



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

JUNE 18, 2020
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

June 18, 2020

12:00 – 1:30 p.m.

The Board will convene with a web meeting via Zoom (details to be emailed separately).

The details for online public viewing of the meeting, as well as the full agenda will be made available on the OTO website: ozarkstransportation.org.

Call to OrderNOON

I. Administration

A. Welcome and Roll Call

B. Approval of Board of Directors Meeting Agenda (2 minutes/Cossey)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of April 16, 2020 Meeting Minutes..... Tab 1 (2 minutes/Cossey)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

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

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on June 17th to comment@ozarkstransportation.org or at <https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

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

A review of OTO activities since the last Board of Directors meeting will be given.

F. MoDOT Update (10 minutes/MoDOT)

A MoDOT Staff member will give an update of MoDOT activities.

G. Legislative Reports

(5 minutes/Cossey)

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

II. New Business

Transportation Funding Changes

A. FY 2020-2023 TIP Administrative Modification Four Tab 3

(1 minute/Longpine)

There is one change included with Administrative Modification Number Four to the FY 2020-2023 Transportation Improvement Program, which is included for member review.

NO ACTION REQUIRED – INFORMATIONAL ONLY

B. FY 2020-2023 TIP Amendment Four Tab 4

(2 minutes/Longpine)

There are nine changes requested to the FY 2020-2023 Transportation Improvement Program, which is included for member review.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT NUMBER FOUR TO THE FY 2020-2023 TIP

C. Additional Federal Funding Tab 5

(5 minutes/Fields)

An additional \$471,885 has been made available for the OTO area for FY 2020 and is available for obligation through September 30, 2023.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE USE OF ADDITIONAL FEDERAL FUNDING

Plans and Reports

D. Federal Funds Balance Report Tab 6

(5 minutes/Longpine)

The Federal Funds Balance Report, ending March 31, 2020, provides current information on STBG-Urban and TAP balances, as well as the amount available for programming, by jurisdiction and for OTO as a whole.

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. OTO Growth Trends Report Tab 7

(10 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. Congestion Management Process..... Tab 8
(10 minutes/Thomason)

The Congestion Management Subcommittee has developed a draft document which monitors congestion in the OTO area for review and approval.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE DRAFT CONGESTION MANAGEMENT PROCESS

G. Ozarks Regional Bicycle Destination Plan..... Tab 9
(10 minutes/Thomason)

The Greene County Regional Bicycle Destination Plan has been updated to include the entire OTO area, specifically the portion in Christian County.

BOARD OF DIRECTORS ACTION REQUESTED TO ENDORSE THE DRAFT OZARKS REGIONAL BICYCLE DESTINATION PLAN

H. Public Participation Plan Annual Evaluation..... Tab 10
(5 minutes/Faucett)

An annual evaluation of the Public Participation Plan is completed to examine the efforts and outcomes of obtaining public input. Staff will present the findings.

NO ACTION REQUIRED – INFORMATIONAL ONLY

OTO Operations

I. Third Quarter Financial Statements Tab 11
(5 minutes/Fields)

The third quarter financial statements are included for review and acceptance.

BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE THIRD QUARTER FINANCIAL STATEMENTS

J. FY 2021 Operational Budget..... Tab 12
(5 minutes/Fields)

The OTO Operational Budget outlines the budget for the OTO without in-kind match, direct services from MoDOT and funding to CU for planning activities. The OTO Operational Budget serves as the audited budget.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2021 OTO OPERATIONAL BUDGET

K. FY 2021 Unified Planning Work Program..... Tab 13
(5 minutes/Fields)

The Draft Unified Planning Work Program is the document that outlines the work that will be completed by OTO during the next fiscal year.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2021 UNIFIED PLANNING WORK PROGRAM

III. Other Business

A. **Board of Directors Member Announcements**

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. **Transportation Issues for Board of Directors Member Review**

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

C. **Articles for Board of Directors Member Information Tab 14** (Articles attached)

IV. Adjourn meeting. A motion is requested to adjourn the meeting. Targeted for **1:30 P.M.**

The next Board of Directors regular meeting is scheduled for Thursday, August 20, 2020 at 12:00 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments

Pc: Ken McClure, Mayor, City of Springfield
Matt Morrow, President, Springfield Area Chamber of Commerce
Joelle Cannon, Senator Blunt's Office
Dan Wadlington, Senator Blunt's Office
Clayton Campbell, Senator Hawley's Office
Jeremy Pruett, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Andy Thomason 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

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM I.C.

April 16, 2020 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors April 16, 2020 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Board of Directors April 16, 2020 meeting minutes.”

OR

“Move to approve the Board of Directors April 16, 2020 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
April 16, 2020**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. using the ZOOM video conferencing platform. The meeting was also livestreamed on Facebook for public participation.

The following members were present:

Mr. Chuck Branch, Citizen-at-Large
Mr. Steve Campbell, MoDOT
Mr. Steve Childers, City of Ozark (a)
Mr. Jerry Compton, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)
Mr. Bob Dixon, Greene County
Ms. Debra Hickey, City of Battlefield
Mr. Skip Jansen, City Utilities

Mr. Andrew Lear, City of Springfield
Mr. James O'Neal, Citizen-at-Large
Ms. Stacy Reese, MoDOT (a)
Mr. Mike Schilling, City of Springfield
Ms. Martha Smartt, City of Strafford (a)
Mr. Dan Smith, City of Springfield (a)
Mr. Brian Weiler, Airport Board (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA
Mr. Harold Bengsch, Greene County
Mr. David Cameron, City of Republic (a)
Mr. Chris Coulter, Greene County (a)
Mr. John Elkins, Citizen-at-Large (a)
Ms. Jan Fisk, City of Springfield
Ms. Ashley French, City of Strafford
Mr. Rick Gardner, City of Ozark
Mr. Brad Gray, City of Willard (a)
Mr. Corey Hendrickson, City of Willard
Mr. Michael Latuszek, FHWA (a)

Mr. Ken McClure, City of Springfield (a)
Ms. Laurel McKean, MoDOT (a)
Mr. Bradley McMahon, FHWA
Mr. Daniel Nguyen, FTA (a)
Mr. Ralph Phillips, Christian County
Mr. Mark Schenkelberg, FAA
Mr. Frank Schoneboom, City of Battlefield(a)
Mr. Matthew Simpson, City of Springfield (a)
Mr. Brian Steele, City of Nixa
Mr. Jeff Ussery, City of Republic
Mr. Richard Walker, Citizen-at-Large

Others Present: Mr. Kirk Juranus, City of Springfield; Mr. Frank Miller, MoDOT; Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Randell Wallace, Kutak Rock; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chair Cossey called the meeting to order at approximately 12:10 p.m.

I. Administration

A. Introductions

Self-introductions were not made due to the challenges associated with video conferencing.

B. Approval of Board of Directors Meeting Agenda

Mr. O'Neal moved to approve the April 16, 2020 agenda. Mr. Jansen seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	---	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	---	Mr. James O'Neal	Aye
Mr. Steve Childers	Abstain	Mr. Ralph Phillips	---
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Aye	Mr. Dan Smith	Abstain
Mr. Brad Gray	---	Mr. Richard Walker	---
Ms. Debra Hickey	Aye	Mr. Brian Weiler	Aye

The motion passed.

C. Approval of February 20, 2020 Meeting Minutes

Mr. O'Neal moved to approve the minutes from the February 20, 2020 meeting. Mr. Compton seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	---	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	---	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	---
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Mr. Brad Gray	---	Mr. Richard Walker	---
Ms. Debra Hickey	Aye	Mr. Brian Weiler	Aye

The motion passed.

D. Public Comment Period for All Agenda Items

Chair Cossey asked if there was any public comment. Ms. Fields reported that due to digital nature of this meeting, public comments needed to be submitted by 5pm on April 15. No comments had been submitted. Mr. Cossey asked Mr. Faucet if there were any comments on Facebook. Mr. Faucet said no. The public comment period was closed.

E. Executive Director's Report

Ms. Fields thanked everyone for participating in the OTO's first Zoom board meeting. She said the agenda for today's meeting had been paired down to just a few essential items. She also wanted to get everyone a chance to hear from MoDOT and legislators.

Ms. Fields reported that the CARES Act included funding for transit and airports that will benefit our region. CU Transit received funding that can be used for operations or capital. CU expects it will be used for operations. The airport also received some funding. Mr. Weiler said given the decline in air traffic, he expects the funding will be needed just to support paychecks and basic operations.

Ms. Fields also reported on the travel impacts associated with COVID-19. Traffic is down nationwide by 40 to 50%. Few trips also translates into lower gas tax revenue. Revenue is expected to be down by 30%. There are efforts underway, led by AASHTO, to ask for additional federal support to backfill the gap. There is hope this funding will be included in a future COVID-19 support bill.

Mr. Childers asked about how the requested federal funds might be distributed. He wondered if it would be distributed based on the normal formulas or if it would rely on an application process/ previously submitted applications. Ms. Fields said she didn't know. The current round of INFRA is already funded. Mr. Pruitt said the support for infrastructure funding in future COVID-19 funding bills has fluctuated. There had been talk of infrastructure in the "COVID-3" bill, but COVID-3 may focus on issues arising from the passage of COVID-2. There is no guarantee that infrastructure will be included in COVID-4, should that even happen.

F. MoDOT Update

Mr. Campbell reported that COVID-19 is impacting MoDOT operations. Staff is teleworking, if possible. However, road maintenance must be done in person. MoDOT is trying to implement a one person per vehicle policy, but their fleet is not large enough to handle that in every situation. They are working statewide to reprioritize the May through September lettings, so liabilities don't exceed expected revenues. \$58 million in projects have been removed from the state's May letting already. Locally, the Glenstone interchange and resurfacing along US 60 have been delayed. MoDOT is also delaying light-duty fleet and other non-essential purchases.

Ms. Reese reported MoDOT would be hosting a virtual public meeting for the US 60/MO 125 interchange. MoDOT will be presenting design concepts 2 and 3.

G. Legislative Reports

Mr. Pruett reported Congressman Long is safely sheltering at home but remains actively involved with local needs and the national policy discussion. House leadership has delayed the resumption of the current session and is discussing ways to conduct business away from Washington D.C. Infrastructure spending is a good way to create jobs, but there isn't clear support for including it in any future COVID-19 spending bills. Congressman Long expects infrastructure would be at least a year away if it isn't included in the current response.

Mr. Pruett also reported a key piece of broadband legislation was recently passed. This bill provided funding to map areas without broadband. By knowing the existing gaps, future funding can be more efficiently spent.

II. New Business

A. Amendment to the OTO Articles of Incorporation

Ms. Fields reported an issue with the Articles of Incorporation was discovered during a recent broad legal review. Currently, the OTO's assets would all go to the City of Springfield if it were to ever dissolve. She believes this is a provision that dates to when the OTO was apart of the City of Springfield. The proposed amendment would stipulate the OTO's assets be distributed to member jurisdictions, based on the most recent dues statements.

Mr. Wallace, the OTO legal counsel, also said this amendment would need to be approved by the governing body of each member jurisdiction. The articles of incorporation are like the OTO's constitution, and, as such, amendments must be supported by the constituent communities. Mr. Wallace can help draft the necessary ordinance language for each community.

Mr. Dixon made a motion to approve the amendment to the OTO's Articles of Incorporation. Mr. Jansen seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	---	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	---	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	---
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Mr. Brad Gray	---	Mr. Richard Walker	---
Ms. Debra Hickey	Aye	Mr. Brian Weiler	Aye

The motion passed.

B. Resolution to Amend the OTO Bylaws

Mr. Wallace reported the Bylaws were initially reviewed to address employee indemnification. However, additional changes were identified. In addition to addressing indemnification, the proposed amendment includes shifting responsibility for changes to the employee manual and job descriptions to the Executive Director from the Executive Committee. Mr. Wallace said the changes were outlined in a memo included in the agenda packet and in a redline version of the bylaws.

Ms. Fields reported another possible change was identified by an OTO partner shortly before this meeting. Section 3.0 of the bylaws references compliance with a comprehensive plan for any future boundary changes. Again, this provision seems to date from a time when the OTO was apart of the City of Springfield. Federal law contains a process for amending MPO boundaries. Ms. Fields proposed this sentence be removed.

Mr. Dixon made a motion to approve the resolution to amend the OTO bylaws, including the deletion of the sentence in Section 3.0. Mr. Jansen seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	---	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	---	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	---
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Mr. Brad Gray	---	Mr. Richard Walker	---
Ms. Debra Hickey	Aye	Mr. Brian Weiler	Aye

The motion passed.

C. 2020 Calendar Year Action Items

Ms. Fields reported the list of 2020 action items is a mix of new and old items. Items 6 and 7 were added last year, and she is proposing item 8 this year. She provided an overview of each proposed action item.

Mr. Schilling made a motion to approve the 2020 Calendar Year Action Items. Mr. Dixon seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	---	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	---	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	---
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Mr. Brad Gray	---	Mr. Richard Walker	---
Ms. Debra Hickey	Aye	Mr. Brian Weiler	Aye

The motion passed.

III. Other Business

A. Board of Directors Member Announcements

Mr. Weiler said he had some good news to share. Despite the uncertain times, the airport received bids for less than the engineer's estimate for its major taxiway project. The project will cost around \$7 million.

Ms. Fields asked Mr. Jansen if he would share some information regarding some recent transit system changes. He said the transit department had come up with a way to provide drivers with additional protection from the airborne spread of COVID-19. One of the supervisors came up with the idea of using canvas and transparent plastic sheeting, like used in Jeep Wrangler soft tops, to provide 360-degree driver protection. They worked with an upholsterer in Nixa and rapidly equipped the bus fleet with these additional guards.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues to be considered.

C. Articles for Board of Directors Member Information

Chair Cossey noted there were articles of interest included in the packet for the members to review as time allows.

IV. Adjourn meeting.

With no additional business to come before the Board, Mr. Dixon moved the meeting be adjourned. Mr. Weiler seconded the motion. A role call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	---	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Aye
Mr. David Cameron	---	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	---
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Aye
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Aye
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Mr. Brad Gray	---	Mr. Richard Walker	---
Ms. Debra Hickey	Aye	Mr. Brian Weiler	Aye

The motion passed. The meeting was adjourned at approximately 1:10 p.m.

Steve Childers
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Board member review are Public Comments for the time frame between April 16, 2020 and June 4, 2020.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Concerning: Future US 60 Widening in Springfield

A new Facebook comment posted 5/18/2020


Ozarks Transportation Organization

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Like Following Share

**Ozarks Transportation Organization**

May 18 at 8:45 AM · 🌐

MoDOT: Public Comments Requested on Future U.S. Route 60 Widening in Springfield

Springfield, Greene County – Anyone interested in future projects to widen U.S. Route 60 (James River Freeway) to six lanes between Kansas Expressway and U.S. Route 65 in Springfield are encouraged to submit comments to the Missouri Department of Transportation between Friday, May 15 and Friday, May 29

227 People Reached

25 Engagements


Boost Post

👍 2


2 Comments 1 Share

Like Comment Share


Most Relevant



Comment as Ozarks Transportation Organization

**Mark Hensley** That would be nice!


Like · Reply · Message · 2w



Author

Ozarks Transportation Organization Anyone interested in commenting on future projects is encouraged to email MoDOT's Southwest District in Springfield at swcr@modot.mo.gov or call the local office at [417.895.7600](tel:417.895.7600). The comment period runs from Friday, May 15, until Friday, May 29.

Like · Reply · 2w

**Ozarks Transportation Organization**

May 15 at 10:27 AM · 🌐

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TAB 3

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.A.

Administrative Modification 4 to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The following change is included as part of Administrative Modification Four to the FY 2020-2023 Transportation Improvement Program.

SP2015-20A2 to SP2015-20AM4

Grant Avenue Parkway Project

Changing preliminary engineering in the amount of \$2,103,000 to advance construction (\$1,682,400 Local-AC and \$420,600 Local) and moving the remaining engineering and right-of-way from FY 2020 to FY 2021.

Basis for Administrative Modification

- Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP
- Changes in a project's fund source(s) from Federal to non-Federal with no changes to the project's scope

TIP administrative modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications are provided to the Technical Planning Committee, Board of Directors, MoDOT, and ONEDOT. TIP administrative modifications require no public comment period. OTO staff ensures fiscal constraint is maintained.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

23 April 2020

Mr. Mike Henderson
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Henderson:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on April 23, 2020. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

Please let me know if you have any questions about this or the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures





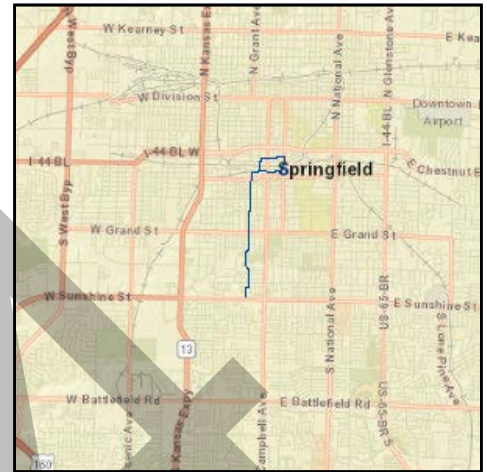
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2015-20AM4 **GRANT AVENUE CONNECT PARKWAY PROJECT**

Route Grant Avenue
From Sunshine
To College
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category BUILD
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID # 5901816



Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnacht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL-AC	Local	ENG	\$1,682,400	\$0	\$0	\$0	\$1,682,400
FHWA (BUILD)	Federal	ENG	\$0	\$1,073,095	\$0	\$0	\$1,073,095
LOCAL	Local	ENG	\$420,600	\$268,274	\$0	\$0	\$688,874
FHWA(BUILD)	Federal	ROW	\$0	\$3,824,000	\$0	\$0	\$3,824,000
LOCAL	Local	ROW	\$0	\$956,000	\$0	\$0	\$956,000
FHWA(BUILD)	Federal	CON	\$0	\$14,381,327	\$0	\$0	\$14,381,327
LOCAL	Local	CON	\$0	\$3,595,332	\$0	\$0	\$3,595,332
Totals			\$2,103,000	\$24,098,028	\$0	\$0	\$26,201,028

Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$26,201,028



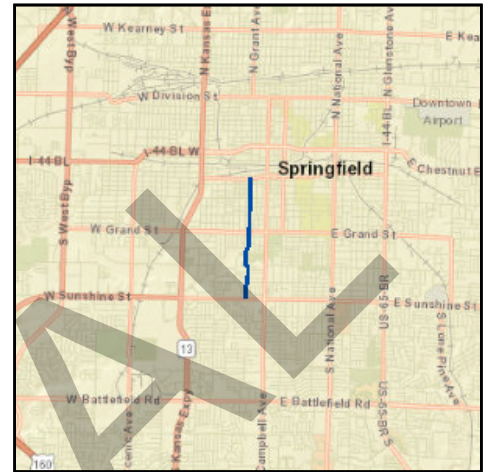
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2015-20A2 **GRANT AVENUE CONNECT PARKWAY PROJECT**

Route Grant Avenue
From Sunshine
To College
Location City of Springfield
Federal Agency
Project Sponsor City of Springfield
Federal Funding Category BUILD
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #



Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA(BUILD)	Federal	ENG	\$2,755,495	\$0	\$0	\$0	\$2,755,495
LOCAL	Local	ENG	\$688,874	\$0	\$0	\$0	\$688,874
FHWA(BUILD)	Federal	ROW	\$3,824,000	\$0	\$0	\$0	\$3,824,000
LOCAL	Local	ROW	\$956,000	\$0	\$0	\$0	\$956,000
FHWA(BUILD)	Federal	CON	\$0	\$14,381,327	\$0	\$0	\$14,381,327
LOCAL	Local	CON	\$0	\$3,595,332	\$0	\$0	\$3,595,332
Totals			\$8,224,369	\$17,976,659	\$0	\$0	\$26,201,028

Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$26,201,028

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																			
EA1501-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$846,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,058,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$4,100
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$161,200	\$0	\$724,800	\$0	\$886,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$130,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$204,364	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$48,091	\$0	\$0	\$0	\$255,455
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,695,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										State			MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISD)	FEMA	LOCAL	LOCAL-AC						OTHER
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1818-20A3	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20	\$1,280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,595,000
SP2012-20A3	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A3	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
ST1901-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$30,247,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$0	\$10,000	\$740,993	\$12,622,353	\$1,682,400	\$0	\$11,478,348	\$16,000	\$2,990,300	\$123,499	\$105,021,088
2021																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$456,200	\$0	\$0	\$0	\$2,321,000
GR1905-19	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,800	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000</

Roadways

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal			FHWA (STBG)	FHWA(BUILD)	FRA (CRISD)	FEMA	LOCAL	Local		OTHER	MoDOT	State		SEMA	TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)						LOCAL-AC	MoDOT-GCSA			MoDOT-AC			
2021 Continued																					
MO2006-20	\$0		\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$415,000	\$0	\$0	\$0	\$1415,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000	
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000	
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,354,822	\$0	\$0	\$0	\$7,271,341	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,400	\$0	\$0	\$0	\$2,047,000	
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625	
RG0001-18A1	\$0	\$1,618,200		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,40														

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	State MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$240,000	\$0	\$0	\$175,600	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$1,636,402	\$0	\$0	\$5,268,000	\$205,000	\$3,413,600	\$0	\$40,989,906
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MC2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000
NK1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$5,145,775	\$0	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$24,002,876
GRAND TOTAL	\$36,400,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,761,367	\$10,343,881	\$10,278,422	\$25,000	\$740,993	\$24,473,907	\$1,682,400	\$0	\$26,703,770	\$341,000	\$12,632,400	\$123,499	\$230,853,864

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											TOTAL Federal Funds	Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA						
2020 Funds Programmed	\$30,247,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$0	\$10,000	\$740,993	\$76,108,188	\$14,304,753	\$14,484,648	\$123,499	\$5,380,129	\$110,401,217
2021 Funds Programmed	\$799,570	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,192,403	\$4,556,800	\$19,278,422	\$10,000	\$0	\$46,840,295	\$5,069,377	\$8,930,322	\$0	\$5,476,971	\$66,316,965
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$30,466,904	\$1,636,402	\$8,886,600	\$0	\$5,575,557	\$46,565,463
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$11,481,501	\$5,145,775	\$7,375,600	\$0	\$5,675,917	\$29,678,793
Total	\$36,400,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,761,367	\$10,343,881	\$19,278,422	\$25,000	\$740,993	\$164,896,888	\$26,156,307	\$39,677,170	\$123,499	\$22,108,574	\$252,962,438

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$52,790,375	\$35,099,179	\$40,074,500	\$28,219,000	\$164,311,047
Federal Discretionary Funding	\$0	\$20,985,822	\$-	\$-	\$-	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$14,304,753	\$5,069,377	\$1,636,402	\$5,145,775	\$26,279,806
Available Suballocated Funding	\$27,323,332	\$1,254,632	\$6,826,962	\$6,963,501	\$7,102,771	\$49,471,197
TOTAL AVAILABLE FUNDING	\$37,574,824	\$94,715,711	\$52,472,489	\$54,249,960	\$44,143,463	\$283,156,446
Prior Year Funding	\$37,574,824	\$21,889,317	\$8,044,841	\$15,729,338	\$30,194,008	\$30,194,008
Programmed State and Federal Funding		(\$110,401,217)	(\$66,316,965)	(\$46,565,463)	(\$29,678,793)	(\$252,962,438)
TOTAL REMAINING	\$37,574,824	\$21,889,317	\$8,044,841	\$15,729,338	\$30,194,008	\$30,194,008

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$159,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$198,523.00)	(\$63,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$159,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$231,504.00)	(\$239,302.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36	\$7,248,999.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$290,104.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,574,853.00)	(\$294,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$290,104.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,763,962.45	\$3,623,404.03	\$5,479,715.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	(\$98,554.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,763,962.45	\$3,623,404.03	\$5,479,715.38	\$7,332,840.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$17,649,549.28	\$33,418,098.08	\$53,504,821.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$5,357,019.00)	(\$7,191,657.00)	(\$2,826,285.00)	(\$2,826,285.00)
Amount Available for Local Projects	\$17,649,549.28	\$33,418,098.08	\$53,504,821.86	\$73,543,499.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84	\$22,715,561.43
Greene County				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$17,564,435.81	\$41,433,241.35	\$64,037,252.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$7,379,411.00)	(\$1,000.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$17,564,435.81	\$41,433,241.35	\$64,037,252.28	\$82,883,307.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,455.00)	(\$5,962,365.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,045.00	\$2,888,135.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00
Estimated TIP Project Expenditures	(\$261,483.00)	(\$224,446.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00	\$12,191,734.00

TAB 4

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.B.

Amendment Number 4 to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are 9 items requested by MoDOT included as part of Amendment Number 4 to the FY 2020-2023 Transportation Improvement Program.

1. ***New*** Norton Road ADA Improvements in Springfield (EN2013-20A4)
MoDOT is requesting to program engineering funding for ADA improvements along Norton Road in Springfield for a total programmed amount of \$20,000.
2. ***New*** Various Outer Roads Pavement Resurfacing in Greene County (GR2012-20A4)
MoDOT is requesting to program state funding in the amount of \$591,000 for pavement resurfacing along the I-44 outer road.
3. ***New*** Various Outer Roads Pavement Resurfacing in Springfield (GR2013-20A4)
MoDOT is requesting to program \$270,000 in total for pavement resurfacing on Norton Road in Springfield.
4. ***New*** OR 44 Pavement Resurfacing in Springfield (GR2014-20A4)
MoDOT is requesting to program engineering funds for pavement resurfacing on the I-44 outer road for a total programmed amount of \$31,000.
5. ***Remove*** Minor Route Pavement Improvements (MO2006-20A4)
MoDOT is requesting to remove this project as it is captured in the two new proposed projects of GR2012-20A4 and GR2013-20A4.
6. ***New*** Route NN Pavement Resurfacing in Ozark (OK2001-20A4)
MoDOT is requesting to program engineering funds for Route NN pavement resurfacing in Ozark for a total programmed amount of \$58,000.
7. ***New*** Route ZZ Chip Sealing in Republic (RP2001-20A4)
MoDOT is requesting to program \$100,000 for chip sealing along Route ZZ in Republic.
8. ***New*** Route B Pavement Resurfacing (SP2016-20A4)
MoDOT is requesting engineering funds for pavement resurfacing along Route B for a total programmed amount of \$20,000.
9. ***New*** Scoping for Kansas Expressway Capital Improvements (SP2017-20A4)
MoDOT is requesting \$250,000 over four fiscal years for scoping capital improvements along Kansas Expressway between Bennett Street and James River Freeway.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

At its regularly scheduled meeting on May 20, 2020, the Technical Planning Committee recommended that the Board of Directors approve Amendment 4 to the FY 2020-2023 Transportation Improvement Program, including several revisions requested by MoDOT.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve Amendment 4 to the FY 2020-2023 Transportation Improvement Program.”

OR

“Move to approve Amendment 4 to the FY 2020-2023 Transportation Improvement Program, with these changes...”



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # EN2013-20A4 **NORTON ROAD ADA IMPROVEMENTS IN SPRINGFIELD**

Route Norton Road

From Near Route 13

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category ADA

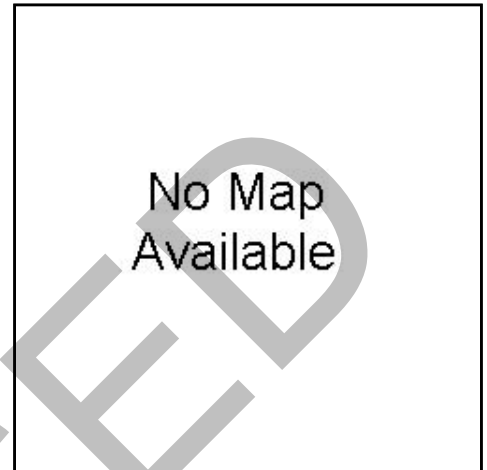
Bike/Ped Plan? EJ?

STIP # 8S3179

Federal ID #

Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan along Norton Road near Rte. 13 in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$1,000	\$3,000	\$0	\$0	\$4,000
MoDOT-AC	State	ENG	\$4,000	\$12,000	\$0	\$0	\$16,000
Totals			\$5,000	\$15,000	\$0	\$0	\$20,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$20,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2012-20A4 VARIOUS OUTER ROADS PAVEMENT RESURFACING IN GREENE COUNTY

Route Outer Road I-44

From Various

To

Location Greene County

Federal Agency None

Project Sponsor MoDOT

Federal Funding Category None

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3217

Federal ID #

Project Description

Pavement resurfacing on various outer roads in Springfield and Strafford.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$8,000	\$54,000	\$0	\$0	\$62,000
MoDOT	State	CON	\$0	\$529,000	\$0	\$0	\$529,000
Totals			\$8,000	\$583,000	\$0	\$0	\$591,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$591,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2013-20A4 VARIOUS OUTER ROADS PAVEMENT RESURFACING IN SPRINGFIELD

Route Norton Road

From Near Route 13

To

Location Greene County

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

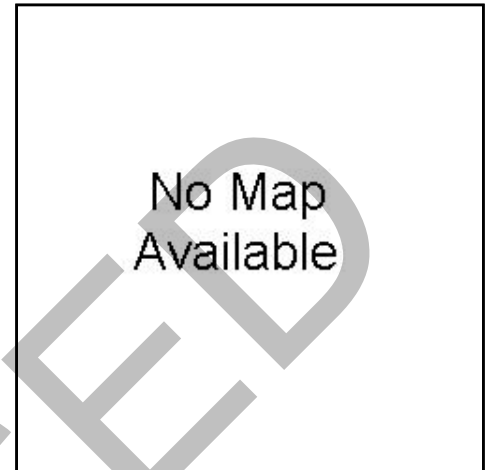
Bike/Ped Plan? EJ?

STIP # 8S3218

Federal ID #

Project Description

Pavement resurfacing on various outer road locations (Norton Road) near Route 13 in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$1,600	\$5,400	\$0	\$0	\$7,000
MoDOT-AC	State	ENG	\$6,400	\$21,600	\$0	\$0	\$28,000
MoDOT	State	CON	\$0	\$47,000	\$0	\$0	\$47,000
MoDOT-AC	State	CON	\$0	\$188,000	\$0	\$0	\$188,000
Totals			\$8,000	\$262,000	\$0	\$0	\$270,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$270,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2014-20A4 OR 44 PAVEMENT RESURFACING IN SPRINGFIELD

Route I-44 Outer Road

From Farm Road 112

To Route 13

Location Greene County

Federal Agency None

Project Sponsor MoDOT

Federal Funding Category None

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3219

Federal ID #

Project Description

Pavement resurfacing on I-44 outer road from FR 112 to 0.2 mile west of Rte. 13 in Springfield.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$8,000	\$23,000	\$0	\$0	\$31,000
Totals			\$8,000	\$23,000	\$0	\$0	\$31,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$31,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO2006-20A4 **MINOR ROUTE PAVEMENT IMPROVEMENTS**

Route Various

From

To

Location

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8P3189

Federal ID #

Project Description

Pavement improvements on various minor routes in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$8,000	\$40,000	\$50,400	\$0	\$98,400
MoDOT	State	ENG	\$2,000	\$10,000	\$12,600	\$0	\$24,600
FHWA (STBG)	Federal	CON	\$0	\$0	\$519,200	\$0	\$519,200
MoDOT	State	CON	\$0	\$0	\$129,800	\$0	\$129,800
Totals			\$10,000	\$50,000	\$712,000	\$0	\$772,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$772,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO2006-20 **MINOR ROUTE PAVEMENT IMPROVEMENTS**

Route Various

From

To

Location

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8P3189

Federal ID #

Project Description

Pavement improvements on various minor routes in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$8,000	\$40,000	\$50,400	\$0	\$98,400
MoDOT	State	ENG	\$2,000	\$10,000	\$12,600	\$0	\$24,600
FHWA (STBG)	Federal	CON	\$0	\$0	\$519,200	\$0	\$519,200
MoDOT	State	CON	\$0	\$0	\$129,800	\$0	\$129,800
Totals			\$10,000	\$50,000	\$712,000	\$0	\$772,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$772,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # OK2001-20A4 **ROUTE NN PAVEMENT RESURFACING IN OZARK**

Route Route NN

From Farm Road 197

To Route J

Location City of Ozark

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3205

Federal ID #

Project Description

Pavement resurfacing on Route NN from 0.1 mile south of Farm Road 197 to 0.1 mile east of Rte. J in Christian County.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$1,600	\$10,000	\$0	\$0	\$11,600
MoDOT-AC	State	ENG	\$6,400	\$40,000	\$0	\$0	\$46,400
Totals			\$8,000	\$50,000	\$0	\$0	\$58,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$58,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # RP2001-20A4 **ROUTE ZZ CHIP SEALING IN REPUBLIC**

Route ZZ

From Route M

To Farm Road 194

Location City of Republic

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3204

Federal ID #

Project Description

Pavement preservation treatment on Wilson Creek Boulevard from Rte. M to Farm Road 194 (County Line Road) in Republic.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$1,600	\$2,400	\$0	\$0	\$4,000
MoDOT-AC	State	ENG	\$6,400	\$9,600	\$0	\$0	\$16,000
MoDOT	State	CON	\$0	\$16,000	\$0	\$0	\$16,000
MoDOT-AC	State	CON	\$0	\$64,000	\$0	\$0	\$64,000
Totals			\$8,000	\$92,000	\$0	\$0	\$100,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$100,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2016-20A4 **ROUTE B PAVEMENT RESURFACING**

Route Route B

From Route 266

To I-44

Location Greene County

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3216

Federal ID #

Project Description

Pavement resurfacing on Route B from Route 266 to I-44 in Springfield.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$200	\$3,800	\$0	\$0	\$4,000
MoDOT-AC	State	ENG	\$800	\$15,200	\$0	\$0	\$16,000
Totals			\$1,000	\$19,000	\$0	\$0	\$20,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$20,000



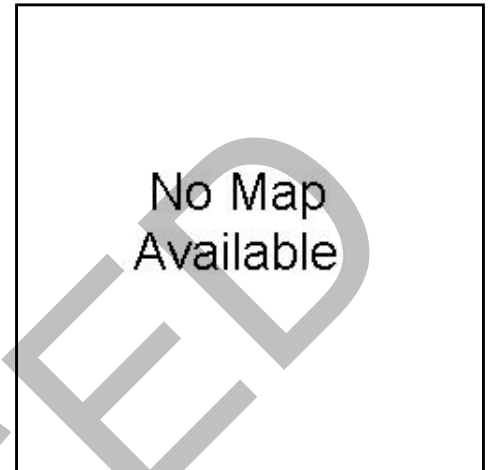
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2017-20A4 **SCOPING FOR KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS**

Route Kansas Expressway
From Bennett Street
To Route 60
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? EJ?
STIP # 8S3195
Federal ID #



Project Description

Scoping for capital improvements on Kansas Expressway (Rte. 13) from Bennett Street to James River Freeway (Rte. 60) in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$72,000	\$80,000	\$40,000	\$200,000
MoDOT	State	ENG	\$2,000	\$18,000	\$20,000	\$10,000	\$50,000
Totals			\$10,000	\$90,000	\$100,000	\$50,000	\$250,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$250,000

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2020									
EN1513-19AM1	\$488,494	\$0	\$0	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$0	\$15,000
EN1802-18	\$0	\$0	\$0	\$0	\$333,600	\$0	\$83,400	\$0	\$417,000
EN1803-18A3	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN1902-19A2	\$0	\$193,075	\$0	\$0	\$0	\$48,269	\$0	\$0	\$241,344
EN1903-19A2	\$0	\$155,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$197,499
EN1904-19A3	\$0	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$0	\$340,000
EN1905-19A3	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-19A3	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-19A3	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-19A3	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-19A3	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-19A3	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1911-19A3	\$0	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1912-19A3	\$0	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$110,869	\$0	\$0	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$25,600	\$0	\$6,400	\$0	\$32,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$92,000	\$115,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2004-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$24,000	\$30,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20A3	\$78,000	\$0	\$0	\$0	\$0	\$43,500	\$0	\$0	\$121,500
EN2010-20A3	\$394,214	\$0	\$0	\$0	\$0	\$98,554	\$0	\$0	\$492,768
EN2011-20A3	\$33,603	\$0	\$0	\$0	\$0	\$8,401	\$0	\$0	\$42,004
EN2012-20A3	\$100,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$125,000
EN2013-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
SP2001-19A6	\$0	\$0	\$0	\$0	\$125,978	\$0	\$0	\$0	\$125,978
SUBTOTAL	\$4,046,647	\$1,215,847	\$1,600	\$0	\$509,978	\$1,342,825	\$136,400	\$160,000	\$7,413,297

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2021									
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$264,000	\$682,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$1,639,200	\$0	\$409,800	\$0	\$2,049,000
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$378,400	\$0	\$94,600	\$0	\$473,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$255,200	\$1,020,800	\$1,276,000
EN2003-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$50,000
EN2004-20	\$0	\$0	\$0	\$0	\$7,200	\$0	\$1,800	\$0	\$9,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200	\$88,800	\$111,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$268,000	\$335,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20A3	\$792,949	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$271,826
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$316,604
EN2013-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$12,000	\$15,000
EN2101-18	\$53,760	\$0	\$0	\$0	\$0	\$13,440	\$0	\$0	\$67,200
EN2102-18	\$74,368	\$0	\$0	\$0	\$0	\$18,592	\$0	\$0	\$92,960
SUBTOTAL	\$1,391,821	\$0	\$1,600	\$264,000	\$2,999,200	\$443,718	\$1,163,600	\$1,389,600	\$7,653,539
2022									
EN1901-19	\$0	\$0	\$196,000	\$315,000	\$704,200	\$0	\$303,800	\$0	\$1,519,000
EN2003-20	\$0	\$0	\$0	\$0	\$152,800	\$0	\$38,200	\$0	\$191,000
EN2004-20	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$0	\$60,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$184,600	\$738,400	\$923,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$290,600	\$1,162,400	\$1,453,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SUBTOTAL	\$0	\$0	\$197,600	\$315,000	\$905,000	\$0	\$829,600	\$1,900,800	\$4,148,000
2023									
EN2003-20	\$0	\$0	\$0	\$0	\$1,304,000	\$0	\$326,000	\$0	\$1,630,000
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$1,304,000	\$0	\$328,000	\$0	\$1,640,000
GRAND TOTAL	\$5,438,468	\$1,215,847	\$208,800	\$579,000	\$5,718,178	\$1,786,543	\$2,457,600	\$3,450,400	\$20,854,836

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)					Local	MoDOT-AC	MoDOT	TOTAL
	STBG-U	TAP	NHPP	STBG	STAP				
PRIOR YEAR									
Balance		\$ 853,353	\$ -			\$ -	\$ -	\$ -	\$ 853,353
FY 2020									
Funds Anticipated	\$ 4,046,647	\$ 421,887	\$ 1,600	\$509,978.00	\$0.00	\$ 1,342,825	\$ 160,000	\$ 136,400	\$ 6,619,337
Funds Programmed	(\$4,046,647)	(\$1,215,847)	(\$1,600)	(\$509,978)	\$0	(\$1,342,825)	(\$160,000)	(\$136,400)	(\$7,413,297)
Running Balance	\$0.00	\$59,393.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$59,393.38
FY 2021									
Funds Anticipated	\$ 1,391,821	\$430,324.80	\$1,600.00	\$2,999,200.00	\$264,000.00	\$443,718.00	\$1,389,600.00	\$1,163,600.00	\$ 8,083,864
Funds Programmed	(\$1,391,821)	\$0	(\$1,600)	(\$2,999,200)	(\$264,000)	(\$443,718)	(\$1,389,600)	(\$1,163,600)	(\$7,653,539)
Running Balance	\$0.00	\$489,718.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$489,718.18
FY 2022									
Funds Anticipated	\$ -	\$438,931.30	\$197,600.00	\$905,000.00	\$315,000.00	\$0.00	\$1,900,800.00	\$829,600.00	\$ 4,586,931
Funds Programmed	\$0	\$0	(\$197,600)	(\$905,000)	(\$315,000)	\$0	(\$1,900,800)	(\$829,600)	(\$4,148,000)
Running Balance	\$0.00	\$928,649.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$928,649.48
FY 2023									
Funds Anticipated	\$ -	\$447,709.92	\$8,000.00	\$1,304,000.00	\$0.00	\$0.00	\$0.00	\$328,000.00	\$ 2,087,710
Funds Programmed	\$0	\$0	(\$8,000)	(\$1,304,000)	\$0	\$0	\$0	(\$328,000)	(\$1,640,000)
Running Balance	\$0.00	\$1,376,359.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,376,359.40

* STBG-Urban funds are available for use on both Bicycle/Pedestrian Projects and Roadway projects. Their distribution between these types of projects is not determined ahead of their programming by project. To see the entire amount of funding available for STBG-Urban, please visit page H-viii, Table H.2 or page H-10. STBG and STAP funding are statewide funding, with programming selected by MoDOT in consultation with OTO.

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																				
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
GR2012-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
GR2013-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
GR2014-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1803-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2011-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,900	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204,364	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$46,091	\$0	\$0	\$0	\$255,455
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701-20A2	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OK2003-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$6,000	\$0	\$7,000
OT1901-18A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$											

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISB)	FEMA	LOCAL	LOCAL-AC	OTHER	State			SEMA	TOTAL	
						MoDOT										MoDOT-GCSA	MoDOT-AC				
2020 Continued																					
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000	
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000	
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000	
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000	
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000	
SP1818-20A3	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000	
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000	
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000	
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000	
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,575,000	
SP2012-20AM3	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2014-20AM3	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000	
SP2015-20AM4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000	
SP2016-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$200	
SP2017-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000	
SUBTOTAL	\$30,247,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,808,164	\$5,111,881	\$0	\$0	\$10,000	\$740,993	\$12,622,353	\$1,682,400	\$0	\$13,400	\$11,499,348	\$16,000	\$3,010,300	\$123,499	\$105,062,088
2021																					
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000	
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000	
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000	
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000	
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000	
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000	
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000	
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000	
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000	
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
GR2008-20	\$0	\$0																			

Roadways

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	Local-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2021 Continued																State			
MO2006-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$10,000	\$90,000	\$0	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$202,500	\$0	\$0	\$225,000
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,354,222	\$0	\$0	\$0	\$7,271,341
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP2001-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$11,200	\$0	\$18,600	\$0	\$0	\$18,600	\$0	\$0	\$0	\$149,000
SP1816-18A2	\$0	\$0	\$0</																

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State			SEMA	TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC			
2022 Continued																				
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$240,000	\$0	\$0	\$175,600	\$0	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$0	\$0	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$1,191,200	\$0	\$0	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2017-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$100,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$11,059,200	\$49,600	\$0	\$5,000	\$0	\$1,636,402	\$0	\$0	\$5,145,600	\$205,000	\$3,413,600	\$0	\$0	\$40,377,906
2023																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$2,072,000	\$0	\$0	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$12,000
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$568,800	\$0	\$0	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$1,061,600	\$0	\$0	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2017-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,829,600	\$48,000	\$0	\$0	\$0	\$5,145,775	\$0	\$0	\$3,680,000	\$0	\$3,705,600	\$0	\$0	\$24,052,876
GRAND TOTAL																				
	\$36,400,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,889,367	\$9,726,261	\$10,278,422	\$25,000	\$740,993	\$24,473,907	\$1,682,400	\$0	\$27,289,170	\$341,000	\$12,975,600	\$123,499	\$231,292,864	

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL	
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA						TOTAL Federal Funds
2020 Funds Programmed	\$30,247,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,808,164	\$5,111,881	\$0	\$10,000	\$740,993	\$76,108,188	\$14,304,753	\$14,525,648	\$123,499	\$5,380,129	\$110,442,217
2021 Funds Programmed	\$799,570	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,192,403	\$4,516,800	\$19,278,422	\$10,000	\$0	\$46,800,295	\$5,069,377	\$9,930,322	\$0	\$5,476,971	\$67,276,965
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$11,059,200	\$49,600	\$0	\$5,000	\$0	\$29,977,304	\$1,636,402	\$8,764,200	\$0	\$5,575,557	\$45,953,463
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,829,600	\$48,000	\$0	\$0	\$0	\$11,521,501	\$5,145,775	\$7,385,600	\$0	\$5,675,917	\$29,728,793
Total	\$36,400,574	\$ 19,748,100	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$69,889,367	\$ 9,726,281	\$ 19,278,422	\$ 25,000	\$ 740,993	\$164,407,288	\$ 26,156,307	\$ 40,605,770	\$ 123,499	\$22,108,574	\$253,401,438

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 52,785,375	\$35,084,179	\$40,074,500	\$ 26,219,000	\$164,291,047
Federal Discretionary Funding	\$0	\$ 20,985,822	\$ -	\$ -	\$ -	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,675,557	\$5,675,917	\$22,108,574
Funds from Other Sources (Inc. Local)	\$123,499	\$14,304,753	\$5,069,377	\$1,636,402	\$5,145,775	\$26,279,806
Available Suballocated Funding	\$27,323,332	\$1,254,632	\$6,826,962	\$6,963,501	\$7,102,771	\$49,471,197
TOTAL AVAILABLE FUNDING	\$37,574,824	\$94,710,711	\$52,457,489	\$54,249,960	\$44,143,463	\$283,136,446
Prior Year Funding		\$37,574,824	\$21,843,317	\$7,023,841	\$15,320,338	--
Programmed State and Federal Funding		(\$110,442,217)	(\$67,276,965)	(\$45,953,463)	(\$29,728,793)	(\$253,401,438)
TOTAL REMAINING	\$37,574,824	\$21,843,317	\$7,023,841	\$15,320,338	\$29,735,008	\$29,735,008

Additional Funds from Other Sources include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Available State and Federal Funding shown here does not include Funding Available shown on Bike/Ped Financial Constraint Page.

See Table H.9 for details on Local Share Financial Capacity.

TAB 5

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.C.

Additional Federal Funding

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

AGENDA DESCRIPTION:

According to the federal register notice, as part of the 2020 Omnibus budget bill, Congress authorized an additional \$471,885 in federal funding for the OTO area. This funding must be obligated by September 30, 2023. This is a one-time funding source that will not be mixed with other funds due to differing timeline requirements for obligation.

There are several options available for this funding:

- 1) Finish funding the City of Republic Shuyler Creek Trail project
- 2) Distribute funds via another round of transportation alternative funding
- 3) Distribute funds through the STBG-Urban formula
- 4) Select one local project
- 5) Select one MoDOT project

Staff is recommending that this funding be used specifically for the construction portion of the City of Republic Shuyler Creek Trail project. This project received partial funding in the 2019 omnibus funding that was used for transportation alternatives projects. With design and right-of-way funded, this would provide funding to complete the construction portion of that application. The City of Republic has expressed interest in using this funding and has the funding in place for the required match.

Funds distributed through the formula could be used to fund roadway, bridges, trails, sidewalks, or transit. If the funds were to be distributed via the STBG-Urban funding formula based on 2010 population, the breakout of funding would be as follows:

	FY 2020 Omnibus
STP/BG-Urban Allocation	471,885.00
STP/BG-Urban Distribution	
Christian County	24,698.46
Greene County	105,117.10
City of Battlefield	8,522.24
City of Nixa	29,006.77
City of Ozark	27,171.14
City of Republic	22,494.75
City of Springfield	243,214.25
City of Strafford	3,595.76
City of Willard	8,064.51
	<hr/> 471,885.00

This decision does not have to be made immediately, however, it is recommended that the funds be obligated by September 2022, to guarantee no loss of funding due to delays.

EXECUTIVE COMMITTEE ACTION TAKEN:

At the May 13, 2020 Executive Committee meeting, the Executive Committee recommended the Board of Directors allocate the additional funds to the Shuyler Creek Trail Project.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At the May 20, 2020 Technical Planning Committee meeting, the Committee unanimously recommended that the additional \$471,885 in available funding be awarded for construction of the City of Republic Shuyler Creek Trail.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to recommend that the additional \$471,885 in available funding be awarded for construction of the City of Republic Shuyler Creek Trail.”

OR

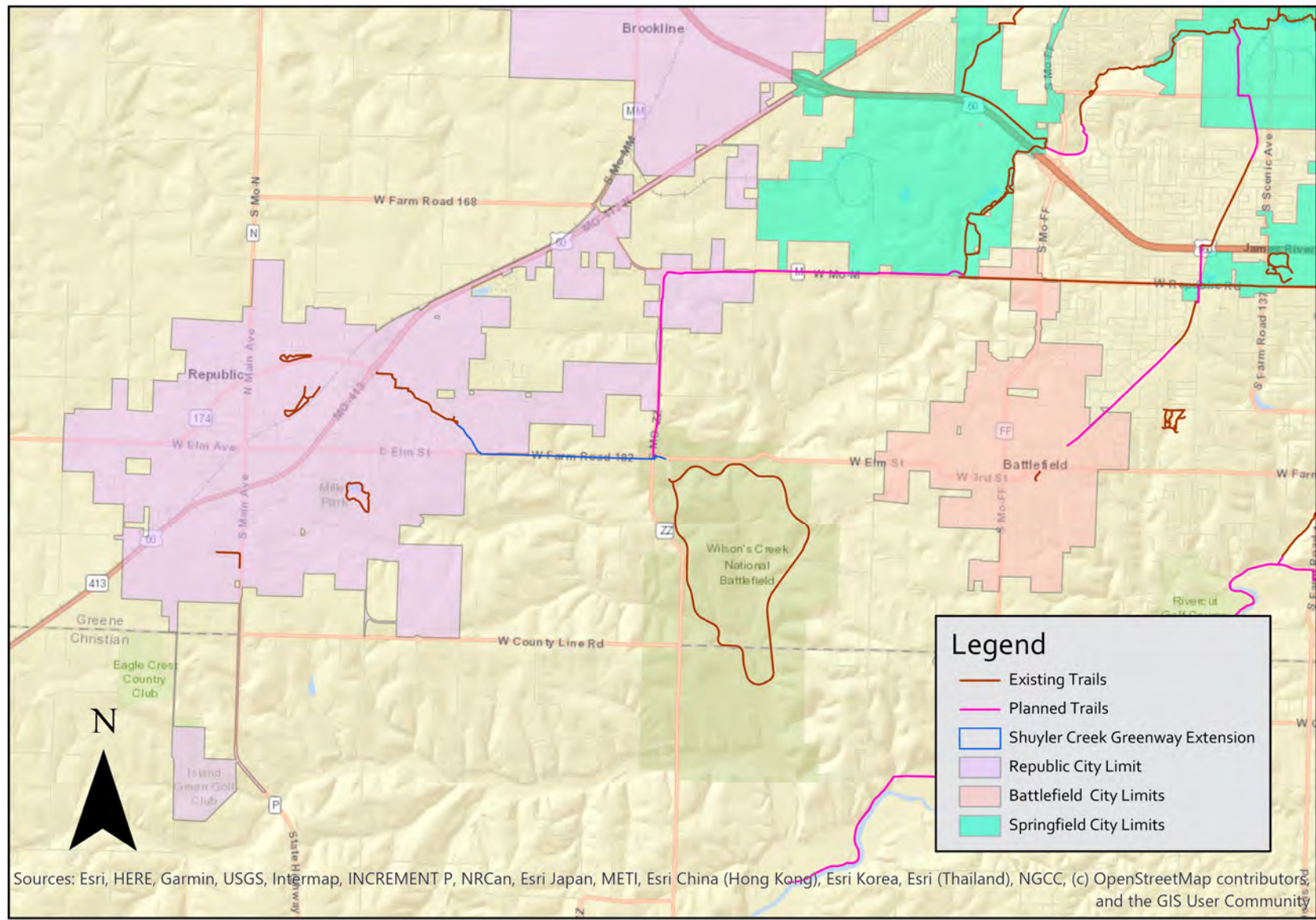
“Move to recommend that the funds be spent as follows...”

OR

“Direct staff to consider the following... and place on the next agenda.”

Area Map

How the Shuyler Creek Greenway Extension Connects Future and Existing Trails



TAB 6

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.D.

Federal Funds Balance Report – March 31, 2020

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT has enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited). The region no longer has funds from the Small Urban and BRM (On-System Bridge) program, due to obligating the final balances.

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2020.

Staff has developed a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order to not be rescinded by MoDOT. The report also outlines projects programmed to use STBG-Urban funding, so jurisdictions can have a clear picture of what is remaining.

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. The OTO intersection cost share program has helped to commit these funds, however, without obligation, the total OTO balance is subject to rescission. OTO commends those who have taken action to plan for the use of available funds.

BOARD OF DIRECTORS ACTION REQUESTED:

No official action requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 2020

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

The federal surface transportation authorization legislation, FAST (Fixing America’s Surface Transportation) Act, reauthorizes federal highway, transit, and other surface transportation programs through September 30, 2020. The FAST Act is a continuation of prior surface transportation authorization legislation including MAP-21, SAFETEA-LU, TEA-21, ISTEA, and others dating back to the first Federal Aid Highway Act of 1956.

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

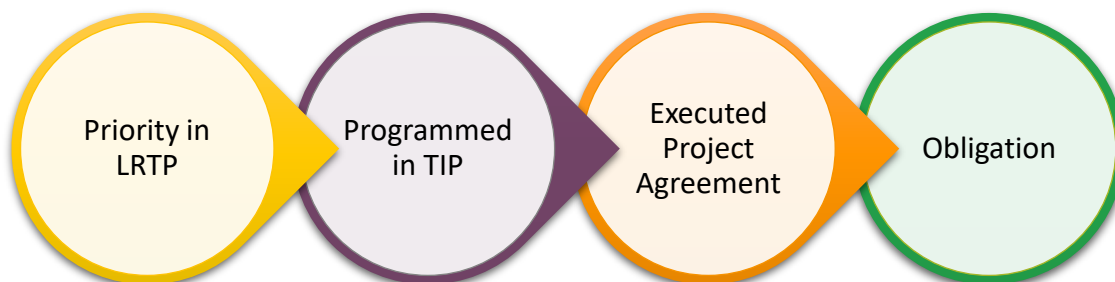
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban), as well as Highway Improvement Program Funding which has been suballocated through two omnibus appropriations bills. This report monitors the funding balance and obligations made by OTO member jurisdictions for this funding. OTO has been receiving sub-allocated funding since 2003.

Eligible Entities for OTO Suballocated Surface Transportation Funds

- All cities and counties within OTO’s metropolitan planning boundary, as well as OTO
- All transportation corporations within OTO’s metropolitan planning boundary
- Missouri Department of Transportation
- All public transit agencies within OTO’s metropolitan planning boundary

An obligation is a commitment of the federal government’s promise to pay for the federal share of a project’s eligible cost. This commitment occurs when the project is approved and the project agreement is executed. This is a key step in financing and obligated funds are deemed “used” even though no cash is transferred.

Obligating a Project



To ensure each jurisdiction has access to STBG funding, OTO monitors how each OTO member utilizes available funding. Also, MoDOT has a statewide policy regarding the accumulation of STBG funds, which is limited to a three-year accrual. Committed cost share funds are allowed to count against that balance. Any unobligated funding, however, is subject to rescission by Congress. The following report highlights the amount of funding which needs to be obligated to meet MoDOT’s accrual policy, as well as the amount of funding subject to rescission by Congress.

Program Balances

OTO has elected to sub-allocate the STBG-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2020.

This report documents the balance allowed, the balance obligated, and the balance is available to be programmed. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2020, though just barely.

The report also outlines activity in other OTO funding accounts, such as the Transportation Alternatives Program (STBG Set-Aside). These accounts are subject to the same rescission policy.

Highway Improvement Program funding, also described as Omnibus funding in this report, has been allocated through the FY 2018, FY 2019, and FY 2020 Federal Omnibus Appropriations bills. The OTO Board of Directors voted to apply both the FY 2018 and 2019 funding amount to use on Transportation Alternatives Program projects. No decision has yet been made for the FY 2020 Omnibus funding. This funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

FY 2020 To Date (3/31/2020)

Federal Funding Category	Balance
STBG-Urban	\$25,712,774.34
Balance After Cost Shares	\$19,482,787.46
Maximum Allowed	\$19,989,927.07
TAP Only (No HIP)	\$1,337,714.74
Maximum Allowed	\$1,273,237.93
FY 2018-2019 Omnibus (HIP) – Flexed for TAP	\$2,603,932.34
FY 2020 Omnibus (HIP) – Unassigned	\$471,885.00

Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled "Lapse Potential," includes only obligations and STIP-programmed cost shares, along with allocations through FY 2020, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed in the FY 2020-2023 TIP.

Federal Funds Balance Report

Balance Summary

Accounts	3/31/2020 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	3,941,647.08	3,941,647.08	--
TAP Only	1,337,714.74	--	1,273,237.93
STBG-U HIP Flexed to TAP	2,603,932.34	--	2,778,791.00
Total STBG-Urban	26,359,217.03		--
STBG-Urban	25,712,774.34	19,482,787.46	19,989,921.07
Unassigned Omnibus	471,885.00	471,885.00	471,885.00
OTO STBG Payback	174,557.69	--	--
	30,300,864.11	23,896,319.54	24,513,835.00

Total Balance All Accounts (10/1/2002-3/31/2020)

Allocations	103,104,051.64
Obligations	(72,803,187.53)
	30,300,864.11

Ending Balance (All Funding Sources) 3/31/2020	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	3,941,647.08	0.00	3,941,647.08
Unassigned Omnibus Funding	471,885.00	0.00	471,885.00
OTO Operations	210,000.00	0.00	210,000.00
Christian County	115,231.82	0.00	115,231.82
Greene County	11,028,365.36	0.00	11,028,365.36
City of Battlefield	540,765.66	0.00	540,765.66
City of Nixa	1,436,280.37	(48,333.17)	1,387,947.20
City of Ozark	(120,512.20)	(398,455.06)	(518,967.26)
City of Republic	(290,265.66)	(93,555.34)	(383,821.00)
City of Springfield	12,865,799.30	(5,864,201.00)	7,001,598.30
City of Strafford	187,044.37	0.00	187,044.37
City of Willard	(85,376.99)	0.00	(85,376.99)
	30,300,864.11	(6,404,544.57)	23,896,319.54

MoDOT Cost Shares	Total	Obligated	Balance
1601071 160 and South	584,000.00	(574,703.35)	9,296.65
1601063 Tracker/Northview/160	882,400.00	(843,363.48)	39,036.52
9901815/0141029 Jackson/NN	1,512,439.00	(1,286,520.09)	225,918.91
0141030 South and Third	1,517,720.00	(1,345,183.85)	172,536.15
S601061 M/Repmo Drive	992,800.00	(899,244.66)	93,555.34
SP1818-18A4 Campbell and Republic	1,400,800.00	(240,000.00)	1,160,800.00
SP1815-18A2 Kearney/West Bypass^	1,004,800.00	0.00	1,004,800.00
MO2101-18 FY 2021 TMC Staff	332,000.00	0.00	332,000.00
MO2104-19 FY 2022 TMC Staff	340,000.00	0.00	340,000.00
MO2301-20 FY 2023 TMC Staff	344,000.00	0.00	344,000.00
SP1816 Kansas/Sunset^	1,092,743.00	0.00	1,092,743.00
SP1817 Kansas/Walnut Lawn^	1,237,858.00	0.00	1,237,858.00
MO2401-21 FY 2024 TMC Staff	352,000.00	0.00	352,000.00
	11,593,560.00	(5,189,015.43)	6,404,544.57

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2017 TAP Balance</i>	<i>TAP</i>	<i>192,106.57</i>	<i>192,106.57</i>
FY 2018 TAP Allocation	TAP	429,463.81	621,570.38
9901811 Finley R. Park Connection	TAP	(5,812.80)	615,757.58
9900856 Willard Kime Sidewalks	TAP	9,657.43	625,415.01
9900845 Strafford Schools SW 2014	TAP	7.21	625,422.22
9901812 Hartley Road Sidewalks	TAP	(1,665.60)	623,756.62
9901812 Hartley Road Sidewalks	TAP	524.62	624,281.24
5911802 College and Grant SW	TAP	28,236.79	652,518.03
5911802 College and Grant SW	TAP	61,024.03	713,542.06
5911802 College and Grant SW	TAP	(89,260.82)	624,281.24
<i>9/30/2018 Balance</i>			<i>624,281.24</i>
FY 2019 TAP Allocation	Estimated	421,887.06	1,046,168.30
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,199,674.30
9901811 Finley R. Park Connection	TAP	0.02	2,199,674.32
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,171,674.32
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,144,347.58
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,126,815.66
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,099,075.72
<i>9/30/2019 Balance</i>			<i>2,099,075.72</i>
FY 2020 TAP Allocation	Estimated	421,887.06	2,520,962.78
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,146,247.78
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,114,247.44
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,086,247.44
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,073,247.08
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	3,943,247.08
5944804 Hunt Road SW Connections	TAP	(800.00)	3,942,447.08
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	3,941,647.08
<i>9/30/2020 Balance</i>			<i>3,941,647.08</i>
		3,941,647.08	3,941,647.08
Remaining Balance TAP Funds (9/30/2020)			1,337,714.74
Remaining Balance Omnibus Funds (9/30/2020)			2,603,932.34
Remaining Balance All Funds (9/30/2020)			3,941,647.08
March 31, 2020 Balance TAP Funds			1,337,714.74
3-Year Maximum TAP Balance Allowed (MoDOT)			1,273,237.93
Amount of TAP Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			64,476.81

OTO Omnibus Funding Reasonable Progress Deadlines		Amount Remaining to Obligate
FY 2018	9/30/2020	978,647.34
FY 2019	9/30/2021	1,625,285.00

Note:

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2013-2017 TAP Balance</i>	<i>TAP</i>	<i>192,106.57</i>	<i>192,106.57</i>
FY 2018 TAP Allocation	TAP	429,463.81	621,570.38
9901811 Finley R. Park Connection	TAP	(5,812.80)	615,757.58
9900856 Willard Kime Sidewalks	TAP	9,657.43	625,415.01
9900845 Strafford Schools SW 2014	TAP	7.21	625,422.22
9901812 Hartley Road Sidewalks	TAP	(1,665.60)	623,756.62
9901812 Hartley Road Sidewalks	TAP	524.62	624,281.24
5911802 College and Grant SW	TAP	28,236.79	652,518.03
5911802 College and Grant SW	TAP	61,024.03	713,542.06
5911802 College and Grant SW	TAP	(89,260.82)	624,281.24
<i>9/30/2018 Balance</i>			<i>624,281.24</i>
FY 2019 TAP Allocation	Estimated	421,887.06	1,046,168.30
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,199,674.30
9901811 Finley R. Park Connection	TAP	0.02	2,199,674.32
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,171,674.32
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,144,347.58
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,126,815.66
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,099,075.72
<i>9/30/2019 Balance</i>			<i>2,099,075.72</i>
FY 2020 TAP Allocation	Estimated	421,887.06	2,520,962.78
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,146,247.78
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,114,247.44
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,086,247.44
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,073,247.08
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	3,943,247.08
5944804 Hunt Road SW Connections	TAP	(800.00)	3,942,447.08
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	3,941,647.08
9901817 Battlefield Third St Sidewalk	TAP Programmed	(272,000.00)	3,669,647.08
5901811 Springfield Greenwood	STBG-U Programmed	(183,365.00)	3,486,282.08
5901815 Springfield Harvard	STBG-U Programmed	(110,869.44)	3,375,412.64
5901814 Springfield Luster Sidewalks	TAP Programmed	(85,911.00)	3,289,501.64
5944804 Hunt Road SW Connections	TAP Programmed	(178,639.00)	3,110,862.64
9901816 Pine and McCabe Sidewalks	TAP Programmed	(232,274.66)	2,878,587.98
9901821 Ozark South Elementary SW	TAP Programmed	(139,669.64)	2,738,918.34
9901822 Ozark West Elementary SW	TAP Programmed	(297,119.06)	2,441,799.28
5901813 Springfield Fasnigh	TAP Programmed	(72,708.00)	2,369,091.28
9901818 Nicholas SW Ph 1 and 2	STBG-U Programmed	(350,287.26)	2,018,804.02
9901820 Ozark Fremont	STBG-U Programmed	(188,028.08)	1,830,775.94
5901812 Springfield Galloway Recon	STBG-U Programmed	(146,097.60)	1,684,678.34
9901829 OGI Trail Planning Services	STBG-U Programmed	(100,000.00)	1,584,678.34
9901827 Chadwick Flyer Jackson to Clay	STBG-U Programmed	(870,949.00)	713,729.34
5901817 Fasnigh Clay to Brookside	STBG-U Programmed	(217,461.00)	496,268.34
6900813 Shuyler Creek Design and ROW	STBG-U Programmed	(394,214.00)	102,054.34
9901828 Trail of Tears Elm to Somerset	STBG-U Programmed	(102,052.40)	1.94
<i>9/30/2020 Balance</i>			<i>1.94</i>
		1.94	1.94
Remaining Balance All Funds (9/30/2020)			1.94
Funds Immediately Available to be Programmed through 2020			1.94

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>15,779,039.15</i>	<i>15,779,039.15</i>
FY 2017 Allocation	STBG-Urban	6,064,303.41	21,843,342.56
Obligations	STBG-Urban	(3,242,441.48)	18,600,901.08
<i>9/30/2017 Balance</i>			<i>18,600,901.08</i>
FY 2018 Allocation	STBG-Urban	6,409,144.05	25,010,045.13
FY 2018 Omnibus	STBG-Urban (HIP)	1,153,506.00	26,163,551.13
FY 2018 Omnibus Transfer to TAP	STBG-Urban	(1,153,506.00)	25,010,045.13
Obligations	STBG-Urban	(4,852,799.68)	20,157,245.45
<i>9/30/2018 Balance</i>			<i>20,157,245.45</i>
FY 2019 Allocation	STBG-Urban	6,768,092.40	26,925,337.85
FY 2019 Omnibus	STBG-Urban (HIP)	1,625,285.00	28,550,622.85
FY 2019 Omnibus Transfer to TAP	STBG-Urban	(1,625,285.00)	26,925,337.85
Obligations	STBG-Urban	(4,853,398.68)	22,071,939.17
OTO Operations	STBG-Urban	(200,000.00)	21,871,939.17
Rideshare	STBG-Urban	(10,000.00)	21,861,939.17
<i>9/30/2019 Balance</i>			<i>21,861,939.17</i>
FY 2020 Allocation	STBG-Urban	6,812,684.62	28,674,623.79
FY 2020 Omnibus	STBG-Urban (HIP)	471,885.00	29,146,508.79
Obligations	STBG-Urban	(2,777,291.76)	26,369,217.03
Rideshare	STBG-Urban	(10,000.00)	26,359,217.03
OTO Operations	STBG-Urban	(210,000.00)	26,149,217.03
Programmed Cost Shares/Transfers	STBG-Urban	(2,881,475.92)	23,267,741.11
<i>9/30/2020 Balance</i>			<i>23,267,741.11</i>
*Estimate		23,267,741.11	23,267,741.11

Remaining Balance All Funds (9/30/2020) 23,267,741.11

March 31, 2019 Balance	26,359,217.03
MoDOT STIP Programmed Cost Shares	
1601071 160 and South	(9,296.65)
1601063 Tracker/Northview/160	(39,036.52)
9901815/0141029 Jackson/NN	(225,918.91)
0141030 South and Third	(172,536.15)
S601061 M/Repmo Drive	(93,555.34)
SP1818-18A4 Campbell and Republic	(1,160,800.00)
SP1815-18A2 Kearney/West Bypass	(1,004,800.00)
MO2101-18 FY 2021 TMC Staff	(332,000.00)
MO2104-19 FY 2022 TMC Staff	(340,000.00)
MO2301-20 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset	(1,092,743.00)
SP1817 Kansas/Walnut Lawn	(1,237,858.00)
MO2401-21 FY 2024 TMC Staff	(352,000.00)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	19,954,672.46
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	19,989,921.07
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2019 Balance	STBG-Urban	21,861,939.17	21,861,939.17
FY 2020 Allocation	STBG-Urban	6,812,684.62	28,674,623.79
Obligations:		(2,777,291.76)	25,897,332.03
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	
1601071 160 and South	STBG-Urban	(524,703.35)	
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	
5909802 Kansas Extension Ph. I ROW	STBG-Urban	(348,000.00)	
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	
Programmed:		(7,676,220.10)	18,221,111.93
OT1901-19A5	Programmed	(210,000.00)	
9901814 FF SW Weaver to Rose	Programmed	(105,679.62)	
EN2011 Trail of Tears Elm to Somerset	Programmed	(33,603.00)	
1601063 Tracker/Northview/160	Programmed Cost Share	(39,036.52)	
1601071 160 and South	Programmed Cost Share	(9,296.65)	
0141030 South and Third	Programmed Cost Share	(172,536.15)	
9901815/0141029 Jackson/NN	Programmed Cost Share	(225,918.91)	
S601061 M/Repmo Drive	Programmed Cost Share	(93,555.34)	
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	
SP2012-20A2 Overlay Improvements	Programmed	(2,990,000.00)	
SP2014-20A2 ADA Improvements	Programmed	(1,610,000.00)	
5944803 Miller Road Widening	Programmed	(186,593.91)	
9/30/2020 Balance			18,221,111.93
FY 2021 Allocation*	STBG-Urban	6,948,938.31	25,170,050.24
Programmed:		(20,617,664.05)	4,552,386.19
OT1901-19A5	Programmed	(220,500.00)	
GR2009-20AM1	Programmed	(480,000.00)	
New FR 175 Bridge Replacement	Unprogrammed	(480,000.00)	
New FR 135/102 Mill/Fill and ADA	Unprogrammed	(560,000.00)	
5909802 Kansas Extension Ph. I ROW	Programmed (See Springfield)	(250,885.50)	
5909802 Kansas Extension Ph. I Const.	Programmed (See Springfield)	(6,100,000.00)	
5909802 Kansas Extension Ph. II ROW	Programmed	(2,960,678.00)	
EN2011 Trail of Tears Elm to Somerset	Programmed	(151,231.05)	
0141028 14 from Fort to Ridgecrest	Programmed	(202,270.00)	
New NX2101 N. Main Street	Unprogrammed	(1,873,146.00)	
New NX2102 North St Maplewood Cheye	Unprogrammed	(437,506.00)	
5909802 Kansas Extension Ph. I ROW	Rem. Programmed (See Gree	(283,847.50)	
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	
S602027 Campbell and Republic	Programmed Cost Share	(1,160,800.00)	
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	
SP2011-20 Signal Improvements	Programmed	(1,260,000.00)	
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(44,800.00)	
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	
9/30/2021 Balance			4,552,386.19
FY 2022 Allocation*	STBG-Urban	7,087,917.08	11,640,303.27
Programmed:		(10,080,783.00)	1,559,520.27
OT1901-19A5	Programmed	(231,525.00)	
5909802 Kansas Extension Ph. I Const.	Programmed	(7,587,559.00)	
New NX2201 Truman Heather Pembrook	Unprogrammed	(961,699.00)	
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(960,000.00)	
MO2104-19 FY 2022 TMC Staff	Programmed Cost Share	(340,000.00)	
9/30/2022 Balance			1,559,520.27
FY 2023 Allocation*	STBG-Urban	7,229,675.42	8,789,195.69
Programmed:		(3,175,282.00)	5,613,913.69
OT1901-19A5	Programmed	(243,101.00)	
New NX2301 Downtown N. Main	Unprogrammed	(257,580.00)	
Kansas/Walnut Lawn	Cost Share-Unprogrammed	(1,237,858.00)	
Kansas/Sunset	Cost Share-Unprogrammed	(1,092,743.00)	
MO2301-20 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	
9/30/2023 Balance			5,613,913.69
*Estimate		5,613,913.69	5,613,913.69
Remaining Balance All Funds (9/30/2023)			5,613,913.69
Funds Available to be Programmed through 2023			5,613,913.69

Funds Balance Scenarios by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>848,984.10</i>	<i>848,984.10</i>
FY 2017 Allocation	STBG-Urban	317,405.64	1,166,389.74
FY 2017 Rideshare	City of Springfield	(523.40)	1,165,866.34
Transfer (OK1802)	City of Ozark	(400,000.00)	765,866.34
Transfer (OK1801)	City of Ozark	(150,000.00)	615,866.34
Transfer (NX1801)	City of Nixa	(451,443.00)	164,423.34
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	65,866.34
<i>9/30/2017 Balance</i>			<i>65,866.34</i>
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			<i>(573,079.85)</i>
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			<i>(229,829.29)</i>
FY 2020 Allocation*	STBG-Urban	345,061.11	115,231.82
<i>9/30/2020 Balance</i>			<i>115,231.82</i>
*Estimate		115,231.82	115,231.82
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			115,231.82
March 31, 2020 Balance			115,231.82
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,023,766.27
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>848,984.10</i>	<i>848,984.10</i>
FY 2017 Allocation	STBG-Urban	317,405.64	1,166,389.74
FY 2017 Rideshare	City of Springfield	(523.40)	1,165,866.34
Transfer (OK1802)	City of Ozark	(400,000.00)	765,866.34
Transfer (OK1801)	City of Ozark	(150,000.00)	615,866.34
Transfer (NX1801)	City of Nixa	(451,443.00)	164,423.34
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	65,866.34
<i>9/30/2017 Balance</i>			<i>65,866.34</i>
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			<i>(573,079.85)</i>
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			<i>(229,829.29)</i>
FY 2020 Allocation*	STBG-Urban	345,061.11	115,231.82
<i>9/30/2020 Balance</i>			<i>115,231.82</i>
FY 2021 Allocation*	STBG-Urban	351,962.33	467,194.15
<i>9/30/2021 Balance</i>			<i>467,194.15</i>
FY 2022 Allocation*	STBG-Urban	359,001.58	826,195.73
<i>9/30/2022 Balance</i>			<i>826,195.73</i>
FY 2023 Allocation*	STBG-Urban	366,181.61	1,192,377.34
<i>9/30/2023 Balance</i>			<i>1,192,377.34</i>
*Estimate		1,192,377.34	1,192,377.34
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			1,192,377.34
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			1,192,377.34

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
FY 2017 Allocation	STBG-Urban	1,350,884.23	7,115,740.04
FY 2017 Rideshare	City of Springfield	(2,227.60)	7,113,512.44
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,053,543.64
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,953,543.64
Transfer	City of Republic	(100,000.00)	6,853,543.64
<i>9/30/2017 Balance</i>			<i>6,853,543.64</i>
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			<i>8,279,016.97</i>
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension	STBG-Urban	(180,118.70)	9,559,778.93
<i>9/30/2019 Balance</i>			<i>9,559,778.93</i>
FY 2020 Allocation	STBG-Urban	1,468,586.43	11,028,365.36
<i>9/30/2020 Balance</i>			<i>11,028,365.36</i>
*Estimate		11,028,365.36	11,028,365.36
Remaining Balance All Funds (9/30/2020)			11,028,365.36
March 31, 2020 Balance			11,028,365.36
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,357,168.02
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			6,671,197.34

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
FY 2017 Allocation	STBG-Urban	1,350,884.23	7,115,740.04
FY 2017 Rideshare	City of Springfield	(2,227.60)	7,113,512.44
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,053,543.64
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,953,543.64
<i>9/30/2017 Balance</i>			<i>6,953,543.64</i>
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			<i>8,279,016.97</i>
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension Eng.	STBG-Urban	(180,118.70)	9,559,778.93
<i>9/30/2019 Balance</i>			<i>9,559,778.93</i>
FY 2020 Allocation	STBG-Urban	1,468,586.43	11,028,365.36
<i>9/30/2020 Balance</i>			<i>11,028,365.36</i>
FY 2021 Allocation*	STBG-Urban	1,497,958.16	12,526,323.52
GR2009-20AM1	Programmed	(480,000.00)	12,046,323.52
New FR 175 Bridge Replacement	Unprogrammed	(480,000.00)	11,566,323.52
New FR 135/102 Mill/Fill and ADA	Unprogrammed	(560,000.00)	11,006,323.52
5909802 Kansas Extension Ph. I ROW	Programmed (See Springfield)	(250,885.50)	10,755,438.02
5909802 Kansas Extension Ph. I Const.	Programmed (See Springfield)	(6,100,000.00)	4,655,438.02
5909802 Kansas Extension Ph. II ROW	Programmed	(2,960,678.00)	1,694,760.02
<i>9/30/2021 Balance</i>			<i>1,694,760.02</i>
FY 2022 Allocation*	STBG-Urban	1,527,917.32	3,222,677.34
5909802 Kansas Extension Ph. I Const.	Programmed	(7,587,559.00)	(4,364,881.66) **
<i>9/30/2022 Balance</i>			<i>(4,364,881.66)</i>
FY 2023 Allocation*	STBG-Urban	1,558,475.67	(2,806,405.99)
<i>9/30/2022 Balance</i>			<i>(2,806,405.99)</i>
FY 2024 Allocation*	STBG-Urban	1,589,645.18	(1,216,760.81)
<i>9/30/2023 Balance</i>			<i>(1,216,760.81)</i>
*Estimate		(1,216,760.81)	(1,216,760.81)
** Need Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			(1,216,760.81)
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>507,125.81</i>	<i>507,125.81</i>
FY 2017 Allocation	STBG-Urban	109,521.32	616,647.13
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,689.07
FY 2017 Rideshare	City of Springfield	(180.60)	570,508.47
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.15	804,516.16
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
FY 2020 Allocation	STBG-Urban	119,063.88	923,580.04
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	469,058.10
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	540,765.66
<i>9/30/2020 Balance</i>			<i>540,765.66</i>
*Estimate		540,765.66	540,765.66
Remaining Balance All Funds (9/30/2020)			540,765.66
March 31, 2020 Balance			540,765.66
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			353,252.17
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			187,513.49

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>507,125.81</i>	<i>507,125.81</i>
FY 2017 Allocation	STBG-Urban	109,521.32	616,647.13
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,689.07
FY 2017 Rideshare	City of Springfield	(180.60)	570,508.47
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.15	804,516.16
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
FY 2020 Allocation	STBG-Urban	119,063.88	923,580.04
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	469,058.10
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	540,765.66
9901814 FF SW Weaver to Rose	Programmed	(105,679.62)	435,086.04
EN2011 Trail of Tears Elm to Somerset	Programmed	(33,603.00)	401,483.04
<i>9/30/2020 Balance</i>			<i>401,483.04</i>
FY 2021 Allocation*	STBG-Urban	121,445.16	522,928.20
EN2011 Trail of Tears Elm to Somerset	Programmed	(151,231.05)	371,697.15
<i>9/30/2021 Balance</i>			<i>522,928.20</i>
FY 2022 Allocation*	STBG-Urban	123,874.06	646,802.26
<i>9/30/2022 Balance</i>			<i>646,802.26</i>
FY 2023 Allocation*	STBG-Urban	126,351.54	773,153.80
<i>9/30/2023 Balance</i>			<i>773,153.80</i>
*Estimate		621,922.75	773,153.80
Remaining Balance All Funds (9/30/2023)			773,153.80
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			773,153.80

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		578,343.20	578,343.20
FY 2017 Allocation	STBG-Urban	372,772.73	951,115.93
FY 2017 Rideshare	City of Springfield	(614.70)	950,501.23
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	910,723.88
0141023 160/14	STBG-Urban	(264,206.59)	646,517.29
Transfer	Christian County	451,443.00	1,097,960.29
Transfer	Christian County	98,557.00	1,196,517.29
<i>9/30/2017 Balance</i>			<i>1,196,517.29</i>
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
FY 2020 Allocation	STBG-Urban	405,252.32	1,960,983.72
1601071 160 and South	STBG-Urban	(524,703.35)	1,436,280.37
1601063 Tracker/Northview/160	Programmed Cost Share	(39,036.52)	1,397,243.85
1601071 160 and South	Programmed Cost Share	(9,296.65)	1,387,947.20
<i>9/30/2020 Balance</i>			<i>1,387,947.20</i>
*Estimate		1,387,947.20	1,387,947.20
Remaining Balance All Funds (9/30/2020)			1,387,947.20
March 31, 2020 Balance			1,436,280.37
MoDOT STIP Programmed Cost Shares			
1601071 160 and South		(9,296.65)	
1601063 Tracker/Northview/160		(39,036.52)	
9/30/2020 Balance after MoDOT STIP Programmed Cost Shares			1,387,947.20
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,202,348.34
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			185,598.86

