Ozarks Transportation Organization



May 18, 2011 Technical Planning Committee Meeting

Plaster Student Union, Room 317 Missouri State University

1:30-3:30 PM

Technical Planning Committee Meeting Agenda, May 18, 2011 Missouri State University Plaster Student Union Room 317 (Third Floor)

Call	to Or	der1:30 PM
I.	Ad	ministration
	A.	Introductions
	В.	Approval of the Technical Planning Committee Meeting Agenda (1 minute/Brock)
		TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA
	C.	Approval of the March 16, 2011 Meeting MinutesTab 1 (1 minute/Brock)
		TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES
	D.	Public Comment Period for All Agenda Items (5 minutes/Brock) 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.
	Е.	Executive Director's Report (3 minutes/Edwards) Sara Edwards will provide a review of Ozarks Transportation Organization (OTO) staff activities since the March 16, 2011 Technical Planning Committee meeting.
	F.	Bicycle and Pedestrian Committee Report (3 minutes/Longpine) Staff will provide a review of BPAC's current activities.
II.	<u>Ne</u>	w Business
	A.	Amendment Number Four to the FY 2011-2014 Transportation Improvement Program

В.	OTO Long Range Transportation Plan (LRTP) Update Tab 3 (5 minutes/Longpine)
	Staff will provide an update to the Technical Planning Committee regarding the LRTP. Please see the attached materials for more information.
	NO ACTION REQUIRED - INFORMATIONAL ONLY
C.	FY 2012-2016 Statewide Transportation Improvement Program
	MoDOT will present the Draft FY2012-2016 Statewide Transportation Improvement Program.
	TECHNICAL COMMITTEE REQUESTED TO REVIEW AND APPROVE THE PROPOSED STATEWIDE TRANSPORTATION IMPROVEMENT PLAN
D.	OTO Enhancement ApplicationTab 5
ν.	(10 minutes/Longpine)
	The OTO Enhancement subcommittee met and suggested revisions to the Enhancement Application. The proposed application is attached.
	TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND THE UPDATED ENHANCEMENT APPLICATION TO THE BOARD OF DIRECTORS
E.	Title VI Complaint Procedure UpdateTab 6
	(5 minutes/Longpine) Staff has updated the Title VI Complaint Procedure to reflect the most current legislation.
	TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE OTO TITLE VI POLICY AND COMPLAINT PROCEDURE
F.	MoDOT's Bolder Five-Year DirectionTab 7
	(15 minutes/MoDOT)
	MoDOT has proposed a new five year plan to decrease operating costs of the organization. A presentation will be made giving an overview of the proposal.
	NO ACTION REQUIRED - INFORMATIONAL ONLY
<u>Ot</u>	her 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)

III.

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

IV. Adjournment

Targeted for 2:45 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, July 20, 2011 at 1:30 PM in the Missouri State University Plaster Student Union.

Attachments and Enclosure:

Pc: Lou Lapaglia, OTO Chair, Christian County Presiding Commissioner

Phil Broyles, City of Springfield Mayor's Designee

David Rauch, Senator McCaskill's Office Dan Wadlington, Senator Blunt's Office Matt Baker, Congressman Long's Office

Area News Media

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Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Sharon Davis at (417) 836-5442 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) 836-5442.

Tab 1

MEETING MINUTES

Attached for Technical Planning Committee member review are the minutes from the March 16, 2011 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: To make any necessary corrections to the minutes and then approve the minutes for public review.

OZARKS TRANSPORTATION ORGANIZATION TECHNICAL PLANNING COMMITTEE MEETING MINUTES March 16, 2011

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the MSU Plaster Student Union in Room 317.

The following members were present:

Mr. Bob Atchley, Christian County Representative Ms. Jenni Jones, MoDOT Mr. David Brock, City of Republic (Chair) Mr. Joel Keller, Greene County (a) Mr. Randall Brown, City of Willard (a) Mr. Larry Martin, City of Ozark Mr. Brad McMahon, FHWA Mr. Don Clark, Missouri State University Mr. Bill Robinett, MoDOT Mr. Travis Cossey, City of Nixa Mr. Ralph Rognstad, City of Springfield Mr. Martin Gugel, City of Springfield Ms. Hollie Elliott, Springfield Chamber (a) Mr. Dan Watts, SMCOG Mr. Terry Whaley, Ozark Greenways Mr. Jason Haynes, City of Springfield (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative Mr. Duffy Mooney, Greene County Highway Dept. Mr. Ryan Mooney, Springfield Chamber Mr. David Bishop, R-12 School District Mr. King Coltrin, City of Strafford Mr. Kent Morris, Greene County Planning Dept. Ms. Carol Cruise, City Utilities Mr. Mark Schenkelberg, FFA Representative Mr. Shawn Schroeder, Springfield-Branson Airport Ms. Dawne Gardener, MoDOT Mr. Dan Smith, Greene County Highway Dept. Mr. Roger Howard, BNSF Mr. Pat Lloyd, City of Willard Mr. Mike Tettamble, Trucking Representative Mr. Frank Miller, MoDOT

Others present were: Ms. Stacy Burks, Senator Roy Blunt's Office; Mr. Matt Baker, Congressman Billy Long's Office; Ms. Megan Hammer, Senator McCaskill's Office; Mr. Carl Carlson, Olsson Associates; Ms. Sharon Davis, Ms. Sara Edwards, Ms. Natasha Longpine and Mr. Chris Stueve, Ozarks Transportation Organization

T. Administration

Mr. Brock called the meeting to order at 1:32 p.m.

A. Introductions

None.

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Haynes made the motion to approve the Technical Committee Meeting Agenda. Mr. Martin seconded and the agenda was approved unanimously.

C. Approval of the January 19, 2011 Meeting Minutes

Ms. Edwards requested several changes to the minutes as presented. She requested that Mr. Bingle's name be stricken from the list of those not present because he is no longer a member of the Technical Planning Committee and to correct the spelling of Mr. Kent Morris' name. Mr. Martin made a motion to accept the minutes as corrected and was seconded by Mr. Gugel. The motion passed unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Edwards stated the OTO Staff attended air quality training at MSU during March with discussions on transportation conformity. Ms. Edwards is working on the transportation section of the Community Report Card that is due out later in the year. Staff plans to have a booth at the St. John's Energy Fair in April promoting OzarksCommute.com. Ms. Edwards is actively serving on the CU Plug-In Readiness Task Force reviewing ways to prepare for electric vehicles in the community. Ms. Edwards said Springfield was the first in the state to receive a Chevy Volt. Ms. Edwards will serve on a TEAM panel in Branson discussing State Transportation Funding from an MPO perspective. Ms. Edwards stated Ms. Longpine was promoted to Principal Planner leaving the planner position open. She stated OTO would be accepting applications for the planner position through April 12th. Ms. Edwards is hoping to interview applicants during the Spring APA Conference. Ms. Edwards stated the Transit Route Study Committee met to discuss the expansion of routes to include other jurisdictions within the OTO community. The study is increasing from \$70,000 to \$140,000. Ms. Edwards said the committee members were very interested in studying the expansion of bus service to the surrounding communities.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated the Bicycle and Pedestrian Committee is creating a database of bicycle and pedestrian projects. At the next BPAC meeting, the committee will focus on selecting regional priorities for those projects. BPAC is working to update the current Bicycle and Pedestrian map. Using the LRTP recommendations, BPAC will begin working with the railroad to identify railbed ownership, in future meetings.

II. New Business

A. Amendment Number Three to the FY 2011-2014 Transportation Improvement Program

MoDOT and the City of Springfield requested to modify the sidewalk project on Kearney Street/Route 744 to include pedestrian improvements from Kansas Expressway to Glenstone. Mr. Haynes stated the handout totals did not line up with the total project cost. Ms. Edwards said she would correct the totals to reflect to amended total of \$1,021,410. Mr. Rognstad made a motion to approve Amendment Number Three to the FY 2011-2014 TIP and was seconded by Mr. Gugel. The motion carried unanimously.

B. Administrative Modification Number Four to the FY 2011-2014 Transportation Improvement Program

OTO Staff made two administrative modifications to the FY 2011-2014 Transportation Improvement Program. Staff changed the funding source on the Chestnut Expressway Pavement Improvement from STP funds to include STP and Enhancement funding because of statewide enhancement funds awarded to the project. The second change increased funding for the City of Springfield ATMS Deployment Phase II project. The City utilized an additional \$29,000 of local funding.

C. OTO Long Range Transportation Plan (LRTP) Update

Ms. Longpine advised the committee that the LRTP Subcommittee would meet on Thursday, March 17, 2011. Staff compared submitted projects against the prior plan projects. Portions of those projects have been completed or are in progress now. Staff also moved the remaining projects into the new plan. Additional scoring will need to be done on those projects. Under the current scoring process, there is an issue with the level of service.

MoDOT has a database that is currently providing this number. Staff is looking for an additional way of retrieving this information. Staff is also working on draft chapters and regional trends using the new census data that has been recently released. For the visualization project, pictures have been taken in all jurisdictions. The consultant is currently updating the 3D data for these pictures and developing the models for each future picture.

D. Major Thoroughfare Plan Amendments

Ms. Edwards stated the City of Republic met with Greene County to discuss conflicts between the current Greene County Plan and proposed changes submitted by City of Republic. The City of Republic removed those requested changes until further study with Greene County. The committee received a map showing the proposed updates to review. OTO will hold public meetings in the Spring for additional input. Greene County did not include any amendments at this time, but will review the plan within the year to make recommendations or modifications if needed. Staff requested the Technical Committee review and comment on the proposal prior to the public review. Ms. Burks asked Ms. Edwards to explain what the public review process involved. Ms. Edwards stated all the MTP meetings were open to the public. The public focused on the Farm Road 170 issues. Ms. Edward advised that all public comments and requests would be presented to the Technical Committee for consideration before going to the Board of Directors.

E. FY 2012 Unified Planning Work Program

Ms. Edwards stated OTO is required to update the Unified Planning Work Program listing plans and programs the MPO will undertake during the 2012 Fiscal Year. The UPWP is broken down into seven tasks: Task 10 is General Administration, Task 20 is Committee Support, Task 30 is General Planning and Plan Implementation (ex. long range transportation planning, air quality, GIS), Task 40 is the TIP, Task 50 is the Rideshare Program, Task 60 is the Transit Planning section (ex. route study, coordination plan), and Task 70 is for Special Studies and Related Projects. Ms. Edwards asked to increase the Travel Model Consultant from \$10,000 to \$50,000 to cover the cost for model runs for the LRTP. The difference from last year is the additional \$70,000 needed for the transit route study. Mr. Brown asked Ms. Edwards how the revenues would change to offset the additional route study funding. Ms. Edwards stated it would show as additional funding in the consolidated planning grant funds under the revenue side and increase the local jurisdiction match by \$14,000 to offset those funds. Ms. Edwards gave the committee a handout showing FHWA comments concerning the UPWP. Ms. Edwards reviewed the comments and said the changes requested were easy to accommodate. Mr. McMahon addressed the Rideshare portion of the UPWP stating that PL funding can only be used to plan and setup the rideshare program and not to maintain the project. Mr. McMahon suggested using STP or NHS funding to maintain the program. Mr. Whaley made a motion to recommend the UPWP to the Board of Directors subject to the modifications requested for approval. Mr. Haynes seconded the motion. The motion carried unanimously.

F. Federal Functional Classification Change Application

Ms. Edwards explained the importance of the Federal Functional Classification Change Application stating OTO is required to manage a functional classification map to show highways that would be eligible for federal funding. The Technical Committee received a copy of FHWA guidelines for the map. The 2009 Planning Certification Review recommended OTO take ownership of the functional classification for the Springfield metropolitan planning area receiving Board approval before submitting change requests to MoDOT and FWHA. Mr. McMahon asked if the application was set up to match the MoDOT application. Ms. Edwards stated it was. Mr. Brown made a motion to recommend the Board of Directors approve the application and was seconded by Mr. Martin. The motion carried unanimously.

G. Federal Functional Classification Change for Farm Road 103/Hunt Road

The City of Willard is requesting to change the Federal classification of Farm Road 103/Hunt Road from local to collector from Division Street (EE) to US 160. The reason for the request results from an increase in traffic due to the new airport terminal access. Mr. Brown stated the traffic generated by the terminal access had increased within the area. Mr. Rognstad made a motion to recommend the Board of Directors reclassify Farm Road 103/Hunt Road to collector on the Federal Aid System, contingent upon final approval of the Federal Functional Classification Application. Mr. Whaley seconded the motion. The motion carried unanimously.

H. Safe Routes to School Applications

The current grant cycle goes from February 1, 2011 through April 15, 2011. Funding is available for infrastructure projects. Those infrastructure projects would include the planning, design, and construction of the infrastructure related projects such as sidewalk improvements, bicycle and pedestrian crossing improvements, and traffic diversion improvements near schools. Greene County has submitted two applications. One is a Harrison Elementary School trail connection creating two bicycle and pedestrian trail connections to neighborhoods located on the East side of Harrison School. The second is a Carver Middle School trail connection creating three connections to the South Creek Trail. Mr. McMahon asked if the City of Springfield has considered using this application. Mr. Haynes stated the City of Springfield was using other funding sources on infrastructure projects. Mr. McMahon explained this grant was a great funding source to consider on Mr. Brown made a motion to support the applications as submitted and recommended to add to the Transportation Improvement Program if funding is awarded. Mr. Haynes seconded the motion. The motion carried unanimously. Later in the meeting, it was addressed that the City of Ozark should submit safe routes to school applications for their South Street to South Elementary School Sidewalk Project and the Jackson Street Pedestrian Underpass Project. Ms. Edwards suggested amending the original motion to include the City of Ozark projects. Mr. Rognstad amended his motion to include those projects listed above. Mr. Haynes agreed to his second. The amended motion passed unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Rognstad announced a ribbon cutting for The Link Project on May 15th at 4:00 p.m. from JQH Arena to Hammon's Field. Mr. Haynes updated everyone that the Springfield Transportation Management Center is in the process of moving into the new MoDOT/Springfield Transportation Management Center on Chestnut. A ribbon cutting is scheduled on April 13, 2011. Additional information will be forwarded to everyone as it becomes available. Mr. Whaley advised the committee on Thursday, March 31, the Livable Streets Association is offering advocacy training to promote livable streets in the community from 6:00 p.m. until 7:00 p.m. at the Ozark Community Center with dinner provided at 5:00 p.m. Ms. Longpine asked for volunteers for the walking school bus through the Springfield YMCA. Ms. Longpine said she would give additional information if interested. Mr. McMahon advised the committee of a free modeling workshop that will be available in Jefferson City on March 22. He stated he would forward information to Ms. Edwards concerning the training.

B. Transportation Issues For Technical Planning Committee Member Review

Mr. Brock stated his support of the CU Route Study as a good value. Various committee members addressed their support of the study as well.

IV. Adjournment

Ms. Jones made a motion to adjourn and was seconded by Mr. Robinett. The motion passed unanimously. The meeting adjourned at 2:47 p.m.



Tab 2

TECHNICAL COMMITTEE AGENDA 05/18/11; ITEM II.A.

Amendment Number Four to the FY 2011-2014 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

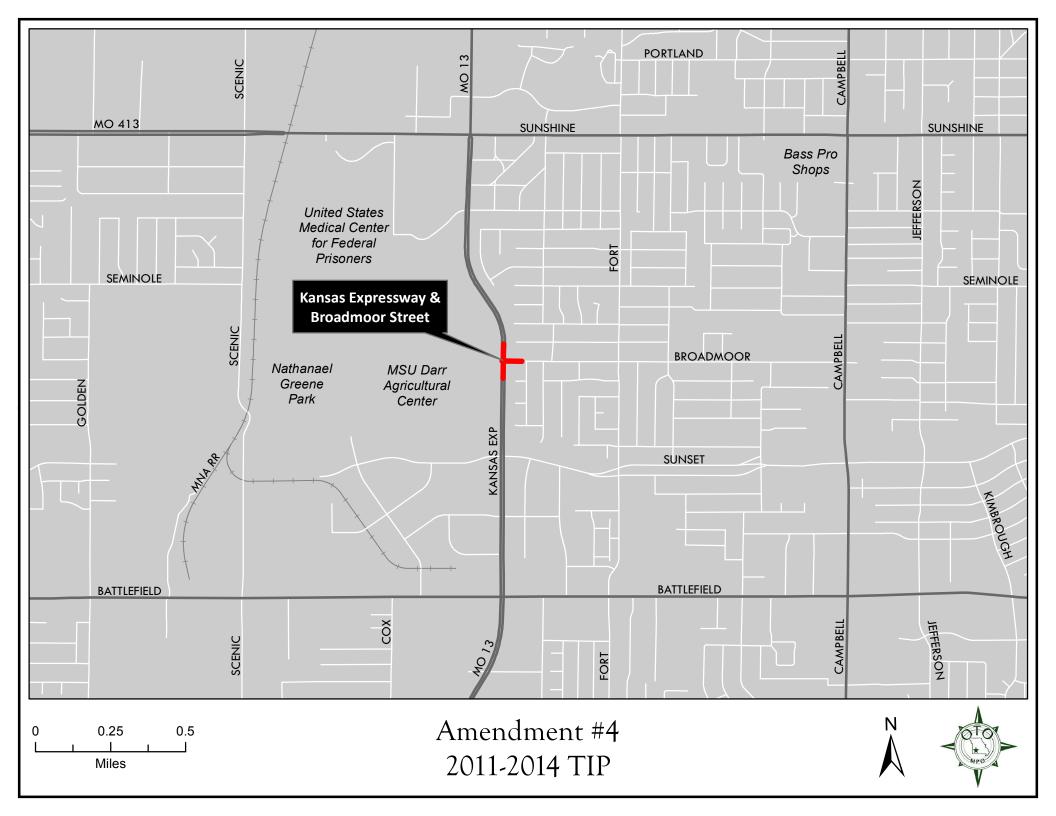
There is one item included as part of TIP Amendment Number Four to the FY 2011-2014 Transportation Improvement Program.

