Technical Planning Committee Meeting Agenda
July 18, 2012 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212
Springfield, MO

Call to Order .... 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the May 16, 2012 Meeting Minutes .... Tab 1
(1 minute/Wiesehan)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items
(5 minutes/Wiesehan)
Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Executive Director's Report
(3 minutes/Fields)
Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

II. New Business

A. Rideshare Program Proposal .... Tab 2
(5 minutes/Fields)
The Rideshare Subcommittee has made a recommendation to transfer the rideshare program to The City of Springfield Environmental Services Division, where the program can be incorporated into the Clean Air educational activities already undertaken. The transfer would include $10,000 annually in STP-Urban funding to be divided among OTO member jurisdictions.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND THE TRANSFER OF THE RIDESHARE PROGRAM AND REQUESTED STP-URBAN FUNDS TO THE CITY OF SPRINGFIELD ENVIRONMENTAL SERVICES DIVISION

B. FY 2013-2016 Transportation Improvement Program .... Tab 3

(10 minutes/Fields)

OTO is requesting the Technical Planning Committee review the proposed FY 2013-2016 Transportation Improvement Program (TIP). The draft TIP is included as a separate document.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2013-2016 TIP TO THE BOARD OF DIRECTORS

C. MAP-21 Summary .... Tab 4

(5 minutes/Edwards)

The President signed MAP-21, the new transportation bill on July 6, 2012. Summary information is provided.

NO ACTION-INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues For Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

C. Articles For Technical Planning Committee Information .... Tab 5

IV. Adjournment

Targeted for 2:15 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, September 19, 2012 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Jerry Compton, OTO Chair, Springfield Councilman
Phil Broyles, City of Springfield Mayor's Designee
Senator McCaskill's Office
Stacy Burks, Senator Blunt's Office
Jered Taylor, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

MEETING MINUTES

Attached for Technical Committee member review are the minutes from the May 16, 2012 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
May 16, 2012

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

The following members were present:

Mr. David Brock, City of Republic
Mr. King Coltrin, City of Strafford
Mr. Travis Cossey, City of Nixa
Ms. Carol Cruise, City Utilities
Ms. Hollie Elliott, Springfield Chamber (a)
Mr. Jonathan Gano, City of Springfield
Mr. Nick Heatherly, City of Willard
Mr. Rick Hess, City of Battlefield
Mr. Kirk Juranas, City of Springfield
Mr. Larry Martin, City of Ozark
Mr. Frank Miller, MoDOT
Mr. Bill Robinett, MoDOT
Mr. Ralph Rognstad, City of Springfield
Mr. Shawn Schroeder, Springfield-Branson Airport
Mr. Andrew Seiler, MoDOT
Mr. Todd Wiesehan, Christian County (Chair)
Mr. Terry Whaley, Ozark Greenways

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative
Mr. Rick Artman, Greene County Highway Dept.
Mr. David Bishop, R-12 School District
Mr. Randall Brown, City of Willard (a)
Mr. Don Clark, Missouri State University
Mr. Rick Emling, R-12 School District (a)
Ms. Diane Gallion, City Utilities (a)
Ms. Dawne Gardner, City of Springfield (a)
Mr. Martin Gugel, City of Springfield (a)
Mr. Jason Haynes, City of Springfield (a)
Mr. Jay Huff, Missouri State University (a)
Mr. Joel Keller, Greene County (a)
Mr. Kevin Lambeth, City of Battlefield (a)
Mr. Brad McMahon, FHWA
Mr. Duffy Mooney, Greene County Highway Dept.
Mr. Ryan Mooney, Springfield Chamber
Mr. Kent Morris, Greene County Planning Dept.
Mr. Troy Pinkerton, MoDOT (a)
Mr. Mark Roy, Springfield-Branson Airport (a)
Ms. Beth Schaller, MoDOT
Mr. Mark Schenkelberg, FAA Representative
Mr. Dan Smith, Greene County Highway Dept.
Mr. Cheryl Townlian, BNSF
Mr. Garrett Tyson, City of Republic (a)
Ms. Eva Voss, MoDOT
Mr. Dan Watts, SMCOG
Mr. Bob Wilslef, City of Ozark (a)

Others present were: Ms. Debbie Parks, Ms. Sara Edwards, Mr. Curtis Owens and Mr. Chris Stueve, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Roy Blunt's Office.

Mr. Wiesehan called the May 16, 2012 Technical Planning Committee meeting to order at 1:30 p.m.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Ms. Fields stated there was a revised agenda for the meeting. The only change to the agenda was the addition of four TIP amendments.

Ms. Cruise made the motion to approve the May 16, 2012 revised agenda. Mr. Hess seconded and the agenda was approved unanimously.

C. Approval of the March 21, 2012 Meeting Minutes

Mr. Martin made the motion to approve the March 21, 2012 Meeting Minutes. Mr. King seconded and the minutes were approved unanimously.

D. Public Comment Period for All Agenda Items

None

E. Executive Director's Report

Ms. Fields stated that her last name has changed from Edwards to Fields. Ms. Longpine will be out of the office until August 1, 2012. There was an email (originally from Mr. Miller) sent out this morning regarding the Blue Ribbon Panel that will be in Springfield on June 1 at the Springfield Area Chamber of Commerce. The Blue Ribbon Panel was created by Missouri Speaker of the House Steven Tilley and will be discussing area transportation needs and possible solutions. Several people have been selected to provide testimony regarding transportation issues in the area. A large turnout would help legislators to understand the transportation issues and needs facing Missouri, especially in southwest Missouri.

Copies of the Long Range Transportation Plan are available for anyone who wants one. The Transit Coordination Plan was adopted by the Board of Directors at their last meeting. The OTO is currently soliciting applications for the different federal transit grants that are available. One application is for Human Service and Transportation Vehicles. This is for organizations such as the Council of Churches of the Ozarks, Springfield Workshop, and Burrell Behavioral Health. These organizations all have vehicles that are federally-funded and which are used to provide transportation for elderly and disabled individuals. The OTO directly notifies a number of area transportation providers that transit grant applications are being accepted in addition to posting a notice on the OTO website. There is only funding available for two vehicles per year, but nonetheless applications are being taken for those funds. There is also an application for New Freedom and Job Access and Reverse Commute transit funding, which City Utilities has typically received in the past. There is not a lot of funding available.

There still is no news regarding enhancement funding. The 2012 enhancement funding has not been awarded because there is only a partial transportation bill in place and MoDOT has not yet released any enhancement funds. Once the funds are released there may be approximately $500,000 of enhancement funding available.

The Regional Transit Study is finished and there was a large turnout at the public presentation that was held in the OTO conference room. The presentation is available on the OTO website. There were three different improvement scenarios presented in the study: improvements that could be implemented at no cost, improvements that could be made if additional transit funding were available (in this case, $19 million per year compared to the current funding level of $6 million per year), and the implementation of a regional transit system. The two regional routes recommended in the report are a route running from Ozark to Nixa to Springfield and then back again, and a route running from Republic to Battlefield to Springfield and back again. The report includes cost figures associated with these regional routes and the fares that would be charged in addition to a map of the routes. The regional transit analysis included in the study provides good information for use in discussions regarding a regional transit system.

II. New Business

A. Let's Go Smart Presentation

Mr. Whaley stated that Ms. Fields and Ms. Longpine asked him to update the Technical Planning Committee on the new "Let's Go Smart" initiative that Ozarks Greenways (OG) has developed. Three years ago in a strategic planning workshop, OG realized that they could not afford to build trails everywhere for everybody. Even if there were funds available to acquire land and develop the trail infrastructure, maintenance would be an issue.

OG decided to promote using bicycles for transportation, which leads to individuals using their bicycles in conjunction with buses, and then to walking, biking, and busing for the majority of their transportation needs. At the National Trail Symposium two years ago a program called "From the Garage to the Greenway" led OG to decide whether the "Green" or the "Way" was more important. Ten years ago there was a need for an advocacy committee that met routinely with four or five individuals. Over a period of time it was formally structured under OG and named the STAR (Sustainable Transportation Advocacy Resource) Team. The STAR team worked with Ms. Fields and Ms. Longpine on the Bicycle and Pedestrian Plan that was developed with Mr. Hutchison at the City of Springfield.

OG looked at this and asked the question, "How do residents get to the greenways since there cannot be a greenway next to everyone's house?" The "Drive Less Live More" program was developed which was somewhat effective but wasn't as impactful as had been hoped. OG hired a marketing team and created a new brand. The OG marketing committee discussed the importance of walking as everybody is a pedestrian at some point during the day. Accordingly, pedestrian safety, curb cuts and streetscapes are important issues to the community. Bicycling and the bus system are also important aspects of the local transportation system. The bus is one of the most underutilized public services in Springfield. However, most people use cars as their primary means of transportation. The slogan "Drive Less Live More" was problematic in that it sounded preachy and anti-car. OG is not anti-car as the car is a big element of the new "Let's Go Smart" campaign; the campaign realizes that people need their cars and works to get people to use their cars smartly.

The "Let's Go Smart" program was introduced on April 19. There are several different components of the "Let's Go Smart" brand architecture. The "Smart" aspect of the brand means to think before you drive and ask: Is there another way to get to where I need to go? Is taking a car the wisest way? Is bicycling the wisest way? The "Smart" goal is to get people to think about the different transportation options available to them before they go anywhere. The "Smart" piece of the brand also means to travel smartly: whether you are walking, biking, or getting on the bus, you need to travel safely at all times. Finally, people should also be financially "Smart" and fiscally prudent regarding their transportation decisions.

The OTO, City of Springfield, and Greene County are all concerned with maintaining the infrastructure of the greenway and trail system. OG focuses on connecting bicycle and pedestrian trails to the road network, extending the trail system to schools, and the overall trail/street system and how it works together and where the best and safest places are to build bicycle and pedestrian infrastructure. If bicycle and pedestrian infrastructure is added to already-developed corridors, more cyclists will go there.

The "Go" aspect of the brand seeks to encourage the community to use the greenway network as part of a physically-active lifestyle. Conversely, the "Drive Less Live More" slogan implied that one way a person could drive less is by simply sitting on their couch and doing nothing. "Go" encourages people to get out and be active.

"Let's" is the call-to-action part of the brand architecture. It invites everyone to join the movement. For example, this week is "Bike to Work Week." Solid numbers are not available yet, but according to registration forms participation is up 25% from last year in terms of the number of businesses, schools and individuals participating.

There are a number of partners involved with the "Let's Go Smart" campaign, including City Utilities, the City of Springfield, The LINK, and the Healthy Living Alliance. OG publicly launched the campaign, along with the "Let's Go Smart" website (letsgosmart.org), on April 19. Nationally-known bicycle advocate and speaker Joe Kurmaskie, who is also known as "The Metal Cowboy," was in Springfield to help launch the "Let's Go Smart" campaign. Mr. Kurmaskie is from Portland, Oregon and stated that Springfield's bicycle infrastructure reminds him of Portland's ten years ago.

Mr. Whaley then showed the "Let's Go Smart" website to the TPC, passed out "Let's Go Smart" business cards, and made available several copies of the bicycling book *Joyride*.

B. Amendment Number One to the Long Range Transportation Plan

Ms. Fields stated that the City of Springfield had a cost share project for Glenstone Avenue from Battlefield Road to James River Freeway. It was discovered that the project was not listed in the Long Range Transportation Plan (LRTP) exactly the way it should be. The project needs to be added to the LRTP and also to the TIP. In order to add the project to TIP it will first need to be added to the LRTP. Page 182-A1 shows where the project was added at a cost of $13 million. The LRTP is very tightly constrained financially and adding the Glenstone Avenue project would push the project list out of fiscal constraint, meaning there would be insufficient funds for the projects listed in the plan. Fortunately, several items allowed the Glenstone Avenue project to be added to the LRTP while keeping the project list fiscally constrained. First, $6.8 million in cost share funding was added to the LRTP to help cover the cost of the new Glenstone Avenue project in addition to a project at the James River Freeway - Kansas Expressway interchange. Secondly, Project M95 and its $2.3 million cost was removed from the

LRTP as it has been incorporated into the new Glenstone Avenue project. Finally, a $37 million calculation error was discovered in the funding projection tables. These three items resulted in a net funding gain of $39 million, which provides room to add projects in the future if the need should arise.

Mr. Rognstad made the motion to recommend approval of the Long Range Plan Amendment Number One to the Board of Directors. Mr. Miller seconded and the motion carried unanimously.

C. Amendment Number Five to the FY 2012-2015 TIP

Ms. Fields stated there are four items in TIP Amendment Five. The first item is that the State of Missouri has received some additional Section 5310 vehicle funds. Locally, this means that funds are available for an additional vehicle; a company called RSVP is receiving $20,000 in federal funds to accompany a $5,000 local match. The second item is a project for which the City of Nixa would like to use STP-Urban funds. This project was originally listed in the TIP as a $2 million project; however, the project will now cost $2.6 million. Additionally, some funding has been reallocated to include engineering and right of way acquisition in addition to construction. The project will improve Main Street from Aldersgate to Tracker Road with significant improvements at the intersection of Tracker Road.

The last two items in TIP Amendment Five are requests by MoDOT. The first MoDOT request is to add funding to a paving project on Route 60 between Glenstone Avenue and Route 125; the original project cost was $1.2 million but has increased to $5 million. The second MoDOT request is to add a project that would resurface Route 60 in Republic between Illinois Avenue and Route 174 or alternately, Route FF in Battlefield between the James River Freeway and Weaver Road. Mr. Miller will discuss later how the second project is dependent on low bids if the money is available.

Mr. Miller stated that the resurfacing project on Route 60 between Glenstone Avenue and Route 125 is happening in conjunction with a project outside the OTO boundary that continues resurfacing Route 60 toward Seymour, across Webster County, and to the eastern boundary of the Southwest District. The second resurfacing project needs explanation. As part of the recent MoDOT district reconfiguration, MoDOT is now planning to repave all major routes on five- to seven-year paving cycles.

This paving schedule will be accomplished by delaying some bridge projects and switching them with paving projects. There are some pavement projects that were programmed as pavement improvements on various routes. The Route 60 project in Republic covers the section of highway that was expanded to five lanes around 2003. There is an alternative option to resurface Route FF between the James River Freeway and Weaver Road in Battlefield. It should cost about $1.2 million to resurface Route 60 in Republic but with a good, low bid part of Route FF might also be resurfaced for about $1.5 million. This situation factors into all projects in the Southwest District; there will be two-lane road repaving projects all around the District. There is a total amount of funds available repaving and we will try to repave the alternate sections of roadway if funds are available due to lower-than-expected bids. To date MoDOT has been able to award all alternative projects during the past couple of years that this method has been tried. If for some reason the alternate Route FF project cannot be awarded, there will be a new, Route FF-specific project to capture it.

DRAFT

Mr. Martin asked if the paving project on Route 60 toward Seymour is the type that grinds down the pavement. Mr. Miller stated no it was just an overlay.

Mr. Rognstad made the motion to recommend approval of TIP amendment number five to the Board of Directors. Mr. Martin seconded and the motioned carried unanimously.

D. Urbanized Area Presentation

Mr. Stueve presented a series of maps showing the 2010 Springfield Urbanized Area. The Census Bureau released all 2010 urbanized area boundaries within the past couple of weeks. The maps show the 2000 Springfield Urbanized Area boundary so it may be compared with the 2010 boundary. The Census Bureau delineates urbanized areas in all cities with at least 50,000 people. They start by selecting core census tracts that meet a certain population density threshold and then add on eligible census block groups and census blocks until all qualifying urban areas are included. In 2000 the Springfield Urbanized Area had a population of 215,000. Republic was considered an urban cluster in 2000; urban clusters are communities that are not in an urban area and that have a population between 2,500 and 49,999 people.