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		578,343.20	578,343.20
FY 2017 Allocation	STBG-Urban	372,772.73	951,115.93
FY 2017 Rideshare	City of Springfield	(614.70)	950,501.23
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	910,723.88
0141023 160/14	STBG-Urban	(264,206.59)	646,517.29
Transfer	Christian County	451,443.00	1,097,960.29
Transfer	Christian County	98,557.00	1,196,517.29
<i>9/30/2017 Balance</i>			1,196,517.29
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			1,857,035.60
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			1,555,731.40
FY 2020 Allocation	STBG-Urban	405,252.32	1,960,983.72
1601071 160 and South	STBG-Urban	(524,703.35)	1,436,280.37
1601063 Tracker/Northview/160	Programmed Cost Share	(39,036.52)	1,397,243.85
1601071 160 and South	Programmed Cost Share	(9,296.65)	1,387,947.20
<i>9/30/2020 Balance</i>			1,387,947.20
FY 2021 Allocation*	STBG-Urban	413,357.37	1,801,304.57
0141028 14 from Fort to Ridgecrest	Programmed	(202,270.00)	1,599,034.57
New NX2101 N. Main Street	Unprogrammed	(1,873,146.00)	(274,111.43) **
New NX2102 North St Maplewood Cheyenn	Unprogrammed	(437,506.00)	(711,617.43)
<i>9/30/2021 Balance</i>			(711,617.43)
FY 2022 Allocation*	STBG-Urban	421,624.51	(289,992.92)
New NX2201 Truman Heather Pembrook	Unprogrammed	(961,699.00)	(1,251,691.92)
<i>9/30/2022 Balance</i>			(1,251,691.92)
FY 2023 Allocation*	STBG-Urban	430,057.00	(821,634.92)
New NX2301 Downtown N. Main	Unprogrammed	(257,580.00)	(1,079,214.92)
<i>9/30/2023 Balance</i>			(1,079,214.92)
*Estimate		(1,079,214.92)	(1,079,214.92)
** Need Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			(1,079,214.92)
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			(1,079,214.92)

Funds Balance Scenarios by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>1,599,554.37</i>	<i>1,599,554.37</i>
FY 2017 Allocation	STBG-Urban	349,182.59	1,948,736.96
FY 2017 Rideshare	City of Springfield	(575.80)	1,948,161.16
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,161.16
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,161.16
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,507.29
Transfer	Christian County	400,000.00	2,035,507.29
Transfer	Christian County	150,000.00	2,185,507.29
<i>9/30/2017 Balance</i>			<i>2,185,507.29</i>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
FY 2020 Allocation	STBG-Urban	379,606.78	1,032,993.80
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(120,512.20)
0141030 South and Third	Programmed Cost Share	(172,536.15)	(293,048.35)
9901815/0141029 Jackson/NN	Programmed Cost Share	(225,918.91)	(518,967.26) **
<i>9/30/2020 Balance</i>			<i>(518,967.26)</i>
*Estimate		(518,967.26)	(518,967.26)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			(518,967.26)
March 31, 2020 Balance			(120,512.20)
MoDOT STIP Programmed Cost Shares			
9901815/0141029 Jackson/NN			(225,918.91)
0141030 South and Third			(172,536.15)
9/30/2020 Balance after MoDOT STIP Programmed Cost Shares			(518,967.26)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,126,260.25
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>1,599,554.37</i>	<i>1,599,554.37</i>
FY 2017 Allocation	STBG-Urban	349,182.59	1,948,736.96
FY 2017 Rideshare	City of Springfield	(575.80)	1,948,161.16
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,161.16
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,161.16
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,507.29
Transfer	Christian County	400,000.00	2,035,507.29
Transfer	Christian County	150,000.00	2,185,507.29
<i>9/30/2017 Balance</i>			<i>2,185,507.29</i>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
FY 2020 Allocation	STBG-Urban	379,606.78	1,032,993.80
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(120,512.20)
0141030 South and Third	Programmed Cost Share	(172,536.15)	(293,048.35)
9901815/0141029 Jackson/NN	Programmed Cost Share	(225,918.91)	(518,967.26) **
<i>9/30/2020 Balance</i>			<i>(518,967.26)</i>
FY 2021 Allocation*	STBG-Urban	387,198.92	(131,768.34)
<i>9/30/2021 Balance</i>			<i>(131,768.34)</i>
FY 2022 Allocation*	STBG-Urban	394,942.89	263,174.55
<i>9/30/2022 Balance</i>			<i>263,174.55</i>
FY 2023 Allocation*	STBG-Urban	402,841.75	666,016.30
<i>9/30/2023 Balance</i>			<i>666,016.30</i>
*Estimate		666,016.30	666,016.30
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			666,016.30
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			666,016.30

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2016 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>854,997.31</i>	<i>854,997.31</i>
FY 2017 Allocation	STBG-Urban	289,085.34	1,144,082.65
FY 2017 Rideshare	City of Springfield	(476.70)	1,143,605.95
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,605.95
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,605.95
<i>9/30/2017 Balance</i>			<i>1,143,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,449,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.27	151,905.72
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.21)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.90)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.91)
<i>9/30/2019 Balance</i>			<i>(551,193.91)</i>
FY 2020 Allocation*	STBG-Urban	314,273.28	(236,920.63)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(290,265.66)
S601061 M/Repmo Drive	Programmed Cost Share	(93,555.34)	(383,821.00)
<i>9/30/2020 Balance</i>			<i>(383,821.00)</i>
*Estimate		(383,821.00)	(383,821.00)

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020)	(383,821.00)
March 31, 2020 Balance	(290,265.66)
MoDOT STIP Programmed Cost Shares	
S601061 M/Repmo Drive	(93,555.34)
3/31/2020 Balance after MoDOT STIP Programmed Cost Shares	(383,821.00)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	932,421.45
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2016 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>854,997.31</i>	<i>854,997.31</i>
FY 2017 Allocation	STBG-Urban	289,085.34	1,144,082.65
FY 2017 Rideshare	City of Springfield	(476.70)	1,143,605.95
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,605.95
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,605.95
<i>9/30/2017 Balance</i>			<i>1,143,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,449,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.27	151,905.72
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.21)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.90)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.91)
<i>9/30/2019 Balance</i>			<i>(551,193.91)</i>
FY 2020 Allocation*	STBG-Urban	314,273.28	(236,920.63)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(290,265.66)
S601061 M/Repmo Drive	Programmed Cost Share	(93,555.34)	(383,821.00)
<i>9/30/2020 Balance</i>			<i>(383,821.00)</i>
FY 2021 Allocation*	STBG-Urban	320,558.75	(63,262.25)
<i>9/30/2021 Balance</i>			<i>(63,262.25)</i>
FY 2022 Allocation*	STBG-Urban	326,969.92	263,707.67
<i>9/30/2022 Balance</i>			<i>263,707.67</i>
FY 2023 Allocation*	STBG-Urban	333,509.32	597,216.99
<i>9/30/2023 Balance</i>			<i>597,216.99</i>
*Estimate		597,216.99	597,216.99

**Advance Agreement on File

Remaining Balance All Funds (9/30/2023) 597,216.99

Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement) 597,216.99

Note:

Funds Balance Scenarios by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,032,696.99</i>	<i>5,032,696.99</i>
FY 2017 Allocation	STBG-Urban	3,125,602.62	8,158,299.61
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	8,163,145.51
0652087 Chestnut RR	STBG-Urban	6,553.61	8,169,699.12
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,146,070.09
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,134,870.41
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,129,452.11
0652088 Division/65	STBG-Urban	(813,318.86)	6,316,133.25
0652088 Division/65	STBG-Urban	(62,616.16)	6,253,517.09
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,198,155.49
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,142,338.50
<i>9/30/2017 Balance</i>			<i>6,142,338.50</i>
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
<i>9/30/2018 Balance</i>			<i>8,466,345.94</i>
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
5909802 Kansas Extension	STBG-Urban (See Greene)	(1,448,152.50)	10,328,299.84
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	10,370,786.72
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	10,130,786.72
<i>9/30/2019 Balance</i>			<i>10,130,786.72</i>
FY 2020 Allocation	STBG-Urban	3,397,935.58	13,528,722.30
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	13,538,722.30
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	13,273,122.30
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	13,206,722.30
5909802 Kansas Extension Ph. I ROW	STBG-Urban	(348,000.00)	12,858,722.30
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	12,865,799.30
<i>9/30/2020 Balance</i>			<i>12,865,799.30</i>
*Estimate		12,865,799.30	12,865,799.30

Remaining Balance All Funds (9/30/2020) 12,865,799.30

March 31, 2020 Balance	12,865,799.30
MoDOT STIP Programmed Cost Shares	
S602027 Campbell and Republic	(1,160,800.00)
SP1815-18A2 Kearney/West Bypass^	(1,004,800.00)
MO2101-18 FY 2021 TMC Staff	(332,000.00)
MO2104-19 FY 2022 TMC Staff	(340,000.00)
MO2301-20 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset^	(1,092,743.00)
SP1817 Kansas/Walnut Lawn^	(1,237,858.00)
MO2401-21 FY 2024 TMC Staff	(352,000.00)
9/30/2020 Balance after MoDOT STIP Programmed Cost Shares	7,001,598.30
3-Year Maximum STBG-Urban Balance Allowed in 2020 (MoDOT)	10,081,378.92
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

^ Must be programmed in the STIP prior to 9/30/2020

Funds Balance Scenarios by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,032,696.99</i>	<i>5,032,696.99</i>
FY 2017 Allocation	STBG-Urban	3,125,602.62	8,158,299.61
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	8,163,145.51
0652087 Chestnut RR	STBG-Urban	6,553.61	8,169,699.12
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,146,070.09
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,134,870.41
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,129,452.11
0652088 Division/65	STBG-Urban	(813,318.86)	6,316,133.25
0652088 Division/65	STBG-Urban	(62,616.16)	6,253,517.09
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,198,155.49
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,142,338.50
<i>9/30/2017 Balance</i>			<i>6,142,338.50</i>
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
<i>9/30/2018 Balance</i>			<i>8,466,345.94</i>
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,536,452.34
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,578,939.22
5909802 Kansas Extension Ph. I ROW	STBG-Urban (See Greene)	(1,448,152.50)	10,130,786.72
<i>9/30/2019 Balance</i>			<i>10,130,786.72</i>
FY 2020 Allocation	STBG-Urban	3,397,935.58	13,528,722.30
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	13,538,722.30
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	13,273,122.30
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	13,206,722.30
5909802 Kansas Extension Ph. I ROW	STBG-Urban	(348,000.00)	12,858,722.30
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	12,865,799.30
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	10,865,799.30
SP2012-20A2 Overlay Improvements	Programmed	(2,990,000.00)	7,875,799.30
SP2014-20A2 ADA Improvements	Programmed	(1,610,000.00)	6,265,799.30
<i>9/30/2020 Balance</i>			<i>6,265,799.30</i>
FY 2021 Allocation*	STBG-Urban	3,465,894.29	9,731,693.59
5909802 Kansas Extension Ph. I ROW	Rem. Programmed (See Greene)	(283,847.50)	9,447,846.09
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	6,747,846.09
S602027 Campbell and Republic	Programmed Cost Share	(1,160,800.00)	5,587,046.09
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	4,467,046.09
SP2011-20 Signal Improvements	Programmed	(1,260,000.00)	3,207,046.09
SP1815-18A2 Kearney/West Bypass^	Cost Share-Unprogrammed	(44,800.00)	3,162,246.09
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	2,830,246.09
<i>9/30/2021 Balance</i>			<i>2,830,246.09</i>
FY 2022 Allocation*	STBG-Urban	3,535,212.18	6,365,458.27
SP1815-18A2 Kearney/West Bypass^	Cost Share-Unprogrammed	(960,000.00)	5,405,458.27
MO2104-19 FY 2022 TMC Staff	Programmed Cost Share	(340,000.00)	5,065,458.27
<i>9/30/2022 Balance</i>			<i>5,065,458.27</i>
FY 2023 Allocation*	STBG-Urban	3,605,916.42	8,671,374.69
Kansas/Walnut Lawn^	Cost Share-Unprogrammed	(1,237,858.00)	7,433,516.69
Kansas/Sunset^	Cost Share-Unprogrammed	(1,092,743.00)	6,340,773.69
MO2301-20 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	5,996,773.69
<i>9/30/2023 Balance</i>			<i>5,996,773.69</i>
*Estimate		5,996,773.69	5,996,773.69
^ Must be programmed in the STIP prior to 9/30/2020			
Remaining Balance All Funds (9/30/2023)			5,996,773.69
Funds Immediately Available to be Programmed through 2023			5,996,773.69

Note: Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>177,778.86</i>	<i>177,778.86</i>
FY 2017 Allocation	STBG-Urban	46,209.99	223,988.85
FY 2017 Rideshare	City of Springfield	(76.20)	223,912.65
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,112.65
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	50,236.26	187,044.37
<i>9/30/2020 Balance</i>			<i>187,044.37</i>
*Estimate		187,044.37	187,044.37
Remaining Balance All Funds (9/30/2020)			187,044.37
March 31, 2020 Balance			187,044.37
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			149,046.60
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			37,997.77

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>177,778.86</i>	<i>177,778.86</i>
FY 2017 Allocation	STBG-Urban	46,209.99	223,988.85
FY 2017 Rideshare	City of Springfield	(76.20)	223,912.65
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,112.65
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	50,236.26	187,044.37
<i>9/30/2020 Balance</i>			<i>187,044.37</i>
FY 2021 Allocation*	STBG-Urban	51,240.99	238,285.36
<i>9/30/2021 Balance</i>			<i>238,285.36</i>
FY 2022 Allocation*	STBG-Urban	52,265.80	290,551.16
<i>9/30/2022 Balance</i>			<i>290,551.16</i>
FY 2023 Allocation*	STBG-Urban	53,311.12	343,862.28
<i>9/30/2023 Balance</i>			<i>343,862.28</i>
*Estimate		343,862.28	343,862.28
Remaining Balance All Funds (9/30/2023)			343,862.28
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			343,862.28

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		414,702.70	414,702.70
FY 2017 Allocation	STBG-Urban	103,638.95	518,341.65
FY 2017 Rideshare	City of Springfield	(170.90)	518,170.75
9900841 160/Hughes	STBG-Urban	12,240.11	530,410.86
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	377,900.95
<i>9/30/2017 Balance</i>			377,900.95
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			(198,045.97)
FY 2020 Allocation	STBG-Urban	112,668.98	(85,376.99)
<i>9/30/2020 Balance</i>			(85,376.99)
*Estimate		(85,376.99)	(85,376.99)

Remaining Balance All Funds (9/30/2020) **(85,376.99)**

March 31, 2020 Balance	(85,376.99)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	334,279.05
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

[†]Potential Lapse amount should OTO Regional Balance be rescinded

Funds Balance Scenarios by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		414,702.70	414,702.70
FY 2017 Allocation	STBG-Urban	103,638.95	518,341.65
FY 2017 Rideshare	City of Springfield	(170.90)	518,170.75
9900841 160/Hughes	STBG-Urban	12,240.11	530,410.86
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	377,900.95
<i>9/30/2017 Balance</i>			377,900.95
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			(198,045.97)
FY 2020 Allocation	STBG-Urban	112,668.98	(85,376.99)
5944803 Miller Road Widening	Programmed	(186,593.91)	(271,970.90)
<i>9/30/2020 Balance</i>			(271,970.90)
FY 2021 Allocation*	STBG-Urban	114,922.36	(157,048.54)
<i>9/30/2021 Balance</i>			(157,048.54)
FY 2022 Allocation*	STBG-Urban	117,220.81	(39,827.73)
<i>9/30/2022 Balance</i>			(39,827.73)
FY 2023 Allocation*	STBG-Urban	119,565.22	79,737.49
<i>9/30/2023 Balance</i>			79,737.49
*Estimate		79,737.49	79,737.49
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			79,737.49
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			79,737.49

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	6,812,684.62
STP/BG-Urban Distribution					
OTO Operations	N/A	N/A	N/A	200,000.00	210,000.00
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	345,061.11
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,468,586.43
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.15	119,063.88
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	405,252.32
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	379,606.78
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.27	314,273.28
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,397,935.58
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	50,236.26
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	112,668.98
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	6,812,684.62
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00

Funding Allocation

OTO Population Distribution

Jurisdiction	2000 Population in MPO Area	Population in Urbanized Area	% of MPO Population	% of Urbanized Area Population	2010 Population in MPO Area	% of MPO Population
Christian County	13,488	13,488	5.24%	5.53%	16,196	5.23%
Greene County	54,106	54,106	21.01%	22.17%	68,934	22.28%
City of Battlefield	2,452	2,452	0.95%	1.00%	5,590	1.81%
City of Nixa	12,192	12,192	4.73%	5.00%	19,022	6.15%
City of Ozark	9,975	9,975	3.87%	4.09%	17,820	5.76%
City of Republic	8,461	-	3.29%	-	14,751	4.77%
City of Springfield	151,823	151,823	58.96%	62.21%	159,498	51.54%
City of Strafford	1,834	-	0.71%	-	2,358	0.76%
City of Willard	3,179	-	1.23%	-	5,288	1.71%
	257,510	244,036	100.00%	100.00%	309,457	100.00%

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	Rideshare	FY 2019 OTO Operations	FY 2020 OTO Operations
Springfield Area Small Urban	(184,224.00)	14.67			
STBG-Urban			(10,000.00)	(200,000.00)	(210,000.00)
Distribution					
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(10,991.40)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(46,779.60)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(3,792.60)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(12,908.70)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(12,091.80)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(10,010.70)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(108,236.10)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(1,600.20)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(3,588.90)
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(210,000.00)

Notes:

FY 2003-FY2010 STP-Urban funds distribution based on percentage of 2000 Urbanized Population

FY 2011 STP-Urban funds distributed based on percentage of 2000 MPO Population

FY 2012-FY2016 STP/BG-Urban funds distribution based on percentage of 2010 MPO Population

Republic Small Urban FY 04-10 not included in overall distribution

Republic Small Urban FY 11-16 included in overall distribution

Small Urban Program Discontinued FY 17 and beyond

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
FY 2003 Allocation					
	Deposit	10/01/2002	City of Republic	25,177.78	25,177.78
Total FY 2003 Allocation				25,177.78	25,177.78
FY 2003/2004 Allocation					
	Deposit	10/01/2003	Christian County	348,765.16	348,765.16
	Deposit	10/01/2003	Greene County	1,399,042.73	1,747,807.89
	Deposit	10/01/2003	City of Battlefield	63,402.45	1,811,210.34
	Deposit	10/01/2003	City of Nixa	315,253.93	2,126,464.27
	Deposit	10/01/2003	City of Ozark	257,927.98	2,384,392.25
	Deposit	10/01/2003	City of Springfield	3,925,754.34	6,310,146.59
Total FY 2003/2004 Allocation				6,310,146.59	6,310,146.59
FY 2004 Allocation					
	Deposit	10/01/2003	City of Republic	33,077.66	33,077.66
Total FY 2004 Allocation				33,077.66	33,077.66
FY 2004 BRM Allocation					
	Deposit	10/01/2003	Bridge (BRM)	210,242.66	210,242.66
Total FY 2004 BRM Allocation				210,242.66	210,242.66
FY 2005 Allocation					
	Deposit	10/01/2004	Christian County	210,184.62	210,184.62
	Deposit	10/01/2004	Greene County	843,138.29	1,053,322.91
	Deposit	10/01/2004	City of Battlefield	38,209.72	1,091,532.63
	Deposit	10/01/2004	City of Nixa	189,988.95	1,281,521.58
	Deposit	10/01/2004	City of Ozark	155,441.25	1,436,962.83
	Deposit	10/01/2004	City of Springfield	2,365,870.41	3,802,833.24
	Deposit	10/01/2004	City of Republic	33,077.66	3,835,910.90
Total FY 2005 Allocation				3,835,910.90	3,835,910.90
FY 2005 BRM Allocation					
	Deposit	10/01/2004	Bridge (BRM)	203,613.48	203,613.48
Total FY 2005 BRM Allocation				203,613.48	203,613.48
FY 2006 Allocation					
	Deposit	10/01/2005	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2006	Christian County	186,862.21	219,939.87
	Deposit	10/01/2006	Greene County	749,582.31	969,522.18
	Deposit	10/01/2006	City of Battlefield	33,969.91	1,003,492.09
	Deposit	10/01/2006	City of Nixa	168,907.47	1,172,399.56
	Deposit	10/01/2006	City of Ozark	138,193.24	1,310,592.80
	Deposit	10/01/2006	City of Springfield	2,103,349.64	3,413,942.44
Total FY 2006 Allocation				3,413,942.44	3,413,942.44

All Allocations

	Type	Date	Account	Amount	Balance
FY 2006 BRM Allocation					
	Deposit	10/01/2005	Bridge (BRM)	265,090.64	265,090.64
Total FY 2006 BRM Allocation				265,090.64	265,090.64
FY 2007 Allocation					
	Deposit	10/01/2006	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2007	Christian County	205,358.35	238,436.01
	Deposit	10/01/2007	Greene County	823,778.07	1,062,214.08
	Deposit	10/01/2007	City of Battlefield	37,332.34	1,099,546.42
	Deposit	10/01/2007	City of Nixa	185,626.40	1,285,172.82
	Deposit	10/01/2007	City of Ozark	151,872.00	1,437,044.82
	Deposit	10/01/2007	City of Springfield	2,311,545.07	3,748,589.89
Total FY 2007 Allocation				3,748,589.89	3,748,589.89
FY 2007 BRM Allocation					
	Deposit	10/02/2006	Bridge (BRM)	255,748.00	255,748.00
Total FY 2007 BRM Allocation				255,748.00	255,748.00
FY 2008 Allocation					
	Deposit	10/01/2007	Christian County	219,817.75	219,817.75
	Deposit	10/01/2007	Greene County	881,780.76	1,101,598.51
	Deposit	10/01/2007	City of Battlefield	39,960.94	1,141,559.45
	Deposit	10/01/2007	City of Nixa	198,696.47	1,340,255.92
	Deposit	10/01/2007	City of Ozark	162,565.39	1,502,821.31
	Deposit	10/01/2007	City of Springfield	2,474,302.31	3,977,123.62
	Deposit	10/01/2007	City of Republic	33,077.66	4,010,201.28
Total FY 2008 Allocation				4,010,201.28	4,010,201.28
FY 2008 BRM Allocation					
	Deposit	10/01/2007	Bridge (BRM)	297,860.03	297,860.03
Total FY 2008 BRM Allocation				297,860.03	297,860.03
FY 2009 Allocation					
	Deposit	10/01/2008	Christian County	225,611.20	225,611.20
	Deposit	10/01/2008	Greene County	905,020.70	1,130,631.90
	Deposit	10/01/2008	City of Battlefield	41,014.13	1,171,646.03
	Deposit	10/01/2008	City of Nixa	203,933.25	1,375,579.28
	Deposit	10/01/2008	City of Ozark	166,849.92	1,542,429.20
	Deposit	10/01/2008	City of Springfield	2,539,514.25	4,081,943.45
	Deposit	10/01/2008	City of Republic	33,077.66	4,115,021.11
Total FY 2009 Allocation				4,115,021.11	4,115,021.11

All Allocations

	Type	Date	Account	Amount	Balance
FY 2009 BRM Allocation					
	Deposit	10/01/2008	Bridge (BRM)	299,406.62	299,406.62
Total FY 2009 BRM Allocation				299,406.62	299,406.62
FY 2010 Allocation					
	Deposit	10/01/2009	Christian County	263,786.21	263,786.21
	Deposit	10/01/2009	Greene County	1,058,156.57	1,321,942.78
	Deposit	10/01/2009	City of Battlefield	47,954.01	1,369,896.79
	Deposit	10/01/2009	City of Nixa	238,440.19	1,608,336.98
	Deposit	10/01/2009	City of Ozark	195,082.09	1,803,419.07
	Deposit	10/01/2009	City of Springfield	2,969,217.93	4,772,637.00
	Deposit	10/01/2009	City of Republic	33,077.66	4,805,714.66
Total FY 2010 Allocation				4,805,714.66	4,805,714.66
FY 2010 BRM Allocation					
	Deposit	10/01/2009	Bridge (BRM)	341,753.00	341,753.00
Total FY 2010 BRM Allocation				341,753.00	341,753.00
FY 2011 Allocation					
	Deposit	10/01/2010	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2010	Christian County	255,649.77	288,727.43
	Deposit	10/01/2010	Greene County	1,025,518.01	1,314,245.44
	Deposit	10/01/2010	City of Battlefield	46,474.89	1,360,720.33
	Deposit	10/01/2010	City of Nixa	231,085.56	1,591,805.89
	Deposit	10/01/2010	City of Ozark	189,064.84	1,780,870.73
	Deposit	10/01/2010	City of Republic	127,291.02	1,908,161.75
	Deposit	10/01/2010	City of Springfield	2,877,633.17	4,785,794.92
	Deposit	10/01/2010	City of Strafford	34,761.39	4,820,556.31
	Deposit	10/01/2010	City of Willard	60,254.35	4,880,810.66
Total FY 2011 Allocation				4,880,810.66	4,880,810.66
FY 2011 BRM Allocation					
	Deposit	10/01/2010	Bridge (BRM)	326,535.00	326,535.00
Total FY 2011 BRM Allocation				326,535.00	326,535.00

All Allocations

	Type	Date	Account	Amount	Balance
FY 2012 Allocation					
	Deposit	10/01/2011	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2011	Christian County	239,722.79	272,800.45
	Deposit	10/01/2011	Greene County	1,020,316.77	1,293,117.22
	Deposit	10/01/2011	City of Battlefield	82,739.59	1,375,856.81
	Deposit	10/01/2011	City of Nixa	281,551.42	1,657,408.23
	Deposit	10/01/2011	City of Ozark	263,760.19	1,921,168.42
	Deposit	10/01/2011	City of Republic	185,257.16	2,106,425.58
	Deposit	10/01/2011	City of Springfield	2,360,786.90	4,467,212.48
	Deposit	10/01/2011	City of Strafford	34,901.60	4,502,114.08
	Deposit	10/01/2011	City of Willard	78,269.58	4,580,383.66
Total FY 2012 Allocation				4,580,383.66	4,580,383.66
FY 2012 BRM Allocation					
	Deposit	10/01/2011	Bridge (BRM)	395,013.02	395,013.02
Total FY 2012 BRM Allocation				395,013.02	395,013.02
FY 2013 Allocation					
	Deposit	10/01/2012	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2012	Christian County	284,571.43	317,649.09
	Deposit	10/01/2012	Greene County	1,211,203.16	1,528,852.25
	Deposit	10/01/2012	City of Battlefield	98,218.96	1,627,071.21
	Deposit	10/01/2012	City of Nixa	334,225.59	1,961,296.80
	Deposit	10/01/2012	City of Ozark	313,105.87	2,274,402.67
	Deposit	10/01/2012	City of Republic	226,104.43	2,500,507.10
	Deposit	10/01/2012	City of Springfield	2,802,455.71	5,302,962.81
	Deposit	10/01/2012	City of Strafford	41,431.18	5,344,393.99
	Deposit	10/01/2012	City of Willard	92,912.67	5,437,306.66
Total FY 2013 Allocation				5,437,306.66	5,437,306.66
FY 2013 BRM Allocation					
	Deposit	10/01/2012	Bridge (BRM)	388,603.66	388,603.66
Total FY 2013 BRM Allocation				388,603.66	388,603.66
FY 2013 TAP Allocation					
	Deposit	10/01/2012	Enhancements (TAP)	602,196.69	602,196.69
Total FY 2013 TAP Allocation				602,196.69	602,196.69

All Allocations

	Type	Date	Account	Amount	Balance
FY 2014 Allocation					
	Deposit	10/01/2013	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2013	Christian County	295,187.56	328,265.22
	Deposit	10/01/2013	Greene County	1,256,387.95	1,584,653.17
	Deposit	10/01/2013	City of Battlefield	101,883.09	1,686,536.26
	Deposit	10/01/2013	City of Nixa	346,694.10	2,033,230.36
	Deposit	10/01/2013	City of Ozark	324,786.51	2,358,016.87
	Deposit	10/01/2013	City of Republic	235,773.39	2,593,790.26
	Deposit	10/01/2013	City of Springfield	2,907,003.30	5,500,793.56
	Deposit	10/01/2013	City of Strafford	42,976.80	5,543,770.36
	Deposit	10/01/2013	City of Willard	96,378.85	5,640,149.21
Total FY 2014 Allocation				5,640,149.21	5,640,149.21
FY 2014 BRM Allocation					
	Deposit	10/01/2013	Bridge (BRM)	352,601.99	352,601.99
Total FY 2014 BRM Allocation				352,601.99	352,601.99
FY 2014 TAP Allocation					
	Deposit	10/01/2013	Enhancements (TAP)	612,826.23	612,826.23
Total FY 2014 TAP Allocation				612,826.23	612,826.23
FY 2015 Allocation					
	Deposit	10/01/2014	City of Republic	33,077.66	33,077.66
	Deposit	10/01/2014	Christian County	287,071.50	320,149.16
	Deposit	10/01/2014	Greene County	1,221,844.09	1,541,993.25
	Deposit	10/01/2014	City of Battlefield	99,081.85	1,641,075.10
	Deposit	10/01/2014	City of Nixa	337,161.90	1,978,237.00
	Deposit	10/01/2014	City of Ozark	315,856.64	2,294,093.64
	Deposit	10/01/2014	City of Republic	228,381.45	2,522,475.09
	Deposit	10/01/2014	City of Springfield	2,827,076.46	5,349,551.55
	Deposit	10/01/2014	City of Strafford	41,795.17	5,391,346.72
	Deposit	10/01/2014	City of Willard	93,728.95	5,485,075.67
Total FY 2015 Allocation				5,485,075.67	5,485,075.67
FY 2015 BRM Allocation					
	Deposit	10/01/2014	Bridge (BRM)	342,850.16	342,850.16
Total FY 2015 BRM Allocation				342,850.16	342,850.16
FY 2015 TAP Allocation					
	Deposit	10/01/2014	Enhancements (TAP)	397,253.54	397,253.54
Total FY 2015 TAP Allocation				397,253.54	397,253.54

All Allocations

	Type	Date	Account	Amount	Balance
FY 2016 Allocation					
	Deposit	10/01/2015	City of Republic	31,112.85	31,112.85
	Deposit	10/01/2015	Christian County	314,854.34	345,967.19
	Deposit	10/01/2015	Greene County	1,340,094.39	1,686,061.58
	Deposit	10/01/2015	City of Battlefield	108,671.01	1,794,732.59
	Deposit	10/01/2015	City of Nixa	369,792.49	2,164,525.08
	Deposit	10/01/2015	City of Ozark	346,425.31	2,510,950.39
	Deposit	10/01/2015	City of Republic	255,650.32	2,766,600.71
	Deposit	10/01/2015	City of Springfield	3,100,681.46	5,867,282.17
	Deposit	10/01/2015	City of Strafford	45,840.12	5,913,122.29
	Deposit	10/01/2015	City of Willard	102,800.06	6,015,922.35
Total FY 2016 Allocation				6,015,922.35	6,015,922.35
FY 2016 BRM Allocation					
	Deposit	10/01/2015	Bridge (BRM)	269,417.23	269,417.23
Total FY 2016 BRM Allocation				269,417.23	269,417.23
FY 2016 TAP Allocation					
	Deposit	10/01/2015	Enhancements (TAP)	425,853.11	425,853.11
Total FY 2016 TAP Allocation				425,853.11	425,853.11
FY 2017 Allocation*					
	Deposit	10/01/2016	City of Republic	0.00	0.00
	Deposit	10/01/2016	Christian County	317,405.64	317,405.64
	Deposit	10/01/2016	Greene County	1,350,884.23	1,668,289.87
	Deposit	10/01/2016	City of Battlefield	109,521.32	1,777,811.19
	Deposit	10/01/2016	City of Nixa	372,772.73	2,150,583.92
	Deposit	10/01/2016	City of Ozark	349,182.59	2,499,766.51
	Deposit	10/01/2016	City of Republic	289,085.34	2,788,851.85
	Deposit	10/01/2016	City of Springfield	3,125,602.62	5,914,454.47
	Deposit	10/01/2016	City of Strafford	46,209.99	5,960,664.46
	Deposit	10/01/2016	City of Willard	103,638.95	6,064,303.41
Total FY 2017 Allocation*				6,064,303.41	6,064,303.41
FY 2017 TAP Allocation					
	Deposit	10/01/2016	Enhancements (TAP)	415,677.56	415,677.56
Total FY 2017 TAP Allocation				415,677.56	415,677.56

All Allocations

	Type	Date	Account	Amount	Balance
FY 2018 Allocation					
	Deposit	10/01/2017	City of Republic	0.00	0.00
	Deposit	10/01/2017	Christian County	335,454.60	335,454.60
	Deposit	10/01/2017	Greene County	1,427,700.93	1,763,155.53
	Deposit	10/01/2017	City of Battlefield	115,749.14	1,878,904.67
	Deposit	10/01/2017	City of Nixa	393,970.08	2,272,874.75
	Deposit	10/01/2017	City of Ozark	369,038.51	2,641,913.26
	Deposit	10/01/2017	City of Republic	305,523.90	2,947,437.16
	Deposit	10/01/2017	City of Springfield	3,303,336.94	6,250,774.10
	Deposit	10/01/2017	City of Strafford	48,837.68	6,299,611.78
	Deposit	10/01/2017	City of Willard	109,532.27	6,409,144.05
Total FY 2018 Allocation*				6,409,144.05	6,409,144.05
FY 2018 TAP Allocation					
	Deposit	10/01/2017	Enhancements (TAP)	429,463.81	429,463.81
Total FY 2018 TAP Allocation				429,463.81	429,463.81
FY 2018 Omnibus Allocation					
	Deposit	03/23/2018	STBG-U (HIP)	1,153,506.00	1,153,506.00
Total FY 2018 Omnibus Allocation				1,153,506.00	1,153,506.00
FY 2019 Allocation					
	Deposit	10/01/2018	OTO Operations	200,000.00	200,000.00
	Deposit	10/01/2018	Rideshare	10,000.00	210,000.00
	Deposit	10/01/2018	Christian County	343,250.56	553,250.56
	Deposit	10/01/2018	Greene County	1,460,880.66	2,014,131.22
	Deposit	10/01/2018	City of Battlefield	118,439.15	2,132,570.37
	Deposit	10/01/2018	City of Nixa	403,125.94	2,535,696.31
	Deposit	10/01/2018	City of Ozark	377,614.96	2,913,311.27
	Deposit	10/01/2018	City of Republic	312,624.27	3,225,935.54
	Deposit	10/01/2018	City of Springfield	3,380,106.40	6,606,041.94
	Deposit	10/01/2018	City of Strafford	49,972.66	6,656,014.60
	Deposit	10/01/2018	City of Willard	112,077.80	6,768,092.40
Total FY 2019 Allocation				6,768,092.40	6,768,092.40
FY 2019 TAP Allocation					
	Deposit	10/01/2018	Enhancements (TAP)	421,887.06	421,887.06
Total FY 2019 TAP Allocation				421,887.06	421,887.06

All Allocations

	Type	Date	Account	Amount	Balance
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00
FY 2020 Allocation					
	Deposit	10/01/2019	OTO Operations	210,000.00	210,000.00
	Deposit	10/01/2019	Rideshare	10,000.00	220,000.00
	Deposit	10/01/2019	Christian County	345,061.11	565,061.11
	Deposit	10/01/2019	Greene County	1,468,586.43	2,033,647.54
	Deposit	10/01/2019	City of Battlefield	119,063.88	2,152,711.42
	Deposit	10/01/2019	City of Nixa	405,252.32	2,557,963.74
	Deposit	10/01/2019	City of Ozark	379,606.78	2,937,570.52
	Deposit	10/01/2019	City of Republic	314,273.28	3,251,843.80
	Deposit	10/01/2019	City of Springfield	3,397,935.58	6,649,779.38
	Deposit	10/01/2019	City of Strafford	50,236.26	6,700,015.64
	Deposit	10/01/2019	City of Willard	112,668.98	6,812,684.62
Total FY 2020 Allocation				6,812,684.62	6,812,684.62
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	421,887.06	421,887.06
Total FY 2020 TAP Allocation				421,887.06	421,887.06
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				103,104,051.64	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
	06/26/2019	OTO Operations	(200,000.00)
			<u>(200,000.00)</u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u>(354,887.54)</u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u>(799,517.00)</u>
0141014 17th Street Relocation			
	04/18/2008	City of Ozark	(244,800.00)
			<u>(244,800.00)</u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u>(165,587.00)</u>
0141023 14 and 160			
	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u>(1,048,107.83)</u>
0141029 Jackson and NN			
	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			<u>(1,286,520.09)</u>
0141030 South and Third			
	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
			<u>(1,345,183.85)</u>
0141032 14 in Ozark 32nd to 22nd			
	02/11/2020	City of Ozark	(130,000.00)
			<u>(130,000.00)</u>
0442239 I-44 Bridge-65			
	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u>(1,110,295.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			<u><u>(3,949,229.96)</u></u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u><u>(100,000.00)</u></u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u><u>(758,009.07)</u></u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u><u>0.00</u></u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u><u>(1,800,000.00)</u></u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u><u>(223,050.00)</u></u>
0651056 65/CC/J			
	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u><u>(2,300,000.00)</u></u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u><u>(74,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			<u>(432,597.22)</u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u>0.00</u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u>(1,061,000.00)</u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u>(106,000.00)</u>
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u>(4,541,168.92)</u>
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			<u>(1,450,562.09)</u>
0652079 Eastgate Relocation			
	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
			<u>(155,817.00)</u>
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			<u>(6,223,258.28)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652087 Chestnut RR			
	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			<u><u>(3,482,241.03)</u></u>
0652088 US65/Division Interchange			
	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/2017	City of Springfield	(62,616.16)
			<u><u>(1,610,083.02)</u></u>
0652099 Chestnut RR Utilities			
	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
			<u><u>(1,108,035.39)</u></u>
1601043 160/Hunt Road			
	10/02/2012	City of Willard	(21,000.00)
			<u><u>(21,000.00)</u></u>
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u><u>(357,398.72)</u></u>
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			<u><u>(538,233.28)</u></u>
1601063 Tracker/Northview/160			
	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
			<u><u>(862,142.28)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601071 160 and South			
	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
			<u>(574,703.35)</u>
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			<u>(3,995,539.57)</u>
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			<u>(214,977.98)</u>
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			<u>(184,209.33)</u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u>(24,992.27)</u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u>(250,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901806 S. Dry Sac Trail Parks			
	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u><u>(192,680.00)</u></u>
5901807 Mt. Vernon Bridge			
	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u><u>(1,001,068.99)</u></u>
5901809 FY 2019 TMC Staff			
	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			<u><u>(316,923.00)</u></u>
5901810 Republic Road Widening			
	03/18/2019	City of Springfield	(80,000.00)
			<u><u>(80,000.00)</u></u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
5904810 Division Underground Tank			
	10/02/2006	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u><u>(111,340.76)</u></u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u><u>(189,540.94)</u></u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u><u>(227,869.98)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5907801 Campbell/Weaver			
	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			<u><u>(2,217,020.84)</u></u>
5909802 KS Extension			
	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	City of Springfield	(1,448,152.50)
	01/30/2020	City of Springfield	(348,000.00)
			<u><u>(2,756,312.50)</u></u>
5911802 College and Grant SW			
	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u><u>(250,000.00)</u></u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u><u>(240,000.00)</u></u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u><u>(14,215.22)</u></u>
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u><u>(237,391.82)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u><u>23,883.07</u></u>
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u><u>(266,854.57)</u></u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u><u>(260,000.00)</u></u>
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u><u>(251,031.34)</u></u>
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u><u>(187,782.10)</u></u>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u><u>(295,361.40)</u></u>
5938807 FY 2020 TMC Staff			
	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
			<u><u>(332,000.00)</u></u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u><u>(48,300.00)</u></u>
5944803 Miller Road Widening			
	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
			<u><u>(949,896.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5944804 Hunt Rd Sidewalks			
	05/06/2019	City of Willard	(28,000.00)
	03/06/2020	City of Willard	(800.00)
			<u><u>(28,800.00)</u></u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u><u>(303,436.00)</u></u>
6900809 Rte 174 Trail			
	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u><u>(250,000.00)</u></u>
6900811 Oakwood/Hines			
	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u><u>(1,911,623.75)</u></u>
7441012 Kearney/Packer			
	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u><u>(728,721.00)</u></u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u><u>(63,984.87)</u></u>
9900824 Third Street/14			
	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			<u><u>(1,078,283.68)</u></u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u><u>(27,759.89)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900843 Strafford Sidewalks 2014			
	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></u>
9900845 Strafford Schools SW 2014			
	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			<u><u>(123,766.80)</u></u>
9900846 Scenic Sidewalks			
	05/23/2008	Greene County	(74,642.40)
	08/15/2008	Greene County	18,089.16
	10/02/2009	Greene County	(7,350.46)
			<u><u>(63,903.70)</u></u>
9900854 CC Realignment			
Closed	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
	02/07/2019	City of Nixa	233,631.58
			<u><u>0.00</u></u>
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u><u>(14,331.69)</u></u>
9900856 Willard Kime Sidewalks			
Closed	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			<u><u>(78,135.08)</u></u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u><u>(38,029.66)</u></u>
9900859 Main Street			
Closed	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
	02/07/2019	City of Nixa	46,654.94
			<u><u>0.00</u></u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u><u>(205,706.70)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900861 Northview Road			
Closed	07/09/2009	City of Nixa	(17,386.10)
	10/02/2010	City of Nixa	(89,798.40)
	10/02/2011	City of Nixa	107,184.50
			<u><u>0.00</u></u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u><u>(1,998.24)</u></u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u><u>(795.68)</u></u>
9900869 14/Gregg			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			<u><u>(296,590.47)</u></u>
9900878 125/OO			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			<u><u>(130,011.44)</u></u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u><u>(500,000.00)</u></u>
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u><u>(978,676.98)</u></u>
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2105	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			<u><u>(190,670.54)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			<u>(196,697.22)</u>
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			<u>(117,203.90)</u>
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			<u>(110,912.36)</u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>
9901814 FF SW Weaver to Rose			
	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
			<u>(428,772.44)</u>
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			<u>(312,653.87)</u>
9901816 Pine and McCabe Sidewalks			
	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
			<u>(32,800.34)</u>
9901817 FF SW Weaver to Rose			
	10/18/2019	Enhancements (TAP)	(28,000.00)
			<u>(28,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901818 Nicholas SW Ph 1 & 2			
	06/14/2019	Enhancements (TAP)	(27,326.74)
			<u>(27,326.74)</u>
9901820 Ozark N. Fremont SW			
	06/14/2019	Enhancements (TAP)	(17,531.92)
			<u>(17,531.92)</u>
9901821 Ozark South Elem SW			
	10/18/2019	Enhancements (TAP)	(13,000.36)
			<u>(13,000.36)</u>
9901822 Ozark West Elem SW			
	08/23/2019	Enhancements (TAP)	(27,739.94)
			<u>(27,739.94)</u>
B022009 Riverside Bridge			
	09/01/2109	City of Ozark	(800,000.00)
			<u>(800,000.00)</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u>(6,804.21)</u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u>0.00</u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u>(2,584,800.00)</u>
S601055 I-44/125 Strafford			
	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u>(185,838.68)</u>
S601061 M/Repmo Drive			
	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
	10/29/2019	City of Republic	(53,345.03)
			<u>(899,244.66)</u>
S601065 14 SW Cedar Hts to Ellen			
	04/04/2019	City of Nixa	(100,286.00)
			<u>(100,286.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S601071 FY 2017 TMC Staff			
	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u><u>(272,513.12)</u></u>
S602027 Campbell and Republic			
	04/01/2019	City of Springfield	(240,000.00)
			<u><u>(240,000.00)</u></u>
S602083 Northview Rd Improvements			
	03/28/2019	City of Nixa	(180,000.00)
			<u><u>(180,000.00)</u></u>
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			<u><u>(2,700,000.00)</u></u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u><u>(198,465.00)</u></u>
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			<u><u>(30,868.56)</u></u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u><u>(0.43)</u></u>
TOTAL OBLIGATIONS			<u><u>(72,803,187.53)</u></u>

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

2208 W. CHESTERFIELD BOULEVARD, SUITE 101, SPRINGFIELD, MO 65807
417-865-3047

TAB 7

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.E.

OTO Growth Trends Report

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

AGENDA DESCRIPTION:

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website <https://media.ozarkstransportation.org/documents/2019-Growth-Trends-Report.pdf>.

Conclusions from the report include:

- Single-family residential unit permitting for the OTO area reached its highest total since 2007 (1,558) at 914.
- The areas with the largest growth in single-family residential units in 2018 were Greene County-OTO Area Only (267), Nixa (246), Republic (149), and Ozark (127).
- Multi-family residential unit permitting for the OTO lagged considerably during 2019 (263) compared to 2018 (983). Greene County-OTO Area Only had the highest total (118). The number of multi-family units in Springfield (95) was the lowest since 2010 (20).
- Year-over-year population percent change for the Springfield, MO MSA 2018-2019 was 0.99%. Year-over-year percent change in population for the MSA has not been over 1% since 2009 -2010.
- From 2017 to 2018, 4,761 jobs were added in the Springfield MSA, the highest increase since 2015 to 2016. Although jobs numbers rose in every county in the MSA, the percentage of MSA jobs within Greene County has remained at around 83%.

If there is additional information that the Board of Directors is interested in seeing in the annual growth trends report, members are asked to let staff know.

BOARD OF DIRECTORS ACTION REQUESTED:

Information only. No action required.

Growth Trends Report

Through December 31, 2019

2208 W. Chesterfield Blvd, Suite
101

Springfield, Missouri 65807



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

The information compiled in this report was retrieved from a variety of sources. Permit data and employment information were derived from federal and local administrative records and should be considered fairly reliable.

It is important to note that demographic information from the American Community Survey is derived from sampling methods used by the U.S. Census Bureau and is reported with a margin of error. For the sake of presentation, margins of error are not included in the tables and charts.

To account for margins of error, five-year comparisons of ACS data and tests for statistical differences are addressed in the narrative sections where appropriate.

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Introduction

Each year, the Ozarks Transportation Organization (OTO) analyzes residential construction activity and demographic information for the MPO study area and member jurisdictions.

This report is comprised of three sections that include tables, charts, and maps along with narrative descriptions of noteworthy trends within the OTO.

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data for the Springfield, MO MSA at the county level. In addition, employment at the census block level for 2016 & 2017 was added to track employment for places and portions of counties in the OTO area.

• Residential Units

Single-family and multi-family residential construction and demolition activity for each jurisdiction within the OTO study area is tabulated and discussed here.

• Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area are presented in this section. In addition, IRS tax statistics for county-to-county inflow and outflow for 2017 & 2018 were mapped and are presented.

• Demographics & Employment

Historical and current population, income, poverty, education, commuting, employment, and workforce statistics are presented in charts and graphs to identify trends.

Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures was collected for each county and municipality in the OTO area for 2019. For the purpose of this report, single-family structures represent one residential unit and any structures divided into more than one residence are counted as multi-family units including duplexes.

In addition, permits for demolitions of existing residential units were included and subtracted from the total of newly constructed residential structures or existing structures converted to residential use to produce a net total of housing units added in each city or county within the OTO area. Only permit activity within the OTO boundary is included for unincorporated portions of counties in this report.

The new housing units added in 2019 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units in this section of the report. A table of permit activity in the OTO area from 2001 – 2019 is included as an appendix.



Residential Units

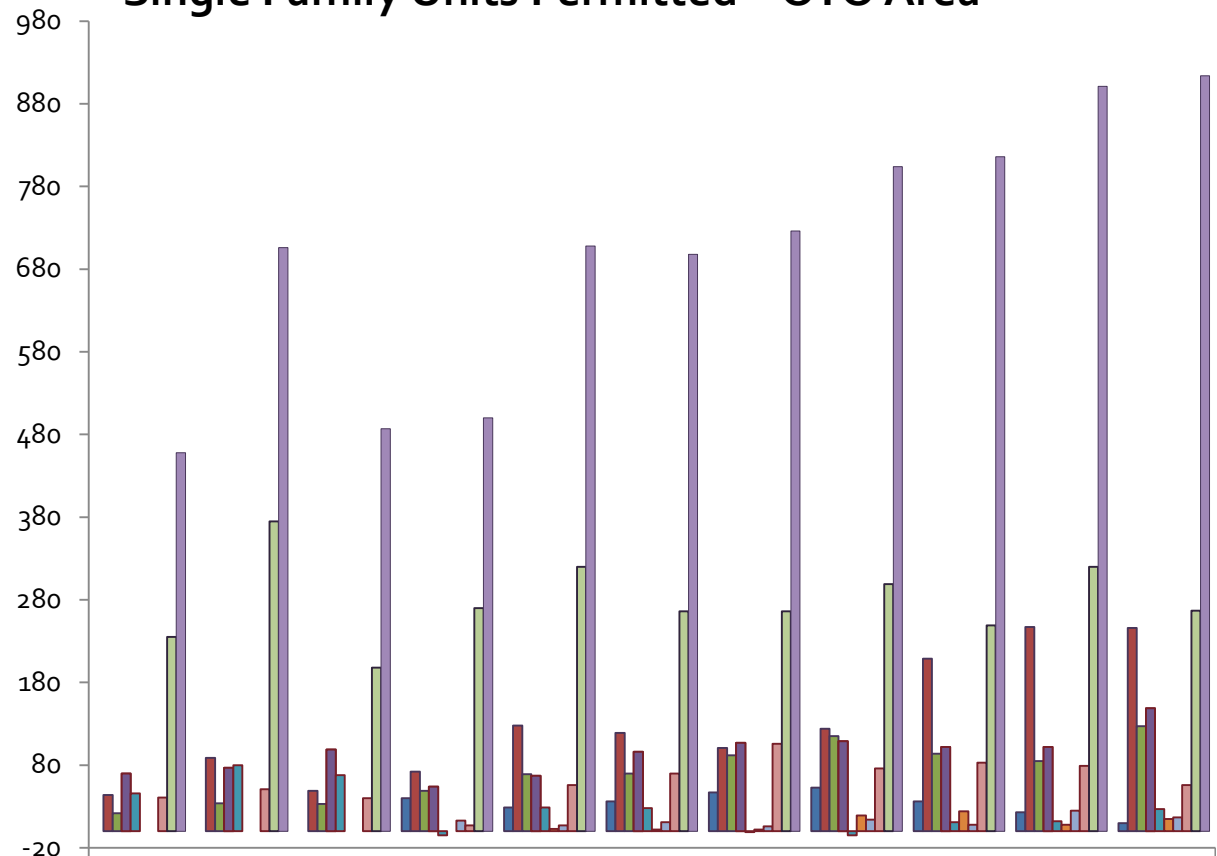
Single-Family

The information on this page depicts permitted construction of single family housing in the OTO area from 2009 – 2019.

In 2019, single-family housing permits reached the highest level since the mid-2000s. The increase is mostly attributable to development in Green County, Nixa, Republic, and Ozark.

The permit total for new single-family structures in the OTO Area was offset by the demolition 132 houses. The majority of demolitions occurred in Springfield (66) and Greene County (39).

Single Family Units Permitted – OTO Area



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Battlefield	N/A	N/A	N/A	40	29	36	47	53	36	23	10
Nixa	44	89	49	72	128	119	101	124	209	247	246
Ozark	22	34	33	49	69	70	92	115	94	85	127
Republic - OTO	70	77	99	54	67	96	107	109	102	102	149
Springfield	46	80	68	-5	29	28	-1	-5	11	12	27
Strafford	N/A	N/A	N/A	0	3	2	2	19	24	8	15
Willard	N/A	N/A	N/A	13	7	11	6	14	8	25	17
Christian - OTO	41	51	40	7	56	70	106	76	83	79	56
Greene - OTO	235	375	198	270	320	266	266	299	249	320	267
Total	458	706	487	500	708	698	726	804	816	901	914

Residential Units

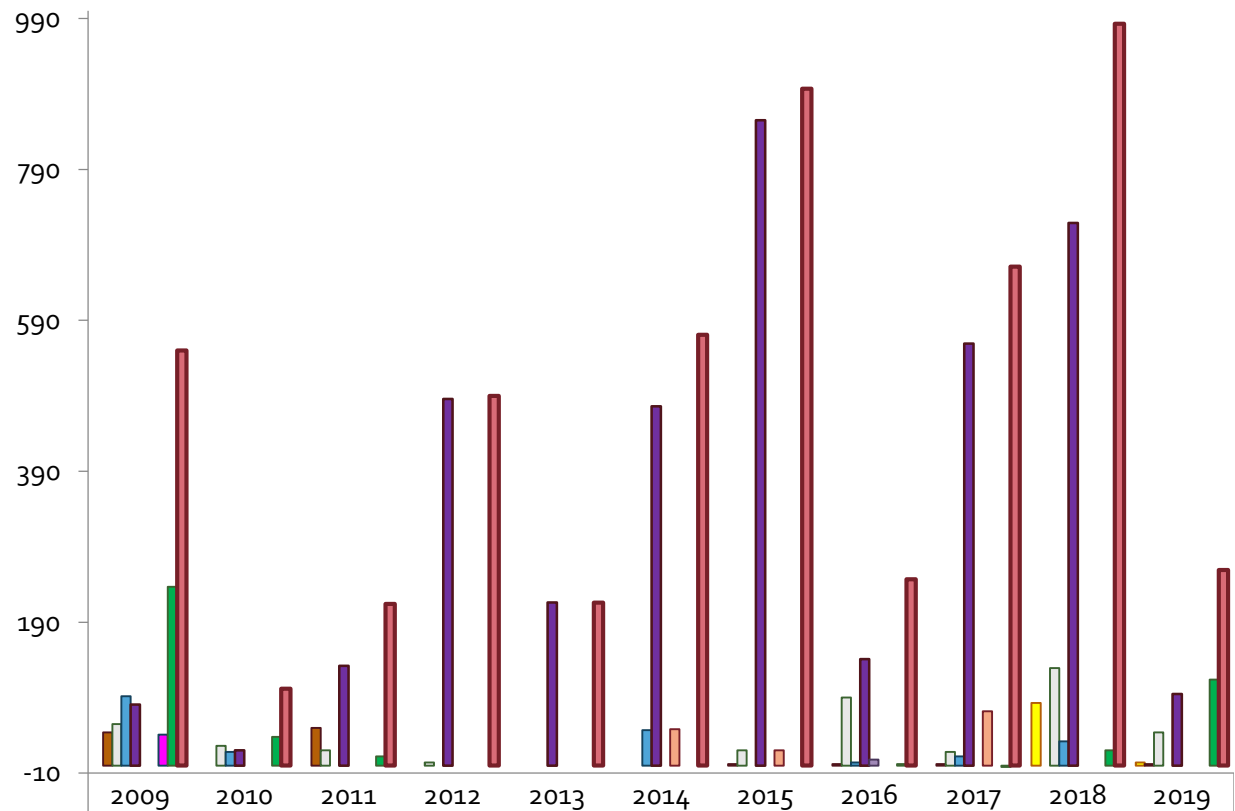
Multi-Family

From 2009 to 2019, the majority of multi-family housing construction permits were issued in Springfield.

In 2019, the total number of multi-family units permitted dropped to the fourth lowest total since 2009 (95). The largest number of the 259 multi-family units added in the OTO area were in the unincorporated parts of Greene County (114)

Ozark nearly permitted the balance of multi-family structures in the OTO area. The majority of multi-family permits were issued for senior housing developments.

Multi-Family Units Permitted - OTO Area



Battlefield	N/A	N/A	N/A	0	0	0	0	0	0	83	4
Nixa	44	0	50	0	0	0	2	2	2	0	2
Ozark	55	26	20	4	0	0	20	90	18	129	44
Republic	92	18	0	0	0	47	0	4	12	32	0
Springfield	81	20	132	486	216	476	855	141	559	719	95
Strafford	N/A	N/A	N/A	0	0	0	0	8	0	0	0
Willard	N/A	N/A	N/A	0	0	48	20	0	72	0	0
Christian - OTO	41	0	0	0	0	0	0	0	0	0	0
Greene - OTO	237	38	12	0	0	0	0	2	-2	20	114
Total	550	102	214	490	216	571	897	247	661	983	259

Residential Units Totals

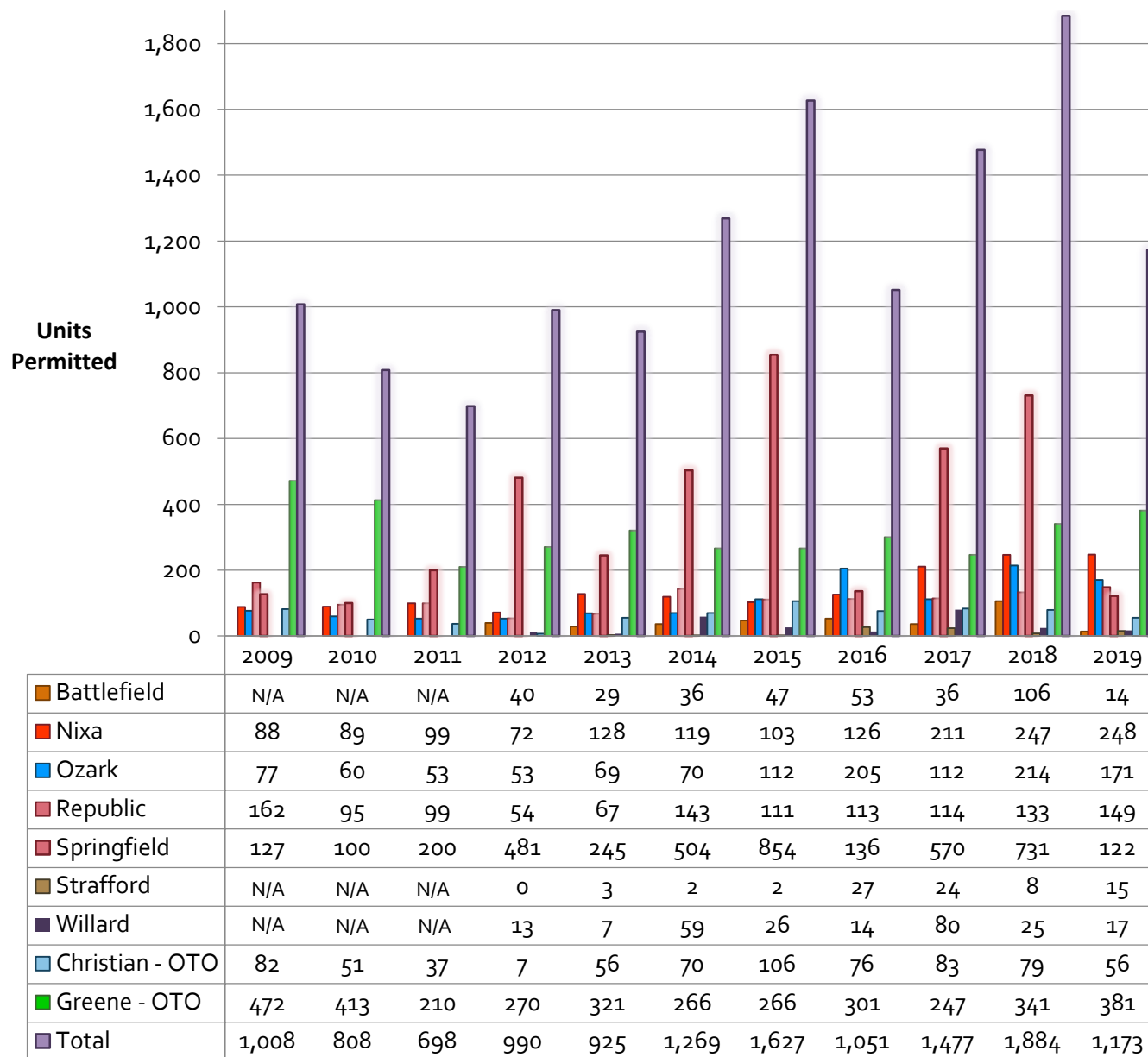
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2019 compared to the previous ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2009 after the collapse of the housing bubble leading to the “great recession.”

Area permit data from 2001 - 2019 indicates a downturn in permitting after 2007 bottoming out in 2011 (see Appendix A). Growth in residential structure permits has recovered somewhat in recent years driven mostly by multi-family development in Springfield.

In 2019, the highest number of single-family structures were permitted in the OTO area since 2009 but a dip in multi-family permitting led to a drop in total residential unit permitting as was the case in 2016 & 2013.

OTO Area 2019 Total Residential Units Permitted



Growth Trend Maps

Changes in Housing Units & Migration

The maps on the following pages illustrate the net change in housing units by Census Tract for 2019 as well as the period from 2000 to 2019.

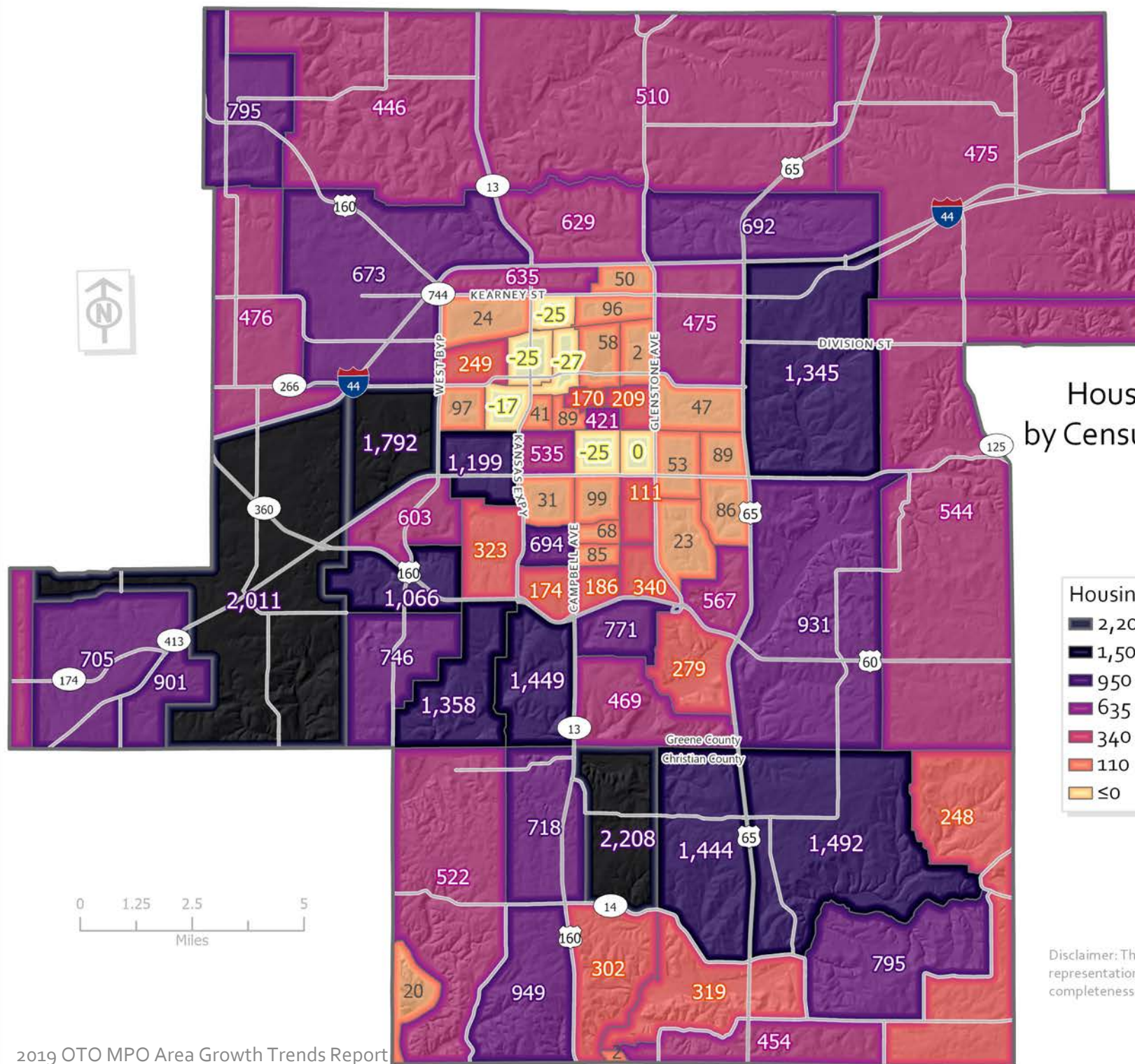
Additionally, a permit heat map has been created to demonstrate densities of new residential structure development. An overlay of geocoded permit address points aggregated into a grid of hexagons was added to provide more information about the location and magnitude of residential development in 2019 as well as 2010 - 2019.

Lastly, IRS tax statistics for county-to-county inflow and outflow for 2017 & 2018 were mapped to inform from where and to where people are moving out of and into the OTO area.





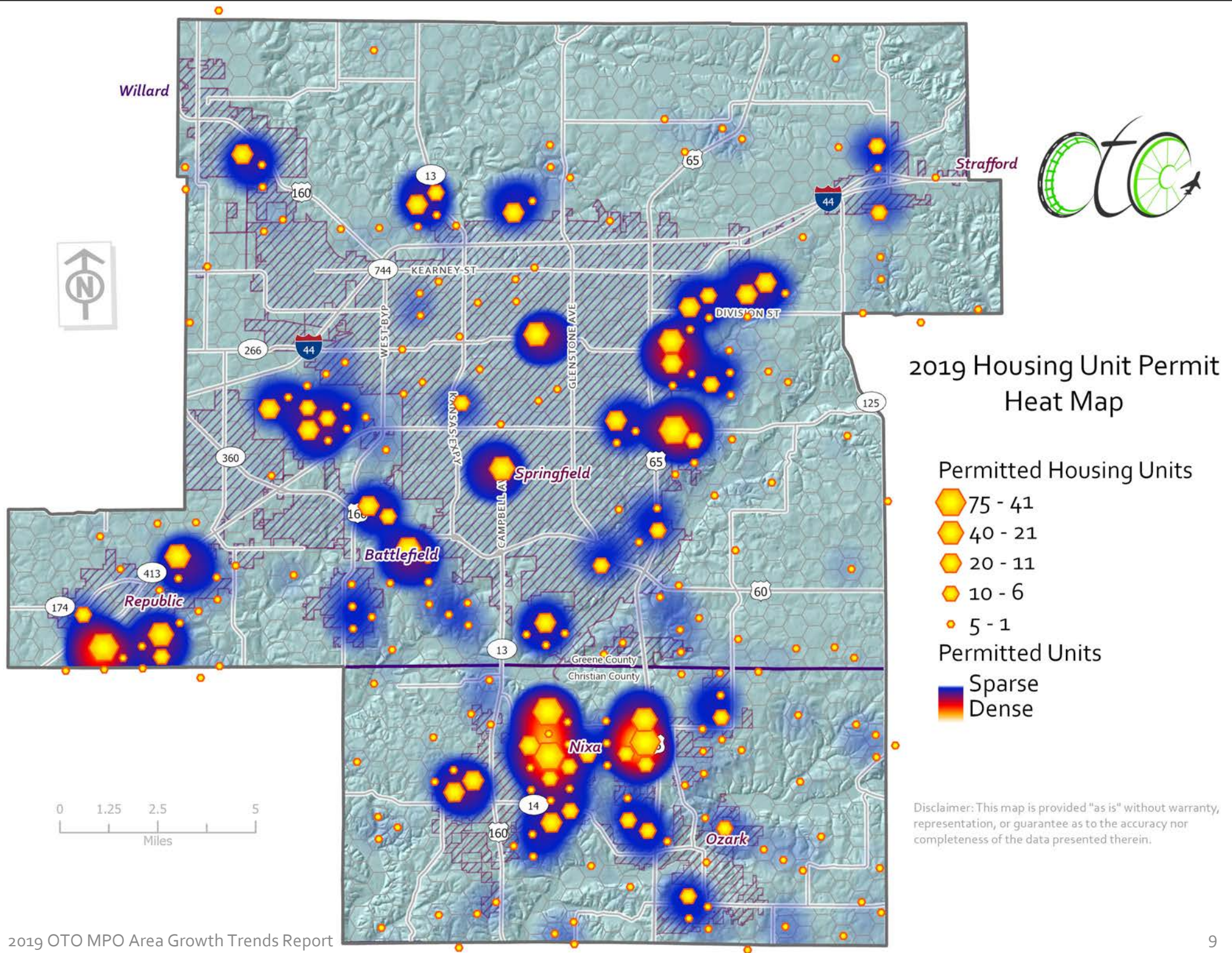
Housing Unit Change by Census Tract 2000 - 2019

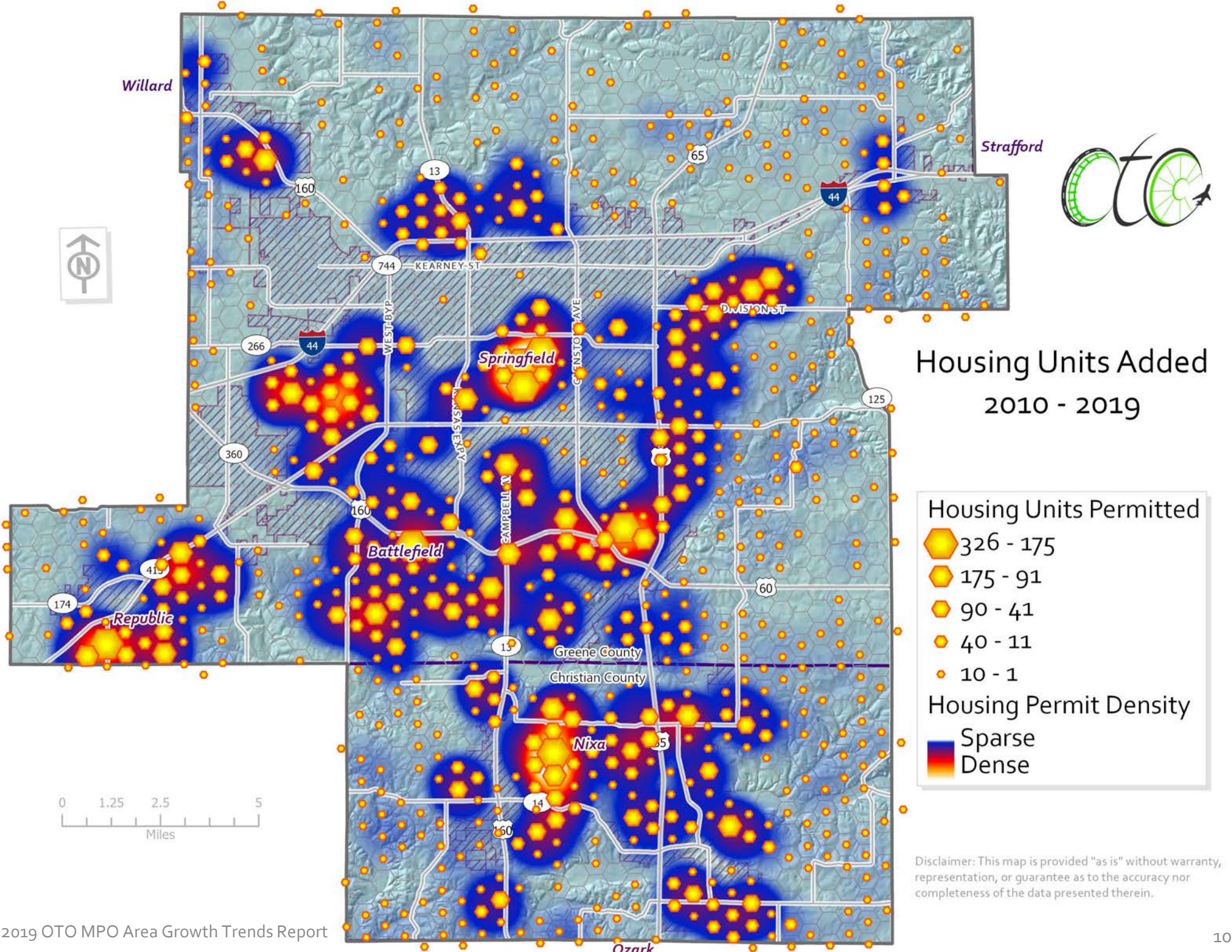


Housing Unit Change 2000 - 2019

- 2,208 - 1,501
- 1,500 - 951
- 950 - 636
- 635 - 341
- 340 - 111
- 110 - 1
- ≤ 0

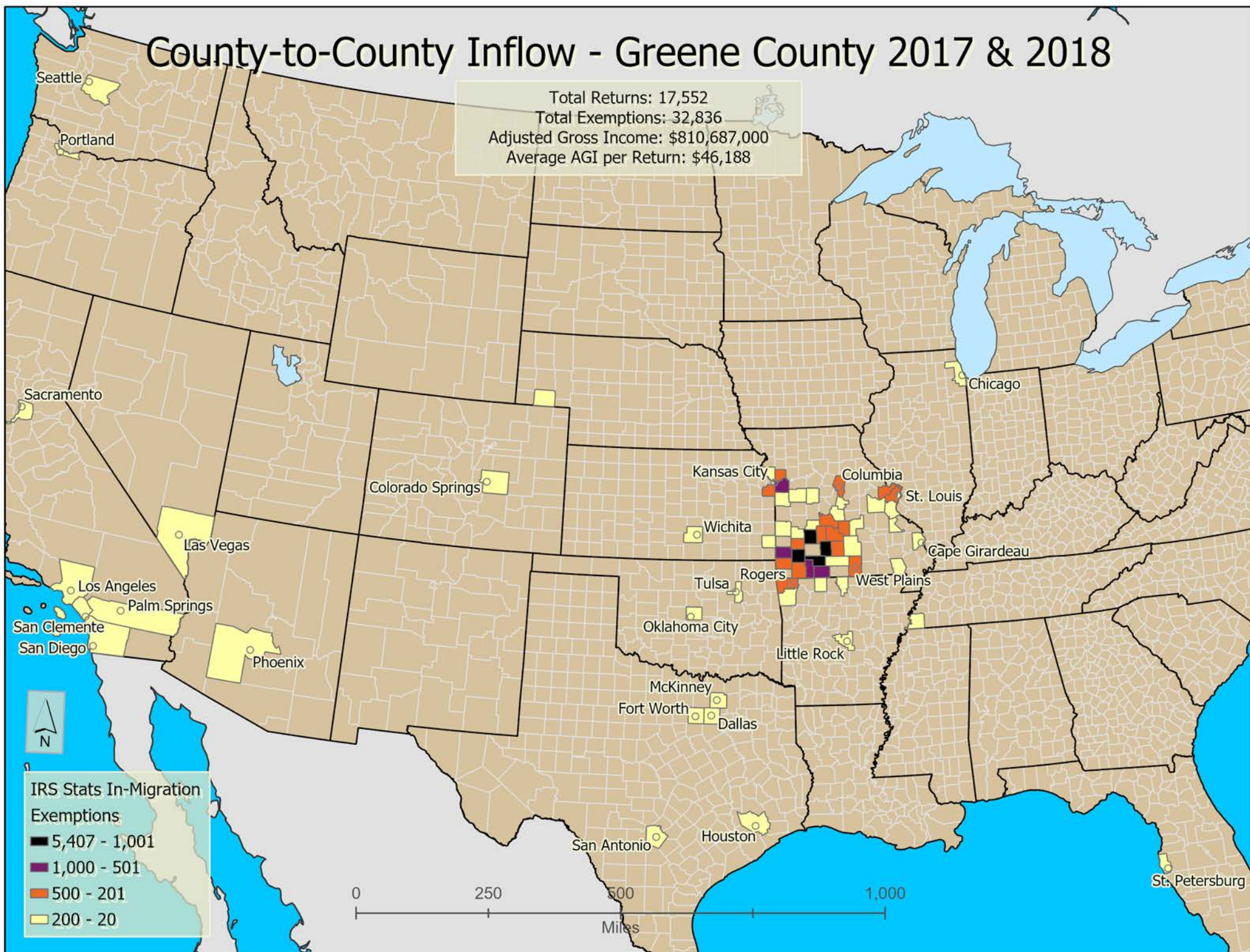
Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data contained herein.





