

# APPENDIX J:

## The Planning Framework for Transportation Decision Making

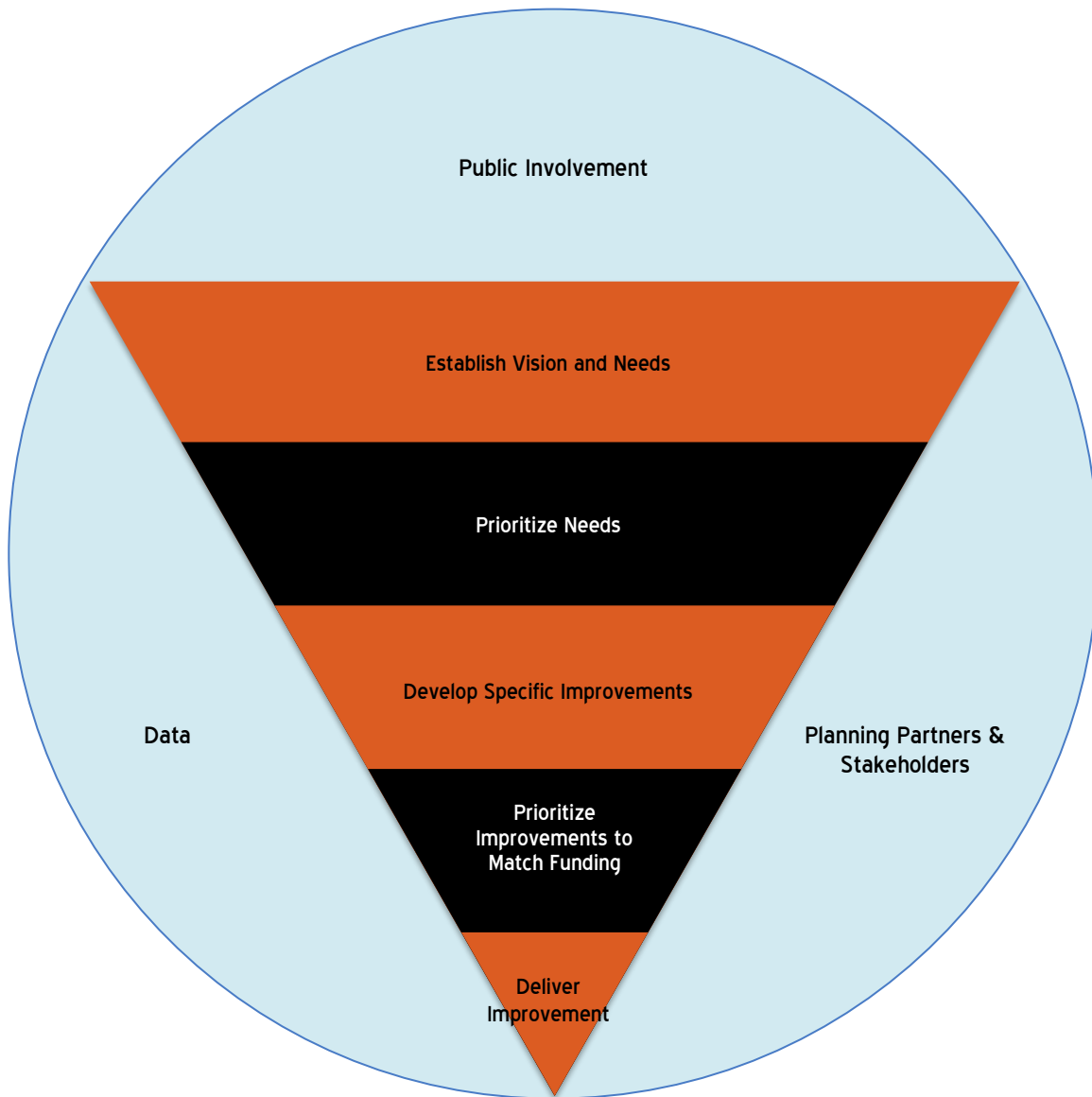
---

Missouri has significantly more transportation needs than money available. MoDOT works with its planning partners, transportation stakeholders and the general public in deciding the highest priority needs and improvements that should receive available funding.

