



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# BOARD OF DIRECTORS MEETING AGENDA

JUNE 21, 2018

12:00 - 1:30 PM

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

# AGENDA



**OZARKS TRANSPORTATION ORGANIZATION**  
A METROPOLITAN PLANNING ORGANIZATION

**Board of Directors Meeting Agenda**  
**Thursday, June 21, 2018**  
**12:00 – 1:30 p.m.**  
**OTO Conference Room**  
**2208 W. Chesterfield Blvd, Suite 101, Springfield, MO**

**A full agenda can be found on our website at: [ozarkstransportation.org](http://ozarkstransportation.org)**

**Call to Order .....NOON**

**I. Administration**

**A. Introductions**

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

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of the April 19, 2018 Meeting Minutes..... Tab 1**  
(2 minutes/Smith)

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES.**

**D. Public Comment Period for All Agenda Items ..... Tab 2**  
(15 minutes/Smith)

Individuals requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). 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 staff activities since the last Board of Directors meeting will be given.

**F. MoDOT Update**  
(5 minutes/MoDOT)

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

**G. Legislative Reports**  
(5 minutes/Smith)

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

## **II. New Business**

### **A. MoDOT Draft FY 2019-2023 STIP ..... Tab 3** (10 minutes/Miller)

The MoDOT Statewide Transportation Improvement Program has been released for public comment. A copy is included for review.

#### **BOARD OF DIRECTORS ACTION REQUESTED TO ENDORSE THE DRAFT FY 2019-2023 STIP**

### **B. Amendment Number Five to the FY 2018-2021 TIP ..... Tab 4** (5 minutes/Longpine)

There are three changes requested to the FY 2018-2021 Transportation Improvement Program which are included for member review.

#### **BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE FY 2018-2021 TIP AMENDMENT NUMBER FIVE**

### **C. Federal Funds Balance Report ..... Tab 5** (10 minutes/Longpine)

An updated federal funds balance report will be distributed at the meeting. Members are requested to review the report and advise staff of any discrepancies.

#### **NO ACTION REQUIRED – INFORMATIONAL ONLY**

### **D. Additional Federal Funding ..... Tab 6** (10 minutes/Fields)

An additional \$1.153 Million has been made available for the OTO area for FY 2018 and staff is proposing to award the additional funding for projects eligible through the TAP process in the fall of 2018.

#### **BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE ADDITIONAL FUNDING FOR TAP PROJECTS**

### **E. 3<sup>rd</sup> Quarter Financials ..... Tab 7** (5 minutes/Cameron)

OTO Board Treasurer, David Cameron, will present the third quarter financial statements.

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

### **F. Presentation on Traffic Studies**

(30 minutes/Fields/Ficek)

Bryant Ficek from Spack Consulting will be presenting an overview on the use of traffic studies, improvements in current policies and the draft regional traffic study policy.

#### **NO ACTION REQUESTED**



### 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 8** (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 16, 2018, 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  
David Stokely, Senator McCaskill's Office  
Jeremy Pruett, Congressman Long's Office  
Area News Media

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

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

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

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

**TAB 1**

**BOARD OF DIRECTORS AGENDA 6/21/2018; ITEM I.C.**

**April 19, 2018 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board of Directors member review are the minutes from the April 19, 2018 Board of Directors' 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 Board of Directors' member has any amendments to the attached minutes.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes the following motion:

"Move to approve the April 19, 2018 Board of Directors' meeting minutes."

OR

"Move to approve the April 19, 2018 Board of Directors' meeting minutes with the following corrections..."

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
April 19, 2018**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room in Springfield, Missouri.

The following members were present:

Commissioner Harold Bengsch, Greene County  
Mr. Steve Bodenhamer, City of Strafford (a)  
Mr. David Cameron, City of Republic (a)  
Mr. Steve Childers, City of Ozark (a)  
Commissioner Bob Cirtin, Greene County  
Mr. Jerry Compton, Citizen-at-Large  
Mr. Travis Cossey, City of Nixa (a)

Dr. Elise Crain, Citizen-at-Large  
Mr. Brad Gray, City of Willard (a)  
Mr. Skip Jansen, City Utilities  
Mr. Andy Mueller, MoDOT (a)  
Mr. Dan Smith, City of Springfield (a)  
Mr. Richard Walker, Citizen-at-Large  
Commissioner Ray Weter, Christian County

*(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. Randy Brown, City of Willard (a)  
Mr. Chris Coulter, Greene County (a)  
Mr. John Elkins, Citizen-at-Large (a)  
Ms. Jan Fisk, City of Springfield  
Mayor Rick Gardner, City of Ozark  
Warren Griffith, City of Battlefield  
Mayor Corey Hendrickson, City of Willard  
Mayor Debra Hickey, City of Battlefield (a)  
Mr. Travis Koestner, MoDOT

Ms. Laurel McKean, MoDOT (a)  
Mr. Bradley McMahon, FHWA  
Mr. Steve Meyer, City of Springfield (a)  
Mr. Daniel Nguyen, FTA (a)  
Mr. Jim O'Neal, Citizen at Large  
Mr. Mark Schenkelberg, FAA  
Mr. Jeremiah Shuler, FTA (a)  
Mayor Brian Steele, City of Nixa  
Mayor Jeff Ussery, City of Republic  
Mr. Brian Weiler, Airport Board (a)

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Others Present: Ms. Joelle Cannon, Senator Roy Blunt's Office; Mr. Jeremy Pruett, Congressman Billy Long's Office; David Stokely, Senator Claire McCaskill's Office; Mr. Chuck Branch; Mr. Carl Carlson; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chair Smith called the meeting to order at approximately 12:00 p.m.

**I. Administration**

**A. Introductions**

Those in attendance made self-introductions stating their name and the organization they represent.

**B. Approval of Board of Directors Meeting Agenda**

Mr. Childers moved to approve the April 19, 2018 agenda. Mr. Cameron seconded the motion and it was unanimously approved.

**C. Approval of the February 15, 2018 Meeting Minutes**

Dr. Crain moved to approve the February 15, 2018 minutes. Mr. Cameron seconded the motion and it was unanimously approved.

**D. Public Comment Period for All Agenda Items**

There were no speakers present to address the Board of Directors.

**E. Executive Director's Report**

Ms. Fields stated she wanted to update the Board on the Kansas Expressway extension project. She noted she had called Federal Highway Administration (FHWA) to determine the status of the environmental document approval. She added that due to a minor change in the alignment, the FHWA wanted additional public comment. Greene County held this public hearing and the Consultant is in the process of finalizing the comments and getting it to the MoDOT Environmental offices. Once they receive it, it will be sent to the FHWA for final approval. Once it has been approved, the County will be given permission to begin acquiring right-of-way.

Ms. Fields stated the LAGERS bill is in the State Legislature, which had been moving well until it was amended. She noted the amendment impacts teachers in the St. Louis area and they are adamantly opposed to the amendment. After some debate, the bill was tabled, and it does not appear it will be reconsidered.

Ms. Fields stated she is monitoring the events in Jefferson City to determine what, if anything, will be done to help fund transportation. There appears to be several options being discussed, but nothing has been finalized at this time.

Mr. Childers asked if the proposed funding would allow for new projects, or simply fund existing projects. Ms. Fields responded that it would allow for some additional projects, as our area has been diligent about meeting our asset management goals.

Ms. Fields stated she is in the process of meeting with the member entities to determine their priority projects for the next Statewide Transportation Improvement Program (STIP). The current STIP is expected to be released in May for public comment.

Ms. Fields noted the OTO Transportation Incident Management (TIM) Committee has requested funds for barricades, vests, cones, and collapsible roadway signs. She said there have been several requests from fire departments asking for this equipment, not only for incident management, but also for road closures. She added they are wanting the ability to notify the public of road closures in advance to reduce the number of water rescues due to flooding of the roadways.

Ms. Fields stated the Freeway study is in progress and she anticipated it being wrapped up later this month. She added the study is prioritizing safety, so one of the top projects is the

Highway 125 and 60 interchange. She said the study is also looking at some innovative ideas along James River Freeway between National and Highway 65, which seems to have issues with accidents and congestion.

Ms. Fields asked Natasha Longpine to summarize her trip to Atlanta, Georgia, for the Walkability Conference. Ms. Longpine stated there were nine multi-disciplinary teams that received scholarships to Atlanta, Georgia, to learn how to rethink walkability and help develop action plans for each community the teams represent. The four-day event resulted in the development of a draft action plan, which is to be finalized by May 18. Ms. Longpine said Springfield's focus was how to incorporate walkability into the Comprehensive Plan updates and how to provide some additional resources to the development community. Ms. Longpine stated it was an intense four days and the teams are still trying to process all of the information they were provided.

#### **F. MoDOT Update**

Andy Seiler stated the draft Statewide Transportation Improvement Program (STIP) would be released in May for a thirty-day public comment period. He said he would ask the Board to encourage staff and citizens to review the STIP and comment on the proposed projects. He added he believes the STIP will be approved at the July Highway Commission meeting. Mr. Seiler said the Long Range Plan that has been discussed at a previous meeting is still in the public comment phase.

Mr. Seiler stated the Southwest District had hosted the state-wide D.O.M.I.N.O. meeting, which stands for Deliver, Operate, Maintain, and Innovate. He added he wanted to show a few videos that displayed the innovative ways employees at MoDOT are working to save money and time.

#### **G. Legislative Reports**

Joelle Cannon, Senator Roy Blunt's Office, stated that Senator Blunt had announced that Missouri will receive a \$10 million grant for use in addressing the opioid crisis. She added there is not an infrastructure bill in the Senate at this time.