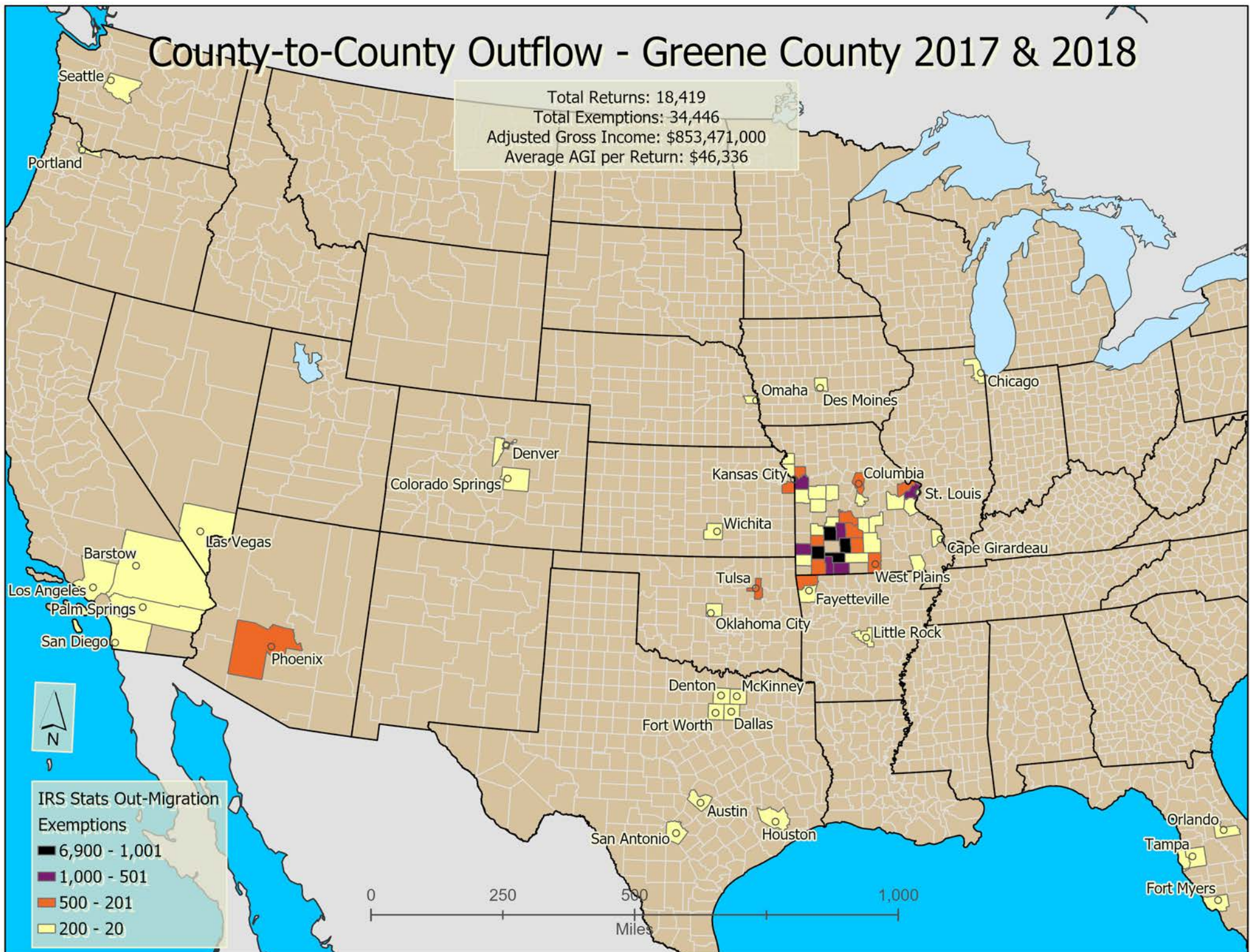
County-to-County Inflow - Greene County 2017 & 2018

Total Returns: 17,552
Total Exemptions: 32,836
Adjusted Gross Income: \$810,687,000
Average AGI per Return: \$46,188



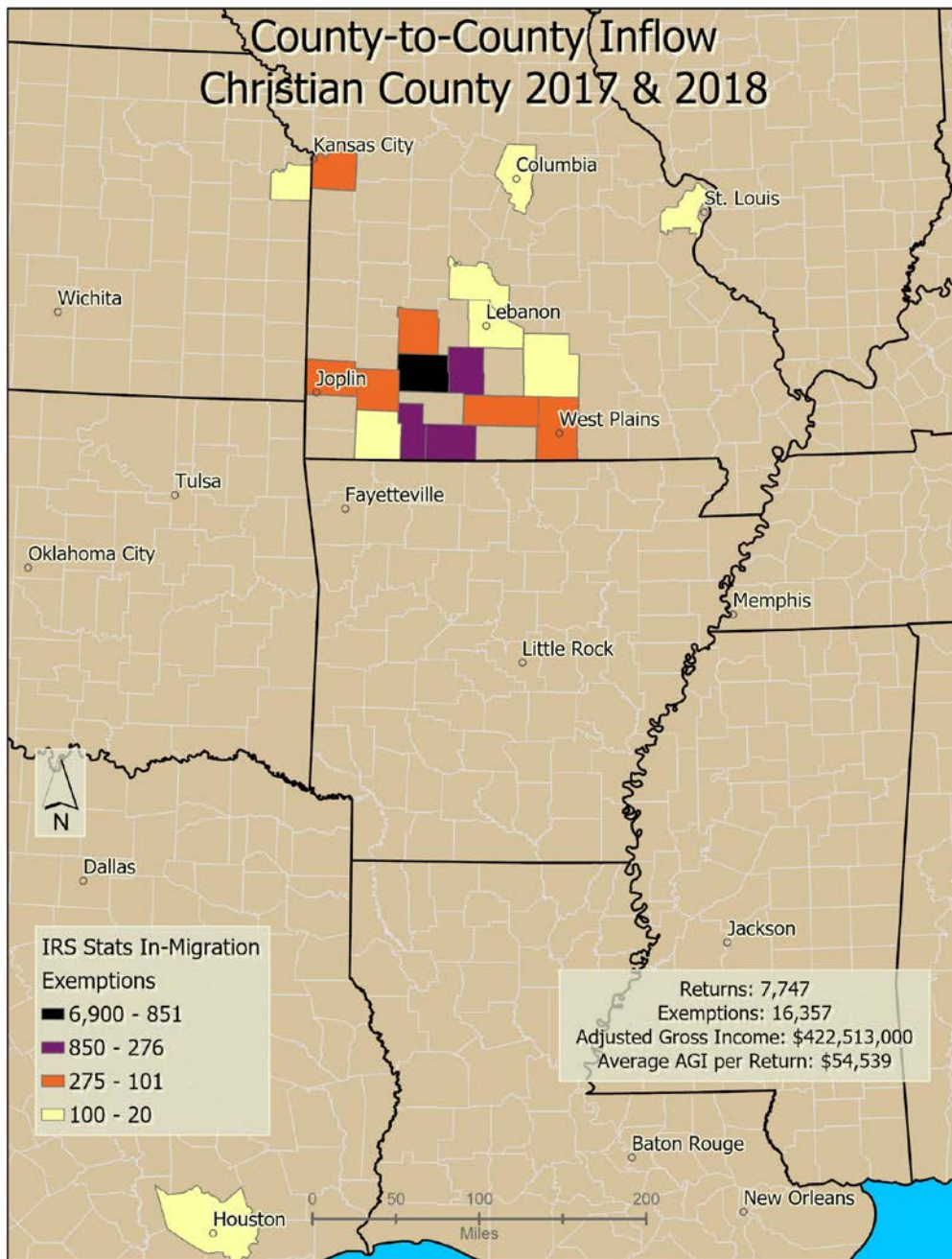
County-to-County Outflow - Greene County 2017 & 2018

Total Returns: 18,419
 Total Exemptions: 34,446
 Adjusted Gross Income: \$853,471,000
 Average AGI per Return: \$46,336

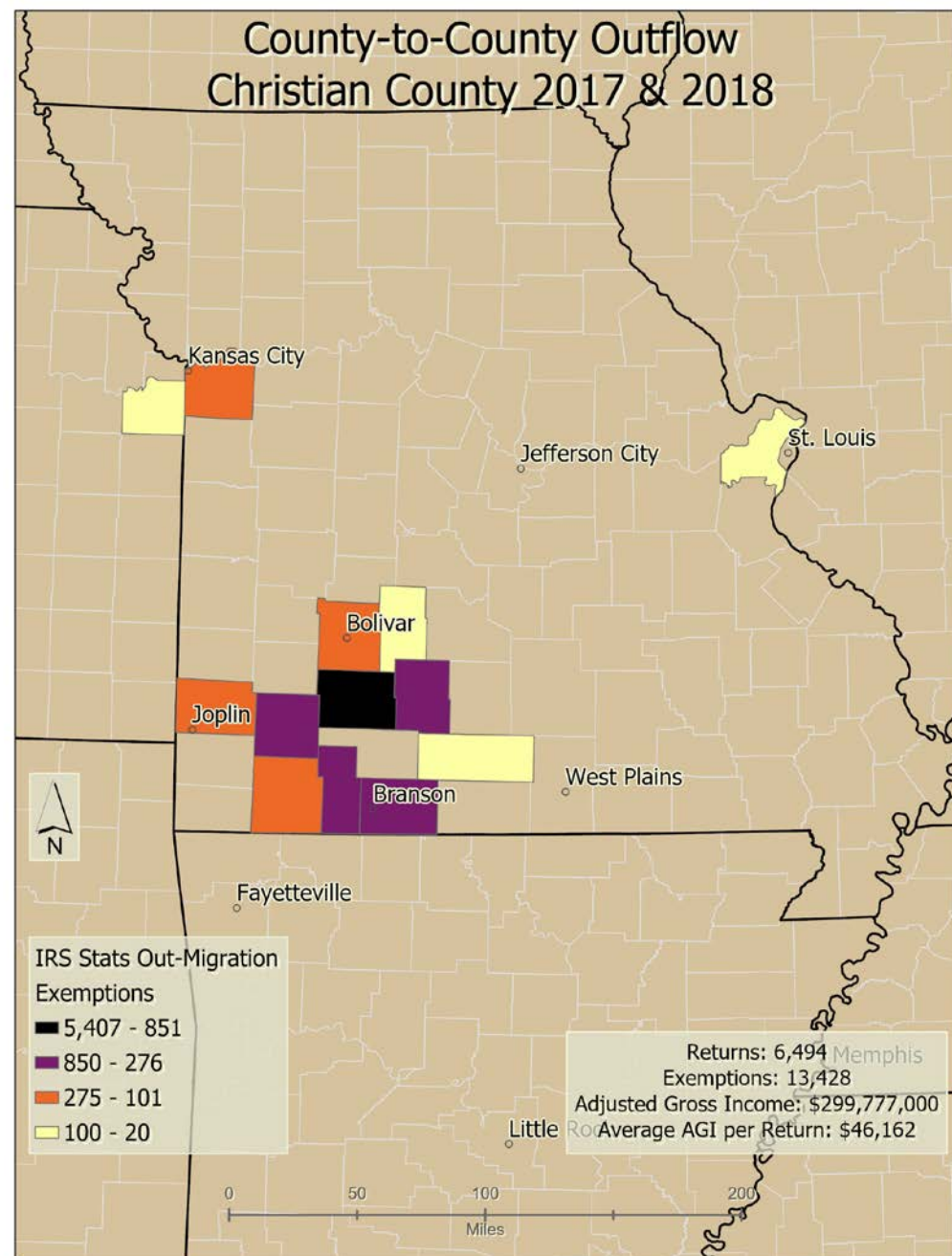


IRS Stats Out-Migration
 Exemptions
 ■ 6,900 - 1,001
 ■ 1,000 - 501
 ■ 500 - 201
 ■ 200 - 20

County-to-County Inflow Christian County 2017 & 2018



County-to-County Outflow Christian County 2017 & 2018



Demographics & Employment

Population Change

This section contains population census data for the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas are designated by the U.S. Census Bureau based on the economic ties to a large population center. The number of workers from the five counties in the MSA that are employed in the OTO area have a tremendous impact on the transportation system and local economies.

The OTO prepares the Growth Trends report annually to keep stakeholders and the public informed of changes and trends in population and employment aimed at facilitating cooperative decision making in support of an excellent regional transportation system.

Other transportation related demographics for municipalities and counties in the OTO area as well as the MSA, such as population growth, income, poverty, mean travel time, workforce by industry, and job growth by jurisdiction are presented in this section.



Springfield MSA

The Springfield, Missouri Metropolitan Statistical Area (MSA) includes Greene, Christian, Webster, Polk, and Dallas Counties.

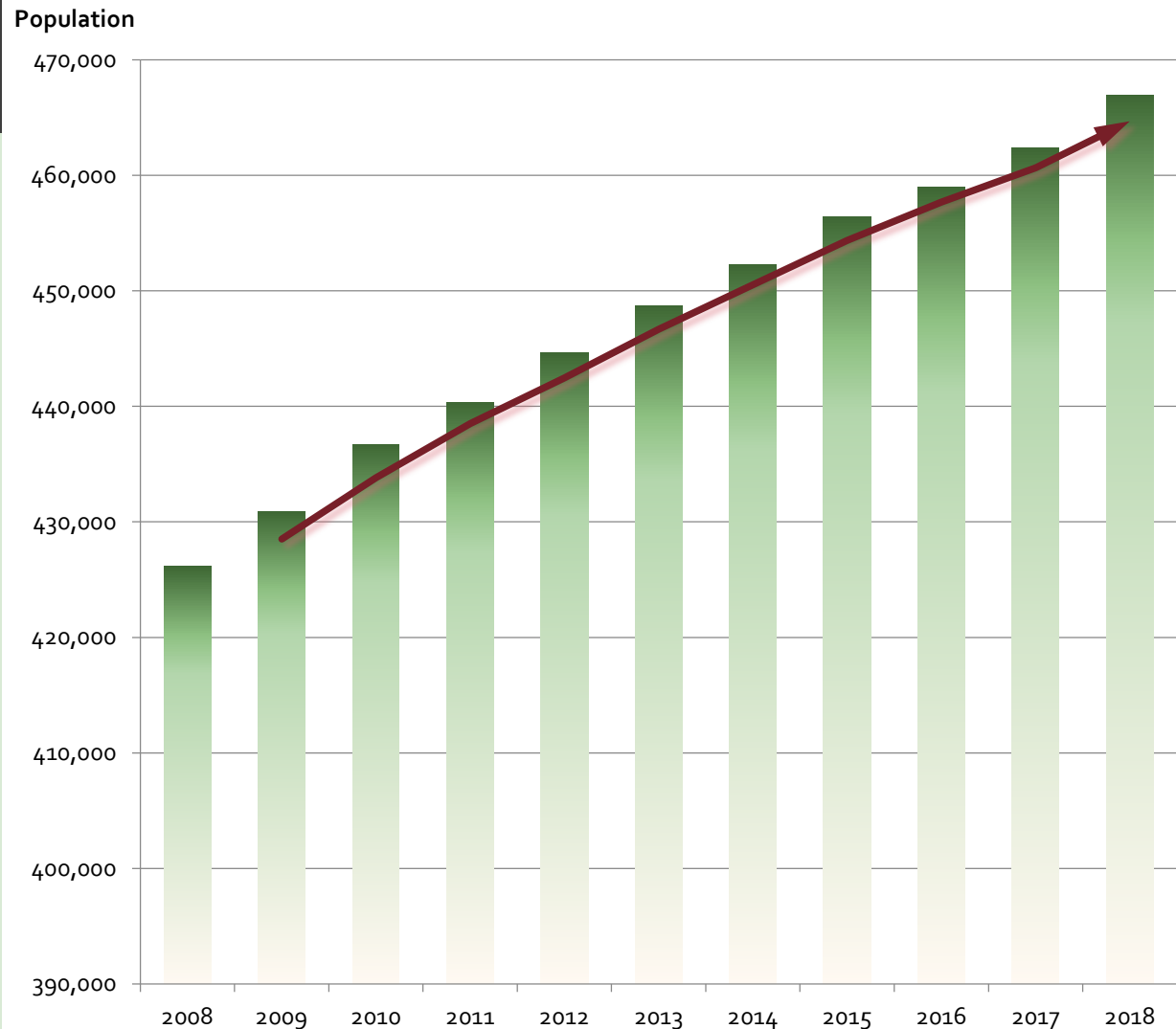
The chart on this page shows the steady increase of the combined MSA county populations.

From 2008 to 2018, the MSA population has increased from 426,144 to 466,978. This is an overall increase of 9.5%, equaling a 0.87% rate of annual growth.

Using the rule of 70, at an annual growth percent of 0.87, it will take the Springfield MSA over 80 years to double in population to 933,956.

Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties)

Source: U.S. Census Bureau, 2018 Population Estimates



Springfield MSA

Continued

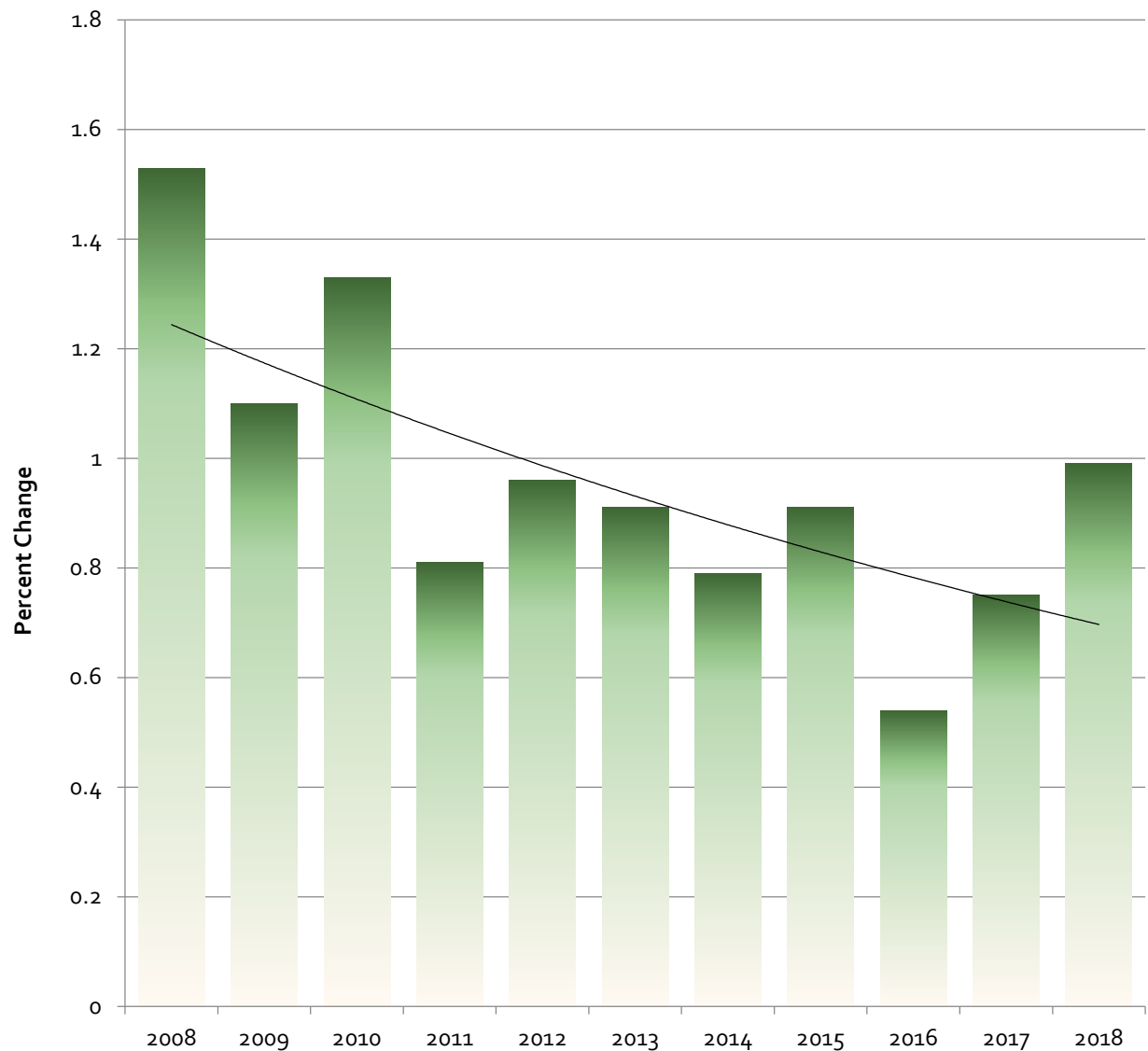
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 11-year period from 2008 to 2018 was from 2007 to 2008.

The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The change in percent has not been over 1% since 2010.

Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau, Annual Population Estimates



Individual Counties

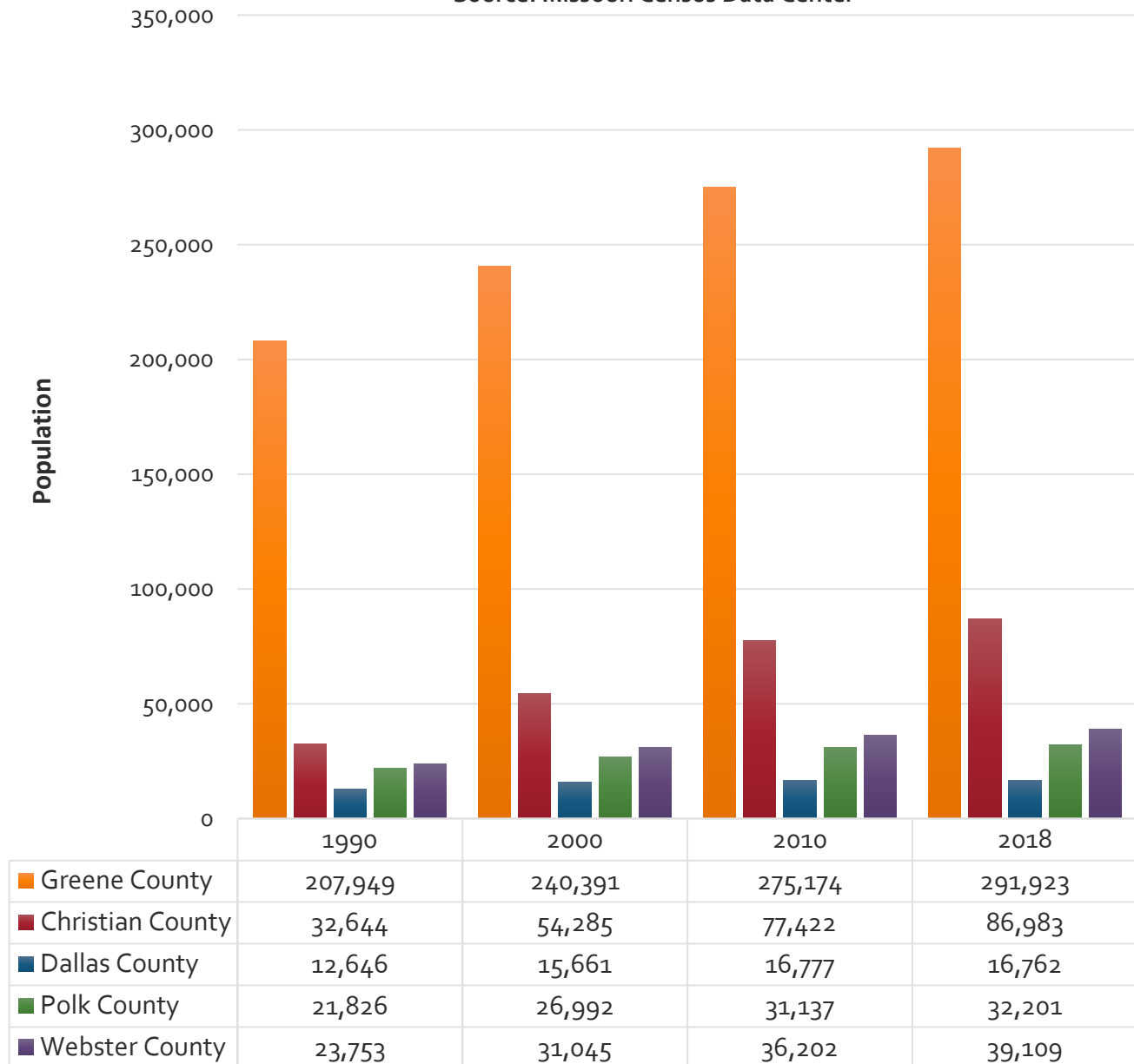
The chart on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1990 to 2010 and the latest estimate.

Christian county was the fastest growing county in the MSA in terms of percent change during the 28-year period adding 54,339 people. Greene county grew the most in terms of raw numbers adding 83,974 people.

Since 2010, the proportion of the total MSA population has decreased for Greene, Dallas, and Polk counties and increased for Christian and Webster counties.

Population Increase Springfield MSA Counties 1990-2018

Source: Missouri Census Data Center



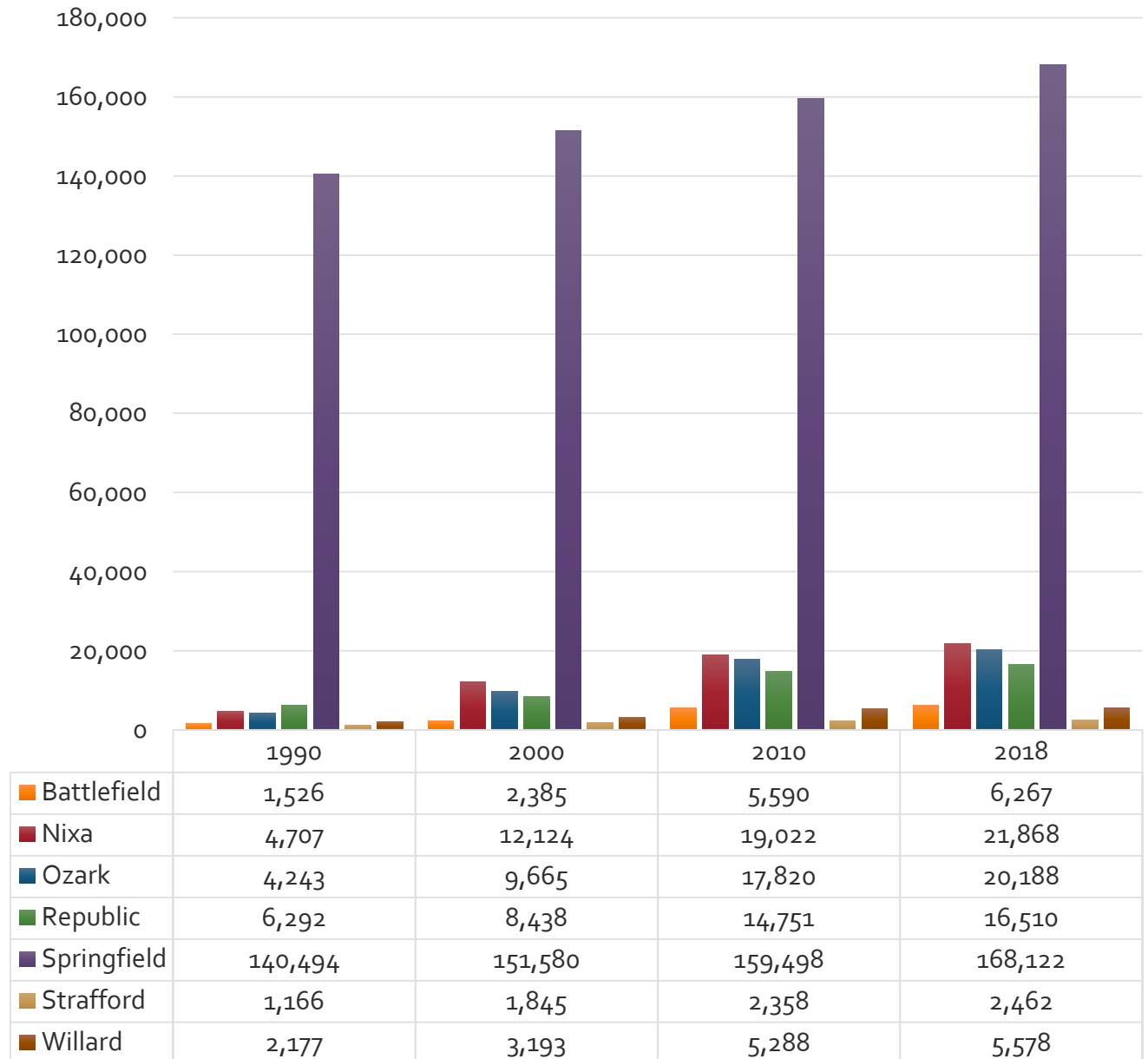
Cities in the OTO Area

The information on this page shows population growth for cities within the OTO area from 1990 to 2018.

The City of Springfield has experienced steady growth since 2010 and remains the employment and activity hub for the OTO area.

Although more people were added to the region in surrounding cities than Springfield from 2000 to 2010, 27,179 and 7,918 respectively, the opposite is true from 2010 to 2018. During this time Springfield added 8,624 people compared to 7,754 in all other surrounding cities combined.

Population Growth for Cities in the OTO Area From 1990 to 2018

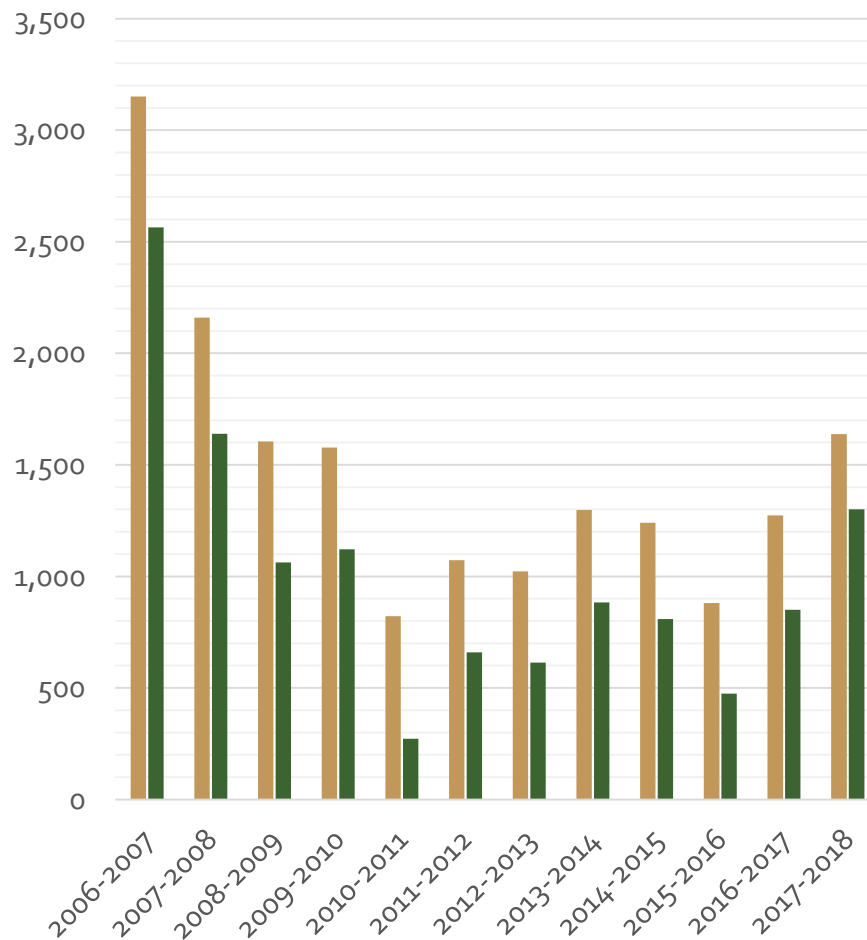


Net Migration

Net Migration 2007 – 2018, Christian County

Source: Missouri Census Data Center

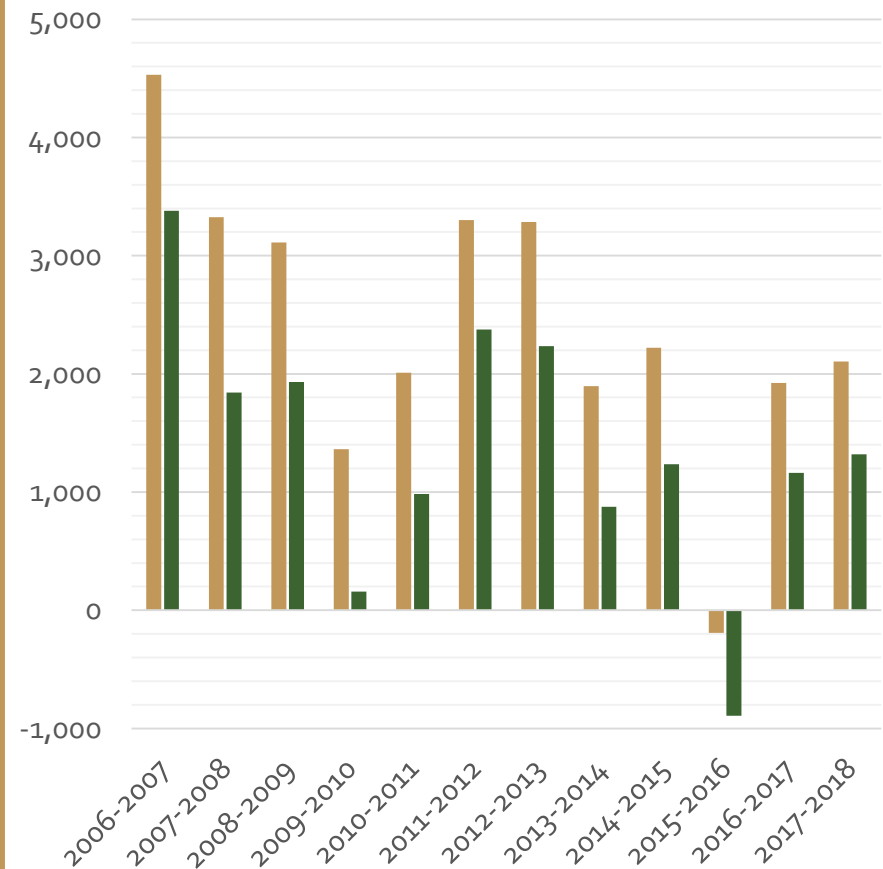
Population Change Net-Migration



Net Migration 2007 – 2018, Greene County

Source: Missouri Census Data Center

Population Change Net Migration



In-Migration

Age

Characteristics

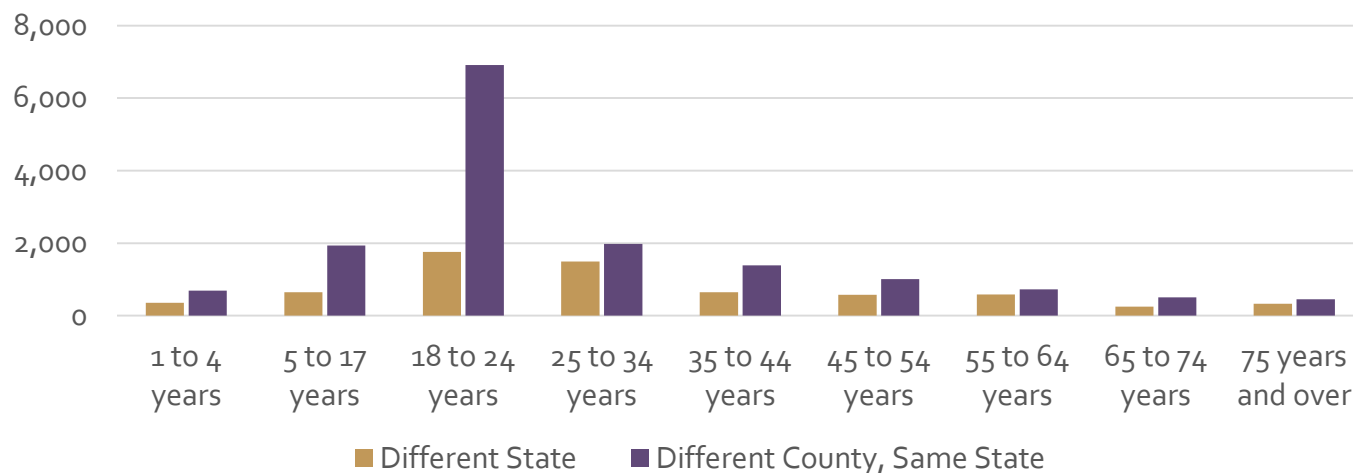
The age characteristics for individuals migrating into Greene and Christian counties in 2018 are presented on this page.

The overwhelming majority of individuals migrating into Greene county were 18 to 24 years old coming from other counties in Missouri. The median age for all in-migrants from other counties in Missouri into Greene County was estimated to be 21.7.

The largest age group migrating into Christian county were individuals 25 to 34 years old from different counties within Missouri. The median ages for in-migrants into Christian County were 28.9 and 29.5 for those from other counties in Missouri and from other states, respectively.

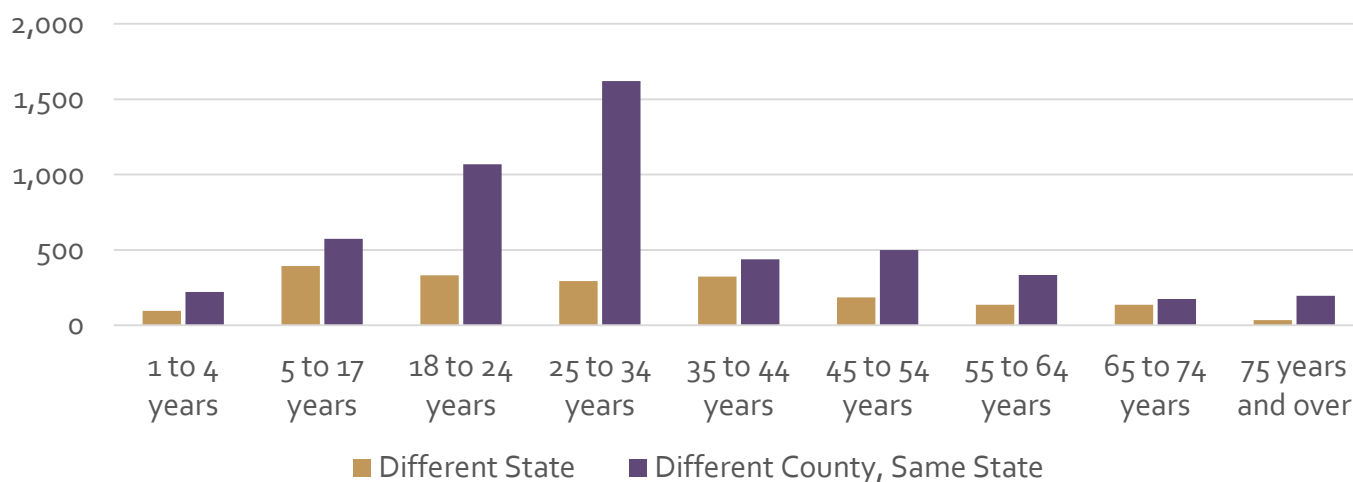
Greene County

Source: ACS 2014 – 2018 Five Year Estimates



Christian County

Source: ACS 2014 – 2018 Five Year Estimates



Median Household Income

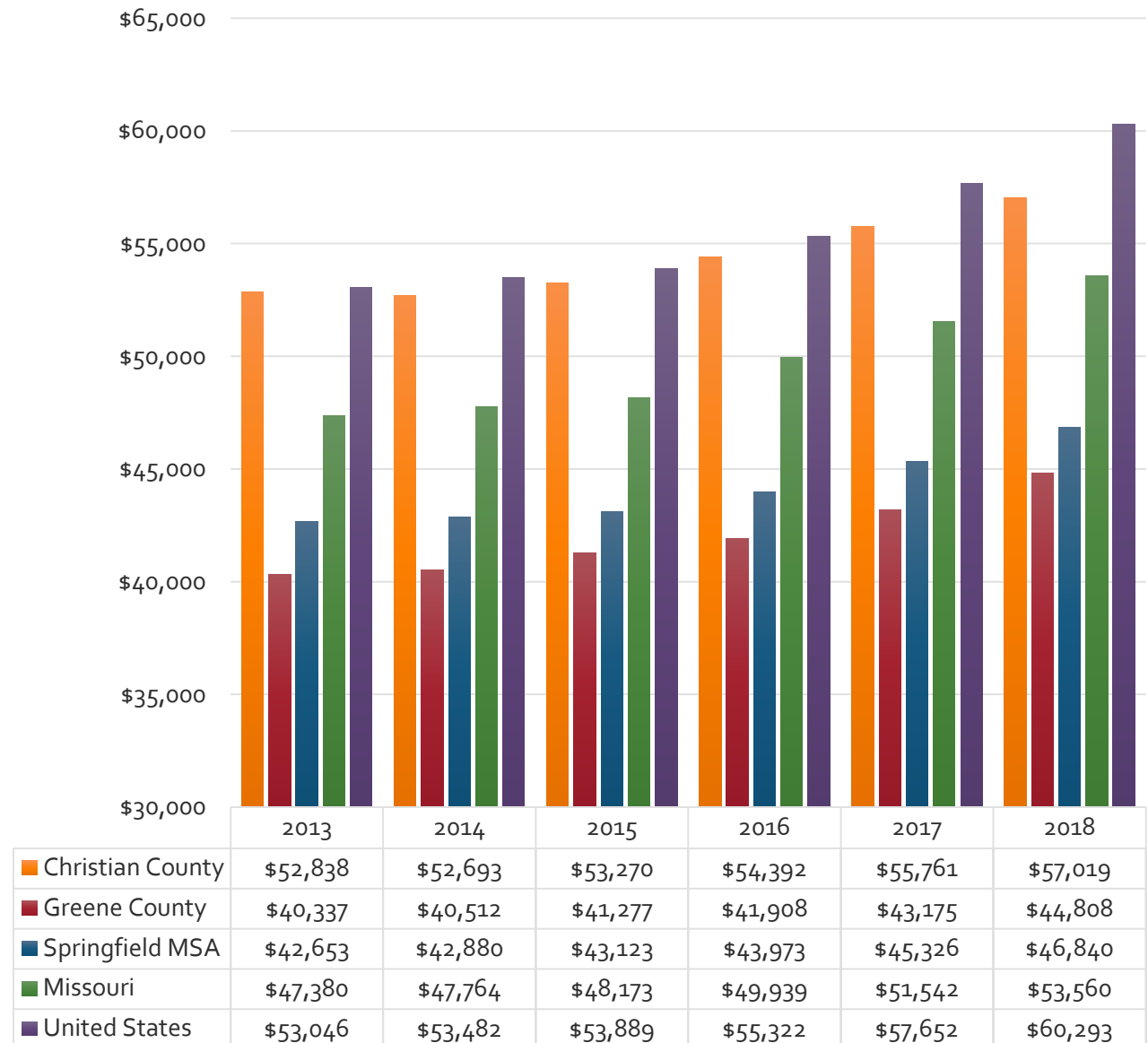
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2013 to 2018 is presented here.

The American Community Survey data is based on sampling methods and represents a 90% confidence that these figures are within a specified margin of error. The 5-year estimates should only be compared at five-year intervals.

A comparison of statistical difference between 2013 and 2018 income levels indicates that median household income has risen in all geographies. Based on the sample margins of error, the median income of households in all other counties in 2018 is statistically higher than median household income in 2013 in these areas.

Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



Per Capita Income

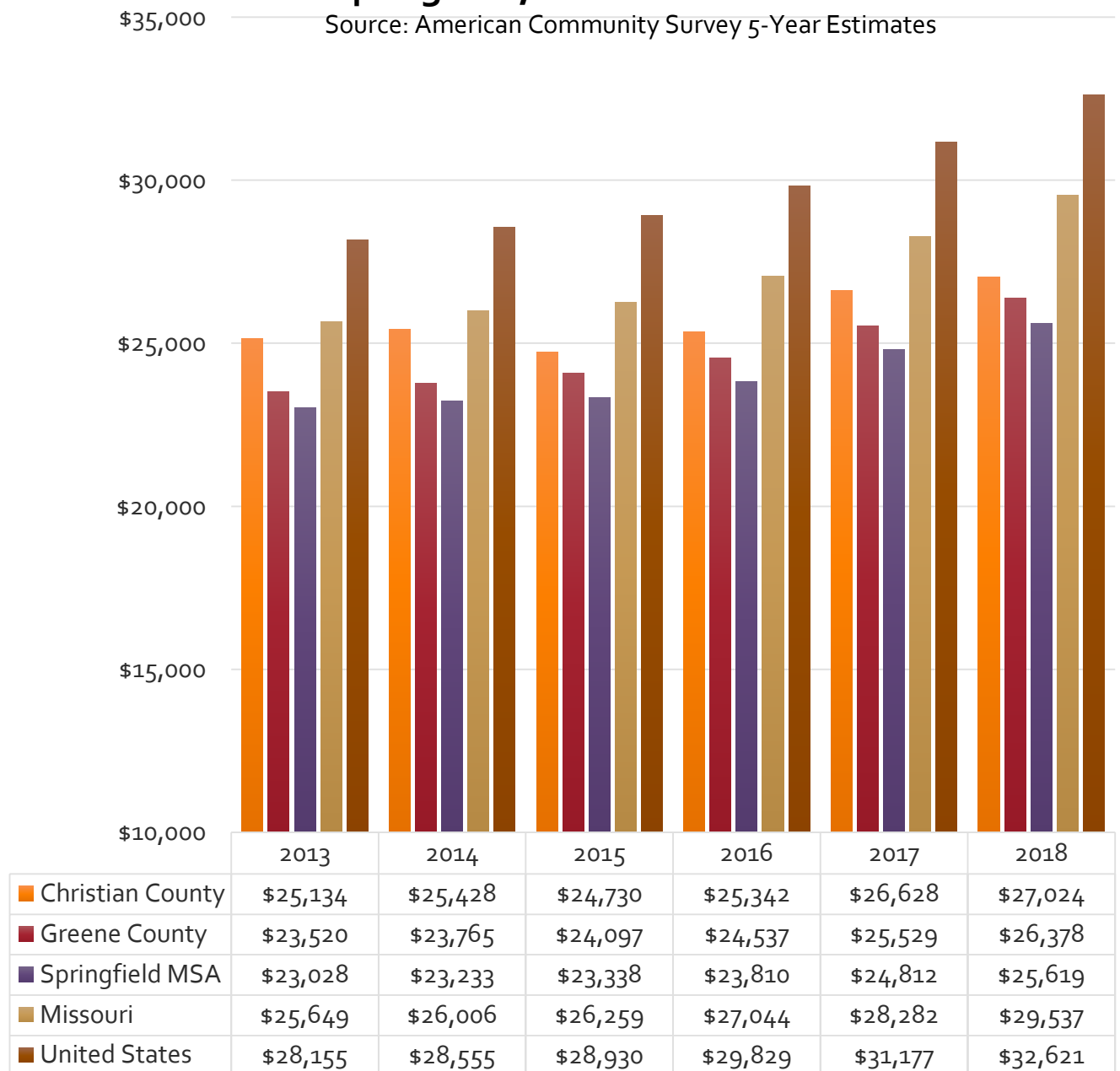
The chart to the right shows per capita income for the United States, Missouri, Greene and Christian Counties, and the Springfield MO MSA.

The counties and MSA are below both the national (\$32,621) and state (\$29,537) per capita income levels for 2018.

As with the ACS data for median household income, comparing 2013 and 2018 per capita income for statistical difference between samples indicates that Greene and Christian Counties and MSA have seen a statistically significant increase in per capita income.

Per Capita Income Springfield, MO MSA and Counties

Source: American Community Survey 5-Year Estimates



Per Capita Income

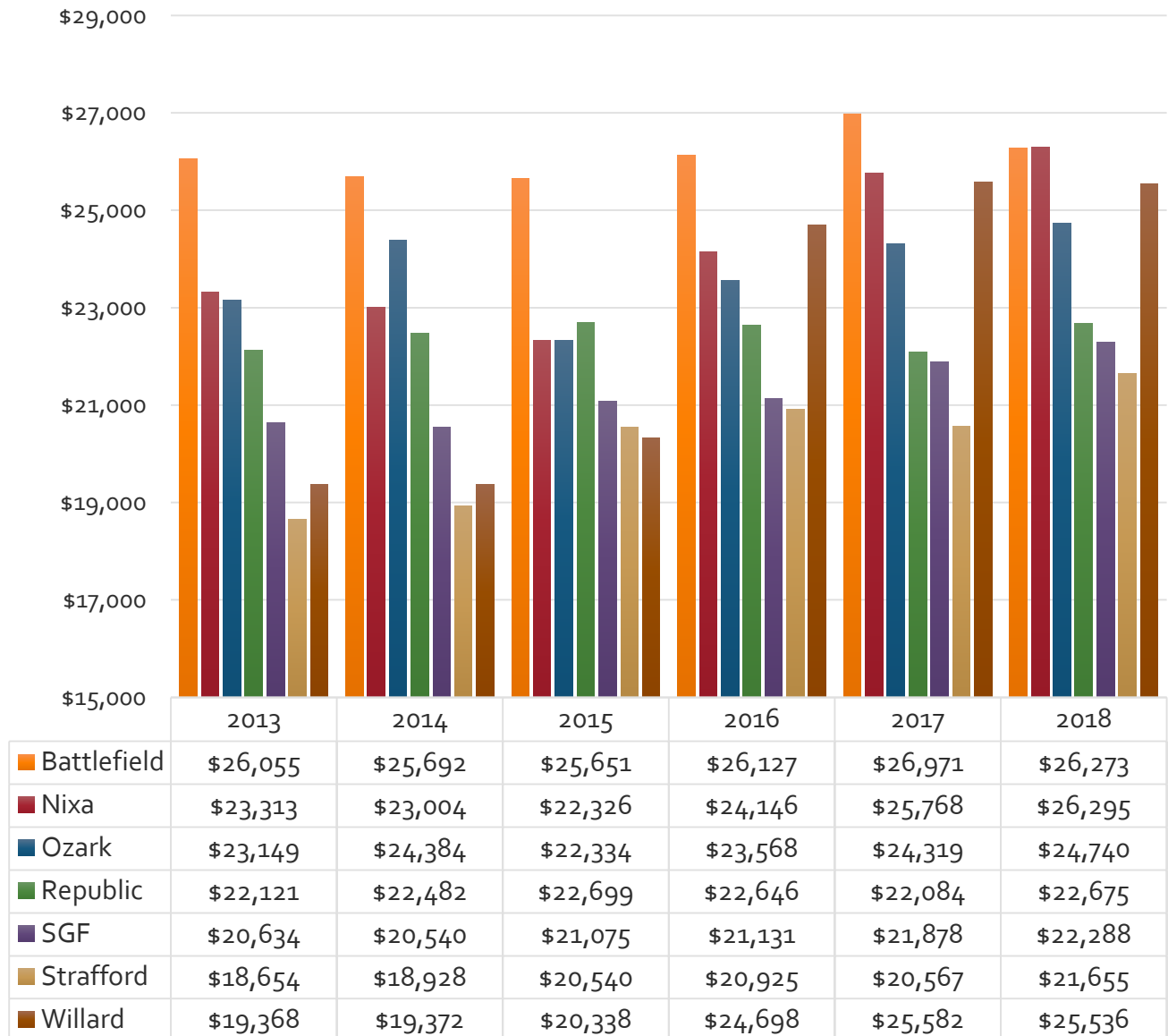
The chart to the right shows per capita income for the cities within the OTO planning area.

Although there are some noticeable differences in the per capita income for several cities in 2018 compared to 2013, per capita income estimates for Nixa, Springfield, and Willard are statistically different and have increased during this period.

Estimates for Battlefield, Ozark, Republic, and Strafford in 2018 are not statistically different from 2013 estimates of per capita income.

Per Capita Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



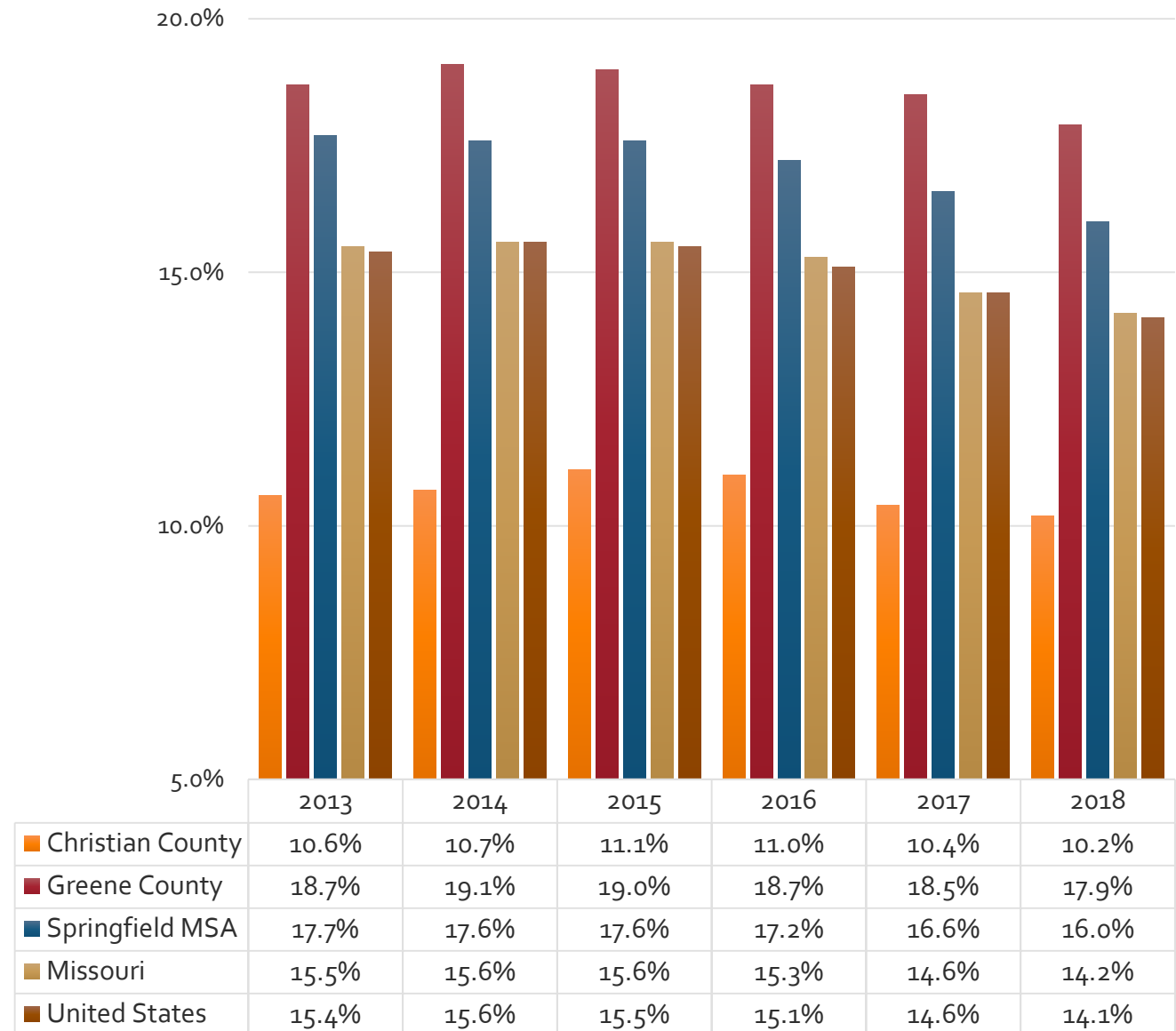
Individuals Living Below Poverty

In 2018, Greene County had the highest percentage of people living at or below the poverty level with 17.9% in the Springfield, MO MSA. From 2013 to 2018 both Missouri and the United States saw a decrease in the percentage of persons living at or below the poverty level.

Although the estimates for Greene and Christian Counties have decreased between the 2013 and 2018 surveys, they are not statistically different. However, there is 90% confidence that the percentage of people living in poverty has decreased between 2013 and 2018 in the Springfield MSA.

Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



Children Living in Poverty

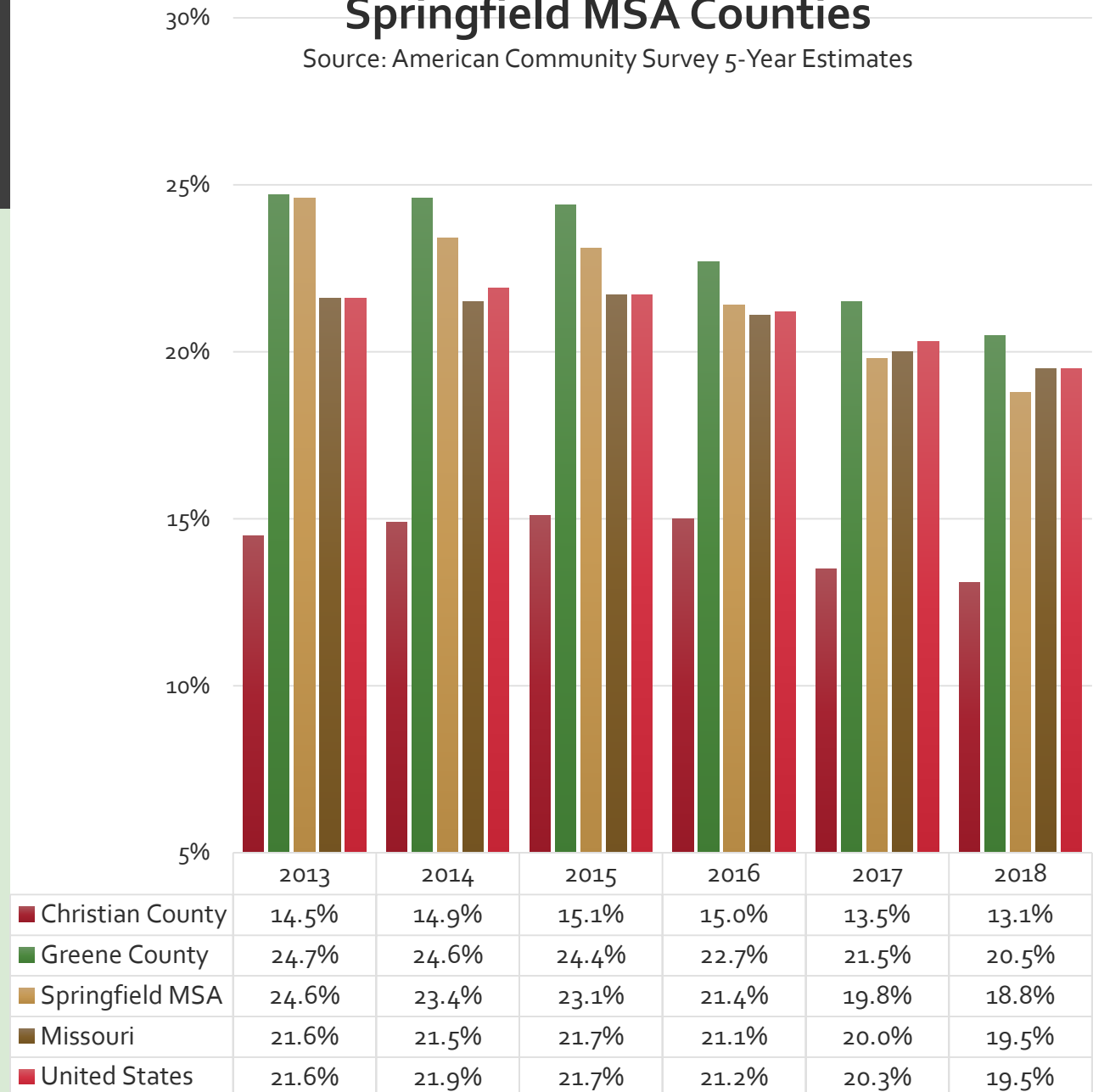
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA and Greene and Christian Counties are compared to Missouri and the United States in the chart.

The estimates for Missouri and the United States show a decrease in the percentage of children living at or below the poverty level from 2013 to 2018. The estimates for Missouri and the United States are statistically different for 2013 and 2018 and should be considered indicative of a trend for children living in poverty.

Christian County is the only county in the MSA that the 2013 and 2018 decrease is not statistically different. All other estimates are statistically different from 2013 to 2018 and represent a significant decrease.

Children Living in Poverty Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



Workforce Education Levels

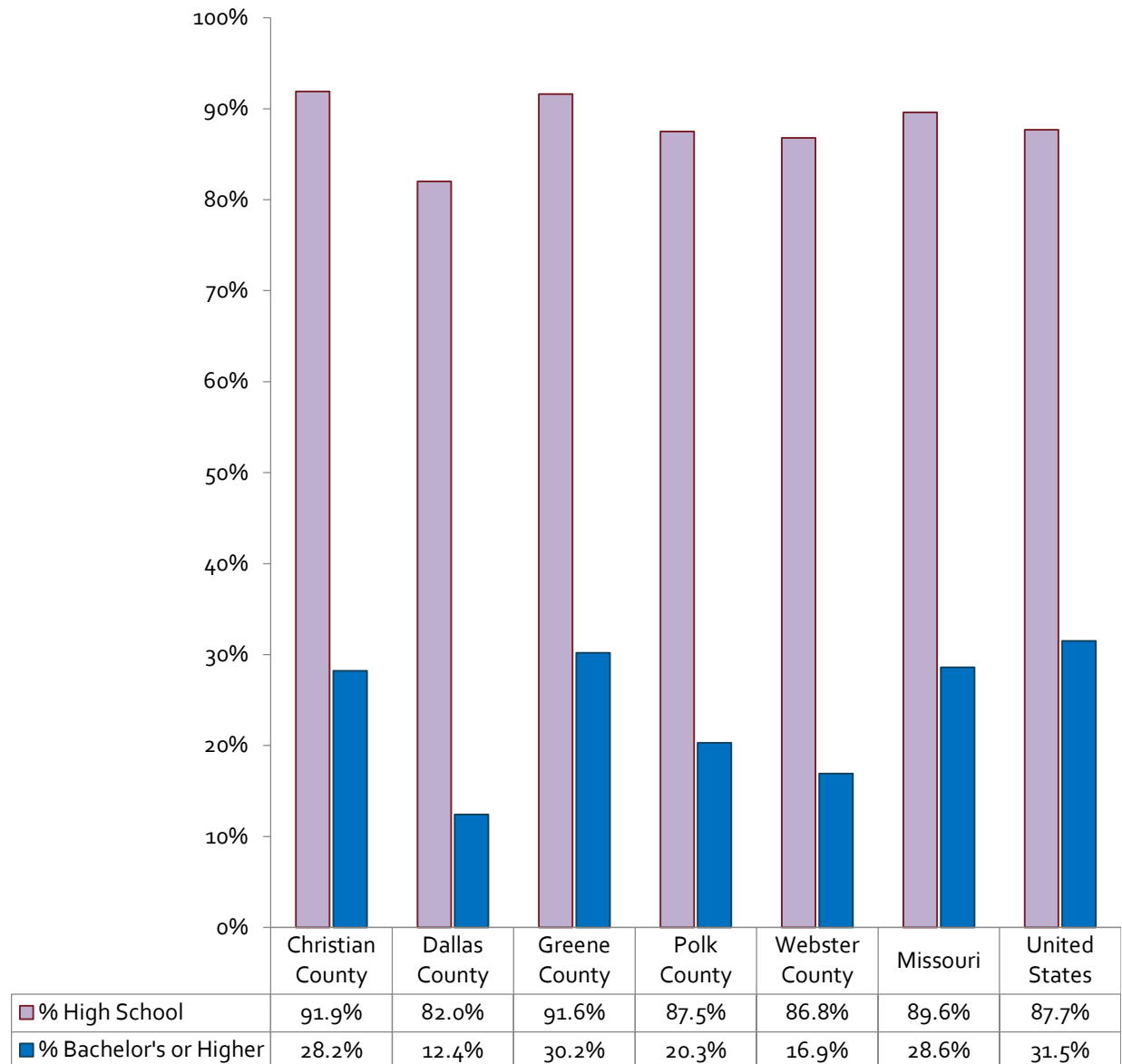
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have the highest percentages of residents 25 years of age or older with a high school diploma. Greene County has the highest percentage of residents 25 years of age or older with a four-year college degree at 30.2 percent.

Within the Springfield MSA, Dallas County has the lowest percentage of high school graduates at 82 percent in addition to the lowest percentage of college graduates at 12.4 percent.

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

Source: 2018 ACS 5-Year Estimates



Commuting Patterns

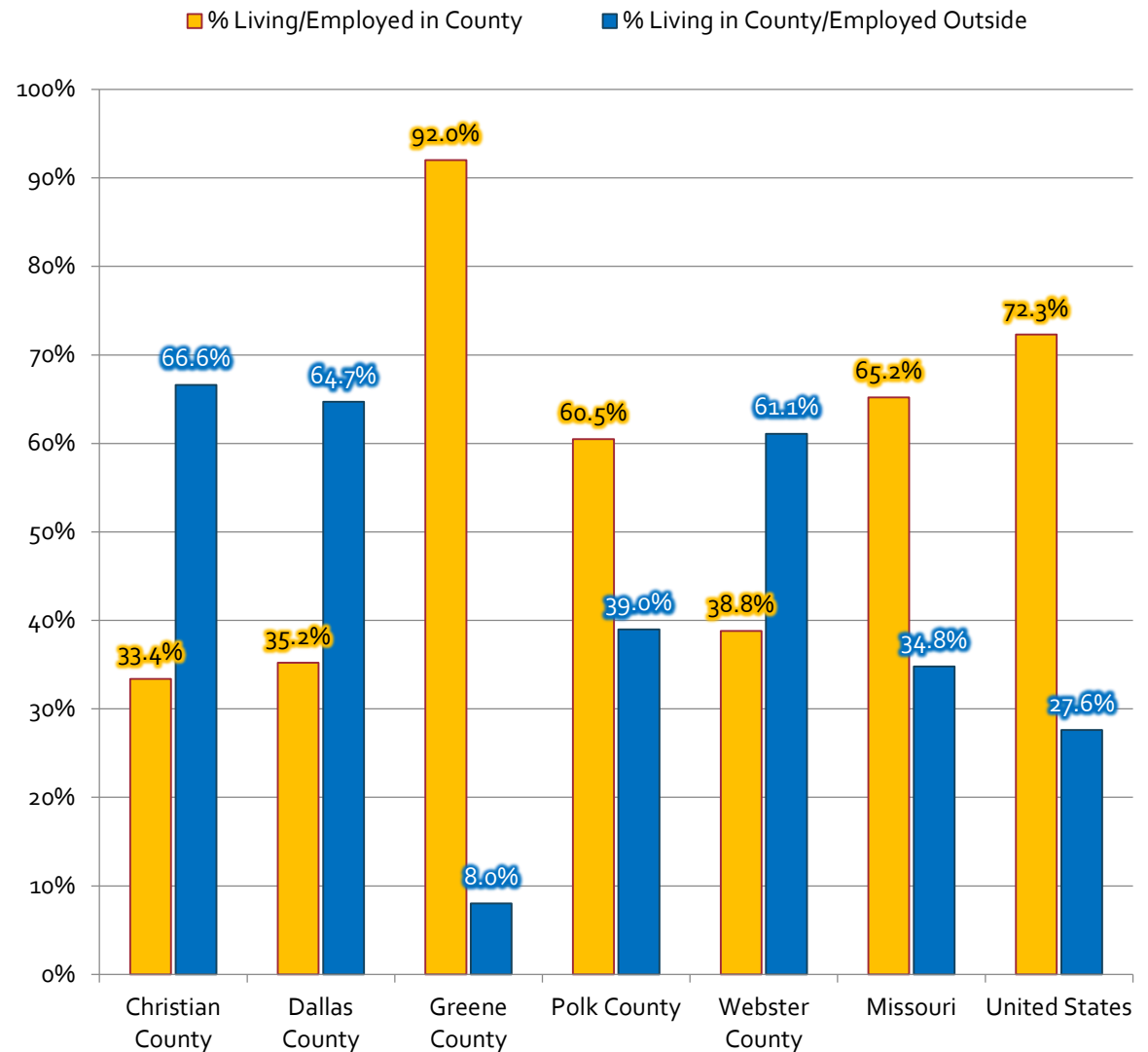
The chart to the right shows the percentage of local workers who work in their county of residence compared to the percentage who work in a different county.

Almost 92 percent of the people who work in Greene County also live in Greene County, as would be expected of the county where the region's primary employment center, Springfield, is located. Conversely, nearly 66.6% of Christian County residents commute to another county for work, as do over 61.1% of workers in Webster County and 64.7% of workers in Dallas County.

Polk County is the only MSA county that is comparable to Missouri or The United States in county of residence vs. county of employment percentages.

County of Residence vs. County of Employment

Source: 2018 ACS 5-Year Estimates



Mean Travel Time to Work

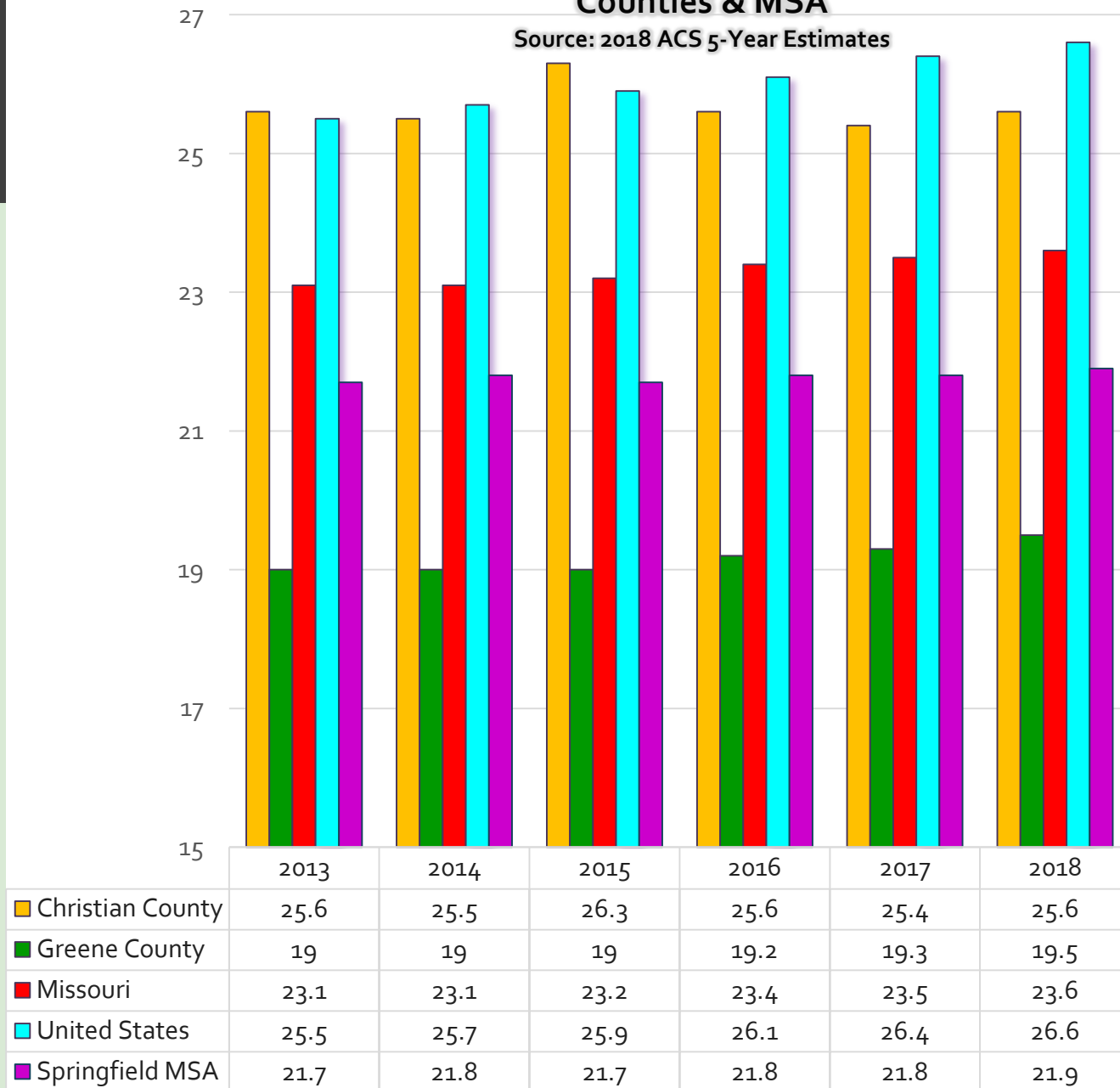
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, the State of Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 19.5 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25.6 minutes. This is comparable to the United States as a whole.

The travel time estimates between 2013 and 2018 are statistically different and have increased for Missouri and the United States. However, neither of the estimates for Greene and Christian Counties and the MSA are statistically different.

Mean Travel Time to Work in Minutes Counties & MSA

Source: 2018 ACS 5-Year Estimates

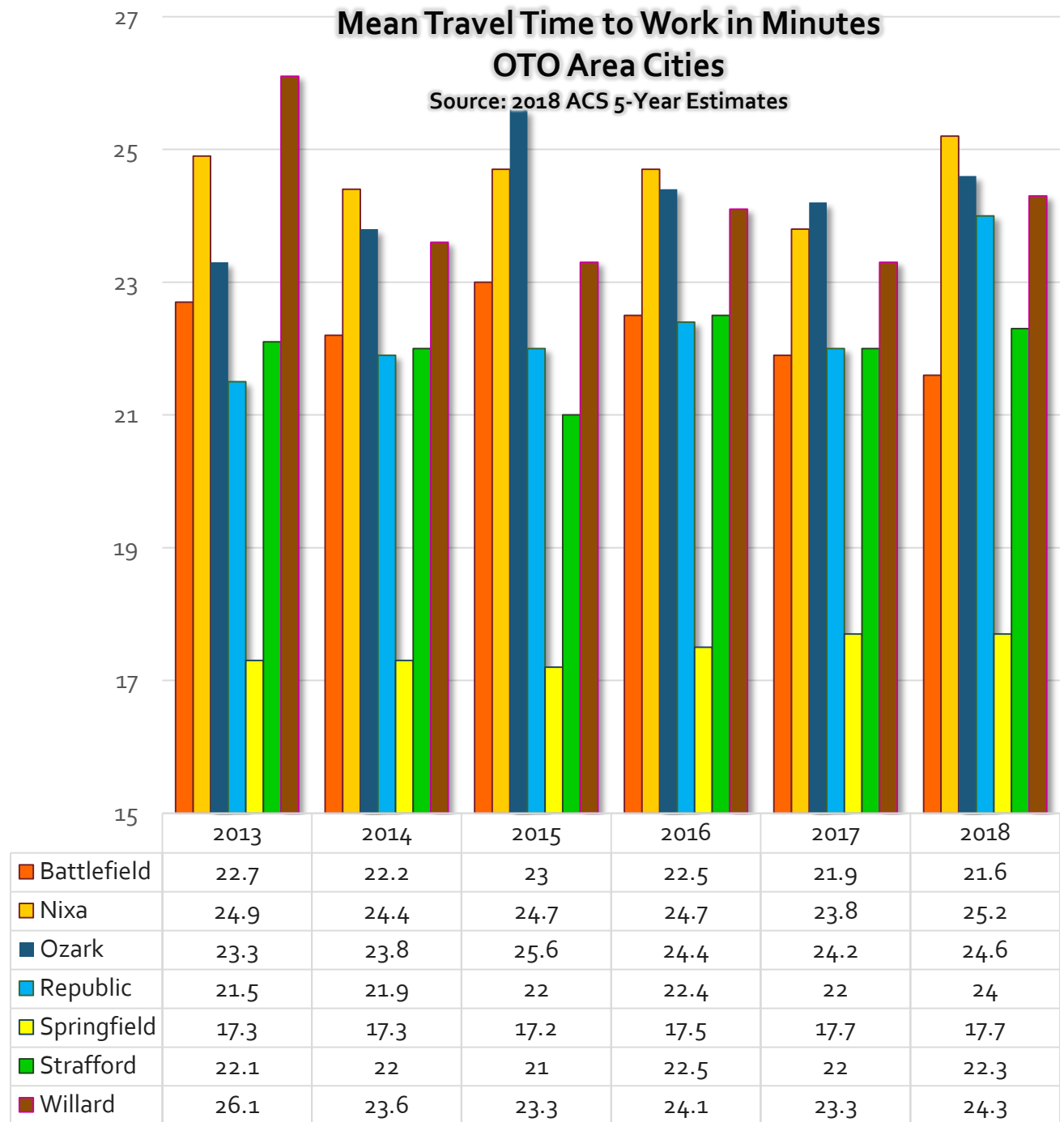


Mean Travel Time to Work

The chart to the right shows the average commute time for residents living in the seven cities within the OTO area.

Residents of Springfield have the shortest commutes to work at 17.7 minutes followed by those of Battlefield and Strafford at 21.6 minutes and 22.3 minutes, respectively. Workers living in Nixa have the longest commute time with an estimated average of 25.2 minutes to work. Ozark, Republic, and Willard have approximately equal mean travel times to work at 24.6, 24, and 24.3 minutes, respectively.

The travel time estimates between 2013 and 2018 are not statistically different for any of the cities within the OTO area.



Workforce By Industry Springfield MSA

The chart to the right shows the various industries in which the residents of Christian, Dallas, Greene, Polk, and Webster counties are employed.

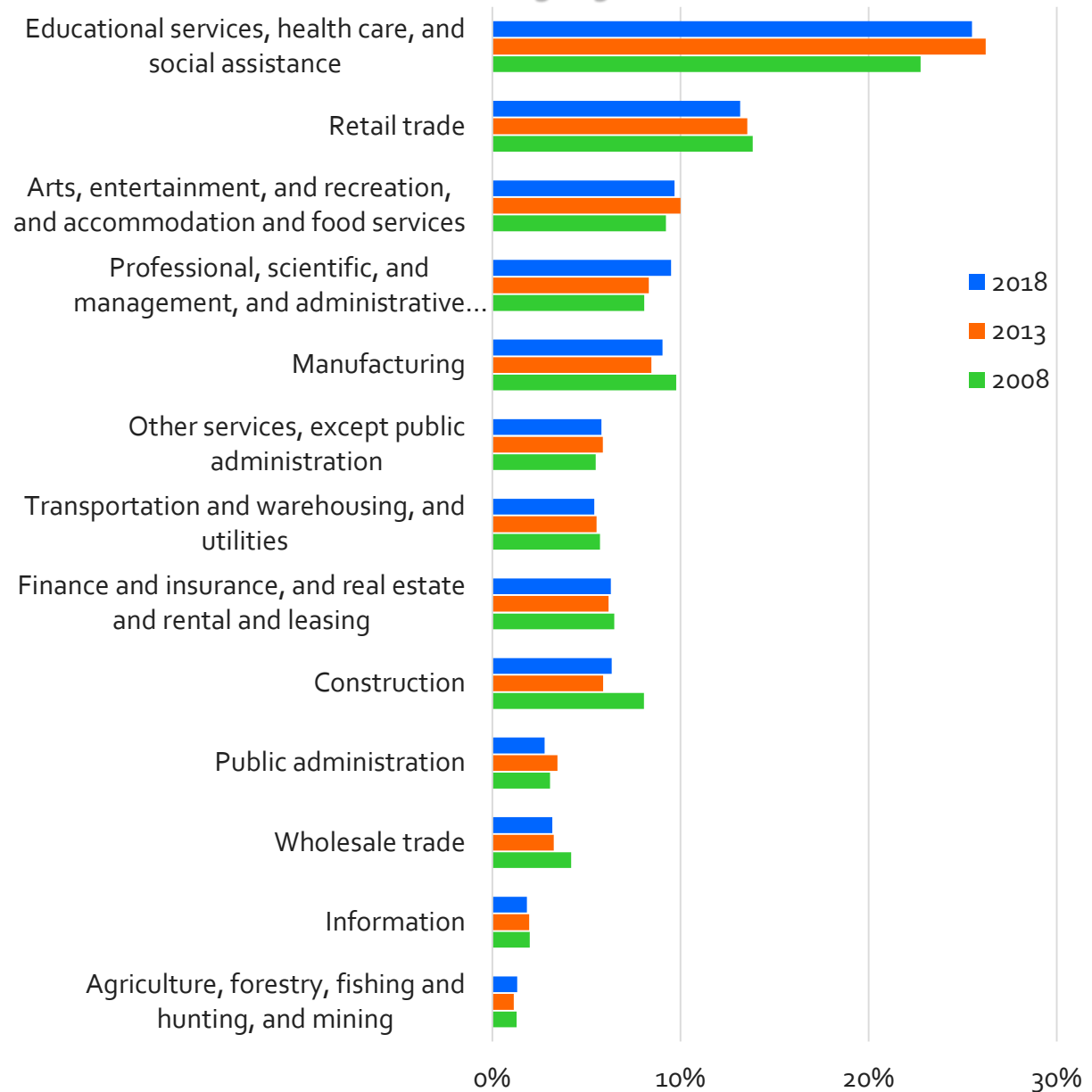
Educational service, health care, and social assistance continues to employ the largest percentage of the workforce.

The Springfield MSA is home to Missouri State University, has a number of regional hospitals, and not-for-profit public assistance agencies.

Springfield MSA Percentage of Workers by Industry

*2008, 2013, & 2018

Source: ACS *3 & 5-Year Estimates

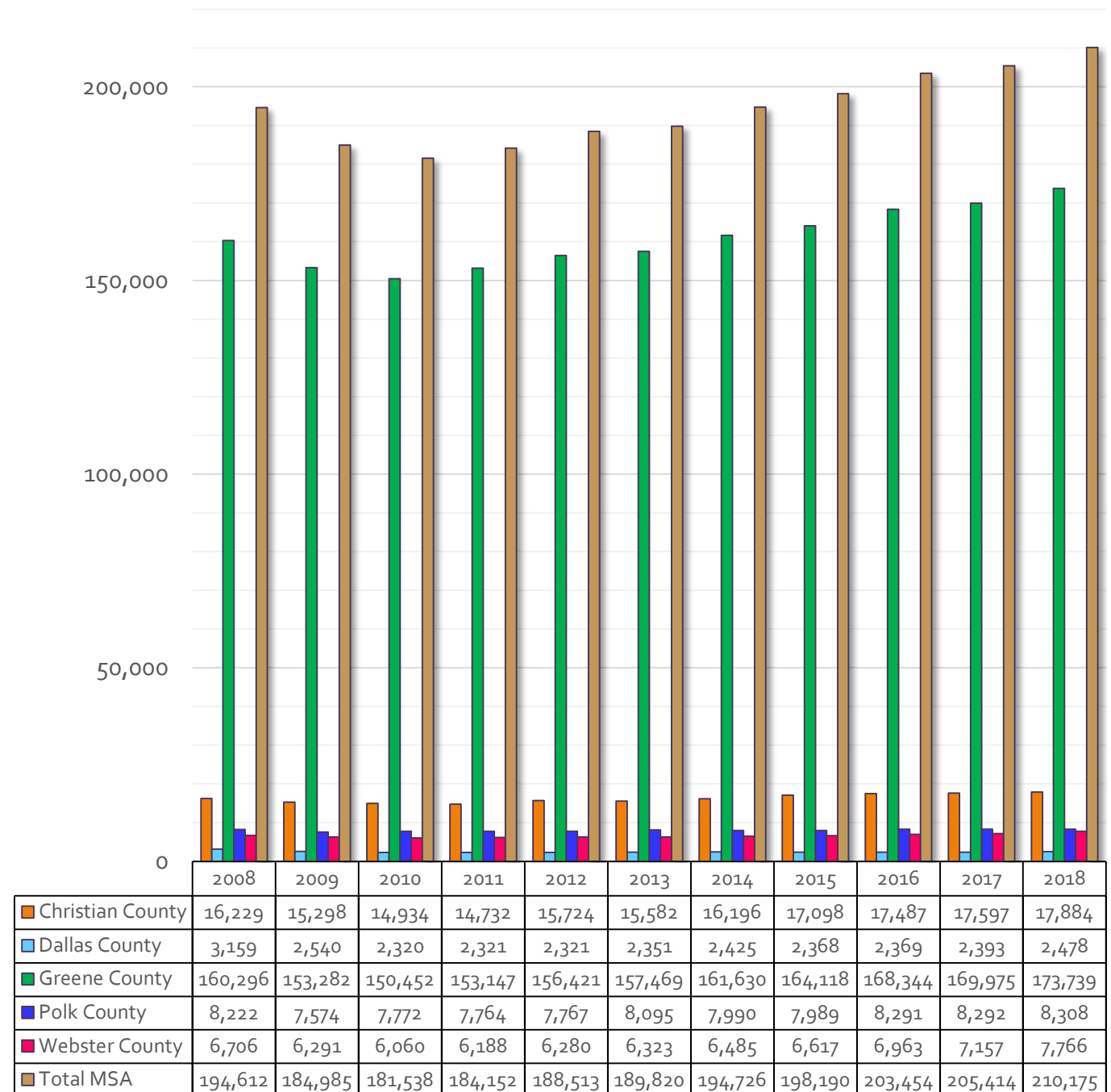


Number of Jobs by MSA County

The data contained in the chart on this page was retrieved from the U.S. Census Bureau The Local Employment and Household Dynamics (LEHD) Quarterly Workforce Indicators.