Missouri State University is requesting to add a project for an acceleration lane on Kansas Expressway at Broadmoor. MSU received an earmark for intersection improvements at Kansas and Broadmoor. A project to add a left and right turn lane at the intersection, completed in 2009, did not utilize the entire earmark amount. This new project will utilize the remaining earmark.

Please see the attached TIP pages for more information.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving Amendment Number Four to the FY 2011-2014 TIP. If recommended for approval, include the following: That staff prepare a press release pursuant to the MPO's public involvement process so that a 15-day public review period can be conducted and comments received prior to the June 16, 2011 Board of Directors meeting.



PROGRAMMED IMPROVEMENTS -Roadways-

PROPOSED

Cl	ITY OF SPRINGFIELD		Funding		2011		2012		2013		2014		TOTALS
Project Title:	KANSAS EXPRESSWAY AND BROADMOOR	5	FHWA(STP) MoDOT	\$ \$	29,480	\$ \$	-	\$ \$	- -	\$	-	\$ \$	29,480
MoDOT #		回	Local	\$	-	\$	-	\$	-	\$	-	\$	-
TIP #	SP1122		Other	\$	-	\$	-	\$	-	\$	-	\$	-
Description:	Construction of an acceleration lane on Kansas Expressway at Broadmoor.	ROW	FHWA() MoDOT Local Other	\$ \$ \$	- - -	\$ \$ \$	-	\$ \$ \$	- - -	\$ \$ \$	-	\$ \$ \$	- - -
Federal Source Agency	FHWA		FHWA(STP)	\$	-	\$	238,568	\$	-	\$	-	\$	238,568
Federal Funding Category	STP	٦ ₈	MoDOT	\$	-	\$	-	\$	-	\$	-	\$	-
MoDOT Funding Category	N/A	8	Local	\$	-	\$	-	\$	-	\$	-	\$	-
Work or Fund Category	Engineering/Construction		Other	\$	-	\$	-	\$	-	\$	-	\$	-
Total Project Cost Source of Local Funds: Feder	\$268,048	TOTAL	TOTAL	\$	29,480	\$	238,568	\$	_	\$		\$	268,048

YEARLY SUMMARY

FY 2011

PROJECT				ı	FHWA Federal	Funding Source	<u> </u>					MoDOT		Local	Othe	er	то	TAL
	STP	STP-Urban	NHS	ITS	I/M	130	ENH	Bridge	BRM	E	BRO							
MO0908	-		_		-							\$ 1,44	7.000	\$ 190,000			\$	1,637,000
MO1007													5,000				\$	215,000
MO1010													5,000				\$	285,000
MO1022				\$ 200,742										\$ 40,148			\$	281,038
MO1103		\$ 250,000		,										\$ 62,500			\$	844,500
MO1104		, , , , , , , , ,											9,000	, , , , , , , , , , , , , , , , , , , ,			\$	159,000
MO1105													,000				\$	284,000
MO1106													,		\$	34,000	_	34,000
MO1107												\$	2,000			,	\$	2,000
MO1150													,000				\$	191,000
BA1001												\$ 25	,000				\$	251,000
BA1101		\$ 8,000										-		\$ 2,000			\$	10,000
CC0901		, , , , , , ,										\$ 1	0,000	, , , , , , , , , , , , , , , , , , , ,			\$	10,000
CC1001										\$	396,800	·		\$ 99,200			\$	496,000
CC1101										T .		\$ 50	0,000				\$	500,000
CC1102													5,000				\$	5,000
CC1110													2,000				\$	2,000
GR1010		\$ 320,000											5,000		\$	80,000	\$	405,000
GR1100		, , , , , , , , , , , , , , , , , , , ,											1,000			, , , , , , , , , , , , , , , , , , , ,	\$	214,000
GR1101													,000				\$	1,000
GR1102													,000				\$	1,000
GR1103													0,000				\$	140,000
GR1105										\$	805,600	•		\$ 201,400			\$	1,007,000
GR1106											,	\$ 88	6,000				\$	886,000
NX0602		\$ 36,928										-		\$ 9,232			\$	46,160
NX0701		\$ 226,055												\$ 56,313			\$	282,368
NX0901		\$ 633,955										\$ 1	5,000	\$ 143,489			\$	792,444
NX0905		\$ 217,134										-		\$ 73,384			\$	290,518
NX0906		\$ 119,913										\$	5,000	\$ 49,737			\$	174,650
OK1004												\$ 10	0,000				\$	100,000
OK1006		\$ 72,767										\$ 38	,558	\$ 18,192			\$	472,517
OK1101												\$	5,000				\$	5,000
RG0901												\$	5,000				\$	5,000
RP1002												\$	5,000				\$	5,000
RP1101												\$ 27	2,000				\$	272,000
RP1102												\$ 10	9,000				\$	109,000
RP1103						\$ 28,800								\$ 8,000	\$	8,000	\$	48,000
RP1104												\$	5,000	•			\$	5,000
SP0911												\$ 6,49	1,000	\$ 1,000,000			\$	7,494,000
SP1015		\$ 1,800,000	\$ 999,829									\$ 4,76		\$ 200,000			\$	7,763,000
SP1016		\$ 307,200										\$ 28	2,000	\$ 76,800			\$	666,000
SP1018			\$ 100,000											,			\$	100,000

FINANCIAL SUMMARY

- Roadways -

FY 2011 continued

PROJECT						FHWA Federal	Fundin	g Source	е					MoDOT	Local	Other	TO	ΓAL
	:	STP	STP-Urban	NHS	ITS	I/M	1	30	El	NH	Bridge	BRM	BRO					
SP1019														\$ 5,000			\$	5,000
SP1020														\$ 5,060,000			\$	5,060,000
SP1021														\$ 73,000			\$	73,000
SP1101														\$ 405,000			\$	405,000
SP1102														\$ 569,000			\$	569,000
SP1103									\$ 2	227,000				\$ 773,000			\$	1,000,000
SP1104														\$ 1,660,000			\$	1,660,000
SP1105														\$ 200,000			\$	200,000
SP1106														\$ 5,000			\$	5,000
SP1108														\$ 150,000			\$	150,000
SP1109														\$ 340,000			\$	340,000
SP1111														\$ 789,000			\$	789,000
SP1112														\$ 5,000			\$	5,000
SP1113							\$	40,000						\$ 10,000			\$	50,000
SP1120							\$	2,400						\$ 600			\$	3,000
SP1121														\$ 1,159,000			\$	1,159,000
SP1122	\$	29,480															\$	29,480
ST1101														\$ 1,000			\$	1,000
ST1102														\$ 281,000			\$	281,000
WI1001														\$ 3,000			\$	3,000
TOTAL	\$	29,480	\$ 3,991,952	\$ 1,099,829	\$ 200,742	\$ -	\$	71,330	\$ 2	227,000	\$ -	\$ -	\$ 1,202,400	\$ 29,103,677	\$ 2,230,395	\$ 122,000	\$ 3	38,278,805

FINANCIAL SUMMARY

- Roadways -

FY2012

PROJECT					FHWA Federal	Funding Sourc	e				MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	ITS	I/M	130	ENH	Bridge	BRM	BRO				
MO1007											\$ 221,000			\$ 221,000
MO1106													\$ 27,000	\$ 27,000
MO1150											\$ 196,000			\$ 196,000
MO1203		\$ 258,000									\$ 701,000	\$ 64,500		\$ 1,023,500
MO1204											\$ 44,000			\$ 44,000
MO1205											\$ 284,000			\$ 284,000
MO1206											\$ 1,000			\$ 1,000
CC1102											\$ 5,000			\$ 5,000
CC1110											\$ 1,000			\$ 1,000
GR1101											\$ 1,000			\$ 1,000
GR1102											\$ 70,000			\$ 70,000
GR1104						\$ 80,000					\$ 20,000			\$ 100,000
NX0601		\$ 1,641,975										\$ 410,494		\$ 2,052,469
NX0801		\$ 84,800										\$ 21,200		\$ 106,000
OK1004											\$ 428,000			\$ 428,000
OK1006		\$ 901,304									\$ 600,946	\$ 20,000		\$ 1,522,250
OK1101											\$ 5,000			\$ 5,000
SP1016		\$ 1,896,909									\$ 2,917,000	\$ 1,203,091		\$ 6,017,000
SP1018			\$ 1,203,000											\$ 1,203,000
SP1019											\$ 5,000			\$ 5,000
SP1021											\$ 72,000			\$ 72,000
SP1105								\$ 2,549,624			\$ 1,125,406			\$ 3,675,030
SP1106											\$ 918,000	\$ 1,246,600		\$ 2,164,600
SP1107											\$ 4,305,000			\$ 4,305,000
SP1109											\$ 140,000			\$ 140,000
SP1110											\$ 10,000			\$ 10,000
SP1112											\$ 5,000			\$ 5,000
SP1122	\$ 238,568													\$ 238,568
ST1101											\$ 15,000			\$ 15,000
TOTAL	\$ 238,568	\$ 4,782,988	\$ 1,203,000	\$	- \$ -	\$ 80,000		\$ 2,549,624	\$	- \$ -	\$ 12,090,352	\$ 2,965,885	\$ 27,000	\$ 23,937,417

FINANCIAL CONSTRAINT

							FHV	VA Federal F	undir	ng Source																
	STP	s	TP-Urban	NHS		ITS		I/M		130	ENH	Brio	ige	BRM		BRO	TOTAL Federal Funds	MoDOT Programmed Projects	Operation Mainten		TOTAL		Local	c	Other	TOTAL
2011 Funds Programmed	\$ 29,480	\$	3,991,952	\$ 1,099,829	\$	200,742	\$	-	\$	71,330	\$ 227,000	\$	_		5	\$ 1,202,400	\$ 6,822,733	\$ 29,103,677	\$ 5,87	6,000	\$ 41,802,410	\$ 2	2,230,395	\$	122,000	\$ 44,154,805
2012 Funds Programmed	\$ 238.568	\$	4.782.988	\$ 1.203.000	s	_	\$	-	\$	80,000		\$ 2.54	9.624				\$ 8.854.180	\$ 12.090.352	\$ 6.05	8.156	\$ 27,002,688	s :	2.965.885	s		\$ 29,995,573
2013 Funds Programmed	\$ -	\$	342,000	\$ 492,000	\$	-	\$	-	\$	840,000		\$	-	\$ 1,000,0	00 5	5 -	\$ 2,674,000	\$ 16,059,000			\$ 24,978,959		85,500	\$		\$ 25,071,459
2014 Funds Programmed	\$ 7,853,056	\$	344,000	\$ 8,750,200	\$	_	\$	85,600	\$	40,000		\$	-	\$	- 5	\$ -	\$ 17,072,856	\$ (10,664,856)	\$ 6,43	9,584	\$ 12,847,584	\$	68,500	\$	-	\$ 12,916,084
Total	\$ 7,853,056	\$	9,460,940	\$ 11,545,029	\$	200,742	\$	85,600	\$	1,031,330	\$ 227,000	\$ 2,54	9,624	\$ 1,000,0	00 8	\$ 1,202,400	\$ 35,423,769	\$ 46,588,173	\$ 24,61	9,699	\$106,631,641	\$!	5,350,280	\$	156,000	\$112,137,921

	Prior Year	2011	2012	2013	2014	TOTAL
Available State and						
Federal Funding						
	\$1,480,000	\$24,220,000	\$17,630,820	\$17,381,800	\$16,590,230	\$77,302,850
Available						
Operations and						
Maintenance						
Funding	\$0	\$5,876,000	\$6,058,156	\$6,245,959	\$ 6,439,584	\$24,619,699
Available						
Suballocated STP-U						
	\$13,725,068	\$4,081,943	\$4,081,943	\$4,081,943	\$4,081,943	\$30,052,842
Available						
Suballocated BRM						
	\$1,051,368	\$299,406.62	\$299,406.62	\$299,406.62	\$299,406.62	\$2,248,995
TOTAL AVAILABLE						
FUNDING						
	\$16,256,436	\$34,477,350	\$28,070,326	\$28,009,109	\$27,411,164	\$134,224,385
Programmed State						
and Federal						
Funding						
	\$0	\$ (41,802,410)	\$ (27,002,688)	\$ (24,978,959)	\$ (12,847,584)	\$(106,631,641)
TOTAL						
TOTAL						
REMAINING	\$16,256,436	(\$7,325,060)	\$1,067,638	\$3,030,150	\$14,563,580	\$27,592,744

TOTAL REMAINING	\$27,592,744
Caballocated BINW	\$1,248,995
Remaining Suballocated BRM	
Remaining Suballocated STP- Urban	\$20,485,902
Remaining State and Federal Funding	\$5,857,848

Tab 3

TECHNICAL COMMITTEE AGENDA 05/18/11; ITEM II.B.

OTO Long Range Transportation Plan (LRTP) Update

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for Technical Planning Committee member review are the bicycle and pedestrian recommendations to be included in the Long Range Transportation Plan. The Goals, Objectives, and Priorities provided herein, have been approved by the Bicycle and Pedestrian Advisory Committee and have been reviewed by the LRTP Subcommittee.

The bicycle and pedestrian recommendations for this plan are more specific than in previous plans. The Goals and Objectives are somewhat more generalized and are specific to what OTO can accomplish, but also included is a list of Priorities. The Priorities are organized by broader policies and more specific, regional projects.

In addition to these lists which have a long-term perspective, OTO will be maintaining a database of all identified bicycle and pedestrian projects in the region. These will be mapped and identified by mode, but not prioritized. As many of these projects are more local and short-term in nature, OTO felt identification of these projects was an important first step. OTO intends to review this list periodically to ensure it is current.

From the previous plan, OTO will also be including the bicycle and pedestrian design standards, as well as a set of best practices, to guide future project design and construction.

The next step for this portion of the Plan, will be to finalize the Bicycle/Pedestrian Map. This map will work to be more comprehensive than the existing one, but will also contain a disclaimer that it is representative of the priorities, policies, and projects contained in the plan. In this way, the map is not the only source of information on priorities in the region.

For the roadway prioritization, the LRTP Subcommittee is reviewing the final list of submissions for priority selection against the Plan's fiscal constraints. These recommendations will be modeled by an as yet unselected firm to determine impact on the transportation network in 2035. The Invitation for Bid closes on May 10, 2011 at 5 p.m. Once the final list is determined, staff will also be comparing selected projects against environmental justice areas, as well as environmentally sensitive areas, within the region, identifying areas of concern for future review.

In addition to prioritization, staff and the LRTP Subcommittee are developing performance measures which can help to monitor the performance and success of the recommendations contained within the plan. These will be tied back to the Major Goals identified within the plan and will be based upon known trends of each measure.

Staff continues to work on the various elements of the plan and intends to have a final draft completed by the end of June, with public hearings scheduled in July for Board of Directors Approval in August. Staff will continue to include the entire Technical Planning Committee on LRTP communications.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATIONAL ONLY

Chapter 8 – Bicycle/Pedestrian

Vision

Improve the safety, access, connectivity, convenience, and prevalence of bicycling and walking as a transportation choice supporting livability within the Ozarks Transportation Organization (OTO) region.

Goal 1

Develop a comprehensive regional bicycle and pedestrian network by identifying both on-street and off-street facilities within the OTO.

Objectives

- Identify the safe and efficient bicycle/pedestrian routes that connect existing and planned bicycle routes, major destinations, attractions, and neighborhoods in the OTO planning area, minimizing vehicular trips, especially within a 1-mile radius of residential areas.
- Identify facilities which can facilitate community connections.
- Promote a bicycle/pedestrian system that maximizes the use of all bicycle and pedestrian facilities.
- Target the preservation of open space, such as floodways, utility corridors, rail corridors, neighborhood common space, etc., for future development or multipurpose trails, and multi-modal commuter routes
- Encourage land use development patterns that promote and accommodate bicycle and pedestrian use.
- Encourage compliance with ADA standards, such as pavement markings, surface grade, ramps, etc., for all bicycle and pedestrian facilities.
- Provide a bicycle and pedestrian system that promotes bicycling and walking as a mode of transportation for employment, school, shopping, social, recreation, and other trip purposes.
- Encourage the OTO member jurisdictions to implement their internal bicycle/pedestrian component of their comprehensive or long range plan, which complements the regional OTO bike/ped plan and is consistent with OTO's design standards.

Goal 2

Integrate the bicycle and pedestrian network with the existing transportation system.