The 2010 map shows that the Springfield Urbanized Area population is now 273,000 and includes Republic and Strafford as there has been sufficient urban buildup between Springfield and Republic and Springfield and Strafford for these two cities to be included in the urbanized area. Rogersville and Willard are now urban clusters. There are a few fringe areas that were considered urbanized in 2000 but are not now. This is due to the Census Bureau tweaking their urbanized area delineation criteria every 10 years.

There is a population chart on the map that shows both the 2000 and 2010 urbanized area populations. A different chart shows that there is a total of 6.4 square miles of land that was considered urbanized in 2000 but were not in 2010. Conversely, there is now 38.1 square miles of urbanized area that was not considered urbanized in 2000. In conclusion, now that the Springfield Urbanized Area contains Republic and Strafford and has a larger population, the OTO can hopefully receive a bigger slice of the transportation funding pie. With Republic's inclusion in the Springfield Urbanized Area, it is no longer eligible for STP-Small Urban funds. However, Willard is now eligible for STP-Small Urban funds since it is now an urban cluster.

Mr. Brock asked if Rogersville is also eligible for STP-Small Urban funds since it is also now an urban cluster. Mr. Stueve stated that technically Rogersville is outside the urbanized area. Mr. Miller stated that the Census Bureau considers all towns with at least 2,500 residents to be urban while the Federal Highway Administration's urban threshold is 5,000. Rogersville's population is less than 5,000 so it is not considered urban in the eyes of the Federal Highway Administration.

Mr. Brock asked why the OTO boundaries do not encompass the entire Willard urban cluster and if there is a downside to that. Mr. Miller stated that there is no downside to an urban cluster not being entirely within the MPO boundary. The MPO is able to modify urban area boundaries with the Federal Highway Administration. MoDOT accommodates small urban areas by using the urban area boundary plus the city's municipal boundaries. For example, Ozark's city limits extend south along Route 65 to Route EE; this "tentacle" is outside the OTO so there is a precedent. Just to clarify the

DRAFT

issue from MoDOT's standpoint, STP-Urban funds will continue as-is until there is another transportation reauthorization bill. Republic will continue to receive some STP-Small Urban funds. Willard will not receive any STP-Small Urban funds until the new transportation bill is effective. The Commission at that point will decide whether to continue the small urban program. Currently there is no indication as to what the Commission may decide. It is unclear what impact, if any, a change to the program would have since the OTO distributes funds differently.

Ms. Fields stated that there should be no change in the amount of transportation funding received until the State of Missouri recognizes the OTO's increased population. At that point, in theory, all area transportation funding should increase. Willard will not receive any additional funds because small urban areas are factored in to large urban area funding calculations. Mr. Miller stated that large urban area transportation funding is distributed by the Federal Highway Administration and will be distributed as soon as Congress passes a transportation bill. The decision regarding the small urban funding program will happen only when Congress passes a transportation bill and examines the newest census data. Nothing will change with the small urban program until something happens with the new transportation bill. The large urban area funding program may see a change sooner because it is based on the latest transportation bill extension.

Mr. Brock asked if he understood correctly that STP-Small Urban funds will be offset. Ms. Fields stated that was correct. Mr. Miller stated that the balances will remain as well. That happened when Springfield became a large urban area and the small urban area balance was carried forward.

Mr. Coltrin asked what it meant for Strafford to be absorbed by the Springfield Urbanized Area. Ms. Fields stated it does not really mean anything since last year the OTO voted that large urban funds would be distributed to all OTO area jurisdictions instead of only to those jurisdictions within the Springfield Urbanized Area. The OTO also voted to add small urban funds to the total MPO area funding pot. This ensures that if an area receives small urban funding it does not also receive more large urban funding than it should. Overall, Strafford's inclusion in the Springfield Urbanized Area should have no effect. The primary significance of the urbanized area boundary change is that the OTO is now required to analyze the boundaries of the MPO area. The boundaries do not need to be adjusted at the present time as the area included in the 2010 Springfield Urbanized Area is not significantly different from the area that is expected to be developed over the next 20 years. The federal government requires that an MPO must include the main urbanized area plus areas that are expected to become urbanized within the next 20 years.

E. FY 2013-2016 TIP Project Submittal Update

Ms. Fields stated that the OTO had hoped to have an electronic TIP management program in place. However, the software developers have had some trouble in completing the project on schedule. Apparently the OTO prefers a lot more information regarding TIP projects than the typical MPO and the software developer did not anticipate the OTO's level of customization. The OTO will go ahead and process the Transportation Improvement Program as normal. A notification email and letter have been sent out with an Excel spreadsheet to be filled out. Once the TIP software is up and running staff will manually enter that information here in the office. This year there will be both a paper TIP and an electronic TIP. Next year there will only be an electronic TIP if the new software works as it should.

Staff thought that on May 1 a letter could be sent out stating that the projects could be submitted online at the end of the month. That did not work out. Staff is willing to work with any jurisdiction that needs extra time. There is still a deadline that has to be met to get the program adopted and in place, including the long review time of the Federal Highway Administration and the Governor's office. Hopefully the online TIP program will be user friendly when it is complete. The program will also include a map where the user can zoom to a project, click on that project, and receive all the information associated with that project on a printable page. Although the project is delayed for now, in the end the online TIP project will be worth it. The TIP project submission deadline is May 25.

F. Draft FY 2013-2017 Statewide Transportation Improvement Program

Mr. Miller stated that there is now a draft 2013-2017 Statewide Transportation Improvement Program (STIP), which is the statewide version of the local TIP. MoDOT uses the STIP as a basis for submitting projects for inclusion in the local TIP. The only difference between the STIP and the TIP is that MoDOT's fiscal year is from July 1 to June 30 while OTO's fiscal year runs from October 1 to September 30. The STIP outlines what transportation projects are scheduled. MoDOT will be resurfacing major routes on a five- to seven-year cycle; this represents a large addition of projects, especially when looking at the map of projects in the Springfield area. There are a lot of projects in the Springfield area mainly because of all the major route resurfacing projects.

The rest of the projects are projects added last year, such as the Route CC improvement project between Fremont Hills and Cheyenne Road in the Nixa area and the Route 14-Cheyenne Road intersection improvement project. All of those projects remain in the STIP. Temporarily there are a couple of projects, such as the Glenstone Avenue-Peele Street turn lane project, withheld until the cost share agreement with Springfield is approved. The turn lane improvement project at Kansas Expressway and the James River Freeway has been removed from the draft STIP because the diverging diamond project cost share is taking that project's place. That is the most significant change aside from the pavement projects.

MoDOT is delaying improvements to some bridges, such as the Route MM/B bridge over I-44 and the Route 65 northbound bridge over Lake Springfield. However, MoDOT is proceeding with the bridge replacements on Route 65 at the Finley River and at Farmer Branch. Improvements to the Route 65 southbound bridge over I-44 will also be delayed. The bridge improvement projects are being switched with pavement resurfacing projects in order to get all major routes on the five- to seven-year pavement replacement cycle.

Mr. Juranas asked how long the Route 65-Lake Springfield bridge project will be delayed. Mr. Miller stated it is being pushed back one year to 2015.

Ms. Fields stated that there will be signal improvements at the intersection of Kansas Expressway and Sunset Street and at the intersection of Kansas Expressway and Walnut Lawn Street. Mr. Miller stated that project will replace the wood pole signals. There are a number of projects that will replace wood pole signals with metal poles; these projects are now delayed due to funds being switched to the major route repaving plan. The

Kansas Expressway-Sunset-Walnut Lawn signal project may expand its scope to include intersection improvements as well. There is also a signal improvement project at the Route 60-Route 125 intersection near Rogersville.

Mr. Juranas asked about turn lane improvements on Chestnut Expressway at Sherman Avenue. Mr. Miller stated this project was scheduled for May 2013. The project's fiscal year did not change, it just did not have a final date as the letting month was not decided before now. This project is now listed in the middle of page 4.5.

Ms. Fields stated that there are no new projects on the list aside from the new pavement projects. Mr. Miller stated that there are no new capacity addition projects or other improvement major projects as MoDOT is transitioning into maintenance mode. Other than cost sharing projects there will be no new projects aside from resurfacing or bridge projects. MoDOT is receiving some money for safety projects. MoDOT is emphasizing safety projects such as rumble strips and shoulders on minor routes with these funds. Those projects are in rural areas and not in the OTO area.

Mr. Hess made the motion to recommend approval of the draft FY 2013-2017 Statewide Transportation Improvement Program. Mr. Juranas seconded and the motion was carried unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Martin stated that the City of Ozark has reached a landscaping work agreement with MoDOT. The City will be the continuing authority while the Chamber of Commerce and several city groups work on beautification and right of way projects. The City is working to make sure the various beautification items, trees, shrubs, and perennial flowers make a minimum impact, stay within a mulched area, are at grade, and do not impact large pin oaks in the area. This project will help to solve some erosion issues within the right of way. The beautification enhancements are designed to be easy to mow around with a brush hog. Creation of the intergovernmental agreement has been a long process.

Mr. Fields stated it might be a good idea to send out a copy of the intergovernmental agreement in the event another jurisdiction would like to undertake a similar project. Mr. Martin stated that throughout the process MoDOT did not seem very enthusiastic about entering an agreement. Mr. Miller stated that MoDOT's main concern with such agreements centers on a jurisdiction's ability to maintain the landscaping improvements. MoDOT is working on an agreement with the City of Branson where MoDOT will resurface the roads and the City will take care of everything from the curbs out. Mr. Martin stated that the intergovernmental agreement is the key to getting everything worked out. With an intergovernmental agreement MoDOT is assured that there is a party responsible for long-term upkeep of the right of way.

Ms. Burks stated that she had no new news to report. The Conference Committee had met once and there continues to be significant debate between the two sides.

Mr. Whaley stated that Ozarks Greenways in conjunction with the Springfield-Greene County Park Board would be dedicating a new one-mile section of the Wilson's Creek

Greenway on June 2. That is the second-to-last trail enhancement project in the pipeline; Ozark Greenways will break ground on the last project in July.

Mr. Juranas stated that the ballot language for the 1/8-cent transportation tax was approved by Springfield City Council. The transportation tax vote will take place on August 7. The City of Springfield is working with the Chamber of Commerce, who will lead the tax information campaign. There are a number of important projects in the transportation tax proposal. The Battlefield-Route 65 interchange is on the project list and is on the City's top five needed-improvements list. The City was also able to move ahead with MoDOT on the six-laning of Glenstone using reinvested funds generated by the last 1/8-cent transportation tax.

Mr. Martin asked what other projects were included with the 1/8-cent transportation tax proposal. Ms. Fields stated there were some bridge projects on the list. Mr. Juranas stated there would be funds available to widen the two Republic Road bridges over the James River Freeway. The improvements along Republic Road will also include a shared bike facility. There are other bridge projects on the list as well. Multimodal improvements include sidewalk and trail construction and rail crossing upgrades. The City has also partnered with BNSF to help accelerate several rail crossing upgrades within the City. Resurfacing funds are included in the proposal, as are turn lane and Intelligent Transportation System improvements. The proposal also includes a cost share component in the event there is an opportunity to develop a cost share project with another entity.

B. Transportation Issues for Technical Planning Committee Member Review
None

C. Articles For Technical Planning Committee Information
No Discussion

IV. Adjournment

Mr. Rognstad made the motion to adjourn. Mr. Juranas seconded and the meeting was adjourned at 2:26 p.m.

DRAFT

TAB 2

TECHNICAL COMMITTEE AGENDA 07/18/12; ITEM II.A.

Rideshare Program Proposal

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: FHWA ruled that the funding of a rideshare matching program and promotional materials for the program are ineligible for Metropolitan Planning Funding. Therefore, OTO removed the program from the budget for FY 2013. This meant that without locating another funding source, OzarksCommute.com would be taken offline by the end of the calendar year.

FHWA further notified us that these activities could be funded with STP-Urban funds. In order for OTO to continue the funding with STP-Urban funds, $31,000 annually would be needed for the program, promotional materials, staff and indirect costs. This amount would have to be subtracted before any allocation to member jurisdictions could be made. Please see Table 1 for the relative amounts.

After a review of the program, it was discovered that The Clean Air Alliance and Partnership for Sustainability along with the City of Springfield Department of Environmental Services are promoting their programs at the same events that OzarksCommute.com is being promoted. Therefore, Barbara Lucks, the Interim Sustainability Officer with the City of Springfield Department of Environmental Services has volunteered to take over the program and is asking for $10,000 in STP-Urban funding to cover annual OzarksComute.com costs as well as promotional materials. OTO has agreed to assist with contacting employers to develop the rideshare program with employers not just the general public. Please see Table 2 for the impact on STP-Urban funding for each jurisdiction.

City Utilities is currently donating a bus wrap promoting OzarksCommute.com that can count as the local match requirement.

RIDESHARE SUBCOMMITTEE RECOMMENDATION: The subcommittee met on June 7, and June 27, 2012 to review the program and make a recommendation to the Technical Committee that included transferring the program to the Springfield Environmental Services Department and using $10,000 in STP-Urban before any allocations are made to fund the program.

STAFF RECOMMENDATION: Staff concurs with the Rideshare Subcommittee recommendation

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend to the OTO Board of Directors that:

The Rideshare Program is transferred to the City of Springfield Environmental Services Division and that $10,000 in STP-Urban funding is used to fund the program. The $10,000 will be taken off the top before any allocation to member jurisdictions are made.

Or

The Rideshare Program is continued by OTO and that $31,000 in STP-Urban funding is used to fund the program. The $31,000 will be taken off the top before any allocation to member jurisdictions are made.

Or

Return the discussion to the Rideshare Subcommittee to consider the following

Rideshare Budget for OTO to Run Program

Staff Time	$ 8,000.00
Indirect Costs	$ 10,000.00
Materials/Registrations	$ 5,000.00
Software	$ 7,800.00
TOTAL	$ 30,800.00

Rideshare Budget with non federally funded agency administration

Materials	$ 2,200.00
Software	$ 7,800.00
	$ 10,000.00

Rideshare Funding Scenario Using STP-Urban

TABLE 1

	FY 2012	RIDESHARE FY 2012	Difference
Christian County	$227,483.50	$225,861.06	$1,622.44
Greene County	$968,223.49	$961,318.00	$6,905.50
Battlefield	$78,515.24	$77,955.26	$559.98
Nixa	$267,176.53	$265,271.00	$1,905.54
Ozark	$250,293.65	$248,508.53	$1,785.13
Republic	$174,099.87	$172,622.18	$1,477.69
Springfield	$2,240,254.60	$2,224,276.81	$15,977.79
Strafford	$33,119.67	$32,883.45	$236.21
Willard	$74,273.45	$73,743.72	$529.73
Republic Small Urban	$33,087.65	$33,087.65	
Rideshare	$0.00	$31,000.00	
	$4,346,527.65	$4,346,527.65	$31,000.00

TABLE 2

	FY 2012	RIDESHARE FY 2012	Difference
Christian County	$227,483.50	$226,960.13	$523.37
Greene County	$968,223.49	$965,995.91	$2,227.58
Battlefield	$78,515.24	$78,334.60	$180.64
Nixa	$267,176.53	$266,561.85	$614.69
Ozark	$250,293.65	$249,717.80	$575.85
Republic	$174,099.87	$173,623.20	$476.67
Springfield	$2,240,254.60	$2,235,100.47	$5,154.12
Strafford	$33,119.67	$33,043.47	$76.20
Willard	$74,273.45	$74,102.57	$170.88
Republic Small Urban	$33,087.65	$33,087.65	
Rideshare	$0.00	$10,000.00	
	$4,346,527.65	$4,346,527.65	$10,000.00

TAB 3

TECHNICAL COMMITTEE AGENDA 07/18/12; ITEM II.B.

FY 2013–2016 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION: On an annual basis, OTO staff develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process. A separate document is included for review.