The jobs data is derived from the Bureau of Labor Statistics Quarterly Census of Employment and Wages. The data was collected at the county level and summarized for the Springfield MSA.

The data show job losses from 2008 to 2010. Beginning in 2011, jobs numbers start to rebound and climb every year through 2018. The overwhelming number of jobs in the MSA are located in Greene County. Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2008 to 2018 has remained relatively constant.



Data Sources

The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, the Christian County Planning and Development Department, and the cities of Battlefield, Republic, Nixa, Ozark, Strafford, and Willard.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns.

Other data sources include:

Internal Revenue Service, 2020 SOI Tax Stats - Migration Data 2017 – 2018. Accessed 1/24/2020. <https://www.irs.gov/statistics/soi-tax-stats-migration-data-2017-2018>

U.S. Census Bureau, 2020. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 1/25/2020 <https://lehd.ces.census.gov/data/#qwi>.

U.S. Census Bureau. 2020. LEHD Origin-Destination Employment Statistics (2002-2017) LEHD Origin-Destination Employment Statistics (2002-2017) at <https://onthemap.ces.census.gov>. LODES 7.4 [version]

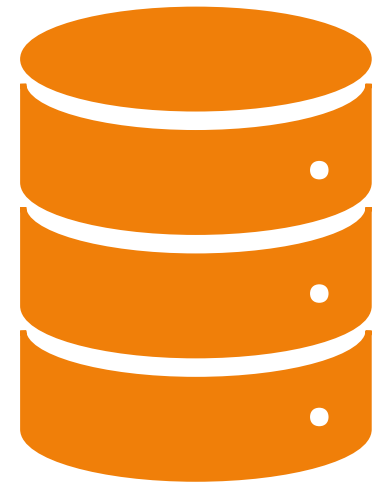
Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/1980-1990.shtml>

Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/2000.shtml>

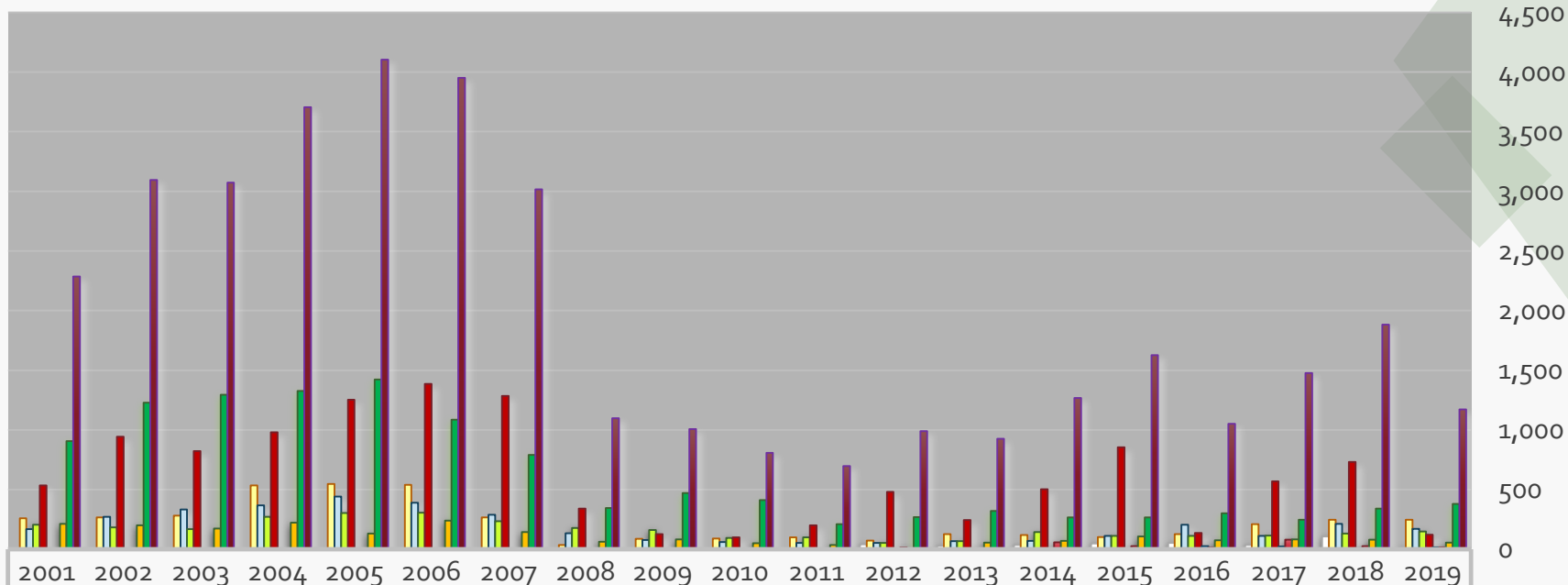
Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/2010.shtml>

U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

U.S. Census Bureau, 2008 American Community Survey 3-Year Estimates

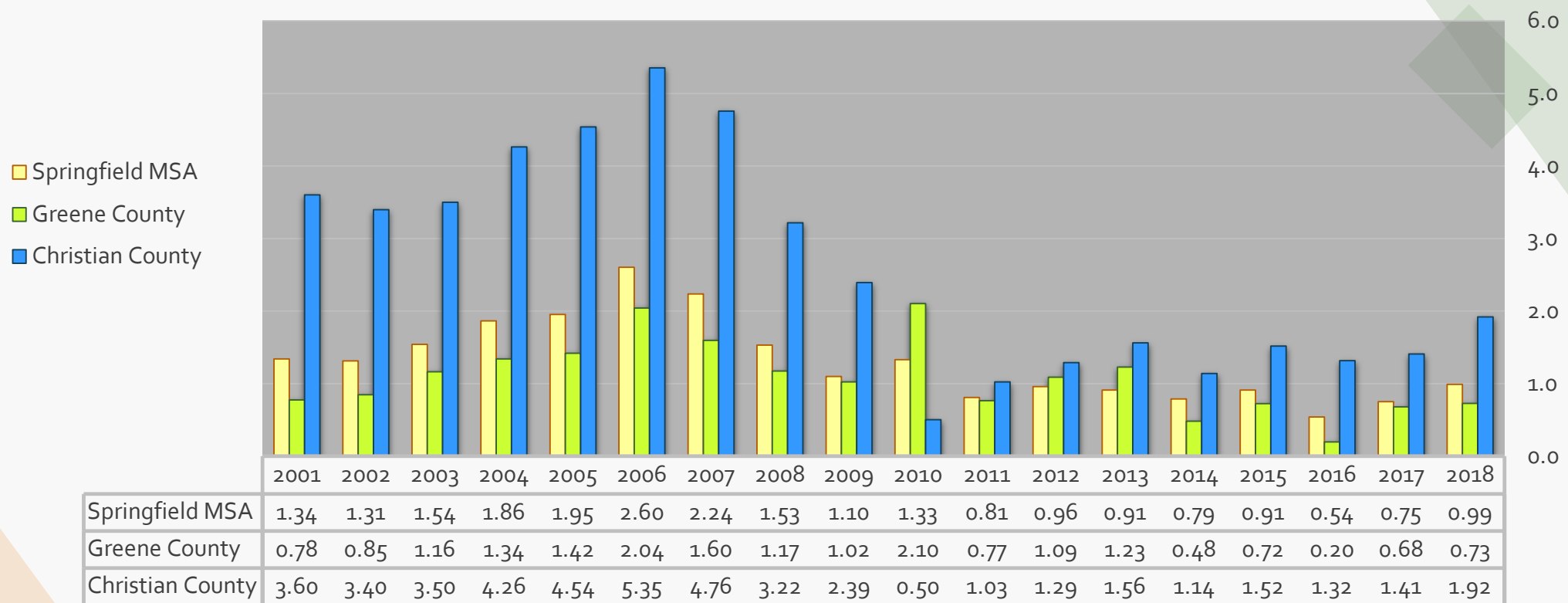


Appendix A: OTO Area Permit Activity 2001 - 2019

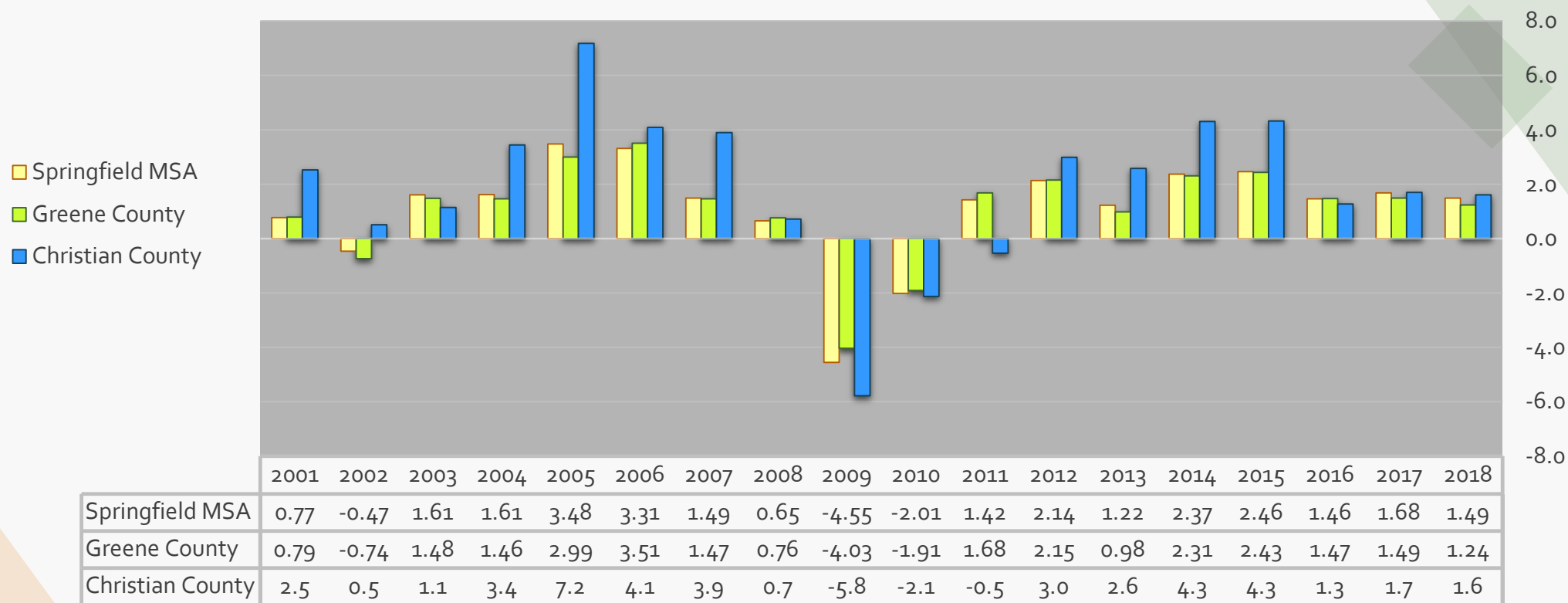


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Battlefield	-	-	-	-	-	-	-	-	-	-	-	40	29	36	47	53	36	106	14
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	211	247	248
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122
Strafford	-	-	-	-	-	-	-	-	-	-	-	0	3	2	2	27	24	8	15
Willard												13	7	59	26	14	80	25	17
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,477	1,884	1,173

Appendix B: Year-over-Year Population Percent Change 2000 - 2018



Appendix C: Year-over-Year Total Jobs Percent Change 2000 - 2018



TAB 8

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.F.

Congestion Management Process: Congestion Monitoring and Strategy Evaluation

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

AGENDA DESCRIPTION:

All MPO's that serve a metropolitan area with a population greater than 200,000 are required by federal law to develop a Congestion Management Process (CMP). The CMP is a multi-phased program that monitors congestion and tracks efforts to mitigate that congestion. Mitigation includes operational improvements, behavioral changes, and added capacity.

The OTO began its Congestion Management Process in 2005. The CMP Subcommittee and staff have completed expansions and updates to the process in 2008, 2012, 2017, and now in 2020. The process evaluates congestion based on (1) volume-to-capacity ratio, (2) average travel delay, (3) accident frequency, and (4) intersection level of service measures. Where three or more measures show unsatisfactory performance, congestion exists. The process also tracks capacity and operational improvements completed in the OTO area. Completed projects can be compared to changes in congestion to measure the success of the completed projects.

Below are road segments and intersections that are considered congested using the CMP methodology.

Congested Facilities, 2019	
Method #1	Method #2
Crashes, V/C Ratio, Travel Speed	Intersection LOS, V/C Ratio, Travel Speed
Campbell	Campbell and Republic
Primrose to Republic	Kansas and Sunshine
Glenstone	Kansas and Walnut Lawn
At Kearney	Kansas and WB James River Freeway
Chestnut to Monroe	Sunshine and National
Portland/Cinderella to Battlefield	US 60 and Rt. MM/M
Kansas	
Talmage to Kearney	
Bennett to Sunshine	
Battlefield to James River Freeway	
Kearney	
US 65 to Le Compte	
National	
At Battlefield	
Sunshine	
At Campbell	
National to Glenstone	
Lone Pine to Oak Grove	
Deeswood to US 65	
US 160	
Rt. AA to Rt. CC	

The CMP subcommittee generally felt the results of the study matched what drivers experienced on area roads. Congestion was only measured on area arterials; James River Freeway, US 65, and I-44 had some volume and travel speed issues but were not considered congested.

Efforts were again made to evaluate the effectiveness of congestion mitigation activities. The current analysis focuses on evaluating the system's performance across time and before and after improvements. Operational improvements and adding capacity seem to be the most effective mitigation strategies. The current analysis is different than what was performed in 2017. The previous evaluation relied on a detailed statistical analysis that was ultimately inconclusive.

SUBCOMMITTEE ACTION TAKEN:

The CMP subcommittee recommended Technical Planning Committee endorsement of the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation* and adoption by the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 20, 2020, the Technical Planning Committee unanimously recommended the Board of Directors approve the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation* as presented.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to approve the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation*."

OR

"Move to approve the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation* with the following changes..."



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

DRAFT

Congestion Management Process

Congestion Monitoring and Strategy Evaluation

Board of Directors Adoption: *Expected April 2020*

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Report Highlights

This report offers an updated look at congestion in the OTO area. Data on current congestion was collected and recent system improvements, either capacity or operations related, were added to a list of completed projects. Changes in congestion and implemented projects were compared to determine if regional investments were having a positive impact on congestion.

The following are highlights found during the Congestion Monitoring Process.

Volume-to-Capacity Ratio

- Only 5.8 miles of roadway, of the 134 miles with data available for comparisons, have seen peak hour volumes rise above roadway capacities since the publication of the 2016 CMP update
- Approximately 90 of the 134 miles of roadway with volume data available have remained or improved to an acceptable Volume-to-Capacity ratio

Crash Frequency

- 130 of 175 signalized intersections have an average or below average frequency of crashes
- 18% of CMP mileage have crash frequencies above the MPO average for a given road type
- The percentage of roads and intersections with above-average crash frequencies is higher than recorded in the 2017 CMP.

Average Travel Speeds

- The average delay decreased from 8.8 to 8.2 mph below posted speed limits since 2016.
- PM Northbound, Southbound, and Westbound traffic have the highest average delay.
- Travel speeds have increased along freeway segments with recently added capacity.

Intersection Level-of-Service

- 93% of intersections during the AM commute and 95% of intersections during the PM period have an acceptable LOS.
- More intersections experienced declines in service than experienced improvements.
- Only 7 intersections function at an LOS F, all during the AM commute.

Congested Facilities and Facility of Concern

Congested Facilities, 2019	
Method #1	Method #2
Crashes, V/C Ratio, Travel Speed	Intersection LOS, V/C Ratio, Travel Speed
Campbell	Campbell and Republic
Primrose to Republic	Kansas and Sunshine
Glenstone	Kansas and Walnut Lawn
At Kearney	Kansas and WB James River Freeway
Chestnut to Monroe	Sunshine and National
Portland/Cinderella to Battlefield	US 60 and Rt. MM/M
Kansas	
Talmage to Kearney	

Continued on following page.

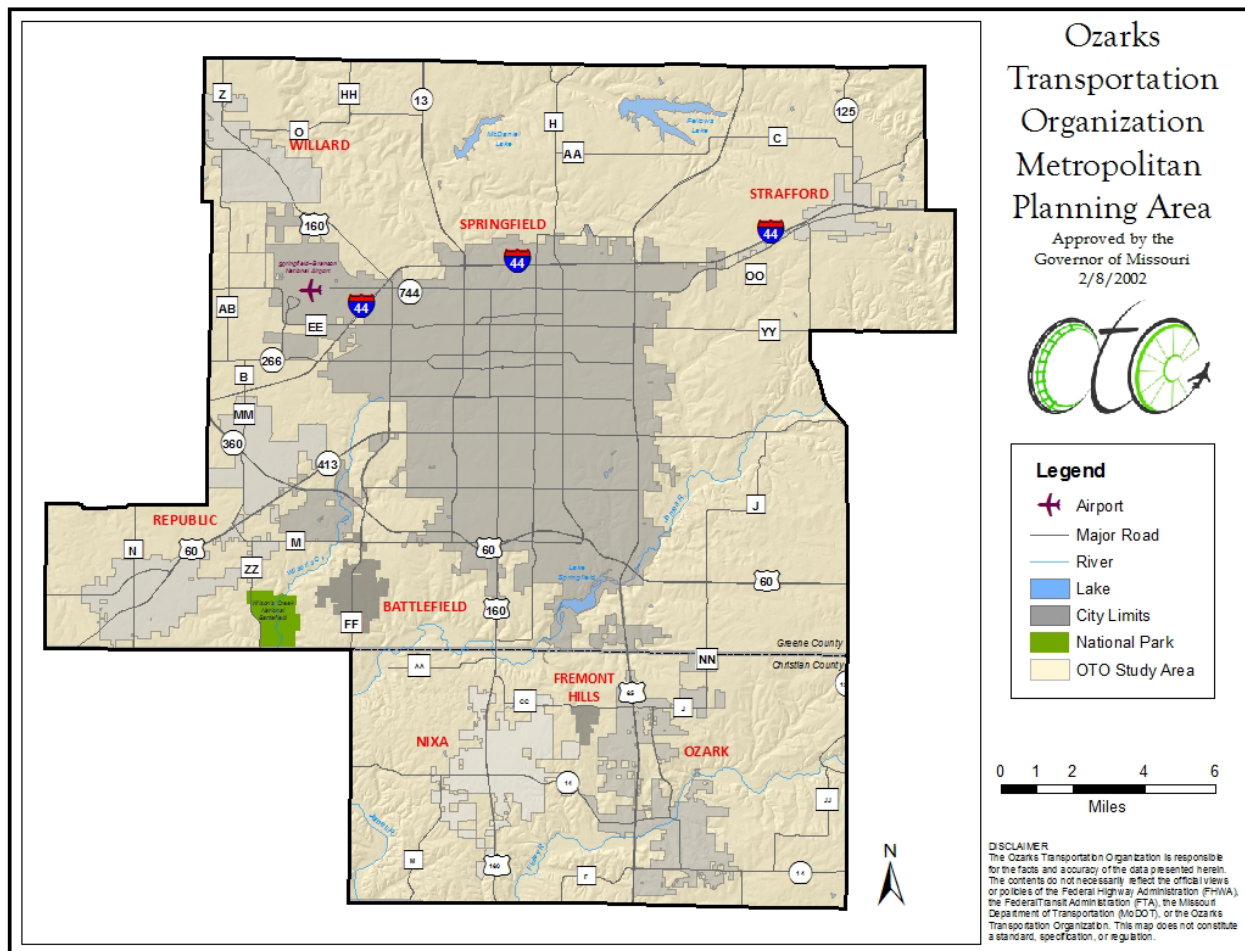
Congested Facilities, 2019, <i>continued</i>	
Method #1	Method #2
Crashes, V/C Ratio, Travel Speed	Intersection LOS, V/C Ratio, Travel Speed
Kansas (<i>continued</i>)	
Bennett to Sunshine	
Battlefield to James River Freeway	
Kearney	
US 65 to Le Compte	
National	
At Battlefield	
Sunshine	
At Campbell	
National to Glenstone	
Lone Pine to Oak Grove	
Deeswood to US 65	
US 160	
Rt. AA to Rt. CC	

Facility of Concern

There is one area that has been identified as a *Facility of Concern*. Route CC, between 22nd and US 65, has issues related to all four congestion indicators but there isn't sufficient overlap to meet the strict definition of congestion using Method #1 or Method #2. There are safety and capacity concerns throughout this area. The intersection at 22nd has LOS issues, and there are speed issues related to the interchange.

Introduction

The Congestion Management Process (CMP) is a systematic approach to addressing congestion within the Ozarks Transportation Organization's (OTO) planning area, shown in **Map 1**. The process was developed through a collaborative effort involving area jurisdictions and technical experts. The intent of the CMP is to improve the efficiency and effectiveness of both the existing and future transportation system through the implementation of Transportation System Management (TSM), which includes Intelligent Transportation Systems (ITS) and Travel Demand Management (TDM) techniques.



Map 1: Ozarks Transportation Organization Metropolitan Planning Area Map

Overview of Previous Phases

The CMP consists of three main phases. Phase I, completed in 2005, is a methodology to identify congestion and designate specific strategies to address congestion. Phase II, completed in 2008, is the identification of where congestion is occurring or is expected to occur during the 20-year plan horizon and the implementation of identified strategies. Phase III, first completed in 2012, is the development of a monitoring program to determine if selected strategies are effective in dealing with congestion at

Congestion Monitoring

The following four measures are the indicators the OTO has elected to monitor to determine where congestion is occurring. These measures are (1) Volume-to-Capacity Ratio, (2) Crash Frequency, (3) Average Travel Speed, and (4) Intersection Level of Service. These measures are defined in this congestion monitoring report.

1. Volume-to-Capacity Ratio

The first measure OTO utilizes to monitor congestion is peak hour volume-to-capacity ratio. This ratio is used to determine which roads have peak volumes that exceed the road's capacity and which roads are

Year	VMT	OTO Population	VMT per Capita
2018	5,460,490	332,321*	16.43
2017	5,502,933	329,330*	16.71
2016	5,395,874	327,861*	16.46
2015	5,229,938	326,321*	16.03
2014	5,061,794	323,031*	15.67
2013	4,933,188	320,259*	15.40
2012	4,954,024	316,298*	15.66
2011	4,931,037	312,126*	15.80
2010	5,010,884	310,283	16.14
2009	4,969,336	303,720*	16.36
2008	5,063,022	298,910*	16.94

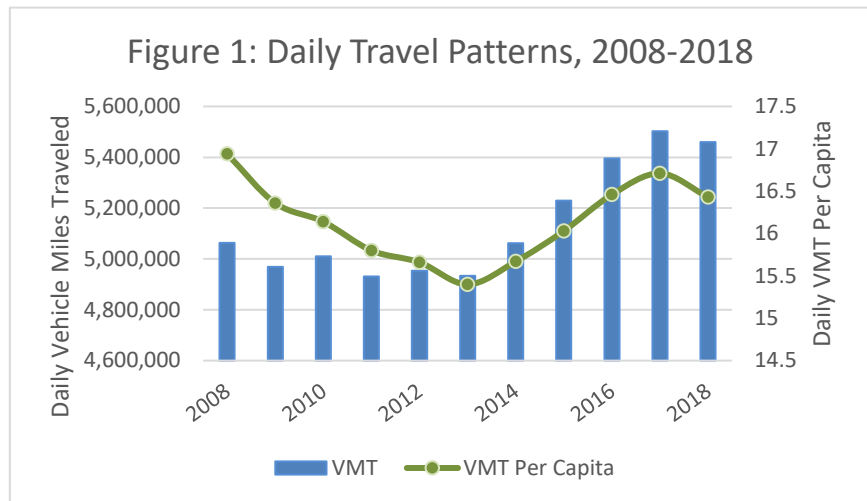
*Census Estimate

approaching capacity. Peak hour traffic volumes that are used in the ratios can be found on **Map 3.1**. These traffic volumes are calculated from intersection turning movement studies and segment counts conducted over the last few years. Data is not available for all road segments. Roadway capacities are a function of the number of traffic lanes. Capacities have been calculated for each type of road in the OTO area, including the section of 4+1 lane expressway National Avenue, south of Walnut Lawn, and the 5+1 lane section of Campbell, south of Primrose. An important indicator of traffic volumes is Vehicle Miles Traveled (VMT). The indicator represents the total number of miles driven by the OTO population each day. If VMT is rising, it is likely associated with increased traffic volumes. Recent trends show a rebound in VMT for the area.

Daily Vehicle Miles Traveled (VMT)

Table 1 shows the 2018 VMT for the OTO area is down

from 2017, but is generally continuing to follow the upward trend that has existed since 2014. The overall increase is associated with a strong national economy and low energy costs. Data shows the VMT increase of 527,303 miles traveled, or 10.7 percent, since 2013. Per Capita VMT, as shown **Figure 1**, has experienced more change over the last decade. Since 2013, has track closely with VMT. This suggests VMT is rising faster than population growth. People are driving more.



Volume-to-Capacity Ratio

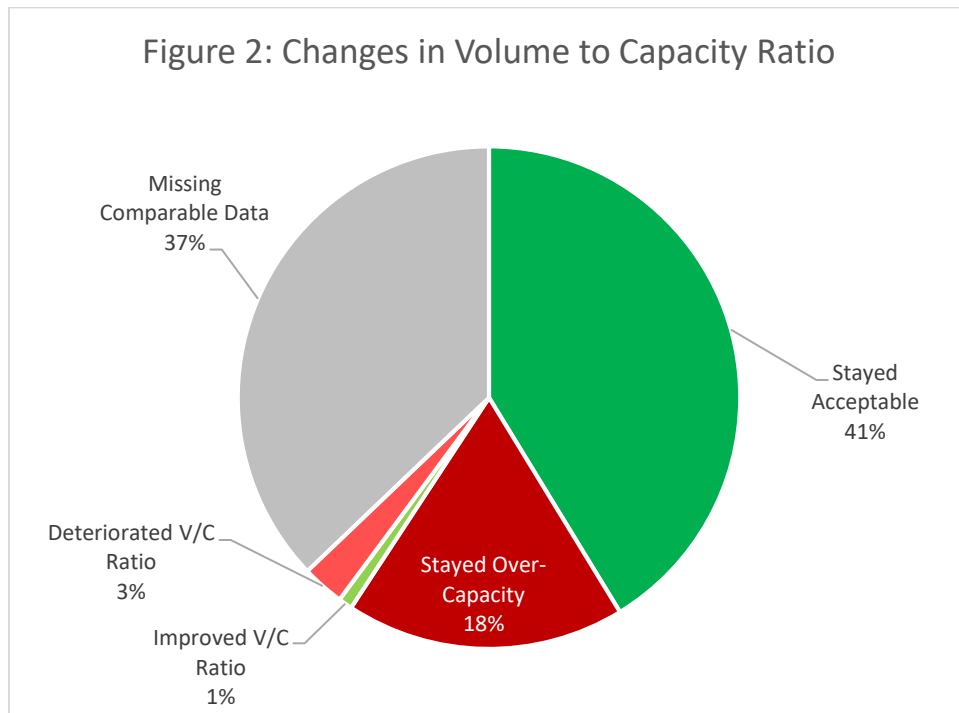
Map 3.1 includes volume-to-capacity ratios broken into three categories: *below capacity*, *nearing capacity*, and *at or above capacity*. Segments with a volume-to-capacity ratio of 0 to 0.77 are *below capacity* and offer an LOS of A, B, or C. Segments with a ratio of .78 to .86 are *nearing capacity* and offer a LOS of D. Ratios of 0.86 or above offer LOS E or F and are *at or above capacity*. For purposes of this study, LOS A, B, C, or D are acceptable. The Volume to Capacity status of roads can be reviewed in **Table 2** below. Approximately 90 of the 134 miles of roadway with volume data available have remained or improved to an acceptable Volume-to-Capacity ratio, as shown in **Figure 2**.

Table 2: Volume to Capacity Ratio Status, 2016-2019				
Stayed Acceptable	Stayed Over-Capacity	Improved V/C Ratio	Deteriorated V/C Ratio	Missing Data
I-44				
Entire OTO segment				
James River Freeway (I-44 to US 65)				
I-44 to Campbell	Campbell to US 65			
US 65				
I-44 to Division	Battlefield to US 60			Division to Sunshine
Sunshine to Battlefield				South of US 60
US 60 West / MO 413				
Illinois to Hines	Oakwood to Rt MM			Rt MM to JRF
JRF to McCurry				
US 60 East				
Rt. NN/J to MO 125				US 65 to Rt. NN/J
US 160 North (Willard to I-44)				
OTO Line to Fm Rd. 94	Fm Rd 94 to I-44			
US 160 South (Nixa to Springfield)				
JRF to Melbourne	Rt AA to Rt CC	Bentwater to Tracker	Rt CC to Bentwater	Melbourne to Rt CC
Kathryn to OTO Line				
MO 13 (North of Springfield)				
Radio Ln to I-44				OTO Line to Radio Ln
West Bypass / Rt F (I-44 to Republic Rd)				
Entire OTO segment				
Kansas Expressway				
	Chestnut to JRF		I-44 to Division	Division to Chestnut
				JRF to Republic

Table 2: Volume to Capacity Ratio Status, 2016-2019, cont.				
Stayed Acceptable	Stayed Over-Capacity	Improved V/C Ratio	Deteriorated V/C Ratio	Missing Data
Campbell (Sunshine to JRF)				
	Sunshine to Broadmoor			Broadmoor to Primrose
	Primrose to JRF			
National				
Primrose to JRF	St Louis to Battlefield			Battlefield to Primrose
Kearney to St Louis				
Glenstone				
Battlefield to JRF	I-44 to Sunset		Scenic to Battlefield	
Kearney				
General Aviation to Glenstone	US 65 to Le Compte	Glenstone to Barnes		Le Compte to I-44
Barnes to US 65				
Chestnut Expressway				
West Bypass to West St.	Belcrest to US 65	Grant to Drury		Airport Blvd to West Bypass
Kansas to Grant				
Drury to Belcrest				
Sunshine				
McCurry to Kansas	Kansas to US 65			
Battlefield				
West Bypass to Scenic	Scenic to Kansas			Fort to Fremont
Kansas to Fort	Lone Pine to US 65			
Glenstone to Lone Pine				
Republic				
Fremont to Harvard	Harvard to JRF/Glenstone			Golden to Broadway
Rt. CC				
US 160 to Main				Main to US 65
MO 14				
	Fort to 22 nd	US 160 to Fort		22 nd to US 65

Volume-to-Capacity Level of Service Summary

Only 5.8 miles of roadway, of the 134 miles with data available for comparisons, have seen peak hour volumes rise above roadway capacities since the publication of the 2017 CMP update. During this time, 6,000 people have moved to the region and daily VMT has increased by 4.4%.



The pace at which roads are becoming overcapacity seems to correspond with the region's overall growth.

2. Crash Frequency

Crash frequency is important to consider because it affects the reliability of the transportation system. A fender bender may only cause traffic to back up for a few minutes, but for every minute a lane is blocked, it takes four minutes for traffic to return to normal flows. This slow recovery helps contribute to congestion. Crash data used in this analysis is provided by the Missouri Highway Patrol and the Missouri Department of Transportation. Crash frequencies are analyzed for both intersections and along roadways. For comparison purposes, intersections are divided into major intersection (*over 30,000 entering volume*) and minor intersections (*under 30,000*). Range, or roadway, crash frequencies are compared to same year MPO crash frequencies for each type of road; such as freeway, expressway, 5-lane, or 3-lane. **Map 4.1** and **4.2** contains crash frequency information for both intersections and segments, for the OTO entire area and focused on the City of Springfield respectively.

Range Crash Frequency

The roadway segment crash frequency is calculated by using the formula below. The 3-year crash frequency for each segment is then compared to the MPO average crash frequency for that period for that type of segment, i.e. freeway or 5-lane.

Formula for Crash Frequency (Range): Segment Crash Frequency = $\frac{\text{Number of Crashes (3yr)}}{\text{Length of Segment}}$

Below Average: Crash frequency for that segment is 50% or less of the MPO average crash frequency for that type of road during the same period.

Average: Crash frequency for that segment is between 50.1% and 150% of the MPO average crash frequency for that type of road during the same period.

Above Average: Crash frequency for that segment exceeds 150% of the MPO average crash frequency for that type of road during the same period.

Table 3 shows the change in crash frequencies along CMP road segments. Five segments along four roads experienced decreased crash frequencies relative to the average, and 15 segments along eight roads experienced increases relative to the average.

Table 3: Road Segments Experiencing a Change in Crash			
Decline in Crashes		Increase in Crashes	
Above Average Segment Now in Average or Below Average Category		Segment Moved into Above Average Category	
Glenstone		Battlefield	
Division to Chestnut		Lone Pine to US 65	
US 65		Kansas	
SB Evans to County Line	NB Kearney to I-44	SB Kearney to Grand	NB JRF to Battlefield
US 160 (North Of Springfield)		James River Freeway	
Farm Road 102 to I-44		WB Campbell to Kansas	WB US 65 to Glenstone
US 160 (South of Springfield)		EB National to Glenstone	
Farm Road 186 to JRF		MO 14	
		US 160 to Cheyenne	EB Fremont to US 65
		Rt. CC	
		US 160 to Cheyenne	Fremont to US 65
		US 60 (West)	
		Oakwood to MO 174	
		US 65	
		SB Battlefield to Glenstone	NB Business 65 to MO 14
		US 160 (South of Springfield)	
		SB County Line to Rt. CC	NB Rt. CC to County Line

Overall, 18% of CMP segment length, both divided and undivided, have crash frequencies above the MPO average. This amount is a sizeable increase from 2016, when only 10% of segment length had above average frequencies.

Intersection Crash Frequency

The intersection crash frequency is calculated by using the formula below. The 3-year crash frequency for each intersection is then compared to MPO average intersection crash frequencies for that period. Two values are calculated for MPO intersection crash averages, intersections at or above 30,000 entering volumes and intersections below 30,000 entering volumes.

Formula for Crash Frequency (Intersection):

$$\text{Intersection Crash Frequency} = \text{Number of Crashes (3yr)}$$

Below Average: An intersection is considered to have a below average crash frequency if the three-year crash frequency is 50.0 percent or less of the MPO average crash frequency for signalized intersections during the same period.

Average: Intersection is considered to have an average crash frequency if the three-year average crash frequency for that segment is between 50.1 percent and 150.0 percent of the MPO's average crash frequency for signalized intersections during the same period.

Above Average: An intersection is considered to have an above average crash frequency if the three-year crash frequency for that segment exceeds 150.0 percent of the MPO's average crash frequency for signalized intersections during the same period.

Tables 4 shows changes in crash frequencies at CMP intersections. Twenty-one intersections experienced increases in crashes, compared to MPO averages. Twelve intersections experienced decreases in crashes. 166 of 220 measured signalized intersections have an acceptable frequency of crashes. Conversely, 25% of measured signalized intersections have an above-average crash frequency. This is an increase as compared to approximately 19% of measured intersections having an above-average crash frequency in 2016.

Table 4: Intersections Experiencing a Change in Crashes

Decline in Crashes		Increase in Crashes	
Above Average Intersection Now in Average or Below Average Category		Intersection Moved into Above Average Category	
Battlefield		Battlefield	
Campbell ^A	Glenstone ^B	Fort	
Campbell		Chestnut Expressway	
Sunset	Battlefield ^A	Grant	
Chestnut		Glenstone	
Benton	National ^C	EB I-44 Ramp	
Glenstone		Kansas Expressway	
Bennett	Battlefield ^B	Mount Vernon	Elfindale
Kansas		Kearney	
Division	Walnut Lawn	Grant	Mayfair
National		NB US 65 Ramp	National ^A
Sunshine ^D	Chestnut ^C	Republic	
Republic		Cox	
Fremont		Rt. CC	
Sunshine		US 160 ^B	
West Bypass ^E	National ^D	Sunshine	
US 60		Zimmer	
Rt. MM/Rt. M		US 13 (North of Springfield)	
West Bypass		Rt. O	
Mt. Vernon	Sunshine ^E	US 160 (North of Springfield)	
		Rt. AB	Jackson
		US 160 (South of Springfield)	
		Tracker	Aldersgate
		Wasson	Rt. CC ^B
		West Bypass (I-44 to JRF)	
		EB I-44 Ramp	Division
		WB JRF Ramp	
		National	
		Kearney ^A	

*Superscripts indicate a major intersection that is listed along both intersecting corridors.

A total of 25% of signalized intersections on the CMP network have above average crash frequencies in 2019. This is an increase from 19% in 2016. These crashes are also negatively impacting the experienced level of service at the affected intersections.

Crash Frequency Summary

Within the OTO area, increasing numbers of crashes is concerning. Twenty-three intersections and 15 road segments moved into the above average category from 2016-2019.

3. Average Travel Speed

Historical data collected through real-time traffic monitoring programs Acyclica® and RITIS®, commonly referred to as probe data, was used to calculate travel speeds along the CMP network in 2019. Data from the morning rush, 7am-8am, and evening rush, 5pm-6pm in Springfield and 5:30-6:30 outside of Springfield, was during April and May 2019. Samples ranged from several hundred travel times to several thousand, depending on the corridor and time of day. To better represent the range in delay experienced, 25th percentile speeds were used in delay calculations. These 25th percentile speeds are then compared to posted speed limits to calculate delay. A road is considered severely delayed if the travel speed is greater than 20mph below the posted speed limit. **Maps 5.1** and **5.2** shows travel delay for the AM and PM peaks, respectively.

Table 5 identifies the average peak hour travel time delays in miles per hour by direction of travel. Overall, average delay is down. Delay is improved in three of the four AM commutes and in one of the four PM commutes. Overall delay has increased slightly when compared to 2016. PM Southbound continues to suffer the most delay of any commute.

Peak Hour / Direction	2016 Average Delay	2019 Average Delay
AM Eastbound	7.2	7.0
AM Westbound	6.2	7.0
AM Northbound	8.0	7.2
AM Southbound	8.1	8.0
PM Eastbound	9.4	9.8
PM Westbound	9.0	10.1
PM Northbound	11.0	10.4
PM Southbound	12.9	13.5
Average	8.8	9.0

Travel Speed Summary

The corridors experiencing severe delay in 2019 are similar to the corridors identified in 2016. Many of these are urban primary arterials or expressways that carry significant traffic volumes. The corridors have constrained rights-of-ways and many intersecting streets. Highways, such as US 60 West and US 160 South, have ongoing planning and design projects aimed at improving traffic flow or evaluating the public's interest in maintaining traffic flow. The planned extension of Kansas Expressway to the south will also provide traffic relief for existing highways in southern Greene county. These projects and studies are important steps towards holding travel delay steady or seeing it decline.

4. Intersection Level of Service (LOS)

Intersection level of service is a function of delay. Accordingly, an intersection with LOS A would have a shorter delay than an intersection with LOS F. The longer traffic is delayed at an intersection, the lower/worse the level of service for that intersection. **Maps 6.1** and **6.2** show changes in intersection LOS for the entire OTO region. **Maps 6.3** and **6.4** show changes within the City of Springfield.

Level OF Service Scale:

LOS A, B, C (Green)

LOS D (Yellow)

LOS E (Orange)

LOS F (Red)

Table 6 and **Table 7** contain summaries of intersection LOS for the AM and PM commutes. All intersections with 2019 data are represented in the totals included in each table.

Table 6: AM Peak Intersection LOS Summary									
LOS in 2019	Total, 2019	No Change Since 2016	LOS Improved from 2016			LOS Declined from 2016			
			From LOS D	From LOS E	From LOS F	From LOS A,B,C	From LOS D	From LOS E	From LOS F
LOS A,B,C	194	157	14	2	2	-----	-----	-----	-----
LOS D	30	11	-----	2	2	13	-----	-----	-----
LOS E	11	2	-----	-----	2	4	2	-----	-----
LOS F	7	0	-----	-----	-----	5	0	1	-----

Table 7: PM Peak Intersection LOS Summary									
LOS in 2019	Total, 2019	No Change Since 2016	LOS Improved from 2016			LOS Declined from 2016			
			From LOS D	From LOS E	From LOS F	From LOS A,B,C	From LOS D	From LOS E	From LOS F
LOS A,B,C	178	140	13	3	3	-----	-----	-----	-----
LOS D	51	25	-----	2	4	16	-----	-----	-----
LOS E	12	1	-----	-----	0	3	7	-----	-----
LOS F	0	0	-----	-----	-----	0	0	0	-----

An intersection must have data for 2016 and 2019 for it to be represented in the change statistics shown in Table 6 and 7.

Intersection LOS Summary

Overall, OTO's intersections are providing acceptable service. A total of 24 intersections saw improved LOS and 25 intersections saw deteriorated LOS during morning commutes between 2016-2019. The PM commute saw similar movements, with 25 improving and 26 deteriorating.

5. Congested Facilities

There are two methods for identifying congested facilities used in this CMP. A facility must be shown as unacceptable for three different congestion measures. All facilities identified as congested have a Volume-to-Capacity ratio over 0.86 and a travel delay of 20mph or greater. Facilities identified with Method #1 also have above average crash frequencies, while facilities identified with Method #2 also have an intersection LOS of E or F. Method #1 identifies intersections and segments as congested since its three factors include both intersections and segments. Method #2 only identifies intersections as congested since all three factors do not contain segments. **Table 8** contains a listing of congested facilities identified with both methods. Congested Facilities are also shown in **Maps 7.1** and **7.2**, allow with data on the three relevant measures. New for 2020, one area has been identified as a *Facility of*

Concern. Facilities of Concern show as unacceptable by three or more congestion measures, but do not meet the strict definition of Method #1 or #2.

Table 8: Congested Facilities, 2019	
Method #1	Method #2
Crashes, V/C Ratio, Travel Speed	Intersection LOS, V/C Ratio, Travel Speed
Campbell	Campbell and Republic
Primrose to Republic	Kansas and Sunshine
Glenstone	Kansas and Walnut Lawn
At Kearney	Kansas and WB James River Freeway
Chestnut to Monroe	Sunshine and National
Portland/Cinderella to Battlefield	US 60 and Rt. MM/M
Kansas	
Talmage to Kearney	
Bennett to Sunshine	
Battlefield to James River Freeway	
Kearney	
US 65 to Le Compte	
National	
At Battlefield	
Sunshine	
At Campbell	
National to Glenstone	
Lone Pine to Oak Grove	
Deeswood to US 65	
US 160	
Rt. AA to Rt. CC	

The facilities identified in this CMP are comparable to the facilities identified in the 2017 CMP. Similar portions of Kansas Expressway, Campbell, National, Glenstone, Kearney, Sunshine, Battlefield, and south US 160 are congested in both study periods. There are some differences between the periods. US 65, south of US 60, is no longer considered congested, while US 60 at Rt. MM/M is now considered congested.

As discussed in the 2017 CMP, many of congested facilities are located within built-out urban areas. These roadways have constrained rights-of-way and strong travel demand from both workers commuting home and from local Springfield residents. Some portions of these roadways will likely always be congested.

Facilities of Concern

There is one area that has been identified as a *Facility of Concern*. This is a new designation, but it captures a known issue. Route CC, between 22nd and US 65, has issues related to all four congestion indicators but there isn't the required overlap to meet the strict definition of congestion using Method #1 or Method #2. There are safety and capacity concerns throughout this area. The intersection at 22nd has LOS issues, and there are speed issues related to the interchange.

Strategies for Recurring Congestion Mitigation

Phase I of the adopted Congestion Management Process outlined five main strategies on which to focus the OTO Congestion Management Process. Recent projects related to the five strategies are outlined below.

Strategy #1: Improve Roadway Operations

- **Intersection Geometric Improvements:** Table 9 contains a selection of major interchange and intersection improvements were made to improve overall efficiency and operation of the CMP Network. Improvements listed for Congested Corridors and for other corridors in the CMP Network.

Many projects have been completed and are planned along congested corridors. Many of these corridors are arterial streets that are right-of-way constrained and serve both local and through traffic. Improvements along US 60 and US 160 are addressing know bottlenecks.

Table 9: Congested Corridors with Projects to Improve <i>Intersection Geometrics</i> (Non-Exhaustive)	
Recent Improvements	Programed / Under Construction Improvements
Glenstone Avenue	
Added turn lanes at Glenstone and EB I-44 Intersection	Intersection improvements at WB James River Freeway
Access to Glenstone Terrace removed at Peele St. Intersection and RIRO access added to Glenstone from Glenstone Terrace to the north.	Intersection improvements at EB James River Freeway
Signal Removed at Republic Ct. and access to E Republic Rd eliminated	
Added 4 th leg to Independence St intersection to accommodate realigned E Republic Rd/Luster.	
Sunshine Street	
Added signal at McCurry and realigned Old Sunshine Road, eliminated access to Sunshine from Old Sunshine Rd to the east.	none
Kansas Expressway	
Added turn lanes for SB Kansas at EB James River Freeway	Intersection Improvements at Walnut Lawn St.
Added 2 nd WB left turn lane to Norton St.	Intersection Improvements at Sunset St.
Kearney Street	
Added signal at Packer Rd.	Intersection improvements at West Bypass

Table 9: Congested Corridors with Projects to Improve *Intersection Geometrics* (Non-Exhaustive) (continued)

Recent Improvements	Programed / Under Construction Improvements
Campbell Avenue	
Added 2 nd SB left turn, 2 nd WB left turn, and 2 nd EB through lanes at Primrose intersection	Intersection improvements at Walnut Lawn St.
Added NB right turn lane at Grand	Intersection improvements at Republic Rd.
Intersection improvements at Plainview Rd.	
Realigned Weaver Rd and added new signal with turn lanes	
National Avenue	
Intersection improvements at Republic Rd.	Intersection Improvements at Sunset
US 160 (South to Nixa)	
Intersection Improvements at Mount Vernon (Rt. 14)	J-turn at Farm Road 192
	Intersection Improvements at Tracker Rd
US 60 West	
Intersection Improvements at Rt. M/MM	Intersection Improvements at Rt. 174

Improvements have also been made to the CMP Network to address issues before congestion develops, as shown in **Table 10**. These improvements have included interchanges on US 60 east and the intersection improvements apart of the US 160 widening project.

Table 10: Other CMP Corridors with Projects to Improve *Intersection Geometrics* (Non-Exhaustive)

Recent Improvements	Programed / Under Construction Improvements
Chestnut Expressway	
Removed at-grade railroad crossing west of Ingram Mill Rd and added signal at Ingram Mill Rd	None
US 160 (North to Willard)	
None	Intersection improvements at Rt. AB
	Roundabout at Jackson
	Roundabout at Farm Road 94.
	J-turn at Farm Road 115
	J-turn at Farm Road 123
US 60 East	
Interchange at Rt. NN/J	Interchange at Rt. 125
Route CC	
Diverging diamond interchange at US 65	Intersection improvements at US 160
Add signal at 22 nd St.	
Route 13 (north of Norton Rd.)	
Remove signal and add J-turn at Rt. O	None
J-turn at Rt. WW	
Interstate 44	
Ramp extensions at Kansas Expressway and West Bypass	None

- **Intersection Signalization Improvements:** Traffic engineers at the TMC of the Ozarks regularly observe individual intersections and corridors and make timing adjustments based on actual functionality. As technology allows, these improvements might be refined signal offsets, adjusted cycle lengths, changes to coordination status, creation of optional timing plans, or even peer-to-peer operations. **Table 11** contains a selection of signalization improvements made over the last few years.

Table 11: Selected Intersection Signalization Improvements			
Adjusted Cycle Lengths	Changes to Coordination Status	Optional Timing Plans	Peer-to-peer operations
<u>Kimbrough</u> : Madison to Trafficway AM Peak Cycle length increased from 65 to 75 seconds	<u>Division & Grant</u> : Set to free operation	<u>National & Sunshine</u> : alternative patterns were created to accommodate the regular fluctuations during long PM Peak	<u>Hammons</u> : Trafficway to St Louis
<u>National</u> : Trafficway to Grand weekend peak plan increased from 90 to 100 seconds	<u>Battlefield & Woodstock</u> : set to run in free operation except the AM and PM peaks	<u>Battlefield & Fremont</u> : alternative patterns were created to accommodate the regular fluctuations during long PM Peak	<u>Division</u> : Cedarbrook to Packer
<u>Battlefield</u> : Lone Pine to US65 included in the 100 second Off Peak plan operational area	<u>Kearney</u> : Corridor coordinated	<u>Campbell & Sunshine</u> : alternative patterns were created to accommodate the regular fluctuations during long PM Peak	<u>Division</u> : Grant to Weaver pedestrian signal

- **Incident Management - Detection, Response & Clearance:** The OTO region continues to make great strides with its incident management program. The region's TIM committee meets quarterly and hosts an annual regional TIM exercise. Major incidents are debriefed at these quarterly meetings and actions are identified to address issues experienced during response efforts. The TMC of the Ozarks also continues to make progress in its ability to detect and track incidents. The TMC is able to deploy warnings on the region's digital message signs and make alterations to signal timing if needed.
- **Bus Turnout Construction:** The City Utilities has discontinued the construction of future turnouts due to transit service delays caused by reentry of buses into traffic flow. City Utilities has partnered with the City of Springfield to add signage and striping at bus turnouts along city streets. The goal is to encourage drivers not to block buses. Drivers have seen some improvements in their ability to reenter traffic, but City Utilities still does not plan to add additional turnouts to its system.

Strategy #2: Reduce Vehicle Miles Traveled (VMT) At Peak Travel Times

- **Land Use Policies/Regulations:** OTO communities have land use policies and regulations that support mixed use developments. These developments create the opportunity to live and work in the same location. Existing mixed-use developments include Farmers Park and Quarry Town in Springfield. Planned developments include Field Stone PDD in Republic and Gauge Crossing in Willard.

- **Employer Flextime Benefits/Compressed Work Week:** Encouraging employers to consider allowing employees to maintain a flexible schedule - thus allowing the employee the option to commute during non-peak hours. **Table 12** shows some of the public and non-profit employers that are offering flexible schedules.

Table 12: Flexible Work Schedules in the OTO Area		
Flextime	Compressed Work Week	Non-Peak/Offset Schedules
MoDOT	City of Springfield	Area Schools
Ozarks Transportation Org	Greene County	Cox Hospital
City Utilities of Springfield		Mercy Hospital

Strategy #3: Shift Trips from Automobile to Other Modes

This strategy includes improvements beyond those made adjacent to roadways that are included in the Congestion Management Process network. Improvements made anywhere in the OTO study area that encourage people to use alternative modes may lessen the impacts of traffic system area wide.

- **Fleet Expansion/Bus Service Expansion:** City Utilities Transit has no plans to make any major fleet expansions in the next couple years. The utility has recently reduced the number of spare vehicles it has in its fleet to be better in line with FTA standards. The utility was also awarded two electric buses in late 2019. These new buses will be replacement vehicles. The utility continues to make incremental improvements to the new routes implemented in May 2016. Incremental improvements are aimed at improving on time performance. One feature of the new routes is each route stops at a Walmart. This reduces the need for riders to make transfers.
- **Improve/Expand Bicycle and Pedestrian Networks:** The region's overall bicycle and pedestrian network is growing each year, as shown in **Table 13**. Ozark Greenways has completed portions of the Trail of Honor and the Fullbright Springs Trail. As new subdivisions are built, the region's sidewalk network is expanded. Additionally, the municipalities are actively completing and implementing ADA Transition Plans on public rights-of-way. The construction work associated with these plans are improving the accessibility of the region's sidewalks. The OTO has also invested nearly \$4 million in TAP funding towards sidewalk and trail projects that will be completed during 2020 and 2021.

Table 13: Bicycle and Pedestrian Network Size			
Type of Network	2016	2017	2018
Bike lane (SGF)	28.69	28.78	29.44
Shared Lanes (SGF)	---	29.58	29.58
Trails	62.6	64.51	64.51
Sidewalks	1,048	---	1,115
Percent of Roads with Sidewalks	31.10%	32.07%	32.07%

Strategy #4: Shift Trips from SOV to HOV Automobile/Van

- **Rideshare Matching Services:** The OTO continues to offer carpool services through OzarksCommute.com. The service currently has 2,798 registered users.

- **Vanpool/Employer Shuttle Programs:** Several area employers and multifamily housing complexes have implemented vanpool or shuttle programs. Examples include Mercy Medical Center, TLC Properties, Missouri State University, and Prime Trucking.
- **Improved/Increased Park-and-Ride Facilities & Capital Improvements:** There is one MoDOT park-and-ride lot at US 65 and Evans Road. The lot has 50 spaces and is currently underutilized. No expansions are planned.

Strategy #5: Add Capacity

The OTO recognizes that added roadway capacity is often not a long-term fix for a congestion problem. Induced demand and the continuation of existing development patterns often result in increased traffic volumes. However, additional capacity is often needed to serve growing traffic volumes. Capacity has been added to corridors than are identified as congested and to non-congested corridors that have a volume-to-capacity problem. Projects aimed to add capacity to congested CMP roads are listed in **Table 14**, while projects along non-congested CMP roads are shown in **Table 15**.

Table 14: Congested Corridors with Projects to Add Capacity (Non-Exhaustive)	
Recent Improvements	Programed / Under Construction Improvements
Glenstone Avenue	
Added 6-lane segmented between Battlefield and James River Freeway	None
Kansas Expressway	
None	Extension of Kansas Expressway south of Republic Road to Plainview
Campbell Avenue	
Extend 3 rd NB travel lane between Republic Rd and Primrose	
Extended 6 lane segment between Republic Road and south of Plainview Rd.	
National Avenue	
Add 3 rd SB travel lane between Walnut Lawn St. and James River Freeway	Add 3 rd SB travel lane between Battlefield and Walnut Lawn
US 160 (South to Nixa)	
Extend 2 nd SB Travel Lane through Mount Vernon (Rt. 14) intersection	Capacity Improvements between Rt. AA and Rt. CC

Table 15: Other CMP Corridors with Projects to Add Capacity (Non-Exhaustive)	
Recent Improvements	Programed / Under Construction Improvements
US 160 (North to Willard)	
None	New 4-lane expressway segment between Jackson Rd and I-44
James River Freeway (I-44 to US 65)	
Add auxiliary lanes between Kansas Expressway and Campbell Ave.	Add 3 rd travel lane between National and US 65
Add auxiliary lanes between Campbell Ave. and National Ave.	
Add auxiliary lanes between National Ave and Glenstone.	
Add SB auxiliary lane between Glenstone and US 65	
US 65	
Add auxiliary lanes between Sunshine and Battlefield	None
Extend 6-lane segment south between US 60 and Rt. CC	
Route CC	
Extend 5 lane segment from 22 nd St. to 25 th St.	
Route 14 (US 160 to US 65)	
Add 5-lane segment between US 160 and Fort St.	Add 5-lane segment between Fort St and east of Ridgecrest Ave.
	Add 5-lane segment between west of Fremont and 22 nd St.
Republic Road	
Extend 5 lane segment from Golden to Rt. FF	Extend 5 lane segment from Republic Road to Chase
Extend 5 lane segment from Lark to Republic Rd	

Strategy Effectiveness

Efforts to maintain or improve congested conditions have had successes. Observable successes are primarily the result of two mitigation strategies: *Improving Roadway Operations* and *Adding Capacity*. Despite rising volumes, the region has maintained acceptable Intersection LOS at a vast majority of signalized intersections and has seen improved travel times associated with capacity projects. Strategies that rely on people using their automobiles less have been less effective. The region also has not had the same level of success getting businesses to alter work schedules. Many large employers have employee shift changes outside of peak commute times, but a large percentage of workers still work typical office hours and commute during peak commute times.

A complex geospatial statistical evaluation of was completed for the 2017 report, but the analysis was inconclusive. This analysis tried to identify connections between capacity or operational improvements

to changes in congestion. Some weak relationships were found, but no clear connections were revealed. A recommendation was made to focus on before/after analysis or other more anecdotal types of analysis. The following sections will describe observed successes.

Improve Roadway Operations

The City of Springfield and MoDOT work constantly to maintain and improve roadway operations throughout the OTO region. **Tables 6 and 7** contain the Intersection LOS data for 2019. Ninety-three percent of intersections during the AM commute and 95 percent of intersections during the PM period have an acceptable LOS, defined as LOS D or above. Of those intersections, 87 percent of acceptable intersections during the AM commute and 85 percent of intersections during the PM were acceptable during the 2017 CMP update. Additionally, 8 and 12 intersections improved to an acceptable LOS during the AM and PM commutes, respectively. The consistent performance of signalized intersections, despite the rise in VMT and per capita VMT outlined in **Table 1** and **Figure 1**, demonstrates the efforts of area traffic engineers have been successful.

Add Capacity

The region has been able to strategically add capacity to manage and mitigate congestion on the CMP network. A limited number of lane miles have seen traffic exceed capacity during the last three years. Additionally, added capacity has been able to improve the function of the system, as demonstrated in higher travel speeds.

Steady Volume-to-Capacity Ratios. The region has been able to successfully manage the growing volumes of traffic on CMP roads. As previously described, just under six miles of CMP roads, with data available, have experienced a shift to unacceptable volume-to-capacity ratios. This does not mean that capacity issues do not exist. Rather, it means the region has been able to limit the expansion of capacity problems. The region is successfully managing those areas nearing capacity.

Capacity and Travel Speed. Where capacity has been added along the region's freeways, travel speeds have increased. Volumes seem to be rising faster than capacity is being added, as seen in **Map 3.1**, but observed speeds are increasing. The improved speeds, despite the rising volumes, suggests that the added capacity has address bottlenecks. Anecdotally, drivers have more time to enter or exit the freeways and can maintain their travel speeds.

Table 16: Added Capacity and Associated Travel Speed Improvements		
Recent Improvement	AM Travel Speed 2016/2019	PM Travel Speed 2016/2019
James River Freeway: Connected Ramps Between Kansas and Campbell	EB: 60/62 WB: 56/50*	EB: 60/63 WB: 55/46*
James River Freeway: Connected Ramps Between Campbell and National	EB: 60/62 WB: 60/62	EB: 58/62 WB: 60/62
James River Freeway: Connected Ramps Between National and Glenstone	EB: 58/61 WB: 60/62	EB: 54/58 WB: 59/63
US 65: Connected Ramps Between Sunshine and Battlefield	NB: 60/63 SB: 61/63	NB: 60/63 SB: 59/63

While adding capacity is no panacea, it can address bottleneck situations and improve travel speeds. Only WB traffic on James River Freeway between Campbell and Kansas saw slower speeds between the two analysis periods.

Action Plan

The OTO will continue to implement the five *Strategies for Recurring Congestion Mitigation* identified in Phase 1 of the CMP. These strategies represent the region's best opportunities for reducing congestion. Specific geometric and engineering solutions are included in the strategies, along with behavioral changes. Additionally, the OTO will evaluate the methods used to measure CMP congestion in light of MAP-21/FAST Act performance-based planning requirements. The OTO wants to ensure efficiency and limit duplication in its data collection and analysis.

Strategies for Recurring Congestion Mitigation

The five strategies for recurring congestion mitigation identified in OTO's CMP continue to be appropriate for the region. Engineering and behavior modifications are activities likely to reduce congestion. Recent priorities are in line with these broad strategies.

It is important to note congestion within the City of Springfield, such as along Glenstone, Battlefield from Campbell to Glenstone, or National from Battlefield to James River Freeway, will be difficult to improve with engineering solutions. Existing development patterns limit the ability to add capacity or remove traffic signals to improve traffic flow. Additionally, crashes in these areas not the result of poor engineering, but rather the result of human error. Significant behavioral changes by regional residents will be needed to address these problem areas.

Strategy #1: Improve Roadway Operations

The OTO has prioritized several projects to improve roadway for inclusion in the 2021-2024 Transportation Improvement Program (TIP) and has programed a number of projects in the 2020-2023 TIP. Prioritized projects include fiber connections between Springfield and Ozark and operational improvements along Kansas Expressway from Norton Road to James River Freeway. Programed Projects include an operational and safety study of US 60 from Main Street in Republic to James River Freeway, a study of US 160 between Rt. AA and Rt. CC, along with intersection improvements as Kansas and Sunset, Kansas and Walnut Lawn, Campbell and Walnut Lawn, Campbell and Republic Road, and Kearney and West Bypass. Additionally, funding has been set aside for improvements along Glenstone. These projects will help improve roadway operations.

Strategy #2: Reduce Vehicle Miles Traveled (VMT) At Peak Travel Times

The OTO will continue to encourage local business to offer flex time and move shift changes to non-peak travel times. The OTO will also work with area communities to encourage land use patterns that facilitate transit service and walking/biking. Behavioral strategies, such as this, rely on expanded cooperation between elected officials in OTO communities and business leaders to implement these local level decisions.

Strategy #3: Shift Trips from Automobile to Other Modes

The OTO will continue to pursue policies that encourage and facilitate alternative modes of transportation. For example, the OTO is working towards the completion of a Bike and Pedestrian Trail Investment Study. This study will help the OTO complete an integrated network of trails connecting OTO communities. This trail network will provide a viable alternative to autos for regional intercity travel. The

OTO has also prioritized sidewalk construction with all MoDOT sponsored projects. The OTO wants to see sidewalks built alongside road projects. The OTO is also involved with *Let's Go Smart: Transportation Collaborative*, a community partnership designed to encourage residents to consider their transportation choices every day. The organization encourages walking, biking, riding the bus, and other forms of active transportation. The City of Springfield's Sustainability Office helps coordinate city activities related to environmental sustainability, including the sustainability of transportation choices. This office is involved with many area transportation initiatives. These actions all make it easier for OTO residents to shift to other modes of travel.

Strategy #4: Shift Trips from SOV to HOV Automobile/Van

The OTO is working with the City of Springfield to market the OzarksCommute website for the OTO area. This new portal will offer expanded opportunities for area businesses to encourage carpooling and for residents to find rides on their own. Facilitating the creation of rideshare groups is an important way the OTO can encourage shifts in people's commuting behaviors.

Strategy #5: Add Capacity

The OTO recognizes that added roadway capacity is often not a long-term fix for a congestion problem. Induced demand and the continuation of existing development patterns often result in increased traffic volumes. However, additional capacity is often needed to serve growing traffic volumes. The OTO has prioritized additional travel lanes along US 60/James River Freeway and I-44. Projects have been programmed along MO 14 and James River Freeway, and construction is underway along US 160 towards Willard. This added capacity will ensure efficient movement within and across the region as populations continue to grow.

Evaluation of Current Congestion Measurement

The performance-based planning required by MAP-21 and the FAST Act may result in the OTO reevaluating its methods for measuring congestion. Safety performance measures (PMs) for fatalities and serious injuries and system performance PMs for reliable travel will require annual data collection and analysis. The existing CMP processes may be replaced by these new performance management processes. The annual nature of performance management may result in the CMP being updated annually as well. The annual nature may also result in the simplification of the CMP process. The current CMP is too detailed to be completed on an annual basis. The OTO will not know how the CMP will be affected by the new performance management requirements until the new rules come into full effect. The OTO will ensure any changes made to the CMP will not lower the quality of the process.

Conclusion

This congestion monitoring report looks at the identified network and the efforts taken to address congestion. There have been extensive efforts undertaken in the past three years which are outlined in the implementation strategies section of the report. To summarize, there have been numerous geometric improvements and additions of capacity. Extensive work has been done to better time and coordinate the traffic signal system. Incident management remains a priority. Great strides have been made in new sidewalk and trail construction. Many miles of bicycle lanes have been signed and striped.

Four indicators of congestion were used to identify areas of significant congestion. Approximately 90 of the 134 miles of roadway with volume data available have remained or improved to an acceptable Volume-to-Capacity ratio. The crash frequencies showed some increase from 2016. The decline of average delay travel delay indicated an overall improvement in speeds. The intersection level of service ratings relatively unchanged. Ninety three percent of intersections in the AM commute and ninety five percent of intersections during the PM commute offered acceptable levels of service. There were only seven intersections with LOS F service.

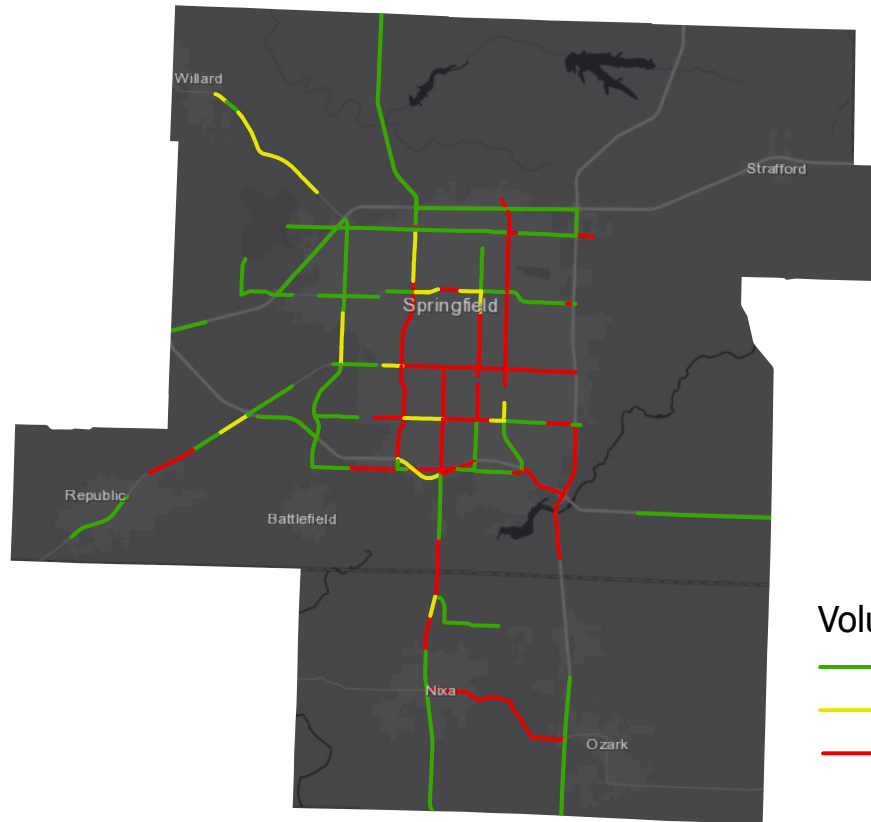
The OTO will continue to pursue the five strategies for recurring congestion mitigation. The strategies include important engineering and behavior solutions for congestion. Early priorities for the 2021-2025 STIP include several projects drawing from these strategies.

The facilities identified in this CMP are comparable to the facilities identified in the 2017 CMP. Similar portions of Kansas Expressway, Campbell, National, Glenstone, Kearney, Sunshine, Battlefield, and south US 160 are congested in both study periods. There are some differences between the periods. US 65, south of US 60, is no longer considered congested, while US 60 at Rt. MM/M is now considered congested. Some physical improvements are possible along the region's freeways, but changes in transportation behavior are required to dramatically improve traffic on the region's arterial system.

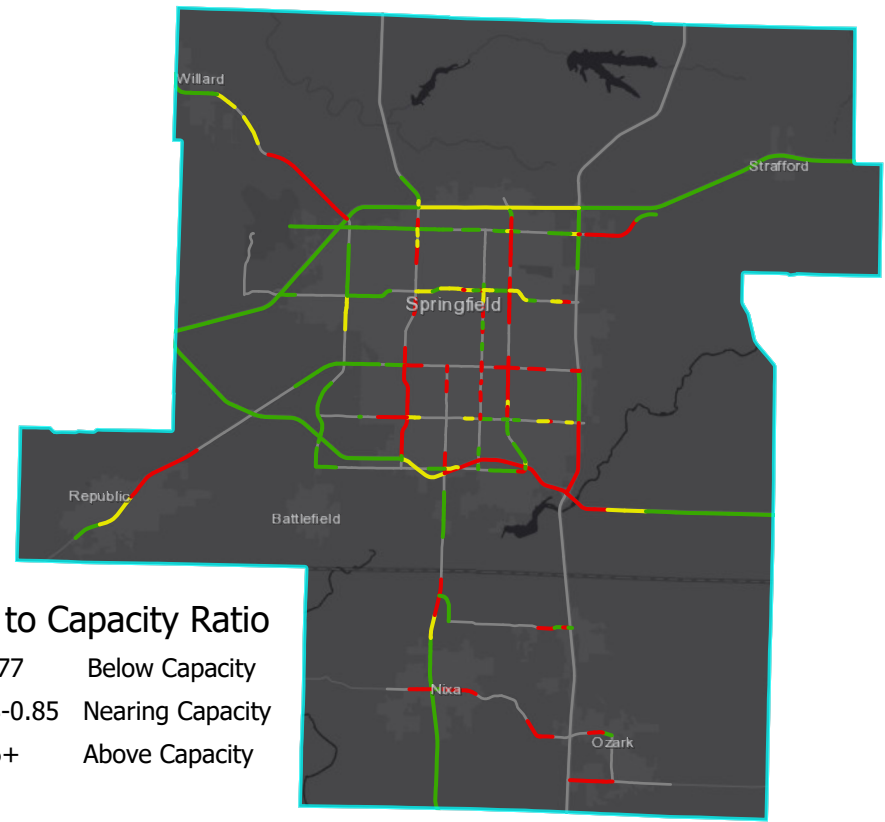


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Volume to Capacity Ratio



2016 Esri, HERE, Garmin, (c) OpenStreetMap
contributors, and the GIS user community



2019 Esri, HERE, Garmin, (c) OpenStreetMap
contributors, and the GIS user community

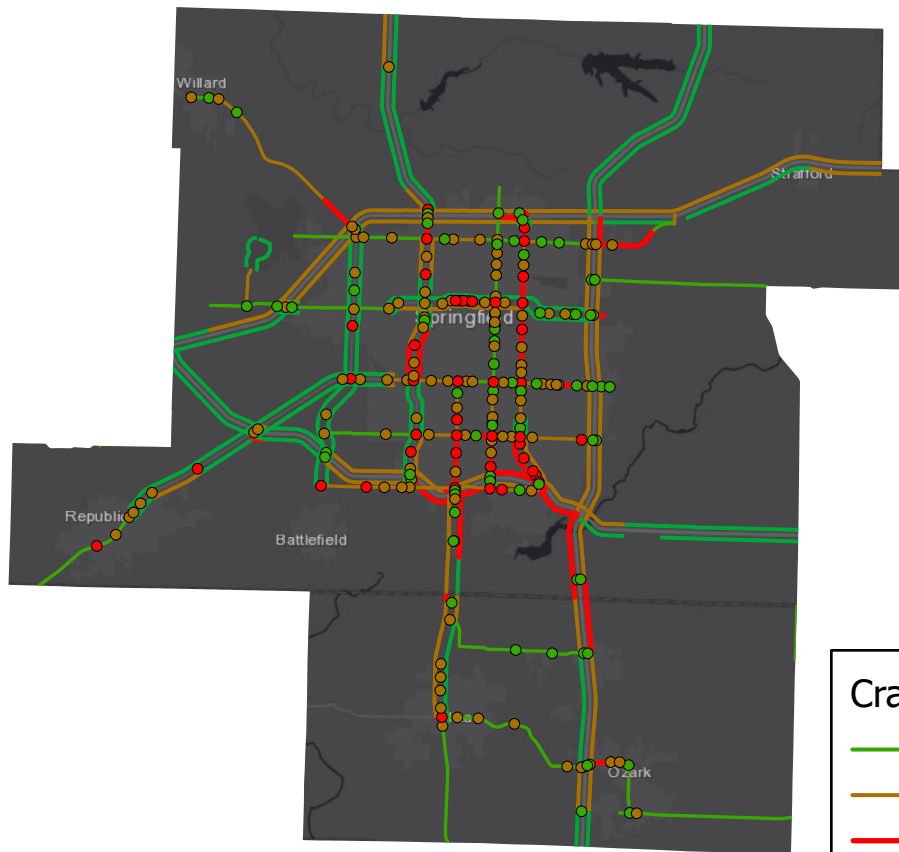
What facilities are at or above capacity?

Map 3.1



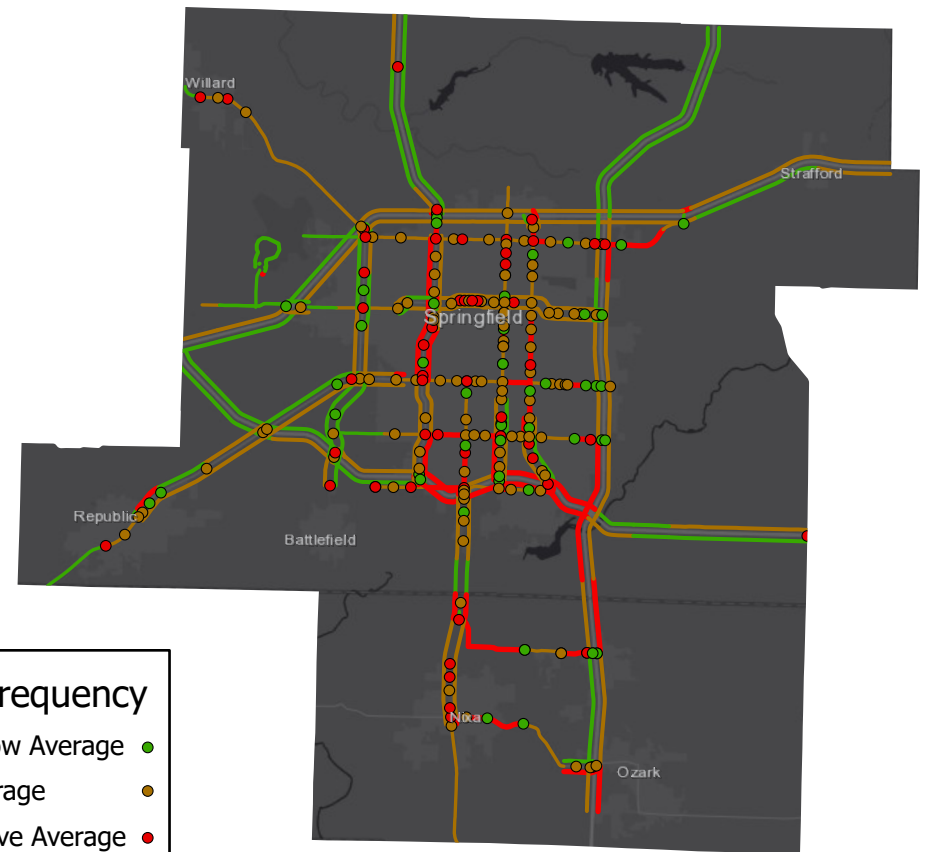
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Crash Frequency



Esri, HERE, Garmin, (c) OpenStreetMap
contributors, and the GIS user community

2016



Esri, HERE, Garmin, (c) OpenStreetMap
contributors, and the GIS user community

2019

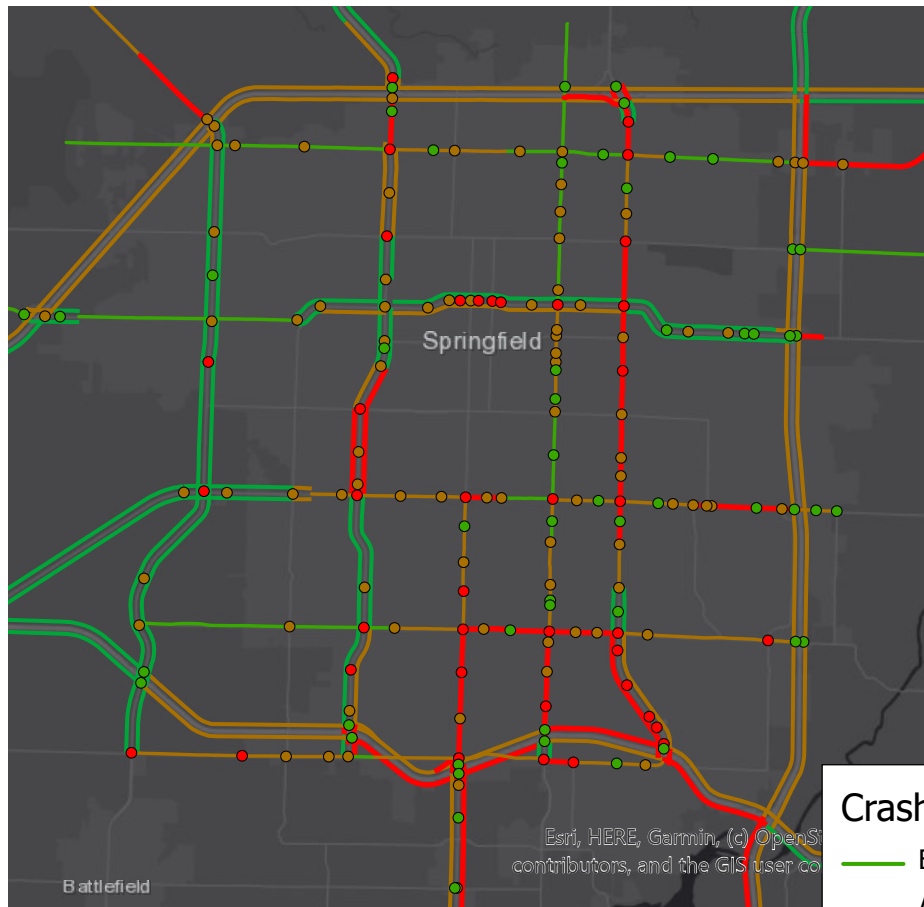
Where are crashes frequently happening?