Objectives

- Encourage and promote a policy of a complete street system that accommodates all users including trucks, automobiles, buses, bicycles, and pedestrians within the street network.
- Establish safe, direct routes that connect to desired destinations.
- Encourage review of all bicycle and pedestrian facilities for consistency with the regional bicycle/pedestrian system plan.
- Unify design standards for bicycle and pedestrian facilities among OTO member jurisdictions.
- Use road and trail infrastructure to create a functional bicycle/pedestrian system that is continuous and coordinated among OTO member jurisdictions.
- Connect existing and planned linear park trails using on-street bicycle and pedestrian facilities to foster a multi-modal transportation network.
- Improve the connectivity of the bicycle and pedestrian network to transit stops and transfer stations.
- Continue to allow, encourage and promote the use of bicycles in conjunction with transit vehicles.
- Provide bicycle and pedestrian facilities at frequent intervals across barriers, especially on all bridges, where space allows.
- Provide sufficient and safe bicycle parking to complement the bicycle network.
- Provide suitable crosswalks for pedestrians at all intersections.
- Promote safety measures such as medians and refuge areas near major intersections, particularly where there are wide streets.
- Integrate bicycle and pedestrian travel into all roadway planning, design, and construction.
- Maintain a Bicycle/Pedestrian Advisory Committee, consisting of OTO representatives and residents of the OTO member
 jurisdictions as appointed by their respective City Councils or Board of Aldermen, which will advise OTO on all matters related
 to bicycle and pedestrian issues.

Goal 3

Enhance and promote bicycling and pedestrian safety.

Objectives

- Encourage development of safe direct routes that connect to area schools.
- Support the coordination of education programs for bicyclists, pedestrians, and motorists.
- Encourage enforcement of laws and ordinances related to safe bicycle operation and pedestrian safety.
- Support safe routes to school programs in the OTO member jurisdictions.
- Explore partnerships with other organizations to promote safe bicycling and walking in the OTO region.
- Encourage training of law enforcement officers regarding pedestrian safety and law.
- Be aware of technologies that may impact future trail users.

Goal 4

Identify and target sources to fund pedestrian and bicycle facilities and programs.

Objectives

- Identify and pursue funds for improvements to the bicycle and pedestrian system.
- Provide for the effective administration of a bicycles and pedestrian system and policy including the creation and support of a bicycle/pedestrian coordinator(s) in partnership with and within the OTO region.
- Use this plan as a tool to access possible public and private funding sources.
- Seek and encourage funding for education, encouragement, and promotion activities.
- Encourage local communities to designate continuing funding to be spent on the construction and maintenance of bicycle and pedestrian facilities.

Goal 5

Promote bicycling and walking as a means of transportation integral to daily activities.

Objectives

- Encourage provision of shower and changing facilities and end-of-trip services at work or at trail facilities for cyclists.
- Develop model ordinances to require provision of bicycle parking where auto parking is required. This should be considered for all new development, and for existing developments, jurisdictions should consider requiring compliance by a set date.
- Promote bicycling and walking as transportation to and from school at all levels.
- Encourage local jurisdictions to offer incentives that promote bicycling and walking to employers that offer employee incentives.
- Increase awareness of the availability of bicycle and pedestrian facilities.
- Involve the media in the promotion of bicycling and walking as a transportation alternative.
- Promote the economic, health, and environmental benefits of bicycling and walking.
- Facilitate member jurisdictions with Bicycle Friendly Community status, as well as other designations and opportunities that exist.

Goal 6

Support bicycling and walking for the promotion of tourism in the OTO region.

- Encourage bicycling for tourism, focusing on historical and natural attractions and destinations within the OTO region.
- For route development, use an inventory of possible attractions within cycling distance that may be of interest to local and visiting cyclists.
- Support the development and signage of the Trans-America Trail cycle route and Historic Route 66 as cycling attractions.
- Promote improvements such as signage, for themed local bike routes which access or connect attractions, i.e., historic schools and sites, Wilson's Creek National Battlefield, State Parks, and local landscape.

Regional Bike/Ped Priorities

(not in any prioritized order)

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

Top 5 Policy Priorities

- Sidewalks on School Walking Routes
- Sidewalks on Streets with Commercial, especially High Volume Bus Routes
- ❖ Emphasize Projects that Extend from Communities and Enhance the Regional System
- Completing 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

In addition to this list of regional priorities, OTO will maintain a needs database of all bike/ped projects for the region. This list will be reviewed and added to as needed. Including information such as mode and location, this list will allow OTO to be better prepared should such a list, or subset thereof, is requested.

Tab 4

TECHNICAL COMMITTEE AGENDA 05/18/11; ITEM II.C.

2012-2016 Draft Statewide Transportation Improvement Program (STIP) Approval

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The 2012 to 2016 Draft STIP was presented at the May 4, 2012 Missouri Highways and Transportation Commission Meeting.

The projects listed in the (STIP) for the OTO area (attached) will be incorporated into the Draft OTO 2012-2015 Transportation Improvement Program. MoDOT is requesting approval of the 2012-2016 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program.

TECHNICAL COMMITTEE ACTION REQUESTED: To make a recommendation to the Board of Directors on approving the MoDOT Draft 2012-2016 STIP.

Summary: 2012 – 2016 Draft STIP

Funds Programmed

- \$222 million (\$228 million inflated) of projects programmed 2012-2016 (\$147 million rural, \$81 million urban).
- District 8 is programmed 105% for the first three years of the STIP (District Tracker goal: 95%-105%).

Taking Care of the System

- Bridges: 32 projects worth \$50 million. \$14 million for Safe and Sound payments.
- Taking Care of Major Routes: 27 projects, \$27.2 million.
- Taking Care of Minor Routes: 67 projects, \$61.5 million (including \$3.6 million for safety enhancements from the Open Container Penalty and High Risk Rural Roads programs).
- Signal replacement program: 8 projects, \$5.2 million.
- \$168.5 million spent on Taking Care of the System projects.

Safety

- Safety Projects: 9 projects, \$6.3 million.
- Guardrail and Guardcable replacement and upgrades: \$5.2 million.
- Clear Zone improvements: \$2.6 million
- Work Zone enforcement: \$190,000
- \$14.3 million spent on Safety projects.

Regional and Emerging Needs

- Regional Projects: 22 projects, \$25.9 million. 9 projects are cost shares with cities or counties. 2 projects have congressional earmarks.
- ITS (Mostly Operations and Management): \$3 million
- Pedestrian improvements: 4 projects, \$2.5 million. All 4 projects are cost shares with cities or counties; 3 utilize transportation enhancement funds.
- \$31.4 million spent on Regional projects.

High Profile Projects

Taking Care of the System

- Route 76 Bull Shoals Bridge in Forsyth
- Route 13 Table Rock Lake Bridge near Kimberling City
- Route 65 Resurfacing from Route EE to Route 465
- \$3.6 million of Open Container and High Risk Rural Roads funds spent on seven resurfacing projects in Stone County (and partly into Christian, Barry and Lawrence counties).

Safety Projects

- Safety improvements to curves on Route 14 west of Nixa and on Route 125 near the Finley River
- Intersection safety improvements at Route 65 and Rochester Road in Taney County.
- Intersection safety improvements at Route 13 and Routes U/Y near Bolivar.
- Turn lanes on Kearney Street at Mustard Way and Mulroy Road.
- Christian County Route CC realignment near Fremont Hills and intersection improvements at Cheyenne Road.

Regional Projects

- Turn lane improvements on Route 160 between Nixa and Route 248 near Reeds Spring (including at Spokane Road)
- Turn lane improvements on Route 65 between Preston and Buffalo (including at Skyline School).
- Route 14 (Third Street) Improvements in downtown Ozark (cost share with Ozark).
- Route 65 and Chestnut Expressway Interchange Improvements (cost share with Springfield and Greene County).
- Payment for Route 160 (Campbell) and Weaver Road Intersection Improvements to Springfield and Greene County for cost share project.
- Payment to Nixa for a cost share project to improve the intersection of Route 14 and Gregg Road
- Minor turn lane improvements at Glenstone and Peele.
- Turn lane improvements on Kansas Expressway at the James River Freeway interchange.
- Turn lane improvements at Route 125 and Washington Street in Strafford.
- Intersection improvements at Route 60 and Oakwood in Republic (cost share with Republic).
- Intersection improvements at Chestnut and Sherman (cost share with Springfield).
- Intersection improvements, signal at Route 160 and Hunt Road in Willard.
- Minor operational improvements to various freeway ramps on Route 60 (James River Freeway).
- Intersection improvements on Route 14 at Cheyenne Road.

- Minor ramp and pedestrian improvements at the I-44 and Route 5 interchange in Lebanon.
- Realignment of Route 76 from Route 265 to Route 465/Ozark Mountain Highroad.
- Minor turn lane improvements on Route 160 from Route F to Route 76 in the Forsyth area.
- Intersection improvements and signal at Business 65 and St. James St. in Hollister (cost share with Hollister).
- Turn lane improvements at Route 76 and Route T (cost share with Taney County).
- Intersection improvements, signal at Route F and the Route 65 East Outer Road north of Branson.

Pedestrian Projects

- Sidewalks and ADA improvements on Kearney from Kansas Expressway to Glenstone Avenue. (cost share with Springfield for statewide Transportation Enhancement funds).
- Various sidewalk and ADA improvements throughout the City of Branson (cost share with Branson for statewide Transportation Enhancement funds).
- Sidewalk and ADA improvements on Route 5 in Ava (cost share with the City of Ava for district Transportation Enhancement funds).
- Funds for City Utilities Transit to upgrade sidewalks to bus stops on state highways in Springfield (Springfield 1/8 Cent Commitment).

ITS Project

• Adaptive signal upgrades on Route 60 in Republic.



2012 - 2016 Scoping and Design Projects

Transportation Planning

2217 St. Marys Blvd. P.O. Box 270

Jefferson City, MO 65102

Phone (573) 526-8058 Fax (573) 526-8052

STATE FISCAL YEAR PROJECT

							BUDGET	ING (ENGINI	EERING)
							Prior Prog.	7/2011- 6/2012	7/2012- 6/2016
County: Christian		e Rte. 160 (I	Massey Boule	evard) and R	te. 14 (Mount V	ernon Street) intersection in	10	10	0
Route: MO 14 Job No: 8P2219	Nixa.		. ~ ~		~				
Anticipated Federal Category: S.T.P.			AC-Sta	ite	State	Local			
			8		2	Future Cost: 2,001 - 5,000			
County: Christian	Scoping for interchang	je improvem	ents at Rte. 6	35 and Rtes.	CC and J in Oz	ark.	2	10	0
Route: US 65 Job No: 8P2356			AC-Sta	ite	State	Local			
Anticipated Federal Category: N.H.S.			8		2	0			
						Future Cost: 5,001 - 10,000			
County: Greene Route: US 60 Job No: 8P0683	Scoping for improvement D Highland Springs Road				h correspondin	g outer roads from west of	90	200	0
Anticipated Federal Category: N.H.S.			AC-Sta	ite	State	Local			
			160		40	0			
			· · · · · · · · · · · · · · · · · · ·			Future Cost: 25,001 - 50,000			
County: Greene Route: US 60 Job No: 8P0683	Scoping for improvement	ents for inter					90	200	0
Route: US 60 Job No: 8P0683 Anticipated Federal Category: N.H.S.	E		AC-Sta 160	ite	State 40	Local			
Anticipated Federal Category. N.n.s.			100		40	Future Cost: 2,001 - 5,000			
County: Greene	Docian for a railroad o	roccina arac	lo congration	at Chastnut	Evproceway an	d the BNSF railway 0.2 mile	360	140	0
Route: BU 65 Job No: 8P2196		lossing grac	ie separation	at Chestilut	Lxpiessway aii	u the BNSF fallway 0.2 fillie	300	140	l
Anticipated Federal Category: S.T.P.	west of rue. oo.		AC-Sta	ite	State	Local			
			112		28	0			
						Future Cost: 5,001 - 10,000			
County: Greene	Design for bridge and	interchange	improvemen	ts at the Batt	lefield Road inte	erchange in Springfield.	171	1,081	0
Route: US 65 Job No: 8U0500			AC-Sta	ite	State	Local			
Anticipated Federal Category: N.H.S.			865		216	0			
						Future Cost: 15,001 - 25,000			
	AC-State	Fed	State 328	Local	Dietri	ct Engineering Total:	723	1,641	0
	1,313	0	348	0	ווופוט	or Engineening Total.	123	1,041	



2012 - 2016 Scoping and Design Projects

Transportation Planning

2217 St. Marys Blvd.
P.O. Box 270
Jefferson City, MO 65102
Phone (573) 526-8058 Fax (573) 526-8052

_	2012	2013	2014	2015	2016
State	328	0	0	0	0
AC-State	1,313	0	0	0	0
Local	0	0	0	0	0
Sub-total State	1,641	0	0	0	0

Federal		2012	2013	2014	2015	2016
	Sub-total Federal	0	0	0	0	0
	Grand Total	1,641	0	0	0	0





2012-2016 Highway and Bridge Construction Schedule

2217 St. Marys Blvd.

P.O. Box 270 Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

STATE FISCAL YEAR PROJECT BUDGETING 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Christian Safety improvements between Smyrna Road and Rte. JJ. 10 19 Engineering: 10 0 MO 125 Route: 8P2292 R/W Job No.: 0 0 Length: 2.00 MPO: Y Construction: 0 288 0 32 Local: Fund Cat: Safety Fed: 285 State: FFOS: 0 0 0 0 Sec Cat: Safety Awd Date: **2014** Anticipated Fed Cat: Safety Payments: 0 TIP#: Future Cost: Estimate Total: 327 Christian Intersection improvements at Cheyenne Road between Nixa and Ozark. County: 40 Engineering: 20 65 0 Route: MO 14 8P0588G R/W: Job No.: 0 412 0.30 MPO: Y Length: Construction: 0 476 0 Fund Cat: Major Projects & Emerging Needs AC-State: 811 State: 202 Local: FFOS: 0 0 0 System Expansion Awd Date: **2014** Anticipated Fed Cat: N.H.S. 0 0 0 A Payments: TIP#: Future Cost: Estimate Total: 1,013 County: Christian Roadway capacity and safety improvements on Third Street from the Finley River to 15 97 0 0 0 Engineering: MO 14 north of Church Street in downtown Ozark, Cost share project with Ozark, To be Route: Job No.: 8P2146 designed by Ozark. MoDOT to acquire right of way and let the project. R/W 355 0 0.51 MPO: Y Length: Construction: 1,412 0 0 Fund Cat: Major Projects & Emerging Needs AC-State: 1,492 State: 352 Local: 20 FFOS: 1,767 0 0 0 Sec Cat: Regional Awd Date: Spring 12 Anticipated Fed Cat: S.T.P. 0 Payments: TIP #: OK1006 Future Cost: Estimate Total: 1.879 County: Christian Payment to Nixa for intersection improvements at Rte. 14 and Gregg Road in Nixa. To 0 Engineering: 81 0 0 **MO 14** be let by Nixa. Payment reflects STP-Urban funding only. MoDOT payback to occur Route: 8P2357 with project 8S2357Z. \$398,000 from STP-Urban funding. R/W Job No.: Length: 0.50 MPO: Y Construction: 398 Fund Cat: Major Projects & Emerging Needs 383 State: Fed: 96 Local: FFOS: 398 0 0 Sec Cat: **System Expansion** Awd Date: Let by Others Anticipated Fed Cat: S.T.P. Payments: 0 0 0 0 TIP#: Future Cost: Estimate Total: 480 Christian Signal improvements at various locations in Christian County. County: 183 0 0 0 Engineering: Route: MO 14 8S2380 R/W: Job No.: 29.36 MPO: Y Length: Construction: 969 Fund Cat: Taking Care Of System AC-State: 922 State: 230 Local: FFOS: 0 0 0 0 Sec Cat: **Systems Operations** Awd Date: **Spring 12** Anticipated Fed Cat: S.T.P. 0 TIP#: 0 Estimate Total: 1,152 Payments: Future Cost:

^{*} Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.





TIP#:

OK1101

2012-2016 Highway and Bridge Construction Schedule

2217 St. Marys Blvd. P.O. Box 270

STATE FISCAL YEAR PROJECT BUDGETING

Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Christian Safety improvements on various curves 0.8 mile west of Nixa. 29 Engineering: 0 **MO 14** Route: 8S2414 R/W: Job No.: 0 0 Length: 1.02 MPO: Y Construction: 0 446 0 Fund Cat: Safety Fed: 427 State: 48 Local: FFOS: 0 0 0 0 Sec Cat: Safety Awd Date: **2014** Anticipated Fed Cat: Safety Payments: 0 TIP#: Future Cost: Estimate Total: Christian Pavement improvements from the Ozarks Transportation Organization's boundary to County: 2 8 Engineering: 0 Route: MO 14 Rte. M in Nixa. **8S2443** R/W: Job No.: 0 2.62 MPO: Y Length: Construction: 0 167 0 Fund Cat: Taking Care Of System AC-State: 142 State: 35 Local: FFOS: 0 0 0 Sec Cat: Thin Lift Overlay Awd Date: **2014** Anticipated Fed Cat: S.T.P. 0 0 0 A Payments: TIP#: Future Cost: Estimate Total: County: Christian Turn lane improvements at various locations between South Main Street and the Finley 41 47 0 0 Engineering: US 160 River south of Nixa. Route: Job No.: 8P2438 R/W 0 Length: 3.00 MPO: Y Construction: 710 0 Fund Cat: Major Projects & Emerging Needs AC-State: 639 State: 159 Local: FFOS: 0 0 0 Sec Cat: Regional Awd Date: 2013 Anticipated Fed Cat: S.T.P. Payments: TIP #: Future Cost: Estimate Total: County: Christian Bridge improvement for northbound bridge over Farmer's Branch, 1.5 miles north of 0 Engineering: 135 137 330 0 Rte. J. \$1,000,000 from Ozarks Transportation Organization BRM funds. Project Route: **US 65** 8P2156 R/W Job No.: involves bridge A0570. Length: 0.20 MPO: Y Construction: 2,885 Fund Cat: Taking Care Of System Fed: **2.682** State: **670** Local: FFOS: 1,000 Sec Cat: Rehab And Reconst Awd Date: 2013 Anticipated Fed Cat: **Bridge** Payments: 0 0 TIP#: OK1004 Future Cost: Estimate Total: 3,487 Christian Northbound bridge improvement over Finley River in Ozark. Project involves bridge County: 25 239 0 Engineering: 160 Route: US 65 A0646. 8P2161 R/W: Job No.: 0 0.20 MPO: Y Length: Construction: 2,060 Fund Cat: Taking Care Of System Fed: **1.967** State: **492** Local: FFOS: 0 0 0 Sec Cat: Rehab And Reconst Awd Date: **2013** Anticipated Fed Cat: Bridge 0 Payments:

Future Cost:

0

2,484

Estimate Total:

^{*} Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.





