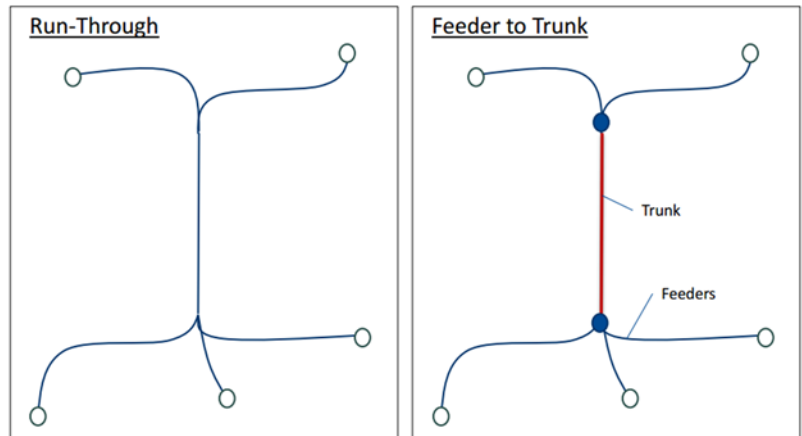
The study, found on the OTO website, recommended improvements for five different levels of improvement:

- | | |
|---|---|
| 1) Improve reliability | 4) Additional frequency improvements and limited stop service |
| 2) Improve frequency | |
| 3) Expand east-west options on far south side | 5) 15-minute frequency and ½-mile spacing |

Each scenario presents specific improvements and the estimated necessary capital costs for implementation.

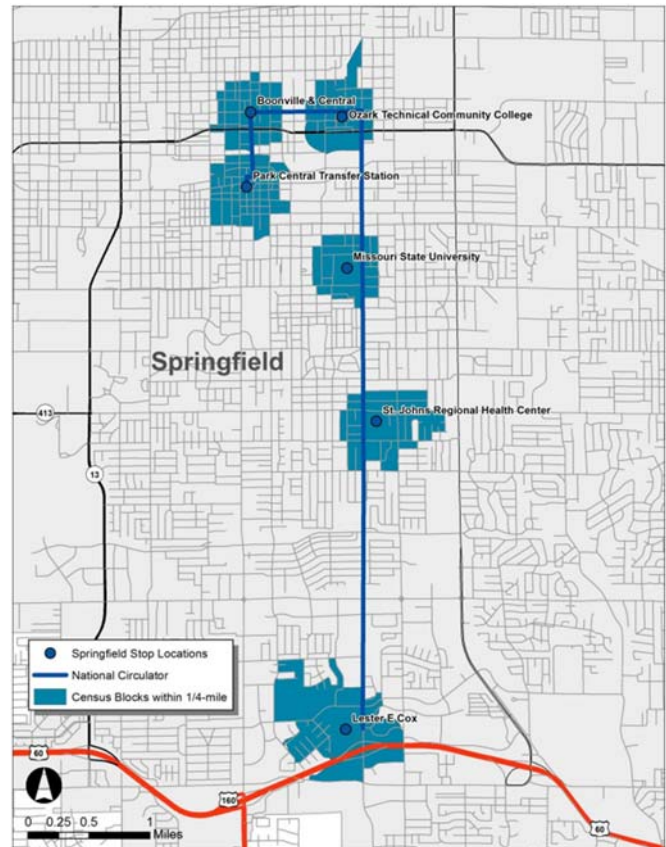
The regional service analysis reviewed eleven candidate communities and two service designs: run-through and feeder-to-trunk. Eight routes were eventually selected for cost and route analysis:

- 1) Branson
- 2) Fair Grove
- 3) Nixa-Ozark
- 4) Rogersville
- 5) Republic-Battlefield
- 6) Strafford
- 7) Walnut Grove-Ash Grove-Willard
- 8) Limited Stop Circulator



From this plan, the Limited Stop Circulator has received the most attention as feasible. Using National, this route connects the Medical mile with MSU, OTC, Government Plaza and the downtown Transfer Station. The new transfer station at Main and College was not finalized at the time of this study, but that should not impact the findings related to this proposed route.

This route and variations on it are receiving additional attention through the City of Springfield's Impacting Poverty Initiative. Corresponding to the Major Employers Hot Spot maps seen earlier in this Chapter, this route should effectively serve the public's needs.



Bicycle and Pedestrian Planning

Planning Efforts

OTO has an active Bicycle and Pedestrian Planning program, with guidance from the OTO Bicycle and Pedestrian Advisory Committee. In addition to the bicycle and pedestrian measures in the OTO Performance Measures Report, a report is produced annually that highlights bicycle and pedestrian activities in the region as they relate to the 5 Es (Engineering, Encouragement, Enforcement, Evaluation, and Education).

Inventory

OTO strives to maintain an inventory of bicycle and pedestrian facilities in the OTO region. This includes an annual review of new sidewalk construction and working with member jurisdictions to catalogue existing bike routes and trails. This base data feeds the OTO Performance Measures Report, the Bicycle and Pedestrian Annual Report, and serves as the background for the Existing and Future Bicycle and Pedestrian Facilities Map, which is included in the Range of Alternatives Chapter.