David Stokely, Senator Claire McCaskill's Office, stated he did not have anything to add to the report from Ms. Cannon. There is no talk of infrastructure in the Senate at this time.

Jeremy Pruet, Representative Billy Long's Office, stated the House had decided not to consider the "all in one" transportation bill. He said the House Leadership decided to break the bill into smaller bills, which is in the current process, and is believed will be better received in both the House and the Senate. He noted this was all that is happening with Transportation at this time.

## **II. New Business**

#### **A. Administrative Modification Number Three and Four to the FY 2018-2021 TIP**

Natasha Longpine noted that Administrative Modifications are changes staff is allowed to make to the Transportation Improvement Program (TIP), so no action is needed. She noted that since the last meeting, there have been two modifications. She reviewed the two

modifications, noting that Modification Number 3 involved accelerating the annual on-call guardrail and guard cable program to 2018, from 2019 and 2020. Modification Number 4 is moving funds from FY 2019 Construction to FY 2018 Right-of-Way. This is for the intersection improvements at Jackson and NN in Ozark.

Chair Smith stated this item was for information purposes only and no action by the Board was required.

**B. Amendment Number Four to the 2018-2021 TIP**

Natasha Longpine stated Amendment Number Four to the 2018-2021 Transportation Improvement Program (TIP) has two proposed changes. The first is a revision by adding Right-of-Way, Utilities and Construction to the Engineering already programmed for the cost-share project at Campbell and Republic Road intersection. She said staff had made an adjustment since the Technical Planning Committee meeting, which was recommended and approved at the TPC meeting. The change that was made was to reflect the local engineering that Springfield has included for the intersection improvements at Campbell and Republic Road.

The second change is the widening of Republic Road from Chase to Campbell. She added this project will be approximately \$1.5 million.

Mr. Smith stated these projects will complete the five-lane improvements that the City and Greene County have been making on Republic Road for many years.

Mr. Jensen moved the Board of Directors approve Amendment Number Four to the FY 2018-2021 TIP. Mr. Compton seconded the motion and it was unanimously approved.

**C. Amendment Number Eight to the Long Range Transportation Plan**

Natasha Longpine stated this request came from the City of Nixa. It is to realign Inman Road between Gregg and US 160. She stated there had been some development in the area and there are also some topographical challenges, so they are proposing an alternate route. This will move the connection to US 160 to the South, but only slightly.

Dr. Crain moved the Board of Directors approve *Transportation Plan 2040* Amendment Number Eight. Mr. Cameron seconded the motion and it was unanimously approved.

**D. Transportation Performance Management Planning Agreement**

Natasha Longpine stated with the implementation of performance measures, one of the requirements is to have an agreement between the State DOTs, the Transit Agencies, and the MPOs. The agreement is to outline who is providing what data, on what schedule, how performance targets are selected and reported, and how progress towards those goals is achieved. She added the agreement for consideration is fairly generalized as the entities did not want to commit to something that was not possible.

Ms. Longpine stated staff is asking that the Board of Directors give the initial approval, and allow the Executive Director to approve future changes that need to be made.

Mr. Weter moved the Board of Directors approve the Transportation Performance Management Planning Agreement and allow the Executive Director to approve minor changes in the future. Dr. Crain seconded the motion and it was unanimously approved.

**E. FY 2019 Unified Planning Work Program**

Kimberly Cooper stated the Unified Planning Work Program (UPWP) is federally required and is reimbursable expenses only. She noted it is prepared for both MoDOT and ONEDOT and is approved by the Board of Directors, and it is not audited. She outlined several of the items that are included in the UPWP, noting the areas that had been increased. She also highlighted the areas where the expenditures had decreased, so the budget had been lowered to reflect this change.

Mr. Cameron moved the Board of Directors approve the FY 2019 Unified Planning Work Program. Mr. Childers seconded the motion and it was approved with Mr. Cirtin abstaining.

**F. FY 2019 OTO Operational Budget**

Kimberly Cooper stated she would explain the distinctions between the Operating Budget and the UPWP. She said it is a full budget that includes non-reimbursable expenses, is approved by the Board of Directors and is audited annually. Ms. Cooper noted that the Operational Budget contains non-reimbursable expenses, such as, media and advertising, promotional items, and legislative education.

She reminded the Board that the funding for the OTO is a combination of a federal grant that is from ONEDOT, funneled through MoDOT, and the dues the member entities pay.

Mr. Bengsch moved the Board of Directors approve the FY 2019 OTO Operational Budget. Mr. Weter seconded the motion and it was approved with Mr. Cirtin abstaining.

**G. OTO Growth Trends Report**

David Faucett presented highlights from the 2017 Growth Trends Report. He noted this report is based on the most recent census data and building permit information that was collected from the area jurisdictions.

He noted this report includes single-family residences, multi-family residences, and demolition of residences. The net total is derived by subtracting the demolitions from the permits for new construction of single- and multi-family residences.

Mr. Faucett reviewed the PowerPoint presentation, which included several maps and charts that displayed the changes in demographics. (Attached)

Following a brief discussion on the information contained in the report and the impact these trends have on the local communities, Chair Smith noted this item was provided for informational purposes only and no action by the Committee was required.

Mr. Faucett offered to come to the member entities locations and share this information with the appropriate staff and elected officials.



#### **H. Public Participation Plan Annual Evaluation**

David Faucett stated the OTO updated the Public Participation Plan in 2017. This plan is mandated by federal regulations and must be kept current. The OTO's plan states it will be evaluated annually, to ensure that the organization is making every attempt to keep the public informed and involved in the projects and activities of the OTO. The item distributed to the Board in the packet, is the evaluation of the six action items from the 2017 Plan. Three of these have been accomplished and the other three are in process. Mr. Faucett stated the OTO is continuing to utilize social media and other avenues to generate public comment.

Chair Smith noted this item was provided for informational purposes only and no action by the Committee was required.

### **III. Other Business**

#### **IV. Board of Directors Member Announcements**

There were no announcements from the Board.

#### **V. Transportation Issues for Board of Directors Member Review**

There were no issues raised by any member of the Board.

#### **VI. Records Management**

Ms. Cirtin stated that as per RSMo. 109.230 (4), and the U.S. Citizenship and Immigration Service Guidelines, OTO records that had met the retention schedule will be destroyed in compliance with the guidelines established by the Secretary of State's office. She noted this did not require action by the Board of Directors, but that the Board must be informed this action was going to occur.

#### **VII. Articles for Board of Directors Member Information**

Chair Smith noted there had been several articles distributed in the agenda packet and encouraged the members of the Board to review them as they had time.

### **VIII. Adjourn meeting.**

With no additional business to come before the Board, the meeting was adjourned at approximately 1:30 p.m.

**TAB 2**

**From:** WordPress  
**To:** [Comment](#)  
**Subject:** [] Please moderate: "Leave Us a Comment"  
**Date:** Wednesday, April 25, 2018 12:39:09 PM

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A new comment on the post "Leave Us a Comment" is waiting for your approval  
<http://giveusyourinput.org/public-comment/welcome-to-give-us-your-input/>

Author: MsA (IP address: 209.33.12.136, static-209-33-12-136.nixa.mo.cebridge.net)  
Email: ashreni@gmail.com  
URL: <https://www.cascade.org/>

Comment:

I just moved from Seattle where we biked everywhere. I would recommend networking with Cascade Bicycle to get recommendations and advice from topics of trail development, education for both drivers and bicyclists and everything else. They would be a great resource. I am hesitant to bike on the road because I don't feel like the drivers understand how to behave around bicyclists. Maybe it is a matter of education?

This is their link - <https://www.cascade.org/> . I used to bike to the grocery store, to work, everywhere.. I hope to do this one day in Nixa.

Approve it: <http://giveusyourinput.org/wp-admin/comment.php?action=approve&c=6715#wpbody-content>  
Trash it: <http://giveusyourinput.org/wp-admin/comment.php?action=trash&c=6715#wpbody-content>  
Spam it: <http://giveusyourinput.org/wp-admin/comment.php?action=spam&c=6715#wpbody-content>  
Currently 3 comments are waiting for approval. Please visit the moderation panel:  
[http://giveusyourinput.org/wp-admin/edit-comments.php?comment\\_status=moderated#wpbody-content](http://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content)

**From:** WordPress  
**To:** [Comment](#)  
**Subject:** [] Please moderate: "Leave Us a Comment"  
**Date:** Wednesday, April 25, 2018 9:38:33 AM

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A new comment on the post "Leave Us a Comment" is waiting for your approval  
<http://giveusyourinput.org/public-comment/welcome-to-give-us-your-input/>

Author: Aaron (IP address: 174.234.138.169, 169.sub-174-234-138.myvzw.com)

Email: morphemes@live.com

URL:

Comment:

could really use a route to the Galloway Creek trailhead from the west... pretty much impossible to get there safely on a bike without zigzagging across the countryside. which is nice, unless you just want to commute to work. at the very least, a few shortcuts would be quite helpful. perhaps something parallel to 65.

Approve it: <http://giveusyourinput.org/wp-admin/comment.php?action=approve&c=6705#wpbody-content>

Trash it: <http://giveusyourinput.org/wp-admin/comment.php?action=trash&c=6705#wpbody-content>

Spam it: <http://giveusyourinput.org/wp-admin/comment.php?action=spam&c=6705#wpbody-content>

Currently 22 comments are waiting for approval. Please visit the moderation panel:

[http://giveusyourinput.org/wp-admin/edit-comments.php?comment\\_status=moderated#wpbody-content](http://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content)

**From:** Aaron Warren  
**To:** [Comment](#)  
**Subject:** Re: Additional Information requested  
**Date:** Sunday, April 29, 2018 1:22:28 PM

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Thank you for the follow up, Brenda.