2012-2016 Highway and Bridge Construction Schedule

2217 St. Marys Blvd.

P.O. Box 270 Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

STATE FISCAL YEAR PROJECT BUDGETING

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.					7/2011- 6/2012	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015	7/2015- 6/2016
County: Christian Intersection im Route: RT CC	provements at Cheyenne Road in N	Nixa.	Engineering:	0	0	50	67	0	(
Job No.: 8S0736B			R/W:	0	0	515	0	0	(
Length: 0.20 MPO: Y			Construction:	0	0	0	1,028	0	(
Fund Cat: Major Projects & Emerging Needs		1,493 State: 167 Local: (FFOS:	0	0	0	0	0	
Sec Cat: System Expansion Awd Date:	2014 Anticipated Fed Cat:	Safety	Payments:	٥	0	0	0	0	
TIP#:	Future Cost: 0	Estimate Total: 1,660	' <u>'</u>	•					
County: Christian Roadway realignment from Cheyenne Road to Rolling Hills Road in Fremont Hills. RT CC			Engineering:	0	153	25	115	0	(
Job No.: 8S0736 C			R/W:	0	0	302	0	0	(
Length: 0.58 MPO: Y	P. 1	2260 611 264 1	Construction:	0	0	0	2,037	0	(
Fund Cat: Major Projects & Emerging Needs Sec Cat: Safety Awd Date:		2,368 State: 264 Local: (Safety	FFOS:	0	0	0	0	0	
Sec Cat: Safety Awd Date: TIP #:	2014 Anticipated Fed Cat: Future Cost: 0	Estimate Total: 2,632	Payments:	0	0	0	0	0	
County: Greene Turn-lane improvements at Washington Avenue in Strafford.			1	0	20	10	0	0	
Route: MO 125	ovements at washington revenue in	in Stranoru.	Engineering:	U	39	19	0	· ·	,
Job No.: 882426			R/W:	0	87	0	0	0	(
Length: 0.30 MPO: Y Fund Cat: Major Projects & Emerging Needs	AC-State:	374 State: 94 Local: (Construction:	0	0	323	0	0	(
Fund Cat: Major Projects & Emerging Needs See Cat: Safety Awd Date:	2013 Anticipated Fed Cat:	S.T.P.	FFOS:	0	0	0	0	0	(
TIP #:	Future Cost: 0	Estimate Total: 468	Payments:	0	0	0	0	0	(
County: Greene Signal improvements on Kansas Expressway at Sunset Street and Walnut Lawn Street in			Engineering:	0	0	0	85	152	
Route: MO 13 Springfield.	e: MO 13 Springfield.			0					ľ
Job No.: 8P2390 Length: 0.20 MPO: Y			R/W:	0	0	0	0	0	(
Length: 0.20 MPO: Y Fund Cat: Taking Care Of System	AC-State:	931 State: 232 Local: (Construction:	0	0	0	0	926	(
Sec Cat: Systems Operations Awd Date:	2014 Anticipated Fed Cat:	N.H.S.	FFOS:	0	0	0	0	0	(
TIP #:	Future Cost: 0	Estimate Total: 1,163	Payments:	0	0	0	0	0	(
County: Greene Bridge improvements over Jordan Creek on Kansas Expressway in Springfield. Project			Engineering:	0	100	0	0	0	
Route: MO 13 involves bridge Job No.: 8P2395	s A3258 and A3259.		R/W:	0	0	0	0	0	
Length: 24.20 MPO: Y			Construction:	0	561	0	0	0	
Fund Cat: Taking Care Of System	AC-State:	529 State: 132 Local: (
Sec Cat: Rehab And Reconst Awd Date:	Spring 12 Anticipated Fed Cat	t: N.H.S.	FFOS:	0	0	0	U	0	
TIP #:	Future Cost: 0	Estimate Total: 661	Payments:	0	0	0	0	0	(

^{*} Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.





TIP#:

2012-2016 Highway and Bridge Construction Schedule

2217 St. Marys Blvd. P.O. Box 270

Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

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Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. STATE FISCAL YEAR PROJECT BUDGETING No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Greene Pavement improvement at various locations between I-44 and Rte. WW. Engineering: 85 0 MO 13 Route: 8P2405 R/W: Job No.: 0 Length: 5.97 MPO: Y Construction: 1,530 0 0 Fund Cat: Taking Care Of System AC-State: 1,292 State: 323 Local: FFOS: 0 0 0 0 Sec Cat: Rehab And Reconst Awd Date: Winter 12 Anticipated Fed Cat: N.H.S. Payments: 0 TIP#: Future Cost: Estimate Total: 1,615 Greene Turn-lane improvements at the Kansas Expressway and James River Freeway County: 0 58 86 Engineering: 0 MO 13 Route: interchange in Springfield. 8P2422 R/W: Job No.: 0 0 0.30 MPO: Y Length: Construction: 0 920 0 Fund Cat: Major Projects & Emerging Needs AC-State: 851 State: 213 Local: FFOS: 0 0 0 **Systems Operations** Awd Date: **2014** Anticipated Fed Cat: N.H.S. 0 0 0 O Payments: TIP#: Future Cost: Estimate Total: 1.064 County: Greene Bridge improvements over I-44. Project involves bridge A3623. To be let in combination 240 687 0 0 0 Engineering: US 160 with 8P2382. Route: Job No.: 8P2231 R/W Length: 0.03 MPO: Y Construction: 2,901 0 0 Fund Cat: Taking Care Of System AC-State: 3,229 State: 359 Local: FFOS: 0 0 0 Sec Cat: Rehab And Reconst Awd Date: Spring 12 Anticipated Fed Cat: I/M Payments: TIP #: SP1105 Future Cost: Estimate Total: 3,828 County: Greene Signal and ramp improvements at I-44. To be let in combination with 8P2231. 0 Engineering: 159 0 0 **US 160** Route: 8P2382 R/W Job No.: Length: 0.05 MPO: Y Construction: 1,097 Fund Cat: Major Projects & Emerging Needs AC-State: 1.005 251 Local: State: FFOS: 0 0 0 Sec Cat: Regional Awd Date: Spring 12 Anticipated Fed Cat: N.H.S. Payments: 0 0 TIP#: Future Cost: Estimate Total: 1.256 Greene Signal improvements at Rte. AB and Miller Road in Willard. County: 120 0 Engineering: Route: US 160 8P2389 0 Job No.: R/W: 0 0.20 MPO: Y Length: Construction: 703 Fund Cat: Taking Care Of System AC-State: 706 State: 177 Local: FFOS: 0 0 0 Sec Cat: **Systems Operations** Awd Date: **2014** Anticipated Fed Cat: S.T.P.

Future Cost:

0

883

Payments:

Estimate Total:

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Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program yea	rs 2, 3, 4, and 5.	STATE I	FISCAL YI	EAR PRO	JECT BU	UDGETIN	G
No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.				7/2012- 6/2013	7/2013- 6/2014		7/2015- 6/2016
County: Greene Intersection improvements at Hunt Road in Willard. Route: US 160	Engineering:	0	55	110	0	0	0
Job No.: 8P2425	R/W:	0	0	0	0	0	0
Length: 0.20 MPO: Y	Construction:	0	0	468	0	0	(
Fund Cat: Major Projects & Emerging Needs AC-State: 506 State: 127 Local:	FFOS:	0	0	0	0	0	
Sec Cat: Safety Awd Date: 2013 Anticipated Fed Cat: S.T.P. TIP #: Future Cost: 0 Estimate Total:	ъ.		0	0	0	0	(
TIP #: Future Cost: 0 Estimate Total: County: Greene Payment to Springfield for relocation of west outer road and Weaver Road intersection	,,,,,		- 110		•		
Route: US 160 1 mile south of Rte. 60 (James River Freeway) at Weaver Road. Cost Share with Green	ie	74	140	0	0	0	(
Job No.: 880758 County and Springfield. Right of way acquired by Greene County and Springfield.	R/W:	600	0	0	0	0	(
Length: 1.01 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 4,071 State: 1,018 Local:	Construction:	0	4,949	0	0	0	(
Sec Cat: System Expansion Awd Date: Let by Others Anticipated Fed Cat: S.T.P.	FFOS:	0	5,549	0	0	0	(
v i	Payments:	0	0	0	0	0	(
County: Greene Job Order Contracting for pavement repair in Greene County.	Engineering:	0	14	0	0	0	
Route: IS 44 Job No.: 212164O	R/W:	0	0	0	0	0	(
Length: 31.07 MPO: Y	Construction:	0	200	0	0	0	
Fund Cat: Statewide Interstate And Major Bridge Fed: 0 State: 214 Local:	0						
Sec Cat: Preventative Maint Awd Date: Spring 12 Anticipated Fed Cat: State	FFOS:	0	0	0	0	0	(
TIP #: Future Cost: 0 Estimate Total: 2	Payments:	0	0	0	0	0	
County: Greene Pavement improvements from the Ozarks Transportation Organization's boundary ne Route: IS 44 Rte. 60 to west of Chestnut Expressway in Springfield.	ar Engineering:	1	110	0	0	0	(
Job No.: 812198B	R/W:	0	0	0	0	0	(
Length: 2.60 MPO: Y	Construction:	0	1,213	0	0	0	(
Fund Cat: Statewide Interstate And Major Bridge AC-State: 1,191 State: 132 Local:	FFOS:	0	0	0	0	0	
Sec Cat: Rehab And Reconst Awd Date: Winter 12 Anticipated Fed Cat: I/M TIP #: GR1101 Future Cost: 0 Estimate Total: 1,3	Payments:		0	0	0	0	
,		0					
Route: LP 44		88	10	61	0	0	(
Job No.: 8P2230	R/W:	0	60	0	0	0	(
Length: 9.94 MPO: Y Fund Cat: Major Projects & Emerging Needs AC-State: 839 State: 210 Local:	Construction:	0	0	918	0	0	(
Sec Cat: System Expansion Awd Date: 2013 Anticipated Fed Cat: N.H.S.	FFOS:	0	0	0	0	0	(
	Payments:	0	0	0	0	0	(

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STATE FISCAL YEAR PROJECT BUDGETING

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs and P(W incidentals)

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2	, 5, 4, and 5.	SIAILI	ISCAL Y	EAR PRU	JECT BU	UDGETING	G
No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.		Prior Prog.	7/2011- 6/2012	7/2012- 6/2013	7/2013- 6/2014		7/2015- 6/2016
County: Greene Rehabilitate southbound bridge over I-44 in Springfield. Project involves bridge A2071. Route: IS 44	Engineering:	5	212	0	142	0	0
Job No.: 8P2293	R/W:	0	0	0	0	0	0
Length: 0.01 MPO: Y	Construction:	0	0	0	1,879	0	0
Fund Cat: Taking Care Of System AC-State: 2,010 State: 223 Local: 0	FFOS:	0	0	0	0	0	
Sec Cat: Rehab And Reconst Awd Date: 2014 Anticipated Fed Cat: I/M		0	0	0	0	0	0
TIP #: SP1112 Future Cost: 0 Estimate Total: 2,238	Payments:	U	U	U	0	U	
County: Greene Pavement improvements on Glenstone Avenue from Evergreen Street to the railroad bridge south of Chestnut Expressway in Springfield.	Engineering:	0	150	68	0	0	0
Job No.: 8P2455	R/W:	0	0	0	0	0	0
Length: 2.15 MPO: Y	Construction:	0	0	1,426	0	0	0
Fund Cat: Taking Care Of System AC-State: 1,315 State: 329 Local: 0 Sec Cat: Thin Lift Overlay Awd Date: 2013 Anticipated Fed Cat: N.H.S.	FFOS:	0	0	0	0	0	0
TIP #: Future Cost: 0 Estimate Total: 1,644	Payments:	0	0	0	0	0	0
County: Greene Intersection improvements at Oakwood Avenue/County Road 93 in Republic. Cost	Engineering:	110	126	0	0	0	0
Route: US 60 Participation with Republic. Job No.: 8P2154	R/W:	0	80	0	0	0	0
Length: 0.06 MPO: Y	Construction:	0	645	0	0	0	0
Fund Cat: Major Projects & Emerging Needs AC-State: 589 State: 41 Local: 221	FFOS:	0	394	0	0	0	
Sec Cat: Safety Awd Date: Winter 12 Anticipated Fed Cat: N.H.S.					v		Û
TIP #: RP1104 Future Cost: 0 Estimate Total: 961	Payments:	0	0	0	0	0	
County: Greene Signal improvements at Rte. 125. Route: US 60	Engineering:	0	30	55	0	0	0
Job No.: 8P2381	R/W:	0	0	0	0	0	0
Length: 0.20 MPO: Y	Construction:	0	0	315	0	0	0
Fund Cat: Taking Care Of System AC-State: 320 State: 80 Local: 0	FFOS:	0	0	0	0	0	
Sec Cat: Systems Operations Awd Date: 2013 Anticipated Fed Cat: N.H.S.					v	-	0
TIP #: Future Cost: 0 Estimate Total: 400	Payments:	0	0	0	0	0	
County: Greene Pavement repairs at various locations from Rte. 65 to Rte. 125. Route: US 60	Engineering:	0	7	0	0	0	0
Job No.: 8P2411	R/W:	0	0	0	0	0	0
Length: 6.39 MPO: Y	Construction:	0	56	0	0	0	0
Fund Cat: Taking Care Of System AC-State: 50 State: 13 Local: 0	FFOS:	0	0	0	0	0	
Sec Cat: Rehab And Reconst Awd Date: Winter 12 Anticipated Fed Cat: N.H.S.		ő			0	0	Δ
TIP #: Future Cost: 0 Estimate Total: 63	Payments:	U	0	0	U	U	

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STATE FISCAL YEAR PROJECT BUDGETING

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

	ce percent project growth factor compounded annually is applied to right-or-way and construction costs in program years 2, 3, 4, and 3.		SIAIL	I ISCAL I	LAKIK	JJECT BU	DGETIM	J
	is applied to the Funding From Other Sources (FFOS) or Payments. includes PE costs, CE costs and R/W incidentals.		Prior Prog.		7/2012- 6/2013	7/2013- 6/2014	7/2014- 7 6/2015	7/2015- 6/2016
County: Route:	Greene Signal improvements from Rte. P to County Road 93 in Republic. US 60	Engineering:	0	5	15	0	0	(
Job No.:	8P2421	R/W:	0	0	0	0	0	(
Length:	2.23 MPO: Y	Construction:	0	0	220	0	0	(
	Major Projects & Emerging Needs AC-State: 192 State: 48 Local:	FFOS:	0	0	0	0	0	
Sec Cat: TIP #:	Systems Operations Awd Date: 2013 Anticipated Fed Cat: N.H.S. Future Cost: 0 Estimate Total: 24	Payments:	0	0	0	0	0	(
		1						
County: Route:	Greene Ramp improvements at various locations on James River Freeway in Springfield. US 60	Engineering:	0	113	114	0	0	(
Job No.:	8P2423	R/W:	0	0	0	0	0	(
Length:	8.75 MPO: Y	Construction:	0	0	1,674	0	0	(
Fund Cat: Sec Cat:	Major Projects & Emerging Needs AC-State: 1,520 State: 381 Local: Systems Operations Awd Date: 2013 Anticipated Fed Cat: N.H.S.	FFOS:	0	0	0	0	0	(
TIP #:	Future Cost: 0 Estimate Total: 1,90	Payments:	0	0	0	0	0	
County:	Greene Bridge improvements over Rte. 65 on Evans Road. Project involves bridge A3107.	Engineering:	0	60	0	0	0	
Route:	US 65		U			U		
Job No.: Length:	802397 0.02 MPO: Y	R/W:	0	0	0	0	0	(
Fund Cat:	Taking Care Of System AC-State: 335 State: 84 Local:	Construction:	0	359	0	0	0	
Sec Cat:	Rehab And Reconst Awd Date: Spring 12 Anticipated Fed Cat: N.H.S.	FFOS:	0	0	0	0	0	(
TIP #:	Future Cost: 0 Estimate Total: 41	Payments:	0	0	0	0	0	(
County:	Greene Cost share project with Springfield and Greene County for interchange improvements a	Engineering:	535	362	0	0	0	
Route: Job No.:	US 65 Rte. 65 / Bus. 65 (Chestnut Expressway). 8P0850	R/W:	384	0	0	0	0	1
Length:	0.41 MPO: Y	Construction:	0	4,273	0	0	0	,
Fund Cat:	Major Projects & Emerging Needs AC-State: 3,615 State: 72 Local: 94	8	20.4	· · · · · · · · · · · · · · · · · · ·				
Sec Cat:	System Expansion Awd Date: Winter 12 Anticipated Fed Cat: N.H.S.	FFOS:	384	4,273	0	0	0	
TIP#:	SP1016 Future Cost: 0 Estimate Total: 5,55	4 Payments:	0	0	0	0	0	(
County: Route:	Greene Relocate Eastgate Avenue (outer road) intersection east of Rte. 65. OR 65	Engineering:	55	62	0	0	0	(
Job No.:	8P0850B	R/W:	0	0	0	0	0	(
Length:	0.02 MPO: Y	Construction:	0	831	0	0	0	
Fund Cat:	Major Projects & Emerging Needs AC-State: 715 State: 178 Local:	0 FFOS:	<u> </u>	0	0	0	0	
Sec Cat:	System Expansion Awd Date: Winter 12 Anticipated Fed Cat: S.T.P.	_	U		Û	0	v	
TIP #:	SP1106 Future Cost: 0 Estimate Total: 94	Payments:	0	0	0	0	0	(