The draft TIP was posted on the website and advertised for public comment on July 11, 2012.

SUBCOMMITTEE RECOMMENDATION: The subcommittee met on July 2, 2012 and reviewed the draft TIP and recommended approval to the Technical Committee,

STAFF RECOMMENDATION: To recommend approval of the TIP as submitted in the agenda packet with any requested corrections/changes to the OTO Board of Directors.

TECHNICAL COMMITTEE ACTION REQUESTED: To either recommend the TIP to the OTO Board of Directors, or to ask the TIP Subcommittee to revisit the document to make specific changes. (The latter would require a special Technical Committee meeting prior to the August Board of Directors meeting.)

TAB 4

TECHNICAL COMMITTEE AGENDA 07/18/12; ITEM II.C.

MAP-21

Ozarks Transportation Organization
(Springfield, MO Area MPO)

<u>AGENDA DESCRIPTION:</u> On July 6, 2012 the President signed into law MAP-21, the new Federal Transportation Bill. This bill continued SAFETEA-LU until September 30, 2012 and enacted a new transportation bill, MAP-21 through September 30, 2014.

A summary with funding tables is attached for your information. MoDOT has stated that a complete analysis would be available from MoDOT staff in a couple of weeks.

Until that summary is available, it is difficult to fully understand the fiscal ramifications of the Bill. However, all indications are that funding levels have been maintained or slightly increased in all areas except Enhancements. The language surrounding the new “Transportation Alternatives” category, which is replacing enhancements, safe routes to school and recreational trails is not very clear. There will continue to be an allocation to OTO because of our TMA status. We are not sure how much of a decrease if any we will see in that area.

There are some additional requirements that will be placed upon OTO as far as performance measurements for all modes and how those are incorporated into the Long Range Plan and TIP.

Overall, we are very pleased to see a two year bill in place and that overall funding levels have been maintained.

<u>TECHNICAL PLANNING COMMITTEE ACTION REQUESTED</u>: NONE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF ESTIMATED FY 2012 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

State	Interstate Maintenance	National Highway System	Surface Transportation Program	Bridge Replacement & Rehabilitation	Congestion Mitigation & Air Quality	Appalachian Development Highway System	Recreational Trails	Metropolitan Planning	Safety	Rail-Hwy Crossings	Border Infrastructure Program	Safe Routes To School	Equity Bonus	Total
Alabama	128,004,546	144,291,463	167,026,093	83,859,595	11,689,053	109,692,506	1,633,519	2,735,933	32,847,489	4,078,381	-	2,556,831	46,469,227	734,884,638
Alaska	98,103,752	115,682,143	99,743,500	40,779,669	27,596,580	-	1,426,397	1,418,845	16,919,947	1,026,909	1,326,760	933,553	56,010,920	460,968,975
Arizona	148,136,081	179,279,653	170,452,146	26,954,515	51,851,102	-	1,806,298	5,508,153	33,792,120	2,493,917	9,482,200	3,372,353	75,575,919	708,704,457
Arkansas	97,040,659	121,142,769	125,240,426	79,568,101	12,467,630	-	1,394,700	1,418,845	23,345,619	3,536,084	-	1,514,641	34,838,855	501,508,329
California	574,540,026	727,205,685	799,552,882	550,025,202	467,700,665	-	5,373,709	42,309,602	134,253,331	14,579,930	24,795,493	21,079,889	182,323,525	3,543,739,939
Colorado	104,189,718	139,727,117	131,330,419	40,869,678	42,688,919	-	1,485,892	4,528,357	21,205,146	2,918,354	-	2,483,095	26,536,822	517,963,517
Connecticut	68,449,103	63,115,006	80,549,771	173,017,080	44,596,171	-	896,280	4,014,663	12,148,234	1,214,568	-	1,883,369	36,621,547	486,507,792
Delaware	10,716,162	64,441,759	43,517,001	14,505,979	11,837,131	-	845,501	1,418,845	7,257,552	1,026,909	-	933,553	7,354,535	163,854,927
Dist. of Col.	2,851,712	62,124,831	37,621,854	30,444,706	10,198,371	-	770,273	1,418,845	6,252,800	1,026,909	-	933,553	912,436	154,556,290
Florida	335,304,011	479,826,556	512,564,381	142,174,499	13,634,726	-	2,429,602	18,984,725	87,730,338	8,058,763	-	9,079,141	225,341,251	1,835,227,993
Georgia	280,338,730	257,698,556	329,704,907	85,286,101	68,204,667	11,061,568	1,624,511	7,061,244	56,300,415	7,491,179	-	5,256,899	139,734,331	1,249,763,108
Hawaii	11,247,770	55,442,154	38,613,981	34,317,867	10,467,313	-	896,644	1,418,845	6,417,694	1,026,909	-	933,553	3,047,949	163,830,679
Idaho	56,844,195	75,853,022	59,481,229	26,871,354	12,939,410	-	1,596,899	1,418,845	11,413,470	1,577,356	1,382,587	933,553	26,738,302	277,050,222
Illinois	309,197,352	263,642,701	341,360,865	170,582,513	111,990,664	-	1,423,946	13,723,966	53,137,021	9,481,944	-	7,051,922	94,636,498	1,376,229,392
Indiana	200,745,189	203,032,315	230,225,555	86,753,215	47,224,104	-	1,121,859	4,807,358	31,384,358	6,781,172	-	3,553,475	107,328,633	922,957,233
Iowa	86,840,402	126,224,902	121,078,463	71,011,242	11,105,909	-	1,283,465	1,571,181	20,214,257	4,710,158	-	1,581,079	17,209,743	462,830,801
Kansas	68,754,960	95,979,613	107,623,650	47,197,240	9,579,664	-	1,292,271	1,702,315	20,557,823	5,749,354	-	1,537,220	6,070,112	366,044,222
Kentucky	133,177,471	151,702,222	143,024,422	83,493,764	13,921,010	36,484,035	1,329,749	2,208,187	23,880,466	3,361,156	-	2,199,656	48,808,093	643,590,231
Louisiana	120,630,031	112,611,716	136,430,447	226,748,363	11,561,340	-	1,416,801	3,573,687	24,299,040	3,969,115	-	2,416,384	36,187,672	679,844,596
Maine	33,535,243	36,756,883	39,608,876	35,129,765	10,611,011	-	1,346,876	1,418,845	6,505,797	1,125,437	11,834,544	933,553	-	178,806,830
Maryland	99,253,331	111,931,380	122,119,835	125,040,619	54,163,843	12,786,373	1,048,959	6,060,554	18,901,625	2,112,097	-	2,938,480	24,106,767	580,463,863
Massachusetts	86,494,105	87,651,310	109,463,082	199,594,116	63,791,012	-	1,107,875	7,942,134	14,821,910	2,191,087	-	3,226,024	12,008,339	588,290,994
Michigan	171,380,403	214,472,509	272,322,374	127,482,020	74,639,731	-	2,664,319	9,271,827	43,819,149	7,022,400	26,417,836	5,594,264	64,758,043	1,019,844,875
Minnesota	121,409,516	150,146,552	188,119,491	43,248,507	32,274,098	-	2,255,509	3,821,932	29,648,215	5,601,252	3,903,088	2,713,723	41,721,400	624,863,283
Mississippi	85,045,326	124,355,585	121,009,419	66,036,707	11,348,560	4,685,757	1,271,429	1,418,845	25,351,468	3,182,725	-	1,724,945	23,048,408	466,479,174
Missouri	182,423,117	204,431,610	220,380,553	157,400,720	23,784,464	-	1,552,872	4,355,945	39,602,590	5,421,205	-	3,097,308	68,713,484	911,163,848
Montana	91,667,313	121,941,618	68,792,798	20,704,891	14,720,125	-	1,499,945	1,418,845	13,936,458	1,668,053	7,246,992	933,553	37,341,794	381,872,385
Nebraska	50,300,589	87,385,674	74,909,065	27,412,405	10,374,155	-	1,136,496	1,418,845	13,264,782	3,222,490	-	955,894	9,596,546	279,976,941
Nevada	81,450,959	90,485,866	83,885,168	18,219,269	33,503,837	-	1,267,719	2,362,585	15,068,859	1,026,909	-	1,359,630	23,106,035	351,736,836
New Hampshire	22,185,379	44,153,354	38,410,730	25,365,831	10,412,217	-	1,183,693	1,418,845	6,383,914	1,026,909	310,645	933,553	8,255,498	160,040,568
New Jersey	130,174,438	189,038,344	190,987,354	228,685,846	104,369,243	-	1,145,243	10,928,172	26,412,986	3,401,980	-	4,729,675	72,593,567	962,466,850
New Mexico	91,806,385	110,420,372	78,581,696	16,315,901	11,488,305	-	1,334,823	1,418,845	14,771,566	1,483,227	1,754,709	1,047,704	25,285,464	355,708,997
New York	214,295,561	243,198,632	289,078,652	509,910,877	185,017,178	8,774,172	2,058,070	21,852,164	43,875,470	5,920,183	25,706,657	9,636,148	66,568,652	1,625,892,416
North Carolina	179,785,864	210,988,166	240,942,179	148,615,055	51,338,810	30,734,393	1,506,344	5,300,560	37,964,948	5,787,604	-	4,699,856	88,826,806	1,006,490,585
North Dakota	35,626,214	98,907,551	48,172,839	13,115,178	10,702,211	-	1,056,671	1,418,845	9,169,389	3,247,976	9,797,915	933,553	8,333,052	240,481,394
Ohio	271,932,322	238,336,618	298,181,055	201,824,556	96,499,268	21,194,742	1,560,762	10,304,514	44,027,198	7,996,757	-	6,140,155	100,372,867	1,298,370,814
Oklahoma	116,294,125	150,753,917	166,540,248	94,833,638	11,914,159	-	1,668,337	2,091,035	30,832,809	4,781,023	-	1,957,272	32,560,694	614,327,257
Oregon	89,911,651	114,363,741	112,361,067	102,871,241	19,624,711	-	1,503,164	2,785,143	19,397,040	2,885,993	-	1,832,661	15,689,976	483,226,388
Pennsylvania	221,485,329	233,747,416	264,303,557	515,849,830	105,781,517	104,341,444	1,658,953	11,572,538	41,343,376	6,598,307	-	6,273,805	76,116,097	1,589,272,169
Rhode Island	12,515,812	54,162,731	38,607,402	85,436,543	10,515,930	-	807,555	1,418,845	6,416,600	1,026,909	-	933,553	-	211,841,880
South Carolina	127,099,922	127,663,835	167,028,588	66,628,140	12,368,241	6,697,561	1,130,738	2,640,958	33,850,820	3,883,962	-	2,272,084	56,863,771	608,128,620
South Dakota	50,258,311	97,116,053	63,322,422	15,258,427	12,451,139	-	1,061,630	1,418,845	12,868,395	2,152,893	-	933,553	16,327,401	273,169,069
Tennessee	183,618,850	187,133,585	201,034,408	68,785,154	37,467,787	23,019,894	1,531,600	4,178,470	36,048,258	4,306,711	-	3,178,604	67,755,860	818,061,181
Texas	595,017,557	750,231,237	796,435,271	195,111,811	150,675,521	-	3,729,379	20,853,244	124,778,876	15,847,497	52,147,811	14,208,203	337,679,925	3,056,716,332
Utah	101,909,484	70,210,796	75,728,060	14,904,473	12,162,308	-	1,458,072	2,463,739	11,030,598	1,431,473	-	1,604,049	19,168,132	312,071,184
Vermont	23,249,186	54,758,506	45,167,140	40,856,167	12,246,320	-	959,702	1,418,845	7,508,434	1,026,909	7,920,894	933,553	549,161	196,594,817
Virginia	197,951,257	193,576,113	237,107,664	133,961,114	55,555,702	35,559,854	1,425,686	6,642,914	37,000,685	4,188,875	-	4,005,844	78,722,414	985,698,122
Washington	111,019,501	126,970,585	142,404,011	171,541,897	37,170,097	-	1,760,934	6,065,767	22,040,930	3,755,454	12,018,055	3,339,299	13,899,600	651,986,130
West Virginia	74,131,805	74,722,326	80,857,308	83,773,393	14,774,720	33,737,730	1,223,958	1,418,845	16,218,145	1,843,724	-	933,553	39,675,927	423,311,434
Wisconsin	123,711,986	210,881,595	201,825,695	28,356,893	27,454,262	-	2,023,714	4,006,203	34,465,156	5,075,724	-	2,868,261	78,590,058	719,259,547
Wyoming	60,081,528	102,389,670	38,286,739	12,823,300	10,464,034	-	1,376,502	1,418,845	6,471,415	1,026,909	-	933,553	12,875,055	248,147,550
Apportioned	6,872,134,239	8,352,308,313	8,791,316,738	5,609,554,967	2,320,916,945	438,770,031	78,567,845	283,768,979	1,467,154,983	205,381,721	196,046,186	168,039,584	2,692,857,143	37,476,819,674

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF ESTIMATED FY 2013 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