I didn't realize they were looking to the whole Ozarks region. I'm located in the northernmost region of Christian County, just off of Highway 160/13/N. Massey Blvd. (gosh, that road has a lot of names), South of the James River, by the Pizza Hut. The trailhead I was referring to would be the old Highway 65 bridge over Lake Springfield. I realize I am personally in an awkward location FAR away from this trailhead, but anything running in the general East/West direction linking up to the Greenways (or any potential new designated bike routes) would be appreciated by most residents south of Green County. A trail along the James River seemed like a nice scenic idea, but considering the periodic flooding, maybe not so much.

Thanks again!

Aaron

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**From:** Comment <comment@ozarkstransportation.org>  
**Sent:** Wednesday, April 25, 2018 11:57 AM  
**To:** morphemes@live.com  
**Subject:** Additional Information requested

Aaron,

Thank you for your comment regarding the Galloway Creek Trailhead. I've been asked to get some additional information, if you would be willing to provide it. First, which trailhead and second, where are you coming from. This will assist both the OTO and the Ozark Greenways in determining what might be needed.

Thank you.

Brenda M. Cirtin  
2208 W. Chesterfield Blvd., Suite 101  
Springfield, MO 65807  
417.865.3042 Ext. 105  
[bcirtin@ozarkstransportation.org](mailto:bcirtin@ozarkstransportation.org)

**TAB 3**

## BOARD OF DIRECTORS AGENDA 6/21/2018; ITEM II.A.

### 2019-2023 MoDOT Draft Statewide Transportation Improvement Program (STIP)

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

##### **AGENDA DESCRIPTION:**

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The 2019 to 2023 Draft STIP is open to public comment through July 6, 2018. Comments will be presented at the July 11, 2018 Missouri Highways and Transportation Commission meeting.

The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. This prioritized list was given to MoDOT in October 2017.

After developing an asset management plan to ensure that the roadways could be maintained, projects to improve safety and relieve congestion could be programmed. The roadways and the bridges in the OTO have been determined to be in overall good condition and several pavement improvements are included in the Draft STIP. There are also several new projects from the OTO prioritized list that are included in the Draft STIP.

##### ***New this year:***

- **60/125** Interchange (half urban funding)
- **60** (James River Freeway) from west of Glenstone to US65 Operational and Safety Improvements

##### ***Continuing Projects:***

- Additional lanes on **Highway 14** from
  - 22<sup>nd</sup> to 32<sup>nd</sup>, west of US 65 in Ozark (FY20)
  - from US 65 to NN in Ozark (FY20),)
  - 160 East to Tiffany in Nixa (FY20)
  - 160 West to Nicholas in Nixa (FY19)
- Roadway Improvements on **160** in Christian County from AA to CC (FY23) and J-turn Improvements in Greene County at **160** and FR 157 and FR 192 (FY19)
- **160** expansion to four lanes from I-44 to Jackson in Willard (FY19)
- **ITS** Improvements (FY19)
- **ADA Improvements/Sidewalks**
- Intersection Improvements to include:
  - 14/NN (FY20)
  - 160 and Tracker (FY19)
  - 160 and Northview (FY19)
  - 160 and South (FY20)
  - Kansas Expressway and Sunset (FY21)
  - Kansas Expressway and Walnut Lawn (FY21)
  - Roundabout at Republic Road and Republic High School Entrance (FY19)

***Projects underway:***

- Adding lanes on **US65** from Evans to CC (FY18)
- Adding lanes to **BR65**/South Street in Ozark to Third Street (FY18)
- Intersection Improvements at South Street and **14** in Ozark (FY18)
- **I-44** Interchange Ramp Extensions
- **US 60** (JRF) Auxiliary lanes between National and Glenstone (including sound walls)
- **US 65** and Division Interchange including relocation of Eastgate

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the Draft OTO 2019-2022 Transportation Improvement Program. MoDOT is requesting review and comment on the 2019-2023 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

As the STIP was released after the Technical Planning Committee meeting in May, it has not been reviewed by the TPC.

**BOARD OF DIRECTORS ACTION REQUESTED:**

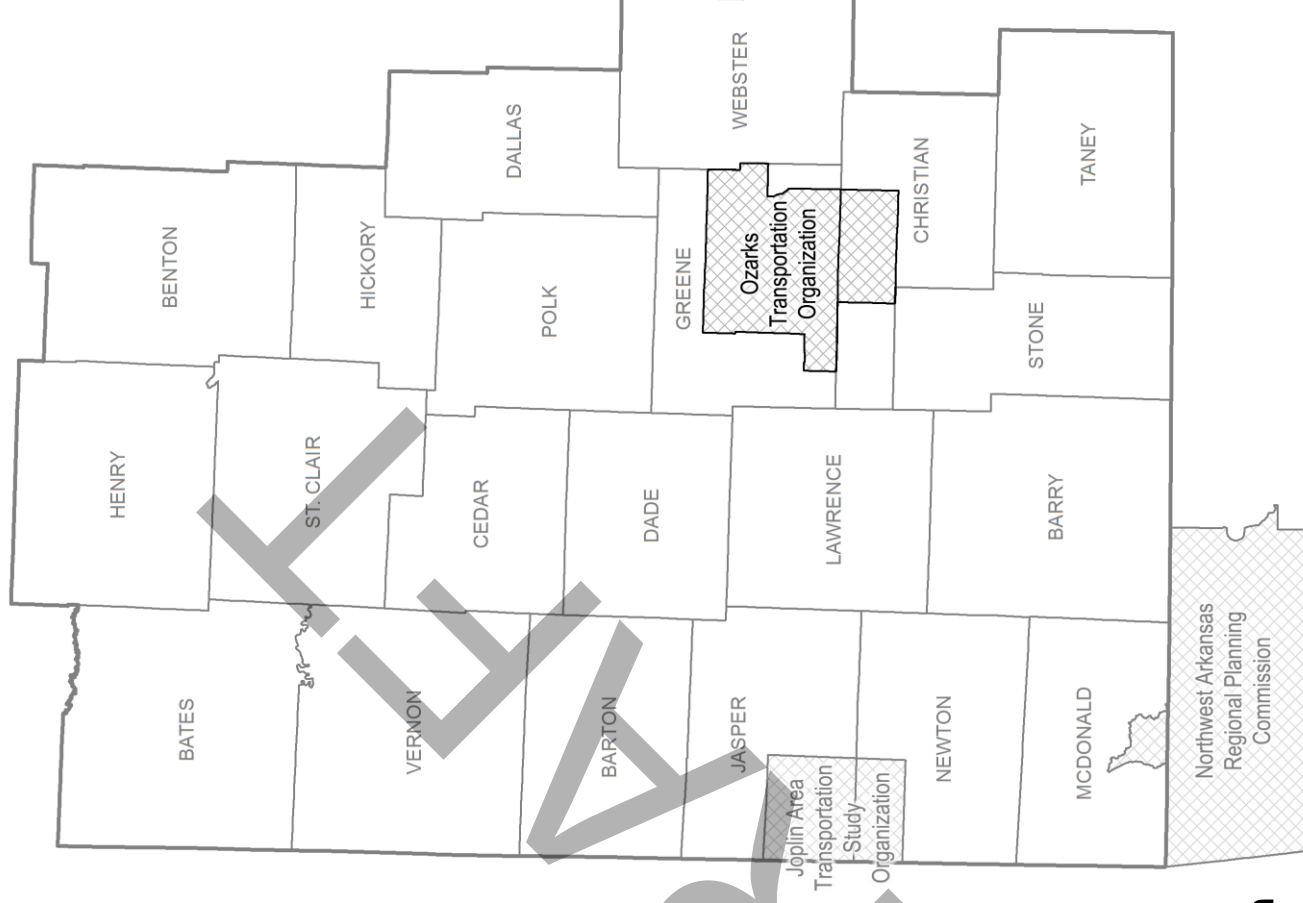
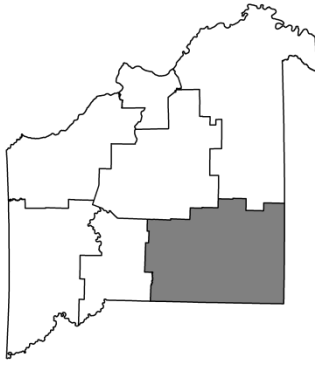
That a member of the Board of Directors makes the following motion:

“Move to endorse the MoDOT 2019-2023 Draft Statewide Transportation Improvement Program.”

OR

“Move to recommend...”





## **MoDOT's Southwest District**

### **TMA: Ozarks Transportation Organization**

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

## 2019-2023 Highway and Bridge Construction Schedule

County: XXX		State: Local:		Fed:		MPO:		Engineering: R/W: Construction:		FFOS: Payments:	
Route: XXX								99	0	0	0
Job No.: XXX								0	0	0	0
Length: XXX								0	0	0	0
Fund Cat: XXX								0	0	0	0
Sec Cat: XXX								0	0	0	0
TTP#: XXX								0	0	0	0
Award Date: XXX		Anticipated Fed Cat: XXX		Future Cost: XXX		Estimate Total: XXX		99		0	

Anticipated Federal	Estimated cost range beyond 2023.	Date project is to be awarded to begin construction (Season and calendar year for	Projects let in combination.	Metropolitan Planning Organization (Y/N).	Project description and location.	County location of project.	Route location of project.	Total project cost estimate.	Dollars programmed in previous STIPs.	Dollars funded from other sources.	Dollars for construction, utilities and contingency.	Dollars for right-of-way (land acquisition).	Dollars to be paid back for accelerating the project or payments to others.	Dollars for engineering that include preliminary engineering, construction engineering and right-of-way incidentals.