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STATE FISCAL YEAR PROJECT BUDGETING

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FEOS) or Payments.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Greene Northbound bridge improvement over Lake Springfield, 0.6 mile south of Rte. 60. Engineering: 125 303 729 **US 65** Project involves bridge A0649. Route: 8P2158 R/W Job No.: 0 Length: 0.16 MPO: Y Construction: 6.376 0 Fund Cat: Taking Care Of System Fed: **5.927** State: 1,481 Local: FFOS: 0 0 0 0 Sec Cat: Rehab And Reconst Awd Date: 2013 Anticipated Fed Cat: **Bridge** Payments: 0 TIP#: SP1018 Future Cost: Estimate Total: 7.533 Greene Southbound turn-lane improvements at Glenstone Avenue and Peele Street in County: 37 0 Engineering: 25 0 Route: BU 65 Springfield. 8P2424 R/W: Job No.: 0 0 0.10 MPO: Y Length: Construction: 562 0 Fund Cat: Major Projects & Emerging Needs AC-State: 500 State: 124 Local: FFOS: 0 0 0 2013 Anticipated Fed Cat: **Systems Operations** Awd Date: N.H.S. 0 0 0 O Payments: TIP#: Future Cost: Estimate Total: County: Greene Shoulder improvements from I-44 to 0.1 mile north of Rte. KK. 71 0 0 0 Engineering: US 65 Route: Job No.: 8P2428 R/W 0 Length: 6.53 MPO: Y 745 0 0 Construction: Fund Cat: Taking Care Of System AC-State: 653 State: 163 Local: FFOS: 0 0 0 Sec Cat: Rehab And Reconst Awd Date: Spring 12 Anticipated Fed Cat: N.H.S. Payments: TIP #: Future Cost: Estimate Total: County: Greene Provide continuous sidewalk on both sides of Kearney Street from Kansas Expressway 3 0 Engineering: 146 0 0 **MO 744** (Rte. 13) to Glenstone Avenue (Loop 44) in Springfield. \$534,000 Statewide Enhancement Route: 8P2236 funds. To be let in combination with project 8P2250. R/W: Job No.: Length: 0.20 MPO: Y Construction: 847 794 Fund Cat: Major Projects & Emerging Needs 199 Local: State: Fed: FFOS: 0 0 534 Sec Cat: **Enhancements** Awd Date: Spring 12 Anticipated Fed Cat: S.T.P. Payments: 0 0 0 0 TIP#: EN 1101 Future Cost: Estimate Total: Greene Pavement improvements from Rte. 13 (Kansas Expressway) to Bus. 44 (Glenstone County: 0 0 0 Engineering: 115 Route: MO 744 Avenue) in Springfield. To be let in combination with project 8P2236. 8P2250 Job No.: R/W: 2.76 MPO: Y Length: Construction: 1,456 Fund Cat: Taking Care Of System AC-State: 1.257 State: 314 Local: FFOS: 0 0 0 Sec Cat: Thin Lift Overlay Awd Date: Spring 12 Anticipated Fed Cat: N.H.S. 0 TIP#: SP1110 Estimate Total: 1,571 Payments: Future Cost:

May-2-2011 Section 4 - 40 District 8 TMA Dollars in Thousands

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Fund Cat: Taking Care Of System

Routine Maintenance

MO1150

Sec Cat:

TIP#:

2012-2016 Highway and Bridge Construction Schedule

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Spring 12

Future Cost:

Awd Date:

190 Local:

191

FFOS:

Payments:

State:

Estimate Total:

State

Fed:

Anticipated Fed Cat:

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TIP #:

County:

Job No.: Length:

Sec Cat:

TIP#:

County:

Job No.:

Length:

Sec Cat:

TIP#:

Route:

Route:

Various

Various 8P2245

Various

Various 8P2255

Fund Cat: Taking Care Of System

Routine Maintenance

MO1007

0.00

Fund Cat: Taking Care Of System

Routine Maintenance

0.00

MO1150

MPO: Y

MPO: Y

Awd Date:

Awd Date:

2012-2016 Highway and Bridge Construction Schedule

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0

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0

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3

0

0

0

12

197

0

15

0

0

200

Payments:

R/W:

FFOS:

R/W:

FFOS:

Payments:

Payments:

Engineering:

Construction:

Engineering:

Construction:

207

213

215

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. STATE FISCAL YEAR PROJECT BUDGETING No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Various Job Order Contracting for guardrail repair in urban District 8. 3 Engineering: 12 Various Route: 8P2241 R/W: Job No.: 0 Length: 0.00 MPO: Y Construction: 180 0 Fund Cat: Taking Care Of System Fed: State: 195 Local: FFOS: 0 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2013 Anticipated Fed Cat: State Payments: 0 TIP#: MO1150 Future Cost: Estimate Total: 196 Various Job Order Contracting for guardrail repair in urban District 8. County: 12 Engineering: 4 0 Route: Various 8P2242 R/W: Job No.: 0 0.00 MPO: Y Length: Construction: 0 186 0 Fund Cat: Taking Care Of System Fed: State: 202 Local: FFOS: 0 0 0 **Routine Maintenance** Awd Date: **2014** Anticipated Fed Cat: State 0 0 0 O Payments: TIP#: MO1150 Future Cost: Estimate Total: 202 County: Various Job Order Contracting for guardrail repair in urban District 8. 0 4 12 Engineering: Various Route: Job No.: 8P2243 R/W 0 0 0.00MPO: Y Length: 191 0 Construction: Fund Cat: Taking Care Of System Fed: 207 Local: FFOS: 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2015 Anticipated Fed Cat: State

Estimate Total:

State:

Estimate Total:

State:

Estimate Total:

State

State

213

Local:

215 Local:

* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.

Winter 12

Future Cost:

Future Cost:

Future Cost:

Job Order Contracting for guardrail repair in urban District 8.

2016 Anticipated Fed Cat:

On-call asphalt pavement improvements on major routes in urban District 8.

Anticipated Fed Cat:

Fed:

Fed:

0

May-2-2011 Section 4 - 43 District 8 TMA Dollars in Thousands





2217 St. Marys Blvd.

P.O. Box 270 Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. STATE FISCAL YEAR PROJECT BUDGETING No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Various On-call asphalt pavement improvements on major routes in urban District 8. Engineering: 15 Various Route: 8P2257 R/W: Job No.: 0 Length: 0.00 MPO: Y Construction: 206 0 Fund Cat: Taking Care Of System Fed: 221 Local: State: FFOS: 0 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2013 Anticipated Fed Cat: State Payments: 0 TIP#: MO1007 Future Cost: Estimate Total: 221 Various County: On-call asphalt pavement improvements on major routes in urban District 8. 15 Engineering: 0 0 Route: Various 8P2259 R/W: Job No.: 0 0.00 MPO: Y Length: Construction: 0 212 0 Fund Cat: Taking Care Of System Fed: State: **227** Local: FFOS: 0 0 0 **Routine Maintenance** Sec Cat: Awd Date: **2014** Anticipated Fed Cat: State 0 0 0 O Payments: TIP#: MO1007 Future Cost: Estimate Total: 227 County: Various On-call asphalt pavement improvements on major routes in urban District 8. 0 0 15 Engineering: Various Route: Job No.: 8P2261 R/W 0 0 0.00MPO: Y Length: 219 0 Construction: Fund Cat: Taking Care Of System Fed: 234 Local: FFOS: 0 0 0 Sec Cat: **Routine Maintenance** Awd Date: 2015 Anticipated Fed Cat: State Payments: TIP #: Future Cost: Estimate Total: County: Various Pavement improvements on various major routes in urban District 8. 0 Engineering: 20 215 0 Route: Various 8P2263 R/W: Job No.: 0 Length: 0.00 MPO: Y Construction: 0 3,183 Fund Cat: Taking Care Of System AC-State: 2,734 State: 684 Local: FFOS: 0 0 Sec Cat: Thin Lift Overlay Awd Date: 2014 Anticipated Fed Cat: S.T.P. Payments: 0 0 TIP#: MO1306 Future Cost: 3,418 Estimate Total: Various Pavement improvements on various major routes in urban District 8. County: 0 142 Engineering: 35 Route: Various 8P2264 Job No.: R/W: 0 0 0.00MPO: Y Length: Construction: 0 2,185 Fund Cat: Taking Care Of System AC-State: 1.890 State: **472** Local: FFOS: 0 0 0 Sec Cat: Thin Lift Overlay Awd Date: **2015** Anticipated Fed Cat: S.T.P. 0 TIP#: 0 Estimate Total: 2,362 Payments:

Future Cost:

^{*} Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.





County:

Job No.:

Length:

Sec Cat:

TIP#:

County:

Job No.:

Length:

Sec Cat:

TIP#:

Route:

Route:

Various

Various 8S2266

Various

Various 8S2267

Fund Cat: Taking Care Of System

Thin Lift Overlay

0.00

Fund Cat: Taking Care Of System

Thin Lift Overlay

MO1206

MO1206

MPO: Y

MPO: Y

Awd Date:

Awd Date:

0.00

2012-2016 Highway and Bridge Construction Schedule

2217 St. Marys Blvd.

P.O. Box 270

Jefferson City, MO 65102

Phone (573) 526-8058 Fax (573) 526-8052

0

10

0

0

0

0

0

0

0

0

5

0

0

0

30

0

103

1,639

0

0

5

0

69

1,126

Engineering:

Construction:

R/W:

FFOS:

R/W:

FFOS:

Payments:

Payments:

Engineering:

Construction:

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. STATE FISCAL YEAR PROJECT BUDGETING No inflation is applied to the Funding From Other Sources (FFOS) or Payments. 7/2011- 7/2012- 7/2013- 7/2014- 7/2015-Engineering includes PE costs, CE costs and R/W incidentals. Prior Prog. 6/2012 6/2013 6/2014 6/2015 6/2016 County: Various Removal of obstructions at various locations in urban District 8. 34 Engineering: 5 Various Route: 8P2383 R/W: Job No.: 0 Length: 0.00 MPO: Y Construction: 515 0 Fund Cat: Safety 498 State: 56 Local: Fed: FFOS: 0 0 0 Sec Cat: Safety Awd Date: 2013 Anticipated Fed Cat: Safety Payments: 0 TIP#: Future Cost: Estimate Total: Various County: Pavement improvements on various routes in urban District 8. 15 0 Engineering: 76 0 Route: Various 8P2452 R/W: Job No.: 0 0 0.00 MPO: Y Length: Construction: 1,112 0 Fund Cat: Taking Care Of System AC-State: 963 State: 240 Local: FFOS: 0 0 0 2013 Anticipated Fed Cat: Rehab And Reconst Awd Date: S.T.P. 0 0 0 O Payments: TIP#: Future Cost: Estimate Total: 1,203 County: Various Pavement improvements on various minor routes in urban District 8. 5 1 137 0 Engineering: Various Route: Job No.: 8S1300 R/W 0 0 0.00MPO: Y Length: 2,122 Construction: 0 Fund Cat: Taking Care Of System AC-State: 1,813 State: 452 Local: FFOS: 0 0 Sec Cat: Thin Lift Overlay Awd Date: 2014 Anticipated Fed Cat: S.T.P. Payments: TIP #: MO1206 Future Cost: Estimate Total: 2,266

* Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.

Future Cost:

Future Cost:

Pavement improvements on various minor routes in urban District 8.

2015 Anticipated Fed Cat:

2016 Anticipated Fed Cat:

Pavement improvements on various minor routes in urban District 8.

AC-State: 1.405

AC-State:

0

State:

Estimate Total:

State:

Estimate Total:

S.T.P.

984

S.T.P.

352

Local:

246 Local:

1,757

1,230



Transportation Planning

2217 St. Marys Blvd. P.O. Box 270

Jefferson City, MO 65102 Phone (573) 526-8058 Fax (573) 526-8052

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.

STATE 1	FISCAL Y	EAR PRO	JECT BU	DGETING	G
	7/2011-	7/2012-	7/2013-	7/2014-	7/2015-
Prior Prog.	6/2012	6/2013	6/2014	6/2015	6/2016

FFOS:	384	12,915	1,000	0	0	0
Total R/W:	984	652	1,229	0	0	0
Total Construction:	0	26,744	22,680	13,647	5,160	1,323
Paybacks:	0	0	0	0	0	0
Sub-Total:	984	27,396	23,909	13,647	5,160	1,323
Total Engineering:	1,429	4,569	2,311	1,190	432	81
Grand Total:	2,413	31,965	26,220	14,837	5,592	1,404

_	2012	2013	2014	2015	2016
State	5,355	5,434	2,708	1,470	448
AC-State	23,468	8,553	8,505	4,122	956
Local	1,189	0	0	0	0
Sub-total State	30,012	13,987	11,213	5,592	1,404

Federal		2012	2013	2014	2015	2016
	Sub-total Federal	1,953	12,233	3,624	0	0
	Grand Total	31,965	26,220	14,837	5,592	1,404

May-2-2011 Section 4 - 46 District 8 TMA Dollars in Thousands

^{*} Subject to the approval of the Transportation Improvement Plan by the governing Metropolitan Planning Organization.

Tab 5

TECHNICAL COMMITTEE AGENDA 05/18/11; ITEM II.D.

OTO Enhancement Application

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

During the prior Enhancement Application round, additional changes were requested to the Enhancement Funding Handbook and Application. The Enhancement Subcommittee met on April 28, 2011 to review and recommend changes to the Handbook and Application. Though the next funding amount and timing is unknown, staff wanted to complete this update before such funding became available again.

The following changes are shown in the attached Enhancement Funding Handbook and Application:

- Section F has been divided into subsections. This is shown in the Application Handbook, the Application, and on the Score Sheet.
- A landscaping drawing requirement has been included on page 5 and under the main Section F.
- Additional points were given for projects with 80 percent or more new sidewalk. This is shown under main Section F and on the Score Sheet.
- The Number of Users Served has been removed from Section F and the Score Sheet.
- A request to show local match source has been added to the cost estimate table and to the outline on the following page.
- The maximum allowance for Preliminary Engineering and Construction Engineering has been removed.
- The Score Sheet has been revised to clearly show the corresponding section and reflects the recommended changes to how variable scores are applied.
- Some additional formatting

The Enhancement Subcommittee is reviewing these changes and if there are any additions or corrections, those will be presented at the Technical Planning Committee.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving the OTO FY2012 Enhancement Funding Handbook and Application.

2012 Enhancement Funding Handbook and Application



Ozarks Transportation Organization

117 Park Central Square, Suite 107, Springfield, MO 65806

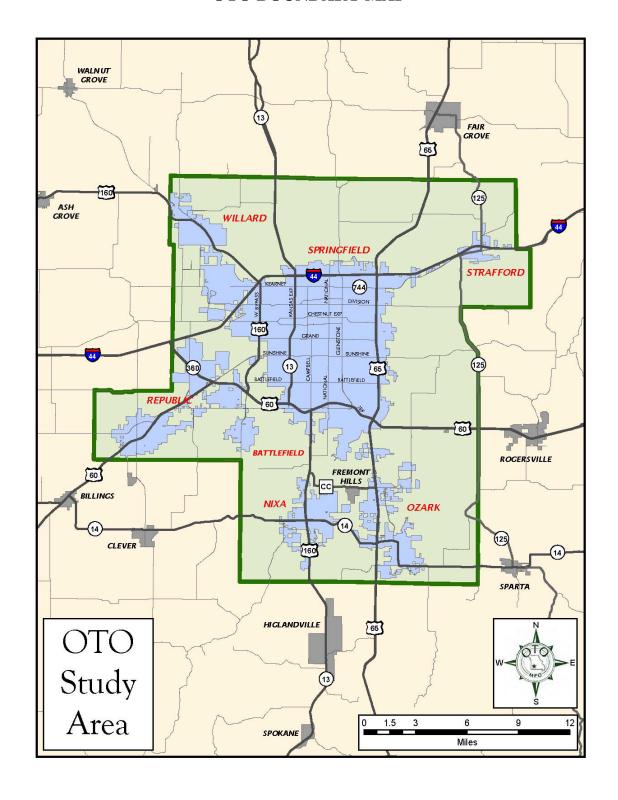
(417) 836-5542 Fax (417) 862-6013

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OTO BOUNDARY MAP





Introduction

The Transportation Enhancements Program was a component of the Transportation Equity Act for the 21st Century (TEA-21) and continues with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This law and its accompanying regulations guide project development practices, programming procedures, and funding mechanisms. The Transportation Enhancements Program is a set-aside of 10% of each state's Surface Transportation Program funding. The Missouri Transportation Enhancement Funds Program is administered by the Missouri Department of Transportation (MoDOT). In accordance with the Missouri Department of Transportation's, "A Guide to Transportation Enhancements" funds are distributed to Transportation Management Areas (TMAs) for use within the metropolitan planning area. The Ozarks Transportation Organization (OTO) is the designated TMA for parts of Greene and Christian Counties. Please see TMA Boundary Map for specific boundaries.

