



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

SEPTEMBER 17, 2014
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, September 17, 2014 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA.

C. Approval of the July 16, 2014 Meeting Minutes Tab 1
(1 minute/Cossey)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES.

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

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

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

A review will be given of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. Bicycle and Pedestrian Committee Report Tab 2
(5 minutes/Longpine)

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

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. Amendment 1 to the FY 2015-2018 TIPTab 3 (5 minutes/Longpine)

OTO is requesting the Technical Planning Committee review Amendment Number One to the FY 2015-2018 Transportation Improvement Program (TIP). The request is for two items. Please see the attached materials for more information.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF TIP AMENDMENT NUMBER ONE TO THE BOARD OF DIRECTORS.

B. Disadvantaged Business Enterprise ProgramTab 4 (10 minutes/Owens)

Staff has developed a draft Disadvantaged Business Enterprise Program for review and approval.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF PROPOSED DISADVANTAGED ENTERPRISE PROGRAM TO THE BOARD OF DIRECTORS.

C. Travel Demand Model Update (15 minutes/Longpine)

The Travel Demand Model is nearing completion and an update on the status will be given.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. Performance Measures Infographic (5 minutes/Longpine)

Staff will distribute the infographic for information.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. Transportation Alternatives Program (formerly Enhancements) Call for Projects (5 minutes/Longpine)

OTO has announced the solicitation of Transportation Alternatives projects. Applications are due December 1st. The application is available online.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements (5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review (5 minutes/Technical Planning Committee Members)

C. Articles For Technical Planning Committee Member InformationTab 5

IV. Adjournment

Targeted for 2:45 P.M.

The next regular Technical Planning Committee meeting is scheduled for Wednesday, November 19, 2014 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

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

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

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

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

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

TAB 1

TECHNICAL COMMITTEE AGENDA 9/17/2014; ITEM I.C.

July 16, 2014 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the July 16, 2014 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL COMMITTEE ACTION REQUESTED:

“Move to approve the July 16, 2014 Technical Planning Committee Minutes.”

OR

“Move to approve the July 16, 2014 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
July 16, 2014**

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

The following members were present:

Mr. David Brock, City of Republic	Mr. Larry Martin, City of Ozark
Mr. Randall Brown, City of Willard (a)	Mr. Frank Miller, MoDOT
Mr. King Coltrin, City of Strafford	Mr. Bill Robinett, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Ralph Rognstad, City of Springfield
Mr. Martin Gugel, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Rick Hess, City of Battlefield (Chair)	Mr. Dan Smith, Greene County Highway Dept.
Mr. Adam Humphrey, Greene County	Ms. Eva Voss, MoDOT
Mr. Chris Jones, City Utilities Transit	Mr. Todd Wiesehan, Christian County
Mr. Joel Keller, Greene County Hwy Dept. (a)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Ms. Diane May, SMCOG (a)
Mr. David Bishop, R-12 School District	Mr. Brad McMahon, FHWA
Ms. Kristy Bork, SGF (a)	Mr. Kent Morris, Greene County Planning
Mr. Don Clark, Missouri State University	Ms. Beth Schaller, MoDOT (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Rick Emling, R-12 School District (a)	Mr. Shawn Schroeder, SGF
Ms. Diane Gallion, City Utilities (a)	Mr. Jeff Seifried, Springfield Chamber
Mr. Jonathan Gano, City of Springfield	Ms. Cheryl Townlian, BNSF
Ms. Dawne Gardner, City of Springfield (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Jason Haynes, City of Springfield (a)	Mr. Dan Watts, SMCOG
Mr. Jay Huff, Missouri State University (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Kirk Juranas, City of Springfield	Mr. Bob Wilslef, City of Ozark (a)
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Chad Zickefoose, MoDOT (a)

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Mr. Jacob Guthrie, Ozarks Transportation Organization; Mr. Earl Wall, Missouri State University; Ms. Stacy Burks, Senator Blunt's Office; David Stokely, Senator McCaskill's Office.

Mr. Travis Cossey called the meeting to order at 1:36 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Martin made the motion to approve the Technical Planning Committee Agenda. Mr. Miller seconded and the motion carried unanimously.

C. Approval of the June 11, 2014 Meeting Minutes

Mr. Hess made the motion to approve the June 11, 2014 Meeting Minutes. Mr. Martin seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields stated that the Board of Directors unanimously passed the OTO Amendment 7 Project List. Three members were not in favor of the Kansas Expressway Highway Extension and did note their disapproval of that project. However, the members saw the need for cooperation as a region and voted unanimously in support of the list. The Board passed a resolution in support for Amendment 7 in general and that was forwarded to the Highway Commission. There have been 4 jurisdictions that have done that. The City of Republic passed a resolution of support, so if any other jurisdiction would like to that it is welcomed.

The OTO has a vacancy for a multimedia coordinator. If anyone knows someone with website, graphic, publication design or media experience then they can apply. The job posting is open until August 1. The OTO is wrapping up the fiscal year, ending June 30, and is starting a new fiscal year. Some of the agenda items deal with the new year projects. The OTO was not able to purchase the traffic sensing units, which are the bluetooth or Wi-Fi units, to give travel times. There is a contract in place with MoDOT and the City of Springfield to do a joint purchase, though the RFQ has not been issued yet. It is expected to take place this fall.

The other project that staff is working to develop more fully is the public input process. The OTO launched giveusyourinput.org. There are some signs around downtown directing people to that site. This site was used for the Amendment 7 Public Input. This site will provide a central place for the public to make comments on any of the OTO projects or anything in general.

Mr. Cossey asked if Ms. Fields wanted to mention the Amendment 7 signs. Ms. Fields stated that if anyone is interested in signs supporting Amendment 7, the Springfield Chamber of Commerce has been working with the statewide group to get it passed. There are yard signs and 4X8 signs. Mr. Jeff Seifried has volunteered to personally install the signs at businesses. Mr. Martin asked what the wording on the sign was. Ms. Fields stated it was "Yes on 7".

Ms. Longpine stated that there was one on the corner of Trafficway and Chestnut Expressway.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the Bicycle and Pedestrian Advisory Committee reviewed the application formerly known as the Enhancement Application. It is now referred to as the Transportation Alternatives Program Application. That is on the agenda later for discussion. The July meeting had been replaced by the subcommittee meeting to review the application. The BPAC will be looking at the Bicycle and Pedestrian Safety Education, which is an item from the OTO Strategic Plan.

G. Legislative Reports

Ms. Burks stated that in regards to transportation it would be beneficial if Mr. Jered Taylor was here. The House passed the proposal for transportation funding that goes through May 2015. The Senate has a few versions. The majority of the Senate is not receptive to the funding mechanism in the House Bill. It closes a loop hole that was a piece of legislation that funded an unemployment extension. The Senate is proposing a couple of different bills. The only problem is that the Senate versions do not have a Pay For, which means the House would not approve them without a Pay For mechanism. Blunt's office has been receiving a lot of calls from County Commissioners about what will happen. The likelihood of it getting shut down is probably 75/25 at this point. The thought is that there will be a fix before the August recess. If not, the program will probably shut down for two to four weeks. Mr. Miller stated it would shut down reimbursements. He stated that Ms. Fields had forwarded an email about the process. Ms. Burks stated that she was directing all of the County Commissioners back to MoDOT for any questions. The bigger picture is that there is not a funding mechanism right now that has been approved for the approximately \$500 billion bill that is needed for the six-year highway extension.

Mr. Stokely stated that his understanding is that the Senate is going to try and get it done if it is possible. It will probably be a short kick of the can down the road, not a long term fix, probably until May. Obviously, there needs to be work towards a longer term solution to this important issue.

II. New Business

A. Administrative Modification 3 to the FY 2014-2017 TIP

Ms. Longpine stated that with the TIP and Public Involvement Process, staff is allowed to make minor revisions to the TIP. This was a request from Missouri State University. The University is going to be able to go out to bid on a project sooner than programmed. It is for the Kansas Expressway and Broadmoor Project acceleration lanes.

B. Amendment 4 to the FY 2014-2017 TIP

Ms. Longpine stated that there are two projects included as part of TIP Amendment Number 4. One is the addition of Jackson and Main Street Sidewalks in the City of Willard. That has a program cost of \$52,500. The other is to amend the improvements at 65 and Battlefield. This will allow more federal funding on the project, as well as program advance construction for the coming fiscal year. The TIP Amendment Number 4 would actually be forwarded to the Board of Directors, for an electronic meeting next week. The Board of Directors agenda will be sent out today.

Mr. Martin made the motion to recommend approval of TIP Amendment Number 4 to the Board of Directors. Mr. Hess seconded and the motion carried unanimously.

C. Draft FY 2015-2018 Transportation Improvement Program

Ms. Longpine stated that everyone should have received either through email or with the agenda packet a draft Transportation Improvement Program. The TIP takes the plans and priorities from the Long Range Transportation Plan and are programmed into the TIP so the projects can be constructed with federal funding. She presented a PowerPoint that is attached to the back of the minutes outlining the FY 2015-2018 Transportation Improvement Program.

Ms. Longpine asked Mr. Miller to clarify where the Glenstone Safety Improvements were between Battlefield and I-44. Mr. Miller stated that there was a general pot for Safety Improvements for the OTO area. Instead of breaking it out into a list of projects, it was left in as one project. The focus is going to be on safety enhancements for the corridor.

Ms. Longpine stated that there were some changes since the draft TIP was sent out. There is a handout of the documents that includes the comments from FTA, FHWA, and MoDOT; as well as the response to those comments. Mr. Miller has answered some of the outstanding questions on the handout, so it will be finished soon. Something that is new this year (and there has not been a lot of guidance on it), was to create a separate section for those projects that are waiting on advance construction conversion. They are projects that are completed and are waiting for the Federal funds to come in. FHWA asks that the OTO follows how MoDOT reports it in one lump sum. That information will be added to the back under the Roadways Section and staff will be removing the lump of projects as currently seen as a separate section in the TIP. MoDOT was able to convert a lot of the projects that were listed in June, so those will be moving to the status section. There will be a fewer number of projects mixed in there as well.

Ms. Longpine stated that funding amounts have been adjusted either based on comments and comparisons to the STIP or some other changes that have happened in the meantime. The City of Springfield is going to be maximizing the contribution on the Chestnut Expressway Railroad project, so that information will be changing. There is a project that Greene County just added, the bridges for Farm Road 141. That will be programmed since it was not able to be done before the TIP. The OTO is asking for a recommendation to the Board of Directors that allows staff to finish making these changes as recommended by MoDOT or USDOT.

Mr. Martin made the motion to recommend approval of the FY 2015-2018 TIP to the Board of Directors. Mr. Rognstad seconded and the motion was carried unanimously.

D. Transportation Alternatives Program Application

Ms. Longpine stated that the agenda includes a copy of the revised Transportation Alternatives Program Guidelines and Application. There are some changes with this application, from how it has been handled in the past. The committee decided to recommend minimum and maximum award amounts of \$40,000 and \$250,000,

respectively. The committee also looked at the eligibility of projects. MAP-21 took the Enhancement Program and made adjustments to what is eligible, while at the same time adding Recreational Trails and Safe Routes to School. The Committee looked at the longer list and decided to focus on projects that construct sidewalk and bicycle infrastructure and Safe Routes to School related programs.

Ms. Longpine stated that another change in the legislation was who can sponsor a project. MoDOT is no longer eligible to be a sponsor. There was also some additional information in how the project location and description was requested. The points were adjusted according to some of the different changes in the program. The committee looked at additional information on cost estimates, adding construction elements in addition to construction phase. The idea is to know how much goes toward paving, landscaping, and lighting for example.

Mr. Martin inquired if the additional information requested is a more precise price breakdown/itemization of material and labor. Ms. Longpine stated that OTO does not need to know how much linear foot of concrete, but that it is going to be \$40,000 of sidewalk and \$10,000 for landscaping, as an example. That does not impact anything at the moment, but it gives an idea in the future if the area wants to do something with it. Mr. Martin asked with those categories competing with each other, is there any prioritization to the actual category. Ms. Longpine stated not at this time.

Mr. Martin made the motion to recommend approval of the FY 2014 and FY 2015 Transportation Alternative Program Funding Application to the Board of Directors. Mr. Brown seconded and the motion carried unanimously.

Ms. Longpine added the goal was to have the application out in September and then due back in December. This is to allow some extra time to complete the application.

E. OTO Growth Trends Report

Mr. Owens presented the OTO Growth Trends. He stated that the full report is on the OTO website. It is for the 2013 year starting January 1 and ending on December 31.

Mr. Coltrin inquired about the mean travel time. He stated it makes a nice graph, but the actual difference is only 36 seconds. Mr. Owens stated that it is from the Census Bureau. Mr. Coltrin stated it looks like the travel times have stayed constant here, but they change on the graph. When it is less than a minute change in travel time, he did not consider it a real change.

F. Performance Measures Report

Ms. Longpine stated that there was a copy of the Performance Measures Report passed out. This is an update. The Long Range Transportation Plan was the first time that Performance Measures were developed for the region. This was in anticipation of upcoming legislation at the time, MAP-21. Staff is still waiting for guidance on what Performance Measures really need to be or do for the area. There are some comments right now on putting that into place. In the meantime, there are status updates on the performance measures in the plan to better educate the OTO on what data is available and how effective the measure is for the area. Ms. Longpine presented a PowerPoint that is attached to the back of the minutes.

G. FY 2014-2015 UPWP Amendment 1

Ms. Parks stated that the fiscal year was just starting and there was a request for FY 2015 UPWP Amendment 1. Last year the OTO contracted with Olsson and Associates for a Travel Demand Model. As of June 30, the OTO was able to pay \$109,365 on the contract. However, there are a few items that were not completed this fiscal year. The remaining amount on the contract is \$40,636. This involves some scenarios. Ms. Parks turned the discussion to Ms. Longpine to explain the scenarios.

Ms. Longpine stated that Olsson was finalizing the calibration and were working on the final review of the model. What the calibrated base model provides is a starting point to look at scenarios for the future. There was an email sent out to the TPC that proposed a variety of scenarios that could be run through the model. It would show the impacts of congestion on the roadway network. Staff sent the scenarios out for input and comment. One scenario is the standard scenario and is included with the model. It is the 2040 no-build scenario. All of these take into account all the projects that have been either completed since the base model year 2012 or that the OTO is committed to build through 2018. Any scenario would contain those additional projects. The no build will assume that nothing else changes between now and 2040. Another scenario is to look at the Regional Priorities List and if that were to be implemented, how that would affect the network. Another option is to look at the Southwest area of the OTO and look at what would happen if Kansas Expressway, National, the East-West Arterial, and FF were completed.

One scenario is to increase the Transit Mode Split. There is still discussion with Olsson on how it is shown now, and if the OTO were to double transit usage or increase it by a certain amount, what impact it would have on the model. There could be some incremental scenarios. Kind of along the same lines as the no build for 2040, there would be a 2020 or 2030 run. Ms. Longpine asked for input on other scenarios.

Mr. Martin asked if there could be difference scenarios, but to look at the scenarios from a different point. Ms. Fields stated that there are some growth scenarios done, and the scenarios provided ten year increments. Before 2020, 2030, Or 2040, the network is overloaded with the growth. It is nice to say that we would look at ten year increments instead of 25 year increments. Mr. Brock Inquired if the 5 scenarios listed out would be narrowed down to two or four. Ms. Longpine stated that no, there would be 5 scenarios plus the no-build. It is a total of 6 on the calibrated model. Mr. Robinett asked if there had been consideration for looking at trip generation. For example if there were policies to discourage trips. To reduce trips, for example, from 12 for a single family to 10 on the same network. Ms. Fields stated that she was not sure what policy could be in place to reduce travel time. Mr. Robinett stated mixed use and more dense design could eliminate trips. Mr. Martin stated a scenario of gas up to \$5.00 a gallon. Ms. Longpine stated that one thing that had been considered was maybe another type of density scenario. There are both population and employment forecasts. Olsson parceled out the population growth by transportation analysis zone. It is larger than a census tract, but smaller than a jurisdiction boundary. Ms. Fields stated that the OTO could always go back and have Olsson run some scenarios if the density changed. Ms. Burks stated that Springfield Public Schools was going away from a neighborhood school model. Looking at different types of schools and not providing busing. If that model continues, that could shoot the daily trips up and would change the forecasts. The other jurisdictions have magnet schools. Ms. Fields stated that would be a time of day destination. Ms. Fields stated that the model is probably using a

national standard. Mr. Martin asked if there could be a run on peak hour times. Ms. Longpine stated that could be added to the scenario list.

Ms. Parks resumed the UPWP Amendment discussion. OTO is asking for a revised CPG Agreement with the Missouri Highway Commission and OTO. This will increase the CPG Planning Funds in the amount of \$32,508.00. What staff is asking today is to take this to the board to increase the line item Task (30) for the amount of \$40,635 for the Travel Demand Model and increase the CPG Grant Agreement.

Mr. Smith made the motion to recommend approval of Amendment 1 to the FY 2015 Unified Planning Work Program. Mr. Martin seconded and the motion carried unanimously.

Mr. Brock asked if funding an issue for us at all. Ms. Parks stated there was a reserve fund available from the funds not used.