**\*Primary Funding Category:**

Take Care of System

Statewide Interstate & Major Bridge Safety

Statewide Safety Flexible & Other

<p>Project number used to track project costs.</p> <p>Total length in 1/100 miles.</p> <p>Primary Funding Category. *</p> <p>Secondary Funding Category. **</p> <p>Transportation Improvement Program number (MPO projects only).</p>	<p>Amendment 3</p> <p><b>**Secondary Funding Category:</b></p> <p>Enhancements</p> <p>Low Type Resurfacing</p> <p>N - Ada Trans (ADA Transition Plan)</p> <p>Preventive Maint (Preventive Maintenance)</p> <p>Regional</p> <p>Rehab And Reconst (Rehabilitation and Reconstruction)</p> <p>Routine Maintenance</p> <p>Safety</p> <p>Systems Operations</p> <p>Thin Lift Overlay</p> <p>Urban Safety</p>	<p><b>^ Anticipated Federal Funding Category:</b></p> <p><b>CMAQ</b> - Congestion Mitigation and Air Quality.</p> <p>* Usually 80% Federal &amp; 20% State funds.</p> <p><b>Earmark</b> - usually 80% Federal &amp; 20% State funds.</p> <p><b>NHFP</b> - National Highway Freight Program.</p> <p>* Usually 80% Federal &amp; 20% State funds.</p> <p><b>NHPP</b> - National Highway Performance Program.</p> <p>* Usually 80% Federal &amp; 20% State funds.</p> <p>* Sometimes 90% Federal &amp; 10% State funds.</p> <p><b>Safety</b> - usually 90% Federal &amp; 10% State funds.</p> <p><b>State</b> - No federal funds, state only funded.</p> <p><b>STBG</b> - Surface Transportation Block Grant program.</p> <p>* Usually 80% Federal &amp; 20% State funds.</p>
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(All Costs in Thousands)

(All Costs in Thousands)



P.O. Box 270  
Jefferson City, MO 65102

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Engineering includes PE costs, CE costs and R/W incidentals.

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# 2019-2023 Highway and Bridge Construction Schedule

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Engineering includes PE costs, CE costs and R/W incidentals.

		STATE FISCAL YEAR PROJECT BUDGETING									
		Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023				
County: Christian	Add turn lanes and sidewalks on Massey Boulevard at South Street in Nixa. \$278,777	Engineering:	100	108	418	0	0				
Route: US 160	Nixa, \$1,115,108 Nixa STBG-Urban funds.	R/W:	0	125	0	0	0				
Job No.: 8P3087B		Construction:	0	0	1,962	0	0				
Length: 0.24	MPO: Y	FFOS:	0	63	1,331	0	0				
Fund Cat: Flexible & Other	Fed: 2,090 State: 244 Local: 279	Payments:	0	0	0	0	0				
Sec Cat: Regional	2020 Anticipated Fed Cat:										
TIP #: NX1803-18ALet With: 8P3051E	Future Cost: 0 Estimate Total: 2,713										
County: Christian	Add intersection turn lanes and upgrade signals on Massey Boulevard at Tracker Road and Northview Road in Nixa. \$237,600 Nixa, \$950,400 Nixa STBG-Urban funds.	Engineering:	290	296	0	0	0				
Route: US 160		R/W:	85	0	0	0	0				
Job No.: 8P3088B		Construction:	0	1,705	0	0	0				
Length: 0.59	MPO: Y	FFOS:	68	1,120	0	0	0				
Fund Cat: Flexible & Other	Fed: 1,601 State: 162 Local: 238	Payments:	0	0	0	0	0				
Sec Cat: Regional	Spring 19 Anticipated Fed Cat:										
TIP #: NX1801-17ALet With: 803141, 8P3051C, 8P3091B	Future Cost: 0 Estimate Total: 2,376										
County: Christian	Roadway improvements from Rte. AA to Rte. CC.	Engineering:	100	50	50	316	230	1,026			
Route: US 160		R/W:	0	0	0	0	4,262	0			
Job No.: 8S3138		Construction:	0	0	0	0	0	17,395			
Length: 0.50	MPO: Y	FFOS:	0	0	0	0	0	0			
Fund Cat: Flexible & Other	Fed: 18,664 State: 4,665 Local: 0	Payments:	0	0	0	0	0	0			
Sec Cat: Regional	2023 Anticipated Fed Cat:										
TIP #: CC1802 Let With:	Future Cost: 0 Estimate Total: 23,429										
County: Christian	Add lanes, sidewalk and pedestrian signals, and upgrade sidewalk to comply with the ADA Transition Plan on South Street from Rte. 65 to Rte. 14 (3rd Street) in Ozark and utility relocations from Rte. 65 to 6th Avenue. \$172,211.76 Ozark.	Engineering:	427	211	0	0	0	0			
Route: BU 65		R/W:	25	0	0	0	0	0			
Job No.: 8P3101		Construction:	0	3,513	0	0	0	0			
Length: 1.46	MPO: Y	FFOS:	0	172	0	0	0	0			
Fund Cat: Flexible & Other	Fed: 2,979 State: 573 Local: 172	Payments:	0	0	0	0	0	0			
Sec Cat: Regional	Fall 18 Anticipated Fed Cat:										
TIP #: OK1702 Let With: 8P3088C	Future Cost: 0 Estimate Total: 4,176										
County: Christian	Pavement resurfacing from Rte. CC to 1.0 mile south of Rte. F in Ozark.	Engineering:	0	2	45	248	0	0			
Route: US 65		R/W:	0	0	0	0	0	0			
Job No.: 8P3116		Construction:	0	0	0	2,656	0	0			
Length: 5.60	MPO: Y	FFOS:	0	0	0	0	0	0			
Fund Cat: Taking Care Of System	Fed: 2,362 State: 589 Local: 0	Payments:	0	0	0	0	0	0			
Sec Cat: Thin Lift Overlay	2021 Anticipated Fed Cat:										
TIP #: OK1901-19 Let With:	Future Cost: 0 Estimate Total: 2,951										

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# 2019-2023 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
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Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING						
										Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	
County: Christian	Add lanes from Foxwood Drive to west of Rte. 160. Design by Nixa. \$363,660 Nixa.									Engineering: R/W: Construction: FFOS: Payments:	0	50	0	0	0	0
Route: CST NORTHVIEW RD											0	0	0	0	0	0
Job No.: 803141											0	0	0	0	0	0
Length: 0.12	MPO: Y										0	314	0	0	0	0
Fund Cat: Flexible & Other											0	314	0	0	0	0
Sec Cat: Regional	Awd Date: Spring 19										0	0	0	0	0	0
TIP #: NX1802-18	Let With: 8P3088B, 8P3051C, 8P3091B										0	0	0	0	0	0
	Future Cost: 0 Estimate Total: 364															
County: Greene	Upgrade signals on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.									Engineering: R/W: Construction: FFOS: Payments:	40	2	7	10	91	0
Route: MO 13											0	0	0	0	0	0
Job No.: 8P2390											0	0	0	0	0	0
Length: 0.40	MPO: Y										0	0	0	0	449	0
Fund Cat: Taking Care Of System											0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: 2022										0	0	0	0	0	0
TIP #: SP1401	Let With:										0	0	0	0	0	0
	Future Cost: 0 Estimate Total: 599															
County: Greene	Pavement resurfacing from Rte. WW in Greene County to 0.1 mile north of Norton Road in Springfield.									Engineering: R/W: Construction: FFOS: Payments:	0	2	37	208	0	0
Route: MO 13											0	0	0	0	0	0
Job No.: 8P3118											0	0	0	0	0	0
Length: 5.81	MPO: Y										0	0	0	2,133	0	0
Fund Cat: Taking Care Of System											0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2021										0	0	0	0	0	0
TIP #: GR1903-19	Let With:										0	0	0	0	0	0
	Future Cost: 0 Estimate Total: 2,380															
County: Greene	Add lanes for four-lane expressway from 0.3 mile west of County Road 94 to 0.4 mile west of I-44, and construct J-turn at Westgate Avenue.									Engineering: R/W: Construction: FFOS: Payments:	840	708	0	0	0	0
Route: US 160											0	135	0	0	0	0
Job No.: 8P0601B											0	8,617	0	0	0	0
Length: 3.44	MPO: Y										0	0	0	0	0	0
Fund Cat: Flexible & Other											0	0	0	0	0	0
Sec Cat: System Expansion	Awd Date: Spring 19										0	0	0	0	0	0
TIP #: GR1701	Let With: 8P3150, 8P0601C										0	0	0	0	0	0
	Future Cost: 0 Estimate Total: 10,300															
County: Greene	Pavement resurfacing and add roundabouts from 0.3 mile west of Rte. AB to County Road 94 in Willard; and add lanes for four-lane expressway from Jackson Street to County Road 94.									Engineering: R/W: Construction: FFOS: Payments:	636	656	0	0	0	0
Route: US 160											0	156	0	0	0	0
Job No.: 8P0601C											0	7,144	0	0	0	0
Length: 3.01	MPO: Y										0	0	0	0	0	0
Fund Cat: Flexible & Other											0	0	0	0	0	0
Sec Cat: System Expansion	Awd Date: Spring 19										0	0	0	0	0	0
TIP #: W11801-18	Let With: 8P3150, 8P0601B										0	0	0	0	0	0
	Future Cost: 0 Estimate Total: 8,592															