State	National Highway Performance Program	Surface Transportation Program	Highway Safety Improvement Program	CMAQ Program	Metropolitan Planning	Subtotal	Transportation Alternatives	Apportioned Total
Alabama	448,583,042	206,334,115	49,294,840	10,953,027	2,922,380	718,087,403	16,797,235	734,884,638
Alaska	272,092,302	125,153,916	29,900,253	25,304,300	2,063,965	454,514,736	6,454,239	460,968,975
Arizona	405,470,434	186,503,669	44,557,191	49,761,109	5,556,382	691,848,785	16,855,672	708,704,457
Arkansas	303,976,340	139,819,573	33,403,993	11,838,189	1,635,099	490,673,194	10,835,135	501,508,329
California	1,897,402,894	872,745,758	208,505,813	445,253,227	47,520,287	3,471,427,979	72,311,960	3,543,739,939
Colorado	293,412,256	134,960,425	32,243,105	40,621,101	5,028,201	506,265,088	11,698,429	517,963,517
Connecticut	274,430,415	126,229,375	30,157,189	42,704,595	4,409,933	477,931,507	8,576,285	486,507,792
Delaware	93,874,793	43,179,457	10,315,911	11,208,340	1,695,391	160,273,893	3,581,034	163,854,927
Dist. of Col.	89,187,466	41,023,434	9,800,820	9,725,084	1,691,489	151,428,294	3,127,996	154,556,290
Florida	1,116,917,809	513,747,124	122,738,221	13,002,282	19,599,096	1,786,004,532	49,223,461	1,835,227,993
Georgia	729,254,436	335,434,144	80,137,850	64,973,910	7,354,585	1,217,154,924	32,608,184	1,249,763,108
Hawaii	94,671,280	43,545,816	10,403,437	9,955,280	1,663,831	160,239,645	3,591,034	163,830,679
Idaho	164,181,553	75,518,360	18,041,929	12,344,291	1,544,052	271,630,185	5,420,037	277,050,222
Illinois	780,812,488	359,149,229	85,803,570	105,878,818	16,244,500	1,347,888,606	28,340,786	1,376,229,392
Indiana	541,865,881	249,241,292	59,545,701	45,183,445	4,968,896	900,805,214	22,152,019	922,957,233
Iowa	280,409,241	128,979,447	30,814,202	10,551,629	1,834,310	452,588,829	10,241,972	462,830,801
Kansas	219,648,357	101,031,348	24,137,182	9,087,456	1,841,325	355,745,668	10,298,554	366,044,222
Kentucky	391,819,968	180,224,883	43,057,139	13,191,338	2,414,758	630,708,086	12,882,145	643,590,231
Louisiana	415,906,373	191,303,873	45,703,997	11,052,399	4,109,474	668,076,116	11,768,480	679,844,596
Maine	104,332,834	47,989,828	11,465,147	9,929,418	1,758,479	175,475,706	3,331,124	178,806,830
Maryland	325,128,137	149,548,735	35,728,367	51,531,127	6,587,976	568,524,342	11,939,521	580,463,863
Massachusetts	322,999,805	148,569,769	35,494,484	61,090,663	8,571,678	576,726,399	11,564,595	588,290,994
Michigan	581,671,181	267,550,480	63,919,910	70,860,673	9,815,590	993,817,834	26,027,041	1,019,844,875
Minnesota	365,389,784	168,067,828	40,152,723	30,499,886	4,283,880	608,394,102	16,469,181	624,863,283
Mississippi	283,855,184	130,564,472	31,192,877	10,777,315	1,617,097	458,006,945	10,472,229	468,479,174
Missouri	550,626,708	253,270,998	60,508,429	22,525,705	4,917,248	891,849,088	19,314,760	911,163,848
Montana	229,679,398	105,645,312	25,239,494	13,841,580	1,654,709	376,060,492	5,811,893	381,872,385
Nebraska	166,803,603	76,724,420	18,330,066	9,867,722	1,573,700	273,299,512	6,677,429	279,976,941
Nevada	198,103,783	91,121,520	21,769,646	31,442,304	3,137,189	345,574,442	6,162,394	351,736,836
New Hampshire	92,263,437	42,438,284	10,138,839	9,929,403	1,501,460	156,271,424	3,769,144	160,040,568
New Jersey	530,716,014	244,112,703	58,320,441	99,929,621	11,830,828	944,909,607	17,557,243	962,466,850
New Mexico	214,011,859	98,438,736	23,517,787	10,986,656	1,533,838	348,488,875	7,220,122	355,708,997
New York	889,926,698	409,338,340	97,794,143	176,895,488	23,871,729	1,597,826,398	28,066,018	1,625,892,416
North Carolina	591,736,190	272,180,069	65,025,955	49,025,413	5,508,060	983,475,686	23,014,899	1,006,490,585
North Dakota	142,997,782	65,774,490	15,714,042	10,155,049	1,604,367	236,245,729	4,235,665	240,481,394
Ohio	743,787,447	342,118,873	81,734,884	92,087,596	11,028,128	1,270,756,928	27,613,886	1,298,370,814
Oklahoma	373,597,461	171,843,102	41,054,666	11,285,710	2,457,362	600,238,301	14,088,956	614,327,257
Oregon	288,011,418	132,476,209	31,649,606	18,673,150	3,449,054	474,259,438	8,966,950	483,226,388
Pennsylvania	922,872,241	424,492,255	101,414,532	100,925,293	12,401,019	1,562,105,340	27,166,829	1,589,272,169
Rhode Island	125,382,905	57,672,200	13,778,341	10,097,364	1,779,652	208,710,462	3,131,418	211,841,880
South Carolina	368,183,784	169,352,980	40,459,756	11,758,881	2,798,990	592,554,392	15,574,228	608,128,620
South Dakota	162,058,244	74,541,704	17,808,598	11,821,612	1,685,837	267,915,995	5,253,074	273,169,069
Tennessee	483,993,455	222,621,794	53,186,094	35,570,454	4,569,739	799,941,536	18,119,645	818,061,181
Texas	1,792,222,471	824,366,066	196,947,524	144,120,899	21,210,687	2,978,867,647	77,848,685	3,056,716,332
Utah	185,525,553	85,335,929	20,387,423	11,536,029	2,864,349	305,649,284	6,421,900	312,071,184
Vermont	114,677,252	52,747,935	12,601,896	11,456,187	2,006,944	193,490,214	3,104,603	196,594,817
Virginia	575,925,533	264,907,663	63,288,520	52,779,964	7,192,602	964,094,282	21,603,840	985,698,122
Washington	380,508,919	175,022,156	41,814,167	35,368,899	6,937,912	639,652,053	12,334,077	651,986,130
West Virginia	255,430,498	117,490,009	28,069,286	13,845,750	1,628,975	416,464,519	6,846,915	423,311,434
Wisconsin	427,051,757	196,430,400	46,928,765	25,876,282	4,274,619	700,561,823	18,697,724	719,259,547
Wyoming	148,390,385	68,254,918	16,306,636	10,090,704	1,515,547	244,558,191	3,589,359	248,147,550
Apportioned Total	21,751,779,050	10,005,135,419	2,390,305,390	2,209,172,618	311,667,197	36,668,059,674	808,760,000	37,476,819,674

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF ESTIMATED FY 2014 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

State	National Highway Performance Program	Surface Transportation Program	Highway Safety Improvement Program	CMAQ Program	Metropolitan Planning	Subtotal	Transportation Alternatives	Apportioned Total
Alabama	452,372,840	208,077,303	49,711,301	11,045,562	2,947,069	724,154,075	17,028,603	741,182,677
Alaska	274,404,054	126,217,250	30,154,292	25,519,291	2,081,501	458,376,387	6,543,141	464,919,528
Arizona	408,893,950	188,078,379	44,933,401	50,181,258	5,603,296	697,690,284	17,087,845	714,778,129
Arkansas	306,546,518	141,001,773	33,686,431	11,938,283	1,648,924	494,821,929	10,984,380	505,806,309
California	1,913,458,153	880,130,673	210,270,127	449,020,827	47,922,390	3,500,802,170	73,307,997	3,574,110,167
Colorado	295,891,547	136,100,821	32,515,555	40,964,344	5,070,688	510,542,954	11,859,565	522,402,519
Connecticut	276,756,686	127,299,386	30,412,823	43,066,590	4,447,315	481,982,799	8,694,417	490,677,215
Delaware	94,668,395	43,544,489	10,403,120	11,303,094	1,709,724	161,628,822	3,630,359	165,259,181
Dist. of Col.	89,942,225	41,370,599	9,883,761	9,807,384	1,705,803	152,709,773	3,171,081	155,880,854
Florida	1,126,329,717	518,076,306	123,772,496	13,111,848	19,764,252	1,801,054,619	49,901,473	1,850,956,092
Georgia	735,402,552	338,262,084	80,813,467	65,521,684	7,416,589	1,227,416,376	33,057,334	1,260,473,711
Hawaii	95,471,582	43,913,930	10,491,383	10,039,437	1,677,896	161,594,227	3,640,498	165,234,725
Idaho	165,571,558	76,157,718	18,194,677	12,448,801	1,557,124	273,929,878	5,494,694	279,424,572
Illinois	787,418,697	362,187,878	86,529,527	106,774,625	16,381,940	1,359,292,667	28,731,157	1,388,023,824
Indiana	546,440,384	251,345,420	60,048,394	45,564,889	5,010,844	908,409,930	22,457,144	930,867,075
Iowa	282,779,355	130,069,625	31,074,654	10,640,815	1,849,814	456,414,264	10,383,046	466,797,310
Kansas	221,497,676	101,881,977	24,340,404	9,163,967	1,856,828	358,740,852	10,440,408	369,181,260
Kentucky	395,136,259	181,750,273	43,421,567	13,302,987	2,435,196	636,046,282	13,059,586	649,105,868
Louisiana	419,432,607	192,925,830	46,091,495	11,146,106	4,144,316	673,740,355	11,930,581	685,670,936
Maine	105,216,670	48,396,365	11,562,271	10,013,534	1,773,376	176,962,216	3,377,007	180,339,224
Maryland	327,878,987	150,814,039	36,030,658	51,967,122	6,643,716	573,334,522	12,103,978	585,438,500
Massachusetts	325,734,242	149,827,524	35,794,972	61,607,842	8,644,244	581,608,823	11,723,887	593,332,710
Michigan	586,576,889	269,806,952	64,458,999	71,458,299	9,898,373	1,002,199,512	26,385,542	1,028,585,054
Minnesota	368,469,739	169,484,511	40,491,180	30,756,977	4,319,990	613,522,397	16,696,030	630,218,428
Mississippi	286,254,077	131,667,888	31,456,492	10,868,396	1,630,763	461,877,615	10,616,475	472,494,090
Missouri	555,283,580	255,413,012	61,020,174	22,716,214	4,958,835	899,391,814	19,580,805	918,972,619
Montana	231,629,302	106,542,206	25,453,769	13,959,090	1,668,757	379,253,125	5,891,947	385,145,072
Nebraska	168,211,919	77,372,201	18,484,826	9,951,035	1,586,987	275,606,968	6,769,405	282,376,373
Nevada	199,783,169	91,893,985	21,954,194	31,708,850	3,163,784	348,503,983	6,247,276	354,751,258
New Hampshire	93,042,564	42,796,658	10,224,458	10,013,252	1,514,140	157,591,071	3,821,061	161,412,133
New Jersey	535,212,988	246,181,171	58,814,614	100,776,365	11,931,075	952,916,214	17,799,079	970,715,293
New Mexico	215,822,889	99,271,753	23,716,801	11,079,628	1,546,817	351,437,888	7,319,573	358,757,461
New York	897,472,116	412,808,995	98,623,309	178,395,332	24,074,130	1,611,373,882	28,452,604	1,639,826,487
North Carolina	596,735,368	274,479,534	65,575,315	49,439,596	5,554,594	991,784,407	23,331,910	1,015,116,316
North Dakota	144,209,946	66,332,047	15,847,247	10,241,131	1,617,967	238,248,338	4,294,008	242,542,345
Ohio	750,077,672	345,012,179	82,426,118	92,866,383	11,121,394	1,281,503,746	27,994,244	1,309,497,990
Oklahoma	376,753,595	173,294,825	41,401,494	11,381,051	2,478,122	605,309,087	14,283,020	619,592,107
Oregon	290,451,367	133,598,510	31,917,733	18,831,344	3,478,274	478,277,227	9,090,462	487,367,689
Pennsylvania	930,697,830	428,091,780	102,274,487	101,781,099	12,506,175	1,575,351,371	27,541,030	1,602,892,400
Rhode Island	126,447,660	58,161,954	13,895,347	10,183,111	1,794,764	210,482,836	3,174,551	213,657,387
South Carolina	371,288,798	170,781,189	40,800,967	11,858,048	2,822,595	597,551,597	15,788,750	613,340,347
South Dakota	163,430,565	75,172,929	17,959,403	11,921,718	1,700,112	270,184,726	5,325,431	275,510,157
Tennessee	488,084,278	224,503,444	53,635,635	35,871,104	4,608,363	806,702,824	18,369,228	825,072,052
Texas	1,807,338,264	831,318,856	198,608,600	145,336,430	21,389,580	3,003,991,730	78,920,986	3,082,912,716
Utah	187,095,241	86,057,937	20,559,917	11,633,633	2,888,583	308,235,311	6,510,357	314,745,667
Vermont	115,650,473	53,195,586	12,708,843	11,553,411	2,023,976	195,132,289	3,147,366	198,279,655
Virginia	580,794,115	267,147,058	63,823,529	53,226,139	7,253,404	972,244,245	21,901,415	994,145,660
Washington	383,731,738	176,504,551	42,168,323	35,668,465	6,996,675	645,069,752	12,503,968	657,573,720
West Virginia	257,597,711	118,486,859	28,307,441	13,963,225	1,642,797	419,998,032	6,941,226	426,939,258
Wisconsin	430,652,321	198,086,546	47,324,431	26,094,451	4,310,659	706,468,408	18,955,269	725,423,678
Wyoming	149,650,773	68,834,657	16,445,140	10,176,412	1,528,420	246,635,401	3,638,800	250,274,201
Apportioned Total	21,935,691,598	10,089,729,416	2,410,515,560	2,227,860,477	314,302,948	36,978,100,000	819,900,000	37,798,000,000

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF ESTIMATED FY 2012, FY 2013, AND FY 2014 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

State	Summary of Funding		
	FY 2012 Estimated Apportionments	FY 2013 Estimated Apportionments	FY 2014 Estimated Apportionments
Alabama	734,884,638	734,884,638	741,182,677
Alaska	460,968,975	460,968,975	464,919,528
Arizona	708,704,457	708,704,457	714,778,129
Arkansas	501,508,329	501,508,329	505,806,309
California	3,543,739,939	3,543,739,939	3,574,110,167
Colorado	517,963,517	517,963,517	522,402,519
Connecticut	486,507,792	486,507,792	490,677,215
Delaware	163,854,927	163,854,927	165,259,181
Dist. of Col.	154,556,290	154,556,290	155,880,854
Florida	1,835,227,993	1,835,227,993	1,850,956,092
Georgia	1,249,763,108	1,249,763,108	1,260,473,711
Hawaii	163,830,679	163,830,679	165,234,725
Idaho	277,050,222	277,050,222	279,424,572
Illinois	1,376,229,392	1,376,229,392	1,388,023,824
Indiana	922,957,233	922,957,233	930,867,075
Iowa	462,830,801	462,830,801	466,797,310
Kansas	366,044,222	366,044,222	369,181,260
Kentucky	643,590,231	643,590,231	649,105,868
Louisiana	679,844,596	679,844,596	685,670,936
Maine	178,806,830	178,806,830	180,339,224
Maryland	580,463,863	580,463,863	585,438,500
Massachusetts	588,290,994	588,290,994	593,332,710
Michigan	1,019,844,875	1,019,844,875	1,028,585,054
Minnesota	624,863,283	624,863,283	630,218,428
Mississippi	468,479,174	468,479,174	472,494,090
Missouri	911,163,848	911,163,848	918,972,619
Montana	381,872,385	381,872,385	385,145,072
Nebraska	279,976,941	279,976,941	282,376,373
Nevada	351,736,836	351,736,836	354,751,258
New Hampshire	160,040,568	160,040,568	161,412,133
New Jersey	962,466,850	962,466,850	970,715,293
New Mexico	355,708,997	355,708,997	358,757,461
New York	1,625,892,416	1,625,892,416	1,639,826,487
North Carolina	1,006,490,585	1,006,490,585	1,015,116,316
North Dakota	240,481,394	240,481,394	242,542,345
Ohio	1,298,370,814	1,298,370,814	1,309,497,990
Oklahoma	614,327,257	614,327,257	619,592,107
Oregon	483,226,388	483,226,388	487,367,689
Pennsylvania	1,589,272,169	1,589,272,169	1,602,892,400
Rhode Island	211,841,880	211,841,880	213,657,387
South Carolina	608,128,620	608,128,620	613,340,347
South Dakota	273,169,069	273,169,069	275,510,157
Tennessee	818,061,181	818,061,181	825,072,052
Texas	3,056,716,332	3,056,716,332	3,082,912,716
Utah	312,071,184	312,071,184	314,745,667
Vermont	196,594,817	196,594,817	198,279,655
Virginia	985,698,122	985,698,122	994,145,660
Washington	651,986,130	651,986,130	657,573,720
West Virginia	423,311,434	423,311,434	426,939,258
Wisconsin	719,259,547	719,259,547	725,423,678
Wyoming	248,147,550	248,147,550	250,274,201
All States	37,476,819,674	37,476,819,674	37,798,000,000