A unique concept is included in the OTO regional bicycle and pedestrian plan. Locally, it is referred to as The Link, which is an accessible route for walking and bicycling along low-volume, slow-speed streets, linking greenways and activity centers. The Link crosses major streets at locations with traffic control or warning devices, which make people feel accommodated. Traffic calming and diversions may be used

along Link routes so that traffic volumes remain low and speeds remain slow. There is accessible sidewalk on at least one side of the route. Traffic volume on most Link streets is slow and low enough that bicyclists feel safe mixing with motor vehicle traffic. Bike lanes, side paths, and separated bikeways or other facilities are provided where comfort is low. The Link is included on the bicycle/pedestrian facilities map.

Priorities

This plan carries forward the bicycle and pedestrian priorities set forth in *Journey 2035* (not in prioritized order):

Top 5 Policy Priorities

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

Additional Policy Priorities

- North-South Connections between Trails, including The Link in Springfield
- Streetscapes in Urban Centers
- Trail Connections between Communities
- Development of a Trail Loop around Springfield
- Reclamation of Rail Bed – including following the status of active rail
- Educational Campaign
- Focus on bringing Trails toward Wilson’s Creek National Battlefield at a Designated Access Point
- Support for a regional bikeshare program

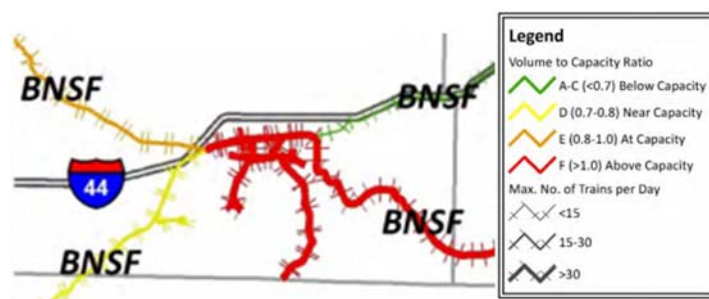
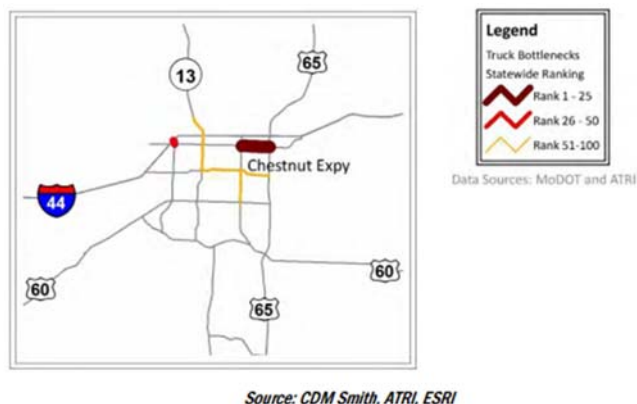
Top Project Priorities

Journey 2035 included several trail projects as priority projects for the Plan. These have mostly been consolidated into two longer projects – the Route 66 Corridor and the Southwest Trail.

- Route 66 Corridor – *Consolidated*
- Southwest Trail (Creeks Trails) – *Consolidated*
- Trail of Tears – from Close Memorial Park to City of Battlefield – *Carryover from Journey 2035*
- Ozark Finley River Trail and other Future Linear Trails as shown on the OTO Bike/Ped Map in Christian County – *Carryover from Journey 2035*
- Christian County and Regional Addendum to the now completed Greene County Destination Plan – *Carryover from Journey 2035*
- James River Trail – from Chrichton Landing east of Springfield to Delaware Landing west of Nixa – *Carryover from Journey 2035*

The Missouri State Freight Plan identifies the most congested trucking bottlenecks in Springfield. The rail system through the OTO region is congested as well, receiving a Level of Service F for a good portion of the rail system in Springfield and traveling to the south and east.

The recommendations from the Missouri State Freight Plan that fall within the OTO boundary will be considered alongside other priorities for consideration in this plan.



Ongoing Studies and Reports

OTO produces several reports on an ongoing basis, which provide continual feedback on the planning process. Below is a summary of each document and its update schedule.

1. Performance Measures Report

This is an annual report produced for the performance measures contained in the long range transportation plan. This report provides an overview of each performance measure, how that measure is trending, and factors which may affect that trend.

2. Congestion Management Process Report

Every three years, the OTO reviews recurring and non-recurring congestion throughout the region in accordance with federal requirements. This congestion is compared to transportation improvements made throughout the region, allowing for evaluation of strategies that address congestion.

3. Annual Transportation Report Card

OTO is in the process of developing an annual transportation report card that reviews additional statistics about transportation in the region beyond those included in the performance measures report.

4. Growth Trends Report

Each year, OTO works with local jurisdictions to track new building permits and demolition permits to determine growth in housing units throughout the region. This effort culminates in a report outlining the growth of the region, as well as provides Census information regarding income and employment throughout the region.

5. LRTP Implementation Plan

Transportation Plan 2040 includes a list of actions that OTO should perform in order to address the goals of this Plan. OTO will produce an annual report outlining progress toward this implementation plan and how those efforts are helping the region attain its vision of an excellent transportation system.

References

- [1] "Missouri Analytics Tools Help," [Online]. Available:
<https://missouri.ritis.org/analytics/help/#overview>. [Accessed 16 October 2015].