H. Sunshine Law Policy

Ms. Parks stated that most members of the TPC were aware of the State of Missouri's Sunshine Policy. The OTO has done a good job in trying to follow the Sunshine Law. She stated that she had attended some Sunshine Law training. Some items were explained in detail and it made staff think about writing a policy for the OTO office, to ensure that everything was being followed. She went through the summary of the Sunshine Law Policy. Mr. Martin inquired about the wording on the section about closed meetings. He stated that the policy stated that there can be a closed meeting on personnel issues, while providing minutes while withholding salaries. Ms. Parks stated that the public had to be notified about the statute that was closing the meeting and take a roll call vote. The final motion has to be published. The OTO would have to notify the staff member within 72 hours of the final decision. The discussion would be closed by the final motion would be disclosed to the public. Mr. Martin stated that when someone is given a raise, that the OTO would have to eventually notify the public. Ms. Parks stated that was correct, within 72 hours. She would look at the wording to make sure it was worded correctly.

Mr. Coltrin made the motion to recommend approval of the OTO Sunshine Law Policy to the Board of Directors. Mr. Martin seconded and the motion carried unanimously.

I. Major Thoroughfare Plan Subcommittee

Ms. Longpine stated that the next year staff would be updating the Major Thoroughfare Plan and are looking at two different things. One item is to look at the Design Standards, other is to review the roadway network. The OTO is looking for a subcommittee to direct the work. The agenda outlines who served on the agenda previously, but we are taking volunteer nominations.

David Brock, Adam Humphrey, King Coltrin, Andrew Seiler, Larry Martin, Rick Hess, Randy Brown, and Todd Wiesehan volunteered.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Hess stated that the City of Battlefield is a few weeks away from contracting to widen Weaver from FF to Wilson Creek School. By the time of the next meeting, with luck, it will be wider. It would be 5 feet wider.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles For Technical Planning Committee Member Information

No Discussion.

IV. Adjournment

The meeting was adjourned at 2:45 p.m.

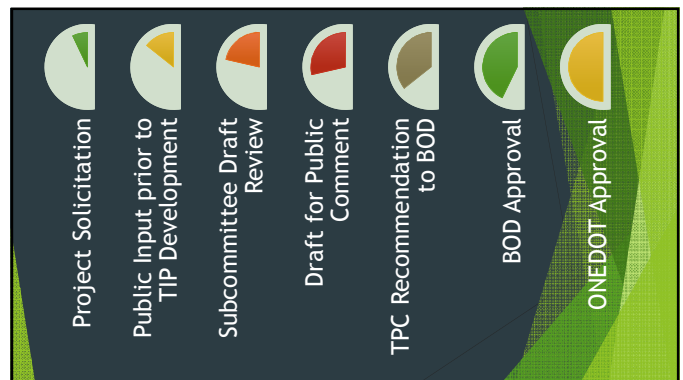
FY 2015-2018 Transportation Improvement Program

Ozarks Transportation Organization

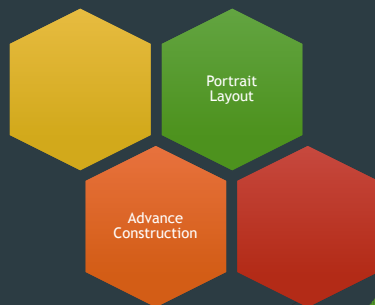


Transportation Improvement Program

- ▶ 4 year program of capital and non-capital surface transportation projects
- ▶ Reflect investment priorities established in *Journey 2035*
- ▶ Designed to make progress toward achieving performance targets
 - ▶ Including a description of the anticipated effect of the TIP toward achieving the performance targets, linking investment priorities to said targets
- ▶ Include projects that propose to use federal funding
- ▶ Contain regionally significant projects regardless of funding
- ▶ Be fiscally constrained



New in FY 2015-2018 TIP



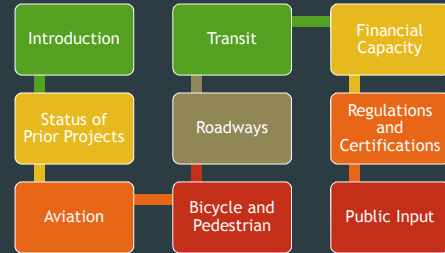
Public Input

- ▶ Widen Nicholas Road, especially near Inman Intermediate
- ▶ A series of neighborhood roadway and sidewalk improvements near Oak Grove and Sunshine
- ▶ Improved transit and paratransit service
- ▶ Thanking the region for the improved bicycle lanes and signage throughout the City of Springfield, as well as for sidewalk improvements.

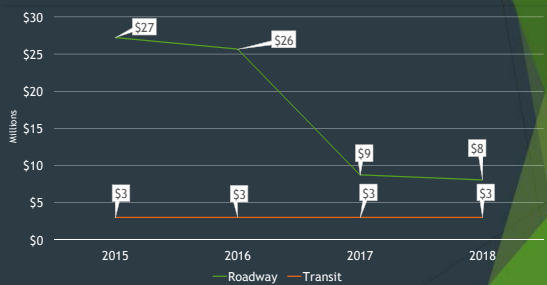
Public Comment

- ▶ Drafts available for Public
 - ▶ OTO Offices
 - ▶ OTO Website
 - ▶ Library Center
 - ▶ CU Transit
- ▶ Notice published in News-Leader and Community Free Press
- ▶ Review of Comments and time for public comment at August Board of Directors Meeting
- ▶ Comment received requested that money be spent on passenger rail.

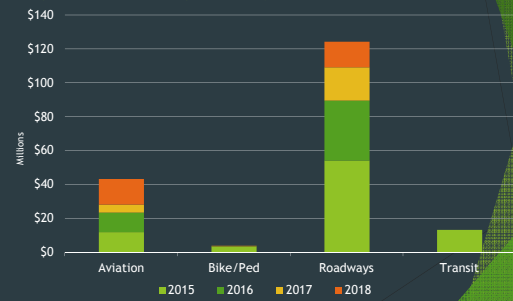
TIP Contents



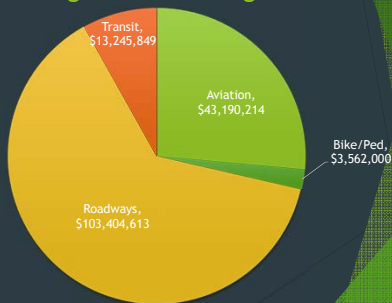
Federal Revenue 2015-2018



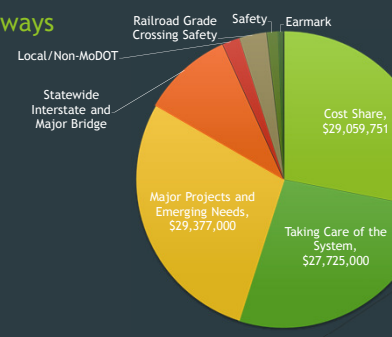
Programmed Projects by Year



Programmed Funding FY 2015 through FY 2018



Roadways



Scoping

Third Street Extension in Battlefield
Routes CC/J/NN Capacity and Safety Improvements
Route 65 Capacity Improvements
Freeway Improvements on Route 60
Scoping for Route 13 Bridges over Radio Lane
Intersection Improvements at Jackson and NN
Interchange at 60 and 125
James River Freeway Capacity Improvements
Glenstone and Pythian Intersection
Highway 160 and Hughes

Cost Shares

Route 65 and CC/J Interchange	• \$7,620,000
Route 160 and 14	• \$3,497,751
Kearney and Packer	• \$1,852,000
East Chestnut Railroad Overpass	• \$10,416,000
Route 65 and Division	• \$4,397,000
Campbell and Plainview Phase 3	• \$1,277,000

Major Projects

Route 60 and J/NN Interchange	• \$12,351,000
Eastgate Avenue Relocation	• \$2,853,000
Route 65 Improvements	• \$9,365,000

Earmark

Missouri State University Shuttle Transitway on JQH Parkway	• \$624,894
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Demand Management

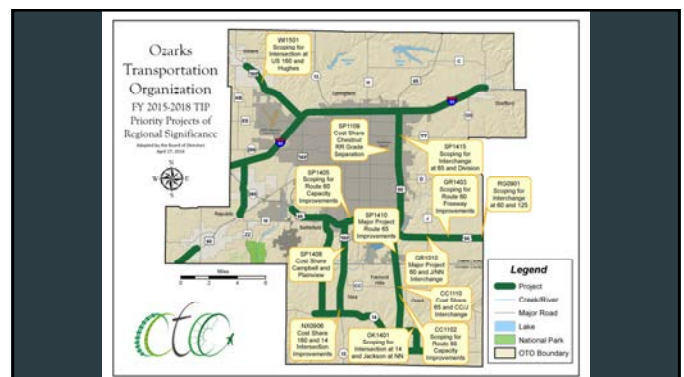
Rideshare	• \$27,968
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Operations

ITS Operations and Management	• \$4,132,000
Signal Improvements	• \$1,090,000

New Projects

Scoping Hughes and 160
Glenstone Safety Improvements
ITS Operations
Annual Contracts
<ul style="list-style-type: none"> • Work Zone Enforcement • Guardrail and Cable Repair • I-44 Pavement Repair

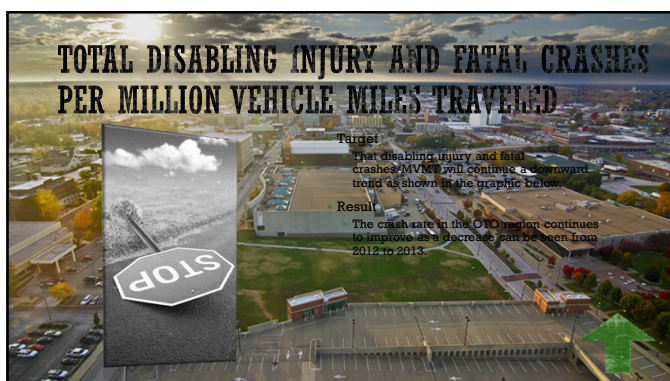
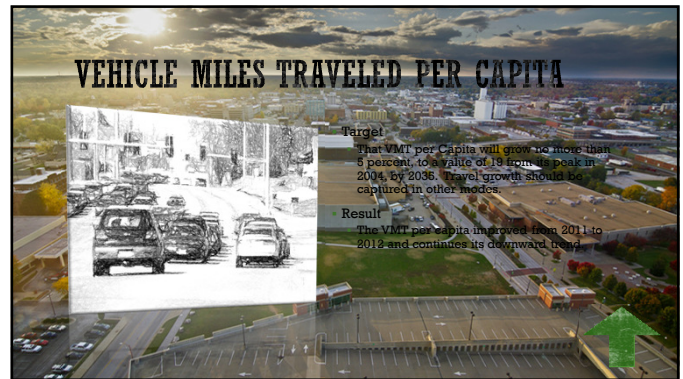


Transit

- Bus Transfer Station
- Operating Assistance
- Preventative Maintenance
- Paratransit Operations
- Transit Improvement Projects (Enhancements)
- Transit Planning
- Transit Security

Changes Since Draft TIP

- ▶ See Handout
 - ▶ Changes to several projects, plus updating the Financial Pages
 - ▶ Route 65/CC/J - reflected STP-Urban funding
 - ▶ Division/65 Interchange - updated funding to reflect STIP
 - ▶ Corrected Financial Changes to match funding changes in projects



PERCENT OF HOUSING UNITS WITHIN ¼-MILE OF A BUS ROUTE



Target:
That the percent of housing units within the OTO Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035.

Result:
Access to transit has not improved since 2011.

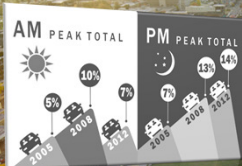
AVERAGE COMMUTE TIME



Target:
Keep the average commute time less than 25 minutes by 2035.

Result:
Overall, commuting times have improved since the previous analysis, with commuters in Greene County, Bond County, Prentiss Hills, Springfield, and Stafford seeing a reduction in commute times.
The average commute time does remain under the target of 25 minutes for the region.

PEAK TRAVEL TIME



Target:
That less than 20 percent of the OTO area roadways will be significantly delayed.

Result:
AM Peak travel time is improving, but PM Peak travel time is not.
This measure did not have new information for 2013.

PERCENT ROADWAYS IN GOOD CONDITION



Target:
That 85 percent or more of the Major Roads in the OTO region are in Good Condition.

Result:
The percentage of Major Roads in Good Condition is constant between 2011, 2012, and 2013, remaining above 85 percent.

BRIDGE CONDITION



Target:
That the percent of bridges in fair or better condition will stay above 90 percent.

Result:
The percentage of bridges with Fair or better condition ratings has increased from 2012 to 2013 and remains above the target of 90 percent.

OZONE LEVELS



Target:
That the region will be able to demonstrate transportation conformity for its plans, programs, and projects.

Result:
Ozone Levels have improved since 2012. As the region has yet to go non-attainment, conformity is not an issue for OTO at this time. The most recent Ozone Design Value is still within the limits set by EPA through the National Ambient Air Quality Standards.

Growth Trends



THROUGH DECEMBER 31, 2013

205 PARK CENTRAL EAST, SUITE 205
SPRINGFIELD, MISSOURI 65806

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Highway Commission.

The full report is available online at http://ozarkstransportation.org/Documents/OTO_Growth_Trends_Dec2013.pdf

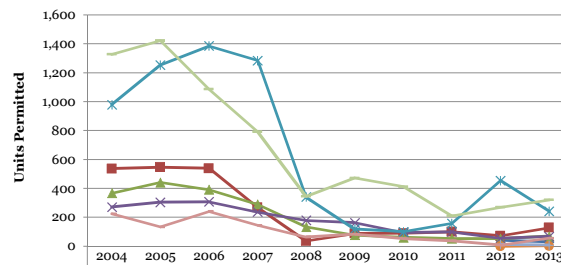
Jurisdictions within the OTO (continued)

The chart to the right shows the total number of residential units permitted minus single family and multi-family demolition 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) that 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 declined from 2012 (964 units) to 2013 (922 units). A number of demolitions occurs for 2013 (143 demo).

Total Residential Units Permitted – OTO Area

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

Legend: Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, Willard, Christian County - OTO, Greene County - OTO



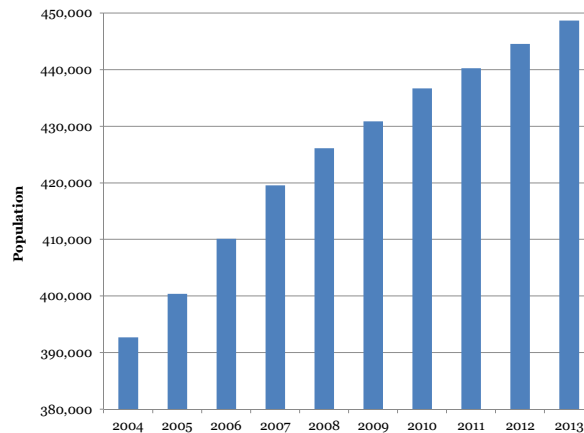
Battlefield	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	40	29
Nixa	536	547	539	268	36	88	89	99	72	128
Ozark	367	441	391	290	134	77	60	53	53	69
Republic	271	304	307	236	179	162	95	99	54	67
Springfield	980	1,254	1,386	1,285	341	119	100	158	455	242
Strafford	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	0	3
Willard	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	13	7
Christian County - OTO	224	133	241	145	64	82	51	37	7	56
Greene County - OTO	1,328	1,424	1,087	792	345	472	413	210	270	321
Total	3,706	4,103	3,951	3,016	1,099	1,000	808	656	964	922

Springfield MSA (continued)

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

Springfield MSA Population

Source: US Census Bureau (Based on 2000 MSA of Greene, Christian, Webster, Polk and Dallas Counties)



2013 Growth Trends

7

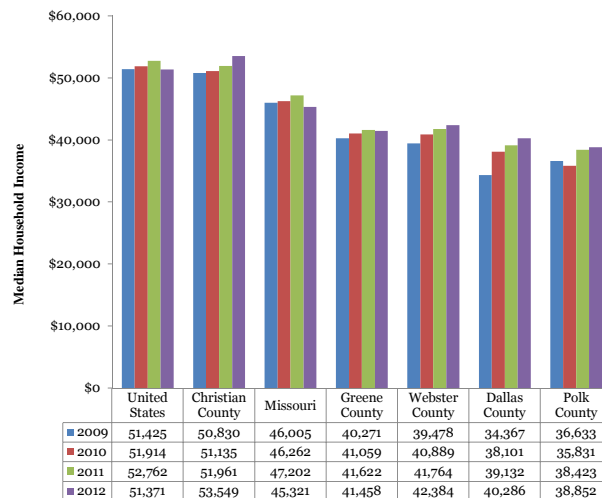
Median Household Income

The chart at right shows median household income for the five counties that comprise the Springfield Metropolitan Statistical Area, or MSA. Christian County (\$53,549) and Polk County (\$38,852) have the highest and lowest median household income levels, respectively, within the Springfield MSA.

Christian County household income increased nearly 3 percent from 2011 to 2012 exceeding the national and state level. All other counties within the Springfield MSA have a median household income level below the national (51,371) and state (45,321) levels.