---

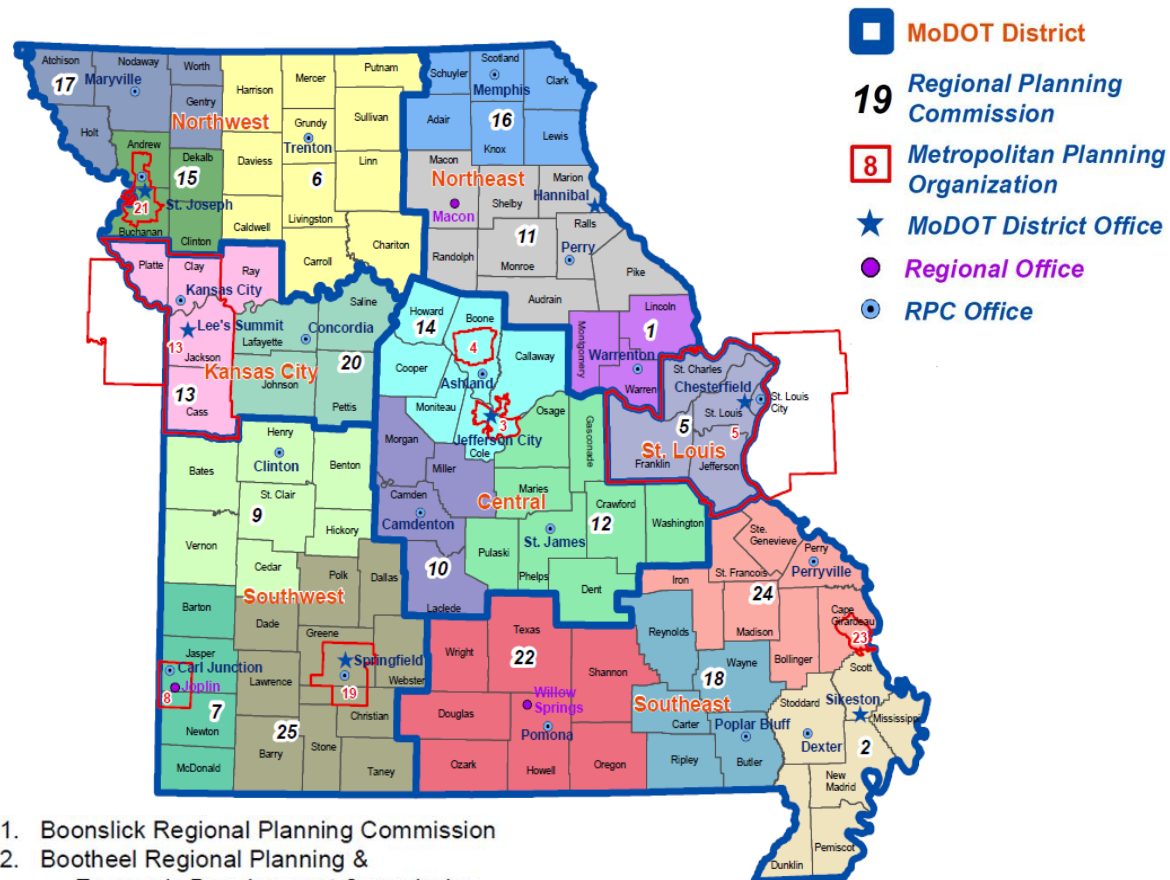
This process, referred to as the Planning Framework, relies on the right people being involved in discussing and evaluating needs and then making decisions on which ones should move forward. We are committed to working with local officials, citizens and stakeholders to help determine the right transportation solutions for their communities. MoDOT recognizes that a transparent, inclusive, and flexible process provides the best results.

## Planning Framework for Investing Missouri's Transportation Funds



## Transportation Planning Partners and Stakeholders

MoDOT focuses on involvement by local officials. These officials, who are elected by the general public, join to form regional boards of directors of metropolitan planning organizations (MPOs) and regional planning commissions (RPCs). MPOs represent urbanized areas with populations of more than 50,000. They are responsible for transportation planning within their areas. RPCs represent multi-county rural regions and coordinate regional local governments in transportation planning.



1. Boonslick Regional Planning Commission
  2. Bootheel Regional Planning & Economic Development Commission
  3. Capital Area Metropolitan Planning Organization
  4. Columbia Area Transportation Study Organization
  5. East-West Gateway Council of Governments\*
  6. Green Hills Regional Planning Commission
  7. Harry S Truman Coordinating Council
  8. Joplin Area Transportation Study Organization
  9. Kaysinger Basin Regional Planning Commission
  10. Lake of the Ozarks Council of Local Governments
  11. Mark Twain Regional Council of Governments
  12. Meramec Regional Planning Commission
  13. Mid-America Regional Council\*
  14. Mid-Missouri Regional Planning Commission
  15. Mo-Kan Regional Council
  16. Northeast Missouri Regional Planning Commission
  17. Northwest Missouri Regional Council of Governments
  18. Ozark Foothills Regional Planning Commission
  19. Ozarks Transportation Organization
  20. Pioneer Trails Regional Planning Commission
  21. St. Joseph Area Transportation Study Organization
  22. South Central Ozark Council of Governments
  23. Southeast Metropolitan Planning Organization
  24. Southeast Missouri Regional Planning & Economic Development Commission
  25. Southwest Missouri Council of Governments
- \* = Organizations functioning as both RPC and MPO  
(Boundaries for the Mid-America Regional Council RPC and MPO vary)