Financial Capacity

The fiscal portion of the Plan addresses the existing and potential funding resources currently available and projected to be available for the implementation of the Long Range Transportation Plan. Financing techniques and available funding resources are described and discussed. Projected funding available for implementing the LRTP is critical for creating a fiscally constrained project list. Reviewing the financial capacity of the region ensures that the Plan can be implemented through 2040.

Revenue Sources

State

Funding for the Missouri Department of Transportation consists of both federal and state revenue, as well as proceeds received from the sale of bonds. With the passage of the FAST Act and an increase in state revenues, MoDOT has a more stable funding outlook than what has been the case for the previous few years. This will allow OTO to be confident in the funding levels projected to 2040. The cost share with MoDOT is still suspended, and OTO has not included that funding in its projections, but it should be noted that the availability of that funding would increase the number of projects that could be completed in the region.

The largest source of transportation revenue for MoDOT is from the federal government and includes the 18.4-cents per gallon tax on gasoline and 24.4-cents per gallon tax on diesel fuel. Other sources include various taxes on tire, truck, and trailer sales, as well as heavy vehicle use. These highway user fees are deposited in the federal Highway Trust Fund and distributed to the states based on formulae prescribed by federal law through transportation funding acts. This revenue source also includes multi-modal and highway safety grants.

The next largest source of MoDOT's transportation revenue is from the state fuel tax. Fuel taxes represent the state share of revenue received from the State's 17-cent per gallon tax on gasoline and diesel fuels which must be spent on highways and bridges. This revenue source also includes a 9-cent per gallon excise tax on aviation fuel which must be spent on airport projects. In July 2013, the state legislature eliminated the state motor vehicle use tax and replaced it with the state motor vehicle sales tax, which directs a greater portion to local government agencies.

MoDOT receives a portion of the state sales and use taxes paid upon the purchase or lease of motor vehicles. This revenue source also includes the sales tax paid on aviation fuel, which is dedicated to airport projects. In November 2004, Missouri voters passed Constitutional Amendment 3, which set in motion a four-year phase-in redirecting motor vehicle sales taxes previously deposited in the State's general revenue fund to a newly-created State Road Bond Fund. In state fiscal year 2009, the process of redirecting motor vehicle sales taxes to transportation was fully phased in and the rate of growth in this revenue source has slowed.

Vehicle and driver licensing fees include the state share of revenue received from licensing motor vehicles and drivers. This revenue source also includes fees for railroad regulation which are dedicated

to multi-modal programs. Similar to the motor fuel tax, the motor vehicle and driver licensing fees are not indexed to keep pace with inflation and there have been no annual registration fee increases since 1984.

The State General Revenue Fund provides approximately 1 percent of MoDOT's transportation revenue. This funding is appropriated by the Missouri General Assembly for multi-modal programs.

Federal - Statewide

MoDOT receives federal funding that can be spent within the OTO region. A statewide funding distribution formula, which uses population numbers, distributes this funding around the state.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Statewide Surface Transportation Block Grant Program

A long standing funding program, the Surface Transportation Block Grant Program is one of the most flexible funding sources available among Federal-aid highway funding programs. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Missouri's required set-aside for pedestrian and bicycle activities has traditionally gone toward the implementation of the State ADA Transition Plan.

Highway Safety Improvement Program

The Highway Safety Improvement Program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance, achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

Open Container Transfer Provision

The Open Container Transfer Provision requires states to enact and enforce a law that prohibits the possession of any open alcohol beverage container, or the consumption of any alcoholic beverage, in the passenger area of any motor vehicle located on a public highway, or the right-of-way of a public highway, in the states. States, like Missouri, which fail to comply with these minimum requirements have a portion of their highway funds transferred into the State and Community Highway Safety Grant Program. This money may further be transferred into the State's Highway Safety Improvement Program.

Federal – Regional Suballocated

The Surface Transportation Block Grant Program (STP) funding is distributed to varying programs and public agencies for implementation of the authorizing legislation requirements. This distribution includes a specific allocation to urbanized areas over 200,000 by percentage of population. These urbanized areas are part of metropolitan planning areas, and more specifically, transportation management areas (TMAs). The Ozarks Transportation Organization (OTO) is the TMA for the Springfield, Missouri urbanized area.

Property Tax

Greene County levies eight cents per \$100 assessed valuation for both real and personal property for the road and bridge fund. Real property tax revenue for the road and bridge fund in 2015 is estimated to be \$4,534,400 while personal property tax for 2015 is estimated to be \$939,500.

Programmed Projects

The OTO has already identified funding and programmed projects for the 2015-2018 Transportation Improvement Program. Additional projects will be programmed for 2019 with the new TIP to be developed this spring. These can be seen in the Appendix. For this reason, funding projections start in the year 2018.

INSERT ROADWAYS/TRANSIT OPERATIONS AND MAINTENANCE

Funding Projections

The funding projections carry through the end of the Plan timeframe of 2040. The OTO, as a singular organization, plans, programs, and authorizes improvement, expansion, or maintenance revenues, and receives an annual sub-allocation of Surface Transportation Program funds for capital, planning, or engineering improvements.

Federal and State Revenue Estimated Projections

OTO has developed revenue estimates based upon the stability provided by the passage of the FAST Act, as well as the improving economy. An inflation rate of 1 percent has been used to develop projections through 2040.