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May-24-2018

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District Southwest

TMA

Dollars in Thousands



# 2019-2023 Highway and Bridge Construction Schedule

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Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING									
Prior Prog.									
7/2018- 7/2019- 7/2020- 7/2021- 7/2022- 7/2022-									
6/2019 6/2020 6/2021 6/2022 6/2023									
County: Greene	Pavement resurfacing and upgrade guardrail from north of Plainview Road to north of	Engineering:	88	635	0	0	0	0	0
Route: US 160	Rte. 14 in Nixa. Modify turn lane configuration at Aldersgate Drive, Wasson Drive and	R/W:	0	46	0	0	0	0	0
Job No.: 8P3051C	Bentwater Drive.	Construction:	0	3,905	0	0	0	0	0
Length: 5.04	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 3,668 State: 918 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Anticipated Fed Cat: NHPP		0	0	0	0	0	0	0
TIP #: NX1705	Let With: 803141, 8P3088B, 8P3091B Spring 19	Future Cost: 4,674	0	0	0	0	0	0	0
Add J-turn at County Road 157 and add turn lanes at County Road 192.									
County: Greene	Bridge rehabilitation over the Frisco Highline Trail near Willard. Project involves bridge	Engineering:	198	429	0	0	0	0	0
Route: US 160	A3543.	R/W:	0	5	0	0	0	0	0
Job No.: 8P3091B		Construction:	0	1,876	0	0	0	0	0
Length: 0.98	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Safety	Fed: 2,079 State: 231 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Safety	Anticipated Fed Cat: Safety		0	0	0	0	0	0	0
TIP #: SP1807-18	Let With: 803141, 8P3088B, 8P3051C Spring 19	Future Cost: 2,508	0	0	0	0	0	0	0
Bridge rehabilitation over the Frisco Highline Trail near Willard. Project involves bridge									
County: Greene	rehabilitation over the Frisco Highline Trail near Willard. Project involves bridge	Engineering:	0	94	0	0	0	0	0
Route: US 160	A3543.	R/W:	0	0	0	0	0	0	0
Job No.: 8P3150		Construction:	0	368	0	0	0	0	0
Length: 0.04	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 369 State: 93 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Anticipated Fed Cat: NHPP		0	0	0	0	0	0	0
TIP #: GR1904-19	Let With: 8P0601B, 8P0601C Spring 19	Future Cost: 462	0	0	0	0	0	0	0
Pavement resurfacing from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.									
County: Greene	Pavement resurfacing from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.	Engineering:	2	25	167	0	0	0	0
Route: MO 413	Project involves bridge H0945.	R/W:	0	0	0	0	0	0	0
Job No.: 8S3114		Construction:	0	0	1,705	0	0	0	0
Length: 4.86	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,518 State: 379 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Anticipated Fed Cat: NHPP		0	0	0	0	0	0	0
TIP #: SP1809-18	Let With: 8S3121, 8P3113, 8P3127 Fall 19	Future Cost: 1,899	0	0	0	0	0	0	0
Job Order Contracting for pavement repair in the Ozarks Transportation Organization									
County: Greene	Job Order Contracting for pavement repair in the Ozarks Transportation Organization	Engineering:	0	19	0	0	0	0	0
Route: IS 44	area.	R/W:	0	0	0	0	0	0	0
Job No.: 0130050		Construction:	0	200	0	0	0	0	0
Length: 21.85	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Statewide Interstate And Major Bridge	AC-State: 197 State: 22 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Preventive Maint	Anticipated Fed Cat: NHPP		0	0	0	0	0	0	0
TIP #: MO1902-19	Let With: Winter 19	Future Cost: 219	0	0	0	0	0	0	0





# 2019-2023 Highway and Bridge Construction Schedule

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Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING									
Prior Prog.									
7/2018- 7/2019- 7/2020- 7/2021- 7/2022- 7/2023-									
6/2019 6/2020 6/2021 6/2022 6/2023									
County: Greene	Engineering:	2	25	145	0	0	0	0	0
Route: IS 44	R/W:	0	0	0	0	0	0	0	0
Job No.: 813120	Construction:	0	0	1,527	0	0	0	0	0
Length: 2.71	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay		0	0	0	0	0	0	0	0
Awd Date: Fall 19		0	0	0	0	0	0	0	0
Let With: 713201		0	0	0	0	0	0	0	0
TIP #: GR1904-19		0	0	0	0	0	0	0	0
Pavement resurfacing from east of Rte. 360 to 0.6 mile west of Rte. 266.									
County: Greene	Engineering:	0	25	25	279	0	0	0	0
Route: IS 44	R/W:	0	0	0	0	0	0	0	0
Job No.: 813147	Construction:	0	0	0	2,906	0	0	0	0
Length: 0.75	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Rehab And Reconst		0	0	0	0	0	0	0	0
Awd Date: 2021		0	0	0	0	0	0	0	0
Let With: GR1905-19		0	0	0	0	0	0	0	0
TIP #: GR1905-19		0	0	0	0	0	0	0	0
Rebuild pavement on the eastbound lanes at Rte. 744 (Mulroy Road) interchange in Springfield.									
County: Greene	Engineering:	0	25	25	279	0	0	0	0
Route: IS 44	R/W:	0	0	0	0	0	0	0	0
Job No.: 813147	Construction:	0	0	0	2,906	0	0	0	0
Length: 0.75	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Rehab And Reconst		0	0	0	0	0	0	0	0
Awd Date: 2021		0	0	0	0	0	0	0	0
Let With: GR1905-19		0	0	0	0	0	0	0	0
TIP #: GR1905-19		0	0	0	0	0	0	0	0
Pavement resurfacing on Glenstone Avenue from Evergreen Street to BNSF Railroad.									
County: Greene	Engineering:	4	2	4	73	0	0	0	0
Route: LP 44	R/W:	0	0	0	0	0	0	0	0
Job No.: 8P3050B	Construction:	0	0	0	772	0	0	0	0
Length: 2.31	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay		0	0	0	0	0	0	0	0
Awd Date: 2021		0	0	0	0	0	0	0	0
Let With: 8P3050C		0	0	0	0	0	0	0	0
TIP #: SP1710		0	0	0	0	0	0	0	0
Upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Avenue at various locations from Evergreen Street to St. Louis Street in Springfield.									
County: Greene	Engineering:	10	30	301	274	0	0	0	0
Route: LP 44	R/W:	0	0	38	0	0	0	0	0
Job No.: 8P3139	Construction:	0	0	0	1,330	0	0	0	0
Length: 5.02	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: N-Ada Trans		0	0	0	0	0	0	0	0
Awd Date: 2021		0	0	0	0	0	0	0	0
Let With: 8S3149		0	0	0	0	0	0	0	0
TIP #: EN1802-18		0	0	0	0	0	0	0	0
Bridge rehabilitation on Chestnut Expressway over Jordan Creek and BNSF Railroad. Project involves bridge A0280.									
County: Greene	Engineering:	2	261	0	0	0	0	0	0
Route: LP 44	R/W:	0	0	0	0	0	0	0	0
Job No.: 8S3110	Construction:	0	1,082	0	0	0	0	0	0
Length: 0.07	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Rehab And Reconst		0	0	0	0	0	0	0	0
Awd Date: Spring 19		0	0	0	0	0	0	0	0
Let With: SP1803-18		0	0	0	0	0	0	0	0
TIP #: SP1803-18		0	0	0	0	0	0	0	0

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District Southwest

TMA

Dollars in Thousands





# 2019-2023 Highway and Bridge Construction Schedule

## Transportation Planning

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Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING									
		7/2018- 7/2019-		7/2020- 7/2021-		7/2022- 7/2023-			
Prior Prog.		6/2019	6/2020	6/2021	6/2022	6/2022	6/2023		
County: Greene	Rebuild pavement on Chestnut Expressway from I-44 to east of Haseltine Road.	Engineering:	0	2	111	174	0	0	0
Route: LP 44		R/W:	0	0	0	0	0	0	0
Job No.: 8S3155		Construction:	0	0	0	1,551	0	0	0
Length: 0.29	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,472 State: 366 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Anticipated Fed Cat: 2021		0	0	0	0	0	0	0
TIP #: GR1906-19	Let With: 0 Estimate Total: 1,838		0	0	0	0	0	0	0
County: Greene	Interchange improvements at Route 125 in Rogersville. \$3,070,000 Open Container funds.	Engineering:	393	100	500	610	680	0	0
Route: US 60	50% funding from rural Southwest District.	R/W:	0	0	0	117	0	0	0
Job No.: 8P0683E		Construction:	0	0	0	0	13,373	0	0
Length: 0.88	MPO: Y	FFOS:	0	0	0	0	3,070	0	0
Fund Cat: Safety	Fed: 12,304 State: 3,076 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Safety	Anticipated Fed Cat: 2022		0	0	0	0	0	0	0
TIP #: RG0901	Let With: 0 Estimate Total: 15,773		0	0	0	0	0	0	0
County: Greene	Operational and safety improvements on James River Freeway from 0.5 mile west of Bus.	Engineering:	0	1,400	760	0	0	0	0
Route: US 60	Rte. 65 (Glenstone Avenue/Republic Road) to Rte. 65 in Springfield. \$995,000 Open	R/W:	0	0	0	0	0	0	0
Job No.: 8P3032B	Container Funds.	Construction:	0	0	15,208	0	0	0	0
Length: 2.24	MPO: Y	FFOS:	0	0	995	0	0	0	0
Fund Cat: Flexible & Other	Fed: 13,894 State: 3,474 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: System Expansion	Anticipated Fed Cat: 2020		0	0	0	0	0	0	0
TIP #: SP1902-19	Let With: 8P3122 Future Cost: 0 Estimate Total: 17,368		0	0	0	0	0	0	0
County: Greene	Pavement resurfacing from Rte. 174 in Republic to Rte. 413.	Engineering:	2	28	180	0	0	0	0
Route: US 60		R/W:	0	0	0	0	0	0	0
Job No.: 8P3113		Construction:	0	0	1,839	0	0	0	0
Length: 4.17	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,637 State: 410 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Anticipated Fed Cat: Fall 19		0	0	0	0	0	0	0
TIP #: RP1802-18	Let With: 8S3121, 8S3114, 8P3127 Future Cost: 0 Estimate Total: 2,049		0	0	0	0	0	0	0
County: Greene	Pavement resurfacing from 0.7 mile east of Bus. 65 (Glenstone Avenue) to Highland	Engineering:	2	84	84	0	0	0	0
Route: US 60	Springs Boulevard east of Springfield.	R/W:	0	0	0	0	0	0	0
Job No.: 8P3122		Construction:	0	0	1,236	0	0	0	0
Length: 1.74	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,124 State: 280 Local: 0	Payments:	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Anticipated Fed Cat: 2020		0	0	0	0	0	0	0
TIP #: GR1804-18	Let With: 8P3032B Future Cost: 0 Estimate Total: 1,406		0	0	0	0	0	0	0