Using their own evaluation criteria, the Ozarks Transportation Organization selects projects for the metropolitan region in agreement with MoDOT. This handbook provides the evaluation criteria and the application to be used for enhancement funding. Additional information may be found in the Missouri Department of Transportation's Transportation Enhancement Funds Program booklet.

NOTE: This application handbook is for use in applying for funds allocated to the Ozarks Transportation Organization for projects located within the OTO area (see page 2).

Additional Information Available Through:

Natasha Longpine Ozarks Transportation Organization 117 Park Central Square, Suite 107 Springfield, MO 65806 (417) 836-5545 nlongpine@ozarkstransportation.org

Dawne Gardner
MoDOT District 8
PO Box 868
3025 E. Kearney
Springfield, MO 65801
(417) 895-7662
Dawne.Gardner@modot.mo.gov



Ozarks Transportation Organization Timeline for FY 2012 Enhancement Projects

OTO Process

Done Enhancement Subcommittee to rewrite criteria

Done Enhancement Subcommittee to finalize criteria

May 18, 2011 TPC meeting to recommend criteria

June 16, 2011 Selection Criteria approved by Board of Directors

TBD Application posted
TBD Application Deadline

TBD Enhancement Selection Committee to select projects

TBD TPC e-meeting to recommend TIP amendments for selected projects

TBD Board of Directors meeting to approve TIP amendments for selected projects

TBD OTO submits eligible selected projects to MoDOT Central Office. MANDATORY

DEADLINE

MODOT Process

These are the suggested latest dates to meet the required November PS&E Deadline. Recipients may proceed with the consultant selection process as early as **TBD**.

TBD If seeking federal reimbursement for PE (Professional Engineering) services,

local agency submits RFQ (Request for Qualifications) to MoDOT for posting.

(May be submitted anytime after **TBD**)

TBD RFQ proposals due to local agency.

TBD Local agency selects consultant

TBD Local agency submits executed standard ESC (Engineering Services Contract)

contract to MoDOT District Office for funds obligation.

TBD PE funds obligated. Local agency notified to begin design.

TBD If easements or right-of-way is needed, right-of-way plans submitted to District

Office.

TBD Final PS&E (Plans, Specifications and Estimates) submitted to MoDOT District

Office. MANDATORY DEADLINE

TBD PS&E submittal to MoDOT Central Office for bid review. MANDATORY

DEADLINE

TBD Construction Authorization request submitted to MoDOT Central Office.

MANDATORY DEADLINE



Application Requirements

- Must meet at least one of the twelve enhancement categories (see page 15).
- Must have a direct relationship to the surface transportation system in terms of function, proximity, or impact.
- Involve activities that are over and above normal transportation practice and what is considered routine construction or maintenance.
- Must be open for public access in perpetuity.
- Local match of at least 20% of the total project cost.
- The sponsor must be a local, state, or federal government or public agency.
- The minimum federal funding request is \$25,000. The maximum federal funding request is limited by the availability of funds; however, the intent of the Ozarks Transportation Organization is to do as many projects as possible.
- Photographs of the proposed project site are required.
- A landscaping drawing showing type and location of street trees/other landscaping.
- A project implementation schedule must be submitted with each application.
- An adopted local resolution of support is required from the sponsoring agency.
- ROW shall have already been acquired or can be acquired by **TBD**.
- Project must be in accordance with the Ozarks Transportation Organization's Long Range Transportation Plan.

Important Information for Applicant

- This program <u>reimburses</u> the project sponsor for costs incurred. It does not provide money up front.
- A very large or expensive project may be split into phases. Each phase must be applied for and approved individually. Each phase is subject to the annual allocation available to the Ozarks Transportation Organization.
- The funds allocated to a project are fixed. The project sponsor must pay all costs incurred in excess of the funding allocated to the project; therefore, it is important to develop a good estimate for the project application.
- The majority of projects will go through a competitive bid process for construction. In some cases, volunteer or public forces may do construction.
- All projects (including right-of-way acquisition) are governed by the Local Public Agency Manual and Land Acquisition Manual for Right-of-Way published by MoDOT. These may be found at:
 - $\underline{http://www.modot.mo.gov/business/manuals/localpublicagency.htm\#LocalPublicAgency}\\Manual$
 - http://epg.modot.org/index.php?title=236.18 Local Public Agency Land Acquisition
- Once approved by the Ozarks Transportation Organization Board of Directors and placed in the Transportation Improvement Program, the agency managing the project must fill out a Project Programming Form and submit it to MoDOT. The programming form may be found at http://www.modot.mo.gov/business/manuals/documents/FIG3-1-1-2010.pdf
- No work may begin on the project until MoDOT and FHWA or FTA approves the project and a notice to proceed is issued.
- All projects must comply with MoDOT's Reasonable Progress Policy (see page 8). In the
 event a project is not progressing in accordance with the reasonable progress policy, the
 funds may be reallocated to the next highest rated project that has not yet received
 funding.
- All projects are required to have a project maintenance plan for a minimum of 25 years.



Project Selection

All project applications which are received by the application deadline will be considered for funding. The Ozarks Transportation Organization Enhancement Subcommittee will review and select projects in accordance with the evaluation criteria and funding guidelines for recommendation to the Technical Planning Committee and Board of Directors. The OTO Board of Directors will make the final project selection.

Evaluation Criteria

The evaluation criteria used in rating enhancement-funding applications was based on several factors. In late 2003, the Ozarks Transportation Organization staff conducted a series of eight public meetings where the public was asked in the form of a survey what types of alternative transportation projects they considered to be the most important in the next 25 years. Approximately 40% of respondents identified sidewalks and crosswalks to be the most important. Of the 40% who felt sidewalks were the most important: 7% thought that sidewalks on school routes were the most important and 13% thought that sidewalks to transit stops were most important. Other survey results revealed 29% thought the expansion of the trail system was most important, with 13% of those identifying intercity trails. An additional 15% felt the removal of bicycle and pedestrian barriers was most important. Also, 10% felt that the provision of bicycle lanes was most important.

Due to the identified need of additional bicycle and pedestrian facilities within the Ozarks Transportation Organization study area, the Ozarks Transportation Organization decided that bicycle and pedestrian improvements should be the primary use of enhancement funds. It is for that reason the evaluation criteria are weighted to give priority to projects which accommodate bicycles and pedestrians.

Other factors used in the evaluation criteria stem from federal and state requirements. The criteria are also weighted to reward partnerships and cost sharing between multiple public agencies.

The specific criteria that are used to evaluate projects may be found in on the Enhancement Funding Score Sheet at the end of this document.

Funding Guidelines

In the event that projects receive exactly the same rating, the project will be awarded to the jurisdiction that has not had a project in the past 2 years.

Projects will not necessarily be funded in the order of their associated scores. Due to the availability of funds and the Ozarks Transportation Organization's desire to spend all of the allocated funds, projects may be selected which will best obligate the funds available.

Projects which do not meet the intent of the Ozarks Transportation Organization to fund bike and pedestrian improvements may not be funded.



Selection Committee

The Enhancement Selection Committee shall be comprised of representatives from the following organizations/agencies:

- City of Battlefield Technical Committee Representative or Designee
- Citizen Representative from the OTO Bicycle and Pedestrian Advisory Committee
- Christian County Technical Committee Representative or Designee
- City Utilities Bicycle and Pedestrian Advisory Committee Representative or Designee
- Greene County Bicycle and Pedestrian Advisory Committee Representative or Designee
- Missouri State University Technical Committee Representative or Designee
- MoDOT Bicycle and Pedestrian Advisory Committee Representative or Designee
- City of Nixa Technical Committee Representative or Designee
- Ozark Greenways Bicycle and Pedestrian Advisory Committee Representative or Designee
- City of Ozark Technical Committee Representative or Designee
- City of Republic Technical Committee Representative or Designee
- City of Springfield Technical Committee Representative or Designee
- Representative from Springfield Public School District
- City of Strafford Technical Committee Representative or Designee
- City of Willard Technical Committee Representative or Designee



Funding Levels

Current funding

TOTAL	\$?,???,???
Available Funding FY12	\$???,???
Remaining Balance FY	\$???,???

All projected funding levels are subject to federal law and appropriations.

Reasonable Progress Requirements

This policy is to ensure the State of Missouri is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown on page 4.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of MoDOT or the OTO. Federal regulations require the entity to repay any federal funds spent on a cancelled project. The project sponsor would be required to repay these funds prior to the programming of any future projects.

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

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



Application Instructions

Section A Project Sponsor

It is important to accurately list the project sponsors contact information so that they may be contacted with questions relating to the project proposal.

Section B Project Partners

Please list all of the project partners contributing to this project including local, state, federal and non-profit agencies. One additional point (up to 3) will be granted for each partners contributing at least 1 percent of the project cost.

Section C Basic Information

Please list the information requested and answer all questions completely. Please note right-of-way must be able to be acquired by **TBD**. The full 2 points will be awarded to projects with the right-of-way already acquired. If the project sponsor has a written letter of intent to provide right-of-way, one point will be awarded. If there is no formal evidence of right-of-way acquisition, then no points will be awarded.

Section D Project Location

- 1. A general description of the project location is needed as well as a project map, which shows the projects location in reference to specific roads, water features and public buildings.
- 2. If a previous phase of the project was funded with federal enhancement funds, a STP number has been assigned. Basic right-of-way acquisition and utility relocation information is needed.

Section E Enhancement Categories

Please check all Enhancement Categories that apply. One point, with a maximum of 3, will be awarded for each category met. More information regarding Enhancement Categories may be found at the following websites:

http://www.fhwa.dot.gov/environment/te/guidance.htm

 $\frac{http://www.modot.mo.gov/business/manuals/documents/Final\%20Enhancement\%20Guid}{e.pdf}$

Section F Project Description

A project description should be attached to the project application with any supporting maps and photos. All projects are required to comply with the Americans with Disabilities Act.



Project Length, Width and Material Type. Provide Description. Two points will be awarded if the project is comprised of more than 80 percent new sidewalk. Please include a landscaping drawing which shows the type and placement of street trees/other landscaping.

Section F.1

Link to Surface Transportation. All projects funded through the Transportation Enhancements Program must have a link to the surface transportation system – highways and roads, railroads and bicycle or pedestrian facilities. A project must have a strong link to surface transportation in order to adequately compete for this funding. The relationship that the project has to surface transportation may be a combination of function, proximity and/or impact. One point will be awarded for each of the three categories listed below.

- Function The project will serve as a functional part of the transportation system, for example the construction of bicycle and pedestrian facilities.
- ➤ Proximity The project is located within the immediate vicinity of the transportation system, and may be visible to the general public, such as the acquisition of scenic easements or landscaping. Proximity alone is not enough to establish the relationship to surface transportation. For example, a hotel located adjacent to a state highway would not automatically be eligible to receive enhancement funds just because it is located within the view of the highway.
- ➤ Impact The project has a physical impact on the transportation system, such as retrofitting an existing highway by creating a wetland to filter runoff from the highway. In this example, the enhancement funds would be used to mitigate the pollution from the runoff.

Section F.2

Connection to other modes of transportation or Connectivity with other transportation facilities. Please describe how the project connects to other transportation modes or transportation facilities. For example a sidewalk might connect with a transit stop, a trail might connect with a commuter lot or a trail project might connect two existing trails.

Section F.3

Promotion of Redevelopment or Revitalization. If applicable, please describe how the project will promote redevelopment or revitalization. A project will earn points if it will foster further development or revitalization around it.

Section F.4

Addresses Potential or Existing Safety Problem. If applicable, please describe how this project will help an existing or potential safety problem. For example building a pedestrian overpass will help to correct the problems of car/pedestrian conflicts.



Section F.5

Addresses barriers to mobility. If applicable, please describe how this project will address a barrier to mobility. For example, the project might remove a barrier preventing people from getting across a river, major roadway, or railroad. Another type of barrier might be to connect underserved populations with an employment center via an alternative transportation project.

Section F.6

Enhances/Improves the Natural Environment. Please describe how the project enhances or improves the natural environment. Points will be dependent upon the degree of improvements above federal requirements.

Section G Public Outreach

Please list a local or regional multi-modal plan in which the project is included. Describe any methods the project sponsor has used to involve the public and how the sponsor has solicited public input. Projects submitted without a public involvement component may be disqualified. Projects will earn an additional point if they correspond to an OTO Priority **Project**, not just an OTO Priority Policy. This list is contained within the OTO Long Range Transportation Plan – Journey 2035. These projects are regional in nature.

Section H Distance from School

Please fill out as requested.

Section I Cost Estimates

In the cost estimate section of the application, several categories have been set up in which to enter information pertaining to the project. Most project costs will fall into these categories. Try to break down the project costs into the specific cost categories. For example, "\$80,000 for landscaping" without stating how much is for materials, labor or equipment is not acceptable. If information submitted in a proposal is unclear, the application may not be scored correctly. Break down the costs for each category in the appropriate columns according to who will pay for that portion – either the federal share (to be reimbursed), the sponsor (as non-federal match) or a third party donation (as nonfederal match). Attach one additional sheet that details the costs. Remember the transportation enhancement funding is a reimbursement program, so the applicant must have funding available for the nonfederal match and the federal share. Be sure to indicate the specific source(s) for the applicant's non-federal match. Non-federal match may come from private fund donations, city or county funds, force account or in-kind services. Describe any additional funds available for use if the project cost exceeds those estimated in the general cost-estimate. The person who prepared the cost-estimate must sign in the space provided at the bottom of the page.

Section J Signature

All applications must be signed to be considered.



IMPORTANT SUBMITTAL INSTRUCTIONS

17 copies of each application with all attachments must be submitted to:

Ozarks Transportation Organization 117 Park Central Square Suite 107 Springfield, MO 65806 (417) 836-5442

Application Deadline TBD



TRANSPORTATION ENHANCEMENT FUNDS PROGRAM APPLICATION

Project Name.			
Application Date:			
A. PROJECT SPONSOR INFORMATION			
First Sponsor Name:			
Contact Person:			
Title:			
Address:			
Phone:			
Fax:			
Email:			
Second Sponsor Name:			
Contact Person:			
Title:			
Address:			
Phone:			
Fax:			
Email:			
B. PROJECT PARTNERS Please list all local federal, state or nonprofit partners whom are contributing money to this project.			



C. BASIC PROJECT INFORMATION **MoDOT District** # ______ County Total Federal Funds Requested \$_____ Will the project be open to the public for at least 25 years? Yes □ No □ Will a fee be charged for public access? If yes, how much? _____ Yes □ No □ If yes, explain how the fees charged will be used. What governmental entity will be responsible for the short- and long-term project maintenance? Identify all maintenance participation and the source of funds supporting long-term maintenance. Has the right-of-way for the project been acquired in its entirety? Yes □ No □ If no, does the applicant have an option on the property executable by **TBD**? Yes \sqcap No □ If no, does the applicant have a written letter of intent to provide the right-of-way? Yes □ № П Attach supporting documentation to this application. D. PROJECT LOCATION INFORMATION 1. Where is the project located? Attach a map no larger than 8 ½ inches by 11 inches.

1. Where is the project rocated. Attach a map no larger than 6 /2 menes by 11 menes.



2. Plea	se check the appropriate box for each question.		
>	Is the project a component or extension of a previously awarded enhancement project?	transportati	on
	If so, give the project number: STP-	Yes □	No □
>	Does all right-of-way necessary for the project fall within public ownership or lease?	Yes □	No □
>	Have utilities been cleared or considered for the project?	Yes □	No □
>	If right-of-way acquisition is necessary, is the applicant willing to exercise condemnation authority to acquire?	Yes □	No 🗆
maxim project effectiv	HANCEMENT CATEGORIES BY GROUP - 1 point for each num of 3 points is available. Check all that apply. A project may may be awarded additional points if multiple categories apply, provely demonstrates how the project will be successful and how the ement one another.	y overlap gr rovided the	oups. A applicant
<u> </u>	Transportation facilities for pedestrians and bicycles. Safety and educational activities for pedestrians and bicyclists. To construction safety-related activities, such as a safety promotional Bicycle and pedestrian safety training; Training materials such as videotapes, brochures, and maps; Rent for leased space and limited/short-term staff salaries.		
	Preservation of abandoned railway corridors, including conserva pedestrian and bicycle trails	tion and use	e thereof for
	Scenic and/or historic highway programs, including the provision centers	n of tourist	and welcome
	Acquisition of scenic easements and scenic or historic sites		
	Landscaping and other scenic beautification. In order for this car streetscape projects, street trees must be incorporated into the strength quantity to provide shade for pedestrians. Control and removal of outdoor advertising		
	Mitigation of water pollution due to highway runoff, including provehicle-caused wildlife mortality, while maintaining habitat confidence of the confidence		reduce
	Historic preservation	J	
	Rehabilitation and operation of historic transportation buildings,	structures o	or facilities.
	Archaeological planning and research		
	Establishment of transportation museums		



F. PROJECT DESCRIPTION

Please provide a concise overview of the project. Include major components such as project width, length and material types. 2 points for projects which are comprised of more than 80 percent new sidewalk

Also, specifically address the following –

- F.1 Link to Surface Transportation 1 point for each category met
- F.2 Connection to Other Modes of Transportation or Connectivity with Other Transportation Facilities **1 point for each connection provided**
- F.3 Promotion of Redevelopment or Revitalization 2 points if Yes
- F.4 Address Potential or Existing Safety Problem 3 points if Yes
- F.5 Address Barriers to Mobility **2 points if Yes**
- F.6 Enhances/Improves the Natural Environment **2 points if Yes**

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

G. PUBLIC OUTREACH AND INPUT

Please provide documentation detailing the local or regional multi-modal plan that the project appears in and describe how the public has been involved and how the project sponsor has demonstrated public outreach and input. 2 points if in either a local or regional plan, 1 additional point available if project is an OTO Project Priority.