2018-2022

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$9,292,000
Safety	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,525,000
Flex	\$23,600,000	\$24,780,000	\$24,780,000	\$24,780,000	\$24,780,000
TOTAL	\$35,300,000	\$36,480,000	\$36,480,000	\$36,480,000	\$36,597,000
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$5,722,200	\$5,836,644	\$5,953,377	\$6,072,444	\$6,193,893
TAP	\$780,300	\$795,906	\$811,824	\$828,061	\$844,622
BRM	\$572,220	\$583,664	\$595,338	\$607,244	\$619,389
Local Match	\$1,414,944	\$1,443,243	\$1,472,108	\$1,501,550	\$1,531,581
TOTAL	\$8,489,664	\$8,659,457	\$8,832,646	\$9,009,299	\$9,189,485

TOTAL	\$43,789,664	\$45,139,457	\$45,312,646	\$45,489,299	\$45,786,485
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2023-2027

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	\$9,384,920	\$9,478,769	\$9,573,557	\$9,669,292	\$9,765,985
Safety	\$2,550,250	\$2,575,753	\$2,601,510	\$2,627,525	\$2,653,800
Flex	\$25,027,800	\$25,278,078	\$25,530,859	\$25,786,167	\$26,044,029
TOTAL	\$36,962,970	\$37,332,600	\$37,705,926	\$38,082,985	\$38,463,815
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$6,317,771	\$6,444,127	\$6,573,009	\$6,704,469	\$6,838,559
TAP	\$861,514	\$878,745	\$896,319	\$914,246	\$932,531
BRM	\$631,777	\$644,413	\$657,301	\$670,447	\$683,856
Local Match	\$1,562,213	\$1,593,457	\$1,625,326	\$1,657,832	\$1,690,989
TOTAL	\$9,373,275	\$9,560,741	\$9,751,955	\$9,946,994	\$10,145,934

TOTAL	\$46,336,245	\$46,893,340	\$47,457,881	\$48,029,979	\$48,609,749
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2028-2032

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	\$9,863,645	\$9,962,282	\$10,061,905	\$10,162,524	\$10,264,149
Safety	\$2,680,338	\$2,707,142	\$2,734,213	\$2,761,555	\$2,789,171
Flex	\$26,304,469	\$26,567,514	\$26,833,189	\$27,101,521	\$27,372,536
TOTAL	\$38,848,453	\$39,236,937	\$39,629,307	\$40,025,600	\$40,425,856
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$6,975,330	\$7,114,836	\$7,257,133	\$7,402,276	\$7,550,321
TAP	\$951,181	\$970,205	\$989,609	\$1,009,401	\$1,029,589
BRM	\$697,533	\$711,484	\$725,713	\$740,228	\$755,032
Local Match	\$1,724,809	\$1,759,305	\$1,794,491	\$1,830,381	\$1,866,989
TOTAL	\$10,348,853	\$10,555,830	\$10,766,947	\$10,982,286	\$11,201,931

TOTAL	\$49,197,306	\$49,792,768	\$50,396,254	\$51,007,886	\$51,627,787
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2033-2037

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	\$10,366,790	\$10,470,458	\$10,575,163	\$10,680,914	\$10,787,724
Safety	\$2,817,063	\$2,845,233	\$2,873,686	\$2,902,422	\$2,931,447
Flex	\$27,646,262	\$27,922,724	\$28,201,951	\$28,483,971	\$28,768,811
TOTAL	\$40,830,114	\$41,238,416	\$41,650,800	\$42,067,308	\$42,487,981
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$7,701,328	\$7,855,354	\$8,012,461	\$8,172,711	\$8,336,165
TAP	\$1,050,181	\$1,071,185	\$1,092,608	\$1,114,461	\$1,136,750
BRM	\$770,133	\$785,535	\$801,246	\$817,271	\$833,616
Local Match	\$1,904,328	\$1,942,415	\$1,981,263	\$2,020,888	\$2,061,306
TOTAL	\$11,425,970	\$11,654,489	\$11,887,579	\$12,125,331	\$12,367,837

TOTAL	\$52,256,084	\$52,892,905	\$53,538,379	\$54,192,639	\$54,855,818
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2038-2040 and TOTAL

MODOT Allocated Funding for OTO area					
	2038	2039	2040		TOTAL
TCOS	\$10,895,601	\$11,004,557	\$11,114,602		\$230,174,837
Safety	\$2,960,761	\$2,990,369	\$3,020,272		\$62,547,510
Flex	\$29,056,499	\$29,347,064	\$29,640,534		\$613,633,979
TOTAL	\$42,912,861	\$43,341,989	\$43,775,409		\$906,356,326
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$8,502,888	\$8,672,946	\$8,846,405		\$165,056,648
TAP	\$1,159,485	\$1,182,674	\$1,206,328		\$22,507,725
BRM	\$850,289	\$867,295	\$884,640		\$16,505,665
Local Match	\$2,102,532	\$2,144,583	\$2,187,475		\$40,814,008
TOTAL	\$12,615,194	\$12,867,498	\$13,124,848		\$244,884,046

TOTAL	\$55,528,055	\$56,209,487	\$56,900,257		\$1,151,240,372
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Programmatic Project List

Maintenance - \$401,000,000

As shown in the Financial Capacity Chapter, maintenance must be considered when determining funding available for new projects. Over the life of this Plan, it is estimated that about \$419 million will be allocated to taking care of the transportation system. This category of funding includes funding available for the Off-System Bridge program, which provides additional funding to the region based on the number of deficient bridges in the region.