Map 4.1



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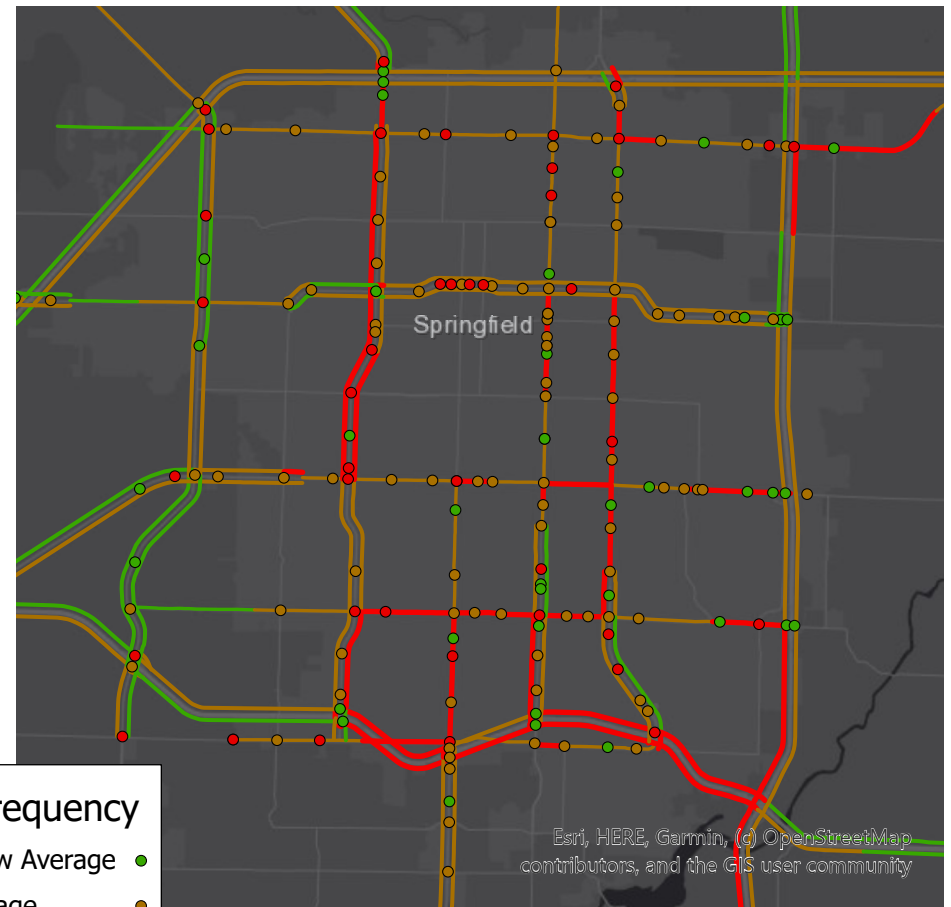
Crash Frequency: Springfield Focus



2016

Crash Frequency

- Below Average ●
- Average ●
- Above Average ●



2019

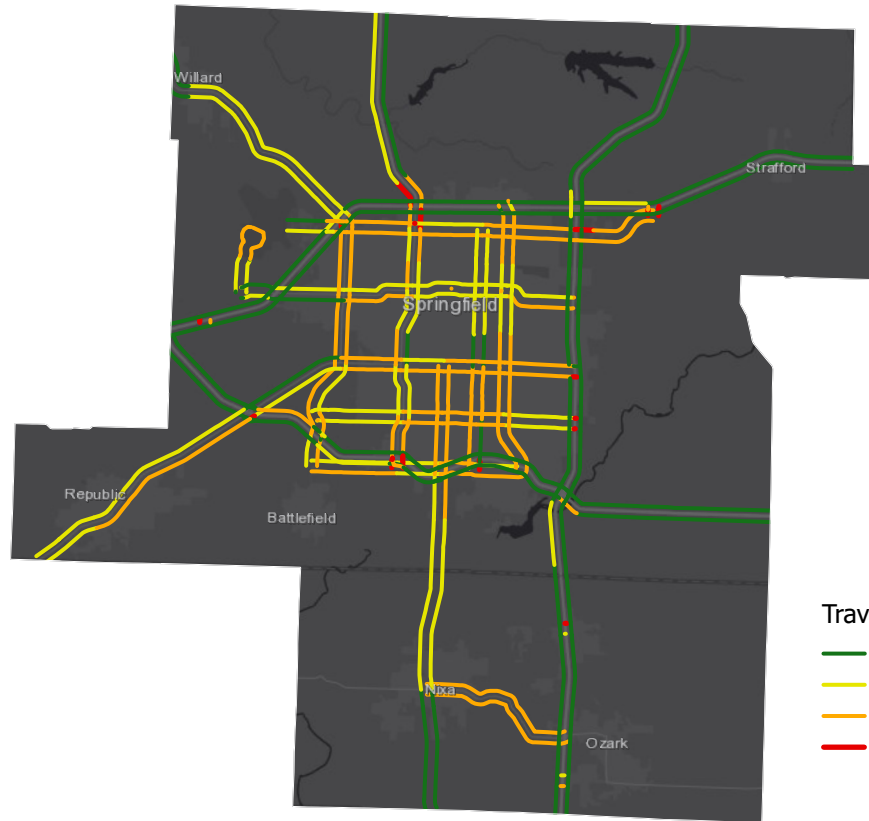
Where are crashes frequently happening?

Map 4.2



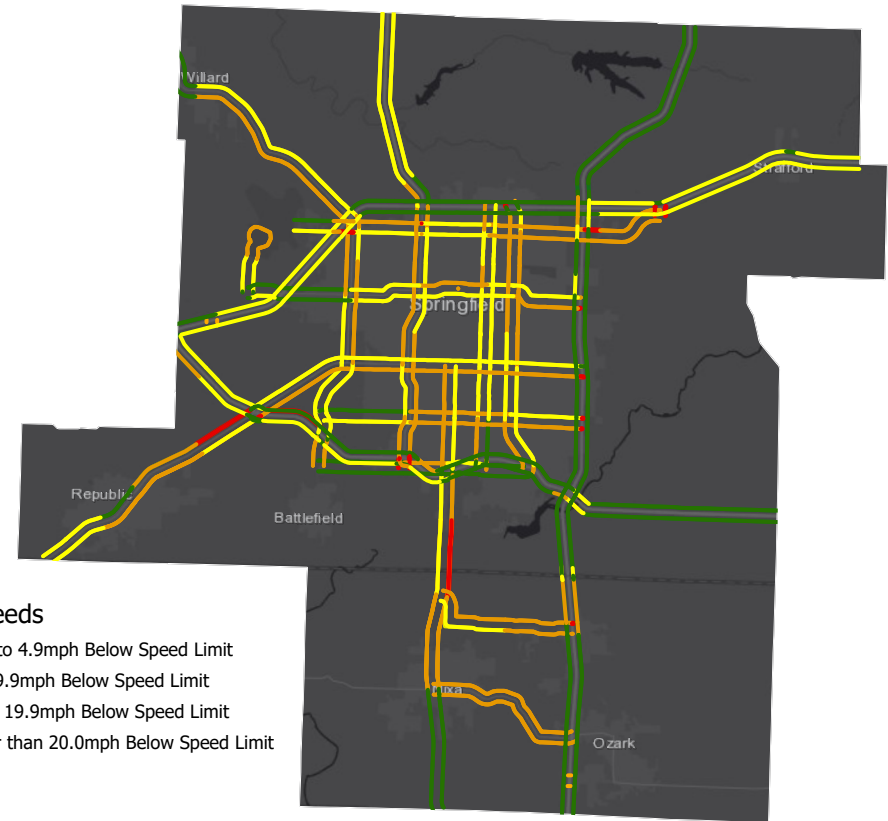
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Morning Travel Delay



Esri, HERE, Garmin, (c) OpenStreetMap
contributors, and the GIS user community

2016



Esri, HERE, Garmin, (c) OpenStreetMap
contributors, and the GIS user community

2019

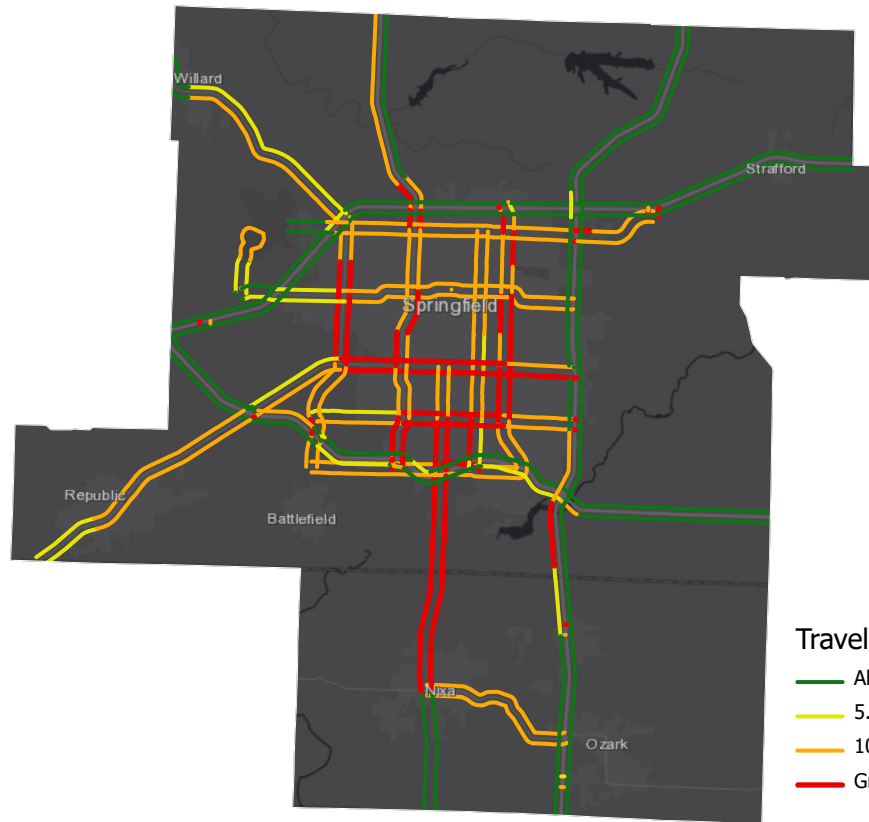
How badly are drivers delayed?

Map 5.1



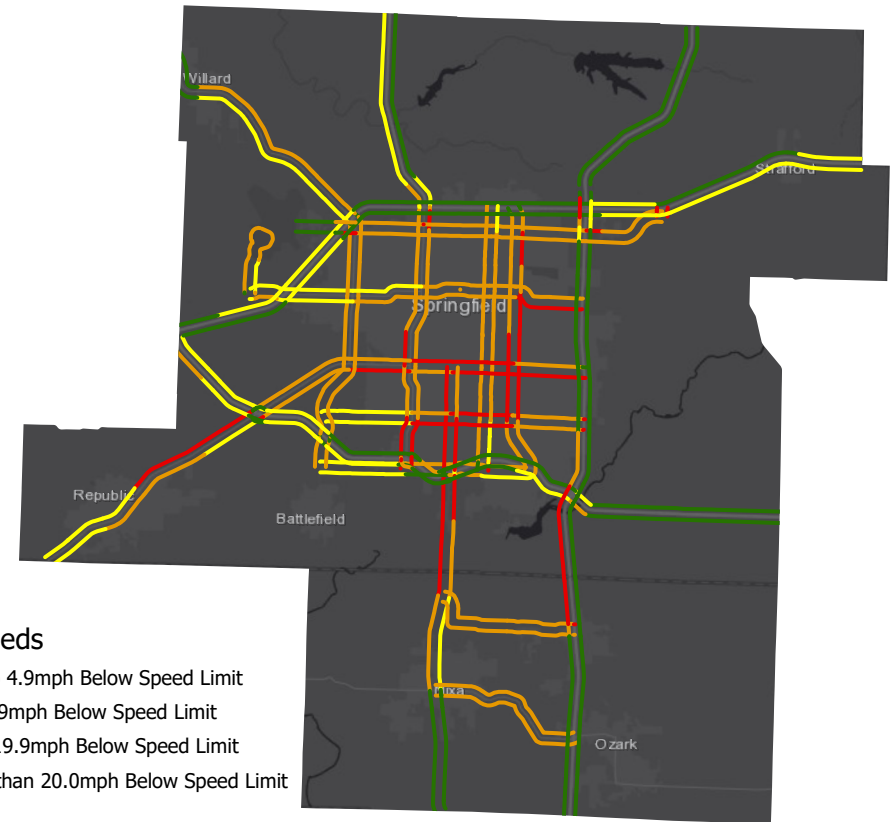
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Evening Travel Delay



2016

How badly are drivers delayed?



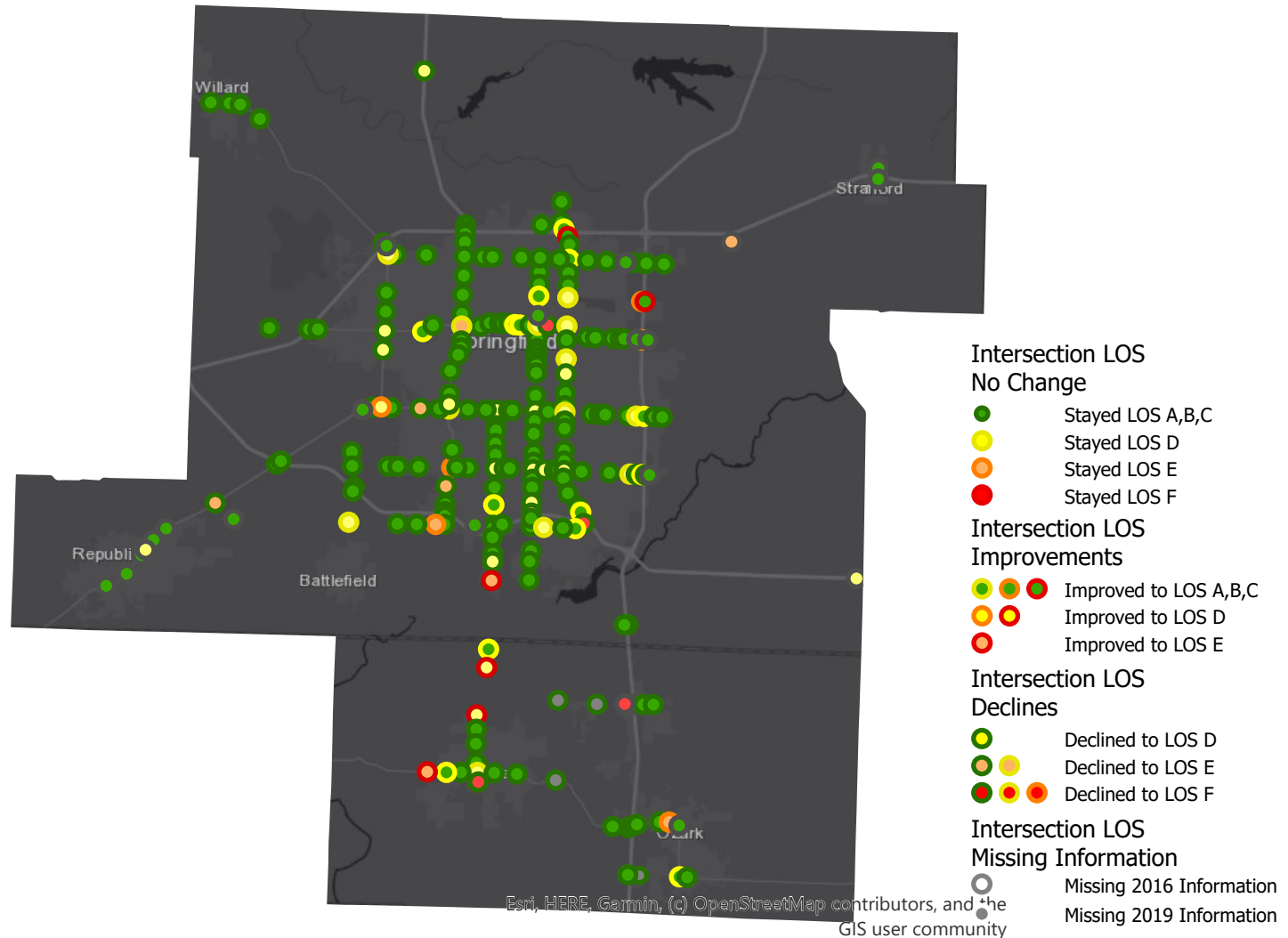
2019

Map x.x



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Morning Intersection Level of Service



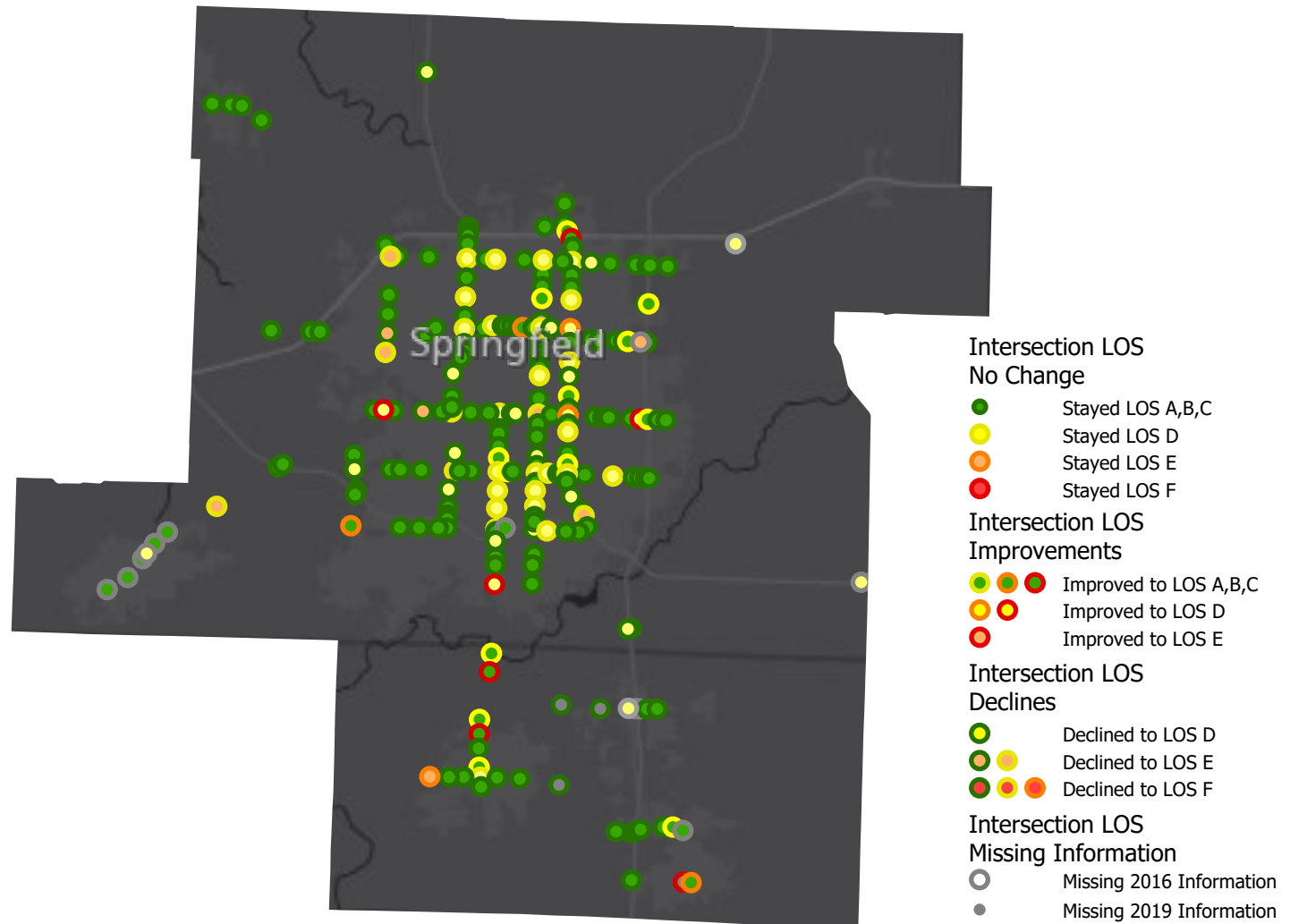
Where are intersections a source of congestion?

Map 6.1



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Evening Intersection Level of Service



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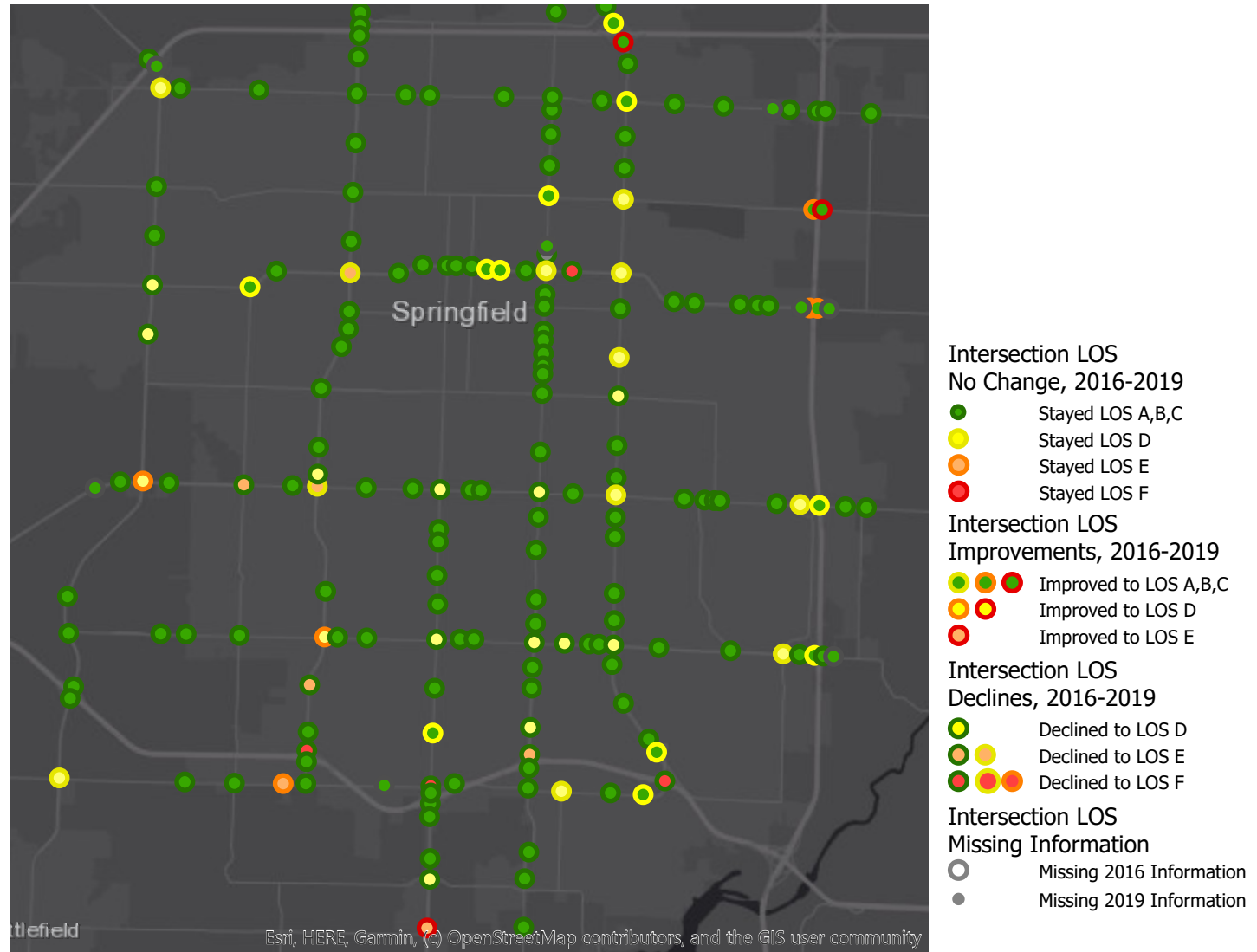
Where are intersections a source of congestion?

Map 6.2



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Morning Intersection Level of Service: Springfield Focus



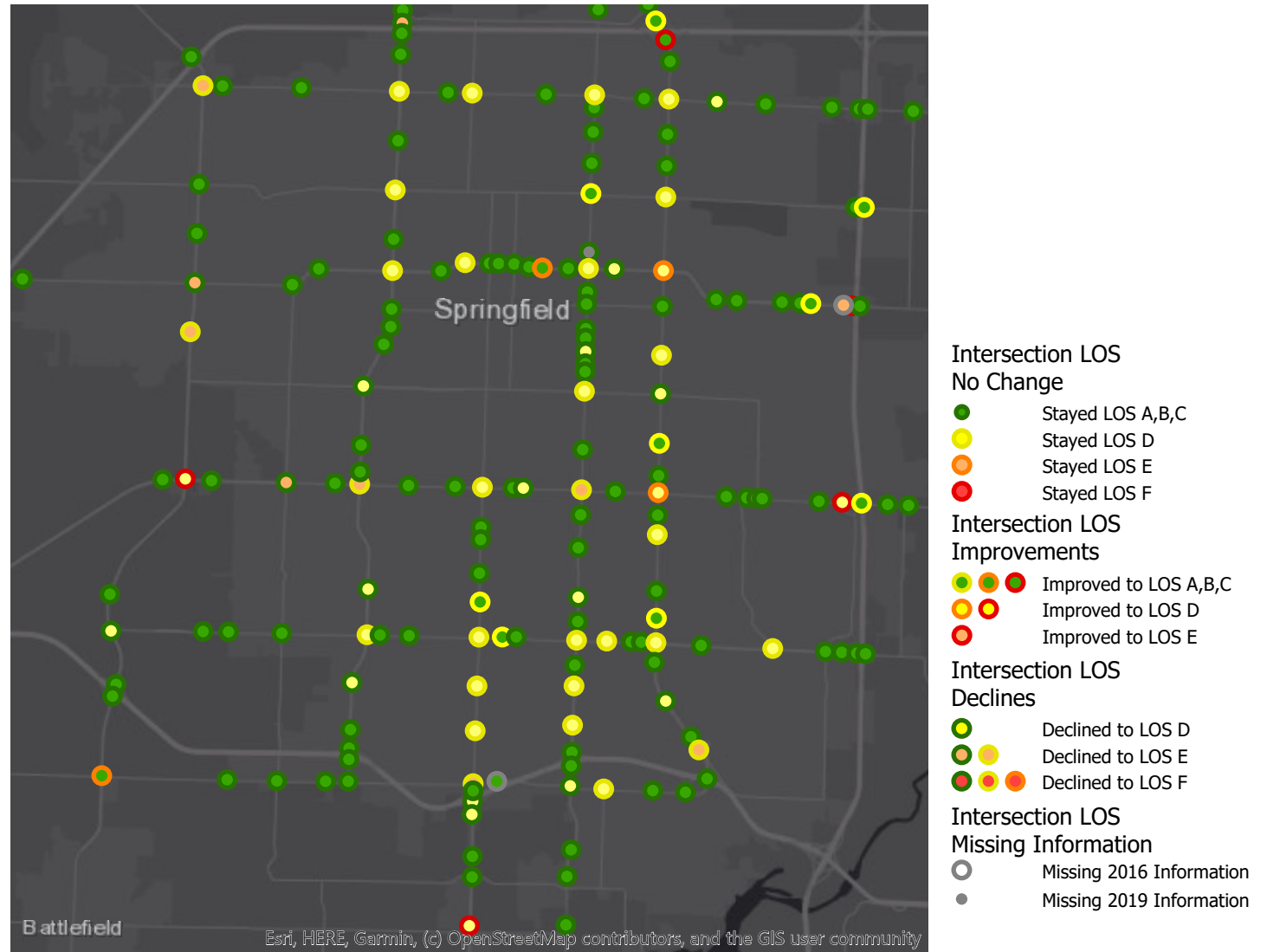
Where are intersections a source of congestion?

Map 6.3



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Evening Intersection Level of Service



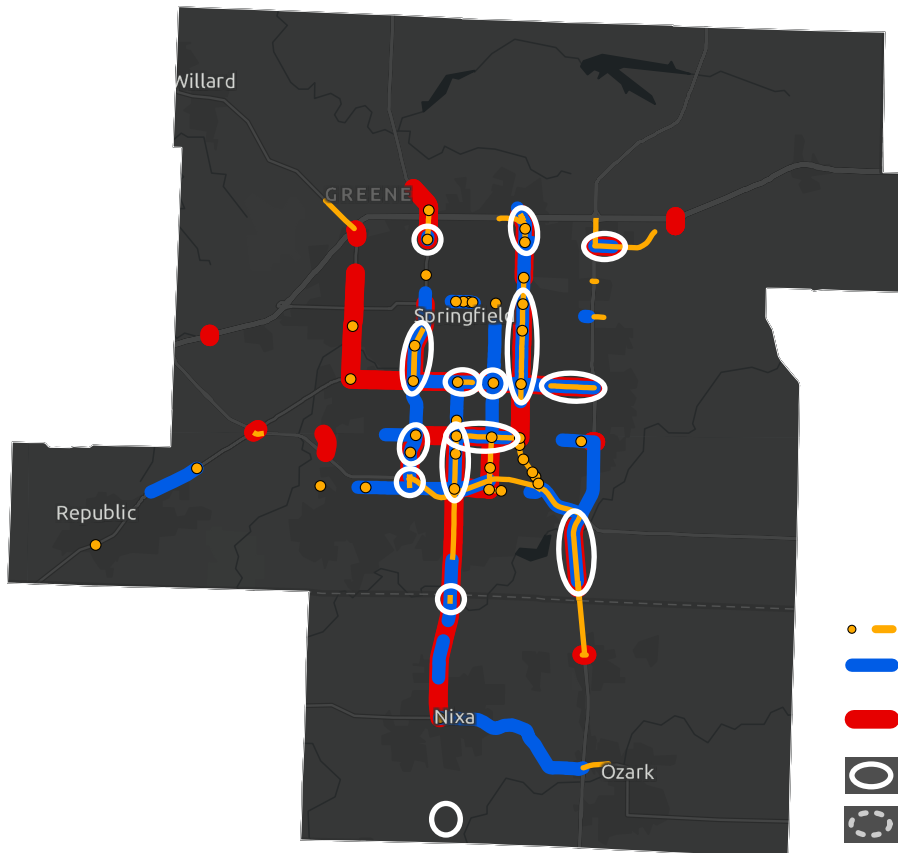
Where are intersections a source of congestion?

Map 6.4



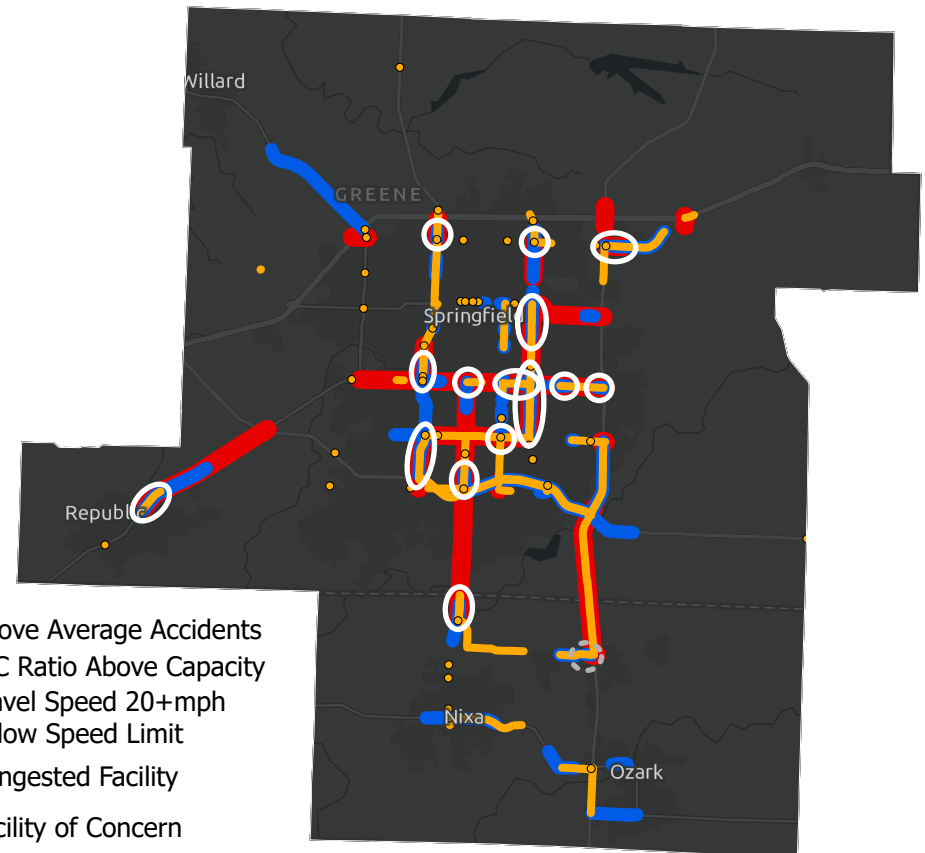
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Congested Facilities: Method #1



Sources: Esri, HERE, Garmin, FAO, NOAA,
USGS, © OpenStreetMap contributors, and
the GIS User Community

2016



Sources: Esri, HERE, Garmin, FAO, NOAA,
USGS, © OpenStreetMap contributors, and the
GIS User Community

2019

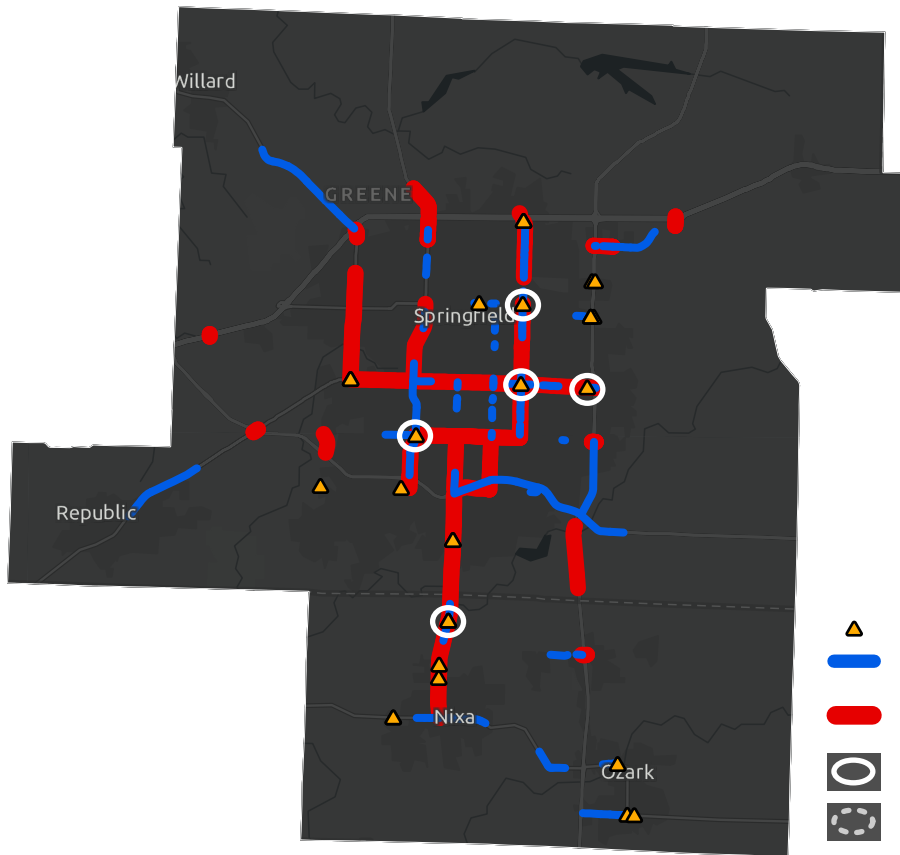
Which roads are delayed, very full, and prone to crashes?

Map 7.1



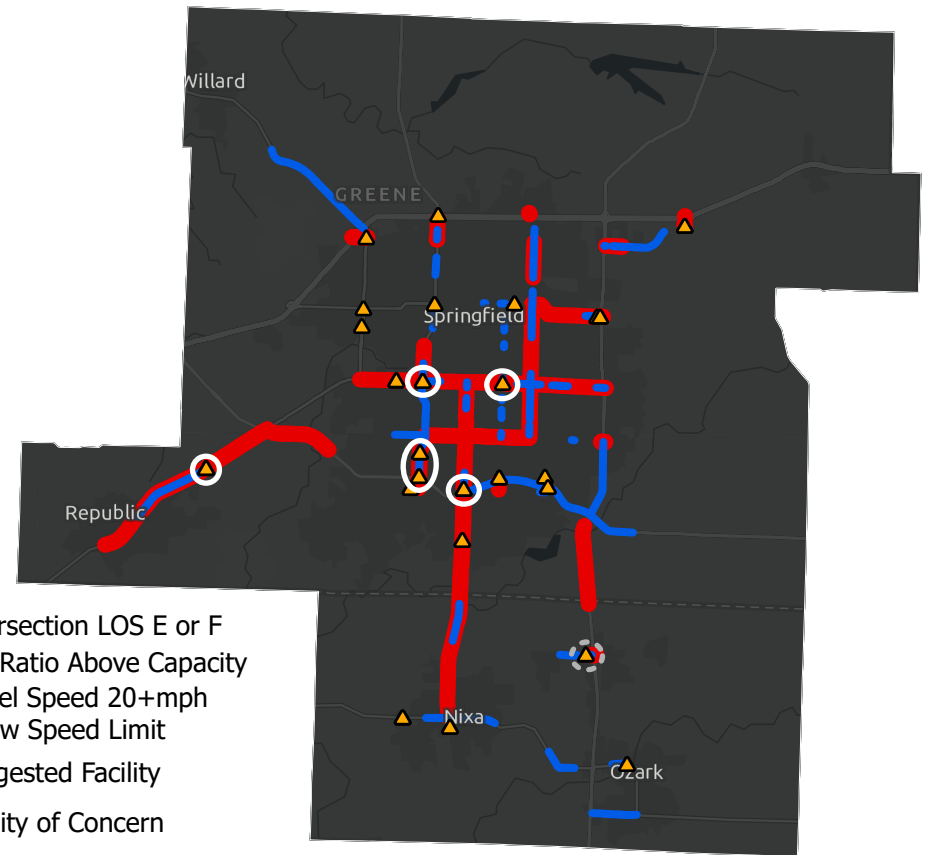
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Congested Facilities Method #2



Sources: Esri, HERE, Garmin, FAO, NOAA,
USGS, © OpenStreetMap contributors, and
the GIS User Community

2016



Sources: Esri, HERE, Garmin, FAO, NOAA,
USGS, © OpenStreetMap contributors, and
the GIS User Community

2019

Which roads are delayed, very full,
and have problem intersections?

Map 7.2

TAB 9

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.G.

Ozarks Regional Bicycle Destination Plan

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

AGENDA DESCRIPTION:

Bicycle tourism is a rapidly growing form of vacation travel. States, counties, and cities across America are increasingly promoting themselves as bicycle tourist destinations, often under the umbrella of "ecotourism."

In 2014, Ozark Greenways developed a bicycle destination plan for Greene County. The plan highlights why Greene County can succeed as a bicycle tourism destination. The plan provides strategies for marketing and way-finding. Specific locations are identified and routes named to promote various destinations. Mountain biking and special events are also addressed.

In 2018, the Ozarks Transportation Organization worked with the communities of Christian County to expand the destination plan for the OTO region. An additional route and various destinations in northern Christian County have been identified for inclusion in the plan.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE ACTION TAKEN:

The BPAC met on May 12, 2020 and voted to recommend Technical Planning Committee endorsement of the *Ozarks Regional Bicycle Destination Plan* and adoption by the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 20, 2020, the Technical Planning Committee unanimously recommended the Board of Directors approve the *Ozarks Regional Bicycle Destination Plan* as presented.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:
"Move to endorse the *Ozarks Regional Bicycle Destination Plan*."

OR

"Move to endorse the *Ozarks Regional Bicycle Destination Plan* with the following changes..."

Ozarks Regional Bicycle Destination Plan



Executive Summary

Bicycle tourism is a rapidly growing form of vacation travel. States, counties, and cities across America are increasingly promoting themselves as bicycle tourist destinations, often under the umbrella of "ecotourism."

In 2014, Ozark Greenways developed a bicycle destination plan for Greene County. The plan highlights why Greene County can succeed as a bicycle tourism destination. The plan provides strategies for marketing and way-finding. Specific locations are identified and routes named to promote various destinations. Mountain biking and special events are also addressed.

In 2018, the Ozarks Transportation Organization worked with the communities of Christian County to expand the destination plan for the OTO region. An additional route and various destinations in northern Christian County have been identified for inclusion in the plan.

Ecotourism

The practice of touring natural habitats in a manner to minimize ecological impact (Merriam-Webster). The OTO region boasts four National Recreation Trails:

- Frisco Highline Trail
- Galloway Creek Greenway
- South Creek Greenway
- Wilson's Creek Greenway



"Bicycling is the second most popular outdoor activity in the United States by frequency of participation. In 2015, Americans aged 6 and older went on 2.7 billion bicycle outings."

- THE OUTDOOR FOUNDATION

Executive Summary

Recommendations

- Seek public and private partners and funding to permanently sign the routes identified in this plan.
- Partner and invest in efforts to improve and market the Frisco Highline Trail as a regional destination trail.
- Work with the communities of Christian County to sign and improve designated cycling routes to ensure a safe experience for future cycling tourists.
- Provide area communities and chambers of commerce a copy of this Plan with information on how they can better position their communities to be welcoming to bicyclists.



OTO and Ozark Greenways

Ozark Greenways

The mission of Ozark Greenways is to build a trail system that connects and enhances the community. Since 1991, they have been guided by a plan for over 120 miles of greenway trails throughout the Springfield Community.



Ozarks Transportation Organization

The OTO is the transportation planning organization for the Springfield metropolitan area. The mission of OTO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system. Metropolitan Planning Organizations (MPOs) are charged with maintaining and conducting a "continuing, cooperative, and comprehensive" regional transportation planning and project programming process for the MPO's study area. The study area is defined as the area projected to become urbanized within the next 20 years.



Introduction

Bicycle tourism is a rapidly growing form of vacation travel that has become a significant economic resource in the U.S. and around the world. States, counties, and cities across America are increasingly promoting themselves as bicycle tourist destinations, often under the umbrella of "ecotourism."

The Ozarks Transportation Organization region, including Christian and Greene Counties, in southwest Missouri, are in a prime position to be promoted as a bicycle tourist destination. The area is well known for its beautiful scenery, fascinating history and culture, and for its friendly citizens. Combined with the area's excellent on-road and off-road biking infrastructure, these factors create a perfect opportunity to attract riders of all ages and skill levels.

Bicycle tourism can bring vast benefits to Christian and Greene Counties. Recent studies show that bicycle vacationers spend more on food and lodging than do those who travel by car. Not only do these active, curious tourists spend more dollars, they spend them at local businesses.

In a time when communities are working to distinguish themselves as unique destinations, the time is right to think creatively about new attractions that can stand-out and diversify economic returns for the region. Bicycle tourism has the potential to being a new and unique source of income to the area. A wide variety of businesses will benefit - from restaurants and hotels to bike-specific enterprises such as equipment, rental, bike park, and touring companies. The sales tax generated from cycling tourists offer a new revenue stream for the cities and counties that create the infrastructure to attract them.

This plan highlights the successes of other communities in becoming bicycle tourist destinations and showcases the opportunities this region can capitalize to prosper from this form of travel. The natural beauty of the Ozarks, when combined with scenic routes, way-finding signage, and good road infrastructure already in place, puts the region in position to take advantage of this growing trend.

Fast Facts

As of 2012, outdoor recreation accounted for \$646 billion in annual spending in the U.S., which supported 6.1 million direct jobs and \$80 billion in federal, state, and local tax revenues.

- OUTDOOR INDUSTRY
ASSOCIATION



"Bicycling is an important element of the Quad Cities tourism promotion. One hundred miles of trail connect the MRT and ADT systems. The 18,000 riders on RAGBRAI ended their ride in Davenport, IA in 2011, so we know bicycle tourism puts heads in beds."

- JOE TAYLOR, PRESIDENT QUAD CITIES CVB

The Plan

The Ozarks Regional Bicycle Destination Plan showcases the potential of the region as a destination for bicycle tourism. This includes the identification and promotion of the region's natural and cultural attractions to cyclists, as well as an analysis of trends and the impact of rural-based eco-tourism.

This workable implementation plan capitalizes on the foundation of existing infrastructure, including routes, transportation systems, and community support.

The plan includes the region's growing 76-mile greenway trail network; Springfield's growing 96 mile on-street bike route system; the area's top-notch mountain biking trails; eight nationally designated bike trails and proposed touring routes; Greene County's completely paved road system; and the paved roads of Christian County.

This Bicycle Destination Plan:

- Accounts for and utilizes the current and future greenway trail and on-street connections to area attractions and points of interest.
- Provides current demographics and destination tourism trends, specifically for bicycle ecotourism.
- Provides examples of similar communities that have undertaken such initiatives.
- Provides examples of way-finding signage systems to identify and direct users to specific routes.
- Coordinates with Christian and Greene Counties to identify a way-finding system that can be executed by all parties, and identify costs.
- Integrates outlying communities as destinations where appropriate.

- Incorporates public participation through potential public and private partners, such as jurisdictions, Chambers of Commerce, visitor centers, historic sites and boards, the National Parks Service, and the Natural Resource Conservation Service.
- Considers the public health benefits.
- Includes 5-7 proposals for themed destination routes with descriptions, specific directions, levels of difficulty, and route maps.
- Identifies possible partners and events that might act as a catalyst for the promotion of the routes.
- Provides recommendations for the best methods of public information sharing.
- Recommends initiatives to promote and encourage use by residents and visitors.
- Identifies future route possibilities with general descriptions that could be used if funding becomes available.



"Bicycling in the U.S. increased by 46 percent from 2009 to 2012."

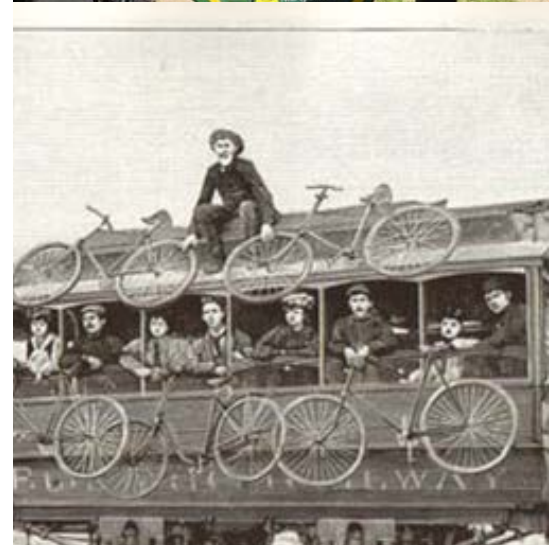
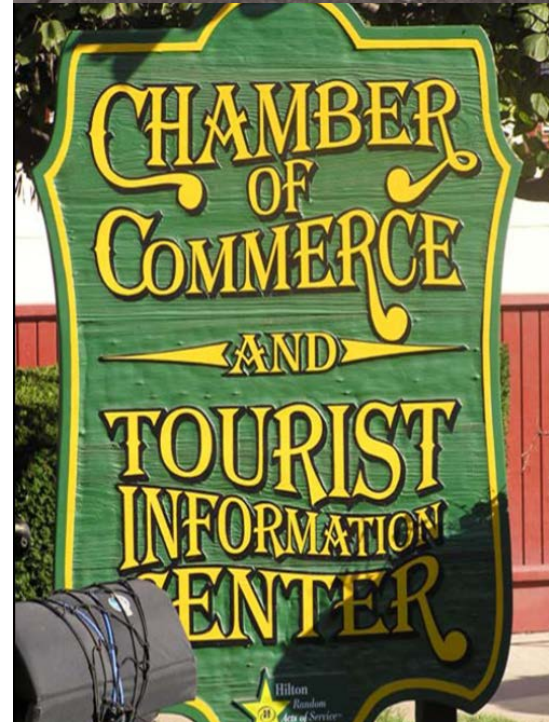
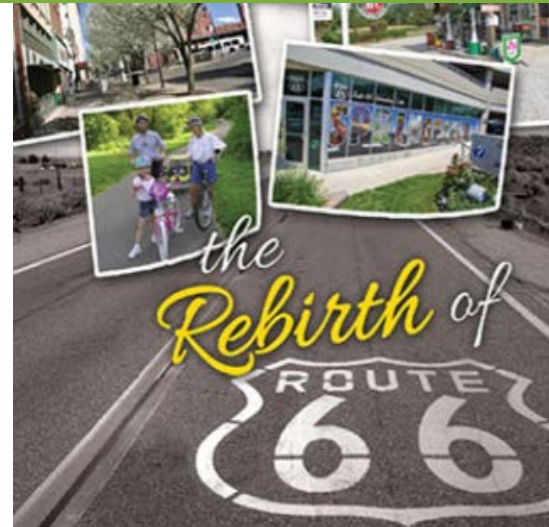
- LEAGUE OF AMERICAN BICYCLISTS

History of Bicycle Tourism

Ever since the bicycle was invented in the 1800s, people have toured the countryside as a leisure activity. Yet it wasn't until the last twenty years that bicycle tourism reached a following enough to be worthy of serious consideration and promotion as an economic resource. Bicycle tourism has been increasing at an even more rapid pace over the past ten years because the sport's appeal is catching on with both tourists and community leaders.

This growing segment can be explained by the presence of several variables:

- Once considered too adventurous for the average person, or only accessible to those with special knowledge or abilities, bicycling has been demystified. It is now attracting a much broader and more varied range of participants.
- Cities are developing and improving biking infrastructure, including on-street bike routes, greenway trails, and well-maintained county road systems. This increased accessibility is one of the main reasons average people now feel more comfortable with bicycle tourism and are much more likely to explore using these resources.
- Current trends toward a more active lifestyle are carrying over to the kinds of vacations people choose. This is the case for young adults as well as for families and senior citizens.
- More communities around the country are promoting bicycling as a tourist activity in their area as a complement to existing tourist attractions and unique features of the local landscape.
- According to peopleforbikes.org, more than three times as many new bicycles are sold each year than cars in the U.S. In 2010, there were 14.9 million bikes sold compared to 4.6 million cars sold.
- Public transit has become more bike-friendly as well. Bike racks that are easy to use have been installed on the fronts of city buses across the country, including the City Utilities Transit System.



"Nothing compares to the simple pleasure of a bike ride."

- JOHN F. KENNEDY

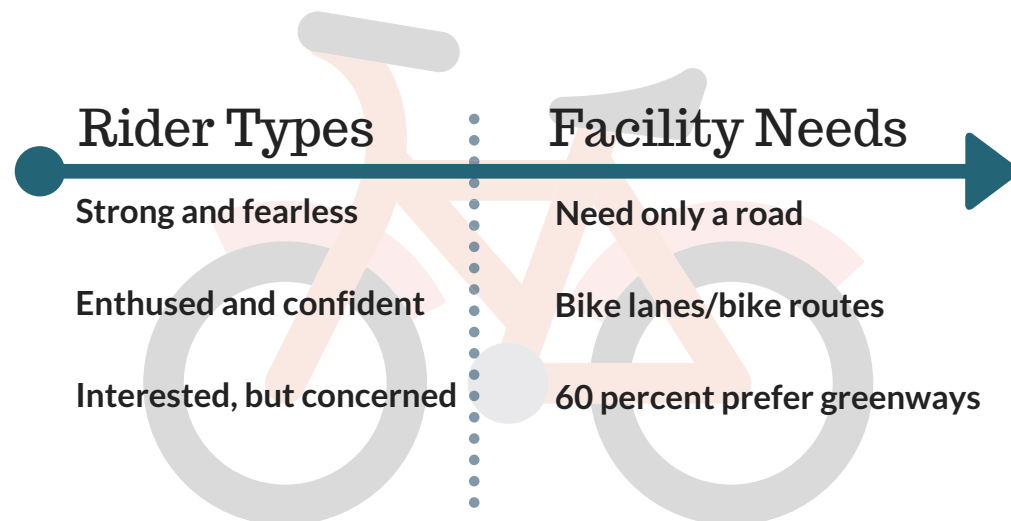
The Bicycle Tourist

Bicycling tourist can be categorized into various market segments in several different ways. The terms used in this plan are derived from the "Cycle Tourism Assessment and Strategy," from the Regional Tourism Organization Region 8 of Ontario, Canada.

Bicycle Tourists can be divided by both the frequency and intensity of their journeys. They identify four classes of cycling tourists: occasional riders, short distance riders, long distance riders, and competitive riders.

These categories can be further differentiated by demographics, frequency, distance, speed, motivation, preferred location, and lodging preferences. All of these factors need to be considered in the development of a bicycling tourism campaign.

As more people of all ages, abilities, and backgrounds are attracted to the different models of cycling, these categories will expand and adapt. Fortunately, whether cyclists prefer urban trail riding, country road riding, or mountain biking, the OTO region truly has something to satisfy everyone.



"To my mind, the greatest reward and luxury of travel is to be able to experience everyday things as if for the first time, to be in a position in which almost nothing is so familiar it is taken for granted."

- BILL BRYSON, INTRO TO THE BEST AMERICAN TRAVEL WRITING 2000

The Bicycle Tourist

Occasional Riders

Demographic:

Young adults, families with children, and mature adults; rides with family, friends, and sometimes children

Frequency:

Ride sporadically, a few times a year

Distance:

Five to ten miles, up to an hour or two

Speed:

Slower speeds, frequent stops, 10-12 mph

Motivation:

Fitness, fun, family time, social activity

Location:

Paths or sidewalks close to home, parks, or recreational areas

Lodging:

Everything from camping to nice hotels, depending on other planned trip activities

Negatives:

Dislike riding with motor vehicles, hills

Short Distance Riders

Demographic:

All ages, including adults and retirees; rides with family, friends, groups, or solo

Frequency:

Weekly and/or monthly rides

Distance:

Day-ride distances of 15-20 miles

Speed:

Slower to medium, frequent stops, 12-20 mph

Motivation:

Fitness, fun, family time, social activity

Location:

Rail trails, paths, or roads with low volumes of motor vehicle traffic; mostly near home with occasional longer group trips; organized rides (including international) with arrangements for bicycles, accommodations, and luggage

Lodging:

Affordable accommodations - economical motels and restaurants; expanding to all types of lodging

Negatives:

Hilly roads with motor vehicle traffic, particularly no paved shoulders

The Bicycle Tourist

Long Distance Riders

Demographic:

Young and mature adults, retirees; rides with grown children, family, group, or solo

Frequency:

Ride frequently, weekly or monthly

Distance:

Day-ride distances of 40-60+ miles

Speed:

Medium/top speeds, few stops, 15-25 mph

Motivation:

Fitness and/or joy of the experience

Location:

Trails and paved roads with low traffic volumes and paved shoulders; rolling topography; multi-day rides solo or with others, close to home or on vacation; might travel to ride internationally for pleasure and a challenge

Lodging:

Accommodation and meals match budget, often the best available

Negatives:

Find trails boring and crowded

Competitive Riders

Demographic:

Young to mature adults in groups or solo

Frequency:

Regular training to maintain fitness level, multi-day rides solo or with others, club rides

Distance:

Day-ride distances of 60-100+ miles

Speed:

Top speeds, stops when necessary, 25 mph+

Motivation:

Fitness, joy of the experience, competitive challenge

Location:

Paved roads with low motor vehicle traffic and good paved shoulders; challenging topography in terms of distance and hills

Lodging:

Affordable choices for groups - colleges, budget motels, camping

Negatives:

Ozarks Greenways trails are not designed for higher speed riders

Why the OTO Region?

Both Christian and Greene Counties in Missouri are named for Revolutionary War soldiers, William Christian and Nathanael Greene, respectively. The region is rich with cultural and historic significance, as well as green rolling hills, pastoral fields of lush crops and hardy livestock, and cultivated areas intermix with lovely streams, springs, lakes, caves, and public open space. Area leaders should continue promoting wise use of the region's natural resources, striving for a balance between man-made development and open space preservation for future generations.

Christian County is comprised of 564 square miles of land. The County Commission and an additional six road districts maintain the roads throughout Christian County. Greene County is comprised of 678 square miles of land, served by a 3,000-mile system of paved county roads, maintained by the Greene County Highway Department. The OTO region does not cover all of these two counties and any routes recommended in this plan are on paved roads.

Several factors make the OTO region perfect for bicyclists of varying skill levels. The location of the touring sites in this plan are either inside or fairly close to the Springfield metropolitan area services and lodging. The area is home to four National Recreation Trails, as designated by the National Park Service; a water trail on the James River for canoeing and kayaking right through Springfield; Busiek State Forest; and the national cross-country bike route, the Trans-America Trail.

Existing Infrastructure

The OTO region has 76 miles of greenway trail and Springfield 96 miles of an interconnecting network of on-street bike routes. This includes marked routes and bike lanes, as well as other cyclist-friendly amenities developing throughout the community. There are opportunities for road biking, mountain biking, touring, commuting, or greenway cruising with the family. All public roads in Greene County are paved with asphalt or



Fast Facts

Trails are important to tourism in Iowa. Each year, an estimated 610,000 people use the Cedar River Trails, a 100-mile network of hard-surfaced trails. Some 17 percent of these cyclists come from outside the area. Those 103,700 visitors spend an estimated \$2,592,500 per year.

- THE IOWA TOURISM OFFICE AND
TRAVEL FEDERATION OF IOWA

"Southwest Missouri is primed to take advantage of the increasing interest in bicycle tourism."

- KATIE STEELE DANNER, DIRECTOR OF THE MISSOURI DIVISION OF TOURISM

Why the OTO Region?

concrete, which is ideal for cycling. The County is only one of three in the State of Missouri to boast this claim (St. Louis County and Kansas City's Jackson County are the other two). In the last 25 years, nearly every bridge in Greene County has been repaired or replaced, or is awaiting repairs. Site distances and geometrics have been modernized for safety at intersections, curves, and hills.

Motor vehicle traffic volumes in unincorporated areas of the OTO region are minimal, but as one might expect, volumes intensify as the transition is made from a rural to an urban setting.

Significant improvements have been and continue to be made with the City of Springfield's designated bike lanes and routes on primary and secondary arterials throughout the corporate city limits.

Pavement and shoulder widths comply with both state and federal guidelines for roadway categories. Both the City of Springfield and Greene County also comply with their respective design standards for public improvements. In addition, Christian and Greene Counties, and the metropolitan jurisdictions are active members of the OTO.

Road and Trail gradients follow the natural features of the Ozarks. The terrain, dominated by limestone and dolomite rock formations, has a pronounced karst topography. That means there are many challenging "hills and hollers" for bicycle enthusiasts to enjoy.

The nationally designated cross-country Trans-America Trail travels through the northern part of Greene County. An alternate TA route through Springfield has been proposed and should be promoted to attract the ongoing flow of touring cyclists into the Springfield area as they make their way through this part of the Ozarks. U.S. Bike Route 66 does intersect with the Trans-America Trail in Marshfield, following Historic Route 66 through Springfield.

Cultural/Historical Attractions

Historic structures and sites within Christian and Greene Counties can be identified by consulting a variety of sources: the Springfield-Greene County Library, the Christian County Library, the History Museum on the Square, Missouri State University, and other local and online resources. Local historical sites and events include Wilson's Creek National Battlefield, Route 66, the Trail of Tears, Springfield-Greene County African American Heritage Trail, the Butterfield Stagecoach, and Smallin Cave.

Natural Features

Rivers, lakes, springs, and caves are plentiful throughout the Ozarks region. Popular rivers for canoeing and kayaking include the James River Water



Ozark Greenways, City Utilities and the Greene County Highway Department preserved McDaniel Lake bridge for use as a bicycling connection.

Why the OT0 Region?

Trail, cutting right through the east side of Springfield. Others include the Little Sac River, Pomme de Terre River, Finley River, and adjacent tributaries. Terminal reservoirs include Fellows Lake, McDaniel Lake, Springfield Lake, and Valley Water Mill at the Watershed Educational Center. Caves and other karst features are prevalent throughout. A recent inventory counted more than 2,500 caves in the Ozarks.

The most well-known commercial cave is Fantastic Caverns, one of four ride-through caves in the world and the only all riding cave tour in North America. The area also contains the oldest known fossil cave in North America, Riverbluff Cave, a non-commercial cave discovered in 2001. Smallin Cave was home to Osage Indians and possibly members of the Cherokee Tribe. There is evidence it was also used for Civil War activities. The first cave to be documented in the Ozarks, Smallin Cave is home to several endangered species. Almost all these sites are easily accessible via bicycle.

Year-Long Seasonal Beauty

There are four distinct seasons in the Ozarks, and each one offers beautiful scenery and unique characteristics to both visitors and residents. The weather is famously changeable, but typically moderate, so biking can be enjoyed year round.

Spring and fall can be particularly spectacular with jaw-dropping wildflowers and some of the best fall foliage colors in the country. Winter typically has many warm days intermixed and summer is always a great time to get outdoors and explore the region.



Why the OT0 Region?

Road Character

The initial routing and design of the county roads in the region were developed as the "path of least resistance" around and through the landscape. Technology improved our ability to execute road development as the straightest line between two points, allowing road-builders to bulldoze through the physical environment. Today, hilltops are leveled and valleys filled, while bluffs are blasted, rather than skirting the edge and flowing with the natural topography of the land. As a result, road networks become straight-lined, checker-board grids.

A grid system of roads is efficient for auto travel in terms of time, safety, and way-finding. Tourists, and especially touring cyclists, however, are more attracted by rolling hills; seductive curves; short, intimate stream crossings with bridge architecture that denotes a special sense of place; and helpful indications that a specific location is of local importance.

As opposed to auto travelers, cyclists are attracted to narrow roads with serial twists and curves that do not allow for long views of what is ahead, but rather inspire speculation as to just what might lie around the next turn. A good bicycle route encourages the possibility of surprise and adventure, and promises the hope of a new discovery around every corner or atop the next hill.

National examples of this road design exist with the Natchez Trace (photo right) and the Blue Ridge Parkways. They both utilize roads that were designed within the landscape and are scenic, safe, attractive, and used by both cyclists and vehicles.

When preserving, enhancing, or creating new roadways in the area, long-term ecotourism opportunities should be considered. Officials should avoid allowing the landscape to become so ordinary and roadways so schematic, that the natural features of the Ozarks become invisible to locals and indistinguishable to visitors.

The Christian and Greene County road systems have been able to maintain this natural flow and yet provide the safety and connectivity supportive of bicycle tourism.

Natchez Trace - Mississippi, Alabama, and Tennessee



Marketing Strategies

Attracting Tourists

Making a community bike-friendly is only the first step in attracting bicycle tourists. The second is to implement a comprehensive strategic marketing plan that reaches the intended audience.

First challenge is to identify the market. Earlier, this plan examined the demographics and categories of potential cycling tourist. Now, it is time to ask: What type of people would be drawn to the OTO region for a short bike ride, a long ride, or a multi-day trip? How are experiences tailored to appeal to the various types of cyclists. The target groups overlap, but each of them has a unique set of needs and expectations.

Second challenge is to identify a list of regional assets that would be the most effective to promote in conjunction with specific biking routes. The Ozarks has plenty of attractions to choose from, and these will be outlined later. Developing ongoing local partnerships at these locations will help ensure the ongoing success of the program and the shared economic benefits that will result.

Third challenge is to use effective marketing tools to promote this unique new form of tourism, making all its features and components sound enticing. Emphasizing the friendly Ozarkian hospitality will also enhance the appeal of the area. Eventually, positive biking experiences will lead to positive word-of-mouth, which is an invaluable resource for promotion.

Suggested Marketing Tools

- **Website:** user- and mobile-friendly, contains all info
- **Route Maps:** mobile-friendly, print from website
- **Printed Pamphlet:** printable from website
- **Logo:** use on all promo items to create a brand
- **Social Media:** encourages word-of-mouth, sharing
- **Links on Relevant Websites:** local, regional, national
- **Visitor's Guide Listing:** printed and online
- **Business-Card Size Ad:** printed cards and media ads
- **Route Signage:** small, large, logo, consistent brand
- **Magazine Ads and Guides:** local, regional, national
- **TV and Radio:** personal-interest stories and PSAs
- **Poster Ads:** in strategic locations, bike shops, CVB



"It is generally assumed that tourism is good, that ecotourism is best, and that bicycle tourism is at or near the top of the list of ecotourism."

~ DAVID MOZER, INTERNATIONAL BICYCLE FUND

Marketing Strategies

Make it Easy with a Website

A website is the most important marketing tool, providing a convenient source of information for tourists. Unlike printed material, which is updated only periodically, websites can be updated frequently and are accessible anytime from anywhere. The website should be very easy to use and mobile-friendly. It should be as comprehensive as possible, including all information and services useful for planning a ride, identifying services and attractions located along or close to the designated routes.

Website Contents:

- Printable **bike route maps** with cue sheets are the number one piece of information a cyclist seeks. They should show designated routes, trailheads, rest stops, places to refuel, wayfinding, mileage, and elevation.
- Link to **lodging options** that are available is also crucial, including everything from nice hotels and bed and breakfasts to budget motels and camping.
- **Restaurants** that are located along the bike routes are ideal for cycling tourists to choose from, but providing a wider list from the area is also good.
- Links to other **area attractions**, entertainment, arts, festivals, shopping, and various outdoor activities.
- Area **bike shop information** is important. They provide supplies and can fix mechanical problems.

Provide a Quality Experience

Environment and Atmosphere:

An experience that matches or exceeds expectations is the best way to bring tourists back and encourage them to spread the word. Regions that provide something above the norm, something pleasantly unexpected, will be more likely to increase tourism. Most traditional tourism in the U.S. revolves around energy-intensive motor vehicle travel to destinations offering a primary activity, such as going to the beach, golfing, skiing, or site-seeing. Rewarding tourism depends on the quality of the experience, so preserving the environment and promoting environmental awareness are fundamental to the long-term success of bicycle tourism.

A bike-friendly atmosphere and infrastructure are crucial to developing a bicycle tourism program. The bicycle activity of local residents is a good indicator. If the level of bicycle use is high, that means good cycling for visitors. If local bicycling is on the wane, it is probably time to address the physical and social climate for cycling.

Hospitality:

All of us have heard the phrase, "Service with a smile." Generous servings of friendliness and helpfulness go a long way toward bringing tourists back.

The training of staff at establishments that will benefit from bicycle tourism will be very important. We must find ways to ensure that employees of local hotels and related services are knowledgeable about area cycling facilities and know to refer tourists to the correct website for specific routes and information.

Lodging sites that want to cater to cyclists can add just

Marketing Strategies

a few creative options to attract tourists, or play up existing features that can be seen as bike friendly.

Partnerships and Shared Economic Benefits:

Each community has its own personality, so looking at what each has to offer to bike tourists should be examined case-by-case. There are many opportunities to partner and share in the economic benefit of tourism.

- Attain agreements with adjacent property owners to promote the maintenance and appearance of road-sides, buildings, or other structures along the route.
- Evaluate the suitability of all routes for designation as state and/or federal scenic byways.
- Post banners where routes pass through downtowns or along planned streetscapes and partner districts.
- Some cyclists will be looking for assistance in planning a ride, finding accommodations, or luggage transfer. Local businesses might take the opportunity to assist cyclists with their travel planning.
- Arrangements might be made with a local courier to offer luggage transfer on demand.
- Established locations along routes, such as tourist information centers or public libraries, might serve as points for internet access and restrooms.

Special Biking Events:

Develop bicycling events with broad appeal to attract tourists to the region and leverage the appeal of existing events. Look for opportunities to attract touring events as well as competitive activities. A signature ride developed in conjunction with local cycling clubs would introduce many people to the bicycling opportunities in the Ozarks. Plan "car-free" days on portions of designated county road routes. This will encourage locals who might otherwise be deterred from biking alongside cars to experience cycling. It will introduce them to the rewards of cycling, and invite them to try the biking opportunities in the area.

"Cyclists arrive at their accommodations at the end of the day when they are tired and, as always, concerned about the security of their bikes. Hotels with reception areas on the ground floor get a plus because it's easier to keep an eye on the bikes while going in to inquire about room availability, rates, and conditions. As a rule, hotels with large rooms on the ground floor and where bikes can stay in the room are preferred."

~ DAVID MOZER
INTERNATIONAL BICYCLE FUND



Cultural tourism appeals to individuals who want to explore history, culture, and their own heritage, and it appeals to communities that want to share their history and character.

~ CHAD SMITH, PRINCIPAL CHIEF OF THE CHEROKEE NATION

Marketing Strategies

Tandems of the Ozarks

Tandem cycling is gaining new interest across the country and events, such as one now hosted annually in Springfield, demonstrate the types of events that can be developed to attract new people and tourists to the region. In 2014, for the first time, a small event was hosted by local bicycling enthusiasts and members of the club, Tandems of the Ozarks. The group hosted 24 riders in Springfield and Greene County for a weekend of cycling on "bicycles built for two."

The inaugural ride offered two route options, 15 or 24 miles, followed by a wine and cheese tasting at the Double Tree. A Saturday ride was followed by dinner at Houlihan's. The weekend finished with a Sunday ride on the Frisco Highline Trail and the Greene County road system, finishing at Ritter Springs Park.

Ozark Greenways conducted a brief survey of riders who participated in the 2014 Tandem Weekend.

Participant Snapshot:

- Participants came from as near as 5 miles to as far as 700 miles away.
- Average traveling distance was 205 miles (3 hour drive), also the target marketing radius recommended for Springfield cycling events.
- Riders participate in an average of 7.8 organized cycling events annually.
- Average spending per rider was \$135 with \$3,245 spent by the group.
- Participants were comprised of 41% professionals, with the remainder split between retired and other.
- Average age was 55.4 years.



Participant Survey Comments:

What was your impression of bicycling in this area and would you return for a future ride?

- Love it.
- Absolutely would do it again. Very pleasing.
- Smooth roads and drivers were patient...we want to return
- Yes, we want to return. Beautiful scenery, few cars

Would you recommend the Springfield area as a cycling destination to other cyclists?

- Of course, certainly
- Yes, we plan to come back for next year's event and bring friends
- Yes x 9

What could the community do to make your cycling experience and visit better?

- You have done great
- Keep adding bike lanes, trails, and routes

It's a Tradition Now

The Southwest Missouri Tandem Rally is now an annual event with almost 40 riders most recently. Social media activity has increased in the advent of the 2019 rally, set for May 31 through June 2.

Marketing Strategies

Building Bike Tourism in the Beyond the OTO Region

The intention of this plan is not simply to create a few themed bicycle loops in the area. A comprehensive plan should address the outlying communities and how they might participate in the benefit from promoting their communities as a bicycle-friendly destination. Interesting community attractions, history, and events are all potential tools to be used.

Within the OTO region, three outlying communities - Fair Grove, Walnut Grove, and Ash Grove - are located along Adventure Cycling's Trans-America Trail bicycling route. This is a great initial advantage for some creative local marketing. The following information is provided from Adventure Cycling and offers some very basic tips to get the rural area residents of Christian and Greene Counties thinking about attracting cyclists to their communities.

Ideas and Resources for Building Bicycle Tourism

Traveling cyclists seek out services in nearly every town they visit. By providing some or all of the following services, your town could become a favorite destination for bicycle travelers to visit, dine, and spend the night. Attracting cyclists is an economic boon to communities, especially rural towns.

- A small community investment in the development of a bike camp in 2009 put Twin Bridges, MT on the map for cyclists traveling along the Trans-America Trail.
- Farmington, MO has accomplished the same kind of success with Al's Place, a cyclist-only hostel created by the city.

Identify Routes Near Your Community

Is your town near a known bike route? Check in with your state and county to see if you're near a state, regional, or county route, such as a rail-trail. Even if you are not currently on a designated bike route, you can encourage cyclists to make short detours from an existing route by making your area bike-friendly.

If you are not on or near a designated bike route, but see opportunities to build bike tourism in your community (for example, if you are near a stunning state park,), work to create safe and interesting routes that bike tourists want to visit and see if it's possible to connect your routes with other regional or state bike routes, or the budding U.S. Bicycle Route System. Your state bicycle/pedestrian coordinator or local bike advocacy organization are good places to start.

Offer More Services for Cyclists

Does your community offer the basic services that traveling cyclists are looking for? Up the ante by providing more. Perhaps someone in town could offer cyclist-only accommodations.

Build Support and Promote Benefits

Looking to make a case to your community about the importance of welcoming traveling cyclists and the potential benefits of building bike tourism> There is a lot of research that supports the impact of bike travel on the economies of rural communities and states.

Post Welcome Signs and Route Decals

Many communities put up signs at the end of town that say, "Bicyclists Welcome" or "Bicycle-Friendly Town." These signs are a great way to convey the fact that your town is welcoming to traveling cyclists.

Marketing Strategies

Businesses can put up signs in their windows saying, "Welcome Bicyclists" as well. The small town of Farmington, Missouri, even spray-painted directions on the road to their town's cyclists-only lodging. This small gesture proved invaluable to travelers on two wheels.

If your community is on one of the Adventure Cycling routes, ask town businesses to order and display AC route window-cling decals to show their support of traveling cyclists and to promote awareness of the local route/trail network.

Promote Your Town's Resources

Inform your local newspaper and radio station of the steps you are taking to build bike tourism, and why you are taking them. A local travel or lifestyle magazine, may be interested in featuring an article about your town's efforts. Regional and state bike organizations and tourism bureaus are also great allies. The more partners you have in this effort, the more you will get the word out, and word of mouth is great advertising.

Provide a visitor's map to cyclists that shows basic resources and services of your community. Smaller communities could distribute a map, or even just a list of services for cyclists, at the town cafe, library, visitor's center, or other business. Does your town have its own website? Post your services for cyclists there, maybe with a nice welcome message.

Community residents could also brainstorm creative activities or attractions for people to participate in when not on the bike. Several communities on national routes have promoted fishing, birding, cave tours, farm tours, or general

sightseeing, some with local themes. The goal is to promote and preserve your region's special character and sense of place, while offering a unique visitor experience.

Engage with the Bike-Travel Community

Cities and counties in the OTO region can connect with Spring Bike, Ozark Greenways, the Missouri Bicycle and Pedestrian Federation, or other cycling clubs to help promote their cycle attractions to the cycling community.

Social media is a great way to reach out to traveling cyclists. Contact your state's bicycle/pedestrian coordinator as they may be able to point you toward bike-travel resources in your region. Finally, take with traveling cyclists. Passing cyclists often talk to each other, and this word-of-mouth advertising is invaluable.

Contact the Experts

In addition to the Adventure Cycling Association, there may be other valuable resources in Missouri, including the Missouri Department of Transportation's (MoDOT's) Bicycle and Pedestrian Coordinator, local bicycle nonprofits, or the Alliance for Biking and Walking.



Marketing Strategies

Become a Bike-Travel-Friendly Town

Food

Traveling bicyclists are always looking for grocery stores and restaurants. Even if your community does not have a full-blown eatery or grocery store, other businesses, such as gas stations, convenience stores, or even campgrounds, may want to stock some basic cycling foods - energy bars, oatmeal, and trail mix. Do not forget to put up a sign that says, "Snacks Available."

Water

Bicyclists like to fill up their water bottles when they get to towns, so even if your town does not have a public water fountain, sometimes just a spigot outside a shop does the trick. During summer, ice is always appreciated.

Accommodations

Many small communities along national bike routes, and even local regional trail systems, allow bicyclists to state at local churches, parks, community centers, and fairgrounds. Some even have separate tent pads with picnic tables available. Communities should set aside space away from lawn sprinklers. If possible, keep the restrooms open at night, especially at the height of bicycling season.

Bike Storage

Cyclists need a safe place to park their bikes while shopping or staying in a hotel. There are many options to choose from when providing racks for bike parking. When placing your racks, remember to allow breathing room between the racks and the

building. A rack too close to a building or wall can reduce its capacity by half or even make it unusable. For hotel stays, most cyclists will want to bring their bicycle inside. A hotel/motel where bikes aren't welcome in rooms will not be a first choice for a cyclist.

Communications

Making a phone available for use by cyclists at the local diner, coffee shop, or laundromat is great. These days, a simple electric outlet for phone charging is a great service to offer. Allowing cyclists temporary access at the local library is also great. Phone/internet access allows cyclists to keep in touch with loved ones, pay bills back at home, and stay connected with the larger world.

Hygiene

Showers are always a big hit with cyclists, and your local pool, community center, YMCA, or church may have some facilities that could be shared with them. Bicyclists usually travel very light, so doing laundry becomes an important task. If your community does not have a laundromat, washers and dryers might be made available through your local YMCA, church, community center, or store.

Bike Tools

Cyclists are often in need of some basic bike tools and supplies. These include items such as tubes, spokes, oil, patch kits, etc. If your town doesn't have a local bike shop, some communities stock a basic array of bicycle supplies in their hardware store. Make sure to let folks know about these products with a small sign in the window saying, "Basic Bike Tools Available." Having bike pumps available at local gas stations or hardware stores for bicyclists to borrow is also a welcome service.

Way-Finding Signage

No one likes getting lost. The easier that bicycling tourists can find their way along their routes and to related destinations, the more enjoyable their trip will be. It's good for them and for the program. The comfort level of most people requires visual guidance as well as a map.

Suggestions

Develop consistent signage with a repeating logo and branding for designated bicycling routes. This should include directional signs from major roads to trailheads and parking areas. Directional signage for routes could be painted on the road surface rather than using signs. It's a durable technique, less expensive, easier to maintain, and not subject to theft.

Coordinating the design of the printable route map with the way-finding signage is very important to keeping a consistent identity to the program, making it easy to identify. Developing a simple, relevant, easily identifiable logo helps marketing, as well as way-finding. In the attachments to this chapter, we include examples of bike-route signage from other communities around the country.

Springfield's existing on-street bike routes and greenways already have signage, so these suggestions apply to the need to create signage for bike routes on county roads.

The World of Signs

The Placement of signs along our public roadways is a challenge for this type of project. The assumption that you can simply place a post and attach a desired sign bearing your message at a desired location is more fantasy than reality.

Where to Place Way-Finding Signage

- Parking areas and trailheads
- Road bike routes, as identified in the next chapter
- Connections to urban on-street bike routes and off-street trails such as the Frisco Highline Trail and other Ozarks Greenways paths
- Related services within 1.5 miles of mapped routes, including public restrooms, convenience stores, bike services and rentals, and accommodations
- Attractions within 1.5 miles of mapped routes, including commercial, cultural, historic, and scenic sites
- Connections to public transportation and airports
- Connections throughout the region and beyond



"I feel that I am entitled to my share of lightheartedness and there is nothing wrong with enjoying one's self simply, like a boy."

~LEO TOLSTOY, IN RESPONSE TO BEING CRITICIZED FOR LEARNING TO RIDE A BICYCLE AT AGE 67

Way-Finding Signage

A considerable amount of time has been spent on the subject of way-finding, or directional, signage for this project. As the design, placement, maintenance, and possible replacement of signage are costly in terms of both material and labor, we are challenged to find the most efficient, and sustainable, method to fulfill the objective of providing directional guidance for future users.

Why Directional Signs are Needed

Bike tourists, like auto drivers, travel more safely when directional and warning signs are placed along roadways. Signs offer not only direction, but also a reinforced feeling that one is headed in the right direction to reach their destination, and thus help contribute to a more relaxed operator, whether traveling by bicycle, motorcycle, or car. For visitors from outside the area, directional signage offers an added assurance that they are traveling in the correct direction, and that, in turn, adds to both the enjoyment and safety of their experience.

The Sign Challenge

The original approach for the directional signs recommended in this plan was thought to be very simple. After discussions with area agency highway officials, it was learned that this project was not as simple as anticipated.

The initial concept called for placing small, 8-inch, square route logo signs on existing signposts in county rights-of-way. While this approach would not work for every location, it was thought that 90 percent of the signage needs might be covered in this fashion. The benefits were that directional signs could be placed on existing posts,

thus avoiding the cost of buying and installing new posts. That plan would also keep sign "clutter" to a minimum - a service for mowing and other required maintenance tasks.