Median Household Income Springfield MSA Counties

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



2013 Growth Trends

12

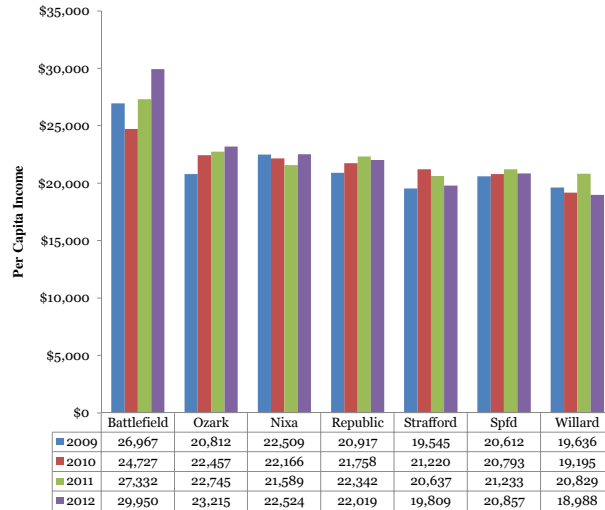
Per Capita Income

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

Battlefield is the only local city with a per capita income level (\$29,950) higher than the national (\$28,051) and Missouri per capita income level of \$25,546. All other local cities are under the national and state per capita income figures.

Per Capita Income OTO Area Cities

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



2013 Growth Trends

14

Mean Travel Time to Work

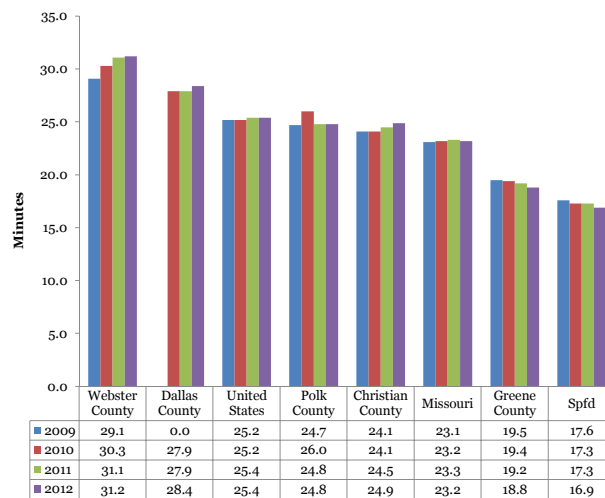
The chart to the right shows the average commute time for individuals living in Springfield and the five-county Springfield Metropolitan Statistical Area (MSA).

Residents of Springfield and Greene County have the shortest commutes to work at 16.9 minutes and 18.8 minutes, respectively. Workers living in Webster County have the longest commutes with the average of 31.2 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.

Mean Travel Time to Work in Minutes Springfield & MSA Counties

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



Note: 2009 data not available for Dallas County

2013 Growth Trends

19

Workforce By Industry Springfield MSA

Source: 2011 ACS 1-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 and 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 public assistance.



2013 Growth Trends

20

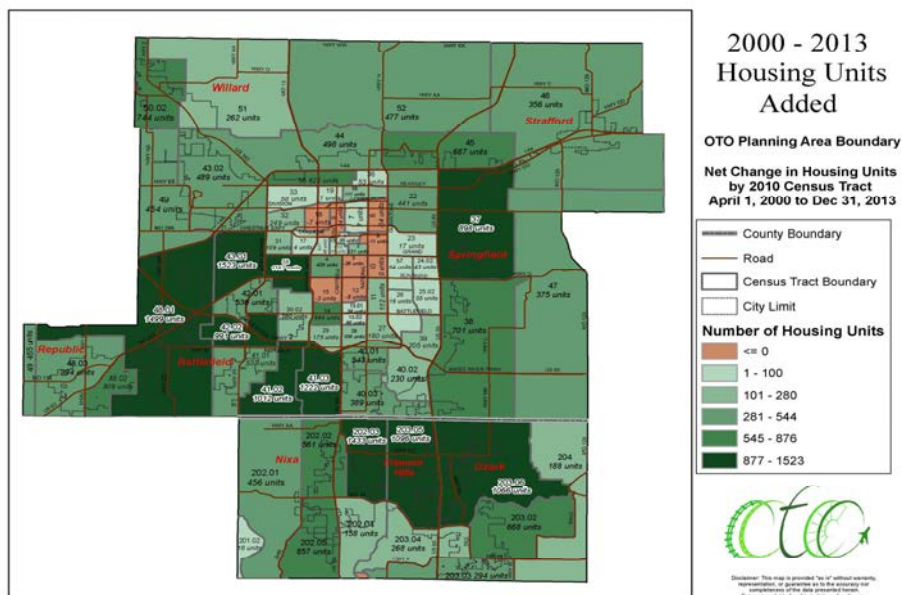
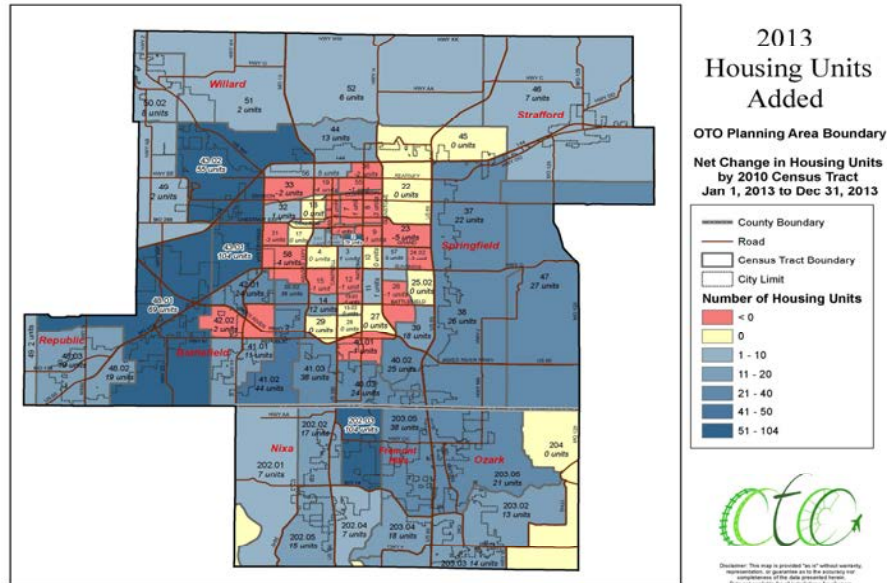
Growth Trends Maps

CHANGES IN HOUSING UNITS

In the following maps, new residential construction activity is analyzed at the MPO, county, and city levels. The majority of growth in the OTO planning area during 2013 occurred immediately west and southwest of the City of Springfield. Over the past 13 years, the areas at and outside the periphery of Springfield (including Willard, Republic, and Battlefield), and northern Christian County (including Nixa and Ozark), have witnessed the most growth.

2013 Growth Trends

21



TAB 2



BICYCLE AND PEDESTRIAN PLAN REPORT

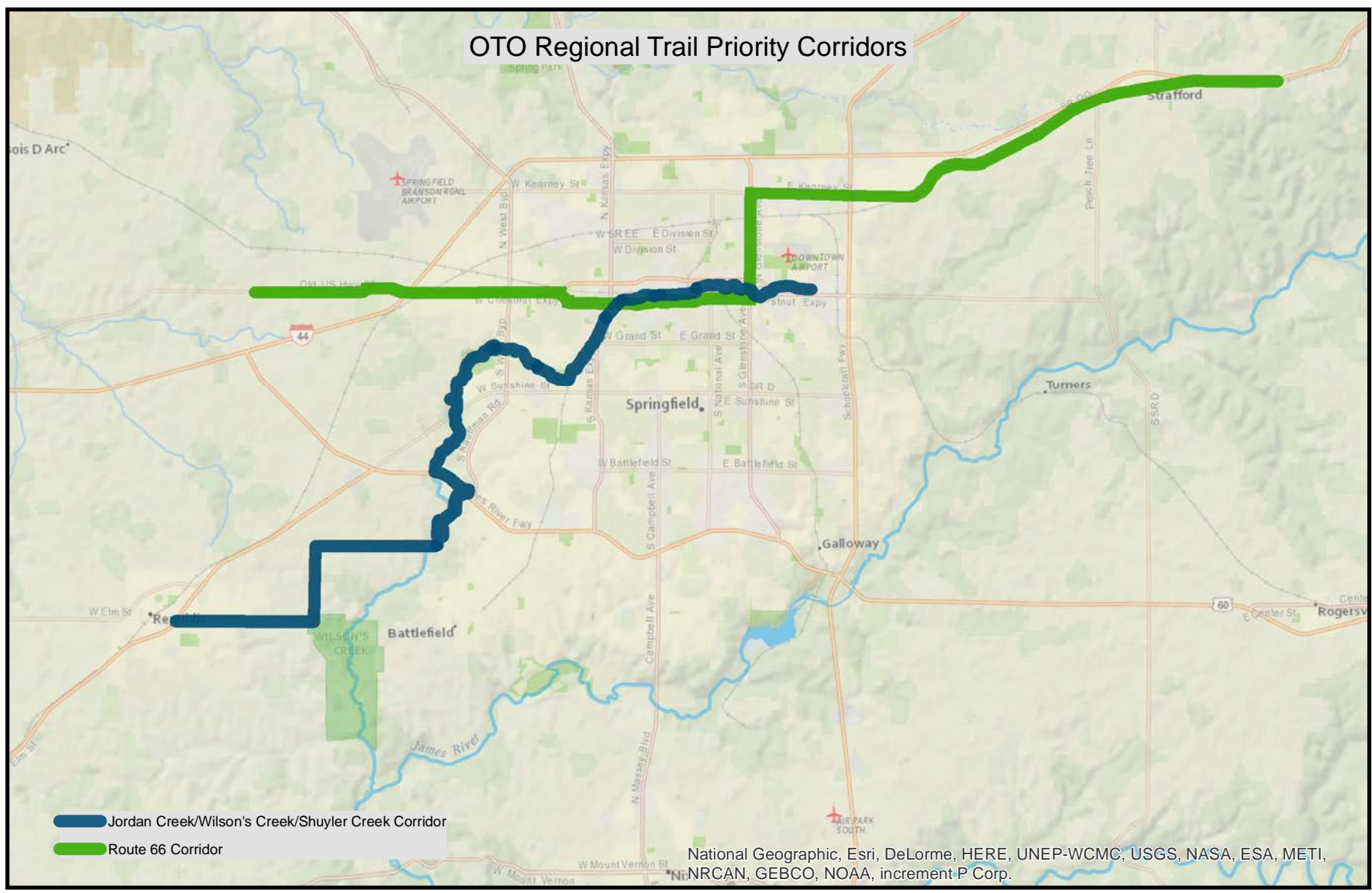


6/30/2014

Implementation in FY 2014

This report outlines the bicycle and pedestrian accomplishments related to the OTO Bicycle and Pedestrian Plan. Activities occurring during the 2014 Fiscal Year, July 1, 2013 through June 30, 2014, are included.

OTO Regional Trail Priority Corridors



- Jordan Creek/Wilson's Creek/Shuyler Creek Corridor
- Route 66 Corridor

Bicycle and Pedestrian Plan Report

IMPLEMENTATION IN FY 2014

NEW IN
FY'14

BICYCLE AND PEDESTRIAN PRIORITIES ADDED TO OTO PRIORITY MAP

For the first time, OTO added two regional trails to the OTO Priorities of Regional Significance Map. One is the Route 66 Trail which stretches from Strafford on the east, through Downtown Springfield, and out Missouri 266 to the west. The second starts with the Jordan Valley Trail in downtown Springfield and connects with Republic via sidepaths on Routes M and ZZ alongside the Wilson's Creek Battlefield. These trails require several segments to create a complete linkage across the OTO region.

SPRINGFIELD RENEWS BRONZE BICYCLE FRIENDLY COMMUNITY DESIGNATION

The League of American Bicyclists has extended Springfield's Bicycle Friendly Status through 2017. A Bicycle Friendly Community since 2010, Springfield is just one of seven communities in Missouri to receive this designation.

BICYCLING AND WALKING PART OF STATEWIDE FUNDING DISCUSSION

As Missourians discussed what to fund should additional monies become available, many multimodal projects made the list. Transit, sidewalks, and trails became part of a proposed multi-million dollar funding package to fix Missouri roads. As current state statute prevents the use of state motor vehicle revenues on other modes, this was an important step forward. *Note: This funding package was not approved by the voters in August 2014, however, the State of Missouri still has a prioritized multimodal project list.*

TIGER VI

Missouri State University applied for a TIGER grant to fund a multimodal parking facility near the new University Welcome Center. This facility will house the University's carshare program, connect parking and students to the MSU Bear Line and CU Bus systems, as well as provide space for a potential bikesharing program.

Engineering

TRAILS

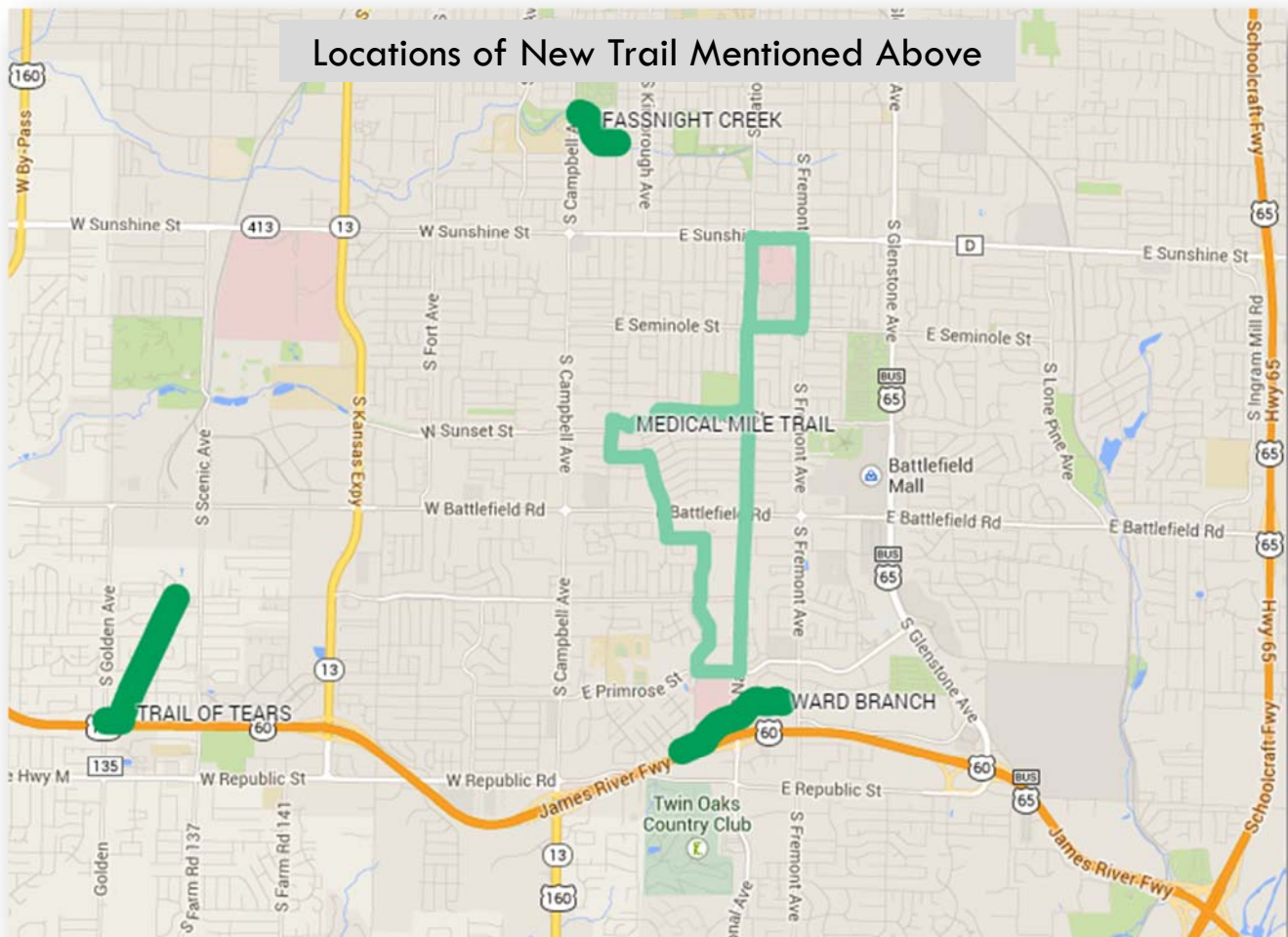
While many pieces of the Ozark Greenways Trail system are in the planning stages, several have been designed and constructed as part of the effort to make a continuous trail system.

- South Creek Trail at Scenic Avenue was rebuilt to improve flow of South Creek to reduce standing water on the trail
- Just under a mile (0.83) of new rustic trail on the Cherokee Trail of Tears was



completed on abandoned Missouri Pacific Rail from Golden Avenue north of James River Freeway to Farm Road 164.

- Almost half a mile (0.41) of new trail on Fassnacht Creek is under construction with completion expected in summer of 2014.
- Another half-mile of the Upper Ward Branch Trail from Belvedere Court to Bradford Parkway at Independence, with a crossing under National is under construction and should also be completed summer of 2014.
- Work has started on a third-mile of new Ward Branch Trail, which goes from Monastery Drive, under Republic Road and James River Freeway, to just north of the Freeway. Work is expected to be complete in 2015.
- More trail is under design, including a connection under Chestnut Expressway, over half a mile of Jordan Creek Trail from Fort to Main, over 1.5 miles of new trail connecting Rutledge Willson Park with the South Creek Trail, and a half-mile of the Trail of Tears between Farm Road 156 and Battlefield Road.
- Dedication of the Medical Mile Trail, which consists of sidewalk decals along National and low volume streets between the Mercy Health Campus and the CoxHealth Campus.