Moving Ahead for Progress in the 21st Century Act			
Transit Funding Levels (Dollars)			
Program	Division G: Surface Transportation Extension Act of 2012, Part II, Title III - Public Transportation Programs	Division B: Federal Public Transportation Act of 2012	
	FY 2012	FY 2013	FY 2104
Total All Programs	10,458,278,000	10,578,000,000	10,695,000,000
Programs Funded from the Highway Trust Fund			
Formula Programs Total	8,360,565,000	8,478,000,000	8,595,000,000
§ 20005(b) Pilot Program for Transit Oriented Development Planning	---	10,000,000	10,000,000
§ 5305 Planning	113,500,000	126,900,000	128,800,000
§ 5307 Urbanized Area Subtotal	4,160,365,000	4,397,950,000	4,458,650,000
§ 5308 Clean Fuels Formula	51,500,000	---	---
§ 5309(m)(2)(B) Fixed-Guideway Modernization	1,666,500,000	---	---
§ 5309(m)(2)(C) Bus and Bus Facilities	984,000,000	---	---
§ 5310 Elderly and Disabled	133,500,000	254,800,000	258,300,000
§ 5311 Rural Area Subtotal	465,000,000	599,500,000	607,800,000
Basic Rural Formula	440,700,000	537,510,000	545,644,000
§ 5311(b)(3) RTAP	9,300,000	11,990,000	12,156,000
§ 5311(c)(1) Public Transportation on an Indian Reservations	15,000,000	30,000,000	30,000,000
§ 5311(c)(2) Appalachian Development Public Transportation Assistance	---	20,000,000	20,000,000
§ 5316 Job Access and Reverse Commute	164,500,000	---	---
§ 5317 New Freedom	92,500,000	---	---
§ 5318 Bus Testing Facility	---	3,000,000	3,000,000
§ 5320 Alternative Transportation in Parks	26,900,000		
§ 5322(d) National Transit Institute	---	5,000,000	5,000,000
§ 5335 National Transit Database	3,500,000	3,850,000	3,850,000
§ 5337 State of Good Repair	---	2,136,300,000	2,165,900,000
§ 5339 Alternatives Analysis	25,000,000	---	---
§ 5339 Bus and Bus Facilities Formula	---	422,000,000	427,800,000
§ 5340 Growing States and High Density States	465,000,000	518,700,000	525,900,000
§ 3038 Over-the Road Bus Subtotal	8,800,000	---	---
Programs Funded from General Funds			
General Funds Programs Total	2,097,713,000	2,100,000,000	2,100,000,000
§ 5309(m)(2)(C) New Starts Total	1,955,000,000	1,907,000,000	1,907,000,000
§ 5309(m)(2)(A)(i) Projects Less Than $75,000,000	200,000,000	---	---
§ 5309(m)(2)(A)(ii) Grants of $75,000,000 or More	1,755,000,000	---	---
§ 5312 Research, Development Demonstration and Deployment	---	70,000,000	70,000,000
§ 5313(a) TCRP	6,300,000	7,000,000	7,000,000
§ 5315 National Transit Institute	2,709,000	---	---
§ 5314 Technical Assistance and Standards Development	---	7,000,000	7,000,000
§ 5314 National Research	28,061,000	---	---
§ 5314(a)(2) Project Action	1,890,000	---	---
§ 5314(c) National Technical Assistance Center	630,000	---	---
§ 5324 Emergency Relied Program	---	ssaan	ssaan
§ 5334 FTA Administration	98,713,000	104,000,000	104,000,000
§ 5322 (a),(b),(c),(e) Human Resources and Training	---	5,000,000	5,000,000
§ 5506 University Centers	4,410,000	---	---
ssaan = such sums as are necessary			

6/29/2012

	MAP-21 STATE-BY-STATE TRANSIT FUNDING		
State	FY 2012 Total Formula Funding	FY 2013 Total Transit Formula Funding	FY 2014 Total Transit Formula Funding
Alabama	41,494,925	52,860,717	53,511,302
Alaska	46,883,415	51,619,008	51,983,590
American Samoa	293,313	739,200	742,861
Arizona	99,425,267	111,152,624	112,667,762
Arkansas	25,700,366	33,540,421	34,009,634
California	1,048,515,059	1,231,130,409	1,248,470,329
Colorado	88,927,240	103,970,604	105,417,879
Connecticut	131,158,983	144,072,102	146,076,142
Delaware	16,713,963	21,769,713	22,061,484
District of Columbia	191,885,507	222,911,631	226,042,758
Florida	289,677,762	334,228,148	338,975,840
Georgia	159,614,164	178,445,938	180,938,863
Guam	827,237	1,235,877	1,247,137
Hawaii	40,015,857	45,267,039	45,886,470
Idaho	17,800,271	24,125,169	24,439,553
Illinois	456,967,272	523,595,668	530,988,184
Indiana	68,057,146	77,657,238	78,759,694
Iowa	31,999,141	37,630,024	38,160,092
Kansas	27,368,158	32,052,177	32,501,770
Kentucky	43,111,546	50,484,670	51,181,304
Louisiana	51,827,699	57,968,531	58,782,779
Maine	12,323,482	17,865,063	18,089,346
Maryland	168,702,617	197,632,007	200,404,806
Massachusetts	297,745,877	345,329,934	350,176,203
Michigan	114,740,307	129,695,963	131,546,805
Minnesota	94,386,409	102,598,735	103,943,878
Mississippi	22,919,960	26,815,209	27,190,411
Missouri	77,082,419	89,995,572	91,273,800
Montana	13,422,867	19,849,778	20,086,850
Nebraska	18,718,527	23,092,102	23,411,142
N. Mariana Islands	1,077,631	739,114	742,772
Nevada	41,314,665	48,226,145	48,901,906
New Hampshire	10,792,226	13,995,864	14,180,252
New Jersey	435,648,706	506,691,921	513,825,285
New Mexico	31,818,280	40,432,165	40,976,137
New York	1,229,732,146	1,428,325,620	1,448,383,412
North Carolina	95,545,881	107,789,739	109,310,851
North Dakota	9,695,558	15,736,549	15,925,887
Ohio	147,967,566	165,036,565	167,374,744
Oklahoma	33,256,925	41,205,662	41,743,661
Oregon	78,433,266	93,619,933	94,938,449
Pennsylvania	353,211,283	392,682,019	398,157,036
Puerto Rico	61,722,074	73,074,339	74,096,479
Rhode Island	24,379,022	29,336,060	29,732,367
South Carolina	39,880,775	45,051,571	45,686,202
South Dakota	10,014,453	14,867,306	15,050,899
Tennessee	70,970,138	81,645,967	82,794,593
Texas	366,059,003	404,695,654	410,376,395
Utah	55,333,297	64,259,956	65,148,916
Vermont	5,854,671	9,454,303	9,573,985
Virgin Islands	1,171,295	1,862,490	1,881,829
Virginia	102,711,213	119,359,624	120,964,504
Washington	199,992,532	230,440,963	233,474,700
West Virginia	19,218,869	23,141,395	23,440,201
Wisconsin	67,616,819	76,454,691	77,522,766
Wyoming	7,951,724	10,603,135	10,742,006
Subotal Formula Grants to States	7,199,676,777	8,328,060,025	8,443,914,899
Other Formula Funded Programs			
FTA program mgt oversight	54,300,000	60,247,284	61,084,779
Bus Discretionary Grants (now formula)	984,000,000	-	-
Repealed Discrectionary programs	139,900,000	-	-
State safety oversight agency formula grants	0	21,982,415	22,290,046
Formula Program Total (HTF)	**8,360,565,000**	**8,478,000,000**	**8,656,084,780**
General Fund Programs			
Capital Investment Grants	1,955,000,000	1,907,000,000	1,907,000,000
Transit Research & Development	44,000,000	35,000,000	35,000,000
Deployment of Clean Fuels Technology	*51,500,000*	35,000,000	35,000,000
Transit Cooperative Research Program	*6,266,667*	7,000,000	7,000,000
Technical assistance and standards		7,000,000	7,000,000
Training and Human Resources		5,000,000	5,000,000
Administrative Expenses	98,713,000	98,000,000	98,000,000
Admin funds: transit safety and asset management		6,000,000	6,000,000
Total General Funds	2,097,713,000	2,100,000,000	2,100,000,000
GRAND TOTAL, FTA	**10,458,278,000**	**10,578,000,000**	**10,756,084,780**

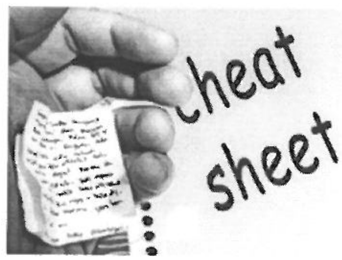
Transportation Issues Daily

Mobility 21 We're All In This TOGETHER
Register for the largest one-day transportation conference in California!
SEPT. 28, 2012 | DISNEYLAND HOTEL

Cheat Sheet for MAP-21, New Federal Transportation Bill

Posted on June 29, 2012 by Larry Ehl

This is based on an initial skim of the bill (which ~~is expected to pass Friday or Saturday~~ will be signed into law on July 6) and information gathered from others. We'll have more details on most of these aspects in the coming weeks. Part Two coming later today.



Cheat sheet for MAP-21, the new federal transportation funding and policy bill.

Name: MAP-21 (Moving Ahead for Progress in the 21st Century)

Expires: October 1, 2014

Total funding: There are different numbers being reported, but it appears total funding is $118 billion over 27-months – roughly $105 billion per year

Annual Funding: Roughly ~~$54.6~~ 452 billion (basically level with current funding with a slight bump for inflation) (SAFETEA-LU average annual funding: $50.1b; TEA-21: $34.1b)

Highways/Transit funding split: current 80/20 (roughly) split maintained

Highway funding: about $40.4b in FY 2013, and about $41b in FY 2014 (contract authority)

Transit funding: about $10.5 billion for FY 2013, about $10.7b for FY 2014

Distribution of highway funding: formulas eliminated, state distribution based on a state's 2012 share of funding

Non-transportation funding/offsets to fund bill: about $18 billion

Nat'l Highway Traffic Safety: $670 million in FY 2013 and $680 in FY 2014

Commercial Safety: $561m in FY 20113, $572m in FY 2014

Research: $400m annually, authorizes 35 competitive grants for University Transportation Centers

New Starts: $1.9b in each fiscal year. Enables more bus rapid transit projects to be funded. Also authorizes a new "core capacity" funding criteria that gives existing systems some additional spending flexibility

Mega-projects program: $500m FY 2013 competitive grant program (Projects of National and Regional Significance). Applicants restricted to States, tribal governments and transit agencies. Subject to being funded through Appropriations.

TIFIA: increased from current $122m/year to $750m in year one and $1b in year two

Enhancements program: merges with Safe Routes to School, Recreational Trails, Scenic Byways to become new program, "Transportation Alternatives"

Advertise With Us

Contact Us To Advertise Here

(Click here for details)

Contact Our Web Designer

Web Redesign Done By WebPrem
Want Your Website ReDesigned Next?

Transportation Alternatives funding: Initial analysis indicates funding drops from $1m annually to $700m. Adds eligible expenses such as truck stop electrification, HOV lanes, turning lanes, and diesel retrofits. 50% of funds are directed to MPOs; all funds to be distributed through competitive grants

Local funding: Increase allocation to MPOs to about 14% of highways funding from current approximate 12.5%

Tolling: expands tolling authority if road capacity is increased, though there must be more free lanes than tolled lanes.

Like 25 Tweet 39 1 42

Posted in: Federal
Tagged: Authorization, Slider

3 comments on "Cheat Sheet for MAP-21, New Federal Transportation Bill"

Pingback: Today's Headlines | Streetsblog Capitol Hill

Pingback: Radials Blog » A Conservative Argument for Progressive Transportation Policy

Pingback: Moving Ahead for Progress in The 21st Century Bill » DisabilityVoice

Tell us what you think:

Your email address will not be published. Required fields are marked *

Name *
Email *
Website

Post Comment

News You Need?
MAP-21 Annotated – Funding Sources
Wash. State Gubernatorial Candidates Talk Transportation Issues with Seattle Times Ed Board
MAP-21 Annotated – Ferries Funding Reform
Infographic: Two Green Benefits of Transit, Vanpools
See How Your Representative Voted on MAP-21

Our Sponsors

Contact Us To Advertise Here

Contact Us To Advertise Here

Sign up to receive the Monday Update email with stories about federal transportation issues not published on the website:

Email: Go

Privacy by SafeSubscribe

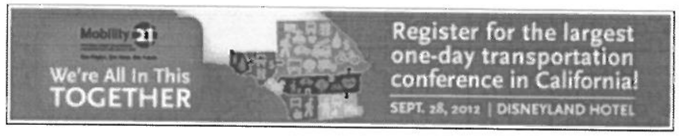
Follow Us:

Transportation Issues Daily is a once-a-week email newsletter and daily blog about national and federal transportation issues. ***We save you time and keep you informed by providing short stories and analysis about policy and funding issues in kitchen-table language.*** *You'll find non-partisan coverage of all modes.* **Learn more.**

Created by Webprem **Logo by Thirty-Sixty Graphics**
Copyright © 2012 **All Rights Reserved**

Home About Services Advertising Contact SiteMap

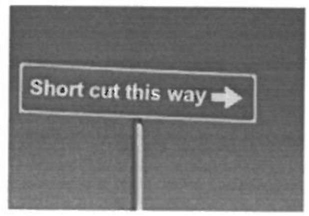
Transportation Issues Daily



Part 2 – Cheat Sheet for MAP-21, New Federal Transportation Bill

Posted on June 29, 2012 by Larry Ehl

This is based on an initial skim of the bill (which ~~is expected to pass Friday or Saturday~~ will be signed into law on July 6(and information gathered from others. We'll have more details on most of these aspects in the coming weeks. **See part one also.**



A shortcut about some of the provisions in MAP-21, the federal transportation bill replacing SAFETEA-LU.

Program Consolidation: About 60 programs are eliminated or consolidated into four core programs

Keystone: Excluded

EPA/Coal Ash: Excluded

Environmental/Project Streamlining: includes a number of provisions, including reductions in USDOT office funding if defined decision deadlines are not met

Complete Streets: Senate proposal not in final bill. Safety provisions require consideration of all users when constructing/repairing roads.

Transit benefit parity: not included in final bill

Performance measures: included for first time, directs states to set some targets and incorporate into planning and programming processes

National Highway Performance Program: new program formed by consolidating by consolidating –Interstate Maintenance, National Highway System and Highway Bridge programs

Ferries: funding to be distributed by formula instead of congressional discretion

National Strategic Plan: directs USDOT to identify projects of national and regional significance, and update it every two years

National Freight Program: Senate proposal were excluded from final bill. Does increase federal funding share of projects that meet certain freight criteria

High Risk Rural Roads: this funding set-aside is eliminated, but there are provisions for directing funding if fatalities increase. Includes provision to maintain and expand intercity bus service and vanpooling.

Buy America: current law retained, refinement provisions not accepted

Transit Oriented Development: creates $10m pilot program for grants to communities with a New Starts Grant to do station area planning

Commuter Benefit: does not restore parity between parking and transit benefit

MPOs: retains current law. No tiering of MPOs or dissolution of smaller MPOs

Advertise With Us

Contact Us To Advertise Here

(Click here for details)

Contact Our Web Designer

Web Redesign Done By
WebPrem
Want Your Website ReDesigned Next?

Federal Lands Highways: reformed into Federal Lands and Tribal Transportation program.

Bus and Bus Facilities Program: this competitive grant program converted to formula distribution of funds

Safety: provides for enhanced data collection, requires setting of performance-related goals, restricts some funding if goals not met, and/or if strategic safety plan is not updated

Bridges: Bridges on the National Highway System would be funded under the National Highway Performance Program (new core program); bridges not on the NHS would be funded under STP. The 15 percent setaside for bridges of the federal-aid highway system on low volume local roads is retained.

Tweet 6 1 13

Posted in: Federal
Tagged: Authorization, Slider

One comment on "Part 2 – Cheat Sheet for MAP-21, New Federal Transportation Bill"

Kirk Vinish on July 2, 2012 at 9:59 am said:

Larry,

It would be great if you could do a similar summary of the Tribal provisions in the bill.