## Public Involvement

Missourians have a say in how transportation dollars are spent. The most common way for citizens to be involved is through public meetings that MoDOT, metropolitan planning organizations (MPO) and regional planning commissions (RPC) hold throughout the planning and project development processes. These meetings are held in communities around the state specifically to gather input from the general public. Missourians are also involved by electing the local officials who comprise the RPC and MPO boards of directors and/or through direct contact with MoDOT, MPOs, RPCs or local officials.

While all the public is invited to participate in our process, particular care is paid to contacting property owners adjacent to the specific solutions, public officials, elected representatives, law enforcement, schools and emergency services regarding needs and proposed improvements. Innovative methods to involve minority and economically disadvantaged sectors of the community, as well as other groups (senior citizens, economic development interests, and historical and environmental groups) are also used.

The development of quality transportation improvements depends on early, often and continuous involvement of the public in decisions. Public involvement allows MoDOT to gather real, valid input on transportation needs and to work with customers to refine solutions that meet those needs.

## Data

The Planning Framework is a mix of objective and subjective data and criteria used to help prioritize regional needs. The objective data can include items like traffic volumes, accident statistics, travel times, and condition reports for the transportation system. Subjective data can include local safety concerns, local perceptions for economic development opportunities, cost and resource sharing and other items.

## Establish Vision and Identify Needs

MoDOT, MPOs, RPCs, public officials, special interest groups and citizens set and refine Missouri's transportation vision in the Long-Range Transportation Planning process (LRTP). The vision is Missouri's ideal transportation system based on feedback from Missourians. The LRTP process provides information, guidance and direction to MoDOT and its planning partners and stakeholders to help identify the needs and determine where Missouri's transportation dollars should be spent.

In addition to the statewide LRTP, MPOs develop regional LRTPs that include policy development, fiscally constrained needs identification, public involvement and conformity with air quality regulations. In general, items in MPO and state LRTPs are consistent. Resources will be allocated to the needs and projects agreed upon by both the MPO and MoDOT.

## Prioritize Needs

Needs prioritization is based on the goals in Missouri's LRTP. MoDOT districts and planning partners annually prioritize regional needs. Many regions divide the needs into three categories:

- High Priority - Resources address these needs first by selecting them to develop/design specific solutions.
- Medium Priority - These needs may be addressed as additional resources become available.
- Low Priority - No work for these needs at this time.

Each time needs are prioritized, existing needs will be re-evaluated. Some high priority needs may never be designed or constructed due to prohibitive costs, changing priorities or other reasons.

## Develop Specific Improvements

The developing, or scoping, process analyzes transportation needs and selects the best overall transportation improvements. It involves:

- Determining the root causes of the transportation problem, issue or concern;
- Developing a range of possible improvements;
- Reviewing the social, economic, energy and environmental impacts;
- Evaluating and choosing the best improvement;
- Setting the improvement's physical limits;
- Accurately estimating the improvement's cost; and
- Forecasting the improvement's delivery schedule.

The scoping process helps determine the most complete, cost-effective improvements early in project development. Public involvement in defining the needs and determining the appropriate improvement can take several forms. The public may actually initiate the investigation of needs by contacting MoDOT or its other planning partners. The public, through local officials, is represented in the scoping process. After viable improvements have been identified for high-priority needs, the needs move on to the improvement prioritization process.

## Prioritize Improvements to Match Available Funding

Annually, MoDOT works with its planning partners to establish a prioritized list of transportation improvements, using a prioritization process determined by each region. The improvement prioritization is fiscally constrained based on each region's available funding.

Each time improvements are prioritized, existing improvements not yet scheduled for delivery will be re-evaluated. Some high priority improvements may never be delivered due to prohibitive costs, changing priorities or other reasons. If MoDOT and its planning partners unanimously agree that an improvement no longer addresses a valid need, it will be removed from the priority list, freeing resources for other improvements.

## Deliver Improvements

MoDOT, MPOs and RPCs determine which high priority transportation improvements should be funded. The improvements that are selected for funding are included in MoDOT's five-year Statewide Transportation Improvement Program (STIP), and also in each MPO's Transportation Improvement Programs (TIPs), where applicable. The STIP and TIPs set forth the specific transportation system improvements that will be completed during a four to five year period. STIPs and TIPs are rolling plans; as one year is completed, another year is added.

Once an improvement is added to MoDOT's STIP, it is a commitment and will be delivered.