STREETSCAPES

The City of Springfield has completed the following streetscape project:

- Mill Street from Campbell to Boonville

The City of Springfield has started work on the following streetscapes:

- Boonville Avenue from Tampa Street to Chestnut Expressway
- Route 66 Roadside Park and adjacent streetscape
- McDaniel Street between South and Jefferson

The following streetscapes are under design or are ready for construction by the City of Springfield:

- Jefferson Avenue from Phelps to Water and from Water to St. Louis Street
- Olive Street from Jefferson to St. Louis
- Phelps Street from Campbell to Boonville
- Commercial Street from Benton to Washington
- Route 66 streetscape on College from Grant to Main
- Main from Mill to College

SIDEWALKS

Sidewalk improvements are a continual activity in the OTO area.

- MoDOT has focused on ADA projects, including along Route 14 in Ozark and Nixa
- Ozark has started work on their Safe Routes to School grant to construct sidewalks connecting to East Elementary.
- Pedestrian improvements have been made on Kearney from Kansas Expressway to Glenstone
- City Utilities and the City of Springfield have partnered to improve pedestrian access to transit stops
- The City of Strafford has completed work on sidewalk along Chestnut, Washington, Bumgarner, and Pine
- In Republic, 3200 feet of sidewalk is under construction along West Elm from Main Street to Sherman Avenue
- A project is set to be underway to remove barriers and complete sidewalk gaps on both sides of Glenstone from Walnut to Battlefield, and on the south side of Sunshine from Glenstone to Eastgate
- Springfield completed 4.8 miles of school sidewalk
- 3 miles of school sidewalk are under construction in Springfield, as well
- New sidewalk was built on both sides of Campbell between Cherokee and Battlefield

THE LINK

The Link is a project developed by the City of Springfield to link greenway trails and activity centers using low-traffic, low-speed streets with continuous accessible sidewalk.

- The Link is now marked from Doling Park to the Missouri State University campus
- Additional bike route markings have been installed from Talmage to Kearney
- The Talmage Trail was completed connecting the Link to Doling Park
- Fourteen Link signs with maps and four aid (air/repair) stations have been installed along the Link, with others planned. The Healthy Living Alliance sponsored these installations.

BICYCLE FACILITIES

The City of Springfield has been busy with new bicycle lanes and route marking as paving is done throughout the city:

- Madison and Holland near MSU, and on South Avenue from McDaniel to Madison
- Grant from northern city limit to Talmage
- Bennett from Weller to Glenstone
- Portland from Fort to Grant
- Benton from Central to Chestnut
- Fort from Portland to Washita and from other streets to Weaver at Seminole

The City of Springfield has tripled marked bicycle facilities as part of an aggressive program to provide bicycle accommodations along bicycle routes.

Almost 20 bike racks were installed providing nearly 40 parking spaces.



Evaluation

OTO BIKE-PED IMPLEMENTATION REPORT

OTO continues to produce this implementation report on an annual basis to monitor activities from within the OTO area.

OTO BIKE-PED PRIORITIES

OTO adopted two priority trails to incorporate into the Priorities of Regional Significance Map. One is the Route 66 Trail which stretches from Strafford on the east, through Downtown Springfield, and out Missouri 266

to the west. The second starts with the Jordan Valley Trail in downtown Springfield and connects with Republic via sidepaths on Routes M and ZZ alongside the Wilson's Creek Battlefield.

SPRINGFIELD BIKE-PED PLAN UPDATE

The City of Springfield finalized a draft of the Person-Powered Mobility Plan. Next steps include presentation to City Council and adoption of a Complete Streets ordinance.

REPUBLIC TRANSPORTATION PLAN

The City of Republic is nearing completion of their Transportation Plan, which will include guidance relating to bicycle and pedestrian infrastructure needs.

HEALTHY LIVING ALLIANCE WALKABLE NEIGHBORHOOD PROJECT

The Healthy Living Alliance partnered with Missouri State University to conduct walkability audits in 11 neighborhoods. Over 2,200 street segments were assessed by more than 400 volunteers. HLA also attended 16 neighborhood and community events, reaching over 2,500 attendees, and getting input on what's important to make their neighborhood more walkable.



SWMOCOUNTS.ORG HEALTH DASHBOARD

With participation from three regional health departments and access to state and national databases, SWMOCOUNTS.org allows anyone to track the community's progress on essential indicators such as obesity and air quality.

BICYCLE FRIENDLY COMMUNITIES APPLICATION

The Springfield area renewed its Bicycle Friendly Status through the League of American Bicyclists through 2017.

Enforcement

Partnerships with area police departments continues to be a goal for the OTO region. The Greene County citizens mounted patrol help watch the Ozark Greenway trails and the Park Rangers continue to monitor the trails and trailheads throughout the Springfield-Greene County area. This past year, the Park Ranges did receive new, upgraded bikes.

Education and Encouragement

SAFE ROUTES TO SCHOOL

A four-week walk and bike safety education program was presented in four elementary schools in Springfield in October and November, funded by a 2008 Safe Routes to School Grant.

MoDOT has assembled a mobile bike-safety trailer for schools to use in educating students.

HEALTHY LIVING ALLIANCE

The Healthy Living Alliance began in 2011 with a grant from the Missouri Foundation for Health, is a network of people and organizations working to encourage healthy, active living in Springfield. Their partnership with the community is evident throughout this report. Through partnership and their own outreach, HLA has brought healthy eating and activity habits to thousands in the Springfield region.

LET'S GO SMART SPRINGFIELD

This is a new community partnership, led by Ozark Greenways. Let's Go Smart encourages better choices when using any form of travel, whether biking, walking, driving, or using the bus. The program encourages better health, financial savings, and environmental benefits. There are many components related to the campaign.

Ozark Greenways, through the Healthy Living Alliance, received \$91,000 from a CDC grant to implement a Let's Go Smart Marketing campaign and other associated activities. As the grant nears completion, Let's Go Smart has produced a number of public service announcements, developed an interactive website with a facility map, and maintains an active blog.

STAR TEAM

The Ozark Greenways Sustainable Transportation Advocacy Resource (STAR) Team continued to meet monthly throughout the year. STAR Team activities include contributing to the City of Springfield Person Powered Mobility Plan, support of a Complete Streets Ordinance, the Let's Go Smart Springfield campaign, and other general bicycling and pedestrian activities throughout the region. The STAR Team also has members writing articles on bicycling for Ozark Living Magazine (formerly Greene Magazine), which is published 6 times per year. OTO Staff member, Natasha Longpine, was featured with an article about the importance of public involvement.

SAFE KIDS SPRINGFIELD

Safe Kids Springfield is a member of Safe Kids USA, and works to bring together health and safety experts, educators, corporations, foundations, governments, and volunteers to educate and protect families. One focus area for Safe Kids is bike and pedestrian safety. Safe Kids provides safety education materials, helps with distribution of bicycle helmets, and offers bike rodeos at various events.

Safe Kids Day 2014 had over 500 children and families that participated. The event provides safety information, helmet giveaways, bicycles as prizes, and a great chance for the community to learn about safety at home.



EVENTS

EDUCATION CLASSES

- Two Bicycle Traffic Skills classes
- Four Bicycle Commuter Classes
- Ron Effland, with MoDOT, has finished the League of American Bicyclists Training classes to become a League Certified Instructor, providing the region with another qualified individual for training.

TOUR DE OZARKS:

Tour de Ozarks is a bicycle and brews festival, benefiting Ozark Greenways, and held in the spring. This year, it was May 10th on the Square in Springfield. Activities included tricycle races, Let's Go Smart Bus demonstrations with City Utilities, a family fun ride, two longer rides, and a tour of the Link.

BIKE TO WORK WEEK:

Ozark Greenways sponsored Bike to Work week May 12 through May 16 and even with the rain, over 1000 participants were counted. The results for 2013 were not ready for last year's report, but showed 1500 participants representing 200 organizations and 10,000 miles not driven in single occupancy vehicles.



100 MISSOURI MILES:

The end of 2013 marked the conclusion of Missouri's first 100 Mile program, an effort by Governor Nixon and the First Lady to encourage Missourians to get out and be active on Missouri's state trails. The program began its second year in March. In 2013, Greene County was fourth in the state for the number of participants at over 1,000 and 5th in the state for the number of miles logged at over 103,000 miles.



WALK THIS WAY:

Mark Fenton visited Springfield on the invite of Ozark Greenways and the Healthy Living Alliance. He toured the Link and spoke at the Ozark Greenways annual meeting about what he saw could be done in Springfield regarding community thought and design around active mobility. He also spoke with community leaders to offer additional specifics.

AWARDS

- Springfield was recognized as a Bronze-level Bicycle Friendly Community by the League of American Bicyclists
- The Missouri Bicycle and Pedestrian Federation honored Springfield Public Works Interim Co-Director, Jonathan Gano, with a Distinguished Service Award

OTO BIKE/PED PLAN OVERVIEW

BIKE/PED PLAN GOALS AS APPROVED IN JOURNEY 2035

1. **Develop a comprehensive regional bicycle and pedestrian network by identifying both on-street and off-street facilities within the OTO**
Implementation Status – Ongoing. This network can be found on the OTO Bike/Ped Plan Map on the OTO website. OTO staff works with area jurisdictions to Evaluate any new infrastructure for inclusion. This past year, OTO staff mapped all new sidewalks built as of March 2014.
2. **Integrate the bicycle and pedestrian network with the existing transportation system**
Implementation Status – Ongoing. Through Engineering, additional connections have been made between the trail and street network. The Link and improvements made at CU Transit stops also tie the networks together. By adding trails to the Priority Projects of Regional Significance Map, OTO shows that integrating these systems is a priority.
3. **Enhance and promote bicycling and pedestrian safety**
Implementation Status – Ongoing. Safety is being enhanced through Engineering and Education efforts. OTO will be undertaking a review of safety activities in the Ozarks to further assess needs in these areas.
4. **Identify and target sources to fund pedestrian and bicycle facilities and programs**
Implementation Status – Ongoing. OTO continues to make funding available to the region for bicycle and pedestrian improvements, as well as assist in seeking new funding through programs like TIGER. Transportation Alternatives Program funding, which replaced Enhancements, is providing the region with dedicated funding for bicycle and pedestrian infrastructure. A new application and funding should be available during the next fiscal year.
5. **Promote bicycling and walking as a means of transportation integral to daily activities**
Implementation Status – Ongoing. While Engineering efforts make this easier, Education and Encouragement promotes this to the OTO region. Programs like Let's Go Smart educate the traveling public on the transportation options they have available.
6. **Support bicycling and walking for the promotion of tourism in the OTO region**
Implementation Status – Ongoing. Through the continued Engineering efforts to create a comprehensive and connected system, tourists to the region can enjoy the bicycle and pedestrian network while such a connected system can serve to attract tourists, as well. As the Greene County Destination is completed, additional efforts should be taken to implement its recommendations.

BIKE/PED PRIORITIES AS APPROVED IN JOURNEY 2035

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 the Goals and Objectives of the OTO Bike/Ped Element of the Long Range Transportation Plan

TOP PROJECT PRIORITIES

- ❑ Wilson Creek/Jordan Valley Creek from South Creek to Smith Park
- ❑ Trail of Tears – from Close Memorial Park to City of Battlefield
- ❑ Republic Shuyler Creek and North Fork Shuyler Creek Trails
- ❑ Strafford Route 66 Trail from Springfield to Farm Road 249 (the ball fields)
- ❑ Ozark Finley River Trail and other Future Linear Trails as shown on the OTO Bike/Ped Map in Christian County
- ❑ Greene County Destination Plan with the addition of a Christian County/Regional addendum
- ❑ James River Trail – from Crighton Landing east of Springfield to Delaware landing west of Nixa

STRATEGIES RECOMMENDED IN JOURNEY 2035

- ❑ OTO should maintain a comprehensive list of bicycle and pedestrian needs that is reviewed annually.
- ❑ OTO should work with member jurisdictions to expand data availability for bicycling and pedestrian activities. This includes, but is not limited to, bicycle and pedestrian crashes, current and projected use of facilities, system condition, and level of service calculations.
- ❑ Bicycle and Pedestrian project selection and funding priorities should support the priorities included in this plan.
- ❑ OTO, in partnership with member jurisdictions and Ozark Greenways, should develop an implementation plan which identifies strengths, challenges, necessary easements, and cost for future trail development.
- ❑ Promote adherence to the bicycle and pedestrian design standards as set forth in this plan and encourage the continued implementation of additional best practices.

Photos courtesy of Ozark Greenways, Springfield SafeKids, Healthy Living Alliance, and the State of Missouri.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

Ozarks Transportation Organization

205 Park Central East, Suite 205
Springfield, MO 65806
(417) 865-3042
(417) 862-6013 Fax
www.OzarksTransportation.org

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 9/17/2014; ITEM II.A.

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

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

AGENDA DESCRIPTION:

There are two items included as part of TIP Amendment Number One to the FY 2015-2018 Transportation Improvement Program.

1. ***Amended*** Jackson and Main Street Sidewalks (EN1401)
Reprogramming from 2014 to 2015 of a sidewalk project along Jackson and Main in downtown Willard for a total programmed cost of \$52,500.
2. ***New*** Kansas Expressway Extension (GR1501)
Addition of a project to complete final design and environmental work on the extension of Kansas Expressway from Republic Road to the east-west arterial for a total programmed amount of \$3,000,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is request to make the following motion:

“Move to approve Amendment Number One to the FY 2015-2018 Transportation Improvement Program.”

OR

“Move to ...”



D) Bicycle & Pedestrian Section

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

					Local	State		
PROJECT	FHWA (STP)	FHWA (STP-U)	FHWA (TE)	FHWA (TAP)	LOCAL	MoDOT	MoDOT-AC	TOTAL
FY 2015								
EN1302	\$0	\$0	\$0	\$240,000	\$60,000	\$0	\$0	\$300,000
EN1305	\$0	\$0	\$220,413	\$0	\$179,587	\$0	\$0	\$400,000
EN1306	\$0	\$0	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000
EN1307	\$0	\$0	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000
EN1401	\$0	\$42,000	\$0	\$0	\$10,500	\$0	\$0	\$52,500
EN1502	\$0	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$974,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$593,000
SP1414	\$69,000	\$0	\$175,000	\$0	\$0	\$61,000	\$0	\$305,000
SUBTOTAL	\$69,000	\$42,000	\$915,413	\$240,000	\$380,087	\$379,400	\$1,273,600	\$3,299,500
FY 2016								
EN1601	\$0		\$192,000	\$0	\$0	\$48,000	\$0	\$240,000
MO1309	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0		\$192,000	\$0	\$0	\$53,000	\$20,000	\$265,000
FY 2017								
MO1309	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
FY 2018								
MO1309	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0		\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
GRAND TOTAL	\$69,000		\$1,107,413	\$240,000	\$380,087	\$442,400	\$1,333,600	\$3,614,500

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

					Local	MoDOT	MoDOT-AC	TOTAL
	STP	STP-U	TE	TAP				
PRIOR YEAR								
Balance	\$ -	\$ -	\$ -	\$816,522	\$ -	\$ -	\$ -	\$816,522
FY 2015								
Funds Anticipated	\$69,000	\$42,000	\$915,413	\$587,747	\$380,087	\$379,400	\$1,273,600	\$3,647,247
Funds Programmed	(\$69,000.00)	(\$42,000.00)	(\$915,413.00)	(\$240,000.00)	(\$380,087.00)	(\$379,400.00)	(\$1,273,600.00)	(\$3,299,500.00)
Running Balance	\$0		\$0	\$1,164,269	\$0	\$0	\$0	\$1,164,269
FY 2016								
Funds Anticipated	\$ -		\$192,000	\$587,747	\$ -	\$53,000	\$20,000	\$852,747
Funds Programmed	\$ -		(\$192,000.00)	\$ -	\$ -	(\$53,000.00)	(\$20,000.00)	(\$265,000.00)
Running Balance	\$0		\$0	\$1,752,016	\$0	\$0	\$0	\$1,752,016
FY 2017								
Funds Anticipated	\$ -		\$ -	\$587,747	\$ -	\$5,000	\$20,000	\$612,747
Funds Programmed	\$ -		\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0		\$0	\$2,339,763	\$0	\$0	\$0	\$2,339,763
FY 2018								
Funds Anticipated	\$ -		\$ -	\$587,747	\$ -	\$5,000	\$20,000	\$612,747
Funds Programmed	\$ -		\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0		\$0	\$2,927,510	\$0	\$0	\$0	\$2,927,510



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # GR1501 KANSAS EXPRESSWAY EXTENSION