Thanks,
Kirk

Reply ↓

Tell us what you think:

Your email address will not be published. Required fields are marked *

Name *

Email *

Website

Post Comment

News You Need?
MAP-21 Annotated – Funding Sources
Wash. State Gubernatorial Candidates Talk Transportation Issues with Seattle Times Ed Board
MAP-21 Annotated – Ferries Funding Reform
Infographic: Two Green Benefits of Transit, Vanpools
See How Your Representative Voted on MAP-21

Our Sponsors

Contact Us To Advertise Here

Contact Us To Advertise Here

Sign up to receive the Monday Update email with stories about federal transportation issues not published on the website:

Email: Go

Privacy by SafeSubscribe

Follow Us:

Transportation Issues Daily is a once-a-week email newsletter and daily blog about national and federal transportation issues. ***We save you time and keep you informed by providing short stories and analysis about policy and funding issues in kitchen-table language.*** *You'll find non-partisan coverage of all modes.* **Learn more.**

Created by Webprem **Logo by Thirty-Sixty Graphics**
Copyright © 2012 **All Rights Reserved**

Home **About** **Services** **Advertising** **Contact** **SiteMap**

Association of Metropolitan Planning Organizations
MAP-21 Summary
6-29-12

AMPO DRAFT 6-29-12

Program	2013	2014
Federal-aid Highway (*NHPP, STP, HSIP, CMAQ, Metro Planning*)	$37.5B	$37.8B
TIFIA	$750M	$1B
Federal Lands	$1B	$1B
Territory & Puerto Rico	$190M	$190M
Federal Highway Admin	$454,180,362	$440,000,000

HIGHWAYS

Highway Limitation on Obligations
$39.7B in 2013
$40.3B in 2014

Calculation of State Apportionments - The distribution operates basically the same as the passed Senate bill. Each state is apportioned its share of the total contract authority for the four core programs and metropolitan transportation planning ($37.5 billion in FY 2013 and $37.8billion in FY 2014) based on the state's share of total formula apportionments in FY 2012.

FY 2014 (not 2013) apportionments are adjusted to ensure each state gets at least a 95% rate of return on its highway account tax payments from the most recent fiscal year in which data is available.

- ***CMAQ*** – Apportionment is based on the percent the program had in 2009 (excluding high-priority projects) ($2.26B in FY13, $2.28B in FY14)
- ***Metropolitan planning*** – Apportionment is based on the percent the program had in 2009 (excluding high-priority projects)
  - *State shall reimburse MPOs within 15 days (current law 30 days) after receipt of a request for reimbursement for eligible expenditures*
- ***Remaining federal-aid highway programs*** - After funds are apportioned for CMAQ and Metropolitan Transportation Planning, the remainder is apportioned using the following percentages:

- National Highway Performance Program – 63.7% ($22.25B in FY13, $22.4B in FY14)
- Surface Transportation Program – 29.3% ($10.2B in FY13, $10.3B in 2014)
- Highway Safety Improvement Program – 7% ($2.44 in FY13, $2.46B in FY14)

Equity Bonus program – Eliminated

National Highway Performance Program (Old NHS, Bridge, and Interstate Maintenance) – Targets funding only to projects on NHS facilities that support progress toward the achievement of national performance goals. Requires states to develop a risk-based asset management plan to improve or preserve condition and performance of the system (within 18-months the Secretary establishes by regulation the process to develop the plan).

Surface Transportation Program – Targets funding to states and local governments to improve the condition and performance of Federal-aid highways and bridges on any public road. STP would continue to provide broad eligibility and would be suballocated within the state to local governments based on population. It would require expenditures on bridges off the Federal-aid system if justified. The distribution of suballocated STP funds by population has changed to 50% by population and 50% to the state (from 62.5% by population and 37.5% to the state).

Highway Safety Improvement Program – Targets funding to projects that improve the safety of road infrastructure. Continues to set-aside $225 million in HSIP funds for highway-railway grade crossings. Eliminates set-aside for high-risk rural roads, but continues eligibility for these activities under HSIP if fatality rate increases. Penalizes states for failure to update strategic highway safety plan.

National Bridge and Tunnel Inventory – Requires the Secretary to establish a national inventory of all highway bridges and tunnels on public roads; classify according to serviceability, safety; assign priority for maintenance, replacement, or rehabilitation; and update inventory.

Congestion Mitigation and Air Quality Program – Targets funds to projects that reduce congestion and improve air quality. Drops MAP-21 provision requiring CMAQ funds be suballocated. Removes current law prohibition on construction of single-occupancy vehicle lanes. CMAQ funds may be used to establish electric vehicle charging stations or natural gas vehicle refueling stations.

Transportation Alternatives – This replaces the Transportation Enhancement set-aside under STP. Requires 2% of amounts apportioned to states to be set-aside for TA, which includes enhancements, bike/ped facilities, safe routes to schools, recreational trails and boulevards. Retains the requirement under MAP-21 to suballocate 50% by population and let MPOs over 200,000 in population operate competitive grant programs and make awards to projects that are eligible. States are allowed to opt out of the recreational trails program.

AMPO DRAFT 6-29-12

National Freight Program – The conference report establishes a national freight policy (instead of a funding program), which requires the designation of a primary freight network of up to 30,000 miles. The agreement also requires the development of a national freight strategic plan, and encourages states to develop state freight plans. To incentivize states to invest in freight projects, the conference report increases the Federal share for freight mobility projects identified on state freight plans. The Federal share would increase from 80% to 90% for non-Interstate projects, and from 90 to 95% for projects on the Interstate system.

Projects of National and Regional Significance - Authorizes $500M from the General Fund.

TIFIA- Increases annual funding available for Federal credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program from $122 million to $750 million in FY 2013 and $1 billion in FY 2014. Provides funds for eligible projects on a first-come, first-served basis. Eligible projects submit letter of interest, meet creditworthiness standards, satisfy state and metropolitan planning requirements, meets eligible project costs, and other criteria. In addition to providing project-by-project credit assistance, MAP-21 allows credit assistance to be provided for a program of projects through a master credit agreement.

Tolling and Public-Private Partnerships - Expands ability of states to place tolls on any Federal-aid facility (including the Interstate) for any new capacity. In the case of new capacity being added to existing facility, the number of new tolled lanes cannot exceed the number of free lanes. Removes the provision from S. 1813 by Sen. Bingaman (D-NM) that reduced highway formula funds for states that sell or lease toll facilities(IN toll way) to private companies.

Metropolitan Transportation Planning – The conference report retains much of current law including – 50,000 population threshold for new MPOs. New policy different from current law:

- Definition of Regional Transportation Planning Organization.
- Plans and TIPs developed through a performance-driven, outcome-based approach
- Structure – within 2-years of enactment each MPO (not just TMAs) shall include representation by providers of public transportation
- An MPO may restructure to meet the new structure requirements (above bullet) without going through a re-designation
- Lake Tahoe Region language, under Coordination in Multi-State Areas, is stricken
- Scope of the Planning Process – establish and use performance based approach to support national goals
    - MPOs establish targets to track progress towards attainment of outcomes for the region
    - Targets established in coordination with the state and providers of public transportation to ensure consistency
    - Establish target not later than 180-days after the state or the public transportation establish performance targets

AMPO DRAFT 6-29-12

  - MPOs integrate into the planning process directly or by reference goals, objectives, performance measures, and targets of state and transit plans
- Plan shall include: a description of performance measures and targets; system performance report (evaluation of condition and performance with respect to targets).
- MPOs may voluntarily develop multiple scenarios in the plan.
- TIP shall contain projects consistent with current plan, reflect investment priorities in the plan, and designed to make progress toward achieving targets.
- TIP shall include, to the maximum extent practicable, anticipated effect of the TIP toward achieving targets linking investments to targets
- Secretary shall report to Congress in 5-years on the effectiveness of performance based planning of each MPO.

PROJECT DEVILERY/ENVIRONMENTAL STREAMLINING

- Allows States, at their expense, to acquire real property interests before the completion of the NEPA review process without affecting required approvals, and removes the EPA from the decision as to whether the acquisition affected the review process.
- State contracting agency may award 2-phase contract for preconstruction and construction services.
- The federal share of a project may be 100% for projects that use innovative project delivery methods – capped at 10% of allowable apportionments.
- Requires the Secretary to promulgate a rulemaking to allow for the use of programmatic approaches to conduct environmental reviews.
- Allows the Secretary to designate a single modal administration to serve as the lead Federal agency in a multimodal project.
- Participation and cooperating agencies shall carry out obligations of the agency concurrently with the NEPA review, unless it impairs the agency's ability to carry out the obligation.
- Establishes an issues resolution process that may be undertaken (by Governors, lead agencies, the Secretary) when deadlines are not met during federal reviews. In some cases, the President has the final say.
- Agencies may incur financial penalties for failure to render a decision unless they provide adequate reasons for the delay.
- Shortens the statute of limitations for filing a challenge to a project from 180-days to 150 after the Record of Decision.
- The Secretary shall establish and meet a four-year deadline for completion of permits, approval, review, or study required for projects that have been in NEPA review without a ROD for at least 2 years.
- Federal lead agencies may adopt and use all or parts of an approved planning product, including those developed under metropolitan planning, in any class of action in the environmental review process.

AMPO DRAFT 6-29-12

- Expands the modes (to include rail, transit, and multimodal) under which the Secretary can assign and the state may assume responsibilities of the Secretary under NEPA. Expands the opportunity to all states.
- The Secretary, through a rule, shall treat any repair or reconstruction of a road, highway, or bridge damaged in a declared emergency as categorically excluded from environmental assessments or impact statements, if the repair is in the same location with the same capacity, dimensions, and design.
- The Secretary shall designate any project within an existing operational ROW as a categorical exclusion.
- Projects that receive less than $5M of Federal funds, or with a total cost estimate of not more than $30M and federal funds comprising less than 15% of the total estimated costs, are designated a CE.
- The lead agency in an environmental review shall develop a single document that consists of the FEIS and the ROD unless there is significant new information.
- Requires a report on states that have environmental law protections equivalent to the Federal law.

PUBLIC TRANSPORTATION

Program	2013	2014
Formula grants	$4.398B	$4.459M
Elderly and Disabled (includes old New Freedom)	$254.8M	$258.3M
Rural Area formula	$599.5M	$607.8M
Bus and Bus Facilities grants	$422M	$427.8M
State of Good Repair grants (former Rail Modernization)	$2.136B	$2.166B
High Density Formula	$518.7M	$525.9M
Transit - Metropolitan Planning Set-Aside (PL Funds)	$126,900,000	$128,800,000
TOD Pilot Program	$10M	$10
Capital Investment (New Starts)	$1.907B	$1.907B

Public Transportation - Metropolitan Transportation Planning - The planning provisions in the public transportation title essentially mirrors the provision in the highway title. The transit title adds one new provision directing the Secretary to establish a $10M per year pilot program to award planning grants to states or local government authorities for transit oriented development.

AMPO DRAFT 6-29-12

Formula grants for the enhanced mobility of seniors and individuals with disabilities (consolidates current ***Elderly and Disabled and New Freedom*** programs). Formula is based on New Freedom.

Urban Area Formula Grants -Operating Assistance - Allows all transit systems to use 5307 grant funds for bus operations based on the number of buses operated during peak service hours. The federal share depends on the number of buses – 75% for systems operating fewer than 75 buses, 50% for systems operating a minimum of 76 and a maximum of 100 buses.

New Starts Program –Streamlines the process (drops alternative analysis step, limits the number of years a project can remain in the process, narrows the project justification and evaluation criteria). Expands funding to programs of interrelated projects. Defines core capacity projects eligible for funding and deems them entered into project development phase under certain conditions. Retains existing eligibility for Bus Rapid Transit projects. Establishes a 3-project pilot program for expedited project delivery.

Formula Grants for Rural Areas (replaces current Formula Grants for other than urbanized areas) - Adds planning for rural areas as an eligible activity. Establishes a $20M formula grant for public transportation in the Appalachian region that may be used for highway under certain conditions.

- ***Job Access and Reverse Commute*** program (JARC) is eliminate but funding for these activities under the urban and rural formula programs.

State of Good Repair Program - Replaces the existing Rail Modernization program with a program to move all systems towards a state of good repair. Eliminates funding tiers and earmarks (but does target funds to High Intensity Fixed Guideways, uses amounts received in the past as a factors in the apportionment, and limits how much of a decrease a recipient may receive) and replaces these with a new structure that focuses on the age of the system, revenue vehicle miles and directional route miles. Sets aside 2.85% of program funds for a High-Intensity Motorbus program to fund bus systems that operate primarily in HOV lanes.

Bus and Bus Facilities - Converts the existing earmark program to a formula program ($65M will be allocated to all states and territories, with each state receiving $1,250,000 and each territory receiving $500,000; the rest distributed by formula according to population and the bus factors under 5336 formula grants). Provides the Governor transfer authority to other programs.

Safety - Strengthens transit safety; requires public transportation agencies to establish comprehensive safety plans; provides FTA with a regulatory and enforcement role over transit safety but retains the existing State Safety Oversight structure; authorizes FTA to withhold small amount of funds or direct all funds for SSOs that are not meeting established requirements.

AMPO DRAFT 6-29-12

Private Sector Participation - Requires the Secretary to better utilize the private sector in the development of public transportation, improved coordination, more effective utilization, and promote public understanding of public private partnerships.

Transit Asset Management - The Secretary shall establish a national transit asset management system and require that recipients and sub-recipients develop a transit asset management plan. Secretary shall, by rule, establish performance measures based on state of good repair.

AMPO DRAFT 6-29-12

Summary of Provisions in MAP-21 that Impact the Highway and Transportation Construction Industry

Funding

- Provides funding certainty through FY 2014 (Sept. 30, 2014)
- The bill provides current funding levels plus inflation. Obligation limit for the Federal-aid highway program is $39.7 in FY 2013 and $40.25 billion in FY 2014. Federal transit programs are provided $10.6 billion in FY2013 and $10.7 billion in FY 2014.

Funding Distribution

- Eliminates equity bonus program and, instead, distributes highway formula funds to states based on each state's share of total highway funds distributed in FY 2012. Every state is guaranteed a minimum return of 95 percent of its payments into the HTF.

Financing/Supplemental Revenue

- Increases funding for and expands the Transportation Infrastructure Finance & Innovation Act (TIFIA) program
  - Increases available TIFIA resources from $122m/year ($244m total for two years) to $1.75 billion for this two year period – an amount more than 14 times larger than previous amounts.
  - Enables TIFIA loans to be applied to related groups of projects, rather than a single project.
  - Allows TIFIA to pay for a larger share of project costs (increased from 33 percent to 49 percent)
  - Expands opportunities for rural projects
- Does not penalize states pursuing Public Private Partnerships (PPPs) involving leasing of road facilities to private companies.
- New capacity can be tolled on all existing Federal-aid (road, bridge) facilities (this eliminates the cap on slots in the Interstate Tolling and Value Pricing pilot programs). No existing untolled lanes can be tolled, and there have to be as many toll-free lanes as tolled lanes on the facility.
- Supports PPPs for public transportation projects, requiring FTA to provide technical assistance and best practice information to federal transit grant recipients on PPP models and methods to use private providers for public transit.

Consolidation of Federal Highway Programs

- Reduces the number of highway programs by two-thirds
- Four "core" programs are:
  - **National Highway Performance Program** – to improve condition and performance of the National Highway System (NHS). Consolidation of NHS and IM, and aspects of the Bridge program.
  - **Surface Transportation Program** – with broad eligibility for any public road suballocated to local governments based on population. Can also be used for bridges off of the Federal-aid system.
  - **Highway Safety Improvement Program** – for road infrastructure safety, Includes a set-aside for rail grade crossings.
  - **Congestion Mitigation and Air Quality Program**

Transportation Enhancements

Renames enhancements as transportation alternatives and lifts the requirement that a state must spend 10 percent of their Surface Transportation Program funding for these types of projects.

- Sets aside 2 percent of each state's apportionments to be used on eligible transportation alternative projects
- Transportation alternative funding will be split, with 50 percent provided to local governments and 50 percent to states
- States cannot opt out of the transportation alternative set-aside entirely and use funds for transportation improvements

Freight

- Provides incentives for states to create freight plans
  - If a project is on the state freight plan, the federal share would go from 80 percent to 90 percent for non-Interstate projects on the plan, and from 90 to 95 percent for projects on the Interstate system, in order to give states incentives to prioritize freight mobility projects.
- Does not create a separate category or program for freight with formula funding.
- Establishes a national freight policy and requires development of a national freight strategic plan and designation of a primary freight network.
- Authorizes a Projects of Regional and National Significance program (general funded, requires appropriations).