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

May-24-2018

Section 4 - 7

District Southwest

TMA

Dollars in Thousands



# 2019-2023 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING							
										Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023		
County: Greene	Pavement resurfacing from Highland Springs Boulevard east of Springfield to Rte. 125 in Rogersville.										Engineering:	0	5	10	117	127	0
Route: US 60											R/W:	0	0	0	0	0	0
Job No.: 8P3122B											Construction:	0	0	0	0	1,993	0
Length: 5.34	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,802 State: 450 Local: 0										Payments:	0	0	0	0	0	0
See Cat: Thin Lift Overlay	Awd Date: 2022 Anticipated Fed Cat: NHPP											0	0	0	0	0	0
TIP #: GR1907-19	Let With: 0 Estimate Total: 2,252											0	0	0	0	0	0
County: Greene	Pavement resurfacing from 0.3 mile west of Illinois Street to Rte. 174 in Republic.										Engineering:	2	11	77	0	0	0
Route: US 60											R/W:	0	0	0	0	0	0
Job No.: 8P3127											Construction:	0	0	784	0	0	0
Length: 2.61	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 698 State: 174 Local: 0										Payments:	0	0	0	0	0	0
See Cat: Thin Lift Overlay	Awd Date: Fall 19 Anticipated Fed Cat: NHPP											0	0	0	0	0	0
TIP #: RP1803-18	Let With: 8S3121, 8S3114, 8P3113											0	0	0	0	0	0
County: Greene	Upgrade sidewalk to comply with the ADA Transition Plan at various locations from 0.3 mile west of Illinois Street to Rte. 174 in Republic. \$264,000 Statewide Transportation Alternatives funds.										Engineering:	2	149	169	0	0	0
Route: US 60											R/W:	0	2	0	0	0	0
Job No.: 8P3129											Construction:	0	0	798	0	0	0
Length: 2.61	MPO: Y										FFOS:	0	0	264	0	0	0
Fund Cat: Taking Care Of System	Fed: 895 State: 223 Local: 0										Payments:	0	0	0	0	0	0
See Cat: N- Ada Trans	Awd Date: 2020 Anticipated Fed Cat: STBG											0	0	0	0	0	0
TIP #: EN1801-18	Let With: 0 Estimate Total: 1,120											0	0	0	0	0	0
County: Greene	Upgrade guardrail from 0.3 mile north of Rte. D (Sunshine Street) to Rte. 60.										Engineering:	12	64	0	0	0	0
Route: US 65											R/W:	0	0	0	0	0	0
Job No.: 8P3079B											Construction:	0	630	0	0	0	0
Length: 3.84	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 556 State: 138 Local: 0										Payments:	0	0	0	0	0	0
See Cat: Routine Maintenance	Awd Date: Winter 19 Anticipated Fed Cat: NHPP											0	0	0	0	0	0
TIP #: SP1704	Let With: 8P3080											0	0	0	0	0	0
County: Greene	Rebuild pavement from 0.5 mile south of Rte. D (Sunshine Street) to Rte. 60 (James River Freeway).										Engineering:	145	472	0	0	0	0
Route: US 65											R/W:	0	0	0	0	0	0
Job No.: 8P3080											Construction:	0	6,837	0	0	0	0
Length: 3.08	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 5,848 State: 1,461 Local: 0										Payments:	0	0	0	0	0	0
See Cat: Rehab And Reconst	Awd Date: Winter 19 Anticipated Fed Cat: NHPP											0	0	0	0	0	0
TIP #: SP1705	Let With: 8P3079B											0	0	0	0	0	0



# 2019-2023 Highway and Bridge Construction Schedule

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

STATE FISCAL YEAR PROJECT BUDGETING									
Prior Prog.									
7/2018- 7/2019- 7/2020- 7/2021- 7/2022- 7/2022-									
6/2019 6/2020 6/2021 6/2022 6/2023									
County: Greene	Engineering:	12	260	0	0	0	0	0	0
Route: OR 65	R/W:	0	10	0	0	0	0	0	0
Job No.: 8S3078	Construction:	0	662	0	0	0	0	0	0
Length: 4.44	FFOS:	0	300	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: N- Ada Trans									
TIP #: EN1705									
Let With:									
Upgrade sidewalk to comply with the ADA Transition Plan at various locations of Eastgate Avenue, Ingram Mill Road and Rte. YY (Division Street) in Springfield and Rte. Z in Willard. Project involves bridge W0574. \$300,000 Statewide Trans Alts.									
Fed: 746	State:	186	Local:	0	STBG	0	Estimate Total:	944	
Anticipated Fed Cat:									
Future Cost:									
County: Greene	Engineering:	6	53	0	0	0	0	0	0
Route: OR 65	R/W:	0	0	0	0	0	0	0	0
Job No.: 8S3085	Construction:	0	504	0	0	0	0	0	0
Length: 3.28	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay									
TIP #: SP1707									
Let With: 8S3082									
Pavement resurfacing and guardrail improvements on disconnected sections of Eastgate Ave. from Division St. (Rte. YY) to Sunshine St. (Rte. D) and on Ingram Mill Rd. from Catalpa St. to Sunshine St.									
Fed: 445	State:	112	Local:	0	STBG	0	Estimate Total:	563	
Anticipated Fed Cat:									
Future Cost:									
County: Greene	Engineering:	0	2	12	80	0	0	0	0
Route: BU 65	R/W:	0	0	0	0	0	0	0	0
Job No.: 8S3112	Construction:	0	0	0	843	0	0	0	0
Length: 1.47	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay									
TIP #: SP1903-19									
Let With:									
Pavement resurfacing on Glenstone Avenue from Battlefield Road to Rte. 60 (James River Freeway) in Springfield.									
Fed: 750	State:	187	Local:	0	NHPP	0	Estimate Total:	937	
Anticipated Fed Cat:									
Future Cost:									
County: Greene	Engineering:	0	2	20	121	0	0	0	0
Route: BU 65	R/W:	0	0	0	0	0	0	0	0
Job No.: 8S3117	Construction:	0	0	0	1,284	0	0	0	0
Length: 3.68	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay									
TIP #: SP1904-19									
Let With:									
Pavement resurfacing on Glenstone Avenue from BNSF Railway south of Chestnut Expressway to Battlefield Road in Springfield.									
Fed: 1,142	State:	285	Local:	0	NHPP	0	Estimate Total:	1,427	
Anticipated Fed Cat:									
Future Cost:									
County: Greene	Engineering:	4	2	2	87	0	0	0	0
Route: MO 744	R/W:	0	0	0	0	0	0	0	0
Job No.: 8P3050C	Construction:	0	0	0	928	0	0	0	0
Length: 2.72	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay									
TIP #: SP1708									
Let With: 8P3050B									
Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).									
Fed: 816	State:	203	Local:	0	NHPP	0	Estimate Total:	1,023	
Anticipated Fed Cat:									
Future Cost:									



# 2019-2023 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
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Construction contingency applied to construction cost in the year the project is awarded.  
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.  
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Engineering includes PE costs, CE costs and R/W incidentals.