Safety - \$18,000,000

A variety of projects can qualify for safety-specific funding, however, certain improvements may be difficult to identify ahead of a systemic review of safety data. Locations for smaller improvements, such as rumble stripes, guard cable, and high friction surface treatments, among others, have not been exhaustively identified. Some funding from this plan will be reserved for these types of improvements.

Bicycle and Pedestrian - \$10,000,000

The OTO region receives funding allocated specifically for bicycle and pedestrian projects through federal transportation legislation, though the name for this funding has changed over the years. OTO recognizes that a number of roadway projects can address both bicycle and pedestrian needs, however, a number of projects are needed independent of a roadway improvement. This funding can be used for the competitive transportation alternatives program through OTO, ADA improvements, and other specific bicycle and pedestrian projects that may arise over the course of this Plan's horizon.

Rail - \$4,000,000

At-grade rail crossings are a safety concern in the OTO region. Improvement of these crossings is a priority. Statewide rail funding and partnerships with the local railroad provide additional funding for the transportation system in the OTO region, which may not be otherwise available.

Funding Shortfall

The transportation needs of the OTO region continue to outpace the funding available to address those needs.

Roadways

Projected revenue through 2040 is \$1,151,240,000. The project needs submitted for prioritization and the programmatic needs add up to \$2,183,751,000, not including maintenance. Several factors impact the decline in transportation funding. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about \$314,590,000 through 2040 with estimated needs of \$377,591,000. This would be the minimum to maintain the system as it is today. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is an additional \$10,303,200. The useful life of a bus is shorter than the length of this plan,

however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such.

Constrained Project List

The constrained project list is sorted by the name of the roadway where the project is located. Transit projects are also included. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Funding for New Projects after Programmatic Amounts - \$718,240,372

Transit Funding Available - \$314,590,000

INSERT ROADWAY LIST

INSERT TRANSIT LIST

Unconstrained Project List


The unconstrained project list contains the remaining projects that were submitted, but not prioritized for funding. This list is also sorted by roadway name.

INSERT ROADWAY LIST


INSERT TRANSIT LIST

Summary of Comments on FTA 3Plan2040.pdf


Page: 1

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/23/2016 9:05:23 AM
DOT terminology refers to the urbanized 20 year plan as the MTP and the state 20 year plan as the LRTP.


Page: 3

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/17/2016 12:20:25 PM
Is this the most current MPA boundary?

Page: 8

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/17/2016 12:23:31 PM
Did OTO offer the public to weigh in on multi-modal projects?

Page: 9

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/17/2016 12:29:17 PM
Ensure that induced demand is considered for expansion projects.


<http://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

Page: 13


 Author: jeremiah.shuler Subject: Sticky Note Date: 2/23/2016 9:11:31 AM
What was the public input process in the development of goals? May want to add a description paragraph.

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/23/2016 9:08:36 AM
Could add:
Including programming in the region's Transportation Improvement Program.


Page: 17

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/23/2016 9:36:41 AM
The Performance Measures OTO tracks should be directly linked to the plans goals. It serves as a indicator of effectiveness of this strategic plan.

Page: 18

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/23/2016 9:51:43 AM
Is OTO's position to prioritize funding for projects that incorporate Complete Street concepts?

Page: 53

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/23/2016 1:07:25 PM

Be sure to include the operations and maintenance costs of the transit system with inflation factor.

Funds needed for reach a state of good repair if needed.


Include a description of the current transit system including assets and facilities.

Projects the current and forecast demand on the transit system

Suggests discussion on any 5311 providers in the MPA and intercity travel options and providers

Include short term and longterm transit/multi-modal projects

Discussion of any additional funding strategies

 Author: jeremiah.shuler Subject: Sticky Note Date: 2/23/2016 12:58:11 PM

What is the annual growth rate or inflation used if any?

**FHWA ONLY REVIEW COMMENTS
PRELIMINARY DRAFT OTO MTP 2040
MARCH 3, 2016**

1-1 Introduction & Federal Compliance

1. Public Input (Pg. 1-5) - Did OTO conduct meeting with different stakeholder groups, separate and distinct from the 6 public outreach events listed on page 1-6?

2-1 Vision & Measuring Performance

GOALS/ACTIONS:

2. **Goal #1: Support the economic vitality of the region** - Freight movement???
3. **Goal #2: Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements** – Item B: Currently, is OTO asked to review and comment on development proposals in the Springfield metropolitan planning area? Is this OTO review intended to result in an action?

Item D: Do all local jurisdictions have land use plans? If not, should it be a goal to have all jurisdictions develop and adopt a land use plan?
4. **Goal #3: Increase the Safety and Security of the Transportation System for all users** - Items C,D,E: Who or what agencies are these transit related actions referring to?

Please consider identifying OTO participation in MoDOT Regional meetings.

5. **Goal #4: Increase accessibility and mobility for all transportation modes** -Consider having Project Selection criteria give priority to Roadway improvement projects that provide for alternate modes of transportation.

Freight Corridors Freight Mapping ??