Performance Measures

- Integrates performance measures for Metropolitan Planning Organizations and States that will be developed with the US Department of Transportation (DOT) to assess the condition of the facilities and operation of roads and bridges and establish performance targets.

Environmental Streamlining

- Contains significant reforms in the environmental review and planning process designed to reduce project delivery time and costs, including:
  - Expands the number and types of projects that can be excluded from the federal environmental review process.
  - Encourages early coordination between relevant agencies to avoid delays later in the review process and directs DOT to develop specific review deadlines.
  - Designates U.S. DOT as the lead agency for the review and approval of transportation projects. DOT to encourage deadlines for actions by other federal agencies.
  - Allows for programmatic decisions instead of project by project decisions.
  - Limits federal National Environmental Policy Act review requirements for projects that are less than $5 million or where Federal funds are less than 15 percent of the project costing more than $30 million.
  - Expands the category of projects that are automatically excluded from the federal environmental review process, including emergency projects, many maintenance projects and reconstruction projects.
  - Provides expedited procedures for approval of projects with minimal environmental impact.
  - Allows for the purchase of right-of-way and for design to begin prior to final environmental clearance.

Project Delivery

- Allows states to use the Construction Management General Contracting (CMGC). CMGC uses a two-step procurement process where the CM/GC is selected using price and best value.
- Creates incentives for states to use innovative contracting practices and use of new technologies.

Work Zone Safety

- Calls for the use of positive barriers where workers are exposed to high-volume, high-speed traffic and calls for unit price bidding in most cases.

Buy America

- Applies Buy America requirements to any project and project segments that are funded in part with Federal funds.

Clean Construction

- For states with PM 2.5 non-attainment areas, requires that 25 percent of state's Construction Mitigation & Air Quality Improvement funds be used for projects in those areas that reduce PM. Projects can include diesel retrofit programs for on and off-road diesel powered equipment operating on a highway construction project in the non-attainment area.

Passenger Rail

- Does not include the Senate provision creating a new regulatory regime within the Surface Transportation Board that had the potential to stifle the growing passenger rail market.

Fly Ash

- The House provision amending the Solid Waste Disposal Act to classify fly ash as a nonhazardous waste was not included in the conference report.

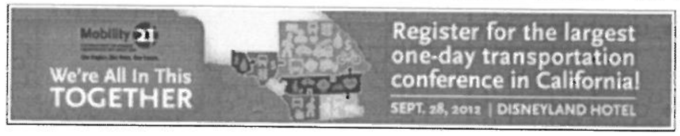
Veterans Preference

- The conference report urges states to encourage contractors to make a best faith effort to hire veterans. Transit contractors will be encouraged to use a veterans hiring preference.

Harbor Maintenance Trust Fund

- The Harbor Maintenance Trust Fund (HMTF) provision in the House bill was not included in the conference report. Instead it provides a sense that the Administration fully utilized HMTF collection for intended activities.
- Includes a new requirement that the president include, as part of the annual budget, an assessment of the percentage of the eligible channels that would be maintained with the Army Corps' budget request, as well as an assessment of the amount necessary to reach 95 percent availability of navigation channels over a 3-year period.

Transportation Issues Daily



MAP-21 Annotated – Funding Sources

Posted on July 5, 2012 by Larry Ehl

How can a federal transportation bill be funded at about $52 billion annually, when transportation taxes generate significantly less than that amount? Here is the explanation from the Senate Finance Committee (link to webpage). Also see our recent MAP-21 coverge.

MAP-21 requires a lot of these to fund federal transportation programs.

1. Highway Authorization and Revenue Transfer to the Highway Trust Fund

Extension of Highway Trust Fund Expenditure Authority. Under present law, revenues from the highway excise taxes, as levied through June 30, 2012, generally are dedicated to the Highway Trust Fund. Current law authorizes expenditures, subject to appropriations, from the Highway Trust Fund through June 30, 2012. This provision would extend the expenditure authority for the Highway Trust Fund through September 30, 2014.

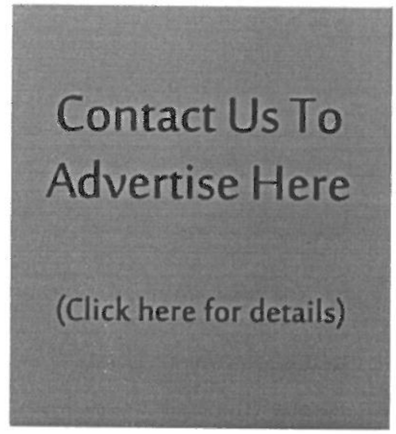
Extension of Highway-Related Taxes. Six separate excise taxes are levied to finance the Federal Highway Trust Fund program. Three of these taxes are levied on highway motor fuels. The remaining three are a retail sales tax on heavy highway vehicles, a manufacturers' excise tax on heavy vehicle tires, and an annual use tax on heavy vehicles. The annual use tax on heavy vehicles expires October 1, 2012. Except for 4.3 cents per gallon of the Highway Trust Fund fuels tax rates, which is permanent, the remaining taxes are scheduled to expire after June 30, 2012. This provision would extend the motor fuel taxes and all three non-fuel excise taxes at their current rates through September 30, 2016.

Transfer of Revenue to the Highway Trust Fund. The conference report transfers revenue from the General Fund to the Highway Trust Fund sufficient to pay for current levels of funding plus inflation through fiscal year 2014, as well as ensuring the full Department of Transportation-recommended cushion levels. This provision would transfer $6.2 billion to the Highway Account (as defined in subsection (e)(5)(B)) in the Highway Trust Fund in 2013 and $10.4 billion in 2014. This provision would also transfer $2.2 billion to the Mass Transit Account in the Highway Trust Fund in 2014. In total, it would transfer $18.8 billion to the Highway Trust Fund over the life of the bill. *This provision does not have a budgetary effect.*

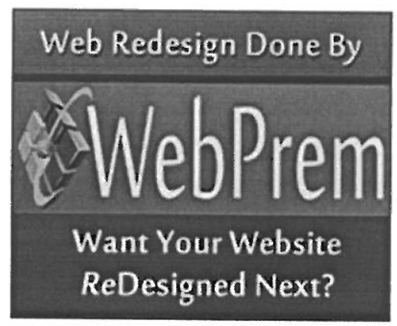
2. Offsets

Pension Interest Rate Stabilization. For pension funding purposes, plan liabilities are calculated by discounting projected future payments to a present value by using legally required interest rates based on corporate bonds: the lower the rate, the greater the liability. These rates have been abnormally low for a significant period of time. As a result of the current interest rate climate, contributions for 2012 will be much greater than for prior years. Under this provision, plan liabilities would continue to be determined based on corporate bond segment rates, which are based on the average interest rates over the preceding two years. However, beginning in 2012 for purposes of the minimum funding rules, any segment rate must be within ten percent (increasing to 30 percent in 2016 and thereafter) of the average of such segment rates for the 25-year period preceding the current year. This provision would stabilize the fluctuation of interest rates from year to year, resulting in fewer sharp declines and fewer sharp increases in interest rates. Thus, because there is an inverse relationship between the level of interest rates and the level of required contributions, as compared to current law, higher

Advertise With Us



Contact Our Web Designer



Quickly Find Stories by Topic:

Appropriations(56) Art+Transportation(39) Authorization(263) Aviation(42) Best Practices(21) Bike-Ped(52) Cascadia(79) Ferries(8) Freight(56) Funding(195) Grants(78) Green(62) Infra Bank(11) Innovations(28) One More Reason(13) Passenger Rail(40) Ports(38) PPPs(11) Roads(86) SAFETEA-LU(33) Safety(21) Slider(17) Technology(14) TIGER(58) Tolling(11) Transit(79) Tribal(9) Trucking(8)

Latest Stories

Are You Getting the Federal Transportation

contributions will be made during periods of abnormally high interest rates and lower contributions will be made during periods of abnormally low interest rates. This provision would not apply with respect to participant disclosures. Participants will be informed of the funded status of their plan using current law interest rate assumptions and this change for three years. *This provision is estimated to raise $9.394 billion in revenue over ten years.*

PBGC Premiums. Under current law, employers that sponsor plans are required to pay insurance premiums to the Pension Benefit Guaranty Corporation (PBGC). Employers pay a fixed-rate premium equal to $35 per participant per year (indexed for inflation) and a variable rate premium equal to $9 per $1,000 in underfunding (not indexed for inflation). There is no limit on the variable rate premium. Multiemployer plans must pay premiums equal to $9 per participant, indexed for inflation. The proposal would (1) adjust the variable premium for inflation beginning in 2013, (2) set a maximum variable premium of $400 beginning in 2013, (3) increase the variable premium by $4 in 2014 and by an additional $5 in 2015, (3) increase the fixed rate premium by $6 in 2013 and by an additional $7 in 2014, and (4) increase the multiemployer premiums by $2 beginning in 2013. *This provision is estimated to save $10.575 billion (including interactions with the interest rate stabilization provision) over ten years.*

LUST Fund Transfer. The Leaking Underground Storage Tank (LUST) Trust Fund was established in 1986 to support States and the Environmental Protection Agency in efforts to remediate leaks from underground storage tanks. On every gallon of taxable motor fuel, 0.1 cents is deposited in the LUST Trust Fund. These revenues have consistently been greater than outlays and the fund has accumulated a balance of $3.745 billion as of the end of fiscal year 2011. The total revenue into the fund including interest is over $300 million per year while outlays are just over $100 million per year. This provision would transfer $2.4 billion from the LUST Trust Fund to the Highway Trust Fund as of the date of enactment. *This provision has no budgetary effect.*

Technical Correction Related to the Disaster Recovery FMAP Provision. The ACA included a provision known as the "disaster-recovery Federal Medical Assistance Percentages" designed to help states adjust to drastic changes in FMAP following a statewide disaster. Once triggered, the policy would provide assistance for as many as seven years following the disaster, as long as the state continued to experience an FMAP drop of more than three percentage points. The Middle Class Tax Relief and Job Creation Act of 2012 corrected the formula. This provision would move the effective date to October 1, 2012 and adjusts the formula for fiscal year 2013. *This policy is estimated to save $670 million.*

Phased Retirement Authority. Under current law, a federal employee cannot begin receiving retirement benefits without terminating employment. This results in the loss of experienced workers who might want opt to work on a part-time basis if they were able to supplement their compensation with retirement benefits. Under the proposal, which was included in the Administration's 2013 budget, employees who are otherwise eligible for retirement benefits could continue working on a reduced schedule and collect a corresponding percentage of their retirement benefits. For example, an employee could continue working half time and be entitled to receive half of his or her retirement benefit. This results in lower outlays by the federal retirement fund and lower contributions by federal agencies to the fund. *This provision is estimated to save $459 million over ten years.*

420 Transfers. This provision would extend the ability of employers to transfer excess pension assets to fund retiree health benefits and expand the provision to allow transfers for retiree life insurance. As under current law, a transfer is permitted only if after the transfer, the pension fund still has assets equal to more than 120% of the liabilities of the fund. The pension fund is protected by the funding level requirement (which also narrows the number of companies that can use the provision). Also, the transferred amounts would be restricted to retiree benefits, so it will help to enable employers to maintain retiree coverage. *This provision is estimated to raise $354 million over ten years.*

Roll-Your-Own Cigarette Machines. Under current law, there is a disparity in the tax treatment of cigarette tobacco and pipe tobacco. This creates a loophole for in-store roll-your-own cigarette machines to avoid the standard cigarette tax by improperly labeling a product as pipe tobacco. The proposal would expand the definition of a tobacco manufacturer to include businesses operating a roll-your-own machine. As such, the machine's owner would be responsible for federal excise taxes on the tobacco products manufactured using his or her machine. *This provision is estimated to raise $94 million over ten years.*

Tweet 12 0 79

Posted in: Federal, Funding

News You Need?

MAP-21 Annotated – Funding Sources

Wash. State Gubernatorial Candidates Talk Transportation Issues with Seattle Times Ed Board

MAP-21 Annotated – Ferries Funding Reform

Infographic: Two Green Benefits of Transit, Vanpools

See How Your Representative Voted on MAP-21

Our Sponsors

Contact Us To Advertise Here

Contact Us To Advertise Here

Sign up to receive the Monday Update email with stories about federal transportation issues not published on the website:

Email: Go

Privacy by SafeSubscribe

Follow Us:

Transportation Issues Daily is a once-a-week email newsletter and daily blog about national and federal transportation issues. ***We save you time and keep you informed by providing short stories and analysis about policy and funding issues in kitchen-table language.*** *You'll find non-partisan coverage of all modes.* **Learn more.**

TAB 5

NEWS
AASHTO
THE VOICE OF TRANSPORTATION

For Immediate Release
July 9, 2012

Contact: Tony Dorsey
tdorsey@aashto.org 202-624-3690

New Ferries, Animal Crossings, and 'Carmageddon' Earn Western Region America's Transportation Awards

WASHINGTON – Projects that revamped a marine highway, kept bighorn sheep off a busy highway to keep drivers and the animals safe, and changed perception of a weekend highway closure from "Carmageddon" to "Carmaheaven" were all recipients of top honors in the western regional America's Transportation Awards competition.

"We are proud of the quality of each of the nominated projects and believe they deserve some recognition for their creativity, innovation, and stellar management," said Kirk Steudle, Michigan Department of Transportation director and president of the American Association of State Highway and Transportation Officials. "The America's Transportation Award competition is a great way to highlight tremendous transportation projects that demonstrate how state DOTs continue to deliver value with limited transportation dollars.

Now in its fifth year, the America's Transportation Awards competition – sponsored by AASHTO, AAA, and the U.S. Chamber of Commerce – recognizes the very best of America's transportation projects in three main categories: Ahead of Schedule, Under Budget, and Best Use of Innovation. The categories are then split up by size: small (less than $25 million), medium (between $25 million and $199 million), and large ($200 million and more). The winners in the western region were announced at the Western Association of State Highway and Transportation Officials 2012 Meeting.

Thirteen transportation projects from 10 western states were nominated.

Two states earned awards in the Ahead of Schedule category: **California Department of Transportation**'s I-405/Sepulveda Pass Project—Mulholland Bridge Demolition ("Carmageddon") (small project) and the **Nevada Department of Transportation**'s Northbound US 395 Improvement Project (medium project).

Colorado Department of Transportation's C-470/Santa Fe Interchange Improvement Project took home the Under Budget award in the small category, while **Washington State Department of Transportation**'s Vessel Construction Program took home the same award in the large category.

In the Best Use of Innovation category, three states took home honors: **Texas Department of Transportation**'s Permitting and Routing Optimization System (TxPROS) (small project); **Arizona Department of Transportation**'s US 93, Hoover Dam to Milepost 17 (medium project); and **California Department of Transportation**'s Interstate 15 Express Lanes (large project).

Winners in the other regions will be announced at their own regional meetings, held throughout the summer. Once all regional winners are announced, the 10 projects with the highest total judge votes will compete for the Grand Prize, awarded to the state DOT project receiving the greatest number of points in judging by a panel of experts; and People's Choice Award, presented to the transportation project that receives the most online votes. Online voting begins Sept. 5. The winners of both awards will be announced at the AASHTO Annual Meeting in Pittsburgh in November.

Learn more about the projects and the competition at www.AmericasTransportationAward.org.

-##-

The American Association of State Highway and Transportation Officials (AASHTO) is the "Voice of Transportation" representing State Departments of Transportation in all 50 states, the District of Columbia, and Puerto Rico. AASHTO is a nonprofit, nonpartisan association serving as a catalyst for excellence in transportation. Follow us on Twitter at http://twitter.com/aashtospeaks.