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										Prior Prog.	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
County: Greene	Upgrade sidewalk to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield. \$313,000 Statewide Transportation Alternatives funds.									Engineering: 0	130	286	290	0	0
Route: MO 744										R/W: 0	0	0	54	0	0
Job No.: 8S3149										Construction: 0	0	0	0	1,523	0
Length: 2.69	MPO: Y									FFOS: 0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,826 State: 457 Local: 0									Payments: 0	0	0	0	0	0
See Cat: N- Ada Trans	Awd Date: 2021 Anticipated Fed Cat: STBG														
TIP #: EN1901-19	Let With: 8P3139 Future Cost: 0 Estimate Total: 2,283														
County: Greene	Bridge deck sealing on Mulroy Road over I-44. Project involves bridge A4721.									Engineering: 0	8	23	40	0	0
Route: MO 744										R/W: 0	0	0	0	0	0
Job No.: 8S3151										Construction: 0	0	0	0	294	0
Length: 0.05	MPO: Y									FFOS: 0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 291 State: 74 Local: 0									Payments: 0	0	0	0	0	0
See Cat: Rehab And Reconst	Awd Date: 2021 Anticipated Fed Cat: NHPP														
TIP #: GR1908-19	Let With: 0 Estimate Total: 365														
County: Greene	Pavement resurfacing on Sunshine from Glenstone Avenue to Blackman Road in Springfield.									Engineering: 30	14	8	110	0	0
Route: RT D										R/W: 0	0	0	0	0	0
Job No.: 8S0745										Construction: 0	0	0	0	1,189	0
Length: 2.62	MPO: Y									FFOS: 0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,056 State: 265 Local: 0									Payments: 0	0	0	0	0	0
See Cat: Thin Lift Overlay	Awd Date: 2021 Anticipated Fed Cat: STBG														
TIP #: SP1906-19	Let With: 0 Estimate Total: 1,351														
County: Greene	Bridge rehabilitation over James River 3.2 miles east of Springfield. Project involves bridge A3057.									Engineering: 0	75	75	90	0	0
Route: RT D										R/W: 0	0	0	0	0	0
Job No.: 8S3152										Construction: 0	0	0	0	1,366	0
Length: 0.12	MPO: Y									FFOS: 0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,285 State: 321 Local: 0									Payments: 0	0	0	0	0	0
See Cat: Rehab And Reconst	Awd Date: 2021 Anticipated Fed Cat: NHPP														
TIP #: GR1909-19	Let With: 0 Estimate Total: 1,606														
County: Greene	Upgrade sidewalk to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road.									Engineering: 0	40	47	32	0	0
Route: RT D										R/W: 0	0	2	0	0	0
Job No.: 8S3153										Construction: 0	0	0	0	490	0
Length: 2.56	MPO: Y									FFOS: 0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 490 State: 121 Local: 0									Payments: 0	0	0	0	0	0
See Cat: N- Ada Trans	Awd Date: 2021 Anticipated Fed Cat: STBG														
TIP #: SP1413-19	Let With: 0 Estimate Total: 611														



P.O. Box 270  
Jefferson City, MO 65102

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# 2019-2023 Highway and Bridge Construction Schedule

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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.  
Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING									
Prior Prog.									
7/2018- 7/2019- 7/2020- 7/2021- 7/2022- 7/2023-									
6/2019 6/2020 6/2021 6/2022 6/2023									
County: Greene	Engineering:	0	2	6	38	0	0	0	0
Route: RT O	R/W:	0	0	0	0	0	0	0	0
Job No.: 8S3123	Construction:	0	0	0	621	0	0	0	0
Length: 5.74	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay		0	0	0	0	0	0	0	0
TIP #: GR1910-19 Let With:		0	0	0	0	0	0	0	0
Pavement resurfacing from Jackson Street in Willard to Rte. 13.									
County: Greene	Engineering:	90	100	10	200	0	0	0	0
Route: Various	R/W:	0	0	103	0	0	0	0	0
Job No.: 8P3140	Construction:	0	0	0	2,647	0	0	0	0
Length: 0.00	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Flexible & Other	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Systems Operations		0	0	0	0	0	0	0	0
TIP #: MO1806-18 Let With:		0	0	0	0	0	0	0	0
Operational and safety improvements at various locations in Springfield. \$527,000 Open Container funds.									
County: Greene	Engineering:	4	96	2	0	0	0	0	0
Route: RT YY	R/W:	0	0	0	0	0	0	0	0
Job No.: 8S3082	Construction:	0	704	0	0	0	0	0	0
Length: 4.67	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay		0	0	0	0	0	0	0	0
TIP #: GR1704 Let With: 8S3085		0	0	0	0	0	0	0	0
Pavement resurfacing, add shoulders and rumblestrips from 0.2 mile east of Rte. 65 to Rte. 125.									
County: Greene	Engineering:	20	25	0	0	0	0	0	0
Route: RT Z	R/W:	0	0	0	0	0	0	0	0
Job No.: 8S3083	Construction:	0	236	0	0	0	0	0	0
Length: 2.53	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay		0	0	0	0	0	0	0	0
TIP #: GR1705 Let With: 7S3141		0	0	0	0	0	0	0	0
Pavement resurfacing, and pedestrian crossing safety improvements from Farm Road 60 to Rte. 160.									
County: Greene	Engineering:	0	0	0	0	0	0	0	0
Route: RT Z	R/W:	0	0	0	0	0	0	0	0
Job No.: 8S3083	Construction:	0	0	0	0	0	0	0	0
Length: 2.53	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay		0	0	0	0	0	0	0	0
TIP #: GR1705 Let With: 7S3141		0	0	0	0	0	0	0	0
Upgrade sidewalk to comply with the ADA Transition Plan at various locations in the urban Southwest District. \$297,000 from Statewide Transportation Alternatives funds.									
County: Various	Engineering:	0	0	0	0	0	21	0	0
Route: Various	R/W:	0	0	0	0	0	0	0	0
Job No.: 0S30221	Construction:	0	0	0	0	0	0	325	0
Length: 0.00	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	0	0	0	0	0	0	0	0
Sec Cat: N-Ada Trans		0	0	0	0	0	0	297	0
TIP #: EN2201-19 Let With:		0	0	0	0	0	0	0	0





# 2019-2023 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
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No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING														
Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.					Prior Prog.					7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023
										0	0	0	0	0
County: Various Route: Various Job No.: 0X31211 Length: 0.00 MPO: Y Fund Cat: Safety (Statewide) Sec Cat: Safety TIP #: MO2102-19 Let With:					Curve safety improvements at various locations in the urban Southwest District.  Fed: 412 State: 46 Local: 0 Anticipated Fed Cat: Safety Future Cost: 0 Estimate Total: 458					Engineering:  R/W:  Construction:  FFOS:  Payments:				
County: Various Route: Various Job No.: 8P3087 Length: 0.00 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: MO1711 Let With:					Intersection improvements at various locations in the urban Southwest District.  Fed: 2,885 State: 722 Local: 0 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 3,627					Engineering:  R/W:  Construction:  FFOS:  Payments:				
County: Various Route: Various Job No.: 8P3087G Length: 0.00 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional TIP #: SP1905-19 Let With:					Intersection improvements at various locations in the urban Southwest District.  AC-State: 2,004 State: 499 Local: 0 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 2,503					Engineering:  R/W:  Construction:  FFOS:  Payments:				
County: Various Route: Various Job No.: 8P3137 Length: 0.00 MPO: Y Fund Cat: Flexible & Other Sec Cat: Systems Operations TIP #: MO1805-18 Let With:					Add intelligent transportation system equipment for Ozarks Traffic at various locations in the urban Southwest District.  Fed: 1,328 State: 332 Local: 0 Anticipated Fed Cat: STBG Future Cost: 0 Estimate Total: 1,800					Engineering:  R/W:  Construction:  FFOS:  Payments:				



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

**Engineering includes PE costs, CE costs and R/W incidentals.**

Project Count: 64





# 2019-2023 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.  
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Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING									
Prior Prog.									
7/2018- 7/2019- 7/2020- 7/2021- 7/2022- 7/2023-									
6/2019 6/2020 6/2021 6/2022 6/2023									
County: Various	Engineering:	0	0	0	0	0	0	0	0
Route: Various	R/W:	7	0	0	0	0	0	0	0
Job No.: 5B0800X	Construction:	0	0	0	0	0	0	0	0
Length: 0.00	FFOS:	7	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Payments:	2,286	292	292	292	292	292	292	292
Sec Cat: Rehab And Reconst									
TIP #: MO1105									
Let With:									
Awd Date:									
Future Cost: 2,001 - 5,000									
Estimate Total: 3,753									
Fed: 0									
State: 1,460									
Local: 0									
State									
On-call work zone enforcement at various locations in the urban Southwest District.									
County: Various	Engineering:	4	4	0	0	0	0	0	0
Route: Various	R/W:	0	0	0	0	0	0	0	0
Job No.: 8I3071	Construction:	0	0	0	0	0	0	0	0
Length: 0.00	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Safety	Payments:	0	177	0	0	0	0	0	0
Sec Cat: Safety									
TIP #: MO1709									
Let With:									
Awd Date:									
Future Cost:									
Estimate Total: 185									
Fed: 163									
State: 18									
Local: 0									
Safety									
On-call work zone enforcement at various locations in the urban Southwest District.									
County: Various	Engineering:	1	1	2	0	0	0	0	0
Route: Various	R/W:	0	0	0	0	0	0	0	0
Job No.: 8I3108	Construction:	0	0	0	0	0	0	0	0
Length: 0.00	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Safety	Payments:	0	0	0	0	0	0	0	0
Sec Cat: Safety									
TIP #: MO1803-18									
Let With:									
Awd Date:									
Future Cost:									
Estimate Total: 181									
Fed: 162									
State: 18									
Local: 0									
Safety									
On-call work zone enforcement at various locations in the urban Southwest District.									
County: Various	Engineering:	0	0	0	1	0	0	0	0
Route: Various	R/W:	0	0	0	0	0	0	0	0
Job No.: 8P3154	Construction:	0	0	0	0	0	0	0	0
Length: 0.00	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Safety	Payments:	0	0	177	0	0	0	0	0
Sec Cat: Safety									
TIP #: MO2103-19									
Let With:									
Awd Date:									
Future Cost:									
Estimate Total: 178									
Fed: 160									
State: 18									
Local: 0									
Safety									
Operations and management of Ozarks Traffic ITS in the urban Southwest District.									
County: Various	Engineering:	2	1	0	0	0	0	0	0
Route: Various	R/W:	0	0	0	0	0	0	0	0
Job No.: 8Q3073	Construction:	0	0	0	0	0	0	0	0
Length: 0.00	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Flexible & Other	Payments:	0	0	0	177	0	0	0	0
Sec Cat: Systems Operations									
TIP #: MO1717									
Let With:									
Awd Date:									
Future Cost:									
Estimate Total: 646									
Fed: 515									
State: 129									
Local: 0									
STBG									
On-call work zone enforcement at various locations in the urban Southwest District.									
County: Various	Engineering:	0	0	0	0	0	0	0	0
Route: Various	R/W:	0	0	0	0	0	0	0	0
Job No.: 8Q3073	Construction:	0	0	0	0	0	0	0	0
Length: 0.00	FFOS:	0	0	0	0	0	0	0	0
Fund Cat: Flexible & Other	Payments:	0	643	0	0	0	0	0	0
Sec Cat: Systems Operations									
TIP #: MO1717									
Let With:									
Awd Date:									
Future Cost:									
Estimate Total: 646									
Fed: 515									
State: 129									
Local: 0									
STBG									