Route Kansas Expressway

From Republic Road

To East-West Arterial

Location/Agency Greene County

Federal Agency FHWA

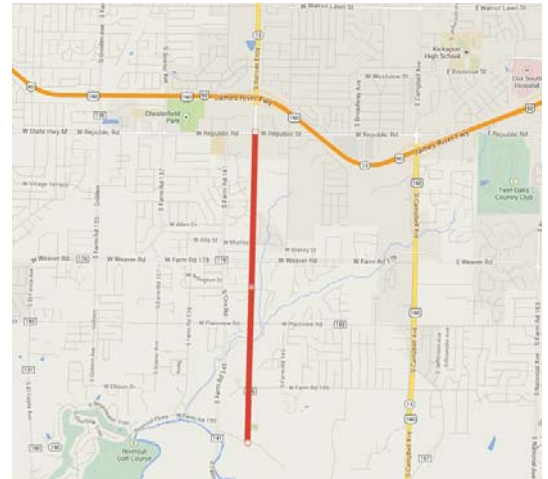
Responsible Agency Greene County

Federal Funding Category STP-U

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Final design and environmental work for the extension of Kansas Expressway from Republic Road to the future east/west arterial.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	ENG	\$1,200,000	\$1,200,000	\$0	\$0	\$2,400,000
LOCAL	Local	ENG	\$300,000	\$300,000	\$0	\$0	\$600,000
Totals			\$1,500,000	\$1,500,000	\$0	\$0	\$3,000,000

Notes

Source of Local Funding: Greene County Highway Department Road and Bridge Fund.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$3,000,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
FY 2015												
BA1101	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1110	\$2,072,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,557,044	\$97,600	\$0	\$3,893,356	\$7,620,000
GR1010	\$0	\$911,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,369,000	\$0	\$9,071,000	\$12,351,000
GR1104	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
GR1213	\$0	\$0	\$0	\$0	\$0	\$0	\$1,133,600	\$283,400	\$0	\$0	\$0	\$1,417,000
GR1312	\$0	\$0	\$0	\$0	\$0	\$0	\$371,200	\$92,800	\$0	\$0	\$0	\$464,000
GR1402	\$0	\$0	\$0	\$168,800	\$1,113,000	\$0	\$0	\$0	\$105,200	\$1,112,000	\$0	\$2,499,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
MO1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,000	\$0	\$784,000	\$980,000
MO1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,800	\$0	\$1,323,200	\$1,654,000
MO1501	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000
MO1503	\$276,000	\$0	\$0	\$0	\$0	\$0	\$0	\$69,000	\$134,600	\$0	\$538,400	\$1,018,000
MO1504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,600	\$0	\$194,400	\$216,000
MO1505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,800	\$0	\$151,200	\$189,000
MO1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
MO1604	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$62,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
NX0906	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$54,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1018	\$0	\$0	\$248,000	\$0	\$0	\$0	\$0	\$0	\$62,000	\$0	\$0	\$310,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
SP1109	\$1,966,300	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$1,433,140	\$750,000	\$4,016,560	\$10,416,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1114	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$40,000	\$0	\$200,000
SP1120	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$5,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1209	\$0	\$0	\$0	\$499,915	\$0	\$0	\$0	\$124,979	\$0	\$0	\$0	\$624,894
SP1315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,200	\$0	\$352,800	\$441,000
SP1316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,800	\$0	\$1,567,200	\$1,959,000
SP1318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,000	\$0	\$932,000	\$1,165,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1323	\$47,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$32,600	\$0	\$126,400	\$216,000

FY 2015 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
FY 2015 continued												
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
SP1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,200	\$0	\$480,800	\$601,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255,400	\$0	\$1,021,600	\$1,277,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,300	\$0	\$65,700	\$73,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$200,000
SP1411	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,600	\$0	\$438,400	\$548,000
SP1415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800	\$0	\$91,200	\$114,000
SP1416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,200	\$0	\$300,800	\$376,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
WI1501	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$5,619,300	\$1,000,600	\$248,000	\$668,715	\$3,687,000	\$0	\$1,504,800	\$2,453,207	\$6,501,040	\$1,943,000	\$25,588,216	\$49,213,878
FY 2016												
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1104	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$32,000	\$0	\$160,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1501	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$0	\$3,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$19,200	\$24,000
MO1601	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$53,000
MO1603	\$284,000	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000	\$134,600	\$0	\$538,400	\$1,028,000
MO1604	\$0	\$980,100	\$0	\$0	\$0	\$0	\$0	\$0	\$108,900	\$0	\$0	\$1,089,000
MO1605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$155,200	\$194,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
NX0906	\$1,307,001	\$0	\$0	\$0	\$0	\$0	\$0	\$326,750	\$362,000	\$0	\$1,448,000	\$3,443,751
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
RP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,000	\$0	\$164,000	\$205,000
SP1018	\$0	\$0	\$4,651,200	\$0	\$0	\$0	\$0	\$0	\$1,162,800	\$0	\$0	\$5,814,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$80,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1321	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,984	\$0	\$0	\$0	\$13,984
SP1323	\$681,000	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$156,600	\$0	\$626,400	\$1,636,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200	\$0	\$20,800	\$26,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$996,400	\$0	\$8,967,600	\$9,964,000
SP1410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,833,000	\$0	\$7,332,000	\$9,165,000
SP1415	\$734,000	\$0	\$0	\$0	\$0	\$0	\$0	\$184,000	\$74,000	\$0	\$298,000	\$1,290,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000
SUBTOTAL	\$4,216,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$0	\$1,057,734	\$5,236,800	\$32,000	\$19,695,200	\$36,049,735

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal							Local	State			
PROJECT	FHWA (STP-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STP)	FHWA (130)	FHWA (HPP)	FHWA (BRO)	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
FY 2017												
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1201	\$0	\$80,100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,900	\$0	\$0	\$89,000
MO1404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115,800	\$0	\$4,463,200	\$5,579,000
MO1701	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000	\$134,600	\$0	\$538,400	\$1,038,000
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$160,000	\$200,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,600	\$0	\$270,400	\$338,000
SP1106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$150,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$205,200	\$0	\$820,800	\$1,026,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,600	\$0	\$366,400	\$458,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$271,823	\$326,777	\$0	\$1,305,108	\$2,993,000
WI1301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$659,200	\$824,000
SUBTOTAL	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$344,823	\$2,472,077	\$0	\$8,714,708	\$12,993,000
FY 2018												
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1801	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$134,600	\$0	\$538,400	\$1,048,000
OK1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SP1106	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$1,179,000	\$313,000	\$0	\$1,252,000	\$2,844,000
SP1112	\$0	\$0	\$0	\$0	\$0	\$166,134	\$0	\$0	\$792,000	\$0	\$3,001,866	\$3,960,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
SUBTOTAL	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$1,254,000	\$1,526,000	\$0	\$4,801,866	\$8,148,000
GRAND TOTAL	\$11,516,593	\$2,113,500	\$4,899,200	\$768,715	\$3,815,000	\$166,134	\$1,504,800	\$5,109,764	\$15,735,917	\$1,975,000	\$58,799,990	\$106,404,613

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source								Local	MoDOT Programmed Funds	State Operations and Maintenance	TOTAL
	STP-U	Safety	Bridge	STP	130	HPP	BRO	TOTAL Federal Funds				
2015 Funds Programmed	\$5,619,300	\$1,000,600	\$248,000	\$668,715	\$3,687,000	\$0	\$1,504,800	\$12,728,415	\$2,453,207	\$34,032,256	\$6,525,006	\$55,738,884
2016 Funds Programmed	\$4,216,001	\$1,032,800	\$4,651,200	\$0	\$128,000	\$0	\$0	\$10,028,001	\$1,057,734	\$24,964,000	\$665,506	\$ 36,715,241
2017 Funds Programmed	\$1,381,292	\$80,100	\$0	\$0	\$0	\$0	\$0	\$1,461,392	\$344,823	\$11,186,785	\$6,788,616	\$ 19,781,616
2018 Funds Programmed	\$300,000	\$0	\$0	\$100,000	\$0	\$166,134	\$0	\$566,134	\$1,254,000	\$6,327,866	\$6,924,388	\$ 15,072,388
Total	\$11,516,593	\$ 2,113,500	\$ 4,899,200	\$ 768,715	\$ 3,815,000	\$ 166,134	\$ 1,504,800	\$ 24,783,942	\$ 5,109,764	\$ 76,510,907	\$ 20,903,516	\$127,308,129

	Prior Year	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Available State and Federal Funding	\$24,201,377	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000	\$93,961,377
Available Operations and Maintenance Funding	\$ -	\$6,525,006	\$665,506	\$6,788,616	\$6,924,388	\$20,903,516
Available Suballocated STP-U/Small Urban	\$23,213,240	\$5,410,663	\$5,414,570	\$4,599,063	\$4,599,063	\$43,236,599
Available Suballocated BRM	\$1,542,036	\$338,170	\$338,170	\$338,170	\$338,170	\$2,894,716
TOTAL AVAILABLE FUNDING	\$48,956,653	\$39,513,839	\$32,098,246	\$20,475,849	\$19,951,621	\$160,996,208
Prior Year Funding	\$ -	\$48,956,653	\$35,184,815	\$31,625,554	\$32,664,610	--
Programmed State and Federal Funding	\$ -	(\$53,285,677)	(\$35,657,507)	(\$19,436,793)	(\$13,818,388)	(\$122,198,365)
TOTAL REMAINING	\$48,956,653	\$35,184,815	\$31,625,554	\$32,664,610	\$38,797,843	\$38,797,843

Remaining State and Federal Funding	\$4,183,121
Remaining Suballocated STP-Urban/Small Urban	\$31,720,006
Remaining Suballocated BRM	\$2,894,716
TOTAL REMAINING	\$38,797,843

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

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

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

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

FEDERAL SUB-ALLOCATED REVENUE

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

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

Table G.2 STP-Urban/Small Urban	
<i>Carryover Balance through FY2014</i>	<i>\$23,255,240</i>
Anticipated Allocation FY2015	\$5,410,663
Anticipated Allocation FY2016	\$5,414,570
Anticipated Allocation FY2017	\$4,599,063
Anticipated Allocation FY2018	\$4,599,063
<i>Programmed through FY2018</i>	<i>(\$11,558,593)</i>
<i>Estimated Carryover Balance Through FY 2018</i>	<i>\$31,720,006</i>

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

REVENUE

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

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

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Battlefield				
Total Available Revenue	\$232,024.00	\$232,024.00	\$232,024.00	\$232,024.00
Estimated Operations and Maintenance Expenditures	(\$3,731.00)	(\$3,806.00)	(\$3,882.00)	(\$3,960.00)
Estimated TIP Project Expenditures	(\$2,000.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$226,293.00	\$228,218.00	\$228,142.00	\$228,064.00
City of Nixa				
Total Available Revenue (prior reserves included)	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00
Estimated Operations and Maintenance Expenditures	(\$25,424.00)	(\$25,932.00)	(\$26,451.00)	(\$26,980.00)
Estimated TIP Project Expenditures	\$0.00	(\$326,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,698,632.00	\$1,371,374.00	\$1,697,605.00	\$1,697,076.00
City of Ozark				
Total Available Revenue	\$640,830.00	\$640,830.00	\$640,830.00	\$640,830.00
Estimated Operations and Maintenance Expenditures	(\$60,512.00)	(\$61,722.00)	(\$62,956.00)	(\$64,215.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$580,318.00	\$579,108.00	\$577,874.00	\$576,615.00
City of Republic				
Total Available Revenue	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00
Estimated Operations and Maintenance Expenditures	(\$36,355.00)	(\$37,082.00)	(\$37,824.00)	(\$38,580.00)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,634,120.00	\$1,633,393.00	\$1,632,651.00	\$1,631,895.00
City of Springfield				
Total Available Revenue	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00
Estimated Operations and Maintenance Expenditures	(\$2,325,881.00)	(\$2,372,399.00)	(\$2,419,847.00)	(\$2,468,244.00)
Estimated TIP Project Expenditures	(\$452,571.00)	(\$430,984.00)	(\$344,823.00)	(\$1,254,000.00)
Amount Available for Local Projects	\$17,211,272.00	\$18,501,735.00	\$18,540,271.00	\$17,582,874.00

Continued on next page...

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Strafford				
Total Available Revenue	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
City of Willard				
Total Available Revenue	\$467,355.00	\$467,355.00	\$467,355.00	\$467,355.00
Estimated Operations and Maintenance Expenditures	(\$13,948.00)	(\$14,227.00)	(\$14,512.00)	(\$14,802.00)
<i>Estimated TIP Project Expenditures</i>	<i>(\$20,500.00)</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>
<i>Amount Available for Local Projects</i>	<i>\$432,907.00</i>	<i>\$453,128.00</i>	<i>\$452,843.00</i>	<i>\$452,553.00</i>
Christian County				
Total Available Revenue	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00
Estimated Operations and Maintenance Expenditures	(\$40,163.00)	(\$40,966.00)	(\$41,785.00)	(\$42,621.00)
Estimated TIP Project Expenditures	(\$1,557,044.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,501,616.00	\$1,500,813.00	\$1,499,994.00	\$1,499,158.00
Greene County				
Total Available Revenue	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00
Estimated Operations and Maintenance Expenditures	(\$106,796.00)	(\$108,932.00)	(\$111,111.00)	(\$113,333.00)
<i>Estimated TIP Project Expenditures</i>	<i>(\$676,200.00)</i>	<i>(\$300,000.00)</i>	<i>\$0.00</i>	<i>\$0.00</i>
<i>Amount Available for Local Projects</i>	<i>\$20,864,890.00</i>	<i>\$21,238,954.00</i>	<i>\$21,536,775.00</i>	<i>\$21,534,553.00</i>

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 9/17/2014; ITEM II.B.

Disadvantaged Business Enterprise (DBE) Program

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

AGENDA DESCRIPTION:

This Disadvantaged Business Enterprise Program (DBE) was developed to comply with 49 CFR part 26. The Department of Transportation (DOT) requires that state and local transportation agencies receiving DOT financial assistance and meeting certain criteria must establish a DBE program, including a DBE participation goal. A DBE is a for-profit small business or corporation that is at least 51 percent owned and managed by one or more persons who are socially and economically disadvantaged.

This DBE program;

- Outlines the contracting activities of OTO concerning DBEs
- Ensures that small disadvantaged business enterprises can compete fairly for federally funded transportation-related projects of OTO
- Ensures only eligible DBE firms may participate as a DBE
- Utilizes the DBE list of the Missouri Department of Transportation (MoDOT) certified by the Missouri Regional Certification Committee (MRCC)
- Establishes a 2015 DBE goal of 0 percent participation due to the lack of MRCC certified DBEs listed in the OTO area.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the Disadvantaged Business Enterprise Program.”

OR

“Move to ...”

2014



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Draft
07/30/2014

Draft
07/30/2014



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Disadvantage Business Enterprise Program

OTO Office Location

205 Park Central East, Suite 205
Springfield, Missouri 65806

Phone: (417) 865-3042

Fax: (417) 862-6013

Email: staff@ozarkstransportation.org

Web: www.OzarksTransportation.Org



Ozarks Transportation Organization

This DBE program has been developed through guidance of Federal Highway Administration and Federal Transit Administration and 49 CFR Part 26

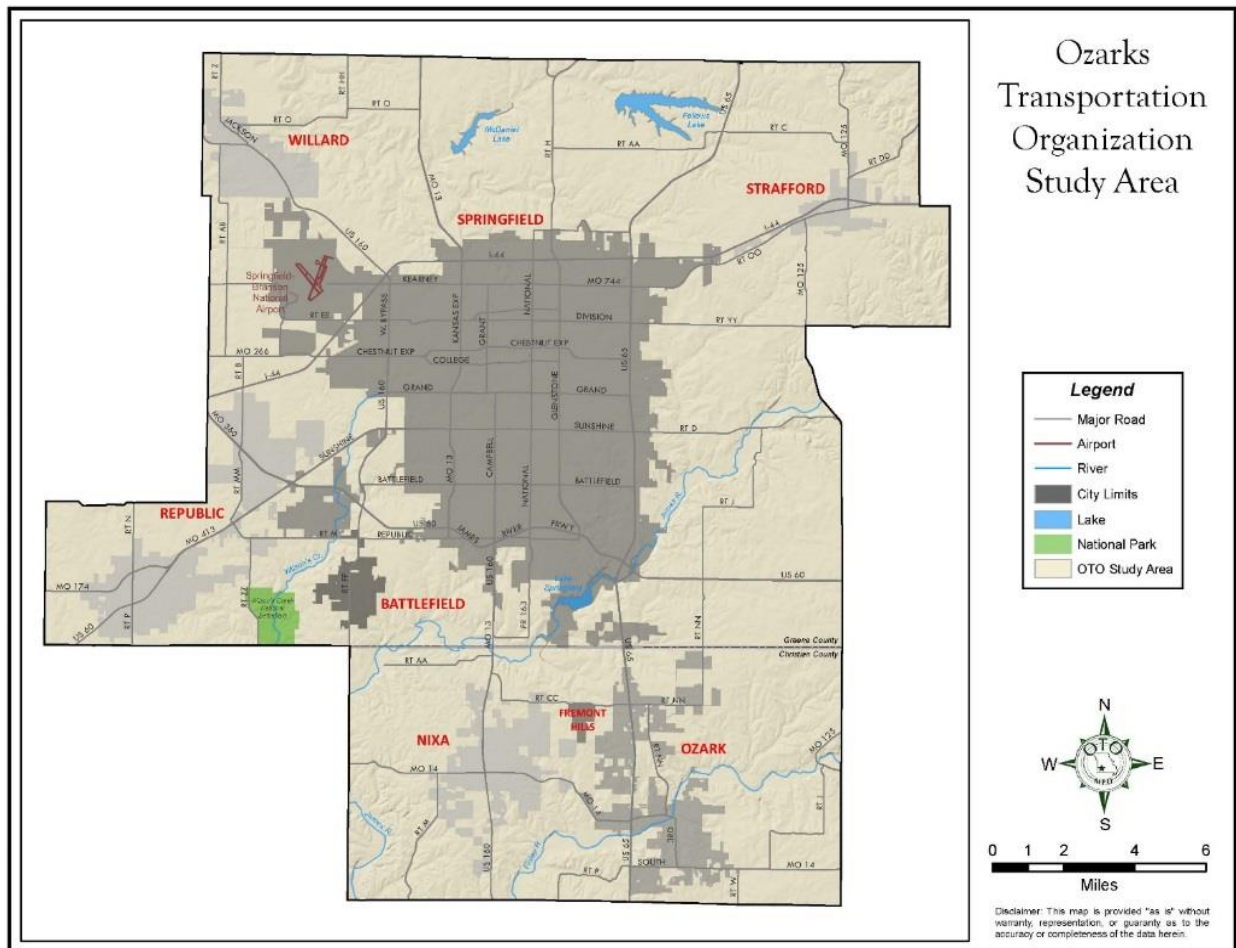
This Disadvantaged Business Enterprise Program was prepared in cooperation with the USDOT, including FHWA, FTA and Missouri Highways and Transportation Commission.