H. DISTANCE FROM SCHOOL
If the project is within 1½ miles of a school (measured by radius), please fill out the following
information.
Nearest School
Type of School (public, private, etc)
Project distance from school

I. GENERAL COST ESTIMATE

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

The minimum federal share request is \$25,000. (Tip: Add the rows across and then add the columns down. Both sums should be the same and equal the total project cost in the bottom right-hand corner of the grid).



LIST OF ITEMS IN ORDER OF COMPLETION	FEDERAL SHARE REQUEST	NON-FEDERAL MATCH			OTHER FUNDING	TOTAL (ADD EACH ROW)
		Applicant Budget	Donation	Source		
1. Right-of-Way Acquisition	\$	\$	\$		\$	\$
2. Design/Preliminary Engineering (Application through Bid Opening)	\$	\$	\$		\$	\$
3. Utility Relocation	\$	\$	\$		\$	\$
4. Materials	\$	\$	\$		\$	\$
5. Labor/Construction	\$	\$	\$		\$	\$
6. Construction Engineering (Only after Bid Opening)	\$	\$	\$		\$	\$
7. Construction Contingency (No more than 10% of items 3-5 above)	\$	\$	\$		\$	\$
8. Value of any land already acquired	\$	\$	\$		\$	\$
TOTALS	\$	\$	\$		\$	\$

Note: Please attach an additional sheet detailing the costs described above. Describe all local groups/agencies identified to complete work as part of the applicant's plan. Please document all funding sources that will be utilized in the project.

This project is phasedYES	NO
This project represents Phase	
Other phases include	

Complete for the phase represented on this application only.



TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	%
TOTAL PROJECT COST: \$	100%
SOURCE(S) LOCAL FUNDS:	
Complete for previous or future phases.	
Phase	
TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	%
TOTAL PROJECT COST: \$	100%
Phase	
TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	
TOTAL PROJECT COST: \$	
Phase	
TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	<u></u>
TOTAL PROJECT COST: \$	100%
Phase	
TOTAL FEDERAL SHARE: \$	%
TOTAL LOCAL SHARE: \$	
TOTAL PROJECT COST: \$	<u>100</u> %



SECTION J

We, the Undersigned:

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

Name	Title	Date



Enhancement Funding Score Sheet

Relevant Section	Evaluation Criteria	Maximum Points Available	Points Received
В	Project has more than one local, federal, state or non-profit partner contributing to the match dollars (1 point for each partner providing at least 1% of the project cost)	3	
D	Right-of-Way for the project has already been acquired in its entirety (Entirely Acquired = 2pts, Written Letter of Intent = 1pt, No Formal Communication or Acquisition = 0pts)	2	
Е	Project meets one or more of the 12 transportation enhancement activities (1 point for each activity met per requirements on page 15)	3	
Е	Project provides a Transportation facility or safety or educational activity for pedestrians or bicycles (Yes = 2pts, No = 0pts)	2	
F	Project is comprised of more than 80% new sidewalk (Yes = 2pts, No = 0pts)	2	
F.1	Projects degree of linkage to transportation (1 point for each of three criteria met on page 10)	3	
F.2	Project is multimodal, connects other modes of transportation or provides connectivity with other transportation facilities (1-3 points)	3	
F.3	Project promotes redevelopment/revitalization (Yes = 2pts, No = 0pts)	2	
F.4	Does the Project address an Existing or Potential Safety Problem (Yes = 3pts, No = 0pts)	3	
F.5	Is the project helping to remove a barrier to mobility? (Yes = 2pts, No = 0pts)	2	
F.6	Is the project enhancing or improving the natural environment? (Yes = 2pts, No = 0pts)	2	
G	Project appears in a local or regional multimodal plan (Local or Regional Plan = 2pts, OTO LRTP Project Priority = +1 add'l pt, Not in a Plan = 0pts)	3	
Н	Does the project help promote safe routes to school? (Must be within 1½-mile of a public or private educational institution or an educational program) (4 points if project is within ½-mile or is on a designated school walking route, 2 points if within 1-mile, and 1 point within 1½- miles)	4	
	TOTAL	34	

Tab 6

TECHNICAL COMMITTEE AGENDA 05/18/11; ITEM II.E.

Title VI Complaint Procedure Update

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

As required by the U.S. Department of Transportation's ("DOT" or the "Department") Title VI regulations (49 CFR part 21) and integration of program and activity consideration expressed in the Department's Order on Environmental Justice (Order 5610.2), and Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005), OTO must provide for a Title VI Policy and Complaint Procedure. OTO has recently reviewed the procedure in place and to ensure compliance, added language regarding limited English proficient persons (attached). Previously, this group of individuals was not specifically mentioned, and this has since been corrected. OTO has in place a Limited English Proficiency Plan, and this addition to the Title VI Complaint Procedure, is consistent with this plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors on approving the OTO Title VI Policy and Complaint Procedure.

OZARKS TRANSPORTATION ORGANIZATION TITLE VI PLAN

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

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

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

The Ozarks Transportation Organization has in place a Title VI Complaint Procedure, which outlines a process for local disposition of Title VI complaints and is consistent with guidelines found in Chapter VII of the Federal Transit Administration Circular 4702.1, dated May 26, 1988. If you believe that the MPO has discriminated your civil rights on the basis of race, color, national origin, age, disability, religion, sex or English proficiency you may file a written complaint by following the procedure outlined below under Title VI Plan/Complaint procedure:

TITLE VI OTO RESPONSIBILITIES

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

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

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

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

Addressing requirements successfully requires several categories of actions:

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

TITLE VI COMPLAINT PROCEDURE

1. **Submission of Complaint:** Any person or group who feels that he or she, individually, or as a member of any class of persons, on the basis of race, color, national origin, age, sex, disability, religion, low-income status, or English proficiency has been unfairly deprived of benefit, or unduly burdened by the transportation planning process, or denied the benefits of, or subjected to discrimination caused by the MPO may file a written complaint with the MPO Executive Director. A <u>sample complaint form</u> may be downloaded from our website. You are not required to use this form; a letter with the same information is sufficient. However, the information requested in the items marked with a star (*) must be provided, whether or not the form is used. Such complaints must be filed within 60 calendar days after the date the person or group believes the discrimination or encumbrance occurred. Note: Upon request, assistance, in preparation of any necessary written material, will be provided to a person(s) who is unable to read or write. Complaints should be mailed or sent to:

Ozarks Transportation Organization
Title VI Administrator
117 Park Central Square, Suite 107
Springfield, MO 65806

Phone #: 417-836-5442 Fax #: 417-862-6013

staff@ozarkstransportation.org

- 2. **Referral to Review Officer:** Upon receipt of the Complaint, the MPO Executive Director, shall appoint one or more staff review officers, as appropriate, to evaluate and investigate the Complaint. The Complainant shall meet with the staff review officer(s) to further explain his or her complaint. The staff review officer(s) shall complete their review no later than 45 calendar days after the date MPO received the Complaint. If more time is required, the MPO Executive Director shall notify the Complainant of the estimated time frame for completing the review. Upon completion of the review, the staff review officer(s) shall make a recommendation regarding the merit of the Complaint and whether remedial actions are available to provide redress. Additionally, the staff review officer(s) may recommend improvements to MPO's processes relative to Title VI, as appropriate. The staff review officer(s) shall forward their recommendations to the MPO Executive Director, for concurrence. If the MPO Executive Director concurs, he or she shall issue the MPO's written response to the Complainant.
- 3. **Request for Reconsideration:** If the Complainant disagrees with the MPO Executive Director's response, he or she may request reconsideration by submitting the request, in writing, to the MPO Executive Director within 10 calendar days after receipt of the MPO Executive Director's response. The request for reconsideration

shall be sufficiently detailed to contain any items the Complainant feels were not fully understood by the MPO Executive Director. The MPO Executive Director will notify the Complainant of his decision either to accept or reject the request for reconsideration within 10 calendar days. In cases where the MPO Executive Director agrees to reconsider, the matter shall be returned to the staff review officer(s) to re-evaluate in accordance with Paragraph 2, above.

- 4. **Appeal:** If the request for reconsideration is denied, the Complainant may appeal the MPO Executive Director's response by submitting a written appeal to MPO Board no later than 10 calendar days after receipt of the MPO Executive Director's written decision rejecting the reconsideration. The MPO Board will review all the information and documents that have been submitted and determine whether they agree or disagree with the Executive Director's decision. The Complainant will be notified no later than 45 calendar days from the date of appeal to the Board of the Board's decision.
- 5. **Submission of Complaint to the State of Missouri Department of Transportation:** If the Complainant is dissatisfied with MPO's resolution of the Complaint, he or she may also submit a written Complaint within 180 days after the alleged date of discrimination to the State of Missouri Department of Transportation for investigation:

MODOT 3025 E. Kearney Street P.O. BOX 868 Springfield, MO 65801 Phone: 1-888-ASK-MODOT/ 417-895-7600 Fax: 417-895-7711

TITLE VI COMPLAINT FORM

Ozarks Transportation Organization MPO

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

* 1.	State your name and address. Name:
* 2.	Person(s) or Group negatively impacted or caused undue burden, if different from above. Name: Address: Zip Telephone No: Home: () Work: () Please explain your relationship to this person(s).
3.	Does your complaint concern discrimination involving disproportionately high and adverse impacts on low income, minority, or limited English proficiency populations, delivery of services or in other discriminatory actions of the MPO in its treatment of you or others? If so, please indicate below the base(s) on which you believe these discriminatory actions were taken (e.g., "Race: African American" or "Sex: Female"). Race/Color:

4.	What is the most convenient time and place for us to contact you about this complaint?
5.	If we will not be able to reach you directly, you may wish to give us the name and phone number of a person who can tell us how to reach you and/or provide information about your complaint.
	Name:
	Telephone No: ()
6.	If you have an attorney representing you concerning the matters raised in this complaint, please provide the following: Name: Address: City/State: Telephone No:
	Home: () Work: ()
* 7.	What date(s) did the situation or the undue burden take place? Date:
* 8.	Please explain the situation by clearly stating what happened, why you believe it happened, and how the situation has created an adverse or negative impacts for the person(s) filing this complaint. Indicate who was involved. Be sure to include how other persons or groups were treated differently from you or your group. (Please use additional sheets if necessary and attach a copy of written materials pertaining to your case.)

The laws we enforce prohibit recipients of MPO funds from intimidating or retaliating against anyone because he or she has either taken action or participated in action to secure rights protected by these laws. If you believe that you have been retaliated against (separate from the discrimination alleged in #9), please explain the circumstances below. Be sure to explain what actions you took which you believe were the basis for the alleged retaliation.
Please list below any persons, if known, whom we may contact for additional information to support or clarify your complaint.
Name Address Area Code/Telephone Numbers
Do you have any other information that you think is relevant to our investigation of your allegations? Please use additional sheets if necessary of attach a copy of written materials.
What resolution are you seeking for this particular situation?

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

	Comments:				
* 16.	• •	We cannot accept a complaint if it has not been signed. Please sign and date this complaint form below.			
	(Signature)	(Date)			
Pleas		sheets to explain the present situation to us. d Discrimination Complaint Form (please make	one		
Title 117 I Sprir 417-	ks Transportation Organiz VI Administrator Park Central Square, Suite Igfield, MO 65806 836-5442 (phone) 862-6013 (fax)				
17.	How did you learn that yo	u could file this complaint?			

Tab 7

TECHNICAL COMMITTEE AGENDA 05/18/11; ITEM II.F.

MoDOT's Bolder Five-Year Direction

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MoDOT has proposed a new five-year direction as described in this e-mail from Kevin Keith:

"As you know, we have been facing a transportation crisis in Missouri for some time. We have been talking about falling off of the funding cliff for years, and now we have fallen. Our construction program has gone from averaging \$1.2 billion over the past five years to half that amount now and in the coming years. Our operating costs are rising dramatically.

At the request of the Missouri Highways and Transportation Commission, I presented a proposed plan of action to them on May 4 that will ensure we can become the right-sized agency to serve our customers in light of the severe decline in funding we're facing. The plan includes reducing the size of our workforce by 1,200, closing 135 facilities including three district offices and selling more than 740 pieces of equipment. By 2015, this proposed direction will save \$512 million that will be used for vital road and bridge projects and an additional \$117 million in annual, ongoing savings after that.

Given Commission approval on June 8, we will move to implement these recommendations by December 31, 2012. We aren't proposing these changes lightly. We know they will be personal and painful for many people. It's not what we want to do, but it's the right thing to do. It won't be easy, but it's a matter of survival. Anything less would be irresponsible.

More information can be found on our website at http://www.modot.org/bolderfiveyeardirection/index.htm

Kevin Keith

Director

Missouri Department of Transportation"

Several community meetings have also been scheduled in the OTO area to discuss this new cost reduction plan:

Monday, May 16 at 1 p.m. -- Springfield City Hall, Council Chambers

Friday, May 27 at 3 p.m. -- Ozark, OTC Richwood Valley Campus Atrium

Tuesday, May 31 at 1 p.m. – Springfield-Greene County Library Station

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

NO ACTION REQUIRED - INFORMATIONAL ONLY

A Presentation to the Missouri Highways and Transportation Commission

May 4, 2011

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CALL TO ACTION

We've had a good run for transportation in Missouri in recent years. Eighty-six percent of our major roads are in good condition. Highway fatalities are the lowest they've been since 1949. We've brought about \$9 billion worth of projects in on time and within budget. Customer satisfaction is at 83 percent, and 92 percent of Missourians trust us to keep our commitments.

We've had a good run because we've had resources. But, MoDOT's funding has fallen off a cliff. The result is a transportation funding crisis for Missouri. It seemed to many Missourians we were "crying wolf" because funding that came our way through bonding programs and federal stimulus funds allowed our construction program to average \$1.2 billion over the past five years. This funding allowed us to improve the condition of our roads and make some very significant highway improvements for Missourians.

However, those funding mechanisms were temporary. We could see the cliff fast approaching. It is now here. Our anticipated lack of funding for transportation was even more negatively affected by the economic downturn which is still being felt across the nation. As a result, MoDOT's construction budget has been cut in half and operating costs are rising dramatically. There is barely enough money to simply maintain our roads; and new construction commitments to improve safety and congestion will not be possible. In the absence of a new federal Surface Transportation Act, we can no longer prudently anticipate annual increases or even rely on current federal funding levels to continue. But even worse, we will soon be unable to match federal funds. That means without some major changes in the way MoDOT operates, federal motor fuel tax paid by Missourians could be lost to our state.

Missourians and taxpayers across the nation have stopped asking for better government. They are now demanding that governmental agencies get their houses in order. They have been tightening their belts and making tough decisions. They expect us to do the same. Taxpayers have made it clear that government at all levels must get significantly smaller, cut costs, and be more efficient. We cannot expect citizens to support additional funding until we have first made the tough financial decisions they themselves are making every day.

This is a very real and personal transportation funding crisis for all Missourians – impacting their lives every day. This crisis demands that we provide decisive, bold leadership and action. That is why the Missouri Highways and Transportation Commission directed MoDOT to develop a bolder plan of action to address our reduced funding.

Five-Year Direction Good – But It's Not Enough

You will recall that in March 2010, we put in place the Five-Year Direction. Tightening our belt was not an option. It was absolutely necessary for us to deliver the commitments in our current Statewide Transportation Improvement Plan. The Five-Year Direction has already resulted in a reduction in the size of our workforce and increased operational efficiencies, while providing outstanding customer service. Unfortunately, we must do more.

Three months ago, at the Commission's direction, MoDOT's Senior Management Team went to work to identify efficiencies and "right-size" the department to provide quality transportation

services while living within our financial means. Nothing was off the table. After analyzing every aspect of our organization, it became clear MoDOT has been quick to identify and implement technological advancements and other innovative solutions to improve our work product. But we've been less successful at changing our structure to capitalize on efficiencies. For example, the ten district structure put in place in 1922 to embark on a massive road program to "Get Missouri Out of the Mud" and to provide an Interstate Highway System during the 1950s, '60s and '70s was most likely the right size for then, but not for today. We are proposing major changes in a new Bolder Five-Year Direction.

Downsize is the Right Size

This **bold** approach will be felt in all three of our organizational units (program delivery, administration and operations) and will impact everyone. It will reduce our workforce by approximately 1,200 (from 6,302 employed on February 28, 2010, to 5,106). It will result in closing 135 facilities and eliminate the need for about 740 pieces of equipment. These changes will result in a savings of \$512 million. We are convinced, once this plan is implemented, MoDOT will be a more streamlined, efficient agency that is the **right size** to deliver quality service for the people of Missouri, *regardless of the funding level*.

This Bolder Five-Year Direction includes new ways to work better, faster, and cheaper. The Bolder Five-Year Direction will also free up an average of \$117 million per year to focus on statewide transportation needs and provide MoDOT greater flexibility in where to spend those scarce resources. It will allow us to commit to a \$600 million per year Statewide Transportation Improvement Program. A Bolder Five-Year Direction is an opportunity to truly deliver the best value for every dollar spent. While this will not solve our long-term funding problems, it will position us to funnel any new funds straight to transportation improvements.