6. **Goal #6: Encourage efficient system management and operations** - Please consider improving collaboration and coordination between the MPO and the MoDOT for the purpose of enhancing the integration of ITS data into the Springfield metropolitan planning process.
7. **Goal #12: Support the Efficient Movement of Goods** – Consider including the development of freight projects to compete for new federal funding.
8. **Regional Performance Goals (Pg. 2-4)** - Journey 2035 presented 11 performance measures. There are 11 performance measures shown in a table on Pg. 2.5. It is assumed that the 11 performance measures are cut and pasted from the Journey 2035 MTP, however, the presentation is awkward and unclear to the reader. Please consider including clarification for the presentation of the 11 performance measures.

Consideration should be given to naming and/or numbering the table.

9. 2014 Annual Performance Measures Report (Pg. 2.4) - Reference is made to the 2014 Annual Performance Measures Report that is found in the Appendix.

Are there 2015 results that can be reported in the update MTP?

10. Design Standard (Pg. 2-6) - The MTP acronym is used alone in the third sentence. Please consider tagging the MTP acronym to the first use of the Major Thoroughfare Plan verbiage in the first sentence.

3-1 Existing Conditions and Special Studies

11. Socioeconomic and Demographic Trends – A reference is made to the *OTO Travel Demand Model Summary Report – 2014*. Consideration should be given to including a website link where a reader can access the report.

12. The by TAZ data maps shown on Pg.3-2, 3-3 & 3-4, are very hard to read because of their size. Is there any possibility to enlarge them?

13. 2012 Route Study (Pg. 3-13, paragraph 2) - Consideration should be given to including the OTO website link where a reader can access the report.

14. Bicycle and Pedestrian Planning / Top Project Priorities (Pg. 3-15) – Are all six bulleted projects being carried over from Journey 2035? If not, please consider clarifying the carryover versus the newly planned projects.

15. Freight (Pg. 3-17, paragraph 1) – Consideration should be given to including a website link to the MoDOT Statewide Freight Plan.

16. Freight (Pg. 3-17, paragraph 2) – Insert the word “to” immediately following the word “home”.

16. MISC.- Consideration should be given to labeling maps.

17. The MoDOT Traffic Volume Maps (Pg.3-18) - Consideration should be given to labeling maps. If possible the Springfield location should be highlighted on both the total ton & total value maps.

18. Trucking Bottlenecks in Springfield (Pg. 3-18) – Consideration should be given to identify the route name and stationing limits for the most congested trucking bottlenecks in Springfield. The criteria for determining these routes should also be identified.

19. Statewide Freight Plan Recommendations (Pg. 3-18, paragraph 2) – Please consider presenting the statewide recommendations for the Springfield metropolitan planning area within the OTO MTP 2040.

The narrative references other priorities for consideration in the OTP MTP. What are the other priorities and where are they documented in the MTP?

20. **Railway V/C Map (Pg. 3-18)** – Please consider incorporating some narrative description of what this map is intended to show. This narrative should include a definition of Volume to Capacity ratio.

4.1 Environmental Considerations

21. **Transportation Conformity (Pg. 4-9, Paragraph 2)** – The fourth sentence reads wrong. Please reconcile.

5.1 Financial Capacity

22. **Revenue Sources (Pg. 5-1)** – Please consider using a stand-alone “MoDOT Revenue” heading followed by “State” and “Federal” subheadings.

23. Is OTO aware that MoDOT annually receives more state revenue than Federal revenue for spending on transportation?

24. Why has OTO chosen not to show additional federal revenue sources such as NHPP & STP that is available to MoDOT for spending in the Springfield MPA?

25. **Suballocated STP (Pg. 5-2)** - The current reading with the discussion of STP funding immediately following the Suballocated STP subheading is confusing and can be misleading. Please make sure that the narrative makes it clear that Federal STP funding is available to MoDOT for spending statewide while the Suballocated STP funding in the form of STP-Urban & STP Small Urban is available for local public agency spending in the Springfield MPA.

23. **My previous 2/17/16 (email) Financial Section review comments to OTO read as follows:**

What I did notice about the 2/5 draft's Financial Capacity section's funding projections write-up (Pg. 5-4) is that it appeared to be limited to the forecast of projected federal and state revenue. It will be important to include the forecasted local revenue projections over the MTP horizon period based on local revenue sources identified on Pg. 5-3. I also did not see any documentation of the estimated MoDOT or LPA project sponsor O&M costs for maintaining State and local owned roadways on the Federal-aid Primary System.

Natasha responded by telling me that OTO is still flushing out the Financial Capacity chapter, especially in light of MoDOT's revised projections and that OTO will be sure to include the O&M information and will be sure to include tables for the local revenue forecast.

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 3/16/2016; ITEM II.F.

Amendment 10 to the FY 2015-2018 Transportation Improvement Program

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

AGENDA DESCRIPTION:

Annually, the Springfield region receives FTA Section 5307, Urbanized Area Formula Funding, which can be used for planning, security, and some operations of transit which serves the public. For FY 2016, the Springfield region is estimated to receive \$2,542,181. Applications for this funding are due March 15, 2016 at noon. Competition for this funding is expected to be limited. Details will be provided at the Technical Planning Committee Meeting on how this funding is proposed for programming, with the appropriate TIP numbers assigned at that time.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Recommend FY 2015-2018 Transportation Improvement Program Amendment 10 to the Board of Directors.