Contents

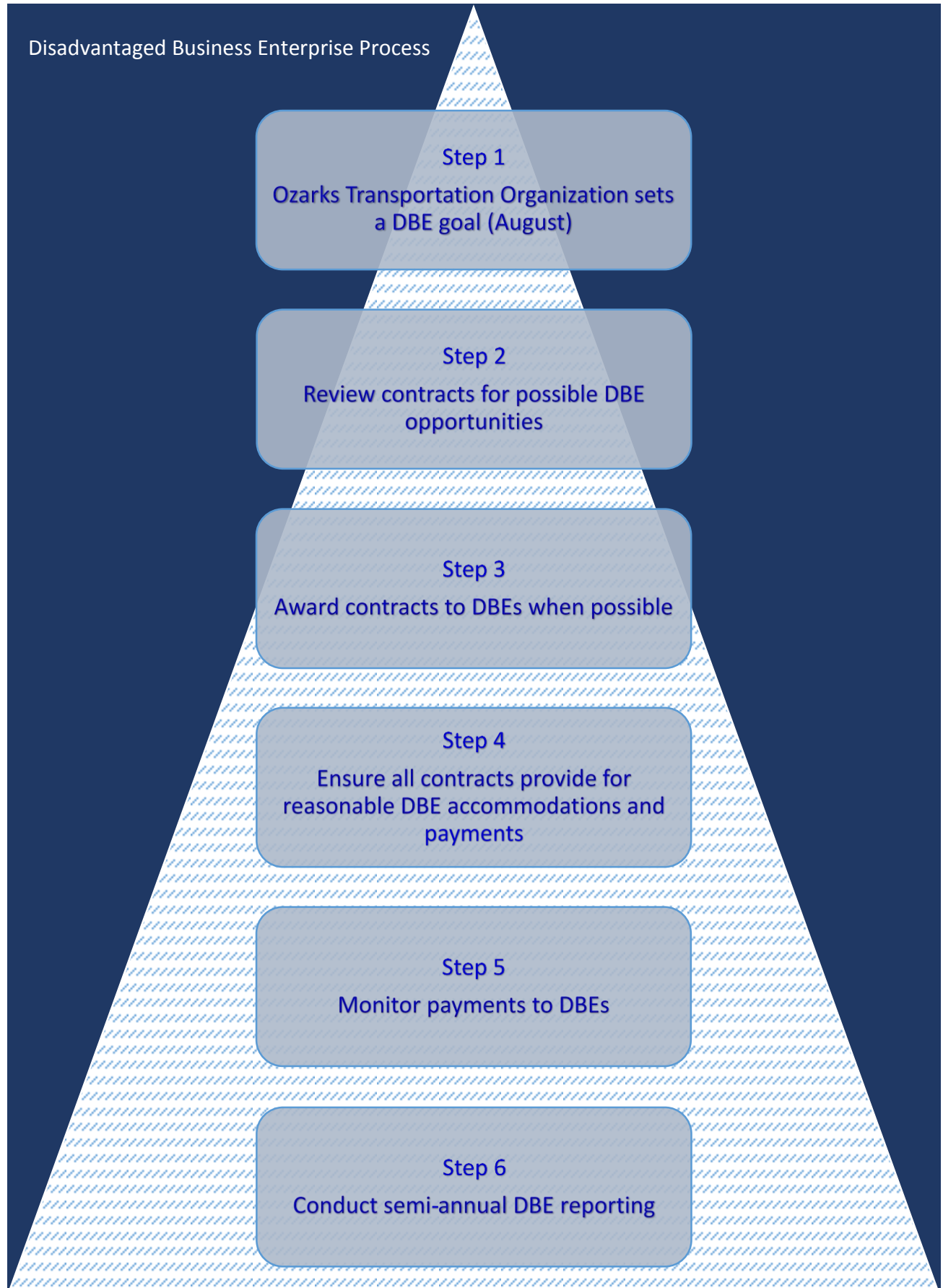
Introduction	2
Definitions of Terms 49 CFR § 26.5	5
Nondiscrimination §26.7	5
Noncompliance Complaint §26.103	5
DBE Program Updates §26.21	5
Quotas §26.43	5
Disadvantage Business Enterprise Liaison Officer (DBELO) §26.45	6
Federal Financial Assistance Agreement Assurance §26.13	7
Disadvantaged Business Enterprise Financial Institutions §26.27	7
Disadvantaged Business Enterprise Directory §26.31	7
Over-Concentration §26.33	7
Business Development Program §26.35	7
Monitoring and Enforcement Mechanisms §26.37	8
Transit Vehicle Manufacturers Certification §26.49	8
Overall Goals §26.45	8
Process To Meet Overall Goals §26.51	9
Good Faith Efforts §26.53	9
Good faith efforts when a DBE is replaced on a contract	10
Counting DBE Participation §26.55	11
Certification §26.61, §26.91	11
De-Certification §26.87	11
Information Collection and Reporting §26.11	11
Bidders List	11
Monitoring Payments to DBEs	12
DBE Reporting	12
Confidentiality §26.109	12
Appendix A - Required Contract Clauses §26.13, §26.29	13
Appendix B – Overall 2015 DBE Goal §26.45	14
Appendix C - Organizational Chart	16

INTRODUCTION

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



Disadvantaged Business Enterprise Process



OBJECTIVES/POLICY STATEMENT §26.1, §26.23

It is the policy of the OTO to encourage all qualified businesses to actively participate in the procurement process of all OTO sponsored contracts. OTO does not discriminate based on race, color, sex, national origin, age, military status, or disability. OTO has established this Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (USDOT), 49 CFR, Part 26. OTO receives federal financial assistance from the USDOT, and as a condition of receiving this assistance, OTO has signed an assurance that it will comply with 49 CFR, part 26.

It is the policy of OTO to ensure that all businesses have an equal opportunity to receive and participate in USDOT assisted contracts. It is also OTO's policy:

1. To ensure nondiscrimination in the award and administration of all contracts;
2. To create a level playing field on which DBEs and small businesses can compete fairly for USDOT assisted contracts;
3. To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
4. Count DBEs that are certified through the MoDOT MRCC program;
5. Set annual DBE goal;
6. Use DBEs when available to meet contract objectives.

OTO has designated the staff Planner as the DBE Liaison Officer (DBELO) (*See Organizational Chart Appendix-C, Also see section DBE liaison officer §26.45, page 6*). In that capacity, the DBELO is responsible for implementing all aspects of the DBE program. Other OTO staff will assist the DBELO, as needed, with DBE requirements and compliance. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by OTO in its financial assistance agreements with the USDOT.

Sara J Fields
Executive Director

Date

DEFINITIONS OF TERMS 49 CFR § 26.5

The terms used in this program have meanings defined in 49 CFR §26.5

NONDISCRIMINATION §26.7

OTO does not exclude any person from participating in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR, part 26 on the basis of race, color, sex, or national origin.

In administering its DBE program, OTO will not directly or through contractual or other arrangements use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, or national origin.

NONCOMPLIANCE COMPLAINT §26.103

Any person believing that OTO or its subrecipient has failed to comply with the obligations of 49 CFR Part 26 may file a written complaint with either the Federal Transit and/or Highway Administrations (FTA/FHWA) Office of Civil Rights in Washington, D. C. The written complaint must be filed within 180 days after the occurrence of the alleged violation or as required FHWA/FTA Civil Rights Office. The person may also request an extension of time to file beyond the 180 days by stating a reason in the interest of justice for so doing.

DBE PROGRAM UPDATES §26.21

OTO will continue this program until all funds from the USDOT programs financial assistance have been depleted. OTO will provide the MoDOT information of significant changes to this program by submitting those significant changes to MoDOT. This DBE plan can be updated as needed however, the DBE goal will be updated annually as described in Appendix-B.

OTO is a MoDOT subrecipient of federal funds and is responsible to submit its DBE plan and reporting to MoDOT as required.

QUOTAS §26.43

OTO does not use quotas in any way in administration of this DBE program.

DISADVANTAGE BUSINESS ENTERPRISE LIAISON OFFICER (DBELO) §26.45

DBELO

Ozarks Transportation Organization

205 Park Central East, Suite 205

Springfield, MO 65806-1321

Phone: (417) 865-3042

Email: staff@ozarkstransportation.org

OTO has designated a staff member to be the Disadvantage Business Enterprise Liaison Officer. The DBELO is responsible for developing, implementing and monitoring the DBE program, ensuring that OTO complies with all provisions of 49 CFR Part 26. The DBELO coordinates with appropriate peer, staff and officials. The DBELOs duties and responsibilities include the following:

1. Ensures gathering and reporting statistical data and other information as required by USDOT;
2. Reviews third party contracts using Federal USDOT funds for compliance with this program;
3. Works with staff to set overall annual goals;
4. Ensures that RFQ and RFP notices are available to known DBEs;
5. Identifies contracts and procurements so that DBE goals are included in solicitations with race neutral methods, contract specific goals and monitors results;
6. Analyzes OTO's progress toward goal attainment and identifies ways to improve progress;
7. Advises the Executive Director and OTO's Board of Directors on DBE matters and achievements;
8. Advises staff on DBE goals and other relevant information;
9. Participates with staff, legal counsel and the project director as necessary to determine contractor compliance with good faith efforts;
10. Provides DBEs with information;
11. Receives, updates or participates in DBE training seminars including national or state training;
12. Provides outreach to DBEs and community organizations to advise them of opportunities; and
13. Reviews directory of certified DBEs of Missouri Regional Certification Committee

FEDERAL FINANCIAL ASSISTANCE AGREEMENT ASSURANCE §26.13

The OTO has signed the following assurance, applicable to all USDOT-assisted contracts and their Administration.

The OTO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any USDOT-assisted contract or in the administration of its DBE Program or the requirements of 49 CFR, Part 26. The OTO shall take all necessary and reasonable steps under 49 CFR, Part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts. OTO's DBE Program, as required by 49 CFR, Part 26 and as approved by USDOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the OTO of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.)

DISADVANTAGED BUSINESS ENTERPRISE FINANCIAL INSTITUTIONS §26.27

The OTO will investigate to the fullest extent possible the services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community, to make reasonable efforts to use these institutions and to encourage prime contractors on USDOT-assisted contracts to make use of these institutions. OTO's effort to identify institutions that provide needed services may include, but are not limited to: internet search among minority and women associated business organizations, chambers of commerce, regional business journals, and the Federal Reserve data base of Minority-Owned Banks <http://www.federalreserve.gov/releases/mob/>. Information about availability of such institutions can be obtained from the DBELO.

DISADVANTAGED BUSINESS ENTERPRISE DIRECTORY §26.31

OTO utilizes the Missouri Regional Certification Committee directory (MMRC). A DBE must be recognized as eligible to participate as MRCC DBE. The directory can be found at http://www.modot.mo.gov/business/contractor_resources/External_Civil_Rights/mrcc.htm

OVER-CONCENTRATION §26.33

The OTO has not identified any areas of over-concentration. OTO will continue to monitor DBE participation and usage, and will take appropriate actions to address any identified over concentrations if necessary. In the event that over-concentration is identified, DOT approval of measures to address the over-concentration will be sought.

BUSINESS DEVELOPMENT PROGRAM §26.35

The OTO will not have a business development mentor protégé program.

MONITORING AND ENFORCEMENT MECHANISMS §26.37

The OTO will bring to the attention of the U.S. Department of Transportation any false, fraudulent, or dishonest conduct in connection with the program, so that USDOT can take the steps (e.g., referral to the Department of Justice for criminal prosecution, referral to the USDOT Inspector General, action under suspension and debarment or Program Fraud and Civil Penalties rules) provided in §26.109. OTO will consider similar action under our own legal authorities, including responsibility determinations in future contracts.

Consequences Of Noncompliance: If a contractor fails or refuses to comply with the terms of this program, as it is set forth in such contractor's contract with OTO, the OTO Director or Operations Manager will issue an order stopping all or part of payment and/or work until satisfactory action has been taken. If the contractor still fails to comply, the OTO Director, Operations Manager or the OTO Board of Directors may issue a termination proceeding outlined in OTOs purchasing manual.

TRANSIT VEHICLE MANUFACTURERS CERTIFICATION §26.49

OTO does not purchase vehicles or provide any form of transit service, instead partners with MoDOTs Multimodal Division for vehicle procurement that may be awarded through FTA grant funding. MoDOT will determine all DBE eligibility.

OVERALL GOALS §26.45

It is expected OTO will exceed the minimum \$250,000 threshold and has developed this DBE Program as described in §26.45(C)(D). Therefore a goal must be established annually for all USDOT assisted contracts. OTO uses the two step process described in 49 CFR part 26 to determine a goal.

Step-One involves the development of a DBE goal

- Identify DBEs listed in the Missouri Regional Certification Committee directory for the Jurisdiction/MSA
- Establish MRCC number of DBEs located in the OTO Jurisdiction/MSA
- Establish the number of all North America Industrial Classification (NAICS) business located in the OTO Jurisdiction/MSA
- Formula:
$$\frac{\text{Number of Springfield MSA DBEs listed by the MoDOT MRCC Directory}}{\text{Number of Springfield MSA business establishments listed by the US Census}} = DBE\ Goal$$
- Establish the formulated OTO DBE goal

Step two involves examining available evidence determining what adjustments to the base figure are needed, if any.

- OTO utilizes the MRCC database
- OTO records and takes into consideration the DBE activities performed in DOT assisted contracts

The Public Input process in which OTO administers the setting of its DBE goals will include the following steps:

- Consultation with OTO Jurisdiction/MSA DBEs
- 30 day public review of the updated DBE goal
- DBE goal will be approved by the OTO Board of Directors
- Annually, the DBE goal will be update and submitted to MoDOT for review by August 1st.

Future DBE goals should evaluate all evidence available in the Jurisdiction/MSA prior to making adjustments to the DBE goal. Any adjustment must be based on demonstrable evidence considering the “But For” factor as described in 49 CFR part 26.45 (d)(3). The goal will be published separately by an Appendix-B update to this plan.

PROCESS TO MEET OVERALL GOALS §26.51

OTO will meet the overall program goals through the use of race-neutral measures including, but not limited to the following measures:

Race-neutral measures

- Race-neutral measures or program is one that is, or can be, used to assist all small businesses. For the purpose of this part, race-neutral includes gender-neutrality.
- DBE participation on a prime contract that a DBE obtains through competitive bidding
- DBE participation on a subcontract through a prime contract that does not have a DBE goal
- DBE participation on a prime contract exceeding a contract goal
- DBE participation on a subcontract from a prime contractor that did not consider a firm’s DBE status in making the award

Race-conscious measures

- Race-conscious measures or program is one that is focused specifically on assisting only DBE’s, including women-owned DBEs
- DBE participation goals will only be used on USDOT-assisted contracts that have subcontracting possibilities
- DBE participation goals will not be required for every USDOT-assisted contract
- DBE participation goals are not required to be the same as the overall program goal. The goal for a specific contract may be higher or lower than the percentage level of the overall goal
- DBE participation goals must provide for participation by all certified DBEs and must not be subdivided into group-specific goals

GOOD FAITH EFFORTS §26.53

Good faith efforts means efforts to achieve a DBE goal or other requirements of this part which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement.

Information to be submitted

OTO treats bidder/offeror compliance with “good faith efforts” requirements as a matter of responsiveness:

Each solicitation for which a contract goal has been established will require the bidder/offeror to submit the following information.

- The names and addresses of DBE firms that will participate in the contract;
- A description of the work that each DBE will perform;
- The dollar amount of the participation of each DBE firm participation;
- Written and signed documentation of commitment to use a DBE; subcontractor whose participation it submits to meet a contract goal;
- Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor’s commitment; and
- If the contract goal is not met, evidence of “good faith efforts”

Demonstration of “good faith efforts”

The obligation of the bidder/offeror is to make good faith efforts. The bidder/offeror can demonstrate that it has done so either by meeting the contract goal or documenting good faith efforts. Guidelines for good faith efforts are found in 49 CFR Part 26. The DBELO and the project manager are responsible for determining whether a bidder/offeror who has not met the contract goal has documented sufficient good faith efforts to be regarded as responsive.