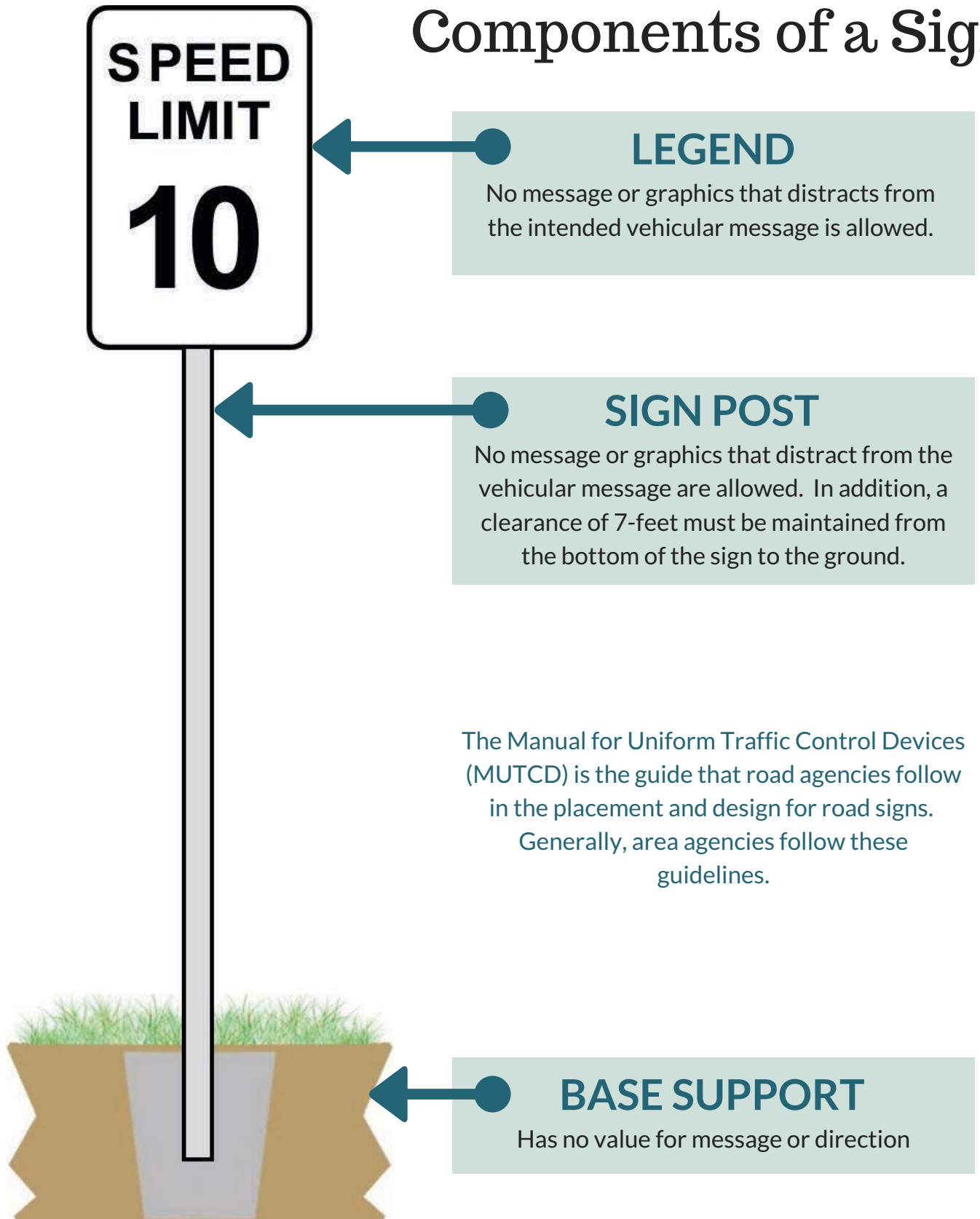
This plan had the additional benefit of reducing cost. For example, if one were to consider the directional signage of the proposed annual Queen City Century Bicycle Ride, which would require at the minimum 100 signs (placed only in one direction), the cost could easily be as much as \$15,000. Using an average of one sign per mile, this is a conservative estimate of the number of signs needed. If, however, 90 percent of the signs could be placed on existing sign posts, the cost would be reduced considerably.

The graphic on the next page, "Components of a Sign," illustrates the reasons to avoid placing additional signs on existing sign posts. Many examples of stacked signs can be found along the county roads, however, considering the county is interested in the gradual removal and cleaning up of its sign posts, we do not wish to add to the challenge.



Way-Finding Signage

Components of a Sign



Way-Finding Signage

Proposed Solution

Our recommendation is to sign the routes in the method shown in the photos on this page, with the name of the particular route/loop listed. Place the route/loop name identifier sign above sign posts currently in the field, as shown to the right. These suggestions take some advantage of current sign structures in the rights-of-way without additional signs being installed at intersections. While this goes a long way in providing a solution for directions at intersections, there is still a need for some "reinforcement" signing between intersections where one might travel a mile or more without changing direction.

Additional Benefits

One objective of this project is to discover a method by which both the Queen City Century bike ride and the annual Tour de Bass ride routes might be permanently marked in Greene County. This 100-mile loop is used twice a year for these events. In between events, many local cyclists use sections of the loops for routine fitness/training rides. The route is marked twice a year by event volunteers, who spray-paint the route turns and rest stops on the road surface. This involves a considerable amount of time and effort. This practice has at times added confusion to the marking of utilities crossing the roadways. If a system of permanently signed directions/turns could be established, it would go far to begin establishing themed routes in the counties and would add greatly to both the local and visitor biking experience in the OTO region.



The Routes

The Ozarks region possesses a variety of biking options suitable to a wide range of skill levels and interests, including a 76+ mile greenway trail network, urban on-street bike routes, and a network of paved county roads that are excellent for road biking.

In this section, we will explore several routes in both Christian and Greene Counties that would be excellent to promote as tourist destinations.

The routes presented here were selected after much study and review of area natural and physical resources, as well as interest levels and road routing conditions. Also in play was the value of current and potential points of interest from local cyclists and consideration for what might be the most interesting features for visitors.

Many route opportunities exist, all based on an individual's level of interest and cycling ability. We do not claim to have identified the only themed route possibilities, but instead have selected the examples that are believed to best capture the intent of this study.

- Frisco Highline Trail, Boone Route
- Loop the Lakes
- Bikes and Battlefields
- Ozark/Nixa/Springfield

Future Route Considerations

- Trail of Tears Corridor
- Route 66 Corridor
- Bois D'Arc Loop
- Turners Station Loop



"It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them. Thus you remember them as they actually are, while in a motor car only a high hill impresses you, and you have no such accurate remembrance of country you have driven through as you gain by riding a bicycle."

~ERNEST HEMINGWAY

The Routes-FHT Boone Loop

Frisco Highline Trail Boone Loop

The Frisco Highline Trail (FHT) was acquired in 1994 by Ozark Greenways (OG), and is currently the second longest rail-trail in Missouri. Its length of 35 miles connects Springfield to Bolivar.

Following salvage operations and removal of rails and ties, development of this route as a bike trail began in 1995 with funding from OG, a variety of state and local grants, and the federal Intermodal Surface Transportation Efficiency Act (ISTEA).

While OG has worked to improve and maintain this trail over the past 18 years, it is still a diamond in the rough as a tourism attraction. The potential for this trail to attract visitors from a 200-mile radius has not yet been fully realized. A well-funded marketing plan and resources to implement such a plan would greatly benefit the communities along the trail by attracting visitors and related revenues.

Working with what is already on the ground, the FHT is a great attraction. It functions well by offering a great cycling experience within the existing 35-mile corridor. The trail is currently referred to as “Southwest Missouri’s Premier Rail-Trail,” suggesting a unique trail experience.

However, there is an outstanding opportunity to expand the trail’s role in local tourism. By using the trail as a spine and developing attractive loops off of it that utilize the county road system, towns and places of historic or cultural interest could be connected, greatly expanding the role of this trail as a major tourism hub.

The successful role of a rail-trail in regional tourism

is strong in areas where the local communities have invested in trail infrastructure, marketing and unique attractions that set their communities apart from others. For a comparison, we visited the following rail-trails, as well as the communities along them:

- Katy Trail State Park, Missouri
- Prairie Spirit Trail, Kansas
- Root River & Paul Bunyan Trails, Minnesota
- Raccoon Valley Trail, Iowa
- Cowboy Trail, Nebraska
- George Mickelson Trail, South Dakota

Boone Loop Route - 44.7 miles

This route offers two choices for the starting point. One is the Springfield Trailhead located at Kearney and Eldon streets. Or, another starting point is at the Willard Trailhead, located at Highway O and Jackson streets in Willard. For the description below, we start at the Springfield Trailhead which makes a great out and back loop route and is friendly to the beginning cyclist.

- Starting at the Springfield Trailhead, mile marker 0, travel northwest following the Frisco Highline Trail (FHT). The surface changes from asphalt to gravel at mile marker 8.
- Follow the FHT to mile 13.5 and watch for Farm Road 36. This is the location of a historic railroad community called Harold, which once included a small depot and not much more.
- From the trail, cross highway 123 onto Farm Road 36. Follow FR36 1.6 miles to FR45 and go left.

The Routes-FHT Boone Loop

- The remnants of the old mining community of Phenix will start to appear on your left in the form of two old lime kilns. The quarry is still in operation today. Across from the quarry entrance, one will find an old building which was once a main attraction to this mining village.
- Phenix was a company town that existed for the sole purpose of mining marble and limestone from the adjacent quarry. It was unique in that the town had a library, an orchestra, movies, and a theaters, and a church with a full-time minister. Bonnie Parker of Bonnie and Clyde fame also attended elementary school here for a time! Today, the quarry is still mined for crushed stone and a few of the old buildings still remain, but the town has ceased to exist.
- Of particular interest at this site are the original lime kilns and the remains of a once-thriving town of approximately 500 that disappeared during the Great Depression. Marble from Phenix Quarry was used to build the New York Stock Exchange, San Francisco's Russ Building, the Petroleum Securities building in Los Angeles, Kansas City's Southwestern Bell Telephone Building, the Missouri State Capitol building in Jefferson City, and other well-known buildings across the United States.
- Continue on Farm Road 45 to the junction of FR 34. Turn left on FR 34.
- Follow FR34 for 1.5 miles to FR33. Turn left on FR33 for 2 miles to State Highway "V."
- Follow Highway "V" for 1 mile to the entrance of Nathan Boone Historic Site. Service includes restrooms, water, picnic tables and a small park office. This site was established in 1991 to preserve Nathan Boone's home; he was the youngest child of the legendary pioneer Daniel Boone. The Missouri Division of State Parks offers tours of the home and the cemetery.
- From this point, one may return to Willard along the same route for a round-trip distance of 14.16 miles, or continue the loop through Ash Grove*, adding 17.57 miles.
- Continuing to Ash Grove: From the Boone historic site entrance on Highway "V", turn left and follow "V" for 1.8 miles to Ash Grove. Here one will find convenience stores, restaurants and limited antique shopping. At the intersection of Highway "V" and 160, continue on "V" for four blocks to historic Main Street. Explore as you see fit.
- At Main Street, turn left/east, then veer right at the "Y" onto Daniel Ave. for two blocks to Prairie Lane. Follow Prairie Lane for .66 mile to Piper Road (also called FR33).
- Turn left on Piper Road crossing State Highway 160 for 1.2 miles to FR64. Turn right on FR64 and follow for 1.02 miles to FR43.
- Turn left on FR43 for 2.03 miles to FR48.
- Turn right on FR58 for 1.54 miles to FR53.
- Turn left on FR53 for 1.14 miles to FR36

The Routes-FHT Boone Loop

- Turn right on FR 36 cross Hwy 123 and rejoin the Frisco Highline Trail.
- Turn right on to the FHT and follow it 13.2 miles back to the Springfield Trailhead.

Natural Features

Great farm scenery
Creeks

Historic Features

Frisco Highline Trail
Remnants of the Village of Phenix
Nathan Boone Homestead
Father Moses Museum (open by appointment)
Century Farms

Recommended Travel Direction

Counter-clockwise

Why This Route Is Attractive

What attracts bicyclists to rail trails? A good trail surface is the number one attraction that will entice visitors and encourage return visits. Whether it's a hard gravel surface or a hard asphalt surface makes little difference. A well maintained surface free of ruts, holes, cracks and other debris is the number one investment a community can make in attracting visitors to their trail and community.

Secondary, yet still very important, are trailheads with secure parking, restrooms, and access to drinking water. The best trailheads are those that work in conjunction with existing parks that provide these amenities. The best trailheads on long distance trails provide for low-impact camping, including fire rings, picnic tables, and shower facilities.

The third element is physical attractiveness: the geography, landscape and scenery of the trail. The Katy Trail along the Missouri River is known for its limestone bluffs, while Nebraska's Cowboy Trail is known for its wide open prairie landscape.

The George S. Mickelson Trail in South Dakota cuts a curving course through mountains and Ponderosa pine forests, over creeks and through narrow valleys. Every few miles the trail traverses a converted railroad bridge. There are 97 bridges along the way. Indeed, if there's a signature feature to this rail-trail it is the bridges, many of which are set on trestles hundreds of feet high. The FHT offers 16 trestle bridges along its corridor, ranging in length from 15 feet to 300 feet long. These trestles offer a great opportunity as an attraction and should be included in a marketing plan.



The Routes-FHT Boone Loop

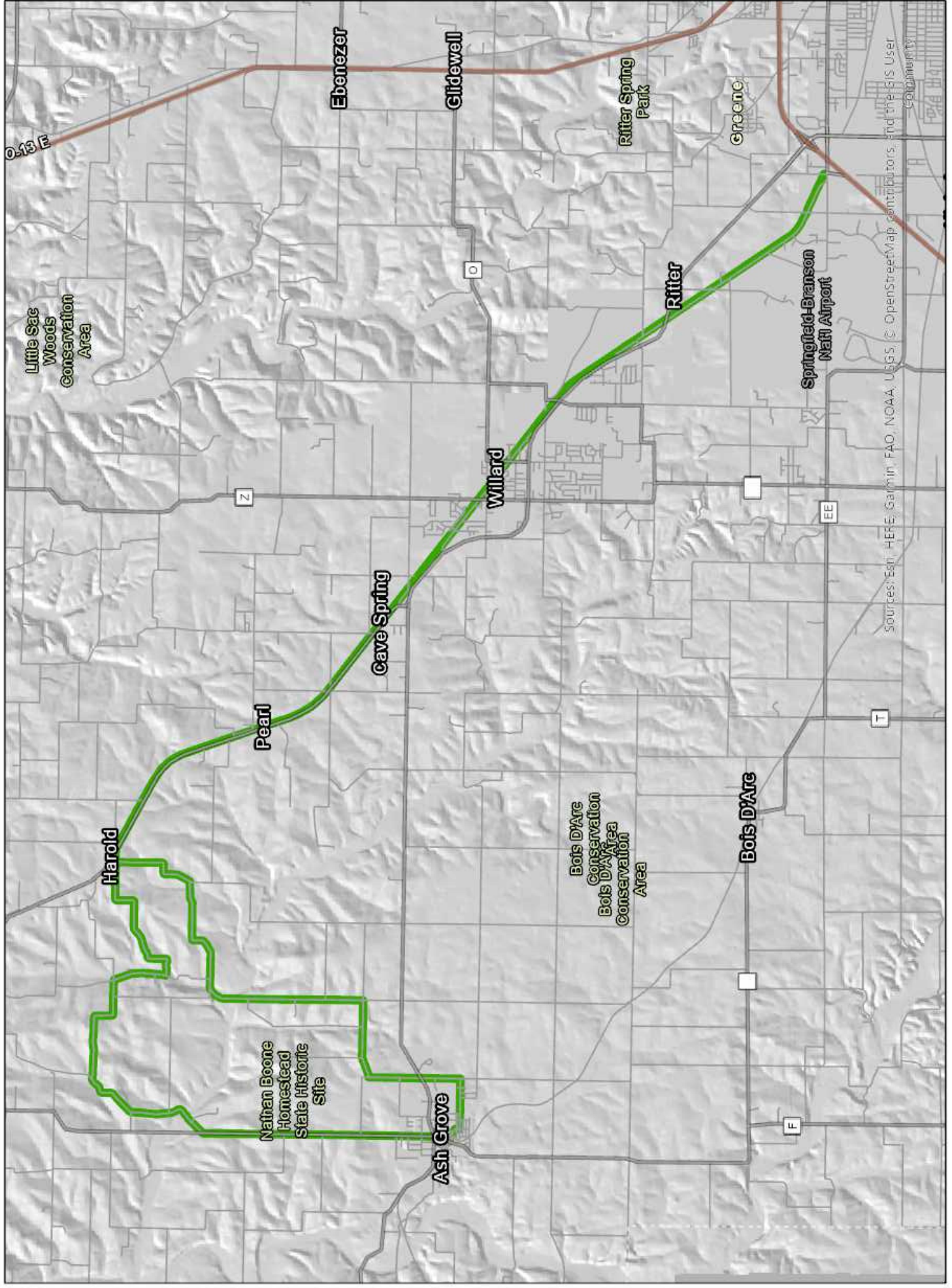
Recommendations for Marketing the FHT

- Develop a strong marketing plan that involves the trail communities of Springfield, Willard, Walnut Grove and Bolivar.
- Establish partners and funding sources to implement a marketing plan. Utilize the Missouri Division of Tourism, the Springfield Convention & Visitors Bureau and their websites.
- Encourage communities to develop and promote special events that involve the trail or will draw trail users to their community via the trail.
- Encourage communities to invest in host education about the trail, its benefits and amenities.
- Promote community pride/ownership of the trail.
- Provide directional signage to direct visitors to the trail and access points.
- Highlight special trail features such as the trestle bridges thru a historic designation named "The Bridges of Polk County," and further promote the FHT IronHorse Gravel Grind as a signature special event.
- In 2019 the Frisco Highline Trail was 25 years old. Communities and trail users capitalized on this anniversary to attract attention to this milestone, tell the story of the trail, and focus on the trail being a tool in the region's tourism tool box.
- Partnerships should be cultivated with motels at each end of the trail to combine motel stays and promote trail use thru incentives, discounts or events on the trail. Both Bolivar and Springfield have excellent motel lodging with in proximity of their trailheads.
- Kansas City, Columbia, Joplin should be first level areas in which weekend "Itinerary Trips" for the Frisco Highline Trail should be targeted. They are within a easy drive to the trail and the FHT offers a new and different trail weekend experience for these potential visitors.
- Local officials and agencies should encourage, support and promote the use of the trail for special events which involve cycling, walking, and running or fitness activities. The trail can accommodate highly organized or smaller informal vents. Such events can be of benefit to the local economy as well as offering activities for local residents.

Encouraging local participation with activities and events builds a sense of ownership, and can promote facilities beyond the region.



Frisco Highline Trail- Boone Loop





Visit the Nathan Boone Homestead State Historic Site by Bike

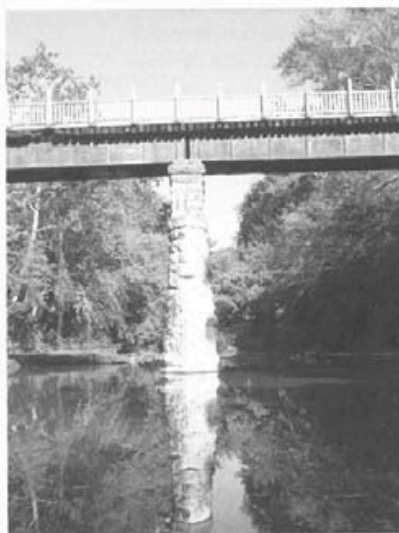
By Terry Whaley, Ozark Greenways, Inc.

With the exception of the KATY Trail State Park, most of Missouri's Parks and Historic sites require a vehicle to get in and around. In southwest Missouri, there is a secret little mix of privately owned (open to the public) rail trail and a state historic site, when combined; make a great day trip for area cyclists.

With the addition of five miles of the Frisco Highline Trail last fall, between Willard and Springfield, residents and visitors can start a trip in Springfield and visit Nathan Boone Homestead Historic Site, near Ash Grove, by bike via the Frisco Highline Rail Trail. The 48-mile round trip from the Springfield trailhead offers a great taste of rural Missouri landscapes and farms. For a shorter trip of 38 miles, start your ride in Willard, at the Jackson Street Trailhead. The route combines use of the trail and hard surface county farm roads.

The Frisco Highline Trail is the second longest rail trail project in Missouri, and has been developed by Ozark Greenways, Inc., a local trail advocate group. The Springfield-Greene County Park Board works in partnership with Ozark Greenways to manage the trail corridor in Greene County.

A visit to the Nathan Boone Homestead is a rewarding and educational experience about the life of the Boone frontier family that resided at this site. Efforts to restore the cabin to its original 1856 condition have been a challenge for park staff, but fantastic progress has been made in the past four years. This historic site offers a relaxing and tranquil contrast to today's world and gives a flavor of what living on the edge of a prairie frontier might have been like. The interpretation staff at the site knows the Boone story inside and out. They



Above is the Sac River Bridge on the Frisco Highline Trail. Below is the Nathan Boone



have a great gift for making history a relevant and exciting experience for visitors. In addition to the restored one and a half story log home, an old cemetery offers an opportunity for many stories for the park staff.

Along the route, you will pass through the old Phenix Quarry site. This 1902 community was once thriving with a school, church, general store and many homes, but little remains. The Phenix quarry, famous for its marble, used in the construction of the Greene County Courthouse and many other buildings throughout the state, is now privately owned. Views from the road offer a glimpse of some old buildings and large kilns used as part of a limestone operation.

Directions to Nathan Boone Historic site from the Willard Trailhead: follow the trail north seven miles to Greene County Farm Road 34, which enters across Highway 123 on the right; follow FR 34 to the intersection of Farm Road 45. Phenix Quarry is on your left; ride through the intersection to Farm Road 43 at the top of the hill; turn left and proceed to Farm Road 44; make a right on FR 44 to State Highway V (this is a very pretty section of the ride). Go south (left) on V and you will find the entrance to the historic site at the top of the hill, to the left. The entry road into the site was (at one time) gravel and a bit tricky on a road bike. Proceed with caution as you approach the visitor center at the bottom of the hill. •

For hours of operation and special event information on Boone Historic Site call 573-751-2768.

The Routes-Loop the Lakes

Loop the Lakes Route

One of the finest natural resources in Greene County is the Fellows Lake and McDaniel Lake area. While primarily functioning as drinking water reservoirs, these lakes offer recreation opportunities for fishing, sailing and canoeing. The area around the lakes represents a very scenic example of the Greene County countryside within minutes of the entire Springfield population. This is an excellent route to challenge local residents for fitness, though offers limited support facilities along the loops. This route can be accessed from trailheads located at Valley Water Mill, Lost Hill Farm Park, David C. Murray Park, and Truman Elementary School.

The roads in this area have low traffic volume and are maintained in excellent condition by the Greene County Highway Department. They offer some of the best mid-level road bicycling in the county. The routes in this document were explored to establish which of them might offer the best potential for bicycle tourism in this area.

Long Loop to McDaniel Lake - 25.4 miles

- Starting at the Valley Water Mill Education Center (VWM), at 1234 Valley Water Mill Road, this route will loop to Fellows Lake and back to the VWM site; another option is to loop to McDaniel Lake as well. VWM offers parking, restrooms and drinking water, as well as fishing and nature trail hiking.
- Exit VWM parking lot and turn left on VWM Road traveling below and across the damn spillway.
- Turn right on FR 171 for 0.51 miles to FR94
- Right on FR94 for 0.78 miles to FR175
- Left on FR175 for 0.5 miles to FR88
- Right on FR88 to FR189
- Left on FR189 for 0.91 miles to State Highway AA
- Right on Hwy AA for 1.36 miles, where it will merge into FR197
- Remain on FR197, cross the lake to the junction of FR68, veer left at Y, but stay on FR197
- Continue on FR197, which will transition into FR66.
- Pass the public access entrance for Fellows Lake. (Restrooms, shade, picnic tables, water and small seasonal bait shop/concessions are available, as is an optional route along the lake shore hills which rejoins FR66.)
- Continue on FR66 TO FR171
- Left on FR171 to State Highway AA
- Right on AA crossing Highway H. AA changes to FR80, continue west on FR80 to FR159
- Right on FR159 to FR76
- Left on FR76 crossing McDaniel Lake - Lake bridge open to bicycle and pedestrian use only.

The Routes-Loop the Lakes

- Follow FR76 to FR141 (Old Hwy 13) and turn left for 1.28 miles to FR86
- Left FR 86 to FR 145 follow to FR 84
- Right on FR 84 to FR 151
- Right on FR 151 Pass Lost Hill Natural Resource Park—Restrooms water and Trailhead Parking. Also, access to the South Dry Sac Trail and connection to Truman School and Trailhead. (FR159 & FR100)
- Continue on FR151, uphill and no shoulder to FR96
- Left on FR96 to FR159
- Right on FR159 to FR100
- FR100 to FR165 Right on FR165 to Valley Water Mill Road
- Left on VWM Road crossing State HWY “H,” then continue east to FR171
- Left on FR171, returning to VWM

Natural Features

Valley Water Mill

Fellows Lake

McDaniel Lake

Lost Hill Natural Resources Park

Historic Features

Glidewell School

David C. Murray Homestead

Butterfield Stage Coach River Crossing

Spring Lawn Farm

Recommended Direction of Travel

Counter-Clockwise



The map displays the Springfield, Missouri area, highlighting the proposed 100-foot buffer for the Springfield Greenbelt. The buffer is delineated by a green line that follows the course of the Springfield River and its tributaries. Key geographical features include the Springfield River, the Missouri River, and the Springfield Greenbelt. The map also shows major roads such as N State Highway H, N State Highway 65, and N State Highway 44. Other landmarks include the Springfield Golf and Country Club, the Springfield Country Club, and the Springfield Country Club. The map is titled "Springfield Greenbelt" and includes a legend for the buffer and the river.

[Sow Cases Est. Here](#)
[Gamini FAQ](#)
[New 4 Users](#)
[G2](#)
[Helping the very poor](#)
[Online](#)
[Indo-Asian](#)
[Community](#)

The Routes-Bikes & Battlefields

Bikes and Battlefields Loop

This route starts in the center of Springfield and guides one from a heavily urbanized area along the South Creek Greenway to some of the best landscape in the county. The unique trait of this route is the use of an established urban greenway to connect to county roads, which encourages cyclists to explore both the urban and country landscapes. Within the urban area, the greenway passes through commercial and residential areas, connecting to parks, neighborhoods and schools. The designers did a great job weaving this greenway through the built environment and along the floodway. The community has also worked to provide safe underpasses and overpasses at busy intersections in order for cyclists to avoid street level crossings at these points.

Although the route below starts at Lee McDaniel Park, cyclists may also start further down the trail at Nathanael Greene Park Trailhead, or at the Volunteer Nature Trail Trailhead at FR168 (also known as Rountree Road).



Bikes and Battlefields Loop - 39.5 miles

(with the 5-mile loop at the National Battlefield)

- This route begins in the Springfield at Lee McDaniel Park Trailhead, at National and Sunset Avenues. This is the trailhead parking area for the South Creek Greenway, and riders get to enjoy the greenway trail for the first five miles of this route.
- From the trailhead, proceed west on South Creek Greenway. After crossing the Kansas Expressway overpass, there is an information kiosk on the right that presents information about the Trail of Tears.
- Continue west through Nathanael Greene/Close Park and past the Botanical Center. Restrooms and drinking fountains are available in the visitor center.
- Proceed west to Battlefield Road at mile marker 5. The trail continues past this point for another 1,200 feet before it dead-ends.
- Follow the pedestrian access ramp up to Battlefield Road and then proceed west in the striped bike lane to the intersection of Battlefield Road and Highway 160, known also as West Bypass.
- Restrooms and drinks are available at the convenience store there.
- Cross Highway 160 and veer left, continue on the old outer road, called Kauffman Road. Just past a small church on the right, the South Creek Greenway continues into the woods.
- Remain on the trail for the next 1.02 miles until the exit at FR168.

The Routes-Bikes & Battlefields

- Exit the trail, turn left and follow FR168 for 0.57 miles to Highway 160.
- At Highway 160, turn right. The wide shoulders and MoDOT's signed "Share the Road" bike route to Republic Road make this a safe and easy connection into the City of Battlefield. This may not be for all cyclists, as car traffic can travel fast through this stretch, but the wide shoulder offers a comfort margin for most cyclists. Remain in single file and follow all traffic rules when approaching and passing through intersections.
- Pass through the intersection of FF and Highway M. Remain on FF into the City of Battlefield for 1.39 miles to Mary Street on the right. Turn right and proceed one block on Mary Street.
- Turn left onto Old Wire Road.
- The Old Wire Road is a historic road in Missouri and Arkansas. Several local roads are still known by this name. It followed an old Native American route, the Great Osage Trail, across the Ozarks and then became a road along the telegraph line from St. Louis to Fort Smith, Arkansas. This route was also used by the Butterfield Overland Mail. It was known as the "Wire Road" while the telegraph line was in use, but when the line was later removed, it became known as the "Old Wire Road."
- In St. Louis, where the road begins at Jefferson Barracks, it is called Telegraph Road. From St. Louis to Springfield, it became designated Route 14, which later became U.S. Route 66, and still later Interstate 44). At Springfield, it turned southwest and passed through what is now Wilson's Creek National Battlefield. From the Battlefield, it meandered southwest through Christian and Stone counties in Missouri towards the Arkansas state line. Once in the Natural State, it passed near Pea Ridge and then Fayetteville, on its way to Fort Smith, Arkansas.
- The Old Wire Road was used as part of the Trail of Tears and then during the Civil War when Confederate soldiers often cut the telegraph line.
- Follow the Old Wire Road thru a residential area for 0.96 mile to Elm Street. Services can be found just two blocks off this route within the City of Battlefield.
- Turn right on Elm Street, which becomes FR182. Follow for 2.18 miles to the entrance of Wilson's Creek National Battlefield, a facility of the National Park Service.
- The Battlefield offers a great visitor center with education and interpretation of the Battle of Wilson's Creek in 1861. Cyclists can use the park restrooms and vending machines.
- The 5-mile tour road loop is open to bicyclists and contains additional interpretation of this important Civil War battle. The asphalt road is good condition and is generally friendly to cyclists. Riding a bike through the Battlefield is a great way to explore and learn about this battle.

The Routes-Bikes & Battlefields

- Exit the Battlefield and turn left on FR182 to the intersection of Highway Z.
- Turn left on Highway Z for 2.64 miles entering Christian County and on to Wilson Road.
- Turn left on Wilson Road and follow for 1.59 miles to Heseltine Road. Wilson Road is a bit rough and a short section is gravel, however, most road bikes will handle the surface well.
- Cross Wilson's Creek at a low-water bridge that is a wet crossing of 4-6 inches deep for most of the year.
- At the intersection of Haseltine Road and Wilson Road turn left (north) on Heseltine Road and travel 1.02 miles to Highway FF
- Turn right on Highway FF and retrace the route back to the start.



Natural Features

South Creek
Wilson Creek
Urban Open Space
Drummond Lake
Rural Farm Landscape

Historic Features

Cherokee Trail of Tears Route Crossing
Gray Campbell Homestead
Wilson's Creek National Civil War Battlefield

Recommended Direction of Travel

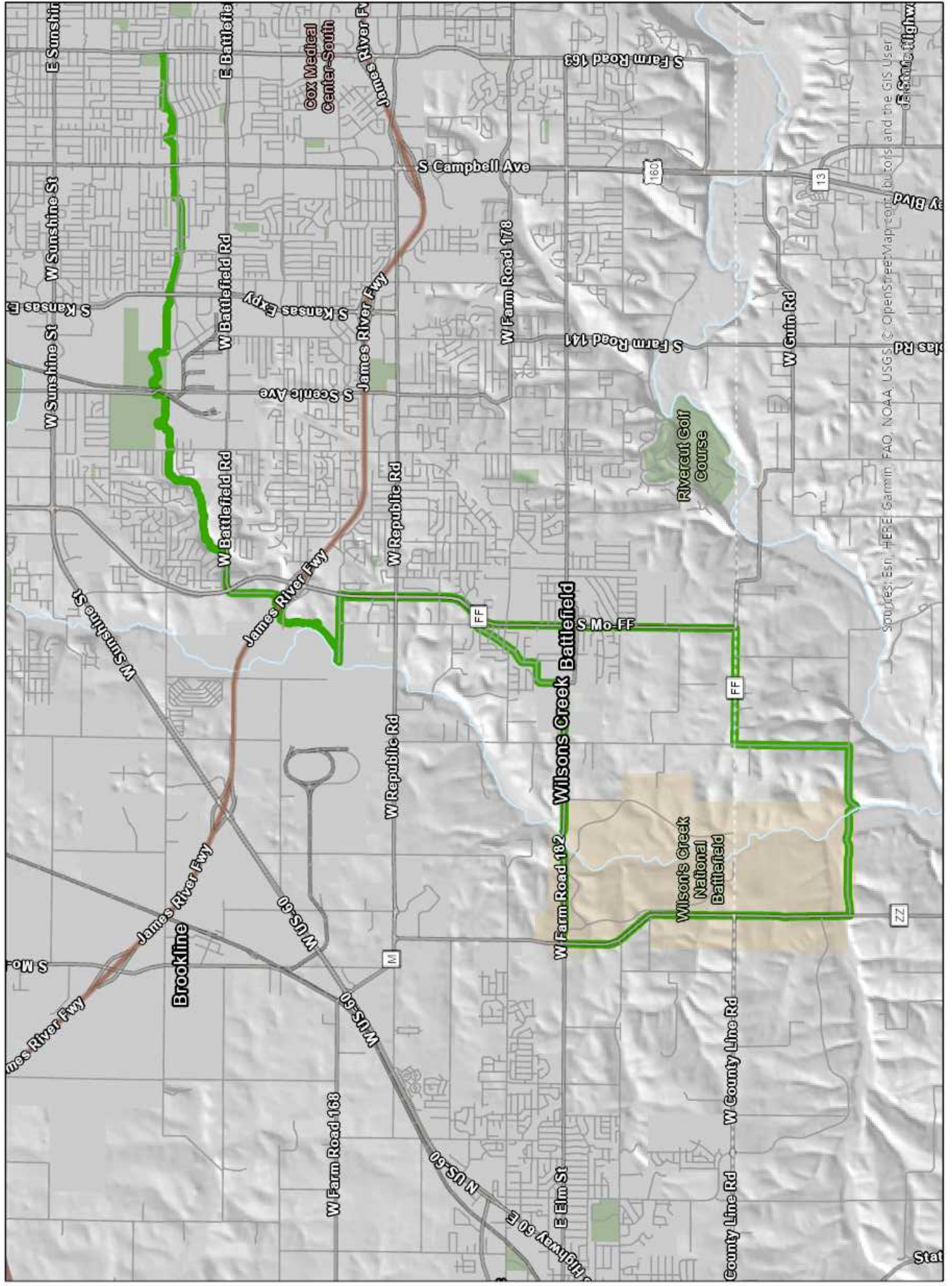
This is an out and back route with the inclusion of two loop options. The loop within the Battlefield in a one way direction and should be traveled in the direction of traffic flow which is clock wise. The optional road loop is best traveled in a counter-clockwise direction. This route offers several challenging hills. but it is very family friendly for the first 5-miles which offers a 10-mile round trip for families.

Why this Route is Attractive

Since this route starts in town, it will be attractive to locals since it is very accessible and family-friendly. To the visitor, it will be attractive due to the amount of services offered and its proximity to restaurants and hotels.

The route also offers a mix of terrain from the flat and level floodplains to some very challenging hills in the county as well as the 5-mile Bloody Hill within the Wilson's Creek National Battlefield. This route also offers residents and visitors some great learning opportunities about area history and the important role the Ozarks played in the Civil War and the Trail of Tears.

Bikes and Battlefields



The Routes-Finley Loop

Finley Loop Route

Cycling through Christian County offers a rustic experience within close proximity to the urban area. The Finley Loop is a new route with the development of the Ozarks Regional Destination Plan. This route offers the opportunity to see both downtown Ozark and downtown Nixa, as well as venture near some of the County's more popular natural and cultural sites.

Finley Loop - 36.05 miles

- Starting at downtown Ozark at Ozark Square, turn left on Church St., then turn north (right) onto 3rd street for approximately .5 miles. Merge right at the Jackson St. intersection. On the left will be historic Ozark Mill & McCracken Bridge
- Continue straight onto N Riverside Rd. for 1 mile
- Turn right onto E Greenbridge Rd. for 1.5 miles
- Turn left onto Smyrna Rd. for 1.75 miles
- Turn left onto Parchcorn Rd., then quickly turn left onto Cottonwood Rd. for approximately 2.8 miles
- Turn left onto S Farm Rd. 194 and continue for approximately 4 miles
- Turn left onto Farmer Branch Rd. for 2 miles
- Turn right onto Route J continuing through the Hwy 65 overpass onto Route CC
- Turn left onto N 22nd St. for 1 mile and merge right onto N 21st St. for .5 miles
- Turn right onto Longview Rd. for .9 miles, merging straight onto North Rd. for 2.6 miles
- Turn right onto N Main St. for .25 miles
- Turn left onto Northview Rd. for approximately 1.25 miles, crossing through the Hwy 160 intersection
- Turn left onto N Gregg Rd. for approximately 5.3 miles
- Turn left onto W Riverdale Dr. for 2.7 miles, continuing through the Hwy 160 intersection, and staying right on Riverdale Dr.
- After crossing Riverdale Dam, continue down Riverdale Rd. for approximately 2.4 miles
- Turn right onto Tennessee Rd. for approximately .8 miles
- Turn left onto Collins Rd. (which turns into Wyoming Dr.) for 1.3 miles, turn left onto the Hwy 65 overpass, then make another left onto Selmore Rd. for 2.6 miles. The Covered Bridge will be on the right approximately 1.1 miles down Selmore Rd.
- Continue straight through the South St. intersection and follow S 3rd St. for 1.1 miles, turn right onto Elm St., and arrive back to Ozark Square.

The Routes-Finley Loop

Natural Features

Finley River

Rural Farm Landscape

Historic Features

Downtown Ozark

Ozark Mill

McCracken Bridge

Downton Nixa

Hawkins Bridge

Riverdale Dam

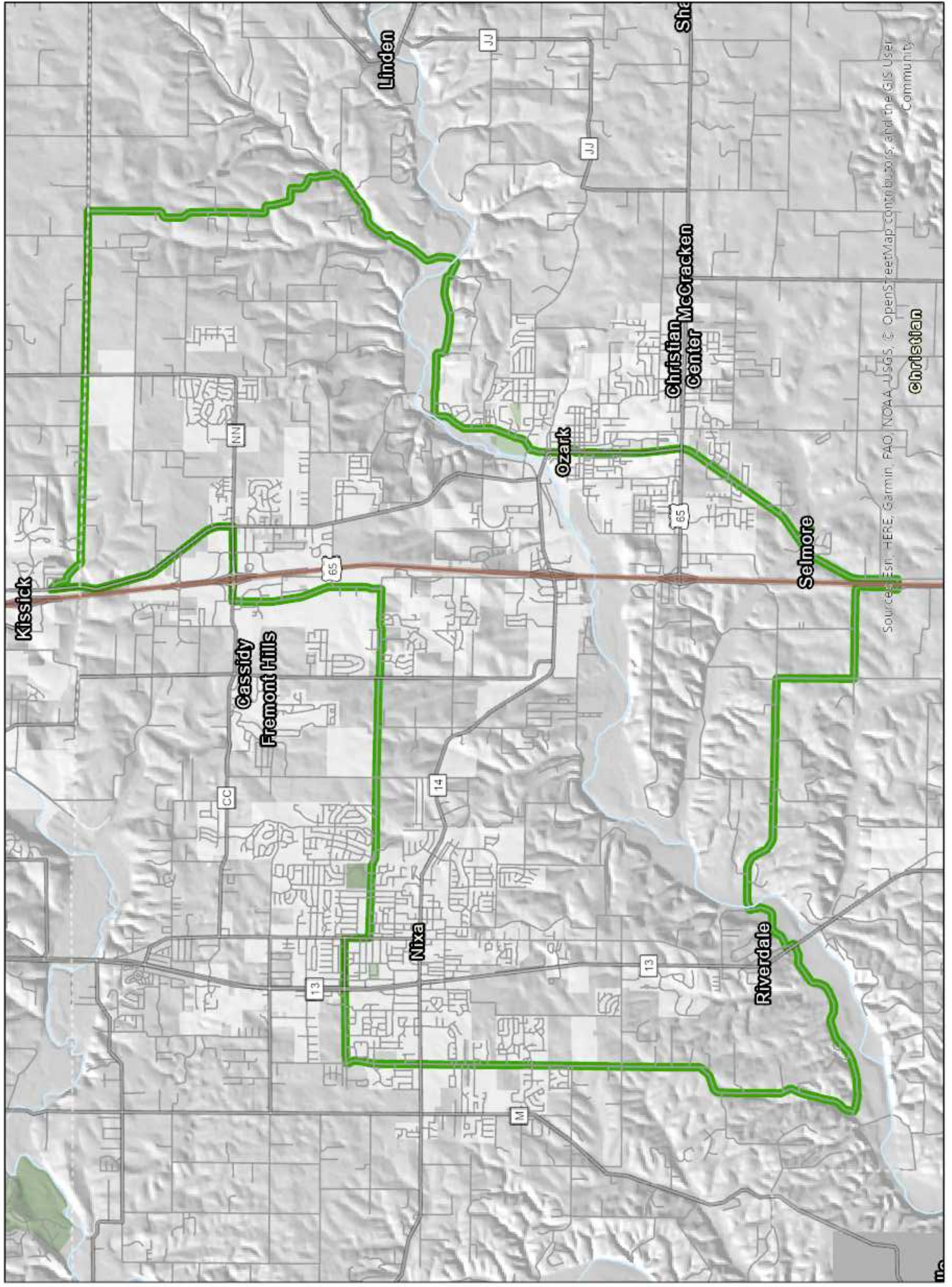
Covered Bridge

Recommended Direction of Travel

Counterclockwise



Finley Loop



Special Routes

TransAmerica Trail

The TransAmerica Trail (TA) route was established as part of the U.S. bicentennial in 1976. According to Adventure Cycling* the TA, “is still the greatest and most used route crossing America.”

A recent poll among local trail cyclists found that 98.5% of people in Greene County were unaware of our connection to Yorktown, Virginia or Astoria, Oregon. However, from a cycling and tourism perspective the thin thread that ties Greene County to these towns is the TA. This is a 4,233-mile east-west road route that explores all types of scenery and terrain. The route offers an off-the-interstate, “blue highways” view and the chance to travel and explore America’s rural communities and scenery.

According to Adventure Cycling for the period between January 2010 and January 2013 there were 866 TA map sets purchased from their home office. During that same time period an additional 664 maps were purchased for “section nine”, the section which includes Greene County. Adventure Cycling confirmed local observations of an increase in cyclists taking on the TA route. The current demographic of TA cyclists falls into the categories of college age, retired, and increasing participation from individuals seeking to change their lifestyle, deal with crises, or take on a physical challenge.

Various states on the route have earned reputations from cyclists that reflect the general perception of route users. Word from cyclists on the route is, “Kansas is legendary for its hospitality.” At the other end of the scale, Missouri is famous for its “rude and unfriendly treatment



toward cyclist by vehicle operators” along the route. Road signage of the route was severely lacking in Missouri and is an improvement that would go far in creating a friendlier image and reputation for Missouri.

An attempt to better sign the route within Greene County was initiated in 2009 by Ozark Greenways with participation from the local MoDOT district. Costs and technical aspects related to sign placement, had stalled this initiative. However, in July of 2013 new ROUTE 76 signs were installed across Missouri as part of the new initiative to sign and identify parts of a national bicycle route system by FHWA.

Special Routes

From the east the TA enters Greene County on State Hwy E east of Fair Grove and proceeds west via State Hwy. CC & BB toward Walnut Grove. West of Walnut grove the route follows Hwy. VV thru AshGrove, exiting the county on highway 160 west of Ash Grove. The route is all on state roads, and rarely used by local cyclist. Locals find routes with lower traffic volumes, lower vehicular speeds, better sight lines and safer shoulders more appealing for cycling. Locals also prefer loop routes near their homes as opposed to out-and-back routes.

Most cross-country cyclists traveling the TA average 65-80-miles a day. Depending on a rider's physical skill, travel schedule and desire, 120-mile days are not uncommon, particularly in the Midwest. As Marshfield is a popular overnight stop, many cyclist traverse the Greene County section in one day.

Greene County is fortunate to have the TA passing thru the northern half of the county and intersects with the Frisco Highline Trail. While challenging, opportunities to promote community business, activities, events, festivals, and history are not taken advantage of as they might be. While the current number of users is too low to invest in events to attract cyclists, most communities would be best served by the following simple steps.

- Improve residents' awareness that the TA passes through their towns focusing on the business community.
- Offer "cyclist's specials" in local restaurants, motels, camping facilities.

- Promote the use of local parks or other areas for bicycle camping, and employ community centers for showers, etc.
- Improve the awareness of local residents of the existence of the TA so simple inquiries such as directions, local services, distance to next town, best place to eat can be accurately and politely provided.
- Work with MoDOT to provide directional signage across the county.

Greene County would be well served to develop a strategy to set themselves apart from other counties the TA passes thru in Missouri. An opportunity and marketing niche to be the "friendliest county" in Missouri is not an impossible task. A simple program of placing "Welcome TransAmerica Cyclists" at the city limits of each pass thru community would be a simple and inexpensive start.

The City of Farmington Missouri took advantage of being on the TA route by offering their historic jail structure as lodging quarters for cyclists. This move garnered them national attention and recognition in trail and bike touring circles.

A second opportunity to Greene County's location on the TA is the intersection of the route with the Frisco Highline Trail on highway BB east of Walnut Grove. Possibilities may exist to pull the more liberally scheduled cyclists off the TA and onto the Frisco into Willard and Springfield. The task would be to promote and market unique attractions, activities, or services the touring road cyclists would find worthy of their

Special Routes

time. The greatest service may very well be the presence of several well equipped and staffed cycle shops in Springfield for necessary repairs of equipment resupply.

Springfield and the TransAmerica Trail

Research for this report investigated the possibility and process to have a TA alternative route passing thru Springfield. The popular thought is to route the TA along proposed county road bike routes currently identified on the Ozark Transportation Organization bicycle plan. The perceived advantages to this would be to attract cyclists into Springfield for goods, services and attractions. Advantages to the cyclists would be a closer proximity to larger city amenities.

Because TA riders are working to cover 4,000+ miles and usually on a set schedule, the most direct routes are the preferred choice. Out of the way, “off route” or “side trips” are rare unless physical injury or equipment failures are in play. Also the proposed alternate route would avoid the communities of Fair Grove and Walnut Grove routing instead through Strafford and Willard.

It may be possible to develop and list an alternate route thereby giving the cyclists a choice. Working with Adventure Cycling, the county should proceed with establishing an alternate route option for the TA to bring it closer to Springfield. The cost of this is one of administration time, and the results could bring increased tourism spending in to Springfield. This action would also promote the TA route much better to local cyclists who would find themselves cycling parts of the alternative route in local rides.



Special Routes

Fair Grove, Missouri

The community of Fair Grove in Greene County is a great example of how a community can accept and capitalize on bicycle tourism. The TA route runs through Fair Grove and for years cyclists have been allowed to camp in the local park area and grounds near the historic Wommack Mill. The community offers a grocery store for food resupply as well as a small choice of restaurants.

Most importantly, Fair Grove has become known for having a post office right on the TA route. This amenity affords cyclists an opportunity to arrange mail-drops containing clothing, camp supplies or equipment needs delivered to them in route. It also provides an opportunity for cyclists to lighten their loads by sending away unneeded supplies. Fair Grove has done a great job in making cyclists feel welcome in their community.

Fast Facts

In 2011, the Political Economy Research Institute, University of Massachusetts conducted a national study of employment impact of building pedestrian/bicycle infrastructure. It found that for each \$1 million spent on bicycle infrastructure, 11.4 jobs were created. Pedestrian-only projects created 10 jobs for every \$1 million. Multi-use trails created 9.6 jobs for every \$1 million. Road and highway projects created only 7.8 jobs per \$1 million.



Wommack Mill and the town of Fair Grove are important features of the TransAmerica Trail/U.S. Bike Route 76 alternative route proposal. Features such as historic buildings and quaint main street areas have shown to be a major draw for cycling tourists when they choose an area in which to spend their time and money.

Special Routes

Mountain Biking

Given cycling's current popularity in the Midwest, and regionally in Missouri and northwest Arkansas, it is important to include mountain biking (single-track biking) among local attractions. While mountain biking has remained level in national participation, we are seeing an increasing interest in our area. Additionally, the current development of biking trails and bike parks is encouraging a new generation of participants to take up the sport. Mountain biking as a destination sport is also on the increase, with people traveling between 2-12 hours to reach trails and venues offering challenges and opportunities. These visits last from a few hours to several days.

Locally

Locally Until 1997, the nearest location for Springfield participants in the sport of single-track mountain biking was Busiek State Forest, 30 minutes south of town, or the Springfield-Greene County Park Board's Ritter Springs Park on the north side of town. Due to overuse at Ritter Spring Park, biking as well as horseback riding were discontinued in 1997. That same year, with leadership from Ozark Greenways and support from local cyclists, a new network of single-track trails were laid out near the Northwest Water Treatment Plant on city owned property creating Sac River Mtn. Bike Trails. Since that time, Sac River Mountain Bike Trails Trail has have gone through a variety of route changes and trail improvements for rider experience and safety offering 14 miles of single track trails.

In 2010, a new single-track club was formed locally called the Midwest off Road Cyclists. (MORC). This

club has been high-energy since its start in promoting trail development, providing volunteers, and undergoing training for proper trail stewardship and design. In 2012, the group successfully developed a pavilion at the Sac River Trail trailhead to stage events and training workshops from. The formation of MORC demonstrates the high interest in the Greene County area for good single-track facilities. MORC not only holds volunteer work days at the Sac River Mtn. Bike Trails, but also volunteers in conjunction with the Missouri Department of Conservation at Busiek State Forest and TrailSpring.

In August 2013, a new non-profit mountain bike trail developer, TrailSpring, created and opened Two Rivers Bike Park in Highlandville, Missouri. This purpose-built bike park offers 14+ miles of single track and features for riders of all abilities. Two Rivers is built on private property and was developed with private funds. It is open to the public and demonstrates the best current trail building best practices. The trail design and features at Two Rivers are of such quality that this park is attracting cyclists from outside the area for weekend rides and special events.

In 2019 Springfield Youth Cycling Club was formed and is a youth cycling team from grades 6-12 that is part of the National Interscholastic Cycling Association (NICA) and Missouri Interscholastic Cycling Association. Partners have created a 1-mile training loop at Lake Springfield Park.

National Economics of Bicycling

The most frequently cited participation statistics in the U.S. are produced by a research group called the Outdoor Industry Foundation (OIF), which tracks outdoor recreation and publishes the annual Outdoor Recreation Participation Study.

Special Routes

According to a 2010 study prepared by the Outdoor Foundation, 60 million adult Americans (18 years of age and older) bicycle each year. Bicycling creates major economic growth in the United States:

- \$133 billion annual contribution to U.S. economy
- Supports nearly 1.1 million jobs across the U.S.
- Produces \$53.1 billion annually in retail sales and services
- Generates \$6.2 billion in bicycling gear sales and services
- Consumes \$46.9 billion in bicycling trip-related expenditures
- Generates \$17.7 billion in annual federal and state tax revenue
- Provides sustainable growth in rural communities

Key Pieces of Information for Mountain Biking

- Mountain biking is a very popular activity in the U.S., with nearly 40 million participants annually.
- Mountain biking participation peaked in 2001, and has remained relatively steady since then.
- Mountain biking participation is about half of hiking participation, but much larger than other trail activities.

Many studies can be found which cite the economic benefits related to mountain biking. Below are a few results of recent studies:

- In 2010, mountain bike trails at Raystown Lake, PA, attracted more than 25,000 visitors, 2.5 times more than predicted. Mountain bikers brought \$1.2 million in spending to the region. ~Wimpey, J., and Maguire, F., 2011~

- Mountain bikers contribute an estimated \$25 million to the Fruita, Colorado economy, approximately 15 percent of the annual budget for the entire Mesa County. ~LeCarner, T., 2011~
- Mountain bike trails in the Chequamegon Area of Northern Wisconsin brought \$1.17 million to the area's economy in 1997. ~Sumathi, N., and D. Berard, 1997~
- A 1996 study estimated that mountain bike tourism brings \$8.4 to \$8.8 million to Moab, Utah's economy annually. ~Fix, P., and J. Loomis, 1996~
- Recreational bicycling brings more than \$924 million to the state of Wisconsin every year. ~Grabow, M., et al., 2010~
- If resident and non-resident recreational cycling increased 20% in Wisconsin, it would create \$184 million in economic activity and generate 2,638 additional jobs. ~Grabow, M., et al., 2010~
- The average bicycle shop has 6 full-time employees. With approximately 4,200 specialty bicycle retailers in the U.S., this totals 25,620 people employed full-time by these retailers. ~National Bicycle Dealer Association, 2009~
- Trails in the Miami Valley of Ohio attract 1 million visitors who spend up to \$16 million on goods and services related to their use of the trails every year. ~Miami Valley Regional Planning Commission, 2009~
- The quality of bicycling in the northern Outer Banks region of North Carolina positively impacts vacationers' planning: 12% report staying three to four days longer to bicycle, while 43% report that bicycling is an important factor in their decision to come to the area, and 53% report that bicycling will strongly influence their decision to return to the area in the future. ~North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation, 2004~

Special Routes

Summary from 2012 Bicycling Feasibility Study Commissioned by TrailSpring for Springfield

Springfield has a number of excellent recreational opportunities available to its residents, but the city lacks a significant infrastructure of native surface trails. Single track trails are an important part of many vibrant communities, and while Springfield is a little behind in the development of native surface trails, it is well positioned to develop such systems.

The relative lack of high quality mountain biking opportunities in the region should be looked upon as an opportunity for Springfield. The city offers a good variety of interesting topography, geology, and land-scapes that will provide good settings for trails. Underutilized lands in and around Springfield that can be further explored for their suitability for trails development.

The Ozark Greenways trail network is expanding and will provide increased interconnectivity between a variety of recreational and cultural sites across the city. Additionally, having the ability to start with a relatively blank canvas in many of the areas under consideration for new trails will

provide planners and designers with opportunities to develop outstanding systems of interconnected trails.

The mountain biking community in Springfield is increasing its trail stewardship responsibilities and developing its ability to educate the community about the health and social benefits of native surface shared-use trails and mountain biking. The trails community in Springfield is becoming increasingly well known for its advocacy work and trail maintenance efforts. This good standing will be useful as this group looks to make a stronger case for Springfield's trails.

Adding natural surface trails to an area is one of the most cost-effective ways to provide a community with increased, accessible recreational opportunities. The importance of the many community health benefits derived from such developments cannot be over-emphasized.

Trails energize communities. Where there are trails people are more active and economies have another way to grow. A study by the Outdoor Industry Foundation titled, "The Active Outdoor Recreation Economy," estimates that active outdoor recreation



Special Routes

(bicycling, camping, fishing, hunting, paddling, snow sports, wildlife viewing, trail-running, hiking, and climbing) contributes \$730 billion annually to the U.S. economy.

Mountain Biking Conclusion

Given that the intent of this project is to consider the possibilities of Greene County becoming a bicycle destination, it is advisable that mountain biking be included in the formula, offering opportunities for economic growth as well as health and fitness benefits for local residents.

Ozark Greenways is currently coordinating efforts with Springfield-Greene County Park Board, City Utilities, MORC, Springfield Youth Cycling Club, and TrailSpring to expand mountain biking opportunities for the region. A simple but aggressive

marketing strategy for attracting visitors to Greene County should be implemented once there are more quality facilities developed for this type of biking. With the current amount of trail on the ground, the area is well on its way to achieving this goal.

Marketing and promotion support should be given to events current events, including the Thorn-A-Thon and Omba Caramba Races held at Sac River Mtn. Bike Trails.

Bonus Usage—Trail Running and Hiking

Mountain bike trails double as trails for hiking and running as well. Trail running is very popular in the Ozarks. The Dogwood Canyon 25k/50k Trail Run sells out each year - up to 500 runners in 2013.

Gravel Rides

Riding the region's many gravel roads is increasingly popular. These roads provide alternative routes when dirt trails are too wet or are susceptible to damage during the annual freeze/thaw cycles. The Butterfield Stage Experience is a new mostly gravel bicycle touring route following the historic Butterfield Stage Route in Missouri. The route is over 250 miles and primarily relies on county gravel roads. This route utilizes the Frisco Highline Trail in the OTO area. Capitalizing on this growing popularity, Ozark Greenways hosts the Iron Horse Gravel Grind each year. This event combines competitive and recreational rides.



Special Events

Geotourism

As special events related to cycling are a big part of geotourism, the following points should be kept in mind as potential benefits to be gained from such an endeavor related to event planning and the promotion of events:

- Seek to capture and protect authenticity of place
- Nourishes small and medium business which, reflect the character and nuances of each locale.
- Utilize tourism economics as a means to protect and preserve sensitive environments; natural wonders, our history, culture, and lore.
- Promote active outdoor recreation and

- exploration of our local environment and “back yard” features/ attractions.
- Unite rural communities with neighbors, introduces visitors, and can promote an area with a new and creative approach.

As a research task for this plan writers attended the 2013 National Bicycle Tourism Conference. The four day conference is organized by the National Bicycle Tour Network an organization of bike-tour professionals founded in 1990. This organization is a service that matches touring cyclists with the best tours available from around the world. Collectively the Bicycle Tour Network represents hundreds of tour directors offering multi-day, non-competitive bicycle



The 2013 Tour de Bass attracted 426 participants from 9 states - 166 riders took the 38-mile route and 92 took the 100-mile century loop.

Special Events

tours. The conference offered an excellent array of educational session, on professional tour development, tour/event planning, tour organization, marketing/ promotion, mapping, economic development and cycling trends.

The task of attending this conference and networking with tour directors/organizations from across the country strengthen the assumptions and recommendation in this plan that Greene County has a great opportunity for a lead organization, club, agency, or private individuals to capitalize on bicycle tourism possibilities in this area.

The key to any successful venture would be the consideration of asking the question, what you have that you can tempt people with, what is unique that a visitor cannot get elsewhere, and is that enough to get their attention to spend time in your community.

The best advantage Greene County and Springfield have is in adapting and utilizing per-existing assets which do not require a large investment in infrastructure. As pointed out earlier in this plan the Greene County road system is a very big plus for this type of endeavor.

A challenging but necessary element of promoting a local are regardless of size or even attractions is the understanding and knowledge of local residents to give directions and pass out verbal information. Regardless of the organizations or partners engaged in bicycle tourism project an investment in marketing the product, and local hospitality awareness & training is critical. This training can take on a wide range of initiatives

from a formal curriculum for front line service employees to the more practiced word of mouth information exchange with key parties. Many people might ask the question; just what is bicycle tourism? The Bicycle Tour Network defines bicycle tourism as: "Any travel related activity for the purpose of pleasure which incorporates a bicycle."

Special events such as tours, rides, races and rally's all fit into the definition as does a local resident out for a weekend or afternoon bike ride whether it be on a road or a local trail.

Currently there are several bicycle events in Greene County, from the many weekly rides offered by Spring Bike to the traditional Queen City Century in June to the Tour-de-Bass in October. The Queen City and Tour-de-Bass are the larger rides and both offer a variety of short distances with the main draw being the century loop which is well established in the county but not labeled or marked at all.

The Queen City Century which is organized by Spring Bike has been around for many years and is primarily directed to local Spring Bike membership. The route that has been established for many years is the same as the annual Tour-de-Bass sponsored by Bass Pro Shops which has been offered in the fall for the past 6 years.

In a 2013 membership survey asking members of Spring Bike if they would "... like to see the Queen City become a much larger ride,..." 77.8% indicated that they would like to see an event similar to the Big Dam Bridge ride in Little Rock or the Tour de Corn in East Prairie Missouri. The participation level in this case could raise both the Tour de Bass and the Queen City Century to a much greater number. While these

Special Events

participation numbers are adequate for a local ride there exists a much greater potential to attract cyclist to the area from a much border region. To date locally these current rides lack aggressive marketing and a committed organized effort locally.

Why might bicycle tourism be of interest to the future of Greene County? Taking a look at some figures from the 2013 National Bicycle Tourism Conference, we see that communities/regions that have established ride events, promote a safe ride environment, and market their community uniqueness stand to gain greatly from this form of tourism.

- Wisconsin 2010 cycling benefit—\$1.5 billion
- Iowa 2012 cycling related economic and health benefits Iowa—\$365 million
- Minnesota's Root River County Trail in annual cycling benefit—\$25 million
- State of Oregon annual cycling benefit—\$400 million
- A State of Oregon study found that bicycle travelers spent 20% more than other visitors
- Europe annual value of bicycle tourism—\$44 billion

Venues of Greene County

For special events Greene County's greatest bicycle facility is without a doubt the Frisco Highline Trail... A recent Tourism and Economic Infrastructure study on the Root River Trail in Houston County Minnesota concluded that the Root River Trail has an \$11.3 million dollar value to the county in terms of a built facility. That is a fairly small investment on a feature that today has an annual tourism benefit of \$25 million. Another

mid-west trail system with equal success is the Raccoon Valley Trail in Polk County Iowa. The Raccoon Valley Trail system spends \$25,000 annually to market their trail.

The county and other partners in conjunction with Ozark Greenways the owners and managers of the trail should develop, fund and implement an aggressive and comprehensive marketing plan for the Frisco Highline Trail. After twenty years of trail development the Frisco Highline Trail has a capital investment of \$2,472,308 as a recreational facility. Greater efforts should be directed to the tourism benefits that have not yet been cultivated.

Bicycle tour riders are considered a niche market. Yet they are out there and may not always be where or who you might think they are. Consider more people bicycle than participates in golf, tennis, or skiing combined. This covers all people on all bikes from the day user to the racer and the touring cyclists. However when it comes to the touring target we find that:

- 52% earn \$100,000 /annually or greater
- 10% earn \$200,000 /annually or greater
- 32% spent more than \$1,000 last year on gear or related travel
- 24% have 4-or more bikes
- 34% purchased a bike last year

History of Tour de Corn—An Example for Missouri

Tour de Corn is a ride that takes place in East Prairie Missouri a community of just 3,176. Tour de Corn began when a local cyclist, Mike Bryant, had the idea of starting a charity ride in East Prairie.

He approached Silvey Barker, then coordinator for East Prairie Tourism, with his idea. He said, "I wish the

Special Events

Office of Tourism would sponsor a ride.” The potential was discussed for a few minutes, and Mike said, “I don’t know what we’d call it, but I think it can be done!” That was in 2001.

Soon after the conversation, a committee of local cyclists and interested citizens gathered to form the Tour de Corn Committee. Today, the Tour de Corn Committee continues to be the backbone of the ride. Attendance at Tour de Corn has grown from 175 in 2002 to over 800 in 2011.

The Tour de Corn Committee works year-round to create the best ride possible for the one-day event in June. Many of our cyclists have been attending since the first ride in 2002, and they continue to be our best advertisement – helping spread the word about Tour de Corn.

~Excerpted from TourdeCorn.com~

If a community of 3,000 can offer an event that attracts almost 1,000 visitors to their community what might one of the communities in OTO region have the potential to offer?



TAB 10

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.H.

Public Participation Plan 2019 Annual Evaluation

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

AGENDA DESCRIPTION:

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are evaluated annually. This annual evaluation is conducted in accordance with the 2017 Public Participation Plan approved by the Board of Directors on June 15, 2017 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations, the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

BOARD OF DIRECTORS ACTION REQUESTED:

Information only. No action required.

Public Participation Plan 2019 Annual Evaluation



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 1, 2020

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

Introduction

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are continuously evaluated. This annual evaluation is conducted in accordance with the Public Participation Plan 2017 approved by the Board of Directors on June 15, 2017 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

Goal

Through continued evaluation, the OTO seeks to improve how information is provided to the public and to enhance public involvement and input. The goal of the evaluation is to utilize quantified performance measures in conjunction with a set of action items to evaluate and improve the provision of information and increase public involvement and input.

Previously Designated Action Items

As part of the 2018 Public Participation Plan Evaluation, five action items were identified to improve outreach and increase public involvement. The five items include:

- Website Redesign – the OTO website redesign is expected to be operational by summer 2019. The new site will have more accessible public comment functions and streamline navigation to planning documents and announcements. The redesign will be an overhaul and major update from the old website and enhance engagement with the public
- Increase Social Media presence, frequency of messaging, and quality of information – users following the OTO on Twitter and Facebook have increased steadily over the last few years, however, utilization of this medium can be improved through more strategic messaging campaigns
- Logo Branding – the OTO staff will ensure that updated logos are prominently displayed on applicable documents and publications

- Maintain comment log - The OTO shall strive ensure and demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration through the inclusion of all comments in Board of Director meeting agendas
- Prepare a public involvement outline – a checklist for involvement tools for plans and activities will help ensure that staff are following protocols to notify the public of opportunities to comment for plans activities at the OTO

Performance Measures

The OTO has been tracking Public Participation performance measures for several years. This section provides a list of activities and outlets that the OTO monitors and uses as performance measures in the evaluation of the public participation plan.

Facebook Participation

Date	Likes	Men/Women
August 2013	51	Not Available
August 2014	108	56/43
April 2015	137	52/45
July 2016	175	54/43
March 2017	177	55/43
March 2018	220	56/43
March 2019	234	53/45
March 2020	437	44/55

Facebook Participation by Location

Date	Battlefield	Springfield	Nixa	KC	Ozark	Republic
August 2014	-	60	4	3	2	2
April 2015	-	82	4	3	4	3
July 2016	15	72	5	2	11	7
March 2017	13	66	5	3	11	5
March 2018	3	117	8	3	13	4
March 2019	2	129	7	4	15	5
March 2020	3	207	21	5	41	13

Twitter Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1,503
March 2017	169	214	1,648
March 2018	185	219	1,712
March 2019	217	289	1,743
March 2020	264	308	1,881

Number of Meetings Open to the Public

OTO attempts to hold six meetings annually for the following boards and committees:

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit

Bicycle and Pedestrian Advisory Committee

Each meeting is open to the public and provides an opportunity for the public to share opinions and concerns with OTO leadership and staff. Occasionally, electronic or email meetings are held. The following table shows how many meetings were held for each committee or board per year.

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2012	7*	7*	4	5
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9**	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2

* Indicates an E-meeting was held during the year. **Includes Board of Directors Training Workshop.

Press Releases Sent

Press releases sent out for **2012 - 41**

Press releases sent out for **2013 - 39**

Press releases sent out for **2014 - 41**

Press releases sent out for **2015 - 57**

Press releases sent out for **2016 - 53**

Press releases sent out for **2017 - 56**

Press releases sent out for **2018 - 54**

Press releases sent out for **2019 - 34**

Media Coverage of OTO

A log of all media articles and stories where OTO was featured or mentioned has been updated since October 2014. The log provides a record of the types of items that are of interest to the media. Furthermore, as we continue to refine press releases, this log could serve as a guidebook to the effectiveness of our press releases.

- Media coverage from October 2014 to December 31, **2014– 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 - 13**

Events Attended by OTO Staff in 2019

The OTO defines events as any function where the public has access to OTO staff outside of the OTO office. Events are often expos or trade shows. This last year in conjunction with seeking public input through Nixa Trail Investment Study Workshops a variety of events were attended:

- Community Study Tour to Northwest Arkansas – May 1
- Lawnmower Equipment demonstration at Farmer’s Market of the Ozarks – May 15
- Regional Trails Luncheon – May 23
- Springfield City Council Walkability Action Team – June 3
- Republic Chamber of Commerce – July 1
- Chadwick Flyer Regional Trail Meeting – July 30
- City of Springfield Transportation Advisory Board Project Tour - July 30
- Republic Comprehensive Plan Update Meeting – October 2
- Community Focus Report Release Event – October 10

- Forward SGF Workshop - October 12
- Ozark State of the Community 2019 – October 15
- OTO Legislative Breakfast – October 16
- Nixa State of the Community – October 29

Website Statistics

In 2014, the OTO was not able to provide analytics for Ozarkstransportation.org, however, for the past five years the OTO has utilizing Google Analytics to document website statistics. Below are the google analytics for ozarkstransportation.org for 2015, 2016, 2017, 2018, and 2019.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	male/female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8

Giveusyourinput.org

Giveusyourinput.org was developed in 2013. In 2014 the site was used for the Transportation Input Initiative. In March of 2015 the site was redesigned and transformed into a blog style layout. The redesign of the OTO website in 2019 integrated the giveusyourinput site as a webpage. The giveusyourinput site was taken offline in June of 2019.

Giveusyourinput.org Site Data

Year	Sessions	New Users	New Visitors (%)	Post Count	Comments
2015	11	11	100	30	15
2016	613	527	86	18	7
2017	842	688	93.6	39	10
2018	1,354	1,233	91.1	22	6
2019*	510	432	95.6	18	3

*Through June 2019

Legal Ads

Legal ads are utilized to document efforts to include the public in the planning process. Affidavits of publication are evidence of the effort to involve the public by way of advertising in print publications widely circulated in the planning area as required by federal regulations.

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3
2019	4

Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public.

The log maintains the individuals:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment
- Any reply that was given or how the comment was processed
- In the event of an email a link to the email is also included

OTO logged 70 comments in 2013, 195 in 2014, 63 for 2015, 22 in 2016, 40 in 2017, 16 in 2018, and 20 in 2019.

Action Items for 2020

Below is a list of revised action items to enhance Public Participation in 2020. The updated list is based on progress towards completion of the previously designated action items and performance measures. The updated items are recommendations for moving forward and represent refocused objectives for 2020. The OTO staff will work towards accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Ensure that email addresses are included and up to date for all contacts in the OTO Master Contacts database. Public Participation surveys conducted in 2017 and 2020 indicated that emails are a very effective way to provide information and solicit feedback
- Follow procedures for posting press releases and announcements on the News & Updates Entry page on the OTO Website. This is a critical step in a workflow where URL links to this material can be pasted to social media posts branded with prepared SEO content built into the OTO Website such as logos, images, and a description of the OTO
- Research and enhance virtual conferencing applications and online broadcasting platforms such as Youtube and Facebook live that allow for moderated comments from the public in real time
- Recruit and hire an executive assistant whose job description will include responsibilities for following and executing public participation procedures outlined in the Public Participation Plan

Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2019 calendar year. The performance measures produce data for understanding how the public are utilizing tools that the OTO provides for keeping them informed and collecting feedback compared to the number of ways and methods that the OTO has solicited public engagement. In 2019 there were no major plan updates that required a

coordinated public involvement effort. A summary of conclusions from the performance measures include:

- In 2019, 20 comments were logged compared to 16 in 2018. Over half of the comments were submitted through the “Map a Concern” feature on the Give Us Your Input page on the OTO Website
- The OTO sent out 34 press releases in 2019 compared to 54 in 2018, 56 in 2017, and 53 in 2016. Although the number of press releases has been was significantly less than the past three years, a similar number of news articles resulted with 13, 12, 12, and 10, respectively. as has the number of news articles focused on the OTO’s role.
- The number of followers on OTO social media accounts has steadily increased, however in 2019, the number of users following the Ozarks Transportation Page nearly doubled. This was due in large part to sharing a schedule of closures of sections of Highway 65 for a rebuild. The OTO post was reshared numerous times and reached over 60,000 accounts and elicited over 50 comments however these were mostly unrelated to OTO activities. This following has been maintained and although subsequent posts elicited a high degree of interaction and reach, they have not garnered much input as far as public comment is concerned.

In anticipation of the completion of the public involvement process for the Destination 2045 long-Range Transportation Plan will be completed in 2020, the OTO staff will continue to increase public awareness of its role in the region and planning activities. The action items, especially maintaining email contacts for interested parties, should be effective in directly providing information and gathering public feedback from them. In addition, the public involvement processes outlined in the update of the PPP and creation of an executive assistant position will provide continuity in public involvement efforts and implementation the PPP.

TAB 11

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.I.

Financial Statements for the Third Quarter 2019-2020 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the third quarter financial statements for the 2019-2020 Budget Year. This period includes January 1, 2020 through March 31, 2020. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Section One – OTO Operational Financial Statements

- *Balance Sheet*
The current outstanding liabilities are \$3,068.09 which represents the OTO purchasing card and flexible spending accounts for the month of March.
- *Operating Fund Balance Report* shows the OTO has a fund balance of \$414,069.68 at the end of March. This balance is within the 3-6 month range desired for the operating fund balance.
- *Profit and Loss Statement*
During this period, expenses exceeded revenue in the amount of \$44,297.76.
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$909,722.00 for the budget year. Actual expenses at the end of the third quarter are \$584,501.24. This is 64.3 percent of budgeted expenses. Year-to-date income exceeded expenses in the amount of \$9,163.99.

Section Two – OTO UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet*
The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP budgeted expenses are \$948,192.00 once the in-kind expense is included. Actual expenses at the end of the third quarter are \$628,695.08, which is 66.3% of budgeted expenses.

The OTO utilized \$18,919.17 of in-Kind match income during the third quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.
- *Unified Planning Work Program Progress Report – 3rd Quarter*
The report outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board Directors is requested to make one of the following motions:

“Move to accept the OTO Operational Third Quarter Financial Statements for the 2019-2020 Budget Year.”

OR

“Move to return to staff the OTO Operational Third Quarter Financial Statements for the 2019-2020 Budget Year in order to...”

Ozarks Transportation Organization
Balance Sheet
As of March 31, 2020

	<u>Mar 31, 20</u>
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	225,761.88
Southern Bank--Money Market	20,449.91
Southern Bank-Sm Bus Checking	167,857.89
Total Checking/Savings	<u>414,069.68</u>
Total Current Assets	<u>414,069.68</u>
TOTAL ASSETS	<u>414,069.68</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	2,902.55
Total Credit Cards	<u>2,902.55</u>
Other Current Liabilities	<u>165.54</u>
Total Current Liabilities	<u>3,068.09</u>
Total Liabilities	3,068.09
Equity	
Unrestricted Net Assets	401,837.60
Net Income	9,163.99
Total Equity	<u>411,001.59</u>
TOTAL LIABILITIES & EQUITY	<u>414,069.68</u>

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2020

Monthly Ending Balance

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2019	\$105,339.19	\$203,394.33	\$110,080.01	\$418,813.53
8/31/2019	\$182,556.18	\$203,783.01	\$40,418.48	\$426,757.67
9/30/2019	\$152,797.36	\$204,159.87	\$127,174.51	\$484,131.74
10/31/2019	\$193,112.92	\$204,550.01	\$16,717.86	\$414,380.79
11/30/2019	\$188,364.72	\$204,928.29	\$10,289.18	\$403,582.19
12/31/2019	\$224,779.09	\$175,264.42	\$56,681.51	\$456,725.02
1/30/2020	\$225,113.41	\$140,383.57	\$18,390.48	\$383,887.46
2/29/2020	\$225,426.61	\$20,438.29	\$135,344.23	\$381,209.13
3/31/2020	\$225,761.88	\$20,449.91	\$169,487.84	\$415,699.63

Balance After Liabilities

Southern Bank & ICS Balances 03/31/2020	\$415,699.63
Outstanding Withdrawals Southern Bank	-\$1,629.95
Total available Balance 03/31/2020	\$414,069.68

FY 2020 UPWP Budget

\$948,192.00

3 months of expenses

\$237,048.00

6 months of expenses

\$474,096.00

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

2:14 PM

06/04/20

Cash Basis

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2020

	Jan - Mar 20
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	1,378.07
Miscellaneous Revenue	404.12
Total Other Types of Income	1,782.19
OTO Revenue	
Consolidated Planning Grant CPG	161,637.71
Total OTO Revenue	161,637.71
Total Income	163,419.90
Gross Profit	163,419.90
Expense	
Building	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Maintenance	130.00
Office Cleaning	987.00
Utilities	907.35
Total Building	18,929.35
Commodities	
Office Supplies/Furniture	1,614.62
OTO Promotional Items	402.90
Publications	695.00
Total Commodities	2,712.52
Information Technology	
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,192.00
Software	1,071.54
Webhosting	299.40
Total Information Technology	4,579.94
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	181.25
Total Copy Machine Lease	791.00

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Ozarks Transportation Organization
Operational Profit & Loss
January through March 2020

	Jan - Mar 20
Dues/Memberships	5,850.34
Education/Training/Travel	
Employee Education	10.00
Hotel	448.41
Meals	46.11
Registration	700.00
Training	455.00
Transportation	336.60
Education/Training/Travel - Other	34.00
Total Education/Training/Travel	2,030.12
Food/Meeting Expense	1,139.92
Postage/Postal Services	83.97
Staff Mileage Reimbursement	617.29
Telephone/Internet	1,245.93
Total Operating	11,758.57
Personnel	138,706.30
Services	
Long Range Plan Update	1,858.28
Professional Services (Legal &	4,172.70
Travel Demand Model Update	25,000.00
Total Services	31,030.98
Total Expense	207,717.66
Net Ordinary Income	-44,297.76
Net Income	-44,297.76

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2019 through March 2020

	Jul '19 - Mar 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	5,399.38	3,200.00	2,199.38	168.7%
Miscellaneous Revenue	1,928.16			
Total Other Types of Income	7,327.54	3,200.00	4,127.54	229.0%
OTO Revenue				
Consolidated Planning Grant CPG	329,493.35	558,554.00	-229,060.65	59.0%
Local Jurisdiction Match Funds	92,854.34	135,025.00	-42,170.66	68.8%
Surface Trans Block Grant	163,990.00	200,000.00	-36,010.00	82.0%
Total OTO Revenue	586,337.69	893,579.00	-307,241.31	65.6%
Total Income	593,665.23	896,779.00	-303,113.77	66.2%
Gross Profit	593,665.23	896,779.00	-303,113.77	66.2%
Expense				
Bank Fees	0.00	30.00	-30.00	0.0%
Building				
Building Lease	38,610.00	51,480.00	-12,870.00	75.0%
Common Area Main Exp	12,105.00	23,920.00	-11,815.00	50.6%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	195.00	4,000.00	-3,805.00	4.9%
Office Cleaning	3,156.00	4,400.00	-1,244.00	71.7%
Utilities	2,136.97	3,500.00	-1,363.03	61.1%
Total Building	56,202.97	89,300.00	-33,097.03	62.9%
Commodities				
Office Supplies/Furniture	3,234.91	7,000.00	-3,765.09	46.2%
OTO Media/Advertising	300.00	2,500.00	-2,200.00	12.0%
OTO Promotional Items	3,188.59	2,000.00	1,188.59	159.4%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	794.00	300.00	494.00	264.7%
Total Commodities	7,517.50	14,300.00	-6,782.50	52.6%
Information Technology				
Computer Upgrades/Equip Replace	4,539.71	8,000.00	-3,460.29	56.7%
Data Storage/Backup	3,318.00	4,400.00	-1,082.00	75.4%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	7,201.00	12,000.00	-4,799.00	60.0%
Server Upgrade	5,620.68	6,000.00	-379.32	93.7%
Software	3,012.88	4,900.00	-1,887.12	61.5%
Webhosting	1,488.12	2,300.00	-811.88	64.7%
Total Information Technology	25,180.39	43,100.00	-17,919.61	58.4%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2019 through March 2020

	Jul '19 - Mar 20	Budget	\$ Over Budget	% of Budget
Insurance				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,605.00	2,700.00	-95.00	96.5%
Workers Compensation	1,341.00	1,700.00	-359.00	78.9%
Total Insurance	6,284.00	10,400.00	-4,116.00	60.4%
Operating				
Copy Machine Lease				
Lease Interest Expense	144.00	1,623.00	-1,479.00	8.9%
Lease Principal Expense	1,217.25	192.00	1,025.25	634.0%
Maintenance for Copier	436.00	624.00	-188.00	69.9%
Toner & Overages	339.50	3,261.00	-2,921.50	10.4%
Total Copy Machine Lease	2,136.75	5,700.00	-3,563.25	37.5%
Dues/Memberships	7,389.51	5,500.00	1,889.51	134.4%
Education/Training/Travel				
Employee Education	2,610.00			
Hotel	3,269.36			
Meals	624.51			
Registration	1,845.00			
Training	910.77			
Transportation	1,797.73			
Education/Training/Travel - Other	34.00	23,000.00	-22,966.00	0.1%
Total Education/Training/Travel	11,091.37	23,000.00	-11,908.63	48.2%
Food/Meeting Expense	3,389.23	4,300.00	-910.77	78.8%
Legal/Bid Notices	353.70	2,500.00	-2,146.30	14.1%
Postage/Postal Services	506.03	1,800.00	-1,293.97	28.1%
Printing/Mapping Services	1,368.20	2,500.00	-1,131.80	54.7%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,351.09	3,500.00	-1,148.91	67.2%
Telephone/Internet	3,537.75	5,000.00	-1,462.25	70.8%
Total Operating	32,123.63	55,300.00	-23,176.37	58.1%
Personnel	390,995.46	534,092.00	-143,096.54	73.2%
Services				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	3,845.00	4,600.00	-755.00	83.6%
Legislative Education	4,758.54	7,000.00	-2,241.46	68.0%
Long Range Plan Update	3,974.01	10,000.00	-6,025.99	39.7%
Professional Services (Legal & TIP Tool Maintenance	16,529.50	24,000.00	-7,470.50	68.9%
Trans Consult/Model Services	0.00	9,600.00	0.00	100.0%
		30,000.00	-30,000.00	0.0%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
 July 2019 through March 2020

	Jul '19 - Mar 20	Budget	\$ Over Budget	% of Budget
Travel Demand Model Update	25,000.00	50,000.00	-25,000.00	50.0%
Travel Sensing & Time Serv Proj	2,490.24	3,000.00	-509.76	83.0%
Total Services	66,197.29	163,200.00	-97,002.71	40.6%
Total Expense	584,501.24	909,722.00	-325,220.76	64.3%
Net Ordinary Income	9,163.99	-12,943.00	22,106.99	-70.8%
Net Income	9,163.99	-12,943.00	22,106.99	-70.8%

OTO UPWP Financial Reports

Same as OTO Operational Financial Reports but includes In-Kind Income/Expense to match Unified Planning Work Program (OTO Consolidated Planning Grant) Budget.

Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2020

	Jan - Mar 20
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	18,919.17
Interest Income	1,323.35
Miscellaneous Revenue	272.87
Total Other Types of Income	20,515.39
OTO Revenue	
Consolidated Planning Grant CPG	161,637.71
Total OTO Revenue	161,637.71
Total Income	182,153.10
Gross Profit	182,153.10
Expense	
Building	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Maintenance	130.00
Office Cleaning	987.00
Utilities	907.35
Total Building	18,929.35
Commodities	
Office Supplies/Furniture	1,452.08
Publications	695.00
Total Commodities	2,147.08
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	8,868.28
Member Attendance at Meetings	10,050.89
Total In-Kind Match Expense	18,919.17
Information Technology	
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,192.00
Software	1,071.54
Webhosting	299.40
Total Information Technology	4,579.94
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	181.25
Total Copy Machine Lease	791.00
Dues/Memberships	5,642.16
Education/Training/Travel	
Employee Education	10.00
Hotel	448.41
Meals	46.11
Registration	700.00
Training	455.00
Transportation	336.60
Education/Training/Travel - Other	34.00
Total Education/Training/Travel	2,030.12

Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2020

	Jan - Mar 20
Food/Meeting Expense	1,008.67
Postage/Postal Services	83.97
Staff Mileage Reimbursement	617.29
Telephone/Internet	1,245.93
Total Operating	11,419.14
Personnel	138,706.30
Services	
Long Range Plan Update	1,858.28
Professional Services (Legal &	4,172.70
Travel Demand Model Update	25,000.00
Total Services	31,030.98
Total Expense	225,731.96
Net Ordinary Income	-43,578.86
Net Income	-43,578.86

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2019 through March 2020

	Jul '19 - Mar 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	53,214.39	50,000.00	3,214.39	106.4%
Interest Income	5,344.66	3,200.00	2,144.66	167.0%
Miscellaneous Revenue	1,580.04			
Total Other Types of Income	60,139.09	53,200.00	6,939.09	113.0%
OTO Revenue				
Consolidated Planning Grant CPG	329,493.35	558,554.00	-229,060.65	59.0%
Local Jurisdiction Match Funds	92,854.34	135,025.00	-42,170.66	68.8%
Surface Trans Block Grant	163,990.00	200,000.00	-36,010.00	82.0%
Total OTO Revenue	586,337.69	893,579.00	-307,241.31	65.6%
Total Income	646,476.78	946,779.00	-300,302.22	68.3%
Gross Profit	646,476.78	946,779.00	-300,302.22	68.3%
Expense				
Building				
Building Lease	38,610.00	51,480.00	-12,870.00	75.0%
Common Area Main Exp	12,105.00	23,920.00	-11,815.00	50.6%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	195.00	4,000.00	-3,805.00	4.9%
Office Cleaning	3,156.00	4,400.00	-1,244.00	71.7%
Utilities	2,136.97	3,500.00	-1,363.03	61.1%
Total Building	56,202.97	89,300.00	-33,097.03	62.9%
Commodities				
Office Supplies/Furniture	3,152.37	7,000.00	-3,847.63	45.0%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	794.00	300.00	494.00	264.7%
Total Commodities	3,946.37	9,800.00	-5,853.63	40.3%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	23,597.63	20,000.00	3,597.63	118.0%
Member Attendance at Meetings	29,616.76	30,000.00	-383.24	98.7%
Total In-Kind Match Expense	53,214.39	50,000.00	3,214.39	106.4%
Information Technology				
Computer Upgrades/Equip Replace	4,539.71	8,000.00	-3,460.29	56.7%
Data Storage/Backup	3,318.00	4,400.00	-1,082.00	75.4%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	7,201.00	12,000.00	-4,799.00	60.0%
Server Upgrade	5,620.68	6,000.00	-379.32	93.7%
Software	3,004.48	4,900.00	-1,895.52	61.3%
Webhosting	1,488.12	2,300.00	-811.88	64.7%
Total Information Technology	25,171.99	43,100.00	-17,928.01	58.4%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2019 through March 2020

	Jul '19 - Mar 20	Budget	\$ Over Budget	% of Budget
Insurance				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,605.00	2,700.00	-95.00	96.5%
Workers Compensation	1,341.00	1,700.00	-359.00	78.9%
Total Insurance	6,284.00	10,400.00	-4,116.00	60.4%
Operating				
Copy Machine Lease				
Lease Interest Expense	144.00	1,623.00	-1,479.00	8.9%
Lease Principal Expense	1,217.25	192.00	1,025.25	634.0%
Maintenance for Copier	436.00	624.00	-188.00	69.9%
Toner & Overages	339.50	3,261.00	-2,921.50	10.4%
Total Copy Machine Lease	2,136.75	5,700.00	-3,563.25	37.5%
Dues/Memberships	7,181.33	5,500.00	1,681.33	130.6%
Education/Training/Travel				
Employee Education	2,610.00			
Hotel	3,269.36			
Meals	624.51			
Registration	1,845.00			
Training	910.77			
Transportation	1,581.04			
Education/Training/Travel - Other	34.00	23,000.00	-22,966.00	0.1%
Total Education/Training/Travel	10,874.68	23,000.00	-12,125.32	47.3%
Food/Meeting Expense	3,211.62	4,300.00	-1,088.38	74.7%
Legal/Bid Notices	353.70	2,500.00	-2,146.30	14.1%
Postage/Postal Services	506.03	1,800.00	-1,293.97	28.1%
Printing/Mapping Services	1,368.20	2,500.00	-1,131.80	54.7%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,351.09	3,500.00	-1,148.91	67.2%
Telephone/Internet	3,537.75	5,000.00	-1,462.25	70.8%
Total Operating	31,521.15	55,300.00	-23,778.85	57.0%
Personnel	390,995.46	534,092.00	-143,096.54	73.2%
Services				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	3,845.00	4,600.00	-755.00	83.6%
Long Range Plan Update	3,894.01	10,000.00	-6,105.99	38.9%
Professional Services (Legal & TIP Tool Maintenance	16,529.50	24,000.00	-7,470.50	68.9%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
	0.00	30,000.00	-30,000.00	0.0%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July 2019 through March 2020

	Jul '19 - Mar 20	Budget	\$ Over Budget	% of Budget
Travel Demand Model Update	25,000.00	50,000.00	-25,000.00	50.0%
Travel Sensing & Time Serv Proj	2,490.24	3,000.00	-509.76	83.0%
Total Services	61,358.75	156,200.00	-94,841.25	39.3%
Total Expense	628,695.08	948,192.00	-319,496.92	66.3%
Net Ordinary Income	17,781.70	-1,413.00	19,194.70	-1,258.4%
Net Income	17,781.70	-1,413.00	19,194.70	-1,258.4%

**Ozarks Transportation Organization
Unified Planning Work Program 3rd Quarter Progress Report
Period January 1, 2020 to March 31, 2020**

Task 1 OTO General Administration 75% Complete

1.1 Financial Management

OTO prepared and submitted the 2nd Quarter FY 2020 Financial Reports. The Board of Directors reviewed and accepted the reports at the February meeting. Staff prepared and submitted the monthly CPG Reimbursement Requests for December, January, and February. Biweekly payrolls were prepared and deposited. Staff maintained the monthly budget and accounting functions.

1.2 Financial Audit

Audit was performed and presented in the 2nd Quarter. The next financial audit will be due in August 2020.

1.3 Unified Planning Work Program (UPWP)

Staff prepared the FY 2020 UPWP 2nd Quarter Progress Report and developed the Draft FY 2021 Unified Planning Work Program.

1.4 Travel and Training

Staff attended the following training during the 3rd Quarter:

Transportation and General Planning

American Planning Association Ozark Mountain Section Monthly Meetings
MoDOT Planning Partners Meeting 1/23
Strategic Transportation Planning Methods 1/28
Walkability Community of Practice Peer Group Web conference 2/18
APBP Street Typologies 2/19
Economic Development and Highway Right-Sizing 2/25

GIS

NPMRDS Quarterly Webinar 2/13
2020 Decennial Census Webinar 2/18
Esri Training MOOC Spatial Data Science: The New Frontier in Analysis 2/26 - 3/25
Esri Training Seminar – Python Libraries for Spatial Data Science 2/20
FHWA Webinar GIS for Local Agency Data Collection 3/25

Other

Quarterly GFOA-MO meeting
Bi-monthly SAHRA meetings
Association of Government Accountants Trainings
Microsoft Office C365 Event
Be Tech Savvy: Accessible Information and Communication Technology
National League of Cities Webinar
Clifton Strengths Training

1.5 General Administration and Contract Management

Continued to track and monitor contracts and contract payments. Completed and mailed 1099 MISC forms to eligible vendors. Routine office duties including: responding to requests for information, posting, agendas/notices, preparing and mailing items as required.

1.6 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org, www.giveusyourinput.org, www.ototrailstudy.com websites and maintained the Twitter and Facebook accounts with online updates. Staff coordinated with IT company to address various workstation issues and to maintain anti-virus, updates, and backups.

Task 2 OTO Committee Support 75% Complete

2.1 OTO Committee Support

One Board of Directors and one Technical Planning Committee meeting were conducted. Agendas, minutes and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and offer comments or answer questions directed to their job requirements. Board of Directors Orientation was also held before the February Board of Directors meeting.

The following items were approved:

- 2nd Quarter Financial Statements
- Transportation Alternative Project Awards
- FY 2020-2023 TIP Amendment 3
- Federal Classification Change for the City of Battlefield
- UPWP Subcommittee

The following items were reviewed:

- 2021-2025 STIP Development
- OTO Area Online Base Map Demo
- Records to be Destroyed
- FY 2020-2023 TIP Administrative Modification 3 (provided over email to TPC and BOD members due to cancelation of March Technical Planning Committee meeting)

Two meetings of the Executive Committee were held. One was a closed meeting in accordance with Section 610.021 (3) RSMo 2018 to discuss personnel matters. The second dealt with signers on the bank accounts, bylaw amendments, employee manual revisions, FY 2021 operational budget, FY 2021 UPWP, and 2020 Action Items.

Two Bicycle and Pedestrian Advisory Committee meetings were held. The committee reviewed public facing maps for the Ozarks Regional Bicycle Destination Plan, a draft Regional Trail Priority Map, and finalized the CY 2019 Bicycle and Pedestrian Implementation Report.

Two Traffic Incident Management Committee meetings were held. At the regularly quarterly meeting, the committee discussed Snow Squalls, debriefed an incident on James River Freeway, and adopted a new Strategic Plan. One special meeting was held to coordinate first responder participation in the funeral of a local tow truck operator who was killed in the line of duty.

Two STIP Prioritization Committee meetings were held. The committee reviewed projects for inclusion in the 2021-2025 STIP, based on the prioritized recommendations and available funding for programming.

One Local Coordinating Board for Transit meeting was held to discuss the status of awarded vehicles and to provide organizational updates.

One Transit/Operations Coordination committee meeting was held to discuss possible improvements for communication and opportunities for constructive operational changes.

OTO attended the Southwest Coalition for Roadway Safety meetings, MoDOT FAST Act Performance Measure calls, MoDOT LPA On-Call Selection, a workshop of the Missouri Highways and Transportation Commission, and the 2020 Statewide Planning Partners Meeting.

2.2 Community Committee Participation

Staff participated in and attended: Transit/Operations Coordination Meeting, MPTA Board Meeting, the Springfield Area Chamber Transportation Committee, Let's Go Smart: Transportation Collaborative, Community Partnership Council of Collaboratives, the Ozarks Clean Air Alliance, Ozark Greenways Technical Committee, ADA working group, Southwest Missouri Council of Governments Board and TAC meetings, City of Springfield Transportation Advisory Board, MoDOT Planning Partners Meeting Collaboration, Chamber meetings in Springfield and Nixa, Leadership Springfield, State of the State, Forward SGF comprehensive plan meetings, Springfield Business Development Council Annual Meeting, and Chadwick Flyer Trail Committee. Staff attended a 160/AA/CC meeting with Christian County and the City of Nixa, as well as helped prepare for and attended a public meeting for the Route 60 Safety and Planning Study.

2.3 OTO Policy and Administrative Documents

Through the Executive Committee, Employee Manual revisions were made and Bylaw Amendments were prepared.

2.4 Public Involvement

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Implemented the Public Participation Plan by sending out meeting notices and press releases.

Provided all public comments to the OTO Board of Directors and Technical Committee for informational purposes. Responded to public comment as appropriate.

Conducted an interview on KSMU regarding the Transportation Chapter of the Community Focus Report and presented about the OTO and upcoming projects at the Springfield Northside Rotary.

Gathered public comment per the Public Participation Plan for the Transportation Alternatives Program funding recommendations and FY 2020-2023 TIP Amendment 3.

Started work on the 2020 Public Participation Plan Update. A first draft of the plan has been substantially completed as well as updates to the interested parties contact list.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 216.20 committee member hours were reported.

Task 3 General Planning and Plan Implementation 80% Complete

3.1 OTO Long-Range Transportation Plan (LRTP), *Transportation Plan 2040*

Prepared for and participated in the Route 60 Safety and Planning Study and Public Meeting. Reviewed the constrained project list for preparation of the 2021-2024 TIP. Met with the City of Republic to discuss City and OTO coordination.

3.2 Performance Measures

Attended Missouri DOT FAST Act/ MAP-21 Partner Collaboration Webinar.

Participated on Transportation Safety Planning workshop committee and attended pre-workshop webinar to set workshop discussion items.

3.3 Congestion Management Process Implementation

Continued coordination between CU Transit and Springfield Public Works staff. Completed committee level update of the CMP for 2020. Collected intersection LOS data and traffic counts from MoDOT and Springfield.

3.4 Federal Functional Classification Maintenance and Updates

Processed an application from the City of Battlefield for a functional classification change.

3.5 Bicycle and Pedestrian Plan Implementation

BPAC completed the update of the CY 2019 Bicycle and Pedestrian Implementation Plan. The committee is also working on developing public facing materials to advertise the routes outlined in the Ozarks Region Bicycle Destination Plan. The Board of Directors also approved funding applications for 4 trail construction projects and one regional trail planning services project.

Worked on a micromobility/scooter white paper. Participated in the Chadwick Flyer Trail visioning meeting, as well as the US Bike Route 51 southwest Missouri Committee meeting and the Walkability Action Team Community of Practice meeting.

Distributed Value of a Trail booklet, which utilized a variety of research relating to housing values, housing sales, and talent attraction.

3.6 Freight Planning

Continued participation in the Heartland Freight Technology Plan, including monthly project calls and one in-person meeting.

3.7 Traffic Incident Management Planning

At the regular quarterly meeting in February, the committee discussed Snow Squalls, debriefed an incident on James River Freeway, and adopted a new Strategic Plan. One special meeting was also held in February to coordinate first responder's participation in the funeral of a local tow truck operator who was killed in the line of duty.

3.8 Air Quality Planning

Discussed upcoming electric lawncare demonstration to be held in the Spring and an EV Car Rally to be held in the Fall. Garnered interest in the Stop at the Click campaign. Reviewed the DERA application requirements with the Springfield Underground. Discussed potential EV Charger Rebate with City Utilities. Compiled emissions data for update to the Clean Air Action Plan.

3.9 Hazard Environmental Assessment

Updated census GIS layers in the Hazard Environmental Assessment database and added TIP projects from the TIP database.

3.10 Demographics and Future Projections

Completed the update of the 2019 Growth Trends Report.

3.11 Geographic Information Systems (GIS)

Updated the TIP database. Retrieved annual updates for Greene and Christian county parcel files. Updated local roadway and address points to create address locator for 2019 residential construction permit data. Downloaded 2018 MoDOT planning partner files from central office FTP site. Updated crash data from MoDOT datazone and geocoded 2019 construction permits for use in ArcGIS Online. Created a database to store and process Acyclica, INRIX, and HERE travel speed data for travel delay analysis and mapping. Updated Base Map Vector Tiles with parcel ownership for use in ArcGIS Online mapping applications. Continued working on conflating geometries of various roadway datasets. Provided MoDOT consultant with model data for 6-lane and no build scenario and travel speeds for I-44 FIX grant application. Launched and presented OTO online base map for use by communities and the public.

3.12 Mapping and Graphics Support for OTO Operations

Updated Growth Trends dashboard in ArcGIS Online. Updated housing unit changes, migration maps, and charts with census data for the OTO 2019 Growth Trends Report. Created an animated GIF depicting travel delay during a typical business day for Spring 2019. Updated the animated GIF depicting housing unit change by decade from 1939 – 2019. Sent Permit Heat Maps to Nixa Planning & Development as requested.

3.13 Support for Jurisdictions' Plans

Participated in meetings for the City of Nixa Comprehensive Plan Update, Forward SGF, and the Grant Avenue Parkway BUILD Stakeholder meetings.

3.14 Studies of Parking, Land Use, and Traffic Circulation

3.15 Transportation Consultant/Modeling Services

Continued to coordinate with Olsson on the development of the update to the Travel Demand Model.

3.16 Civil Rights Compliance

No complaints were received. No Annual DBE Goal is currently required.

3.17 Travel Demand Model Update

Olsson has completed Tasks 1 and 2 of the travel demand model update.

3.18 Aerial Photography

Aerial photography has been flown and is being processed.

3.19 *Transportation Plan 2045* (will now be called *Destination 2045*)

Coordinated with area libraries to coordinate public input efforts. Conducted Board of Directors and Technical Planning Committee Visioning Workshops, developed and distributed a survey, registered for area business expos to solicit additional input.

Task 4 Project Selection and Programming 75% Complete

4.1 FY 2020-2023 Transportation Improvement Program (TIP)

Maintained TIP project updates on the OTO website and processed Amendments 2 and 3 and Administrative Modification 3.

4.2 FY 2021-2024 Transportation Improvement Program (TIP)

Prepared the TIP toll for new updates. Sent out request for projects to OTO members, which included providing information on current funds balances, prior received public input, and eligible projects from the Long Range Transportation Plan.

4.3 Project Programming

Received approval for FY 2020-2023 Amendments 2 and 3 and staff approved Administrative Modification 3.

Coordinated meetings to discuss partnership projects between City Utilities, City of Springfield, Greene County, and MoDOT, as well as between Ozark and MoDOT. Met to discuss coordination between Springfield and OTO. Participated in MoDOT scoping meeting for 160/AA/CC.

4.4 Federal Funds Tracking

Continued to monitor obligations and reasonable performance. Developed Scenarios based on moving projects into different fiscal years.

4.5 Online TIP Tool Maintenance

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program.

4.6 STIP Project Prioritization and Scenarios

Met with the City of Battlefield to discuss transportation priorities.

Two STIP development meetings were held in February. Staff worked with MoDOT to prepare materials and work with the committee to propose projects for the 2021-2025 STIP, based on available funds.

Task 5 OTO Transit Planning 77% Complete

5.1 Operational Planning

Held an operations coordination meeting in February.

5.2 Transit Coordination Plan Implementation

Continued to share relevant news and updates to members of the LCBT, who met in February.

5.3 Program Management Plan Implementation

Coordinated with MoDOT Transit office on the procurement of vehicles for organizations awarded Section 5310 funding.

5.4 Data Collection and Analysis

Collected information on transit services in peer communities. Information will be included in a booklet outlining the scope of CU Transit's services.

5.5 Community Support

Provided support to public when contacted regarding access to transit services. Attend the CU Transit Advisory Committee meetings and the Community Partnership Let's Go Smart: Transportation Collaborative.

5.6 ADA/Title VI Appeal Process

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. None were received. Developed update for the Title VI/ADA Plan and the Limited English Proficiency Plan. Reviewed and updated staff Title VI training.

Task 6 City Utilities Transit Planning (FTA 5307 Funding for City Utilities) 65% Complete

6.1 Operational Planning

CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant **(MO-2019-006)** – As of September 30, 2019, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. CU has not requested reimbursement for our 1% security requirement, however, we have awarded the contract to Springfield Glass for the security capital purchase of bullet resistant glass for our customer service window at the Transit Center. The current bid estimate for this project was \$30,000 and the bid came in at \$16,111. The install is planned for summer 2020. We are in the process of planning to spend the remainder of the security funds. Potential projects are completing the Transit Center fence or additional security surveillance equipment.

CU's FY 2017/2018 Section 5339 grant **(MO-2018-012)** - The grant application for the purchase two 35-foot, fixed route buses – Option to purchase buses was exercised in February 2019 and delivery of the two busses occurred on December 4th and 6th. These buses are currently in the "make ready" process that will transfer equipment from the old buses to the new ones, which reduce our purchase cost. CU's 5339 funding was combined with MoDOT's 5339 funding for FY15, FY16, FY17, and FY19. This project is complete and was closed out by FTA on 3/27/2020.

CU's FY 2019 Section 5339 grant – CU executed our grant application to FTA for the purchase of two, 35-foot fixed route buses. This grant was be combined with MODOT's Section 5339 funding transferred to CU. However, this grant was deleted in September 2019 due to a 5339 Low or No Emissions grant award in July 2019. The FY2019 Section 5339 grant is anticipated to be utilized for bus training simulators and small fleet vehicles, however, the funds have not yet been re-obligated. The TIP was voted to be amended September 18th, 2019 to revise the document for the changes to our planned expenditures for the FY2018 Section 5339 grant. We are currently working on a technology plan for the simulators, which will then allow us to issue an RFP. In December, we participated in a training opportunity at Prime Trucking. Prime has simulators that are similar in size

and functionality to what we anticipate purchasing. This training will allowed us to ask questions of Prime's trainers and IT department.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant **(MO-2020-001)** – This competitive grant was awarded to CU on July 26th, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two ChargePoint chargers. In February, we had on on-site visit with Gillig and ChargePoint to discuss charging options. Gillig originally projected a mid-March delivery date for the electric buses, however, with the COVID-19 pandemic we are anticipating this to be delayed a month or so. In October, we were also awarded a Department of Natural Resources VW Settlement Grant. This grant will be applied towards the local share of the 5339 (c) Low or No Emissions Grant.

CU's FY 2018/2019 Section 5310 grants **(MO-2019-010)** - CU executed our FY2019 FTA Section 5310 grant on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The amendment to add the FY 2020 funds was completed on 4/15/20. The City of Springfield will provide the additional local match, up to a \$600,000 project, from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, design work is anticipated to be completed in spring of 2020 and construction will start in the fall of 2020.

CU's FY 2017 Section 5310 grant **(MO-2017-012-01)** - The application for the purchase of 19 bus shelters and new bus route signage was completed by September 30, 2017. However, there was an unexpected cost savings that allowed us to purchase additional shelters. Since the original requisition didn't include any options to purchase additional shelters, we have to issue a new RFP to replace our remaining (5) Phase I shelters, and to order (6) spare shelters and panels. The RFP was put out to bid on 10/14/19 and the contract was awarded on 10/31/19 to Duo Guard. The contractor had a slight delay due to the COVID-19 pandemic, but shelters should be delivered by the end of April 2020. This project is expected to be complete by Summer of 2020.

The following grants are in the planning stage and have not yet been approved in TrAMS:

FY2019 Section 5339 – This is still in the planning process.

FY2020 Section 5307 (1828-2020-3) – This is our CARES Act funding, submitted to TrAMS April 2020.

FY2020 Section 5307 (18-2020-2) – Formula funding, submitted to TrAMS April 2020.

FY2020 Section 5339 – This is still in the planning process.

6.2 ADA Accessibility

FTA Grant **MO-2017-012-01** for installation of the remaining bus shelters will continue and should be completed by Summer 2020, as mentioned above.

CU's FY 2018/2019/2020 Section 5310 grant was executed on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match, up to a \$600,000 project, from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, design work is anticipated to be completed by spring 2020 and construction will start in the fall of 2020.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

No significant route modifications have been made in quarter 3. All fixed routes are consistently evaluated to make improvements as needed.

6.4 Service Planning

Data collection for on-time performance by bus route is reviewed each week to monitor how each route and bus operator are performing.

CU is active in OTO and community committees involving discussions on Transit.

CU is currently in a NTD survey year. This requires CU staff to do a physical passenger count on 10 randomly selected routes each month in the FY2020. Jim Vandiver is coordinating this effort. We were notified by FTA to discontinue the on-bus surveying, so Jim is pulling video for each trip and counting passengers that way.

6.5 Financial Planning

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually.

CU is active in OTO and community committees involving discussions on Transit.

6.6 Competitive Contract Planning

CU Transit will study opportunities for transit cost reductions using third-party and private sector providers for a portion of our paratransit bus service in the future.

6.7 Safety, Security and Drug and Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly.

CU has notified the State of Missouri that we will be no longer participating in the State PTASP plan but will be writing our own plan. We submitted our draft to the PTASP technical committee and have received feedback. That plan will need to be certified by July 2020. We also plan to work with our IT department to develop an online safety management system and safety risk assessment process.

6.8 Transit Coordination Plan Implementation

CU has implemented the Transit Coordination Plan, since we receive Section 5310 grant funding. The OTO provides annual training for applicants, including CU each fiscal year and provides the media outreach.

6.9 Program Management Plan

CU does not have to do a Program Management Plan for Section 5339 grant funding. The OTO does do a Program Management Plan for our Section 5310 grant program.

6.10 Data Collection and Analysis

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU received an unmodified audit from BKD in our Single Audit for FY2019.
- We have submitted our annual National Transit Database report and are awaiting notification of its approval.

Task 7 Special Studies and Projects 72% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

7.2 Grant Applications

Provided information and support for the development of the I-44 INFRA grant submittal. Wrote support letters for member applications for the Recreational Trails Program.

7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan

7.4 Travel Sensing & Travel Time Service Project

Coordinated and collected data to store in a database for analysis and mapping.

Task 8 Transportation Demand Management 70% Complete

8.1 Coordinate Employer Outreach Activities

Continued distribution of Ozarks Commuter newsletter.

8.2 Collect and Analyze Data to Determine Potential Demand

Task 9 MoDOT Transportation Studies & Data Collection 100% Complete

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 198 MoDOT staff hours were completed.

TAB 12

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.J.

FY 2021 OTO Operational Budget

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. The UPWP Appendix A Budget is required to show all planning activities that use federal funds. Therefore, the planning activities of City Utilities are shown in that budget. In-Kind match and donated services are also required to be shown. This includes State-funded MoDOT work such as signal timing and planning, as well as member jurisdiction attendance at meetings.

An OTO FY 2021 Operational Budget has been developed that includes the same OTO expenses as the UPWP Appendix A. In addition, it shows the projected cash flow for the year. Once approved this will be the OTO's audited budget. The FY 2021 Operational budget differs from the FY 2021 UPWP budget in the following ways:

Revenue

In-kind match is not shown

The direct outside grant to City Utilities is not shown

The local jurisdiction local match is shown in the full assessed amount of \$156,191

Expenditures

The In-kind match is not shown

The direct outside grant to City Utilities is not shown

Bank fees are added

OTO Promotional Items are added

Legislative Education is added

Media/Advertising is added

EXECUTIVE COMMITTEE ACTION TAKEN:

At its March 13, 2020 meeting, the Executive Committee unanimously recommended approval of the Draft FY 2021 Operational Budget to the full Board of Directors.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

"Move to adopt the OTO FY 2021 Operational Budget."

OR

"Move to make the following changes to the OTO FY 2021 Operational Budget and UPWP Appendix A (if applicable) in consideration of the following..."

FY 2021 BUDGET

Operating Budget



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



MANAGEMENT NOTE

We are pleased to present the FY 2021 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies, to deliver the planning products of the OTO.

The OTO prepares two budgets annually. The Operating budget, which is the full budget of the OTO, includes any items not reimbursable from federal sources. In addition, there is a federally required Unified Planning Work Program (UPWP) and budget as prepared for ONEDOT and MoDOT. Both budget documents are presented to the Board of Directors. The budgets are identical, except for a few noted differences in this summary.

The OTO is audited on the approved Operational Budget and will have a Single Audit for any year with at least \$750,000 in grant funds and a financial statement audit for other years. FY 2020 is expected to have a Financial Statement Audit.

Management utilizes budgetary performance measures when preparing the budget.



Jurisdiction Dues

The OTO assesses the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard, and Counties of Christian and Greene dues at 47 cents per census capita for match on the federal grants. The amount assessed for FY 2021 is \$156,191.

In exchange, the jurisdictions had access to \$6.5 million in Surface Transportation Block Grant (STBG) Funds for Fiscal Year 2021 to help meet their transportation goals.



CONSOLIDATED PLANNING GRANT

The OTO receives a reimbursable formula grant from ONEDOT. This grant flows through MoDOT (the OTO is a sub-recipient of the funding). The OTO is reimbursed for expenses with proof of payment.

OTO's annual federal allocation is approximately \$637,000. The OTO has a balance of federal funds to draw from in future years. The amount estimated at the end of FY 2020 is \$900,668.60.

FY 2021 BUDGET SUMMARY

SURFACE BLOCK TRANSPORTATION GRANT

In FY 20 the board approved the use of Surface Block Transportation Grant funds for planning expenses. These funds are accessed to bridge the gap between government funding for planning and actual planning expenses.



1 Debt

The OTO does not have debt.

The OTO utilizes a purchasing card program for small purchases that is paid in full each month.

2 Operational Budget Items (Not in UPWP)

\$2,500 Media/Advertising

\$2,000 Promotional Items

\$7,000 Legislative Education

\$30 Bank Fees

3 UPWP Budget Items (Not in Operational Budget)

\$36,000 In-Kind Match

\$23,724 MoDOT Direct Service Match

\$270,000 in City Utilities Planning Funds not received but shown in budget for FTA purposes.

4 Unrestricted Fund Balance

OTO currently has an unrestricted balance. The balance estimated for the beginning of FY 2021 is \$393,102. This is an estimated decrease of \$12,943.



**TO PROVIDE A
FORUM FOR
COOPERATIVE
DECISION MAKING
IN SUPPORT OF AN
EXCELLENT
REGIONAL
TRANSPORTATION
SYSTEM**

OTO Operational Budget

Fiscal Year 2021
July 1, 2020 - June 30, 2021

Operating Fund	Estimated	6/30/2019	\$406,045	6/30/2020	\$393,102	
<u>ESTIMATED REVENUES</u>						
Cost Category	Approved Budgeted Amount FY18	Total Amount Budgeted FY20	Proposed Budgeted Amount FY19	Total Amount Budgeted FY21	Increase/ Decrease	
Ozarks Transportation Organization Revenue						
Consolidated FHWA/FTA PL Funds	\$558,554		\$654,352			
Surface Transportation Block Grant Funds	\$200,000		\$100,000			
Local Jurisdiction Match Funds	\$135,025		\$156,191			
Interest Income	\$3,200		\$6,000			
Total Ozarks Transportation Organization Revenue		\$896,779		\$916,543	↑ \$18,385	
TOTAL REVENUE		\$896,779		\$916,543		
<u>ESTIMATED EXPENDITURES</u>						
Cost Category	Approved Budgeted Amount FY 2020	Total Amount Budgeted FY 2020	Proposed Budgeted Amount FY 2021	Total Amount Budgeted FY 2021		
Building						
Building Lease (GASB 87)	\$75,400		\$52,125		↓ \$23,275	
Building Common Area Main Exp	\$0		\$19,950		↑ \$19,950	
Infill Cost	\$2,000		\$2,000		SAME	
Maintenance	\$4,000		\$4,000		SAME	
Utilities	\$3,500		\$3,500		SAME	
Office Cleaning	\$4,400		\$5,550		↑ \$1,150	
Total Building		\$89,300		\$87,125		
Commodities						
Office Supplies/Furniture	\$7,000		\$7,000		SAME	
OTO Media/Advertising (not included in UPWP)	\$2,500		\$2,500		SAME	
OTO Promotional Items (not included in UPWP)	\$2,000		\$2,000		SAME	
Publications	\$300		\$1,000		↑ \$700	
Public Input Promotional Items	\$2,500		\$2,500		SAME	
Total Commodities		\$14,300		\$15,000		
Information Technology						
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME	
Data Backup/Storage	\$4,400		\$4,400		SAME	
GIS Licenses	\$5,500		\$5,500		SAME	
IT Maintenance Contract	\$12,000		\$12,000		SAME	
Server Upgrade	\$6,000		\$0		↓ \$6000	
Software	\$4,900		\$4,900		SAME	
Webhosting	\$2,300		\$2,300		SAME	
Total Information Technology		\$43,100		\$37,100		

<i>Cost Category</i>	<i>Approved Budgeted Amount FY 2020</i>	<i>Total Amount Budgeted FY 2020</i>	<i>Proposed Budgeted Amount FY 2021</i>	<i>Total Amount Budgeted FY 2021</i>	<i>Increase/ Decrease</i>
Organization Insurance					
Directors and Officers	\$3,000		\$3,000		SAME
Errors & Omissions	\$3,000		\$3,000		SAME
Professional Liability	\$2,700		\$2,700		SAME
Workers Comp	\$1,700		\$1,700		SAME
Total Organization Insurance		\$10,400		\$10,400	
Operating					
Bank Fees (not included in UPWP)	\$30		\$30		SAME
Copy Machine Lease Principal (GASB 87)	\$5,700		\$1,650		↓ \$4,050
Copy Machine Lease Interest Exp	\$0		\$200		↑ \$200
Copy Machine Maintenance	\$0		\$650		↑ \$650
Copy Machine Toner & Overages	\$0		\$3,200		↑ \$3,200
Dues/Memberships	\$5,500		\$8,000		↑ \$2,500
Education/Training/Travel	\$23,000		\$23,000		SAME
Food/Meeting Expense	\$4,300		\$4,300		SAME
Legal/Bid Notices	\$2,500		\$2,000		↓ \$500
Postage/Postal Services	\$1,800		\$1,800		SAME
Printing/Mapping Services/Tablets	\$2,500		\$14,000		↑ \$11,500
Public Input Event Registrations	\$1,500		\$1,500		SAME
Staff Mileage Reimbursement	\$3,500		\$3,500		SAME
Telephone/Internet	\$5,000		\$5,000		SAME
Total Operating		\$55,330		\$68,830	
Personnel					
Salaries	\$403,588		\$404,308		↓ \$720
Payroll Tax	\$32,287		\$32,214		↓ \$73
Retirement	\$40,904		\$46,495		↑ \$5,561
Health & Dental Insurance	\$65,554		\$84,722		↑ \$19,168
Employee Family Insurance Contribution *	(\$14,181)		(\$22,928)		↑ \$8,747
Mobile Data Plans	\$3,240		\$3,240		SAME
Total Personnel		\$531,392		\$548,051	
Professional Services in Lieu of Staff					
Professional Services	\$24,000		\$50,000		↑ \$26,000
Transportation Consultant/Modeling Services	\$30,000		\$30,000		SAME
Payroll Services	\$2,700		\$4,000		↑ \$1,300
Total Professional Services in Lieu of Staff		\$56,700		\$84,000	
Other Services and Special Projects					
Aerial Photos	\$25,000		\$0		↓ \$25,000
Audit	\$4,600		\$4,640		↑ \$40
Legislative Education (Not in UPWP)	\$7,000		\$7,000		SAME
Long Range Plan Update	\$10,000		\$5,000		↓ \$5,000
TIP Tool Maintenance	\$9,600		\$9,600		SAME
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000		SAME
Travel Demand Model Update	\$50,000		\$15,000		↓ \$35,000
Total Other Services and Special Projects		\$109,200		\$44,240	
TOTAL OTO Expenditures		\$909,722		\$894,746	
Estimated Net Decrease in Operating Fund Balance		-\$12,943		\$21,797	
Ending Operating Fund Balance 6/30/2019		\$393,102	6/30/2020	\$414,899	

* Employee Family Insurance Contribution Withholding is debited to the health insurance account.

TAB 13

BOARD OF DIRECTORS AGENDA 6/18/2020; ITEM II.K.

FY 2021 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

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

- Task 1 – OTO General Administration
- Task 2 – OTO Committee Support
- Task 3 – General Planning and Plan Implementation
- Task 4 – Project Selection and Programming
- Task 5 – OTO Transit Planning
- Task 6 – City Utilities Transit Planning (FTA 5307 funding for City Utilities)
- Task 7 – Special Studies and Projects
- Task 8 – Transportation Demand Management
- Task 9 – MoDOT Transportation Studies and Data Collection

The UPWP contains the proposed budget for FY 2021 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2020 and FY 2021 is shown below:

	<u>FY 2020</u>	<u>Proposed FY2021</u>
OTO Consolidated FHWA/FTA PL Funds	\$558,554	\$654,352
Surface Transportation Block Funds	\$200,000	\$100,000
Local Jurisdiction Match Funds/In-Kind Match	\$139,638	\$128,864
<u>MoDOT "Direct Costs"</u>	<u>\$20,000</u>	<u>\$23,724</u>
Total OTO Revenue	\$948,192	\$942,940

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$216,000. City Utilities is providing the local match in the amount of \$54,000. The total budget amount for FY 2021 UPWP is \$1,212,940.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance.

The primary tasks to be accomplished during the fiscal year include:

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Traffic Incident Management Subcommittee meetings

- Complete Long-Range Transportation Plan Update
- FY 2022 Unified Planning Work Program development
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org
- Social Media updates
- Public Participation Plan Annual Evaluation
- Bicycle and Pedestrian Plan Implementation
- Mapping and graphic support
- Financial Audit
- Annual State of Transportation Report
- Congestion Management Process Implementation
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2021-2024 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance

UPWP SUBCOMMITTEE ACTION TAKEN:

At its February 26, 2020 meeting, the UPWP Subcommittee unanimously recommended that the Executive Committee forward the FY 2021 Unified Planning Work Program for approval.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its March 13, 2020 meeting, the Executive Committee unanimously recommended the FY2021 UPWP to the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its March 20, 2020 meeting, the Technical Planning Committee unanimously recommended the FY2021 UPWP to the Board of Directors.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the FY 2021 UPWP.”

OR

“Move to approve the FY 2021 UPWP with the following changes...”



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

DRAFT

Unified Planning Work Program

Fiscal Year 2021

(July 1, 2020 – June 30, 2021)

APPROVED BY OTO BOARD OF DIRECTORS: TBD

The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate based on race, color, national origin, English proficiency, religious creed, disability, age, sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at www.ozarkstransportation.org.

For additional copies of this document or to request it in an accessible format, contact:

By mail:	Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807
By Telephone:	417-865-3042, Ext. 100
By Fax:	417-862-6013
By Email	staff@ozarkstransportation.org

Or download it by going to www.ozarkstransportation.org.

The preparation of this report was financed in part by Metropolitan Planning Funds from the Federal Transit Administration and Federal Highway Administration, administered by the Missouri Department of Transportation. Its contents do not necessarily reflect the official views or policies of the U.S. DOT.

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2020 (July 2020 - June 2021). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a Federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization's Public Participation Plan may be found on the OTO website at:

https://media.ozarkstransportation.org/documents/2017_Public_Participation_Plan.pdf

The planning factors used as a basis for the creation of the UPWP are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

“To Provide a Forum for Cooperative Decision-Making in Support of an Excellent Transportation System.”

In fulfilling that mission, much staff time and effort are spent bringing together decision-makers who make funding and planning decisions that better the transportation network, including all modes. Transportation Plan 2040 is continuing to guide the decisions of the region.

Destination 2045, the Metropolitan Transportation Plan update, is underway. The public input process started in early 2020, and the initial draft should be ready for public comment in early 2021. While the plan has yet to be developed, the community seems to have a renewed interest in multimodal transportation. In addition, the lack of adequate revenue will be an obvious issue.

Staff will continue to prioritize projects for placement in the Transportation Improvement Program and Statewide Transportation Improvement Program. The work done during the last fiscal year in determining the best way to prioritize projects will be implemented during the next year. With the lack of needed funding, this will be a difficult task.

Committee work will continue to look at Traffic Incident Management and Coordination, Transit Coordination and Bicycle and Pedestrian Planning.

Most of the work undertaken by OTO recurs annually. This work includes preparation of the Transportation Improvement Program, work with committees, soliciting public involvement, and implementing the various plans adopted by the OTO.

Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the 2021 Fiscal Year. Most of the contracts listed below are carryover multi-year contracts.

Cost Category	Budgeted Amount FY 2021
Travel Sensing & Travel Time Services Project	\$3,000
Audit	\$4,640
Professional Services Fees	\$24,000
Data Storage/Backup	\$4,400
IT Maintenance Contract	\$12,000
Online TIP Tool Maintenance	\$9,600
Travel Demand Model Update	\$15,000
Transportation Consultant/Modeling Services	\$30,000
Webhosting	\$900
Payroll	\$2,700
Total Consultant Usage	\$106,240

Items to be purchased that exceed \$5,000

IT Maintenance Contract	\$12,000
Online TIP Tool Maintenance	\$9,600
Professional Services Fees	\$24,000
Transportation Consultant/Modeling Services	\$30,000
Travel Demand Model Update	\$15,000
Tablet Upgrade	\$11,500

Task 1 - OTO General Administration

Conduct daily administrative activities including accounting, payroll, maintenance of equipment, software, and personnel needed for federally required regional transportation planning activities.

Work Elements	Estimated Cost
1.1 Financial Management	\$35,901
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Preparation of quarterly financial reports, payment requests, payroll, and year-end reports to MoDOT. • Maintenance of OTO accounts and budget, with reporting to Board of Directors. • Dues calculated, and statements mailed. 	
1.2 Financial Audit	\$7,000
<i>August to December</i>	
Consultant Contract	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Conduct an annual and likely single audit of FY 2020 and report to Board of Directors. • Implement measures as suggested by audit. 	
1.3 Unified Planning Work Program (UPWP)	\$11,250
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Amendments to the FY 2021 UPWP as necessary. • Development of the FY 2022 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan. • UPWP Quarterly Progress Reports. • Invoicing and Year-end Report • Obtain Board of Directors, MoDOT and ONE DOT approval of FY2022 UPWP 	
1.4 Travel and Training.....	\$47,500
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Travel to meetings regionally nationally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees. 	
Possible training includes:	
<ul style="list-style-type: none"> ○ Association of MPOs Annual Conference ○ Mid-American Geographic Information Consortium (MAGIC) Conference ○ Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter ○ ITE Web Seminars ○ Missouri Chapter and National, American Planning Association Conference and Activities ○ Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products) ○ Missouri Public Transit Association Annual Conference 	

- MoDOT, Local and OTO Planning Partners Meetings
- MoDOT Statewide Planning Partner Meeting (Jefferson City)
- Government Finance Officers Association
- Employee Educational Assistance
- Provide Other OTO Member Training Sessions, as needed and appropriate
- Transportation Research Board Training and Conference
- Performance Based Planning Training

1.5 General Administration and Contract Management..... \$25,000

July to June

Responsible Agency – OTO

- Coordinate contract negotiations
- Update the governing Memorandum of Understanding.
- Prepare contract Addendums.
- Legal Services.
- Bylaw amendments as needed.

1.6 Electronic Support for OTO Operations \$36,000

July to June

Responsible Agency – OTO

- Maintain and update website www.ozarkstransportation.org.
- Maintain and update website www.Let'sGoSmart.org.
- Maintain and update OTO Facebook and Twitter pages.
- Software updates.
- Web hosting, backup services and maintenance contracts. **Consultant Contract**
- Graphics and website updates.

End Products for FY 2021

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT.
- Financial reporting to the Board of Directors.
- Calculate dues and send out statements.
- FY 2020 Audit Report.
- Adoption of FY 2022 UPWP.
- Execute annual CPG Grant.
- FY 2021 UPWP Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly content updates to websites.
- Social media postings.
- Graphics for documents.
- Legal services.
- Updated By-laws

Tasks Completed in FY 2020

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2020).
- Quarterly Financial Reporting to the Board of Directors (Completed June 2020).
- Dues calculated and mailed statements for FY 2020 (Completed April 2020).
- FY 2019 Audit Report (December 2019).
- FY 2021 UPWP developed and approved by OTO Board of Directors, MoDOT and ONE DOT (Completed June 2020).
- Staff attended various conferences and training (Completed June 2020).
- Monthly website maintenance (Completed June 2020).
- Social Media Postings.
- Graphics for documents.
- Legal Services
- UPWP Amendments and Administrative Modifications.

Training Attended in FY 2020

- Missouri GIS Conference
- Ohio Freight Conference/MAFC Conference
- Highway Safety & Traffic Blueprint Conference
- APA Conferences
- Association of Metropolitan Planning Organizations Annual Conference
- Grants Management Training- Grants Management USA
- MoDOT AV/CV Workshop
- OCITE Training
- SHRM and SAHRA Training
- AGA and GFOA Trainings
- MoDOT Statewide Planning Partner Meeting (Jefferson City)

Funding Sources

Local Match Funds	\$26,415	18.0851%
Federal CPG Funds	\$115,541	71.0359%
Federal STBG Funds	\$17,695	10.879%
Total Funds	\$162,651	100.00%

Task 2 – OTO Committee Support

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities.

Work Elements	Estimated Cost
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2.1 OTO Committee Support	\$145,000
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July to June

Responsible Agency – OTO

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

2.2 Community Committee Participation	\$19,205
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July to June

Responsible Agency – OTO

- Participate in and encourage collaboration among various community committees directly related to transportation. Committees include:
 - City of Springfield Traffic Advisory Board
 - Community Partnership Transportation Collaborative
 - CU Fixed Route Advisory Committee
 - Missouri Public Transit Association
 - MoDOT Blueprint for Safety
 - Ozarks Clean Air Alliance and Clean Air Action Plan Committee
 - Ozark Greenways Technical Committee
 - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
 - SeniorLink Transportation Committee
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Governments Board and Transportation Advisory Committee
 - Area Chambers of Commerce
 - Worked with Springfield Transportation Collaborative (Completed June 2020).
 - Other committees as needed

2.3 OTO Policy and Administrative Documents	\$10,000
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July to June

Responsible Agency – OTO

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

2.4 Public Involvement..... \$32,500*July to June*

Responsible Agency – OTO

- Maintain OTO website with public comments posted by work product.
- Publish public notices and press releases.
- Comply with Missouri Sunshine Law requirements, including record retention.
- Annual Public Participation Plan (PPP) Evaluation.
- Continue to utilize social media for public education and input.

2.5 Member Attendance at OTO Meetings..... \$36,000*July to June*

Responsible Agencies – OTO and Member Jurisdictions

- OTO member jurisdiction member's time spent at OTO meetings.

End Products for FY 2021

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- Attendance of OTO staff and OTO members at various community committees.
- Revisions to bylaws, inter-local agreements, and the Public Participation Plan as needed.
- Document meeting attendance for in-kind reporting.
- Public input tracked and published.
- Continued work with the MoDOT Blueprint for Safety.
- Implementation of PPP through website and press release.
- Annual PPP Evaluation.

Tasks Completed in FY 2020

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- Documented meeting attendance for in-kind reporting (Completed June 2020).
- Staff participated in multiple community committees (Completed June 2020).
- Update of Public Participation Plan (PPP) and implementation of PPP through website and press releases (Completed June 2020).
- Public input tracked and published (Completed June 2020).
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects (Completed June 2020).
- One Bylaw Amendment.
- Annual PPP Evaluation.

Funding Sources

Local Match Funds	\$7,893	14.1687%
In-kind Services*	\$36,000	3.9164%
Federal CPG Funds	\$172,408	71.0359%
Federal STBG Funds	\$26,404	10.879%
Total Funds	\$242,705	100.00%

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

Task 3 – General Planning and Plan Implementation

This task addresses general planning activities, including the OTO Long Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), and the Bicycle and Pedestrian Plan, as well as the implementation of related plans and policies. FAST Act guidance will continue to be incorporated as it becomes available.

Work Elements	Estimated Cost
3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i> \$38,000 <i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> • Process amendments to the Long-Range Transportation Plan, including the Major Thoroughfare Plan. • Continued Implementation of Action Items • One-page summary report on status of implementation plan 	
3.2 Performance Measures \$23,705 <i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> • Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities, as outlined in MAP-21 and continued by the FAST Act. • Production of an annual state of transportation report to monitor the performance measures as outlined in the Long-Range Transportation Plan, incorporating connections to FAST Act performance measures. 	
3.3 Congestion Management Process Implementation \$12,000 <i>July to December</i> Responsible Agency – OTO <ul style="list-style-type: none"> • Coordinate ongoing data collection efforts. • Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system. • Use travel time data for Annual Report. • Conduct before and after analysis for completed projects. 	
3.4 Federal Functional Classification Maintenance and Updates \$5,300 <i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> • Annual call for updates. • Other periodic requests will be processed as received. • Seek approval of requests by OTO Board, MoDOT, and USDOT. 	
3.5 Bicycle and Pedestrian Plan Implementation \$25,000 <i>July to June</i> Responsible Agency – OTO	

- The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan and Regional Bicycle and Pedestrian Trail Investment Study.

3.6 Freight Planning \$9,500

July to June

Responsible Agency – OTO

- Participate in the Southwest Missouri Freight Advisory Committee. The goal is to analyze local goods movement and identify essential freight corridors.
- Participation in the Heartland Freight Technology Plan.
- Coordinate local stakeholders for Heartland Freight Technology Plan.

3.7 Traffic Incident Management Planning \$9,500

July to June

Responsible Agency – OTO

- Continued Implementation of the Traffic Incident Management Action Plan.

3.8 Air Quality Planning \$7,500

July to June

Responsible Agency – OTO

- Staff serves on the Ozarks Clean Air Alliance along with the Springfield Department of Environmental Services, which is implementing the regional Clean Air Action Plan, in hopes to preempt designation as a non-attainment area for ozone and PM_{2.5}.

3.9 Hazard Environmental Assessment \$5,000

July to December

Responsible Agency – OTO

- Use database to identify endangered species and flood vulnerable facilities with potential transportation improvements.

3.10 Demographics and Future Projections \$17,400

July to June

Responsible Agency – OTO

- Continue to analyze growth and make growth projections for use in transportation decision-making by collecting and compiling development data into a demographic report that will be used in travel demand model runs, plan updates, and planning assumptions.

3.11 Geographic Information Systems (GIS) \$39,000

July to June

Responsible Agency – OTO

- Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support Transportation Planning efforts. Specific emphasis will be given to incorporating traffic data.
- GIS licenses.

3.12 Mapping and Graphics Support for OTO Operations \$18,700*December to June*

Responsible Agency – OTO

- Development and maintenance of mapping and graphics for OTO activities, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials.

3.13 Support for Jurisdictions Plans \$10,500*July to June*

Responsible Agency – OTO

- Provide support for Long Range Transportation Planning for member jurisdictions.
- Development a transportation planning one-sheet handout and host short trainings as requested.

3.14 Studies of Parking, Land Use, and Traffic Circulation \$7,000*July to June*

Responsible Agency – OTO

- Studies that are requested by member jurisdictions to look at traffic, parking, or land use.

3.15 Transportation Consultant/Modeling Services..... \$30,000*July to June***Consultant Contract**

Responsible Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan implementation.
- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.

3.16 Civil Rights Compliance \$5,500*July to June*

Responsible Agency – OTO

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA).
- Semiannual DBE reporting.
- Semiannual Title VI/ADA reporting.
- Accept and process complaint forms and review all projects for Title VI/ADA compliance.
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process.

3.17 Travel Demand Model Update \$15,000*July to June***Consultant Contract**

Responsible Agency – OTO

- Develop model scenario for financially constrained 20-year project list.

3.18 Transportation Plan 2045..... \$39,700*July to June*

Responsible Agency – OTO

- Continue to develop Draft Plan
- Seek public input on Draft
- Final Plan adoption

End Products for FY 2021

- Amendments to the LRTP as necessary.
- Continued implementation of Bicycle and Pedestrian Plan with report documenting accomplishments.
- Continued monitoring of attainment status.
- Demographic Report.
- Annual State of Transportation Report.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Travel Demand Model update.
- Transportation data in GIS.
- Other projects as needed.
- Semiannual DBE reporting submitted to MoDOT.
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT.
- Implementation of Traffic Incident Management Action Plan.
- Adoption of ongoing performance targets as needed.

Tasks Completed in FY 2020

- Major Thoroughfare Plan Amendments
- Maintenance of GIS System Layers (Completed June 2020).
- Continued Monitoring of Attainment Status (Completed June 2020).
- Performance Measure Report (Completed July 2019).
- Assist jurisdictions compliance with Major Thoroughfare Plan.
- Annual State of Transportation Report.
- Bike/Ped Implementation Report (October 2019)
- Called for Federal Function Class Updates.
- TIM Implementation Report.
- DBE Report submitted to MoDOT (Completed October 2019 and April 2020).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2019 and February 2020).
- Title VI Annual Survey submitted to MoDOT (Completed February 2020).
- Completed travel time analysis for prioritization purposes.
- Aerial Photography files received
- Congestion Management Process Update

Funding Sources

Local Match Funds	\$57,567	18.0851%
Federal CPG Funds	\$226,111	71.0359%
Federal STBG Funds	\$34,627	10.879%
Total Funds	\$318,305	100.00%

Task 4 – Project Selection and Programming

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

Work Elements	Estimated Cost
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4.1 FY 2021-2024 Transportation Improvement Program (TIP).....	\$16,000
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July to August

Responsible Agency – OTO

- Complete and publish the 2021-2024 TIP.
 - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

4.2 FY 2022-2025 Transportation Improvement Program (TIP).....	\$26,000
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October to June

Responsible Agency – OTO

- Begin development of the 2022-2025 TIP.
- Conduct the Public Involvement Process for the TIP (October-August).
- Work with the TIP subcommittees.
- Complete Draft document.

4.3 Project Programming.....	\$21,705
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July to June

Responsible Agency – OTO

- Process all modifications to the FY 2020-2023 and the FY 2021-2024 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for projects.
- Award funding and program projects.

4.4 Federal Funds Tracking	\$13,200
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July to June

Responsible Agency – OTO

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website.
- Monitor STBG-Urban and TAP balances.
- Track area cost-share projects.
- Publish Funds Balance Report two times per year.
- Track reasonable progress on project implementation following programming.

4.5 Online TIP Tool Maintenance	\$9,600
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July to June

Consultant Contract

Responsible Agency – OTO

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

4.6 STIP Project Prioritization and Scenarios \$17,500*July to June*

Responsible Agency – OTO

- Revise Prioritization Criteria and score projects.
- Subcommittee meetings to rank projects
- Final recommendations provided to MoDOT

End Product(s) for FY 2021

- TIP amendments, as needed.
- Draft of the FY 2022-2025 Transportation Improvement Program.
- Approved FY 2021-2024 Transportation Improvement Program.
- Annual Listing of Obligated Projects.
- Federal Funds Balance Reports.
- Online searchable database of TIP projects.
- Award funding and program projects.
- STIP Prioritization and Scenarios
- Revised Prioritization Criteria as warranted
- Publish Funds Balance Report

Tasks Completed in FY 2020

- Amended the FY 2020-2023 TIP numerous times (Completed June 2020).
- Annual Listing of Obligated Projects for FY 2020 (Completed December 2019).
- Maintained fund balance information (Completed June 2020).
- Published funds balance report
- Maintained online searchable database of TIP projects (Completed June 2020).
- Draft 2021-2024 TIP
- Revised Prioritization Criteria

Funding Sources

Local Match Funds	\$18,810	18.0851%
Federal CPG Funds	\$73,880	71.0359%
Federal STBG Funds	\$11,315	10.879%
Total Funds	\$104,005	100.00%

Task 5 – OTO Transit Planning

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

Work Elements	Estimated Cost
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5.1 Operational Planning.....	\$8,000
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July to June

Responsible Agencies – OTO

- OTO staff shall support operational planning functions with available data.
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey.
- Attend the CU Advisory Committee.

5.2 Transit Coordination Plan Implementation.....	\$10,800
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July to June

Responsible Agencies – OTO, Human Service Transit Providers

- Transit Coordination Plan Implementation with one-page report on status of action items.
<https://media.ozarkstransportation.org/documents/Transit-Coordination-Plan-2017.pdf>
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds.
- OTO staffing of the Local Coordinating Board for Transit.
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.
- Research additional funding for senior centers and human service agencies.

5.3 Program Management Plan Implementation.....	\$5,000
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July to June

Responsible Agencies – OTO

- Continue to implement the Program Management Plan.
<https://media.ozarkstransportation.org/documents/Program-Management-Plan-2018.pdf>

5.4 Data Collection and Analysis.....	\$10,000
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July to June

Responsible Agencies – OTO

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes.
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts.
- Explore barriers to transit use.

5.5 Community Support \$6,000*July to June*

Responsible Agencies – OTO

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives.
- Assist City of Springfield in exploring high frequency transit.
- Attend Missouri Public Transit Board meetings.

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

Responsible Agencies – OTO

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

End Products for FY 2021

- Transit agency coordination
- Special Studies
- LCBT agendas, minutes, and meetings.
- CU Transit ADA/Title VI Appeals as requested.
- Data collection
- PMP review
- Monitor 5310 vehicle delivery and OTO balance.
- Continued Transit Coordination Plan Implementation
- Regional paratransit coordination
- Transit Signal Priority Committee

Tasks Completed in FY 2020

- Solicited for 5310 FTA funding, rank applications and program projects for TIP amendments (Completed December 2019).
- LCBT agenda, minutes, and meetings (Completed June 2020)
- Transit agency coordination
- CU Transit Services Origin/Destination Accessibility Analysis

Funding Sources

Local Match Funds	\$7,741	18.0851%
Federal CPG Funds	\$30,403	71.0359%

Federal STBG Funds	\$4,656	10.879%
Total Funds	\$42,800	100%

Task 6 – City Utilities Transit Planning (FTA 5307 Funding for City Utilities)

Work Elements	Estimated Cost
6.1 Operational Planning.....	\$123,312
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • Route analysis. • City Utilities Transit grant submittal and tracking. • City Utilities Transit collection and analysis of data required for the National Transit Database Report. • City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings. • CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00). 	
6.2 ADA Accessibility.....	\$22,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants. 	
6.3 Transit Fixed Route and Regional Service Analysis Implementation	\$8,100
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • CU will implement recommendations of the Transit Fixed Route Regional Service Analysis. 	
6.4 Service Planning	\$54,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • Collection of data from paratransit operations as required. • CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01) • Title VI service planning. 	
6.5 Financial Planning	\$37,000
<i>July to June</i>	
Responsible Agency – City Utilities	
<ul style="list-style-type: none"> • CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources. 	

6.6 Competitive Contract Planning \$1,780*July to June*

Responsible Agencies – City Utilities

- CU Transit will study opportunities for transit cost reductions using third-party and private sector providers.

6.7 Safety, Security and Drug and Alcohol Control Planning..... \$5,900*July to June*

Responsible Agencies – City Utilities

- Implementation of additional safety and security policies as required by FAST Act.

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

Responsible Agencies – City Utilities and Ozarks Transportation

- Updating and implementation of the Transit Coordination Plan, due to Section 5310 grants and MAP-21 changes. To include annual training for applicants of 5310 funding and a focus on education, including media outreach.

6.9 Program Management Plan \$3,000*July to June*

Responsible Agencies – City Utilities

- Review the existing program management plan to ensure compliance with FAST Act and future reauthorization. Depending on final federal guidance Section 5339 grants may require a Program Management Plan.

6.10 Data Collection and Analysis \$8,908*July to June*

Responsible Agencies – City Utilities

- Update demographics for CU's Title VI and LEP Plans.
- CU will collect and analyze, ridership data for use in transit planning and other OTO planning efforts.
- TAM Plan – CU will be conducting the data gathering, asset analysis and reporting activities to send asset data to MODOT to be included on the MODOT TAM Plan.

End Products for FY 2021

- Operational Planning
- ADA Accessibility
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning

- Transit Coordination Plan
- Program Management Plan
- Data Collection & Analysis

Tasks to be Completed in FY 2020

- Operational Planning
- ADA Accessibility
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection & Analysis

Funding Sources

CU Match Funds	\$54,000	20%
FTA 5307 Funds	\$216,000	80%
Total Funds	\$270,000	100%

Task 7 – Special Studies and Projects

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies from the Long-Range Transportation Plan.

Work Elements**Estimated Cost**

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems **\$8,750**

July to June

Responsible Agency – OTO

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

7.2 Grant Applications **\$6,500**

July to June

Responsible Agency – OTO

- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning. Project selection could result in OTO administering livability/sustainability-type projects.

7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan **\$11,500**

July to June

Responsible Agency – OTO

- Studies relating to projects in the Long-Range Transportation Plan.
- Continued work with City of Springfield to update the Comprehensive Plan.
- Continued work with City of Republic to update the Comprehensive Plan.
- Continued work with City of Nixa to update the Comprehensive Plan.
- Continued work with City of Strafford to update the Comprehensive Plan.

7.4 Travel Sensing & Travel Time Service Project..... **\$3,000**

July to June

Responsible Agency – OTO

- Ongoing maintenance of WiFi travel time units.

End Products for FY 2021

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

Tasks Completed in FY 2020

- ITS Coordination (Completed June 2020).
- Worked with City of Springfield Comprehensive Plan Update.
- Worked with City of Republic Comprehensive Plan Update.

- Ongoing maintenance of Wifi travel time units.
- Explored BUILD Grant/INFRA Grant Opportunities.

Funding Sources

Local Match Funds	\$5,380	18.0851%
Federal CPG Funds	\$21,133	71.0359%
Federal STBG Funds	\$3,237	10.879%
Total Funds	\$29,750	100.00%

Task 8 – Transportation Demand Management

Planning Activities to support the Regional Rideshare program, as well as efforts to manage demand on the transportation system.

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

8.1 Coordinate Employer Outreach Activities.....	\$4,000
--	---------

July to June

Responsible Agencies – OTO, City of Springfield

- Work with the City of Springfield to identify and coordinate with major employers to develop employer-based programs that promote ridesharing and other transportation demand management (TDM) techniques within employer groups.
- Update the Rideshare Brochure design and publication.

8.2 Collect and Analyze Data to Determine Potential Demand.....	\$15,000
---	----------

July to June

Responsible Agency – OTO

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities.

End Product(s) for FY 2021

- Annual report of TDM activities, including number of users, employer promotional activities, results of location data analysis, and benefits to the region.

Tasks Completed in FY 2020

- Annual report of TDM activities, including number of users, employer promotional activities, results of location data analysis, and benefits to the region.
- Updated Rideshare Brochure.
- New Rideshare Informational signs to reflect transition to web-based system

Funding Sources

Local Match Funds	\$3,436	18.0851%
Federal CPG Funds	\$13,497	71.0359%
Federal STBG Funds	\$2,067	10.879%
Total Funds	\$19,000	100.00%

Task 9 – MoDOT Transportation Studies & Data Collection

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

MoDOT Transportation Studies and Data Collection	\$23,724
--	-----------------

July to June	MoDOT Southwest District - \$23,724
--------------------	-------------------------------------

Responsible Agency – MoDOT Southwest District

- MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.
 - OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model.
 - Transportation studies would be conducted to provide accident data for use in the Congestion Management Process.
 - Speed studies would be conducted to analyze signal progression to meet requirements of the Congestion Management Process.
 - Miscellaneous studies to analyze congestion along essential corridors may also be conducted.
 - Maintenance of the travel time collection units.

MoDOT Position	Annual Salary	Annual Fringe	Annual Additive	Total	% Time	Eligible
Traffic Center Manager	\$73,956	\$55,460	\$8,335	\$137,750	1%	\$ 1,378
Senior Traffic Study Specialist	\$55,968	\$43,532	\$6,308	\$105,808	7%	\$ 7,407
Senior Traffic Study Specialist	\$60,276	\$57,178	\$6,793	\$124,247	1%	\$ 1,242
Senior Information Systems Technologist	\$49,056	\$45,583	\$5,529	\$100,167	5%	\$ 5,008
Senior Traffic Technician	\$41,088	\$41,174	\$4,631	\$86,893	10%	\$ 8,689
Total						\$ 23,724

End Products for FY 2021

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

Tasks Completed in FY 2020

- Annual traffic counts within the OTO area for MoDOT roadways (Completed June 2020) .
- Annual crash data (Completed June 2020).
- Speed Studies (Completed June 2020).
- Signal Timing (Completed June 2020).

Funding Sources

Value of MoDOT Direct Costs	\$23,724
	<u>X 80%</u>
Credit amount available for local match	\$18,979.20
(Federal pro-rata share of value of direct costs – no actual funds)	

Expenditure Summary by Work Task

	Local Funding			Federal Funding				
Task	Local Match (14.999%)	City Utilities	In-Kind (3.8785%)	CPG (71.0359%)	STBG (10.879%)	5307	Total	Percent (%)
1	\$29,415			\$115,541	\$17,695		\$162,651	13.68%
2	\$7,893		\$36,000	\$172,408	\$26,404		\$242,705	20.41%
3	\$57,567			\$226,111	\$34,627		\$318,305	26.77%
4	\$18,810			\$73,880	\$11,315		\$104,005	8.75%
5	\$7,741			\$30,403	\$4,656		\$42,800	3.60%
6		\$54,000				\$216,000	\$270,000	22.70%
7	\$5,380			\$21,133	\$3,237		\$29,750	2.50%
8	\$3,436			\$13,497	\$2,067		\$19,000	1.60%
TOTAL	\$130,243	\$54,000	\$36,000	\$652,973	\$100,000	\$216,000	\$1,189,216	100.00%
9	Value of MoDOT "Direct Cost"						\$23,724	
Total of Transportation Planning Work							\$1,212,940	

Federal Consolidated Planning Grant (CPG) & Surface Block Transportation Grant (STBG) Funding FY 2021 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-8	\$1,189,216
Minus City Utilities Transit (FTA 5307 Funding)	(\$270,000)
Actual Total Ozarks Transportation Organization Expenditures	\$919,216
PLUS, Value of Task 8 MoDOT Direct Costs Credit	\$23,724
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$942,940
Federal Pro-Rata share	80%
Federal CPG and STBG Funding Eligible	\$754,352

*Federal Funding as a percentage of total OTO actual transportation planning costs is 82.0647% (\$754,352/\$919,216). The value of MoDOT Direct Costs allows the OTO to include an additional \$18,979.20 in Federal CPG funding.

Budgeted Revenue for Actual Costs FY 2021 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$654,352
Surface Transportation Block Grant	\$100,000
Local Match to be Provided	\$128,864
Value of In-Kind Match	\$36,000
Total OTO Revenue	\$919,216

Total Available Federal Revenue for FY 2020 UPWP Work Activities

(MO-81-0013) CPG Fund Balance as of 12/31/2019*	\$663,552.12
Less remaining CPG funds to be spent FY 2020	<u>\$400,145.52</u>
Estimated Remaining Balance of Previous FY Funds on 6/30/20	\$263,406.60
 FY 2020 CPG Funds allocation (Received February 2020)	 <u>\$637,262.00</u>
TOTAL Estimated CPG Funds Available for FY 2021 UPWP	\$900,668.60
TOTAL CPG Funds Programmed for FY 2021	<u>-\$652,973.00</u>
CPG Fund Balance estimated remaining at fiscal year-end 2021	\$247,695.60
 FY 2021 Estimated CPG Funds allocation**	 <u>\$637,262.00</u>
 Remaining Unprogrammed Balance****	 \$884,957.60

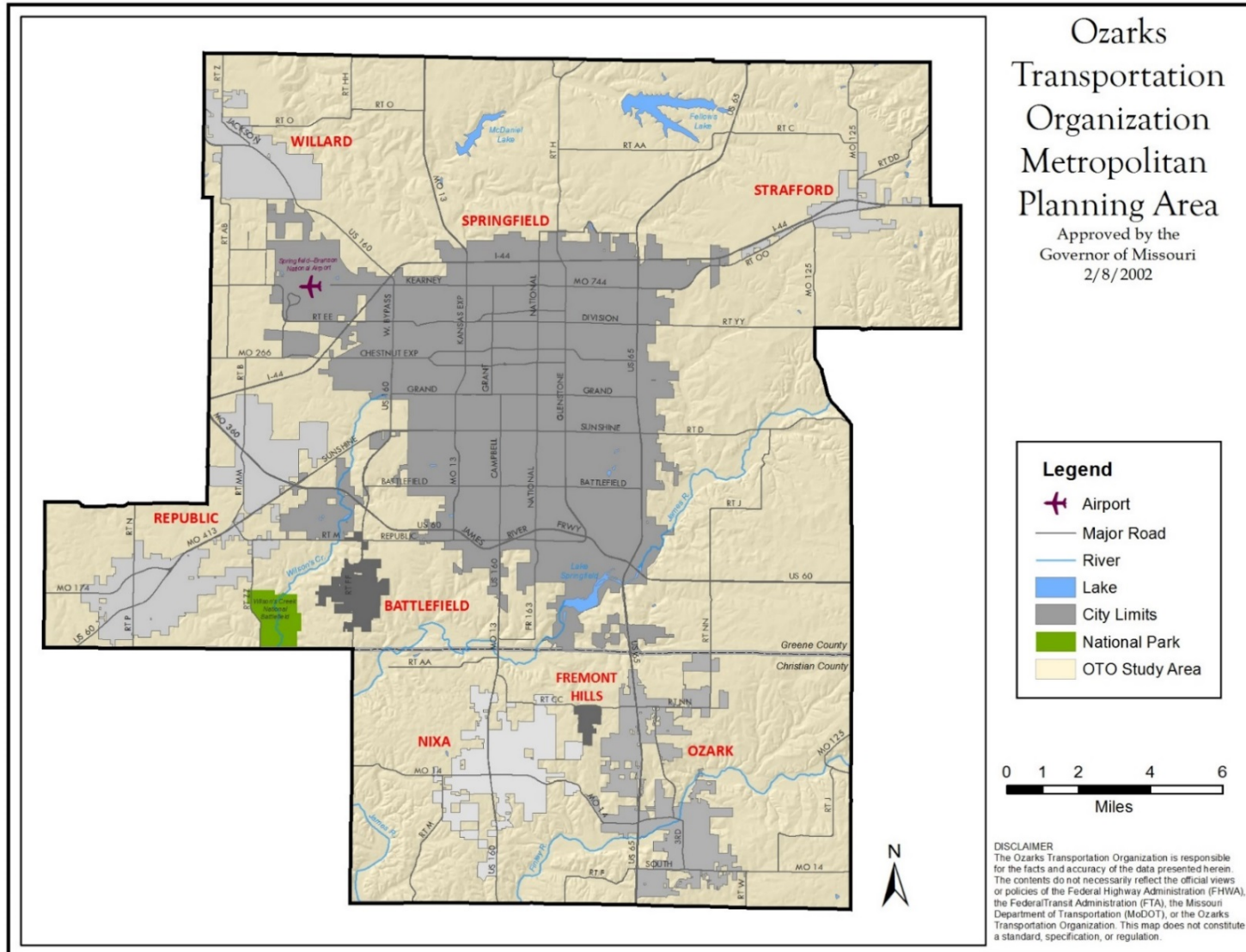
*Previously allocated, but unspent CPG Funds through 12/31/2019.

**The FY 2021 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill. The FY 2020 allocation is expected to be released by Spring 2020 making the funds unavailable for the majority of the FY 2020. Funding is essentially one fiscal year behind expenses. FY 2021 allocation will not likely be available in FY 2021 and therefore FY 2020 funds will be used in FY 2021.

****Previously allocated but unprogrammed CPG funds available at the end of FY 2020 for use in FY 2021.

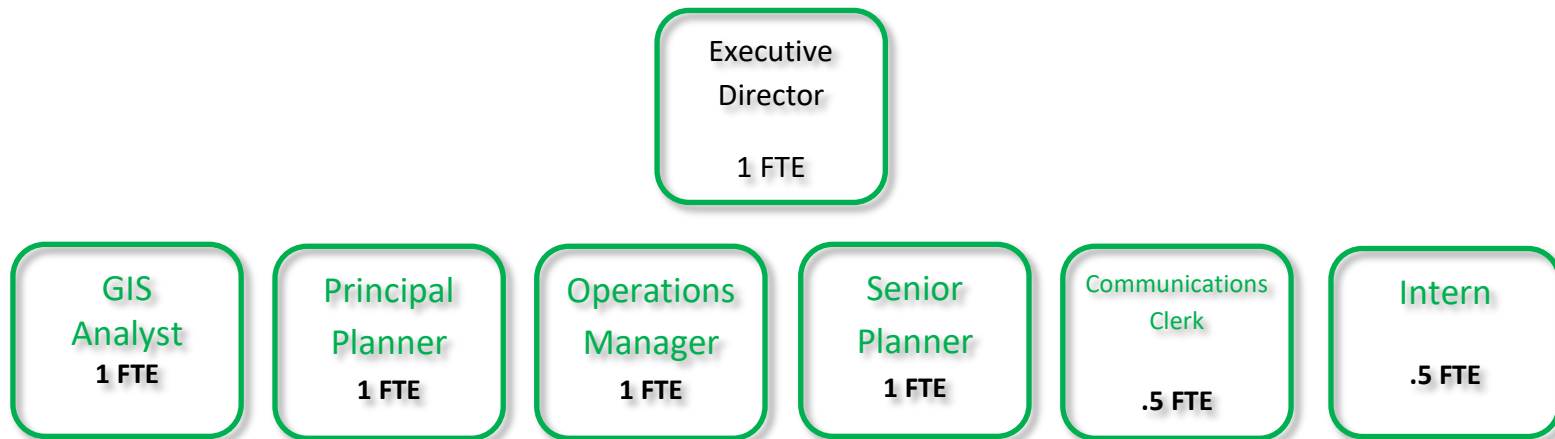
Justification for Carryover Balance

The projected carryover balance of \$884,957.60 represents more than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. OTO cannot spend full current year allocations due to congressional inaction to fully appropriate annual authorizations for transportation.



Ozarks Transportation Organization Organizational Chart

Ozarks Transportation Organization Planning Staff
100% Dedicated to Transportation Planning



APPENDIX A

Fiscal Year 2021

July 1, 2020 - June 30, 2021

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Proposed Budgeted Amount FY21</i>	<i>Total Budget FY21</i>	<i>Increase/ Decrease</i>
Building					
Building Lease	\$75,400		\$52,125		↓ \$23,275
Building Common Area Main Exp	\$0		\$19,950		↑ \$19,950
Infill Costs	\$2,000		\$2,000		SAME
Maintenance	\$4,000		\$4,000		SAME
Utilities	\$3,500		\$3,500		SAME
Office Cleaning	\$4,400		\$5,550		↑ \$1,150
Total Building		\$89,300		\$87,125	
Commodities					
Office Supplies/Furniture	\$7,000		\$7,000		SAME
Publications	\$300		\$1,000		↑ \$700
Public Input Promotional Items	\$2,500		\$2,500		SAME
Total Commodities		\$9,800		\$10,500	
Information Technology					
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME
Data Backup/Storage	\$4,400		\$4,400		SAME
GIS Licenses	\$5,500		\$5,500		SAME
IT Maintenance Contract	\$12,000		\$12,000		SAME
Server Upgrade	\$6,000		\$0		↓ \$6000
Software	\$4,900		\$4,900		SAME
Webhosting	\$2,300		\$2,300		SAME
Total Information Technology		\$43,100		\$37,100	
Organization Insurance					
Directors and Officers	\$3,000		\$3,000		SAME
Errors & Omissions	\$3,000		\$3,000		SAME
Professional Liability	\$2,700		\$2,700		SAME
Workers Comp	\$1,700		\$1,700		SAME
Total Insurance		\$10,400		\$10,400	
Operating					
Copy Machine Lease Principal	\$5,700		\$1,650		↓ \$4,050
Copy Machine Lease Interest	\$0		\$200		↑ \$200
Copy Machine Maintenance	\$0		\$650		↑ \$650
Copy Machine Toner & Overages	\$0		\$3,200		↑ \$3,200
Dues/Memberships	\$5,500		\$8,000		↑ \$2,500
Education/Training/Travel	\$23,000		\$23,000		SAME
Food/Meeting Expense	\$4,300		\$4,300		SAME
Legal/Bid Notices	\$2,500		\$2,000		↓ \$500
Postage/Postal Services	\$1,800		\$1,800		SAME
Printing/Mapping Services	\$2,500		\$14,000		↑ \$11,500
Public Input Event Registrations	\$1,500		\$1,500		SAME
Staff Mileage Reimbursement	\$3,500		\$3,500		SAME
Telephone/Internet	\$5,000		\$5,000		SAME
Total Operating		\$55,300		\$68,800	

<i>Cost Category</i>	<i>Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Budgeted Amount FY21</i>	<i>Total Amount Budgeted FY21</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$528,152		\$544,811		↑ 16,692
Mobile Data Plans	\$3,240		\$3,240		SAME
Total Personnel		\$531,392		\$548,051	
Professional Services in Lieu of Staff					
Professional Services	\$24,000		\$50,000		↑\$26,000
Transportation Consultant/Modeling Services	\$30,000		\$30,000		SAME
Payroll Services	\$2,700		\$4,000		↑\$1,300
Total Professional Services in Lieu of Staff		\$56,700		\$84,000	
Other Services and Special Projects					
Aerial Photos	\$25,000		\$0		↓ \$25,000
Audit	\$4,600		\$4,640		↑ \$40
Long-Range Plan Update	\$10,000		\$5,000		↓ \$5,000
TIP Tool Maintenance	\$9,600		\$9,600		SAME
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000		SAME
Travel Demand Model Update	\$50,000		\$15,000		↓ \$35,000
Total Other Services and Special Projects		\$102,200		\$37,240	
		\$898,192		\$883,216	
In-Kind Match, Donated					
Member Attendance at Meetings	\$30,000		\$36,000		↑ \$6,000
TOTAL OTO Expenditures		\$928,192		\$919,216	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$20,000		\$23,724		↑ \$15,000
TOTAL OTO Budget		\$948,192		\$942,940	
Direct Outside Grant					
CU Transit Salaries*	\$270,000		\$270,000		Same
TOTAL EXPENDITURES		\$1,218,192		\$1,212,940	↓ \$5,252

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

ESTIMATED REVENUES

Ozarks Transportation Organization Revenue

Consolidated FHWA/FTA PL Funds	\$558,554		\$654,352		
Surface Transportation Block Grant	\$200,000		\$100,000		
Local Jurisdiction Match Funds	\$139,638		\$128,864		
In-kind Match, Meeting Attendance**	\$30,000		\$36,000		
MoDOT Direct Service Match**	\$20,000		\$23,724		
Total Ozarks Transportation Organization Revenue		\$948,192		\$942,940	↓ \$5,252

Direct Outside Grant

FTA 5307	\$216,000		\$216,000		
City Utilities Local Match	\$54,000		\$54,000		
Total Direct Outside Grant		\$270,000		\$270,000	
TOTAL REVENUE		\$1,218,192		\$1,212,940	

Notes: * Cost includes federal and required 20% matching funds. Pass through funds, OTO does not administer or spend the City Utility funds.