TAB 9



Need a Ride? Ford Teases On-Demand Shuttle Service in K.C.

ARTICLE DATE : February 11, 2016

By [Stephanie Mlot](#)

Kansas City commuters will be the first to test Ford's new on-demand shuttle service, beginning in March.

Ride KC: Bridj is a pilot program aimed at enhancing the area's existing mass transit service. Operated by tech company Bridj and the Kansas City Area Transportation Authority (KCATA), the upcoming project uses billions of data points to determine where riders want to go, and how to get them there more efficiently.

Passengers can use the Bridj mobile app ([iOS](#), [Android](#)) to request on-demand shuttle service at pop-up stations around the region—many located at existing bus stops and other areas served by Kansas City transit and bike-share systems. More points will be added as ridership grows.

"By combining the intelligence of Bridj technology with capable and flexible Ford Transit vehicles, we are creating a seamless and borderless transportation network for our residents that is easy to use, comfortable, and affordable," KCATA CEO Robbie Makinen said in a statement.

Ten Ford Transit vehicles built at a Kansas City assembly plant will become the initial network of shuttles used in the pilot program. The fleet come with available 3.5-liter V6 EcoBoost engines, and will be modified with a 14-passenger seating layout and custom running board for convenience.

Just look for the bright blue Ford/Bridj logo on the side of the van.

"Our goal is to make people's lives better by changing the way the world moves," said Erica Klampfl, global mobility solutions manager with Ford Research and Advanced Engineering. "This is one of many projects that will help us gain insights into what works and develop smarter, more connected mobility solutions and service-oriented products."

The one-year program will include downtown Kansas City, nearby east and west sides, Hospital Hill, Crown Center, portions of Midtown, University of Kansas Medical Center, and the Historic 18th and Vine Jazz districts.

Bridj currently operates in [Washington, D.C.](#) and [Boston](#).

Kansas City, meanwhile, has become an attractive destination for entrepreneurs in recent years after it was selected as the first U.S. city to receive Google Fiber.

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House T&I Leaders Say Panel Will Soon Begin Exploring Sustainable Funding Options

AASHTO Journal

The House Transportation and Infrastructure Committee will soon turn its attention back to the Highway Trust Fund, two senior committee members told state officials, and begin what could be a lengthy discussion of how Congress can provide a sustainable, long-term revenue stream.

Rep. Sam Graves, R-Mo., made his remarks in a Feb. 24 speech to the Washington Briefing of the American Association of State Highway and Transportation Officials. Graves chairs the T&I highways and transit subcommittee.

He said the work could take a year or more but said lawmakers will put all funding options on the table including a higher motor fuels tax, increased tolling and a conversion to charging drivers for their actual vehicle miles traveled as a direct fee to use the road system. Graves made clear that he thinks the effort will eventually move toward VMT pricing.

Graves said lawmakers should be able to agree on a funding solution in a year or two, and "I really believe we'll end up with some form of vehicle miles traveled."

Graves was part of a session that included speeches by ranking T&I Democrat Peter DeFazio of Oregon; Senate EPW Chairman James Inhofe,

R-Okla.; and EPW Ranking Member Barbara Boxer, D-Calif. Complete comments to the conference from each of the four congressional members are available at TransportationTV.org.

DeFazio in his speech said Congress needs to substantially increase infrastructure investment and provide a sustainable funding stream, which the new FAST Act does not do.

He told the conference he had added language in the FAST Act to provide that if Congress finds extra revenue for surface transportation in the next few years the money would automatically be distributed through the trust



fund's formula programs.

DeFazio noted that Oregon has a major VMT pricing system pilot program under way. But he cited some difficulties with adopting a VMT-type user fee across the country, including its complexity and the privacy concerns it raises for some. He said he favors an upstream wholesale tax on the portion of oil used in transportation, and said it could be collected easily.

DeFazio also told AASHTO Journal he expects T&I Chairman Bill Shuster, R-Pa., to begin talks on finding a long-term funding solution sometime this spring, after the House completes work on a reauthorization of aviation programs.

The current aviation law expires March 31, but DeFazio said Congress will need to extend it since both the House and Senate are not likely to agree on that measure in just one more month.

On Feb. 25, news agencies reported that House leadership was shelving for now the T&I Committee's bill to reauthorize the Federal Aviation Administration and split off its air traffic control functions to a nonprofit corporation. Reports said lawmakers would now prepare an extension of current FAA authority while they sort out how to proceed on a long-term aviation bill.

Graves did not say specifically when the long-term funding talks would begin but told AASHTO Journal: "We're actually going to start right away." He said he and Shuster might hold both discussion roundtables and formal hearings, but he expected much of the effort to be in roundtable discussions with various stakeholders.

Graves also said his goal would be to not just cover the annual shortfall between what the trust fund spends and how much it receives in dedicated funds, but to also increase funding for infrastructure investment.

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

February 26, 2016

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2015 Set Record High for Roadway Traffic

AASHTO Journal

It had been expected but now it is official: The Federal Highway Administration said U.S. traffic volume in 2015 [set an all-time annual high for vehicle miles traveled](#), a record that underscores the rising demand on roadway infrastructure.

The FHWA said preliminary data from its monthly "Traffic Volume Trends" report showed [VMTs reached 3.148 trillion miles last year, up 3.5 percent from 2014](#). "For a sense of scale, 3.148 trillion miles is roughly the same distance as 337 round trips from Earth to Pluto," the agency said.