The DBELO or project manager verifies that all information is complete and accurate and adequately documents the bidder/offeror's good faith efforts before OTO commits to the performance of the contract by the bidder/offeror.

Administrative reconsideration

The bidder must make a written request for administrative reconsideration within seven (7) working days of the notification on lack of “good faith efforts.” That notice must be faxed, mailed, or emailed to:

Attn: DBELO
Ozarks Transportation Organization
205 Park Central East, Suite 205
Springfield, MO 65806-1321
Telephone: (417) 865-3042
Fax: (417) 862-6013
E-Mail: staff@ozarkstransportation.org

The DBELO will process the request, including providing documentation to OTO’s Executive Director. The Executive Director will consult with senior staff and procurement policy makers to determine necessary actions. As part of the reconsideration, the bidder will have the opportunity to provide written documentation or argument to the Executive Director, concerning the issue of whether they met the goal or made adequate “good faith efforts.” OTO will notify the bidder, in writing of the decision on reconsideration, explaining the basis of finding that the bidder did or did not meet the goal, or make adequate “good faith efforts.” The bidder may choose to meet in person with the Executive Director to discuss the findings. The result of the reconsideration process **is not** administratively appealable to the USDOT.

GOOD FAITH EFFORTS WHEN A DBE IS REPLACED ON A CONTRACT

OTO will require a contractor to make good faith efforts to replace a DBE that is terminated or has otherwise failed to complete the work that is contracted with another certified DBE, to the extent needed to meet the contract goal. We will require the prime contractor to notify the DBE Liaison Officer or OTO Executive Director immediately of the DBE's inability or unwillingness to perform and provide reasonable documentation.

In this situation, OTO will require the prime contractor to obtain our prior approval of the substitute DBE and to provide copies of new or amended subcontracts, or documentation of good faith efforts. If the contractor fails or refuses to comply in the time specified, OTO's Executive Director will issue an order stopping all or part of payment and/or work until satisfactory action has been taken. If the contractor still fails to comply, the Executive Director may issue a termination for default proceeding, stopping all activities associated with the project.

COUNTING DBE PARTICIPATION §26.55

OTO will count recorded DBE participation toward overall and contract goals as described in 49 CFR §26.55.

CERTIFICATION §26.61, §26.91

It is the policy of OTO to accept DBE certifications from agencies or jurisdictions that have reviewed and certified the submitting firms' DBE request in accordance with 49 CFR, Part 26. To be certified as a DBE, a firm must meet all certification eligibility standards. OTO is not a certifying agency and utilizes the Missouri Regional Certification Committee (MRCC) DBE list. This list can be found at <http://www.modot.mo.gov/MRCC/common/publicSearch.faces>

DE-CERTIFICATION §26.87

The de-certification of firms as DBEs will be conducted by the certifying agencies listed above.

INFORMATION COLLECTION AND REPORTING §26.11

BIDDERS LIST

OTO will establish an internal bidder's list by project that consists of information about all DBE and non-DBE firms that bid or quote on USDOT-assisted contracts. The purpose of this requirement is to allow the use of a bidder's list approach to aid in step 2 calculation of future goals. The bidders list will include at a minimum, the name, address, DBE/non-DBE status, firm's age and annual gross receipts.

The OTO will manage a running tally of actual payments to DBE firms for work committed to them at the time of the contract award. OTO may collect this information by requiring all prime contracts to report the names, addresses, phone numbers, and DBE/non-DBE status who quote to them for subcontracting status.

Firms must be an independent business owned (at least 51% as indicated in the MRCC) and controlled by a member of members of a socially or economically disadvantaged group. Individual owner must have a net worth not exceeding \$1,320,000 (excluding ownership interest in the firm, retirement fund assets, and

equity value of primary residence. The firm's average receipts over the last three years must not exceed \$22,410,000. Income information will be required as bracketed:

- ☐ Less than \$1,000,000
- ☐ \$1,000,000-\$5,000,000
- ☐ \$5,000,000-\$10,000,000
- ☐ Greater than \$10,000,000

MONITORING PAYMENTS TO DBES

OTO will require prime contractors to maintain records and documents of payments to DBEs for three years following the performance of the contract. These records will be made available for inspection upon request by any authorized representative of OTO or MoDOT.

With each payment request, all contractors with DBE subcontractors will provide proof of payment to DBE or explain why no payment has been made. OTO may withhold payment if contractor has not made appropriate DBE payments.

At any time OTO or MoDOT may perform interim audits of contract payments to DBEs. The audit will review payments to DBE prime and subcontractors ensuring actual amounts paid to DBE subcontractors are equal to or exceed the dollar amounts stated in the schedule of DBE participation.

DBE REPORTING

OTO reports DBE contracting activities on a semiannually schedule to MoDOT using the Uniform Report of DBE Commitment/Awards and Payments form in compliance with §26.55.

CONFIDENTIALITY §26.109

OTO will safeguard from disclosure to third parties information that may reasonably be regarded as confidential business information, consistent with federal, state, and local law. Notwithstanding any contrary provisions of state or local law, OTO will not release personal financial information to a third party (other than USDOT/MoDOT) without the written consent of the submitter.

OTO is subject to the Missouri's Sunshine Law under the section listed as RSMo Chapter 610 - Public Governmental Bodies and Quasi-Public Governmental Bodies. Therefore OTO is required to allow citizens to inspect and copy documents deemed to be "public records" under the law. OTO will satisfy public request to inspect and copy public records. However, third party financial information will be subject to confidentiality and will not be released as public information.

APPENDIX A - REQUIRED CONTRACT CLAUSES §26.13, §26.29

The OTO will include the following clause in all USDOT assisted contracts and subcontracts:

“The contractor shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of USDOT-assisted contracts. Project Consultant agrees in the performance of this contract not to discriminate on the grounds or because of race, creed, color, national origin or ancestry, sex, religion, handicap, age, or political opinion or affiliation, against any employee of Project Consultant or applicant for employment and shall include a similar provision in all subcontracts let or awarded hereunder. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in termination of this contract or such other remedy as the recipient deems appropriate.”

For prompt payment the OTO will apply the following clause in each USDOT-assisted prime contract:

“The prime contractor will not receive a final payment until they have submitted proof of payment to all DBEs.”

Draft
07/30/2014

APPENDIX B – OVERALL 2015 DBE GOAL §26.45

OTO uses the two step process outlined in 49 CFR §26.45. OTO utilizes the MRCC Directory to establish the base figure in step one. The MSA area includes Christian, Dallas, Greene, Polk and Webster counties.

(Step one) Formula:
$$\frac{\text{Number of Springfield MSA DBE listed by the MoDOT MRCC Directory}}{\text{Number of Springfield MSA business establishments listed by the US Census}} = \text{DBE Goal}$$

OTO Step one: Formula:
$$\frac{8}{2755} = 0.002904 = \text{rounds to } 0 = \text{Goal of } 0$$

Number of DBE business in the in the MSA							
NAICS	Description	Type 1 NAICS	Type 2 NAICS	Type 3 NAICS	Type 4 NAICS	Type 5 NAICS	Total Activity by NAICS
23	Construction	237110	238910	237310	238990	237990	5
23	Construction	237310		238110			2
23	Construction	237310					1
23	Construction	238910					1
54	Professional, Scientific, and Technical Services	541219	541330	561730			3
54	Professional, Scientific, and Technical Services	541310	541611				2
54	Professional, Scientific, and Technical Services	541370					1
56	Management of Companies and Enterprises		561730				1
56	Management of Companies and Enterprises		561730				1
56	Management of Companies and Enterprises		561730				1
71	Arts, Entertainment, and Recreation	711510					1
Total Activity by Types		8	6	3	1	1	19
* MSA includes: Christian, Dallas, Greene, Polk and Webster County							
** Note: The MRCC lists eight business in southwest district							
http://contribute.modot.mo.gov/business/contractor_resources/External_Civil_Rights/mrcc.htm							

Number of Business identified by NAICS in the MSA		
NAICS	Description	Total MSA Establishments
23	Construction	967
54	Professional, Scientific, and Technical Services	1046
56	Management of Companies and Enterprises	589
71	Arts, Entertainment, and Recreation	153
Total		2755
* NAICS Indicates 2,755 established Small Business by relevant sectors		
http://censtats.census.gov/cgi-bin/msanaic/msasect.pl		

Step two involves examining available evidence determining what adjustments to the base figure are needed, if any.

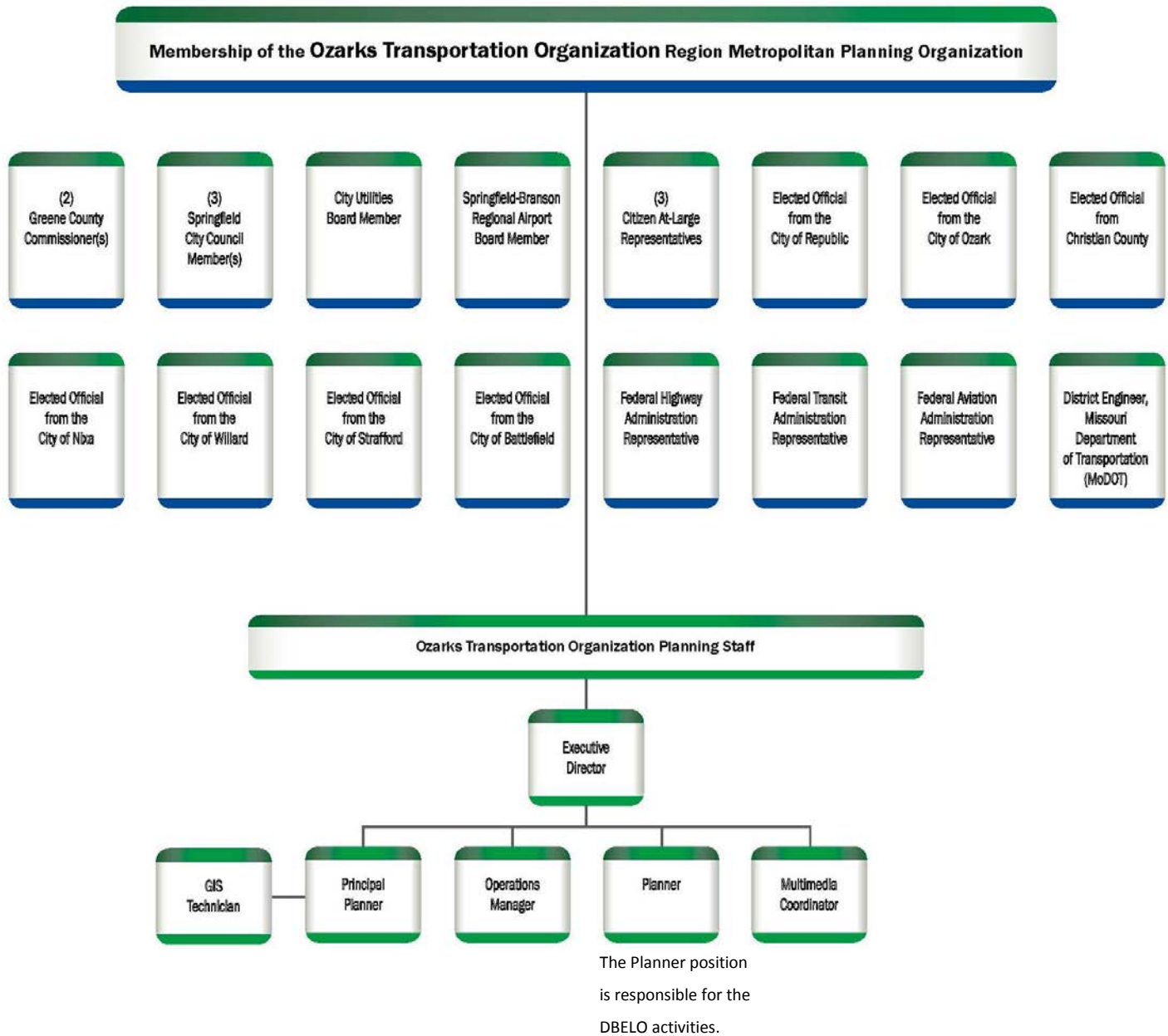
- OTO utilizes the MRCC database
- OTO records and takes into consideration the DBE activities performed in DOT assisted contracts

The Public Input process in which OTO administers the setting of its DBE goals will include the following steps:

- Consultation with OTO Jurisdiction/MSA DBEs
- 30 day public review of the updated DBE goal.
- DBE goal will be approved by the OTO Board of Directors
- Annually, the DBE goal will be update and submitted to MoDOT for review by August 1st.

Future DBE goals should evaluate all evidence available in the Jurisdiction/MSA prior to making adjustments to the DBE goal. Any adjustment must be based on demonstrable evidence considered the “But For” factor as described in 49 CFR part 26.45 (d)(3). The goal will be published separately by an appendix update to this plan no later than August 1st of each year.

APPENDIX C - ORGANIZATIONAL CHART



TAB 5



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FHWA Data Shows Increases in American Driving

AASHTO Journal

The
latest
data



released last week by the Federal Highway Administration show that American driving in the last year has reached levels not seen since 2008.

"More people driving means our economy is picking up speed," said U.S. Transportation Secretary Anthony Foxx in a statement. "It also means we need to increase our investment in transportation to meet this demand, which is why Congress needs to pass the President's four-year, \$302 billion GROW AMERICA Act."

The FHWA monthly "Traffic Volume Trends" report shows that drivers traveled 261.7 billion vehicle-miles traveled (VMT) in June, which according to FHWA is the most since June 2010. Travel on all roads increased by 3.7 billion miles in June, 1.3 percent more than June 2013. June also showed the largest single-month gain this year and the fourth consecutive month of VMT growth.

Overall, Americans drove more than 2.97 trillion miles between July 2013 and June 2014, the most recent month for which data are available. In the first half of 2014, drivers traveled 1.466 trillion miles – the largest since 2010 and the fourth-highest in the report's 78-year-history.

The "Traffic Volume Trends" reports, which are based on information collected from more than 2,000 road-

mounted sensors nationwide, are available online at
http://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm.

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

September 05, 2014

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SHRP2 Innovative Bridge Technology Aids Replacement of Aging Bridge in Columbia, Missouri

AASHTO Journal

A new innovative bridge technology is being used by the Missouri Department of Transportation to replace a 57-year-old bridge in Columbia. The Route B Bridge over Business Loop Interstate 70 carries up to 22,000 vehicles a day between Columbia's Central Business District and its Northeast suburbs in North Central Columbia.

The innovative bridge designs used in the project were developed through the second Strategic Highway Research Program (SHRP2) and the Every Day Counts program. MoDOT estimates this work saved several weeks of construction compared to more traditional methods.



MoDOT Bridge Inspector Jamie Johnson (left) discusses bridge completion with Columbia Area Engineer Charles Sullivan.

"MoDOT is committed to improving the safety and reliability of our bridges with the least amount of disruption and the most economic use of resources," Bill Stone, Research Administrator, MoDOT.

The new technology uses abutments consisting of layers of engineered soil and geosynthetic fabric with a block facing that will support an adjacent box beam superstructure topped with concrete. The concrete blocks and beams were fabricated (or pre-cast) off site. The existing bridge was closed, demolished, and replaced with a shorter and wider structure on nearly the same alignment.

MoDOT is receiving technical and financial assistance through the SHRP2 Implementation Assistance Program, sponsored by the Federal Highway Administration and AASHTO. SHRP2 Solutions include procedures, technologies, and tools that can be integrated in existing processes to save lives, money, and time. The goal of using this SHRP2 product is to replace bridges in weeks instead of months to reduce congestion and save money.

"FHWA and SHRP2 had a very positive impact on our project by impressing upon all parties involved that flexibility is a key component in getting a good quality project," said Derin Campbell, County Engineer, Boone County.

The project was awarded the second week of June, the bridge closed Friday, July 11, and should open for traffic in the next two weeks. In addition, I-70 below the bridge remained open to traffic except for 30 hours during the old bridge demolition.

On Thursday, August 28, federal, state and local transportation officials, contractors, consultants, block fabricators, professors and students met in Columbia to learn more about the new technology, discuss the pros and cons of the process, and see firsthand how the construction had advanced. Accelerated bridge construction (ABC) techniques are as varied as the methods used to deliver. MoDOT officials stressed their desire to give contractors incentives and opportunities to innovate to find ways to build bridges faster.

The SHRP2 design tool kit includes standard plans and details for designing bridges that are light, simple, and easier to design, fabricate, transport, and erect. The tool kit features concepts for innovative foundation systems, substructure and superstructure systems, subsystems, and components, and training materials.

Using this tool kit, local contractors can use standard equipment to apply accelerated bridge construction methods to renew typical bridges. The designs can be incorporated into project plans with minimal additional design effort, making the benefits of faster project delivery and reduced disruption available to thousands of bridge renewal projects.

For more information on this bridge and other similar projects, including time-lapse video of construction, please visit the AASHTO SHRP2 web site at <http://shrp2.transportation.org/pages/Renewal.aspx>.

For more about SHRP2 Solutions visit <http://www.fhwa.dot.gov/GoSHRP2> or <http://shrp2.transportation.org>.

The Every Day Counts initiative is designed to identify and deploy innovation aimed at reducing the time it takes to deliver highway projects, enhance safety, and protect the environment. For more information, visit <http://www.fhwa.dot.gov/everydaycounts/>.