** In the event that In-kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized.

APPENDIX B

FY 2020

July 1, 2020 - June 30, 2021

ANTICIPATED CONSULTANT USAGE

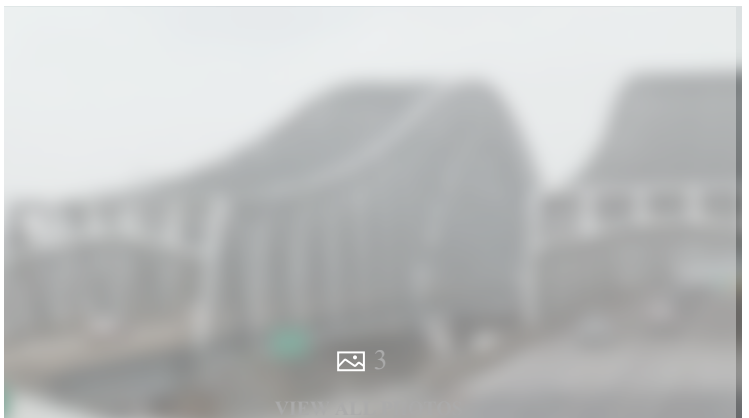
<i>Cost Category</i>	<i>Budgeted</i>	<i>Total Amount</i>	<i>Budgeted</i>	<i>Total Amount</i>
	<i>Amount</i>	<i>Budgeted</i>	<i>Amount</i>	<i>Budgeted</i>
	<i>FY20</i>	<i>FY20</i>	<i>FY21</i>	<i>FY21</i>
Aerial Photos	\$25,000		\$0	
Audit	\$4,600		\$4,640	
Professional Services Fees	\$24,000		\$50,000	
Data Storage/Backup	\$4,400		\$4,400	
IT Maintenance Contract	\$12,000		\$12,000	
Online TIP Tool	\$9,600		\$9,600	
Travel Demand Model Update	\$50,000		\$15,000	
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000	
Webhosting	\$0		\$900	
GIS Services	\$0		\$5,050	
Transportation Consultant/Modeling Services	\$30,000		\$30,000	
Total Consultant Usage		\$162,600.00		\$134,590.00

TAB 14

MoDOT facing financial challenge through COVID-19

by Noah Brown
Sunday, May 31st 2020

AA



*MoDOT has lost about 30 percent of its revenue due to the coronavirus. MoDOT gets most its funding from the state's 17-cent-per-gallon gas tax and around three quarters of the 4.225 percent state car sales tax. (File photo)
*

JEFFERSON CITY — The Missouri Department of Transportation is looking at some serious budget shortfalls in the near future due to COVID-19.

MoDOT gets most its funding from the state's 17-cent-per-gallon gas tax and around three-quarters of the 4.225 percent state car sales tax. Unfortunately for the department, both revenue streams have been bringing in significantly less money over the last three months.

"The revenue side of this equation is getting really concerning to us," MoDOT Deputy Director Ed Hassinger said. "We're looking at a 30 percent revenue decline, and we don't really know how deep it is and how long it's going to last."

Current projections show the department bringing in around \$900 million less than it was expecting to at the beginning of the year. While traffic volume has gone steadily across the country since the week of April 10, Washington-based analytics company INRIX estimates U.S. traffic volume is still [around 20 percent lighter on a daily basis](#) than what it was at the beginning of March.

Hassinger said MoDOT is barely able to afford the [projects it currently has contracted](#), and the loss of revenue could be devastating in the near future.

"The concern really is about the contracts we would let now that will be the work that gets done this fall and next year," Hassinger said. "We've already delayed \$400 million worth of work. We're having serious discussions right now whether we can even afford to buy salt for this winter."

The department has prioritized projects in the event it has to scrap some. Hassinger said projects that focus on maintaining current roads and keeping drivers safe are the highest priority, while new projects that focus on economic development and other unessential improvements are lower.

The American Association of State Highway and Transportation Officials asked Congress in early April to provide a backstop of \$49.95 billion to transportation departments in each state. Missouri would receive 2 percent, or just under \$1 billion. The association has also asked Congress to renew and double the amount of money in the FAST Act, which is the current federal surface transportation bill. The current version of that act is set to expire Sept. 30.

Hassinger said the funding provided by the backstop, if approved, would cover almost all of the department's lost revenue.

"That's the single most important thing that could happen to keep the system going, to keep projects rolling," he said. "That would solve a lot of the issues we're talking about now."

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Julie Lorenz, Secretary

Laura Kelly, Governor

IMMEDIATE RELEASE

June 8, 2020

For more information:

Jeanny Sharp

785.296.3585

Jeanny.Sharp1@ks.gov

New Kansas Bicycle Map now available

The 2020-2022 edition of the Kansas Bicycle Map is now available. Whether you're looking to cycle from one county to the next or across the entire state, this edition has a lot to offer those planning a short trip or a long ride.

"The 2020 map features trails and bike routes for cyclists at all levels of experience and also highlights recreational opportunities," said Jenny Kramer, Bicycle and Pedestrian Coordinator for the Kansas Department of Transportation. "In addition to the statewide view, you will find several insets that zoom into communities that have developed networks for cyclists."

Maps are available free of charge and can be ordered on the new KDOT Transportation bicycle map request portal: <https://kdotapp.ksdot.org/BicycleMapRequest/>. Bicycle Safety Tips cards are also available for order. To view these items prior to ordering, visit: <http://www.ksdot.org/bureaus/burRail/bike/ksbicyclemap.asp>.

This year's map includes many features such as:

- Featured inset map highlighting cycling routes in Barton County
- Kansas Rail Trail Map
- Kansas and National Historic and Scenic Byways
- A list of recreation areas and amenities
- Ranges of daily traffic volume
- Availability of shoulders on the State Highway System
- State bicycle laws and safety tips
- Cross-country bicycle routes: U.S. Bicycle Routes 76 and 66, Trans-America Trail, and American Discovery Trail
- Biking Across Kansas (BAK) routes from 2016 and 2018

- 15 inset maps showcasing local bicycle networks

For more information or to order maps by email or phone, please contact Kramer at Jenny.Kramer@ks.gov or call (785) 296-5186.

###

This information can be made available in alternative accessible formats upon request.
For information about obtaining an alternative format, contact the KDOT Office of Public Affairs,
700 SW Harrison St., 2nd Fl West, Topeka, KS 66603-3754 or phone 785-296-3585 (Voice)/Hearing
Impaired – 711.

Click below to connect to KDOT's Social Networks:



HTF Tax Receipts Plummet in May

Fuel tax Highway Trust Fund

JUNE 08, 2020 | JEFF DAVIS

The Treasury Department has posted its [Highway Trust Fund financial report for May 2020](#), and it shows (for the first time) the full effects of coronavirus-related travel reduction, and the related economic contraction, on the Trust Fund.

Net deposits of new taxes to the Trust Fund totaled \$2.1 billion in May, down from \$4.0 billion in May 2019. But May is also one of those months where Treasury makes quarterly adjustments to the estimated tax payments credited to the Trust Fund in prior months, and those downwards adjustments were much higher than usual (-\$1.4 billion in May 2020 versus -\$728 million in May 2019).

When those two are added together, the net new taxes credited to the Trust Fund in May 2020 only totaled \$674 million, down from \$3.017 billion in April 2020 and \$3.238 billion in May 2019.

Pre-adjustment, gasoline and diesel tax receipts were both down 49 percent in May 2020 versus a year ago.

Highway Trust Fund Tax Deposits, May 2019 vs. May 2020

	Fiscal Year 2019			Fiscal Year 2020		
	Gross May Tax Deposits	Adjustments	Net May Tax Credits	Gross May Tax Deposits	Adjustments	Net May Tax Credits
<u>Highway Account</u>						
Gasoline	2,048.4	-438.8	1,609.6	1,110.5	-753.3	357.3
Diesel	898.4	-214.7	683.8	489.2	-308.0	181.1
Truck/trailer	540.5	0.0	540.5	278.0	-191.7	86.3
Tires	50.8	-13.7	37.0	29.0	-29.5	-0.6
HVUT	36.4	0.0	36.4	12.0	-14.7	-2.6
Sport Fish TF	-38.8	0.0	-38.8	-38.8	0.0	-38.8
AATF	-60.4	43.0	-17.4	-23.0	28.2	5.2
TOTAL	3,475.3	-624.2	2,851.1	1,857.0	-1,269.0	587.9
<u>Mass Transit Account</u>						
Gasoline	379.4	-81.3	298.1	205.7	-139.5	66.2
Diesel	119.8	-28.7	91.1	65.1	-41.0	24.2
Sport Fish TF	-5.2	0.0	-5.2	-5.1	0.0	-5.1
AATF	-8.1	5.7	-2.3	-3.1	3.8	0.7
TOTAL	485.9	-104.2	381.7	262.7	-176.7	86.0
HTF TOTAL	3,961.2	-728.4	3,232.8	2,119.6	-1,445.7	673.9

Tax payments to the Trust Fund in March and April did not fully reflect coronavirus-related travel demand – estimated excise taxes are paid twice a month, and, for example, the April 14 tax payment covered the last 16 days of March. Also, fuel taxes are paid when the fuel leaves at the refinery (or sometimes the tank farm), and there is also a delay from the time consumers stop buying gas at the pump to the time the refinery cuts the amount of fuel it is sending out.

We won't know outlays and balances for a few more days, because the Treasury reporting doesn't show outlays, only the amount of money withdrawn from the Trust Fund by the various USDOT modal administrations, who keep hundreds of millions of dollars of Trust Fund cash on their own books at any one time to pay bills. The Highway Account had an end-of-April balance of \$19.5 billion and the Mass Transit Account had an end-of-April balance of \$6.8 billion, so there is no immediate danger of insolvency, but the date on which one or the other Trust Fund accounts will eventually run out of money (estimated for late summer 2021 by the Congressional Budget Office, pre-coronavirus) is certainly moving up.

As of the end of May, total Trust Fund tax receipts (minus the adjustments) for this fiscal year are 10 percent below the fiscal 2019 level.

Highway Account

	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>FYTD</u>
FY 2019	690.7	3,715.3	3,207.2	2,895.5	3,117.6	3,429.8	3,048.3	2,851.1	22,955.4
FY 2020	773.1	3,946.6	3,249.4	3,378.9	3,184.6	2,807.1	2,633.2	587.9	20,560.7
<i>Difference</i>	<i>+82.4</i>	<i>+231.2</i>	<i>+42.2</i>	<i>+483.5</i>	<i>+67.0</i>	<i>-622.7</i>	<i>-415.1</i>	<i>-2,263.2</i>	<i>-2,394.7</i>
	<i>+12%</i>	<i>+6%</i>	<i>+1%</i>	<i>+17%</i>	<i>+2%</i>	<i>-18%</i>	<i>-14%</i>	<i>-79%</i>	<i>-10%</i>

Mass Transit Account

FY 2019	93.5	543.7	469.5	423.9	459.8	457.0	449.8	381.7	3,278.9
FY 2020	101.3	563.5	464.1	482.5	455.0	409.0	384.1	86.0	2,945.4
<i>Difference</i>	<i>+7.8</i>	<i>+19.8</i>	<i>-5.4</i>	<i>+58.6</i>	<i>-4.9</i>	<i>-48.0</i>	<i>-65.7</i>	<i>-295.7</i>	<i>-333.5</i>
	<i>+8%</i>	<i>+4%</i>	<i>-1%</i>	<i>+14%</i>	<i>-1%</i>	<i>-10%</i>	<i>-15%</i>	<i>-77%</i>	<i>-10%</i>



(<https://aashtojournal.org/>)



New federal Highway Trust Fund tax receipt information released June 8, when combined with vehicle miles traveled or VMT data from April, paints a devastating transportation revenue outlook that may similarly impact state-level transportation revenues.

[Above photo by the Oregon DOT.]

According to the U.S. Department of the Treasury, net deposits of tax receipts credited to the HTF in May totaled only \$674 million; a 79 percent year-over-year decline from \$3.238 billion in May 2019.

On top of that, recent data (https://www.fhwa.dot.gov/policyinformation/travel_monitoring/20aprtvt/) released by the Federal Highway Administration indicates that motor vehicle travel on all roads and streets dropped by 39.8 percent or 112 billion vehicle miles this April compared to April 2019.

“This portends how badly state transportation revenues have declined due to the COVID-19 pandemic,” said Jim Tymon, executive director of the American Association of State Highway and Transportation Officials.

Tymon described the HTF tax receipt falloff as much like a tsunami generated by an underwater earthquake; due to the lag in tax collection data, it takes time for the proverbial “wall of water” to reach the shore.





He noted Congress cannot be complacent due to this lag in revenue impact and that it needs to pass AASHTO’s request for a nearly \$50 billion fiscal “backstop (<https://aashtojournal.org/2020/04/10/aashto-asks-congress-for-50b-fiscal-backstop-for-state-dots/>)” to buttress state DOT budgets.

“When we originally requested the backstop in April (<https://policy.transportation.org/wp-content/uploads/sites/59/2020/04/2020-04-06-AASHTO-Letter-to-Congress-on-COVID-19-Phase-4-FINAL.pdf>), we expected it to offset an estimated 30 percent loss in state transportation revenues over the next 18 months,” Tymon said.

“The HTF numbers are consistent with our expectation of a delayed but massive short-term decline in transportation revenue,” he pointed out. “While we expect those numbers to improve as states move to different phases of reopening, it looks increasingly like the recovery period may last well beyond the 18-month window we initially projected.”

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A broad coalition of 44 transportation industry stakeholders sent President Trump a letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2020/06/DoT-Relief-WH-Letter-FINAL-2020-06-05.pdf>) on June 5 urging him to support an immediate \$49.95 billion infusion of federal funding for state departments of transportation to cope with the economic fallout from the COVID-19 pandemic.

[Official White House photo above by Andrea Hanks.]

“With millions of Americans still following ‘stay-at-home’ orders, many state governments are facing severe losses in revenues across the board –including dedicated user fee revenues on which state DOTs heavily rely,” the letter said. “Projections continue to show decreases in state motor fuel tax and toll receipts as nationwide vehicle traffic reduction bottomed out at about 50 percent in early April.”

The groups estimates that state transportation revenue will decline by 30 percent on average over the next 18 months, with some states potentially experiencing revenue losses as high as 45 percent. As a result, the ability of state DOTs to carry out their core functions – including capital construction programs – is threatened, with some state DOTs already delaying critical transportation projects, putting transportation construction jobs at risk.



Photo by the Oregon DOT

For example, Victoria Sheehan – commissioner of the New Hampshire Department of Transportation and AASHTO’s 2019-2020 vice president – noted in a recent presentation (<https://www.nhbr.com/very-preliminary-estimates-see-big-shortage-in-nh-road-construction-funds/>) that shrinking traffic volumes represents potential losses of \$55 million to \$60 million to New Hampshire’s highway fund and \$40 million to \$50 million for its turnpike fund.



Victoria Sheehan (at left) speaking with Maryland Gov. Larry Hogan

Sheehan also expressed concern for her department’s capacity to perform routine preventive maintenance of roads and bridges, explaining that deferring the work would lead to higher remediation costs in the future, adding that the New Hampshire DOT is also “minimizing the construction work effort that is funded by highway fund dollars.”

Other state DOTs are also experiencing similar revenue decreases (<https://aashtojournal.org/2020/05/29/covid-19-will-create-long-term-impact-on-state-dot-revenues/>) and are taking similar steps to curtail transportation


work in the face of those falloffs.


That’s why the industry’s June 5 letter to the president emphasized that providing state DOTs with an immediate infusion of funding is not unlike action taken in prior COVID-19 response legislation, which compensated the aviation, transit, and passenger rail sectors for reductions in ridership and revenue.

“This urgently needed funding will prevent disruptions to planned transportation projects and allow state DOT employees and transportation construction workers essential to planning and delivering these projects to remain on the job,” the letter noted.

“This action to preserve core state DOT capabilities is absolutely critical in order for states to carry out a robust, bipartisan, and long-term surface transportation legislation later this year that can serve as our national platform for economic recovery and growth,” it said.

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COVID-19: President Trump's Invocation of Emergency Authority to Streamline Environmental Review for Infrastructure Projects

K&L GATES

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Tuesday, June 9, 2020

The Trump administration issued two executive orders (EOs) in the past month seeking to encourage economic development through regulatory reform and relief as the United States navigates the reopening of business and activities throughout the country after the peak of COVID-19. Both EOs offer potential opportunities and risks to stakeholders. Our regulatory and policy team is well positioned to help stakeholders navigate the implementation of these important EOs.

Last week, on 4 June 2020, the President issued an **EO on Accelerating the Nation's Economic Recovery from the COVID-19 Emergency by Expediting Infrastructure Investments and Other Activities** (Infrastructure EO) directing federal agencies to waive environmental laws to speed up federal approval for new mines, highways, railways, pipelines, and other projects given the current economic

“emergency.” Specifically, the Infrastructure EO calls on the Departments of Transportation, Defense, Interior, and Agriculture, along with the U.S. Army Corps of Engineers, to use all relevant emergency and other authorities to expedite work on, and completion of, all projects that are within their authority to perform or to advance.

Just three weeks ago, on 19 May, the President issued an **Executive Order on Regulatory Relief to Support Economic Recovery** (Regulatory Relief EO) in the wake of the lifting of COVID-19 shelter-in-place orders across the country. As we discussed in our prior alert, the Regulatory Relief EO directs all federal agencies to identify regulations that may inhibit economic recovery and consider taking measures to temporarily or permanently rescind, modify, or waive those standards, or exempt entities or persons from them, consistent with applicable law, and consider exercising temporary enforcement discretion.

In the environmental context, both EOs offer the potential for significant gains to the regulated community if agencies shorten or simplify permitting and approval processes. While the Regulatory Relief EO focused on revising regulations that inhibit economic recovery, the Infrastructure EO issued last week directs federal agencies to use their lawful “emergency” authorities and other powers to respond to the national COVID-19 emergency and to facilitate the nation’s economic recovery. The Infrastructure EO also directs agencies to streamline environmental reviews under the [National Environmental Policy Act \(NEPA\)](#) and consultation under the [Endangered Species Act \(ESA\)](#).

With respect to NEPA, the EO directs the Council on Environmental Quality (CEQ) to work with federal agencies to apply flexibility in complying with NEPA obligations where “emergency circumstances make it necessary to take actions with significant environmental impacts without observing the [NEPA] regulations[.]”

With respect to the ESA, the EO directs the Department of Interior to apply its emergency authorities to expedite ESA Section Consultations. It also mandates that the secretary of the interior ensure that the Fish and Wildlife Service and the National Marine Fisheries Service (hereinafter collectively referred to as the “Services”) “be available to consult promptly with agencies and to take other prompt and appropriate action concerning the application of the ESA’s emergency regulations.”[1]

Looking Ahead

One challenge agencies will face is how to interpret and implement their emergency authorities. For example, the ESA’s emergency regulations allow for interagency consultation to occur in an expedited manner and through informal alternative procedures in “emergency” situations that include but are not limited to those involving acts of God, disasters, casualties, and national defense or security emergencies.[2]

According to agency guidance, emergency consultations are usually initiated by telephone or facsimile by the action agency, followed as soon as possible (within 48 hours if possible) by written correspondence from the Services.[3] Thereafter, the Services’ role is to offer recommendations to minimize the effects of the emergency

response on actions on listed species or their critical habitat.[4] The Services are instructed not to stand in the way of the emergency response efforts. There are several critical elements to this process:

- If the initial review indicates that the emergency response action may result in jeopardy or adverse modification to listed species or their critical habitat, and no means of reducing or avoiding this effect are apparent, the Services must advise the appropriate federal agency as such and document its conclusions.
- If incidental take is anticipated during the emergency response, the Services can advise the action agency during informal consultation about ways to minimize the take, but generally the incidental take statement in such a situation does **not** need to include reasonable and prudent measures or terms and conditions to minimize the take.[5]
Formal consultation will be initiated once the “emergency” is deemed under control.[6] Procedurally, formal consultation after cessation of the emergency is the same as consultation under normal circumstances, except that the action agency must also provide a description of the emergency, a justification for the expedited consultation, and an evaluation of the impacts of the emergency on affected species and their habitats.[7]
- Following after-the-fact formal consultation, the Services issue an emergency biological opinion.[8]

This one example reveals some of the complexity involved when invoking emergency authorities for federal agencies. Nonetheless, the Infrastructure EO has the potential to affect a wide range of infrastructure, energy, environmental, and natural resources projects and provide significant benefits to the regulated community to reduce and minimize the time and resources required to obtain approvals through federal agencies. Effectively, the EO directs agencies to consider and streamline permit approvals and other regulatory actions for “all authorized and appropriated civil works projects” within the context of an emergency response to the COVID-19 pandemic.

As with implementation of every EO, the devil is in the details. Each agency will need to decide how to staff and prioritize its regulatory actions and determine which existing and future approvals are deemed to be part of a national emergency response. And agencies, of course, must act within the scope of their statutory authority and in compliance with statutory directives. What changes are and are not “consistent with applicable law” and how agencies ultimately implement the EO will be a central point of discussion with agencies and may become the focus in any litigation over agency actions taken pursuant to the EOs.

NOTES

[1] Infrastructure EO, ¶7(d).

[2] 50 C.F.R. 402.05(a); See also 16 U.S.C. § 1536 (j), (p).

[3] U.S. FISH AND WILDLIFE SERVICE, ESA SECTION 7 CONSULTATION HANDBOOK

8.2(A) (Mar. 1988) (Consultation Handbook).

[4] *Id.*

[5] *Id.* at 8.2(D).

[6] 50 C.F.R. § 402.05(b).

[7] 50 C.F.R. § 402.05(b); see also Consultation Handbook, 8.2(B).

[8] Consultation Handbook, 8.2(C).

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\$495 Billion Surface Transportation Bill Introduced by House Democrats

[Highway Trust Fund](#)[Highways & Streets](#)[Rail](#)[Transit](#)

JUNE 05, 2020 | JEFF DAVIS

A bill authorizing \$495.4 billion in federal funding for surface transportation programs was introduced in the House of Representatives yesterday by the chairman of the House Transportation and Infrastructure Committee, Peter DeFazio (D-OR). The bill, the “Investing in a New Vision for the Environment and Surface Transportation in America Act” (or INVEST in America Act), is H.R. 7095.

The bill text (as prepared for introduction) is [here](#), a 2-page fact sheet is [here](#), a 10-page executive summary is [here](#), and a 38-page section-by-section summary is [here](#) (all prepared by the majority staff of the T&I Committee). A printable 2-page PDF table of funding authorizations in the bill prepared by ETW is [here](#).

The T&I panel and its predecessor used to develop major public works bills by what is known as the “Big Four” process, where the chairman and ranking minority member of the full committee, and the chairman and ranking minority member of the subcommittee of jurisdiction, would jointly develop a bill from the ground up. Nothing could be included in the introduced bill unless all four agreed, and from that point onwards, all four would oppose any amendments to the bill unless all four of them agreed to accept the amendment.

That process guaranteed large, bipartisan votes in favor of the bills, and this was the process used by the Senate Environment and Public Works Committee in developing its (highway-only) surface transportation bill last year ([S. 2302](#)), which was approved unanimously by that panel, whose members range in ideology from Mike Braun (R-IN) on the right to Bernie Sanders (I-VT) on the left. (The process also means that policy changes tend to be evolutionary, not revolutionary.)

But that “Big Four” tradition in the House started to decay under chairman Jim Oberstar (D-MN) in 2009, who had been writing his own reauthorization bill in his head since the 1970s and didn’t seek that much outside input, and then got worse under chairman John Mica (R-FL), who had both a mercurial nature and a party caucus that was hostile to his committee’s traditional work. The bipartisanship has not been restored. But because the House bill was not developed in a bipartisan way, many of its policy changes are much more significant than those in the more evolutionary Senate highway bill.

In a [statement](#), DeFazio said “The INVEST in America Act is our opportunity to replace the outdated systems of the past with smarter, safer, more resilient infrastructure that fits the economy of the future, creates millions of jobs, supports American manufacturing, and restores U.S. competitiveness.”

The ranking Republican on the T&I Committee, Sam Graves (R-MO), issued his own [statement](#), complaining that the GOP had been completely locked out of the process of putting this bill together, and stating that the bill “lacks critical flexibility for the states, its outsized funding increases for urban areas will leave rural America even further behind, and numerous new green mandates and extreme progressive goals are woven throughout the fabric of new and existing core programs.”

We will have much more analysis of this bill next week and the week after (it has been a hectic 48 hours), but the remainder of this article gives some highlights of the bill, and there are three other articles in this issue of ETW: [The House’s INVEST Act – Highway Formula Funding; If Paid For By Motor Fuels Taxes](#), [DeFazio Bill Would Double Federal Gas Tax](#); and [How Realistic Are the House Surface Bill’s Suggested Appropriations?](#)

Funding overview.

The House bill makes a total of \$495.4 billion in funding authorizations over five fiscal years (2021 to 2025), of which \$412.2 billion is contract authority from the Highway Trust Fund and \$83.0 billion is authorization for subsequent appropriations from the general fund of the Treasury (mostly mass transit and intercity passenger rail). To make a true comparison with the prior authorization bill (the five-year FAST Act, covering 2016-2020), you need to remove a few general fund programs that were not authorized by FAST, taking total authorizations in the bill down to \$492.4 billion. Comparing the two bills that way, the House bill is a 62 percent overall authorization increase over the FAST Act (a 47 percent increase when just considering Trust Fund authorizations).

Compared to the Congressional Budget Office's most recent funding baseline (which takes actual fiscal 2020 funding levels and inflates them into the future), DeFazio's bill would provide a 28 percent increase in highway funding, a 54 percent increase in mass transit funding (when Trust Fund and general fund moneys are combined), and intercity passenger rail would get a gobsmacking 332 percent increase.

Apples to Apples: DeFazio Bill vs. FAST Act and CBO Baseline

Billions of dollars. Excludes NHTSA Vehicle Safety (not in DeFazio bill), FTA Grants to WMATA (not in FAST), and FRA's non-grant programs (not in FAST)).

	2016-2020		2021-2025		2021-2025	
	Authorized By		CBO FY2020-Plus-		DeFazio	
	FAST Act		Inflation Baseline		Proposal	
Highways (HTF)	\$225.2	80.1%	\$250.5	80.2%	\$320.2	77.7%
Safety (HTF)	\$7.0	2.5%	\$7.8	2.5%	\$9.8	2.4%
Transit (HTF)	\$48.9	17.4%	\$54.0	17.3%	\$82.2	19.9%
Subtotal, HTF Only	\$281.1	100.0%	\$312.4	100.0%	\$412.2	100.0%
General Fund Transit	\$12.2		\$13.9		\$22.1	
General Fund Rail	\$10.3		\$13.5		\$58.1	
Total Authorizations	\$303.5		\$339.8		\$492.4	

DeFazio Bill Versus...	FAST Act		CBO Baseline	
Highways (HTF)	+\$95.0	+42.2%	+\$69.6	+27.8%
Safety (HTF)	+\$2.9	+41.3%	+\$2.0	+25.6%
Transit (HTF)	+\$33.3	+68.2%	+\$28.2	+52.3%
Subtotal, HTF Only	+\$131.2	+46.7%	+\$99.8	+32.0%
General Fund Transit	+\$9.9	+80.9%	+\$8.2	+58.7%
General Fund Rail	+\$47.9	+467.0%	+\$44.7	+331.9%
Total Authorizations	+\$188.9	+62.2%	+\$152.7	+44.9%

Source: Eno
Center for
Transportation
enotrans.org

Comparison to Senate bill.

The Senate, so far, has only produced the highway title (S. 2302) of a multi-committee surface transportation reauthorization package. This "America's Transportation Innovation Act," approved last year by a unanimous vote of the Environment and Public Works Committee, would provide \$287.3 billion in contract authority for the Federal Highway Administration over the same five-year period. The House bill is 11 percent above that, as shown in the table below.

Total Federal Highway Administration Obligation Authority (Million \$\$)

	2020	2021	2022	2023	2024	2025	5-Year
CBO Inflated Baseline	47,104	48,042	49,071	50,100	51,128	52,203	250,544
Senate Bill (ATIA)	47,104	55,127	56,222	57,405	58,669	59,843	287,267
House Bill (INVEST)	47,104	61,869	63,029	63,991	65,216	66,050	320,156
House Bill Is More Than							
CBO Inflated Baseline		+13,827	+13,958	+13,891	+14,088	+13,847	+69,612
		+28.8%	+28.4%	+27.7%	+27.6%	+26.5%	+27.8%
Senate Bill (ATIA)		+6,742	+6,807	+6,586	+6,547	+6,208	+32,889
		+12.2%	+12.1%	+11.5%	+11.2%	+10.4%	+11.4%

(6/6/2020 addition: We have assembled a detailed comparison tables of the funding levels for all individual programs in the House bill versus the funding levels for comparable programs in the Senate bill – download it [here](#).)

Comparison to 2009 Oberstar bill.

Just to see how this bill compares to the last surface transportation bill introduced by a Democratic chairman of the Transportation and Infrastructure Committee, we dug up our articles on the draft bill that Jim Oberstar wrote in 2009, which promised \$450 billion for highways, mass transit, and highway and motor carrier safety over five years. The Oberstar bill did not address intercity rail reauthorizations, so we have removed those authorizations from the comparison. The DeFazio bill still falls a bit short, funding-wise (and this is before you take into account the reduced buying power of dollars due to inflation from the 2010-2014 period to the 2021-2025 period):

Billions of nominal dollars.

	Oberstar 2009 Bill	DeFazio 2020 Bill	Difference
Highways (HTF)	\$337.4	\$319.2	-\$18.2
Safety (HTF)	\$12.6	\$9.8	-\$2.8

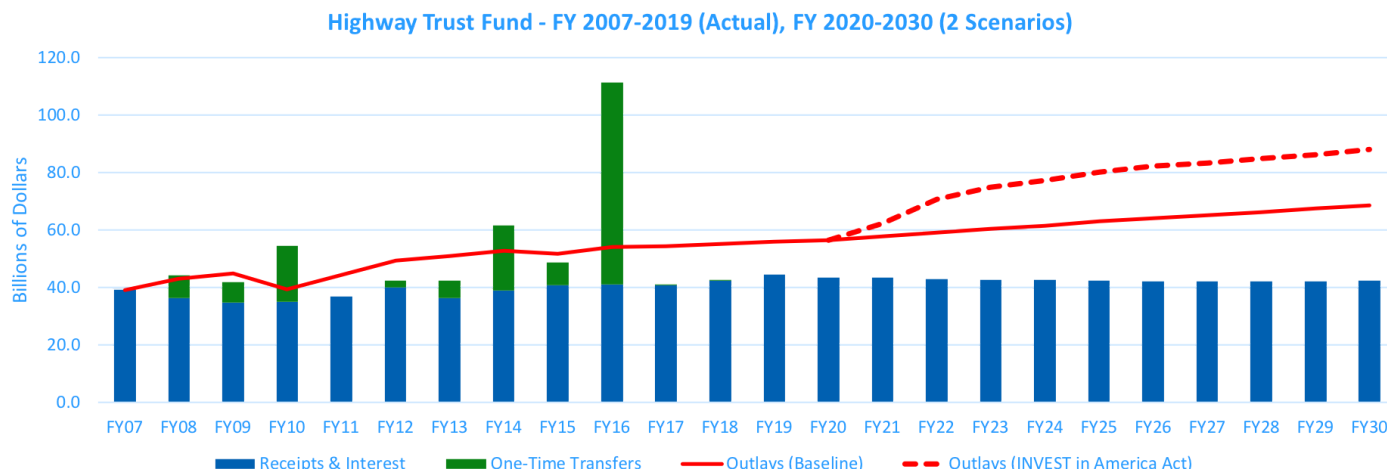
Transit (HTF)	\$87.6	\$82.2	-\$5.4
Transit (GF)	\$12.2	\$22.1	+\$9.9
Total Authorizations	\$450.0	\$433.4	-\$16.6

However, the Oberstar bill never made it out of committee because of Obama Administration opposition and the unwillingness of the Ways and Means Committee to raise highway user taxes during a recession. Whatever the pay-for strategy is behind this bill, we trust that chairman DeFazio has gotten more behind-the-scenes agreement with the Speaker and with the Ways and Means Committee than the later chairman Oberstar got.

Trust Fund “pay-for” gap.

Under current spending levels, the Highway Trust Fund is already projected to become insolvent (again) sometime in 2021, with the Mass Transit Account running out of money first, sometime in summer 2021 (see the March 2020 baseline projections [here](#)). Under 2020 actual spending levels plus inflation, CBO projected that the Trust Fund would need another \$75 billion or so in additional tax increases (or more bailout transfers) to remain solvent on a day-to-day basis through September 30, 2025. (\$69 billion plus a \$5 billion cash cushion as explained [here](#)). Those baseline tax revenue estimates were made before the coronavirus and before travel demand went kaput, so 2020 and 2021 tax revenues will certainly be lower and the real revenue gap in the Trust Fund is certainly higher already.

We calculate that the increased spending in the DeFazio bill will add at least \$65 billion in additional outlays over the next five years (\$48 billion for highways, and \$15 billion for mass transit, plus enough for the safety agencies that we didn't bother to calculate that should add another billion and round up to the next billion). We put all these assumptions into one colorful chart, starting in the past (fiscal 2007, the last balanced year), moving through FY 2019 actual, then the FY 2020-2030 forecast. The blue columns are tax receipts and interest for each year, the periodic green columns atop them are general fund transfers, the solid red line from 2007-2019 represents actual outlays, the solid red line from 2020-2030 is baseline outlays, and the dashed red line is our estimate of outlays under the INVEST bill.



The cumulative effect of the green columns (positive balances) will run out in 2021, and from that point, either the blue columns need to be raised with real tax increases to get to the red line, or more green columns of general fund transfers need to be added on top of them (assuming that Congress maintains the spending levels shown by the two red line scenarios. To put a dollar amount on it:

The House Ways and Means and Senate Finance Committees need to find at least \$140 billion in additional resources for the Highway Trust Fund to pay for the House bill. (As the table below shows, \$132 billion to get to zero, plus another \$5 billion for end-of-year cash cushion, plus the increased money for safety agencies not shown in the table.)

CBO March 2020 Highway Trust Fund Baseline Plus Estimated Increased Spending from the House's INVEST in America Act

Billions of dollars per fiscal year.

	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>	<u>FY24</u>	<u>FY25</u>
<u>Highway Account</u>						
Baseline Start-of-FY Balance	24.7	15.3	1.7	-18.8	-42.4	-67.6
Baseline Revenues & Interest	38.2	38.1	37.8	37.7	37.5	37.3
"Flex" Transfer to Transit	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2
Baseline Outlays	-46.4	-47.0	-47.8	-48.8	-49.7	-50.9
Est. Extra Outlays from Bill	0.0	-3.5	-9.4	-11.2	-11.9	-12.4
End-of-FY Balance from Bill	15.3	1.7	-18.8	-42.4	-67.6	-94.8
<u>Mass Transit Account</u>						
Baseline Start-of-FY Balance	8.3	3.7	-1.6	-8.8	-17.3	-26.9
Baseline Revenues & Interest	5.4	5.3	5.2	5.2	5.1	5.1
"Flex" Transfer from Highways	1.2	1.2	1.2	1.2	1.2	1.2
Baseline Outlays	-11.1	-11.2	-11.4	-11.6	-11.8	-12.0
Est. Extra Outlays from Bill	0.0	-0.6	-2.2	-3.4	-4.1	-4.8
End-of-FY Balance from Bill	3.7	-1.6	-8.8	-17.3	-26.9	-37.4
<u>Unified HTF Total</u>						
Baseline End-of-FY Balance	19.0	4.2	-11.9	-29.4	-48.2	-68.8
End-of-FY Balance from Bill	19.0	0.1	-27.6	-59.7	-94.4	-132.2

If you inflate the FY 2025 INVEST spending totals each year thereafter by the same rate that the CBO baseline increases highway and transit obligation limitations, the ten-year Trust Fund revenue shortfall under the INVEST Act is around \$350 billion.

Severable 1-year and 4-year bills.

Current programs, as authorized by the FAST Act of 2015 for the period of fiscal years 2016-2020, expire on September 30, 2020. Because September 30 isn't that far away (even in a normal year, and between coronavirus, the economic crisis caused by coronavirus, and this being a Presidential election year, 2020 ain't normal), that deadline for enactment of a full reauthorization bill may not be attainable.

Because of that, the portion of the bill that is the "traditional" surface transportation reauthorization bill (highway, transit, motor carrier safety, and highway safety, all of which draw most or all of their money from the Highway Trust Fund), is split into two severable divisions.

Division A covers fiscal year 2021 only and maintains existing highway and transit program structure. It provides the FY 2020 FAST Act authorized levels of funding for highway, transit and safety programs (\$60.1 billion, which does not include elements outside Transportation and Infrastructure Committee jurisdiction), but it also makes a lot of temporary changes to provide state highway departments and local transit agencies relief from the fiscal stresses (lost tax revenue) accompanying coronavirus. The regular 2021 highway and transit contract authority is made available at a 100 percent federal cost share, not the 80 percent (non-Interstate) to 90 percent (Interstate highway) cost share that these federal dollars normally carry. In addition, the bill temporarily increases the federal cost share of mass transit Capital Investment Grant (CIG) projects (the federal share of which comes from general revenues, not the Trust Fund).

This one-year extension is supplemented by an additional \$21 billion in more flexible contract authority from the Trust Fund (also in Division A – \$14.7 billion for highways, \$5.8 million for transit, and \$454 million for the safety agencies) that can be used by state and local governments to cover highway and transit program salaries and operating expenses, as well as traditional capital projects. The total funding provided by Division A is \$83.1 billion. (It also authorizes higher appropriation levels for general fund transit programs in 2021.)

Policy-wise, Division A is close to a "clean" extension but there are a few policy changes in there, many of which address ongoing Democratic concerns about the transparency of USDOT discretionary grant programs. (The extension also waives application of the "Rostenkowski Test" Mass Transit Account self-sufficiency requirement.

Then, Division B reauthorizes highway, transit and safety programs for four more years (2022 through 2025), and makes significant programmatic reforms (more about that later).

If both Division A and Division B are presented to the President and signed in the same enacted bill, the transition from 2021 to the 2022-2025 period would be seamless. However, if (and when) it becomes clear that Congress won't get a full multi-year reauthorization bill signed into law by September 30, the House could easily pull Division A out of the overall bill and try to send it to the Senate on its own. (The former House Rules Committee staffer in

me envisions the House passing a rule next month to bring H.R. 7095 to the floor that provides that once the House passed H.R. 7095 (after adding whatever the Ways and Means Committee is going to do), not only will H.R. 7095 be sent to the Senate, but a new bill just containing Division A is also created and sent to the Senate.)

In that context, the structure of Division A could also be seen as House Democrats trying to ensure that a significant boost in spending, and targeted aid to states and cities for the coronavirus's impact on transportation revenue, and the few policy changes in Division A, will be a part of any short-term extension of Highway Trust Fund programs after September 30.

Rolling back MAP-21.

The INVEST bill is a throwback to the “a program to address every problem” approach of the TEA21 and SAFETEA-LU eras. Starting with the 2008 report of the Surface Transportation Policy and Revenue Study Commission, the trend has been to consolidate more programs into fewer. The Commission proposed to consolidate 108 different highway, transit and safety programs into just 10. Chairman Oberstar took up this fight in his 2009 bill, which he said would also consolidate 108 programs into around 20.

Then the 2012 MAP-21 law reduced the total number of programs with access to Highway Trust Fund resources by about two-thirds.

But the INVEST bill would create at least 20 new programs, and would even resurrect one (Safe Routes to Schools) that MAP-21 succeeded in killing.

Highway authorizations.

The House bill contains \$319.7 billion in Highway Trust Fund contract authority over five years, and that is augmented by \$100 million per year in contract authority for the emergency relief program that pops into being every October 1 per [23 U.S.C. §125](#) whether a highway bill is enacted or not. Of the \$320.2 billion in total highway contract authority available to the Federal Highway Administration over five years, \$284.0 billion (as mentioned above) would be distributed via formula apportionments to states and the District of Columbia – 88.7 percent of total contract authority. This is a significant step down from the FAST Act, which had \$207.4 billion of its \$225.2 billion in FHWA contract authority (92.1 percent) apportioned via formula.

Funding authorizations by program in the INVEST Act are shown in the table below, in millions of dollars. (The obligation limitation appears to be set \$231 million per year too low in years 2022-2025 – this may be adjusted at markup.)

Funding Authorization Levels Under the INVEST in America Act of 2020, As Prepared for Introduction in the House (June 3

Millions of dollars. For certain programs, actual FY 2020 appropriations varied from FAST Act authorized levels (FTA Capital Investment Grants), or there was no authorization in 2020 (Grants to WMATA, FRA Safety and Operations, FRA Railroad R&D). Estimates for individual highway programs under §1101(a)(1) are unofficial.

			FAST	-----INVEST Act-----					
INVEST Section	Program		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	5-Year
Federal Highway Administration									
102(a)(1)	FY21-Only Flexible Funding	HTF	0.0	14,742.8	0.0	0.0	0.0	0.0	14,742.8
1101(a)(1)	Federal-Aid Highway Program (Apportioned by Formula)	HTF	43,373.3	43,373.3	55,022.0	55,980.6	57,095.4	58,118.7	269,590.0
	National Highway Performance Program		24,237.4	24,237.4	28,291.8	28,786.9	29,362.7	29,891.2	140,570.0
	Surface Transportation Program (post-TA set-aside)		11,287.8	11,287.8	13,140.4	13,370.3	13,637.7	13,883.2	65,319.4
	Highway Safety Improvement Program (post set-asides)		2,407.6	2,407.6	3,174.9	3,230.5	3,295.2	3,354.6	15,462.9
	Congestion Mitigation & Air Quality		2,496.4	2,496.4	2,913.9	2,964.9	3,024.2	3,078.7	14,478.1
	National Highway Freight Program		1,487.3	1,487.3	1,735.8	1,766.2	1,801.5	1,833.9	8,624.8
	Metropolitan Planning		358.2	358.2	507.5	516.4	526.7	536.2	2,445.0
	Railway-Highway Grade Crossings		245.0	245.0	245.0	245.0	245.0	245.0	1,225.0
	Pre-Disaster Mitigation Program		0.0	0.0	1,520.1	1,546.7	1,577.7	1,606.1	6,250.6
	Carbon Pollution Reduction Program		0.0	0.0	2,028.5	2,064.0	2,105.3	2,143.2	8,341.1
	Transportation Alternatives Program		850.0	850.0	1,460.0	1,485.6	1,515.3	1,542.6	6,853.5
	SAFETEA-LU Legacy Allocated Safety		3.5	3.5	4.0	4.0	4.0	4.0	19.5
1101(a)(2)	TIFIA	HTF	300.0	300.0	300.0	300.0	300.0	300.0	1,500.0
1101(a)(3)	Ferry Boats and Facilities	HTF	80.0	80.0	120.0	120.0	120.0	120.0	560.0
1101(a)(4)(A)	Tribal Transportation Program	HTF	505.0	505.0	800.0	800.0	800.0	800.0	3,705.0
1101(a)(4)(B)	Federal Lands Transportation Program	HTF	375.0	375.0	550.0	550.0	550.0	550.0	2,575.0
1101(a)(4)(C)	Federal Lands Access Program	HTF	270.0	270.0	345.0	345.0	345.0	345.0	1,650.0
1101(a)(4)(D)	Federal Lands/Tribal Major Projects Grants	HTF	0.0	0.0	400.0	400.0	400.0	400.0	1,600.0
1101(a)(5)	Territorial and Puerto Rico Highways	HTF	200.0	200.0	310.0	310.0	310.0	310.0	1,440.0
1101(a)(6)	Projects of National & Regional Signif. (formerly INFRA)	HTF	1,000.0	1,000.0	2,200.0	2,200.0	2,300.0	2,350.0	10,050.0
1101(a)(7)	Community Transportation Investment Grants	HTF	0.0	0.0	600.0	600.0	600.0	600.0	2,400.0
1101(a)(8)	EV Charging/Hydrogen Fueling Infra. Grants	HTF	0.0	0.0	350.0	350.0	350.0	350.0	1,400.0
1101(a)(9)	Community Climate Innovation Grants	HTF	0.0	0.0	250.0	250.0	250.0	250.0	1,000.0
1101(b)(1)(A)	Gridlock Reduction Grants	HTF	0.0	0.0	250.0	0.0	0.0	0.0	250.0
1101(b)(1)(B)	Rebuild Rural Grants	HTF	0.0	0.0	250.0	0.0	0.0	0.0	250.0
1101(b)(1)(C)	Parking for Commercial Vehicles	HTF	0.0	0.0	0.0	250.0	0.0	0.0	250.0
1101(b)(1)(D)	Active Transportation Connectivity Grants	HTF	0.0	0.0	0.0	0.0	250.0	0.0	250.0
1101(d)(1)(E)	Metro Performance Program	HTF	0.0	0.0	0.0	250.0	250.0	250.0	750.0
1104(a)((1)	FHWA Administrative Expenses	HTF	480.8	502.9	506.3	509.7	520.1	530.5	2,569.5
5001(a)(1)	Highway Research and Development Program	HTF	105.0	105.0	144.0	144.0	144.0	144.0	681.0
5001(a)(2)	Technology and Innovation Deployment Program	HTF	67.5	67.5	152.0	152.0	152.0	152.0	675.5
5001(a)(3)	Training and Education	HTF	24.0	24.0	26.0	26.0	26.0	26.0	128.0
5001(a)(4)	Intelligent Transportation Systems Program	HTF	100.0	100.0	100.0	100.0	100.0	100.0	500.0
5001(a)(5)	University Transportation Centers Program	HTF	77.5	77.5	96.0	96.0	96.0	96.0	461.5
5001(a)(6)	Bureau of Transportation Statistics	HTF	26.0	26.0	27.0	27.0	27.0	27.0	134.0
5001(b)(1)	Safe, Efficient Mobility through Advanced Tech.	HTF	0.0	0.0	70.0	70.0	70.0	70.0	280.0
5001(b)(2)	Materials to Reduce Greenhouse Gas Emissions	HTF	0.0	0.0	10.0	10.0	10.0	10.0	40.0
5001(b)(3)	National AV and Mobility and Innovation Clearinghouse	HTF	0.0	0.0	2.0	2.0	2.0	2.0	8.0
5001(b)(4)	National Coop. Multimodal Freight Trans. Research	HTF	0.0	0.0	4.0	4.0	4.0	4.0	16.0
5001(b)(5)	State Surface Transp. System Funding Pilots	HTF	20.0	20.0	35.0	35.0	35.0	35.0	160.0
5001(b)(6)	National Surface Transp. System Funding Pilot	HTF	0.0	0.0	10.0	10.0	10.0	10.0	40.0
	Emergency Relief (Statutory - Not in Bill)	HTF	100.0	100.0	100.0	100.0	100.0	100.0	500.0
	Total, FHWA Contract Authority		47,104.1	61,869.0	63,029.4	63,991.4	65,216.4	66,050.1	320,156.3
	Minus C.A. Exempt from Limitation		-739.0	-739.0	-739.0	-739.0	-739.0	-739.0	-3,695.0
	Equals Remainder Subject to Annual Limitation		46,365.1	61,130.0	62,290.4	63,252.4	64,477.4	65,311.1	316,461.3
1102(a)	Obligation Limitation		46,365.1	61,130.0	62,059.4	63,021.4	64,246.4	65,080.1	315,537.3
	Difference Between Ob Limit and C.A. Subject to Limitation				-231.0	-231.0	-231.0	-231.0	-924.0

Mass transit authorizations.

The House bill would provide \$82.2 billion in Highway Trust Fund contract authority for the Formula and Bus Grant account of the Federal Transit Administration, inclusive of a \$5.8 billion one-time plus-up in fiscal year 2021 with additional flexibility in end-use not found in regular program funds. By 2025, total funding provided from the Mass Transit Account would be almost double the 2020 level. The bill also more than doubles the authorized funding level for the Capital Investment Grants account (from the 2020 level of \$2.3 billion to \$5.5 billion in 2025), but unlike the Mass Transit Account money, CIG appropriations come from general revenues and are contingent on the overall fiscal situation and mood of the Appropriations Committees each year. (In 2020, although the authorized level was \$2.3 billion, the actual CIG appropriation was only \$2.0 billion.)

INVEST Section Program		FAST	-----INVEST Act-----					
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	5-Year
Federal Transit Administration								
103(a)(1)	FY21-Only Flexible Funding	HTF	0.0	5,794.9	0.0	0.0	0.0	10,150.3
2101(a)	Formula and Bus Grants	HTF	10,150.3	10,150.3	16,185.8	16,437.6	16,700.6	76,437.9
	Planning Programs (\$5305)		142.0	142.0	189.9	192.8	195.9	919.7
	Urbanized Area Formula Grants (\$5307)		4,929.5	4,929.5	7,505.8	7,622.9	7,744.9	35,669.6
	Multi-Jurisdictional Bus Frequency & Ridership Grants (\$5308)		0.0	0.0	101.5	103.1	104.7	415.7
	Elderly/Disabled (\$5310)		285.6	285.6	434.8	441.6	448.7	2,066.4
	Rural Formula Grants (\$5311)		673.3	673.3	1,025.2	1,041.2	1,057.9	4,872.0
	R&D Demo. & Deployment (\$5312)		28.0	28.0	33.5	34.0	34.6	165.2
	Technical Assistance/Standards (\$5314)		4.0	4.0	23.3	23.7	24.1	99.6
	Bus Testing Facility (\$5318)		3.0	3.0	5.1	5.2	5.2	23.8
	Transit-Supportive Communities Program (\$5328)		0.0	0.0	30.5	30.9	31.4	124.7
	National Transit Database (\$5335)		4.0	4.0	4.1	4.1	4.2	20.6
	State of Good Repair (\$5337)		2,683.8	2,683.8	4,192.6	4,266.4	4,344.1	19,909.2
	Bus and Bus Facility Formula (\$5339(a))		464.6	464.6	1,240.3	1,259.7	1,279.8	5,544.4
	Bus Facilities and Fleet Expansion Competitive Grants (\$5339(b))		289.0	344.0	437.1	424.7	387.9	1,944.9
	Low-No (FAST)/Zero (INVEST) Emission Bus Grants (\$5339(c))		55.0	55.0	375.0	400.0	450.0	1,780.0
	Fast Growth/High Density (\$5340)		570.0	570.0	587.1	587.1	587.1	2,918.6
2101(b)	Administrative Expenses	GF	115.0	140.0	142.1	144.2	146.4	721.3
2101(c)	Capital Investment Grants	GF	2,301.8	3,259.8	3,500.0	4,250.0	5,000.0	21,509.8
2901(1)	Grants to Washington DC-Area WMATA	GF	0.0	150.0	155.0	160.0	165.0	800.0
	Total, FTA Contract Authority		10,150.3	15,945.2	16,185.8	16,437.6	16,700.6	82,232.8
	Total, FTA General Fund Authorizations		2,416.8	3,549.8	3,797.1	4,554.2	5,311.4	23,031.1
	Total, FTA Authorizations (All Sources)		12,567.2	19,495.0	19,982.9	20,991.8	22,012.0	105,263.9

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House's INVEST Act – Highway Formula Funding

Highway Trust Fund

Highways & Streets

JUNE 05, 2020 | JEFF DAVIS

The bulk of the funding actually provided by the INVEST in America Act (\$284 billion, or 69 percent of the bill's \$412.2 billion in budget authority) would be apportioned to states and the District of Columbia via formula through ten permanent programs plus a one-time slug of extra, flexible money in fiscal 2021. This would average \$56.8 billion per year over five years (fiscal years 2021-2025), a significant increase over the \$43.4 billion provided in fiscal year 2020.

Comparison to Senate bill. The House bill does provide \$20.2 billion more than the Senate bill over five years for core formula programs to be apportioned, and the House bill also has another \$14.4 billion in one-time fiscal 2021 money that kind of behaves like STP money but isn't apportioned through any individual program so it is not shown in the programmatic totals. But when it comes to existing formula programs, the House and Senate bills are not that far apart at all. Here are the five-year funding totals for each core formula program, in billions of dollars:

<u>Program</u>	<u>Senate</u>	<u>House</u>
NHPP	\$141.5	\$140.6
STP	\$62.3	\$65.3
HSIP	\$13.4	\$15.5
CMAQ	\$14.0	\$14.5
Freight	\$8.4	\$8.6
Metro Planning	\$2.0	\$2.4
Trans. Alternatives	\$6.2	\$6.9
Grade Crossings	\$1.2	\$1.2
Carbon Pollution	zero	\$8.3
Disaster Mitigation	zero	\$6.3

State shares of formula funding apportionments. The House bill would distribute the \$269.9 billion in core formula funding (and the \$14.4 billion in one-time flexible money for 2021) to the 50 states and the District of Columbia for highway programs via a formula – but that formula would still be stuck in time. Section 1104 of the bill provides that each state (and D.C.) will get an annual share of total highway formula funding “equal to the proportion that – (I) the amount of apportionments that the State received for fiscal year 2020; bears to (II) the amount of those apportionments received by all states for fiscal year 2020.”

But the fiscal 2020 apportionment shares, per [23 U.S.C. §104\(c\)](#), are the same shares as states received in FY 2015. And the 2015 shares were the same as the 2012 shares, and the 2012 shares were the same as the 2009 shares except that all the SAFETEA-LU earmarks were included in the 2012 shares. And the 2009 shares were based on actual formula factors like state population, miles of road, traffic, deficient bridge upgrade costs, and local clean air attainment in cities as they existed in 2007 (the last year for which full data was available when the FY09 apportionments were being made in summer 2008). The only real adjustment to the FY 2009 formula shares has been periodic increases in Texas's share because they have been the only state that wouldn't ordinarily get back their guaranteed 95 cents on the dollar return on Highway Trust Fund Highway Account estimated tax payments).

The Eno Center published a whole report on this problem last year ([Refreshing the Status Quo: Federal Highway Programs and Funding Distribution](#)). **The House bill would apportion \$284 billion over five years based on real-world conditions as they existed in 2007.** (In fairness, the Senate will would also distribute most of its highway funding via that same, outdated formula, but they at least added a couple of new, small formula programs with new formulas based on more current real-world data.)

However, the bill does at least acknowledge that the highway formulas it is using are out of date. Section 1607 of the bill requires two new studies: a study to be conducted by USDOT in conjunction with AASHTO and local governments, assessing “the method and data used” to apportion all the core formula programs, and a separate study just of the formula used for CMAQ funding (which, under the House bill, would continue to allocate money to states and

urban areas based on the state of their air quality in 2007, whether or not air quality has gotten better in those cities since 2007 (or worse in other areas since 2007). Both the CMAQ study, and the larger study (which is to incorporate the CMAQ study in its findings) are due within two years of the bill's enactment, and the larger study must include "recommendations on a new apportionment method."

A one-page table showing how much of that \$284 billion would go to each state can be downloaded [here](#).

An overview of the bill's provisions relating to each core formula program is below.

National Highway Performance Program – \$140.6 billion over 5 years (52.1% of total core formula funding).

- Section 1201 of the bill makes changes to the NHPP statute in [23 U.S.C. §119](#). It implements a "fix-it-first" requirement. If a project would construct new capacity for single-occupancy vehicles, and is otherwise eligible for NHPP funding, that project cannot receive funding unless the state "has demonstrated progress in achieving a state of good repair on the National Highway System" and also demonstrates that the project supports the achievement of the state's performance targets and is more cost-effective than operational improvements, new mass transit facilities, or the construction of a freight movement project would be. (The devil, obviously, is in defining the word "demonstrate" – it would either be an interesting regulatory definition, or else a Potter Stewart situation for the Secretary.)
- Section 1201 also makes safety barriers and nets on NHS bridges, any greenhouse gas emission reduction projects eligible under the new 23 U.S.C. §171 (including EV charging infrastructure), projects to "enhance resilience of a transportation facility" (on or off the NHS), wildlife mortality reduction projects related to eligible transportation facilities, and evacuation route improvements (on or off the NHS) eligible for NHPP funding.
- The House bill does not amend the Interstate or NHS bridge conditions performance penalty provisions in §119(f).
- The NHPP is inextricably linked to the national goals and performance measures in [23 U.S.C. §150](#). Section 1403 of the bill adds an eighth national goal to §150(b) – "combating climate change." And it adds a new state performance measure to §150(c) for greenhouse gas emissions per capita on public roads (and clarifies that states are not allowed to set performance targets that move the GHG emission or safety improvement targets backwards). The bill also adds a new §150(f) requiring DOT to "shall establish measures for States and metropolitan planning organizations to use to assess the level of safe, reliable, and convenient transportation system access to—(A) employment; and (B) services."
- Section 1207 of the bill amends [23 U.S.C. §144](#) to add a new subsection (l) establishing national bridge improvement goals and sets a new requirement that each state must obligate no less than 20 percent of its cumulative annual post-SPR-takedown NHPP and STP apportionment (in any combination of the two), excluding STP funds suballocated by population and transportation alternatives set-aside funds, on bridge projects or bundles of bridge projects.
- Separately, section 1102 of the bill removes the classification of \$639 million per year of NHPP contract authority as being exempt from the annual obligation limitation. (\$639 million in other, non-NHPP funding is instead protected from obligation limitation reductions.)

Surface Transportation Program – \$63.3 billion over 5 years (24.2% of total core formula funding).

- The bill repeals the FAST Act's name change and makes the current Surface Transportation Block Grant Program the "Surface Transportation Program" once again.
- Section 1205 of the bill amends [23 U.S.C. §133](#) to add three new types of project eligible for STP funding to the list in §133(b): protective features to enhance resiliency of a facility, greenhouse gas reduction projects otherwise eligible under the new 23 U.S.C. §171 (including EV charging infrastructure), and wildlife mortality reduction projects related to eligible transportation facilities.
- The bill also amends §133(c) to allow STP funding to be used on transit projects to increase bus frequency in the new program established by section 2201 of the bill.
- The bill does not increase the amount of STP funding that must be suballocated within a state based on population – the percentage stays at the FY 2020 level of 55 percent. However, while current law provides a three-way split of the suballocated funding (for areas over 200,000 population, areas between 5,000 and 200,000 population, and areas under 5,000 population), the new bill would add a fourth split, for areas between 50,000 and 200,000 population.
- The bill increases the set-aside for bridges off the federal-aid system to "not less than 20 percent of" the a state's FY 2020 STBGP allocation that the state was free to use in any area of the state. It also allows states to claim money they spent on replacing other bridges to be credited as the non-federal share for federal-aid bridge projects.
- STP is also subject to the combined NHPP-STP bridge set-aside mentioned in the NHPP summary, above.
- The transportation alternatives program set-aside is increased from a flat \$850 million per year to 10 percent of total STP funding, but that is shown in this analysis as a separate program (below) and the STP funding total shown above excludes TA.

Highway Safety Improvement Program – \$65.3 billion over 5 years (5.7% of total core formula funding).

- Section 1209 of the bill amends the HSIP statute in [23 U.S.C. §148](#). It makes safe-routes-to-school projects (the SRS program, repealed by MAP-21, is brought back to life by section 1215 of the House bill), hybrid beacons, pedestrian security features designed to slow or stop vehicles, and "Installation of infrastructure improvements, including sidewalks, crosswalks, signage, and bus stop shelters or protected waiting areas" eligible for HSIP funding.
- The bill requires a vulnerable road user safety assessment by each state and encourages the "safe system approach" for road design.

- The bill allows states to use up to 10 percent of their HSIP apportionment for public awareness outreach projects, projects that facilitate traffic safety law enforcement, provide emergency services support, conduct experimental safety research, or provide safe routes to schools.
- The railway-highway crossing set-aside is removed from the program and becomes its own formal stand-alone program.
- The high-risk rural road performance penalty in §148(g) is retained but the dollar amount of the penalty is changed from 200 percent of the state's FY 1999 HRRR set-aside to 7.5 percent of a state's new annual HSIP apportionment.

Congestion Mitigation and Air Quality Program – \$14.5 billion over 5 years (5.4% of total core formula funding).

- Section 1210 of the bill amends the CMAQ statute in [23 U.S.C. §149](#). It makes "shared micromobility (including bikesharing and shared scooter systems" and projects that mitigate "seasonal or temporary traffic congestion from long-haul travel or tourism" eligible for CMAQ funding.
- The provision in §149(c)(2) allowing CMAQ money to be used for EV charging stations is expanded to allow hydrogen vehicle fueling stations as well.
- The existing provision in §149(m) allowing CMAQ funds to be used for Amtrak operating expenses on state-supported routes in some circumstances gets a three-year sunset unless EPA and DOT jointly decide each year that the project demonstrates net air quality benefits.

National Highway Freight Program – \$8.6 billion over 5 years (3.2% of total core formula funding).

- Section 1212 of the bill amends the NHFP statute in [23 U.S.C. §167](#) to make greenhouse gas emission reduction, local air pollution reduction, stormwater runoff reduction, and reduction of wildlife habitat loss program goals and to establish a new program goal of decreasing adverse impacts of freight transportation on communities near freight facilities or corridors a goal of the program.
- The bill allows states that have designated at least 90 percent of their national highway freight network miles to get an extra 150 miles of critical rural freight corridors and an extra 75 miles of critical urban freight corridors.
- The bill repeals the existing provision in 167(i)(5)(B) that limits states to using not more than 10 percent of their NHFP funding for intermodal and port projects, including those on private property, but clarifies that the federal cost share of such projects "shall fund only elements of such projects that provide public benefits."

Carbon Pollution Reduction Program (new) – \$8.3 billion over 5 years (3.1% of total core formula funding).

- Section 1213 of the bill creates a new Carbon Pollution Reduction formula program in a new 23 U.S.C. §171. Funding can go to any highway or transit project otherwise eligible under title 23 or chapter 53 of title 49, U.S.C., if the project will reduce greenhouse gas emissions and help states meet GHG emission performance targets. Amtrak and other intercity passenger rail projects are also eligible for funding "provided that the project will yield a significant reduction in single occupant vehicle trips and improve mobility on public roads."
- Funds from this program may not be used to construct new capacity available to single occupant vehicles unless part of a HOV facility.
- States may use up to 10 percent of the funds dedicated to a particular project for operating expenses of that project if the project is a mass transit, passenger rail, or transportation systems management and operation project.
- The Secretary is required to make progress reports on how well states are using the program to reduce per capita emissions on public roads, and the top 15 performing states will be allowed to use their CPRP money at a 100 percent federal share (or transfer up to 50 percent of their CPRP money to another formula program). The 15 lowest ranked states would forfeit 10 percent of their statewide-available STP apportionment.

Transportation Alternatives Program – \$6.9 billion over 5 years (2.5% of total core formula funding).

- Section 1206 of the bill makes changes to the transportation alternatives program. Program funding is increased from \$850 million per year to an average of \$1.5 billion per year starting in FY 2022. The amount of TA funding that must be suballocated within a state by population is increased from 50 percent to 66 percent, and a state could choose to suballocate up to 100 percent if they can prove to the Secretary that recipients could handle the money.
- MPOs in areas with a population below 200,000 are added to the list of eligible recipients.
- The optional recreational trails set-aside receives the same percentage increase as the overall TA program.
- Recipients are given flexibility to increase the federal cost share of individual TA projects up to 100 percent, so long as the aggregate federal share of all of their TA projects for that year does not exceed the standard federal share for that state.

Pre-Disaster Mitigation Program (new) – \$6.3 billion over 5 years (2.3% of total core formula funding).

- Section 1202 of the bill creates a new Predisaster Mitigation Program in a new 23 U.S.C. §124. Funding must go to construction activities (including "construction of natural infrastructure or protective features") to increase the resilience of highway or mass transit facilities to withstand natural disasters, relocate or provide reasonable alternatives to repeatedly damaged facilities, or upgrade (or relocate) evacuation routes.
- All projects must be designed to ensure resilience over the asset's anticipated service life, be identified in the metro or state TIP, and (for flood plain projects) consider current and projected changes in flooding based on "climate science and gure land use changes" over the life of the asset.

Metropolitan Planning Program – \$2.4 billion over 5 years (0.9% of total core formula funding).

- Section 1401 of the bill amends [23 U.S.C. §134](#) to require that “In designating officials or representatives under paragraph (2), the metropolitan planning organization shall consider the equitable and proportional representation of the population of the metropolitan planning area” but then immediately clarifies that this requirement shall require any existing MPO to be restructured.
- The bill also requires that MPOs in the same urbanized areas “shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting transportation demand.”
- Both section 1401 and section 1202 make changes requiring that MPOs take resilience into account, and section 1401 also requires MPOs to consider carbon emissions and emissions reduction.

Railway Crossings Program – \$1.2 billion over 5 years (0.5% of total core formula funding).

- Section 1204 of the bill amends [23 U.S.C. §130](#) to make the grade crossing program a standalone program. It removes the 10 percent maximum railroad share of project costs in §130(b) and limits the amount that a railroad can pay in noncash to 5 percent of project cost.
- The bill makes eligible not just installation of protective devices and the elimination of hazards, but also “Infrastructure and noninfrastructure projects and strategies to prevent or reduce suicide or trespasser fatalities and injuries along railroad rights-of-way and at or near railway-highway crossings,” bike-ped grade crossing improvements, and grade crossing projects under the FRA’s CRISI grant program.
- States cannot transfer crossing money to other programs unless they can demonstrate to the Secretary’s satisfaction that they have met all their grade crossing protective device installation needs.

Share

Paid For By Motor Fuels Taxes, DeFazio Bill Would Double Federal Gas Tax

Fuel tax

Highway Trust Fund

JUNE 04, 2020 | JEFF DAVIS

The ambitious surface transportation reauthorization bill [unveiled this week](#) by House Transportation and Infrastructure chairman Peter DeFazio (D-OR) would increase new funding levels from the Highway Trust Fund by \$99 billion over the next five years over the current (fiscal 2020) enacted levels, adjusted for inflation. But the Trust Fund is already projected to run out of money next year, and this increased spending will mean more money will be needed to keep the Trust Fund solvent.

If Congress decides to pay for the Trust Fund deposits needed to support the bill, and if Congress took that revenue increase entirely from increasing federal gasoline and diesel fuel taxes (two big “ifs”), **the DeFazio bill would require the federal gas tax to be doubled over five years** (from the current 18.3 cents per gallon to 36.6 cents per gallon in 2025), and the diesel tax would need to be increased by 18.3 cents per gallon, from the current 24.3 cents to 42.6 cents. **This additional revenue would need to be split 72 percent to the Highway Account of the Trust Fund and 28 percent to the Mass Transit Account.**

Those are some big tax increases – and Democratic leaders have been very careful not to commit to any particular type of “pay-for” – but they assume that Congress will pay for the bill, and that the payment will come from highway users, and that the highway users will pay entirely by increased fuel taxes. Let’s take those assumptions in order.

Question the First: Do we pay for this at all? The Highway Trust Fund falls into a bizarre loophole in budget law – Congress can transfer infinite amounts of money from the General Fund to the Highway Trust Fund and that money does not get recorded as federal spending. And if it’s not recorded as spending, it doesn’t really have to be paid for. (There used to be a rule that applied only in the House of Representatives that “deemed” that transfers from the GF to the HTF be recorded as new spending in the year the transfer occurs, but Democrats [repealed that rule](#) when they took the House back in January 2019.) The [\\$34.6 billion](#) in GF to HTF transfers enacted through the 2008-2010 period were not offset in any way. Congress could, hypothetically, just transfer another \$140 billion from the general fund and pay for the DeFazio bill that way.

Question the Second: If we pay for this, should surface transportation system users have to pay? Once the GOP took Congress in January 2011, the [\\$105 billion](#) in GF to HTF transfers made in the 2012-2015 period were offset, at least on paper, by tax or user fee increases scheduled to be collected by the government up to a decade after the date of a transfer. (If those offsets never materialize, that’s the General Fund’s problem, not the Trust Fund’s problem.)

But Republican opposition to gas tax increases, which dates back at least to George H.W. Bush’s 1990 “read my lips” pledge violation and which was then deemed a political winner for them after the 1993 Clinton budget face-off, meant that any real increase in highway user revenues to fill the Trust Fund’s gap was a political non-starter. As a result, Congress offset the GF to HTF transfers from a variety of sources, almost none of which had anything to do with transportation. here is the “pay-for” list for the FAST Act’s \$70 billion transfer in December 2015 (along with a few non-transpo spending items in that bill):

Summary of the 10-Year (FY16-FY25) Value of Funding Offsets and Direct Spending Increases In the FAST Act Conference Report

Source: Congressional Budget Office

Sec.	“Pay-for” provision	Bil. \$
24410	Increase NHTSA civil penalties	0.423
32101	Passport revocation for tax scofflaws	0.395
32102-3	Allow the IRS to hire private tax collectors	2.408
32201	Index COBRA 1985 Customs fees for inflation	5.188
32202	Federal Reserve surplus account transfer	53.334
32203	Federal Reserve dividend payment reduction	6.904
32204	Sell 66 million barrels of SPR crude oil	6.200
32301	ONRR royalty overpayment fix	0.320
	Total ten-year value of “pay-fors”	75.172
31201	Minus \$70.0 billion in GF to HTF transfers	-70.000

32205	Minus cost of repeal of crop insurance reform	-3.038
43001	Minus cost of AMRF MAP-21 offset repeal	-0.595
	Minus other miscellaneous spending increases	-0.026
	Minus rev. lost from more tax-exempt bonds	-0.035
	Equals 10-year deficit reduction under House scoring of GF to HTF transfers as real money	1.478

The FAST Act of 2015 was largely enabled by Mitch McConnell (R-KY), who was then (as now) the Senate Majority Leader, and who then formed an unlikely (but fruitful) alliance with Senator Barbara Boxer (D-CA) to get that bill through the Senate in what seemed like record time. So McConnell has a history of paying for Highway Trust Fund spending increases with non-user revenues. This could well happen again.

Question the Third: If surface transportation users pay for the bill, how much of that should come from motor fuel taxes? Motor fuels taxes have always been the mainstay of the Highway Trust Fund, bringing in [82 percent](#) of total Trust Fund revenues last year. The three trucking excise taxes (the sales tax on new trucks, buses and trailers, the heavy tire tax, and the annual heavy truck use tax) collectively brought in \$7.1 billion to the Trust Fund last year. No matter what else happens, the tax committees are expected to start charging some kind of user tax or fee on electric vehicles in the next reauthorization bill as a condition for the use of Trust Fund money to build charging stations. And other kinds of user taxes are certainly possible.

But the fuels taxes are so broadly based, and so easy for the IRS to administer, that there's really no substitute for them at this point. A hypothetical national mileage fee would be as broadly based, but implementation of that could not possibly come soon enough to pay for the DeFazio bill. So, if this bill is to be paid for by transportation users, the bulk of that money would have to come from a motor fuels tax increase.

How much would motor fuels taxes have to be increased to pay for the DeFazio bill? The Congressional Budget Office's [March 2020 baseline for Highway Trust Fund cash flow](#) projected that the Trust Fund would need an additional \$74 billion or so in revenues, or outside transfers, to stay solvent until the end of 2025 (\$46.5 billion for the Highway Account, plus the standard \$4.0 billion cash cushion ([what's a cash cushion?](#)), and \$22.4 billion for the Mass Transit Account, plus the standard \$1.0 billion cash cushion). Those numbers don't take into account reductions in tax revenue related to coronavirus, which struck after the baseline's economic forecast was locked, but we go with the numbers we have. (The real need will certainly be higher than \$74 billion.)

We then took the increase in the highway obligation in section 1102 of the DeFazio bill above baseline levels, and the increase in total Mass Transit Account obligations above baseline levels, and used the standard CBO annual outlay percentages for those accounts. (Those annual outlay percentages might change a little when CBO scores the bill, but until then, we use the numbers we have.) We don't have outlay models for highway and motor carrier safety accounts, but that spending should add at least a billion in extra Highway Account outlays as well. That modeling shows the DeFazio bill would increase the Trust Fund revenue gap to almost \$140 billion by the end of 2025 (\$132 billion, plus \$5 billion cash cushion, plus \$1 billion or so for safety not shown in the model, round up to \$140).

	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>	<u>FY24</u>	<u>FY25</u>
Highway Account	-					-
Baseline Start-of-FY Balance	24.7	15.3	1.7	-18.8	-42.4	-67.6
Baseline Revenues & Interest	38.2	38.1	37.8	37.7	37.5	37.3
"Flex" Transfer to Transit	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2
Baseline Outlays	-46.4	-47.0	-47.8	-48.8	-49.7	-50.9
Est. Extra Outlays from Bill	0.0	-3.5	-9.4	-11.2	-11.9	-12.4
End-of-FY Balance from Bill	15.3	1.7	-18.8	-42.4	-67.6	-94.8
Mass Transit Account						
Baseline Start-of-FY Balance	8.3	3.7	-1.6	-8.8	-17.3	-26.9
Baseline Revenues & Interest	5.4	5.3	5.2	5.2	5.1	5.1
"Flex" Transfer from Highways	1.2	1.2	1.2	1.2	1.2	1.2
Baseline Outlays	-11.1	-11.2	-11.4	-11.6	-11.8	-12.0
Est. Extra Outlays from Bill	0.0	-0.6	-2.2	-3.4	-4.1	-4.8
End-of-FY Balance from Bill	3.7	-1.6	-8.8	-17.3	-26.9	-37.4
Unified HTF Total						
Baseline End-of-FY Balance	19.0	4.2	-11.9	-29.4	-48.2	-68.8
End-of-FY Balance from Bill	19.0	0.1	-27.6	-59.7	-94.4	-132.2

The [CBO March baseline revenue detail spreadsheet](#) has an Excise Taxes tab that shows Trust Fund tax receipt projections. Dividing the gasoline tax receipts by 18.3 cents per gallon (current HTF rate) and the diesel tax receipts by 24.3 cents per gallon shows that every penny of motor fuel tax is projected to yield \$1.84 billion to the Trust Fund in 2021 (though the per-penny yield is projected to drop to \$1.71 billion by 2030 because of ever-increasing fuel efficiency). That makes it simple to throw increased tax rates around and get their projected Trust Fund impact.

After some playing around, an immediate 13 cent-per-gallon increase in the gas and diesel taxes, plus a additional penny per year increase in 2022, 2023, 2024, and 2025 left us just \$2 billion short of our end-of-2025 goal. So we took the 2025 tax increase from 1 cent per gallon to 2.3 cents per gallon, and that gave us the exact amount of necessary revenue, with \$0.3 billion to spare. Coincidentally, this would represent a total 18.3 cent per gallon tax increase by the end of 2025, which would exactly double the current gasoline tax rate.

	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>	<u>FY24</u>	<u>FY25</u>
<i>Hypothetical Fuels Tax Increase</i>		+13.0¢	+1.0¢	+1.0¢	+1.0¢	+2.3¢
Beginning-of-FY Balance	32.9	19.0	24.0	21.8	16.8	10.6
Unified HTF Baseline Deposits	43.6	43.4	43.1	42.8	42.6	42.4
Hypothetical Revenue Increase		23.9	25.5	27.1	28.6	32.4
Baseline Plus DeFazio Outlays	-57.5	-62.2	-70.8	-75.0	-77.4	-80.2
End-of-FY Balance	19.0	24.0	21.8	16.8	10.6	5.3

(You could change the initial phase-in around – say, 10 cents in 2021, 5 cents in 2025, and a penny a year thereafter – but it would only make *de minimis* changes in the cumulative tax increase needed by the end of 2025.)

What would the highway-transit split of new revenues have to be? The existing imbalance between the tax receipts dedicated to the Mass Transit Account (12.2 percent of total revenues in 2019) and new Transit Account spending (17.3 percent of total new contract authority in 2019) would be exacerbated, on the spending side, by the DeFazio bill, which would give the Transit Account 20.0 percent of new Trust Fund contract authority over 2021-2025). Accordingly, the traditional 80-20 split of new highway user tax revenues, used in the 1982, 1990 and 1993 fuels tax increases, is already broken and would be broken even further by the DeFazio bill.

We calculate that the Mass Transit Account would need 28 percent of the \$135.2 billion in increased gas and diesel tax revenues under this scenario in order to end fiscal year 2025 with a safe, prudent \$1.1 billion projected balance. This would leave the Highway Account with an end-of-2025 (retroactive) balance of \$4.2 billion, just above the recommended \$4.0 billion level.

	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>	<u>FY24</u>	<u>FY25</u>
<u>Highway Account</u>						
Baseline Start-of-FY Balance	24.7	15.3	18.9	16.8	12.7	8.1
Baseline Revenues & Interest	38.2	38.1	37.8	37.7	37.5	37.3
New Revenues	0.0	17.2	18.4	19.5	20.6	23.3
“Flex” Transfer to Transit	-1.2	-1.2	-1.2	-1.2	-1.2	-1.2
Baseline Outlays	-46.4	-47.0	-47.8	-48.8	-49.7	-50.9
Est. Extra Outlays from Bill	0.0	-3.5	-9.4	-11.2	-11.9	-12.4
End-of-FY Balance from Bill	15.3	18.9	16.8	12.7	8.1	4.2
<u>Mass Transit Account</u>						
Baseline Start-of-FY Balance	8.3	3.7	5.1	5.0	4.1	2.6
Baseline Revenues & Interest	5.4	5.3	5.2	5.2	5.1	5.1
New Revenues		6.7	7.1	7.6	8.0	9.1
“Flex” Transfer from Highways	1.2	1.2	1.2	1.2	1.2	1.2
Baseline Outlays	-11.1	-11.2	-11.4	-11.6	-11.8	-12.0
Est. Extra Outlays from Bill	0.0	-0.6	-2.2	-3.4	-4.1	-4.8
End-of-FY Balance from Bill	3.7	5.1	5.0	4.1	2.6	1.1

Caveats to the methodology used above:

1. The baseline tax rates and yields don't reflect coronavirus. The drop in travel demand will definitely put a huge dent in the revenue projections used above in fiscal 2020 and 2021. Beyond that, will the behavior changes lead to permanently reduced demand because of measurably greater telecommuting? Who knows. But this uncertainty means that the needed revenue increase to fund the DeFazio bill will be greater than shown above, not lower.
2. We don't have the resources to model demand elasticity. Gasoline and diesel demand is normally very inelastic – small fluctuations in the price don't affect total volume purchased in any measurable way. If you increase the tax enough, you will eventually start affecting demand in some measurable way, but we don't know how much. But this uncertainty means that you would have to raise tax rates even more than shown above in order to bring in the same amount of dollars to the Trust Fund.
3. Any time the government takes money out of the economy via an excise or payroll tax, that means that someone, somewhere, will have less income, and this will reduce the amount of income taxes they pay by some amount. CBO and the Administration used to use a standard 25 percent offset figure, but the 2017 tax cuts have lowered that to somewhere in the 20-21 percent range, depending on the year. This means that, for a \$137 billion excise tax increase over five years, general fund income tax receipts will also be scored as being reduced by somewhere in the \$25-30 billion range. This is a budget scorekeeping problem for the bill, but it's the general fund's

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problem, not the Trust Fund's problem, and Congress could always declare the GF revenue hit an off-budget emergency and just ignore it.

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