MoDOT employees will continue to work together to deliver great results and meet formidable challenges. Completion of the implementation of this plan by December 31, 2012 will be difficult, but Team MoDOT will proceed positively and persevere.

Missourians deserve a better, more efficient government. It would be irresponsible to do nothing or make only minor adjustments in the way business is done. Our customers and the economic realities demand it. We must take a BOLDER approach if we are to continue our purpose of serving the transportation needs of Missourians. It's the right thing to do and it's what we must do. The plan is ready. The time is now.

Plan Overview

The Bolder Five-Year Direction includes three main strategies to focus us on working better, faster and cheaper. These strategies will result in a savings of \$512 million. In addition, it will free up an average of \$100 million per year to focus on statewide transportation needs and provide MoDOT greater flexibility in where to spend those scarce resources.

The strategies are based on reducing our staff by a total of 1,200, our facilities by 135 and our equipment by more than 740 pieces. All organizational units - program delivery, administration and operations - will see changes.

This plan will create a more streamlined, efficient agency that is the right size to deliver a quality and safe transportation system to the people of Missouri. The following pages outline the details of the plan including a summary of the savings.

Organization Details: Program Delivery

MoDOT will staff the Program Delivery team at a \$500 million transportation program level, thereby reducing the need for the current number of program delivery employees (planning, right of way, bridge, design and construction). There is simply less project work to do in the foreseeable future.

Program Delivery will reduce staff and maintain core competencies throughout the state and will outsource more activity such as roadway design, right of way appraisal and construction inspection. The number of Resident Engineer offices will be reduced from 46 to 29. The Program Delivery structure will continue to build on the efficiencies already realized by keeping the centralization of some functions, such as bridge design and outdoor advertising. Throughout the state, Program Delivery staff will be maintained at the local level to ensure public interaction with the customers in planning, designing and constructing projects.

To address the drop in program delivery work, jobs will be eliminated. Those employees will move to positions best suited to their skills where priority work still exists such as the inspection of bridges and other structures.

Program Delivery Recap

- Reduce Program Delivery staff 27 percent
 - o 1,565 to 1,141 (424 employees)
- Smaller transportation program resulting in less work
- Outsource when needed
 - o Design
 - o Right of way appraisal
- Drive innovation
 - Practical design
 - o Innovative contracting
- Reduce number of resident engineer offices from 46 to 29 (17 offices)

Organization Details: Administration

The administrative functions will continue to provide support for the core activities of MoDOT. A smaller MoDOT with less work requires fewer support services. All areas will reduce staffing while retaining the critical competencies to effectively support the department.

The department will retain administrative core competencies, such as financial services and human resources, in every district. However, there will be fewer of these employees covering larger geographic areas. MoDOT will pursue outsourcing activities such as research, training, new information technology projects, and facilities repair.

Personnel changes will be made in senior management and leadership positions within the divisions and districts. This will allow MoDOT to create a better team of change agents and address succession planning. In addition, some current stand-alone divisions will be consolidated or merged with other divisions.

Administration Recap

- Reduce Administration staff 31 percent
 - o 1,060 to 733 (327 employees)
- Better supervisor to staff ratio
 - o Fewer supervisors will result in a more desirable staff to supervisor ratio
- Outsource when needed
 - o Research
 - o New information technology projects
 - o Training
- Push innovations
 - o Better time keeping software
 - o Automated employee performance management system
- Consolidation/merging of divisions from 24 to 20

Organization Details: Operations

With the construction program significantly reduced, MoDOT will primarily be a maintenance and operations organization. This is the only area within MoDOT where there will always be a significant amount of work. MoDOT must maintain the ability to respond quickly to any emergencies that occur on the state highway system, as well as the ability to operate the system. However, the work can be done more efficiently while continuing to satisfy customers.

More than 110 maintenance and traffic facilities will be closed statewide. With advancements in equipment, communications and technology, MoDOT has more buildings than needed to satisfy customer needs. The remaining facilities will be strategically located to fully realize the efficiencies of combining crews, resource sharing and MoDOT's Practical Operations initiative and philosophy. Expenditures for winter operations were down this year, despite the tough winter. Efficiencies have been realized due to a new approach to striping. MoDOT has already experienced great success!

A key consideration is there will be no "boots on the ground" staff reductions. Fewer facilities will require fewer supervisors. The consolidation of maintenance facilities will result in a new supervisor to subordinate ratio of 1 to 8 (from the current ratio of 1 to 5).

The department will increase the use of the private sector, especially for major pavement projects. Other outsourcing opportunities include activities such as maintenance and repair of light-duty fleet and sign production. Additional implementation plans include decentralizing bridge inspection.

Operations Recap

- Reduce Operations staff 12 percent
 - o 3,677 to 3,232 (445 employees)
- No "Boots on the Ground" reductions
 - o Maintenance worker positions will not be affected; however, Operations will have fewer supervisor positions and middle managers
 - o Eliminate "special crews" and utilize workers to cover all activities

• Outsource when needed

- o Major pavement treatments
- o Maintenance/Repair of light-duty fleet
- Sign production

• Facilitate and embrace innovation

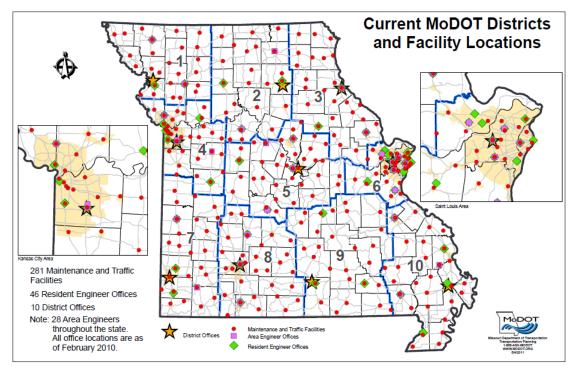
- o Innovations Challenge
- o Change in approach to mowing, litter pickup, signing, striping, etc.
- o Implementation of statewide best practices

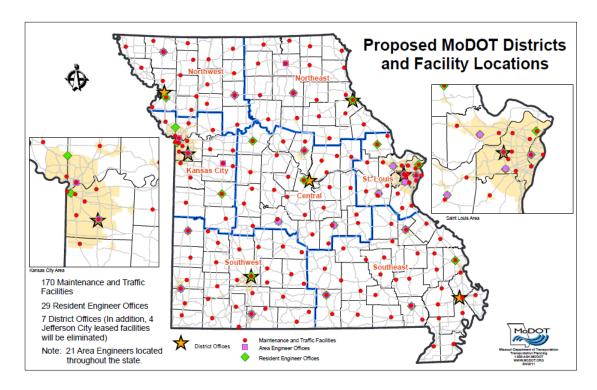
• Close more than 110 facilities statewide

- o Remaining facilities strategically located
- o Realize large scale efficiencies and resource sharing

135 Fewer Facilities

The Bolder Five-Year Direction will enable MoDOT to reduce the number of facilities by 135.





Seven Districts KEY Strategy

The key strategy to a Bolder Five-Year Direction will be reducing the number of MoDOT districts from ten to seven. MoDOT will continue to be the same decentralized, nimble and responsive organization. Fewer districts will allow MoDOT to have fewer employees in senior management and supervisory positions. No reductions will be made to "boots on the ground" positions, which will ensure MoDOT continues to provide local customer service and emergency response. Fewer districts will deliver the same mission but with a focus on maintaining the system. Seven districts will provide the following benefits:

• District boundaries updated to match advancements.

MoDOT's current district boundaries have been virtually unchanged since 1922, when many state roads were still gravel and MoDOT used mules and wagons! The department's ability to manage larger areas has grown exponentially. Thanks to advancements in equipment, technology and communication, employees can cover more ground, work much quicker and more effectively.

Responsibilities of management expanded.

Seven districts will raise the bar for performance by district managers. Aligning work groups and resources will become even more critical with larger areas to manage. District engineers will take a broader view of how they manage their teams. They will work more closely to share employees; manage the workload from a statewide perspective; and through permanent work location reassignments and telecommuting, move more employees across district and division boundaries to close staffing gaps created by turnover.

• Strong presence across the state.

MoDOT will continue to have a strong presence across the state of Missouri. Statewide, the Area Engineer will be a direct and local contact for the citizens, business leaders and community leaders. While MoDOT will not have a district office in three communities where they currently exist, the department will continue to have a significant presence and visibility in these areas. Additionally, there will be an area office assigned to these communities, so the customer service they have grown accustomed to will remain.

• Middle managers and supervisors reduced.

Reducing facilities by 135, including three district offices, will eliminate 444 middle managers and supervisor positions.

More Than 740 Fewer Pieces of Equipment

The Bolder Five-Year Direction will implement strategies that allow for the reduction of more than 740 pieces of equipment. The following plan will be used to manage equipment reductions:

• Continue reduction of equipment per Five-Year Direction.

The Five-Year Direction identified reductions in overall equipment levels as follows: approximately 230 dump trucks, 100 tractors and three stripers. Districts have created plans to reduce this equipment over a two year period.

• Reduction of other equipment.

Loaders and maintenance pickups will be sold after maintenance facilities are closed. Pickups located at the Resident Engineer/Construction Offices will be sold as the offices are closed. All other pieces of equipment will be sold as they become unnecessary.

• Sale of equipment.

Surplus fleet will be reviewed and compared to statewide inventory to ensure that the oldest equipment or equipment in the worst condition is sold. MoDOT currently has 12 vendors on contract that can dispose of excess equipment. This should ensure that the available quantities of equipment for sale will not flood a particular market and subsequently reduce the sale price.

Summary

The Five-Year Direction must continue, but be bolder in its approach. MoDOT's senior leadership developed a plan to make the department smaller and more efficient while delivering quality service to Missourians. This Bolder Five-Year Direction will reshape and resize MoDOT to be more operationally efficient and provide the following projected savings through February 2015:

	02/28/2010 Workforce	Proposed Workforce	Reduction
Program Delivery Staff	1,565	1,141	-27%
Administrative Staff	1,060	733	-31%
Operations Staff	3,677	3,232	-12%
Total	6,302	5,106	-19%

Projected Savings (through 2/28/2015)

People	\$212 million
Facilities	\$ 41 million
Equipment	\$ 44 million
Redirected Services	\$ 31 million
Redirected Budget	\$184 million
Grand Total	\$512 million

How the Savings Work

MoDOT is taking an aggressive approach to create savings in various areas and redirect those funds to more critical Five-Year Direction priorities:

Savings areas:

Budget category	Total	
Personal service and benefits	211.8	
Facilities maintenance, repair and utilities	32.0	
Fleet acquisition, maintenance and repair	35.9	
Eliminate contingency fund	50.0	
Information technology	42.5	
Materials inventory	10.0	
Reduced sign replacement	5.2	
Administrative cost reduction	2.5	
Year-end budget sweeps and voluntary reduction	ons <u>74.2</u>	
To	tal	\$464.1 million

Proceeds from facilities and equipment sales:

Sale of	Tot	tal
Facilities	8.	6
Fleet	<u>7.</u>	8
	Total	\$16.4 million
Total Budget Savings and Sales Pro	oceeds	\$480.5 million

Redirected services savings:

Function	Total	
Reduce mowing	7.0	
Cheaper approach to striping	12.5	
Reduce litter pickup	1.5	
More efficient snow & ice removal	<u>10.0</u>	
Total Redirected	Services	\$31.0 million
Gran	d Total	\$511.5 million
		Total
Total Cash Savings		480.5
Less FY11 amount committed to minor re	oads improvements	(64.1)
Less amount committed by Commission	for 2012-2016 STIP	(189.0)
Less engineering personal service and ber	nefits already comm	itted
in 2011-2015 STIP		<u>(60.0)</u>

Total Cash Available from Savings & Proceeds for 2017 STIP \$164.4 million

\$117 Million in Annual Ongoing Savings

MoDOT will achieve savings of \$117 million annually from the reduction of staff and facilities.

Ongoing savings areas:

Budget category	Total
Personal service and benefits	69.6
Facilities maintenance, repair and utilities	4.8
Fleet acquisition, maintenance and repair	8.6
Eliminate contingency fund	10.0
Information technology	5.0
Materials inventory	1.0
Reduced sign replacement	1.0
Administrative cost reduction	0.5
Year-end budget sweeps and voluntary reductions	<u>10.0</u>
Total	\$110.5 million

Ongoing redirected services savings:

Function	Total
Reduce mowing	1.4
Cheaper approach to striping	2.5
Reduce litter pickup	0.3
More efficient snow & ice removal	2.0
Total Redirected Services	\$ 6.2 million

Ongoing Savings Grand Total: \$116.7 million

Implementation

The Bolder Five-Year Direction will be a huge effort, but nonetheless achievable. In MoDOT's history, this will by far be the hardest thing the department has done. Listed below are the key components for its successful implementation:

• Go as fast as possible.

These are big changes that need to be accomplished quickly. Employees are aware of these efforts and uncertainty fuels apprehension and affects productivity. When employees see where MoDOT is headed and realize they will have a role in shaping the future, leadership is confident they will engage and work toward a common goal.

• Strategies implemented by December 31, 2012.

Facility, equipment, operational changes and employee reassignments will be in place no later than December 31, 2012.

• Start with the Senior Management Team and their assistants.

MoDOT needs to start at the top to put change agents on the Senior Management Team to drive this effort. Employees will believe the change is real and important if they see management willing to change first. MoDOT will also quickly realign employees at the assistant district engineer/assistant division leader level.

• Put the best people in the right jobs.

This is a perfect opportunity to realign employees to make the most of staff talent. This will positively impact the department's current leadership and succession planning. As maintenance facilities are reduced, MoDOT will put the best maintenance supervisors in place and move the rest into senior maintenance worker or crew leader positions.

• Deliver a "new look" for MoDOT and change facilities quickly.

MoDOT must change the way it operates immediately for this to be successful. MoDOT will sell and close facilities as quickly as possible, but with the least amount of disruption to communities as possible. The 111 maintenance building closures were strategically selected to more efficiently serve local and statewide needs with the goal to close these buildings before the snow flies this winter. Resident Engineer Offices will be closed as quickly as possible based upon construction schedules. These closures will take place primarily during the winter season, when construction is not taking place. District Office closures will be staggered, as will facility moves within Central Office.

• Reduce through attrition, transfers and layoffs.

MoDOT will suspend hiring and move employees to where the work exists. Employees who decline new job assignments in new work locations will not remain employed with MoDOT. Employees will also continue to absorb more work as attrition occurs. Poor performers will not be tolerated. Layoffs will occur where reductions cannot be achieved through attrition and transfers.

• Leave the details to implementers.

There are numerous details to be worked through to make the Bolder Five-Year Direction a success. The best people to iron out those details are the employees who are implementing the changes and who will be responsible for delivering services to Missouri citizens for many years to come. MoDOT's employees will rise to the occasion.

External Communication Plan

May 3

- Advance contacts made with transportation stakeholders and elected officials.
- Media advisory sent regarding the MHTC May 4 meeting with Bolder Five-Year Direction announcement, streaming video opportunity and press conference immediately following meeting.

May 4 – MHTC Meeting Date

- Director Keith presents plan during public portion of MHTC meeting.
- "Live Video Stream" of Director Keith giving presentation available to the public. Video posted online following the meeting.
- News release sent statewide following MHTC meeting.
- News release sent to national media, trade publications and transportation organizations.
- Post-meeting news conference.
- Letter e-mailed to industry partners and stakeholders.
- Information posted online.
 - External web page, Express Lane, MoDOT Minute, Podcast and social media updates are released.
 - Post Blog topic on MoDOT website with WHY the Bolder Five-Year Direction.
- District Engineers will answer local media inquiries.
- Commissioners and MoDOT senior managers make calls to additional stakeholders not previously contacted.

May 9 – June 7

- Districts conduct **COMMUNITY BRIEFINGS** in locations around the state.
 - Public comments through letters, on website and 1-888-ASK-MODOT.
- District Engineers and senior staff reach out in face-to-face meetings with key local stakeholders.
- All contacts made and comments received documented and provided to MoDOT senior leaders and MHTC for their review.

June 8 – MHTC Meeting in Hannibal

- Opportunity for public comment prior to official action by MHTC.
- All final materials posted on the Internet after MHTC meeting.
- Press availability with Director and Commissioners following meeting.
- News release sent statewide following MHTC meeting.

Internal Communication Plan

May 3

• Email sent to all MoDOT employees that Director Keith will make announcement at May 4 MHTC meeting with streaming video opportunity and follow-up information on May 4.

May 4 -- MHTC Meeting Date

- Director Keith presents plan during public portion of MHTC meeting.
- "Live Video Stream" of Director Keith giving presentation available to the employees. Video posted online following the meeting.
- Email sent to all MoDOT employees from Director Keith on the announcement.
- Information posted online including plan and FAQs.
- District Engineers and Division Directors hold face-to-face meetings with every employee May 4 through May 6 to explain plan and answer questions.

May 9 – June 7

- Letter mailed to every employees' home from Director Keith with information on the plan.
- June 1 issue of MoDOT's employee newspaper, *Connections*, includes information on the announcement.
- Internal communication tools including Inside Minute and Blog have information on the plan for employees.

June 8 -- MHTC Meeting in Hannibal

- All final materials posted on Intranet and SharePoint after MHTC meeting.
- Email sent to all MoDOT employees from Director Keith on the MHTC action following the meeting.