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

September 05, 2014

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New state bike law requires 3-foot buffer between cyclists, vehicles

By Nick Green, Daily Breeze
Monday, September 1, 2014

DailyNews.com

LA Daily News (<http://www.dailynews.com>)

New state bike law requires 3-foot buffer between cyclists, vehicles

As more bicyclists take to the streets, the number of frustrated motorists unaccustomed to sharing the road also is growing, prompting a new term for the conflict — bikelash.

Now the state has enacted a new law that goes into effect Sept. 16 that seeks to codify the common sense and courtesy drivers should display by mandating a 3-foot buffer between cyclists and vehicles.

Motorists soon will be required to ensure that distance exists before they attempt to pass a cyclist, or they must wait until there is enough room to pass.

“If there’s one thing that can come out of this that would be lifesaving on our roads it’s that a motorist’s first reaction when they see a bike in front of them on a narrow road is to hit the brakes — and then you can pass safely,” said Dave Snyder, executive director of the California Bicycle Coalition. “It’s important to take a breath.”

Failure to do so will cost drivers.

Attorney Bruce Brusavich, a partner in the Torrance firm of AgnewBrusavich that represents injured cyclists, said the base fine is \$35 for violating the law, a figure that climbs to about \$150 with court costs.

If a driver injures a bicyclist by failing to provide the required safety buffer, the fine a motorist can pay rises to \$150 to \$220 — in addition to court costs, he said. Plus, because there’s a legal presumption the motorist was responsible for any injury, the bicyclist can seek damages in a civil lawsuit as well.

Brusavich hopes the law will significantly improve safety for bicyclists.

California becomes the 22nd state to pass such a law, with the 3-foot requirement becoming the standard, Snyder said.

The Los Angeles County Bicycle Coalition helped initiate the campaign to introduce the 3-foot bill several years ago and is “very happy” the law will be going into effect this month, said Colin Bogart, the coalition’s programs director.

“It’s really going to be largely about educating motorists,” Bogart said. “It’s going to be a way to educate motorists that bicyclists need three feet when they pass. By putting this into law and clarifying this specific distance that did not exist in the vehicle code before, it clarifies what was fuzzy and unclear.”

Nearly every bicyclist who rides often enough in traffic has a story about a driver passing them too closely, often unnecessarily so, Bogart said.

Everyone needs to be able to use the streets safely, he said, and this law is one more tool that supports that principle.

Ken McLeod, a legal specialist with the League of American Bicyclists, noted that a May report from the U.S. Census Bureau concluded that the fastest-growing mode of commuting in the nation is bicycling, increasing 60 percent in the past decade.

The state bicycling advocacy group had pursued the state law for some time, but at least two governors vetoed it once it reached their desks, Snyder said.

One concern was the law could actually cause more head-on collisions if motorists were encouraged to cross the center line of a road to provide the mandated 3-foot buffer as bicyclists threaded a “perilous course” between parked cars and moving traffic on narrow roads, Brusavich said.

Carried by South Bay Assemblyman Steve Bradford, D-Gardena, this version of the law no longer requires motorists to cross the center line, although Snyder said the California Highway Patrol has informally indicated it won’t make it a priority to cite drivers who do so to avoid cyclists.

Cycling and highway safety advocates are gearing up for a massive educational push to educate motorists about the new law.

Tens of thousands of bumper stickers and window clings with such slogans as “I give three feet” will be distributed by the likes of the Automobile Club of Southern California.

The AAA also will distribute informational cards to members who request roadside assistance and hold a Sept. 10 press event in Northridge to help get the message across, said spokesman Jeffrey Spring.

Staff Writer Brenda Gazzar contributed.

URL:
<http://www.dailynews.com/government-and-politics/20140901/new-state-bike-law-requires-3-foot-b>

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Kansas Department of Transportation Announces \$1.2 Billion 2-Year Construction Program

AASHTO Journal

Kansas Department of Transportation Secretary Mike King recently announced a two-year, \$1.2 billion construction program will preserve, modernize and expand roads on both state and local road systems.

"This continues the steady flow of work – and the construction jobs created by that work – under the 10-year T-WORKS transportation program passed during the 2010 legislative session," said Secretary King in a statement.

The work list includes 464 highway projects, 194 bridge/interchange projects and 1,603 miles of improvements.

The estimated cost of the work, for which construction will be underway during the 2015 and 2016 fiscal years, is \$1.2 billion. About 65 percent of the projects are considered preservation work, which will protect the investment Kansans have already made in the state's public road system.

"The construction work will create jobs for hundreds of workers, who will spend their paychecks in communities all over the state, spreading the benefits far beyond the construction industry," said Secretary King.

For more information, visit

http://www.ksdot.org/Assets/wwwksdotorg/Headquarters/PDF_Files/pressrelease2014/FY%2015-16%20Program.pdf.

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

September 05, 2014

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Rough Roads Cost Alabama Drivers More Than \$1,200 Annually

AASHTO Journal

Deficient roads and bridges, and roads that are congested or lack desirable safety features cost Alabama motorists a total of \$3.1 billion statewide annually, according to a new report released this week by TRIP, a Washington, DC based national transportation organization.

The new report, "Alabama Transportation by the Numbers: Meeting the State's Need for Safe and Efficient Mobility," says Alabama drivers pay more than \$1,200 per year due to higher vehicle operating costs, traffic crashes and congestion-related delays.

Increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion, improve road and bridge conditions, boost safety, and support long-term economic growth in Alabama, according to the report.

The TRIP report says that throughout Alabama, 15 percent of major urban roads and highways are in poor condition. Nearly a quarter of Alabama's bridges are structurally deficient or functionally obsolete.

"The state's major urban roads are becoming increasingly congested, with drivers wasting significant amounts of time and fuel each year," the report says. "And Alabama's rural non-interstate traffic fatality rate is nearly double the fatality rate on all other roads in the state."

For more information, visit <http://www.tripnet.org>.

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

August 22, 2014

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Panel seeks ways to close state transportation funding gap

By MIKE STUCKA

mstucka@macon.com September 3, 2014

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Georgia has improved stretches of Interstate 75 in Macon, but a new interchange at Interstate 16 will be expensive. State legislators are seeking ideas for funding improvements.

TELEGRAPH FILE PHOTO [Buy Photo](#)

When members of a state legislative transportation panel got together Wednesday morning in Macon, they heard plenty about the area's needs.

They heard little about how to pay for those needs, but one suggestion came from Macon-Bibb County Mayor Robert Reichert.

Reichert, himself a former state legislator, suggested that the General Assembly impose a 1-percent transportation sales tax across the state, except in regions that already opted in to a similar tax.

"I think this is the time for us to be bold," Reichert told the Joint Study Committee on Critical Transportation Infrastructure Funding. "I think this is the time for us to be strong and to take aggressive action for the future."

I would say to you that nothing would be worse than to mess around and raise taxes a little bit and not fix the problem. Then you're going to get blamed both ways."

Reichert's plan to exempt the three regions that already have a transportation sales tax drew skeptical comments and questions from state Sen. David Lucas, D-Macon, and a co-chairman of the panel, state Rep. Jay Roberts, R-Ocilla.

Dooly County Commissioner Terrell Hudson, whose county is in a region that did pass a transportation sales tax, said under Reichert's idea, his county's needs wouldn't be met before the proposed eight-year "sunset" caused the tax to expire.

"We've got needs too far out," he said. "There doesn't need to be a sunset out there."

Hudson later told The Telegraph that transportation has been underfunded for most of his 29 years on the commission.

Before the transportation tax passed in the region that includes Dooly County, "we were to the point we couldn't put lines on the road," he said.

Todd Long, deputy commissioner of the Georgia Department of Transportation and its former planning director, said the state has cut so far back on maintenance that it only cuts roadside grass twice a year. Funding is hurting the system.

"It's hard to maintain it at the level we want to have," Long told The Telegraph.

Roberts told The Telegraph that his panel is listening around the state to needs and funding, such as increasing sales or gas taxes. Roberts said he expects the panel will have a legislative recommendation that could get passed next year.

State Rep. Nikki Randall, D-Macon, said she wonders if Middle Georgia should try again for a regional transportation sales tax. She said other counties opposed to the tax get benefits from the Interstate 16/Interstate 75 interchange, which drew a big share of the proposed funding.

Catherine L. Ross, director of Georgia Tech's Center for Quality Growth and Regional Development, said Georgia's transportation expenses weren't enough to cover a state growing in population and connectedness. She told a legislator, "the resources, as you know, are woefully inadequate as far as where we are, where we need to go, maintaining what we have."

Reichert pitched high-speed rail and inter-city passenger rail at Wednesday's meeting. Doug Faour, who manages the Middle Georgia Regional Airport for Macon-Bibb County, said a runway extension there would bring big economic benefits.

Alex Morrison, executive director of the Macon Bibb County Urban Development Authority, said downtown Macon is almost perfectly walkable, but the city would benefit from bicycle routes outside its urban core. Morrison said Copenhagen, Denmark, cut car traffic and improved health by adding bike access.

To contact writer Mike Stucka, call 744-4251.

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PilotOnline.com

Va. gas tax hike likely as Internet tax bill stalls

By Dave Forster
The Virginian-Pilot
© September 7, 2014

Virginia's gas tax is poised to jump by 45 percent in a few months as part of a road funding bill that state legislators passed in 2013.

The tax increase would add 1.6 cents to every dollar on the average wholesale price of gas starting Jan. 1. It could be averted, but the chances of that happening are increasingly slim.

Virginia's lawmakers approved the pending gas tax hike as a safeguard to fill a revenue gap if federal legislators did not act by 2015 to give states the power to collect sales taxes they are owed - but rarely get - from online purchases.

The U.S. Senate passed such a bill in May 2013 by a vote of 69-27. The legislation, called the Marketplace Fairness Act, has remained stuck in a House committee controlled by Rep. Bob Goodlatte, a Republican from Roanoke.

With a November election looming and the window for Congress to act closing, Virginia officials are doubtful a solution will come in time to stave off the gas tax increase, said Aubrey Layne, secretary of transportation for Gov. Terry McAuliffe.

Goodlatte said in a statement last week that it was shortsighted for Virginia's state legislators to pass a "massive transportation bill, with funding dependent upon the assumption that fundamentally flawed federal legislation would be enacted."

"I warned state officials last year that this was a very complicated issue and that they should not assume legislation would be enacted," he said.

Goodlatte is also co-chairman of the Congressional Internet Caucus and draws heavily from the computer and Internet industry for campaign contributions, according to the Center for Responsive Politics.

When the Senate bill passed, he said it would force businesses to wade through potentially hundreds of tax rates and a host of tax codes and definitions, as well as raising the prospect of states regulating beyond their borders. Later that year, he released a list of principles that he said should be part of a solution for collecting state taxes on Internet sales and provide a starting point for discussion in the House.

Among his requirements is a system that is simple enough for every business to use.

Such simplicity already exists, said David Campbell, CEO of FedTax, a company that specializes in helping online merchants calculate and assess sales tax in various jurisdictions. The technology needed to handle such sales tax compliance

is identical to what retailers use to calculate shipping charges, according to Campbell, who supports the Marketplace Fairness Act.

The legislation would let states force online retailers who do more than \$1 million in gross annual remote sales in the United States to collect and remit state sales tax at the point of purchase. Currently, consumers are required to self-report this tax on Internet purchases, but compliance is low.

In Virginia, for example, individuals paid about \$4 million in consumer use tax - which is where untaxed online purchases are to be reported - for the past fiscal year, according to the Department of Taxation. That's less than 2 percent of the roughly \$300 million the state has estimated it would bring in annually under the Marketplace Fairness Act.

As it stands, online retailers with no physical presence in a state can't be compelled to collect state sales tax there, allowing them to provide goods at a discount compared with their brick-and-mortar competitors, which must comply with the sales tax requirement. The Marketplace Fairness Act has drawn support from chambers of commerce and retail associations across the country, and boosters from both sides of the political aisle.

Al Cardenas, then chairman of the American Conservative Union, applauded the Senate measure in 2013, saying it "ensures government gets out of the way" and allows small businesses to compete on a level playing field.

Rep. Scott Rigell, a Republican from Virginia Beach, has supported the bill, as well, saying it does not create a tax but rather enforces an existing one.

Another supporter, Rep. Bobby Scott, a Democrat from Newport News, said the current situation, in which some online retailers avoid state sales tax, is "just unfair competition." Scott is a member of the House Judiciary Committee, where the bill has stalled.

"The chairman is the only one that has the authority to call up the bill," he said.

Also on the committee is Rep. Randy Forbes, a Republican from Chesapeake who has been noncommittal on the legislation. He said in a statement that the Judiciary Committee continues to explore proposals to address the disparity in tax treatment between brick-and-mortar stores and online companies.

Resolving the issue "should have nothing to do with raising taxes on Virginians at the pump," he said.

That looming gas tax increase in Virginia will equate to about 5 cents more per gallon. Someone who goes through 1,000 gallons in 12 months - about 19 gallons per week - will pay about an extra \$50 for gas over the course of the year.

In Hampton Roads, gas is already taxed an additional 2.1 percentage points beyond the statewide rate to pay for regional road projects.

The tax on diesel fuel would remain the same, but the rebate allowed for passenger vehicles and pickups would fall to 0.9 percent from 2.5 percent under the changes coming Jan. 1.

The most recent projections say the added fuel tax would bring statewide transportation revenue from the 2013 funding bill to about \$800 million in fiscal year 2018. That's about \$40 million less than the estimated total if, rather than raise the gas tax, Virginia could collect sales tax on Internet purchases under the Marketplace Fairness Act.

Transit funding will take the biggest hit from that revenue dip, Layne said. Officials will need to search for other sources of money, such as bond sales, he said.

If, as Layne expects, the year ends without action from Congress on Internet sales, the resulting gas tax hike in Virginia won't necessarily be permanent. The rate will revert to its former, lower level if federal legislators ever do pass that law.

Dave Forster, 757-222-5005, dave.forster@pilotonline.com

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Fixing S.C. roads going to get 'more difficult'



Tim Smith, tcsmith@greenvillenews.com

6:41 a.m. EDT September 9, 2014



(Photo: File , Greenville News)

COLUMBIA – The projected cost of maintaining the state's crumbling roads in coming decades has more than doubled since 2008, according to a new state transportation plan.

The draft report of the state's transportation needs until 2040 also estimates that the state's transportation funding shortfall is \$42 billion. A DOT report in 2008 estimated the shortfall over 20 years at \$29 billion.

The Legislature took no action on transportation funding this year but is expected to discuss the issue in 2015, when lawmakers return for a new session.

"That is shockingly bad news," Sen. Larry Grooms, chairman of the Senate Transportation Committee, told The Greenville News regarding the new shortfall estimates.

"Every year that number is going to grow until we finally address it. Infrastructure funding has to be our No. 1 priority going into this year's legislative session."

Sen. Ray Cleary, a Georgetown Republican who unsuccessfully pushed a road funding bill this year, said the increased cost estimates should be expected.

"That shouldn't surprise anybody," he said. "It's like any infrastructure. If you let your tools get rust on them, it's more expensive to fix them."

Bill Ross, executive director of the South Carolina Alliance to Fix Our Roads, a group that advocates for infrastructure improvements, said what's significant about the newest cost estimates is the growing price tag.

"The significant thing about this whole issue is it's just going to get bigger and more difficult as we go along, instead of improving," he said.

The new cost estimates come from a 65-page draft report by the state Department of Transportation finished last month that updates DOT's long-range transportation plan. The agency plans public hearings on its plan beginning this month.

The agency's previous long-range plan, done in 2008, estimated the state's transportation needs to 2030.

The latest report stretches the time span to 29 years and estimates a total funding need of \$70.45 billion, with estimated revenue of \$27.63 billion, leaving the \$42 billion shortfall.

South Carolina maintains the fourth-largest state-maintained road system in the nation, funded primarily by a gas tax that has not been raised since 1987.

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DOT estimates the shortfall annualized has grown from \$1.465 billion to \$1.477 billion. That's the amount the state would need to spend in additional funds each year to bring the state's infrastructure up to adequate conditions, according to the report.

Of the \$70 billion needed, the report estimates \$38.3 billion will be needed for routine highway maintenance, up from \$17 billion estimated in 2008.

The \$38 billion for highway maintenance would equate to \$1.3 billion a year, according to the report. The 2013-14 budget for DOT included \$281 million for maintenance. Maintenance includes filling potholes, installing signs and traffic signals, cutting grass and patching roads.

Total maintenance, including of bridges, is estimated to cost \$43.7 billion, up from \$20 billion in 2008.

The estimated cost for highway expansion has dropped in the latest report, going from \$22 billion in 2008 to \$21.5 billion in last month's report.

Mass transit and passenger rail services also are estimated to cost slightly less, according to the report, going from \$5.3 billion in 2008 to \$5.2 billion until 2040.

The latest estimate of \$18.9 billion to address Interstate needs includes \$7.1 billion for added lanes to existing Interstates, \$3.4 billion for interchange upgrades and \$2.4 billion for the proposed I-73, which would create a new Interstate from I-95 to the Grand Strand.

The report also estimates \$2.9 billion will be needed for new roads, \$5.4 billion for bridge work, \$5.2 billion for work on non-federal aid eligible secondary roads and \$1.2 billion for work to accommodate bicyclists.

Lawmakers last year approved \$141 million in funding to leverage more than \$600 million in road and bridge work, most of it on a handful of interstate projects, including the I-85/I-385 interchange improvements near Greenville.

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