It also said the 2015 VMT level beat the prior record set in 2007, which was before the deep 2008-09 recession briefly knocked volume down. VMT began steadily rising again in 2012.

The likelihood that 2015 would set a new annual record had been evident for a while, as most months of that year also set all-time highs for their turn on the calendar. It was confirmed when preliminary estimates from the FHWA's "Traffic Volume Trends" report showed drivers racked up 264.2 billion miles in December, up 4.2 percent from the same month in 2014.

That report is based on [information collected from more than 5,000 "continuous count" stations](#) nationwide.

December traffic on a seasonally adjusted basis also set a new high, even when adjusting for holiday travel.

The agency said the volume trend highlights "the growing demands facing the nation's roads."

At 11.3 percent, California led the nation with the largest unadjusted single-state traffic percent increase in December, compared with the same month a year earlier, followed by Hawaii at 7.2 percent and Arkansas at



6.2 percent. At 4.6 percent, Washington, D.C., had the largest unadjusted traffic single-month decrease.

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

February 26, 2016

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Missouri Online Calculator Shows Users How Much They Pay Into Transportation

AASHTO Journal

The Missouri Department of Transportation has unveiled an online calculator to [show residents how much they are paying in motor fuel tax and vehicle license fees](#), and how much of the money goes into transportation infrastructure.

The agency is introducing the tool as state lawmakers explore possible ways to increase funding for the department to invest in the state's ailing road and bridge network. Department officials have warned for years that the current funding stream is not keeping pace with the investment need.

The "Transportation Dollar\$" calculator, MoDOT said, is "an easy-to-use online application" that allows users to enter their annual motor vehicle mileage and miles per gallon to show how much they are now paying and what a fuel tax increase would really mean to their bottom line.

"I think people will be surprised at how little they're currently investing in the transportation system," said MoDOT Director Patrick McKenna. "For most drivers, a fuel tax increase would only cost a few dollars a year."

He added: "There's a lot of discussion in the Missouri General Assembly about ways to secure a stable revenue stream for Missouri's transportation system. The online calculator shows how little a fuel tax increase would impact your personal finances. It's less than a dollar a month for most Missouri drivers."

For instance, [the online tool shows](#) that a driver of a 20 mpg vehicle who travels 12,000 miles a year in Missouri would pay \$214.20 in federal and state fuel taxes, plus another \$44 in vehicle and license fees.

That user's fuel tax payment breaks down into \$110.40 in federal excise tax and \$103.80 in the state's per gallon levy. But the tool shows that a total of just \$167.36 in fuel taxes would go to transportation.

The tool also notes that "the Missouri Legislature is reviewing a fuel tax increase of 1.5-cent per-gallon for gas



McKenna

and 3.5 cents-per-gallon for diesel. Missouri's gas tax is the 46th lowest in the nation and its diesel tax is 47th lowest."

It includes a feature allowing users to calculate how much money they would pay out of pocket if the state fuel tax rises. The hypothetical 12,000-mile user would pay an extra 70 cents a month if lawmakers increase the per gallon fee by 1.5 cents, or \$9 more for a year.

"It's not that much per driver, but it could generate millions for Missouri's transportation system," McKenna said.

Visitors to that website can also find more information on the cost of maintaining Missouri's roads and bridges.

The calculator page links to estimates of what it would cost to resurface one mile of two-lane road and the cost of building or rebuilding the same length of road. The page also projects costs to improve the system, including estimating how much it would cost to rebuild Interstate 70 and to make headway on reducing the number of Missouri's 641 critical-condition bridges.

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

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USDOT Begins Taking Applications for This Year's \$500M TIGER Infrastructure Grants

AASHTO Journal

U.S. Transportation Secretary Anthony Foxx said his department is [taking applications through April 29 for the \\$500 million in competitive TIGER infrastructure grants](#) that Congress approved in its fiscal 2016 funding bill.

Those wanting more information on how to apply can [find it here](#).

This is the eighth round of annual TIGER grants, a program Congress first funded in the 2009 Recovery Act. Past awards have gone to a wide range of highway, bridge, transit, freight rail, port, marine highway and pedestrian or bicycle transportation projects.



Every year, applications pour in from agencies seeking far more project funding than the program provides. The first seven rounds distributed \$4.6 billion to 381 projects, the USDOT said, but applicants proposed 6,700 projects in all and requested more than \$134 billion.

"The TIGER program funds vital transportation projects that provide real benefits to communities all across the country," said Foxx. "Every year, we see hundreds of compelling applications that have the potential to improve people's access to economic opportunities, make people safer, and improve their well-being."

Like the first seven rounds, the USDOT said its 2016 TIGER grants will fund capital investments in surface transportation infrastructure and will be awarded for projects that will have a significant impact on the nation, a metropolitan area or a region.

The department also said it will focus on projects "that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural."

The 2016 appropriations act did not provide dedicated funding for the planning, preparation, or design of capital projects, but the DOT said those activities may be funded as part of an overall construction project.

The USDOT also said the federal grants help leverage money from private sector partners, states, local governments, metropolitan planning organizations, ports and transit agencies. Last year's TIGER round, it said, "is leveraging \$500 million in federal investment to support \$1.4 billion in overall transportation

investments."

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

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