DOT 68-12

Friday, June 22, 2012

U.S. Transportation Secretary LaHood Announces Funding for 47 TIGER 2012 Projects as Overwhelming Demand for TIGER Dollars Continues

WASHINGTON – U.S. Transportation Secretary Ray LaHood today announced that 47 transportation projects in 34 states and the District of Columbia will receive a total of almost $500 million from the U.S. Department of Transportation's TIGER (Transportation Investment Generating Economic Recovery) 2012 program.

"President Obama's support for an America built to last is putting people back to work across the country building roads, bridges and other projects that will mean better, safer transportation for generations to come," said Secretary LaHood. "TIGER projects mean good transportation jobs today and a stronger economic future for the nation."

The TIGER program is a highly competitive program that is able to fund innovative projects difficult or impossible to fund through other federal programs. In many cases, these grants will serve as the final piece of funding for infrastructure investments totaling $1.7 billion in overall project costs. These federal funds are being leveraged with money from private sector partners, states, local governments, metropolitan planning organizations and transit agencies.

TIGER has enjoyed overwhelming demand since its creation, a trend continued by TIGER 2012. Applications for this most recent round of grants totaled $10.2 billion, far exceeding the $500 million set aside for the program. In all, the Department received 703 applications from all 50 states, U.S. territories and the District of Columbia.

The grants will fund a wide range of innovative transportation projects in urban and rural areas across the country:

• Of the $500 million in TIGER 2012 funds available for grants, more than $120 million will go to critical projects in rural areas.

• Roughly 35 percent of the funding will go to road and bridge projects, including more than $30 million for the replacement of rural roads and bridges that need improvements to address safety and state of good repair deficiencies.

• 16 percent of the funding will support transit projects like the Wave Streetcar Project in Fort Lauderdale.

• 13 percent of the funding will support high-speed and intercity passenger rail projects like the Raleigh Union Station Project in North Carolina.

• 12 percent will go to freight rail projects, including elements of the CREATE (Chicago Region Environmental and Transportation Efficiency) program to reduce freight rail congestion in Chicago.

• 12 percent will go to multimodal, bicycle and pedestrian projects like the Main Street to Main Street Multimodal Corridor project connecting Memphis and West Memphis.

• 12 percent will help build port projects like the Outer Harbor Intermodal Terminal at the Port of Oakland.

• Three grants were also directed to tribal governments to create jobs and address critical transportation needs in Indian country.

TIGER projects will also improve accessibility for people with disabilities to health care, education and employment opportunities.

Over the next six months, 27 projects are expected to break ground from the previous three rounds of TIGER. In addition, work is under way on 64 capital projects across the country.

On November 18, 2011, the President signed the FY 2012 Appropriations Act, which provided $500 million for Department of Transportation national infrastructure investments. Like the first three rounds, TIGER 2012 grants are for capital investments in surface transportation infrastructure and are awarded on a competitive basis. This is the fourth round of TIGER funding.

Under all four rounds combined, the TIGER program has provided $3.1 billion to 218 projects in all 50 states, the District of Columbia and Puerto Rico. Demand for the program has been overwhelming, and during all four rounds, the Department of Transportation received more than 4,050 applications requesting more than $105.2 billion for transportation projects across the country.

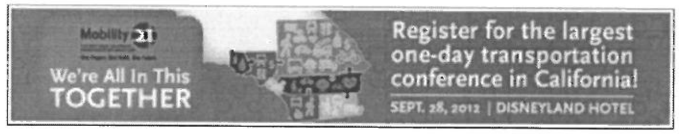
The fiscal year 2013 appropriations bill currently under consideration in the U.S. Senate provides $500 million for a future round of TIGER grants.

Click here for additional information on individual TIGER grants http://www.dot.gov/tiger/fy2012tiger.pdf

###

Contact: DOT Press Office • **Tel:** (202) 366-4570

Transportation Issues Daily



MAP-21 Annotated – Megaprojects Grant Funding

Posted on July 8, 2012 by Larry Ehl

MAP-21 authorizes $500m for the Projects of National and Regional Significance (PNRS) program to fund megaprojects. It's a bittersweet victory. *(Note: we'll look at megaproject **financing**– the TIFIA program – in a future story.)* Also see our more recent MAP-21 coverage.

Alameda Corridor East got a $125 million PNRS grant in SAFETEA-LU.

Transportation stakeholders, especially freight and port interests, are very glad the PNRS competitive program is continued. But they had hoped the final bill would include the Senate's proposal for $1 billion. The outcome could have been worse: at one point the PNRS was out of the bill according to rumors (see our story about that). House negotiators likely opposed the entire program, and certainly disapproved of the Senate's proposal to use general funds for the PNRS program). There was no other choice, however, given the forecasted level of transportation revenues, unless other programs received less funding.

Unfortunately the National Infrastructure Bank proposal did not make it into the final bill. While this program likely would have funded megaprojects, it could also have funded less expensive projects (again, like the TIGER program). This wasn't a big surprise, as House Transportation Chair Mica declared the Infra Bank DOA last October (learn more from our story). Still, the Bank was a priority for the Senate and stakeholders were holding out hope that negotiations might produce a bank proposal that the House might find acceptable.

We think a little too much was made of such a bank, and it's certainly not a silver bullet. See our previous story "The Fantasy Solution of an Infrastructure Bank" to learn more.

PNRS was created in SAFETEA-LU. It was designed to be a competitive grant program (somewhat similar to TIGER) but was earmarked at the last minute during bill negotiations. The idea was to fund projects of national or regional economic interest which were too expensive to be funded through traditional programs. However the last minute earmarking led to funding some projects that were more parochial and not in the nation's interest.

SAFETEA-LU authorized $1.779 billion through PNRS for twenty-five projects. As of October 2011, $1.612 billion was allocated, $1.231 was obligated, and $744 million actually spent. That's according to a January 2012 USDOT report to Congress (which also lists the projects). Visit USDOT's webpage about the PNRS program.

How does PNRS work in MAP-21?

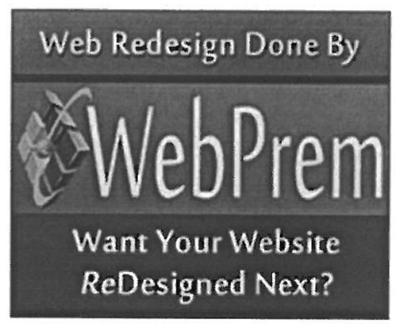
- You'll find the language in Section 1120 of the bill. *(Link to legislative text, 1.4mb PDF, 599 pages).*
- The $500 million is authorized for 2013. These funds are subject to being appropriated by Congress, which is likely to be decided in November or December. There are no funds authorized for 2014.

Advertise With Us

Contact Us To Advertise Here

(Click here for details)

Contact Our Web Designer



Quickly Find Stories by Topic:

Appropriations(68) Art+Transportation(36) Authorization(278) Aviation(41) Best Practices(20) Bike-Ped(52) Cascadia(82) Ferries(8) Freight(56) Funding(195) Grants(81) Green(62) Infra Bank(11) Innovations(28) MAP-21(9) One More Reason(13) Passenger Rail(40) Ports(38) PPPs(11) Reports(29) Roads(88) SAFETEA-LU(33) Safety(21) Slider(9) Technology(14) TIGER(58) Tolling(11) Transit(78) Tribal(9) Trucking(8) Video(20) Webinars(36)

Latest Stories

- USDOT will award the grants, most likely through a competitive process similar to TIGER.

- Eligible applicants are State DOTs, tribal governments, or transit agencies (or any combination thereof). **Noticeably ineligible: Ports, cities, counties (as they were in SAFETEA-LU).** Tribal governments and transit agencies are newly eligible.

- Criteria (see below).

- USDOT must submit a report to Congress within thirty days of awarding the grants, explaining the reasons for selecting the project for funding. This no doubt was a House Republican-demanded provision, in reaction to their displeasure with USDOT's reporting on TIGER grant awards.

- USDOT is also required to submit a report identifying projects of national and regional significance, before MAP-21 expires. Presumably this becomes the short-list of projects that could qualify for a future PNRS program, or perhaps a TIGER or Infrastructure Bank program. The bill language identifies a number of criteria that projects would meet, to justify inclusion in the report. The report must include "a comprehensive list of each project of national and regional significance" that has been compiled through a survey of State DOTS. **Noticeably missing here are MPOs and Port, who may have different views about eligible projects that should be listed.**

- It appears freight rail projects are eligible for funding.

- It appears one of the "selection considerations" from SAFETEA-LU was dropped: "uses new technologies, including intelligent transportation systems, that enhance the efficiency of the project." It was replaced by "improves roadways vital to national energy security." Think of "selection considerations" as guidance as opposed to hard selection criteria.

- It appears the project criteria is intact from SAFETEA:

"CRITERIA FOR GRANTS.—The Secretary may approve a grant under this section for a project only if the Secretary determines that the project—

(A) is based on the results of preliminary engineering;

(B) is justified based on the ability of the project—

(i) to generate national economic benefits, including creating jobs, expanding business opportunities, and impacting the gross domestic product;

(ii) to reduce congestion, including impacts in the State, region, and Nation;

(iii) to improve transportation safety, including reducing transportation accidents, injuries, and fatalities;

(iv) to otherwise enhance the national transportation system; and

(v) to garner support for non-Federal financial commitments and provide evidence of stable and dependable financing sources to construct, maintain, and operate the infrastructure facility; and

(C) is supported by an acceptable degree of non-Federal financial commitments, including evidence of stable and dependable financing sources to construct, maintain, and operate the infrastructure facility."

Tweet 11 0 31

Posted in: Federal, Funding
Tagged: Authorization, Grants, MAP-21, Slider

Video, Text of President Signing MAP-21
MAP-21 Annotated – Megaprojects Grant Funding
Businesses, and State, Regional and Local Agencies Newest Subscribers
Reminder – Reducing Transportation Injuries, a July 11 Webinar
Are You Getting the Federal Transportation News You Need?
MAP-21 Annotated – Funding Sources

Our Sponsors

Contact Us To Advertise Here

Contact Us To Advertise Here

Sign up to receive the Monday Update email with stories about federal transportation issues not published on the website:

Email: Go

Privacy by SafeSubscribe

Follow Us:

Transportation Issues Daily is a once-a-week email newsletter and daily blog about national and federal transportation issues. ***We save you time and keep you informed by providing short stories and analysis about policy and funding issues in kitchen-table language.*** *You'll find non-partisan coverage of all modes.* **Learn more.**

Share Report Abuse Next Blog» Create Blog Sign In

FRIDAY, JUNE 22, 2012

Bridges Bounce

The wonderful thing about bridges,
Is bridges are flexible things.
The structure is made to move up and down,
Sometimes it feels they're on springs.

My apologies to Tigger and his fans. I just couldn't help myself.

Bill Emerson Bridge in Cape Girardeau, Mo.

The idea for the verse popped in my head one evening as I waited for a crash to be cleared from my lane on a Missouri River bridge. As cars and commercial trucks rumbled by, I felt a bounce that was a bit unnerving. It wasn't the first time I'd felt the bounce. It happens on any type of bridge - overpasses and elevated lanes included.

Luckily, several bridge experts work just a short elevator ride from my desk. They helped me to understand that bridges are designed with some flexibility built in. They've got to perform in temperature extremes - contracting and expanding with cold and heat - in still and windy conditions, and under differing weight loads.

That flexibility means there will always be some movement. In fact - the Golden Gate Bridge in San Francisco is built to swing up to 27 feet mid-span in the unlikely event of a 100 mph broadside wind!

Setting the supports for the Miami Bridge.

It's hard to understand how something that looks so stable and solid could move up and down, but have you ever walked on a board laid across two supports? The further apart the supports are, the more vibration you feel as you walk across the board. This vibration, called resonance, also plays a part in bridge movement as vehicles move across a span.

Designers and engineers have to strike a careful balance of distances and supports, because a too-stiff bridge has its own issues.

If you are ever stopped on a span and become uneasy with the bouncing movement, maybe this will help - MoDOT's bridge inspection teams, who sometimes use a special truck to view the undersides of bridges, sheepishly tell stories of seasickness suffered

MISSOURI DEPARTMENT OF TRANSPORTATION

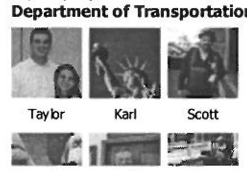
- www.MoDOT.org
- Traveler Information Map
- Express Lane

BECOME A FAN!

Missouri Department of Transportation on Facebook

Like

12,045 people like **Missouri Department of Transportation.**



Missouri Department of Transportation on Facebook

SHARE THIS!

Share this on Facebook

Tweet this

View stats

(NEW) Appointment gadget >>

MODOT TWEETS

- @gregjonssonpd - Crash on I-70 east @ Blanchette Bridge expected to clear in one hour. One lane open now. 6 days ago
- Another MO teen dies in train incident. Earbuds and RR tracks = deadly combination. http://t.co/yVxb5is2 6 days ago
- Welcome! RT @kytv: Southwest Airlines Adds Branson Airport in 2013 http://t.co/15ISFCXr 6 days ago
- @rtippmann - Work zones are not suspended. Pls check travel map - http://t.co/5ruz55C9 or map apps - http://t.co/17FPSlj5 6 days ago
- I-70 Blanchette Bridge work @ St. Charles ramps up to one year closure of westbound bridge. - http://t.co/zgnmqCqt 6 days ago

follow me on Twitter

FOLLOW US!

when they spend too much time in the bucket attached to the flexible arm of the truck parked on a bouncing bridge. They might be uncomfortable, but they're never scared. They know why bridges bounce. And now, so do you!

Inspectors examine the underside of the Hurricane Deck Bridge using a snooper truck.

Posted by DeAnne Rickabaugh at 1:14 PM

Recommend this on Google

Labels: bounce, bridge, bridge flexibility, design, designers, engineers, snooper, span

1 comment:

Bev Harmon said...

Beautiful bridge, congratulations MoDot

July 6, 2012 10:10 AM

Post a Comment

Links to this post

Create a Link

Newer Post Home Older Post

Subscribe to: Post Comments (Atom)

- Twitter
- Facebook
- Podcast
- Youtube
- MoDOT Minute
- Digg

RECENT POSTS

A View from the Locomotive
Jul 03, 2012
My first job out of college was with a large freight railroad company. One of the best experiences I had was the week I was able to experience rail operations first hand. I got to run a railroad....
Continue >>

Hot Times
Jun 29, 2012
There's one thing on every Missourian's mind today - how to deal with the heat. Many of MoDOT's employees work in all kinds of weather. Our maintenance folks are experts at staying hydrated and...
Continue >>

Bridges Bounce
Jun 22, 2012
The wonderful thing about bridges, Is bridges are flexible things. The structure is made to move up and down,Sometimes it feels they're on springs.Bill Emerson Bridge in Cape Girardeau, Mo.My...
Continue >>

Colorful Language
Jun 12, 2012
Between graduations, family reunions and "I gotta get out of town!" trips, I've been putting a lot of miles on the family truckster as of late. Driving interstates, county roads, city streets and...
Continue >>

Designed to Be Destroyed
May 29, 2012
You know that MoDOT takes its workers' safety seriously. Did you realize that just as much attention is given to the safety of motorists who travel in work zones?Why else would MoDOT buy a piece of...
Continue >>

COMMENT ARCHIVE

- ▼ 2012 (24)
  - ► July (1)
  - ▼ June (3)
    - ► Jun 29 (1)
    - ▼ Jun 22 (1)
      - Bridges Bounce
    - ► Jun 12 (1)
  - ► May (3)
  - ► April (4)
  - ► March (4)
  - ► February (5)
  - ► January (4)
- ► 2011 (165)
- ► 2010 (180)
- ► 2009 (126)
- ► 2008 (40)