# 2019-2023 Highway and Bridge Construction Schedule

## Transportation Planning

P.O. Box 270  
Jefferson City, MO 65102

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

STATE FISCAL YEAR PROJECT BUDGETING									
Prior Prog.									
7/2018- 7/2019- 7/2019- 7/2020- 7/2021- 7/2022- 7/2022-									
6/2019 6/2020 6/2021 6/2022 6/2023									
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Engineering:	1	1	1	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0
Job No.: 8Q3107		Construction:	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 516 State: 129 Local: STBG	Payments:	0	0	0	0	0	0	0
Sec Cat: Systems Operations	Anticipated Fed Cat: N/A		0	643	0	0	0	0	0
TIP #: MO1804-18 Let With:	Future Cost: 0 Estimate Total: 646		0	0	0	0	0	0	0
County: Various	Operations and management of Ozarks Traffic Intelligent Transportation System in the urban Southwest District.	Engineering:	0	0	0	1	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0
Job No.: 8Q3148		Construction:	0	0	0	0	0	0	0
Length: 0.00	AC-State: 515 State: 129 Local: STBG	FFOS:	0	0	0	0	0	0	0
Fund Cat: Flexible & Other	Anticipated Fed Cat: N/A	Payments:	0	0	0	0	0	0	0
Sec Cat: Systems Operations	Future Cost: 0 Estimate Total: 644		0	0	0	0	643	0	0
TIP #: MO2104-19 Let With:			0	0	0	0	0	0	0



P.O. Box 270  
Jefferson City, MO 65102

**Three percent project growth factor compounded annually is applied to right-of-way and construction costs in**

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

Project Count: 7



P.O. Box 270  
Jefferson City, MO 65102

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in

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

	Southwest	TMA	Total
1990	10.0	10.0	20.0
1991	10.0	10.0	20.0
1992	10.0	10.0	20.0
1993	10.0	10.0	20.0
1994	10.0	10.0	20.0
1995	10.0	10.0	20.0
1996	10.0	10.0	20.0
1997	10.0	10.0	20.0
1998	10.0	10.0	20.0
1999	10.0	10.0	20.0
2000	10.0	10.0	20.0
2001	10.0	10.0	20.0
2002	10.0	10.0	20.0
2003	10.0	10.0	20.0
2004	10.0	10.0	20.0
2005	10.0	10.0	20.0
2006	10.0	10.0	20.0
2007	10.0	10.0	20.0
2008	10.0	10.0	20.0
2009	10.0	10.0	20.0
2010	10.0	10.0	20.0
2011	10.0	10.0	20.0
2012	10.0	10.0	20.0
2013	10.0	10.0	20.0
2014	10.0	10.0	20.0
2015	10.0	10.0	20.0
2016	10.0	10.0	20.0
2017	10.0	10.0	20.0
2018	10.0	10.0	20.0
2019	10.0	10.0	20.0
2020	10.0	10.0	20.0
2021	10.0	10.0	20.0
2022	10.0	10.0	20.0
2023	10.0	10.0	20.0
2024	10.0	10.0	20.0
2025	10.0	10.0	20.0
2026	10.0	10.0	20.0
2027	10.0	10.0	20.0
2028	10.0	10.0	20.0
2029	10.0	10.0	20.0
2030	10.0	10.0	20.0
2031	10.0	10.0	20.0
2032	10.0	10.0	20.0
2033	10.0	10.0	20.0
2034	10.0	10.0	20.0
2035	10.0	10.0	20.0
2036	10.0	10.0	20.0
2037	10.0	10.0	20.0
2038	10.0	10.0	20.0
2039	10.0	10.0	20.0
2040	10.0	10.0	20.0
2041	10.0	10.0	20.0
2042	10.0	10.0	20.0
2043	10.0	10.0	20.0
2044	10.0	10.0	20.0
2045	10.0	10.0	20.0
2046	10.0	10.0	20.0
2047	10.0	10.0	20.0
2048	10.0	10.0	20.0
2049	10.0	10.0	20.0
2050	10.0	10.0	20.0
2051	10.0	10.0	20.0
2052	10.0	10.0	20.0
2053	10.0	10.0	20.0
2054	10.0	10.0	20.0
2055	10.0	10.0	20.0
2056	10.0	10.0	20.0
2057	10.0	10.0	20.0
2058	10.0	10.0	20.0
2059	10.0	10.0	20.0
2060	10.0	10.0	20.0
2061	10.0	10.0	20.0
2062	10.0	10.0	20.0
2063	10.0	10.0	20.0
2064	10.0	10.0	20.0
2065	10.0	10.0	20.0
2066	10.0	10.0	20.0
2067	10.0	10.0	20.0
2068	10.0	10.0	20.0
2069	10.0	10.0	20.0
2070	10.0	10.0	20.0
2071	10.0	10.0	20.0
2072	10.0	10.0	20.0
2073	10.0	10.0	20.0
2074	10.0	10.0	20.0
2075	10.0	10.0	20.0

Project Count: 71

**District Program Summary  
Southwest (Urban)**

(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

State Fiscal Year	2019	2020	2021	2022	2023
Statewide Interstate And Major Bridge - Available					
Statewide Interstate And Major Bridge - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Fund Transfers	0.200	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Carryover	-0.125	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Total Available	0.075	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Programmed					
Safety - Available	0.200	0.000	0.000	0.000	0.000
Safety - FFOS	1.408	1.343	1.136	1.123	1.120
Safety - Fund Transfers	1.241	0.000	0.000	3.070	0.000
Safety - Carryover	-2.545	-0.844	-0.724	9.168	0.000
Award and Completed Project Adjustments	2.605	0.000	0.000	0.000	0.000
Safety - Total Available	1.097	-0.050	-0.060	0.053	0.000
Safety - Programmed	3.806	0.449	0.352	13.414	1.120
Taking Care Of System - Available	3.984	0.177	0.294	13.373	0.000
Taking Care Of System - FFOS	7.471	7.801	7.852	7.761	7.738
Taking Care Of System - Fund Transfers	0.300	0.264	0.313	0.297	0.000
Taking Care Of System - Carryover	9.389	1.271	1.891	0.000	0.000
Award and Completed Project Adjustments	6.946	0.000	0.000	0.000	0.000
Taking Care Of System - Total Available	4.990	-0.606	0.743	-0.762	0.000
Taking Care Of System - Programmed	29.096	8.730	10.799	7.296	7.738
Flexible & Other - Available	16.278	9.079	21.312	3.059	0.292
Flexible & Other - FFOS	4.279	4.654	0.527	0.000	0.000
Flexible & Other - Fund Transfers	34.338	27.142	2.639	3.900	15.455
Flexible & Other - Carryover	-3.826	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Flexible & Other - Total Available	34.791	31.796	3.166	3.900	15.455
Flexible & Other - Programmed	38.617	32.731	3.396	5.653	17.395
Statewide Safety - Available					
Statewide Safety - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Fund Transfers	0.000	0.225	0.432	0.000	0.000
Statewide Safety - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Total Available	0.000	0.225	0.432	0.000	0.000
Statewide Safety - Programmed					
Statewide Major Projects & Emerging Needs - Available					
Statewide Major Projects & Emerging Needs - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Total Available	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Programmed					
Statewide Amendment 3 - Available					
Statewide Amendment 3 - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Carryover	-3.510	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Total Available	-3.510	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Programmed	0.000	0.000	0.000	0.000	0.000

Note: Three percent inflation compounded annually applied to program years 2020 - 2023  
Two percent construction contingency applied to construction.

**District Program Summary  
Southwest (Urban)**

(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

Total Categorized Funding Available by SFY	64,258	41,200	14,749	24,610	24,313
Total Flexible Funds Available	0.000	0.797	19,750	15,348	8,544
Adjustments	6,087	-0,656	0,683	-0,709	0,000
Carryovers	2,090				
Total Available by SFY	64,258	41,997	34,499	39,958	32,857
Total Programmed by SFY	59,079	42,219	25,460	22,085	17,687

DRAFT

**TAB 4**

**BOARD OF DIRECTORS AGENDA 6/21/2018; ITEM II.B.**

**Amendment Number Five to the FY 2018-2021 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

Three changes are proposed for Amendment Number Five to the FY 2018-2021 Transportation Improvement Program:

1. **\*Revised\* ITS Operations and Management (2019) (MO1717-18A5)**  
MoDOT will be obligating funds in FY 2018 and increasing the MoDOT portion of funding for a total programmed amount of \$1,051,000. The City of Springfield portion of funding will remain unchanged.
2. **\*Revised\* Scoping for Bridge Improvements (MO1719-18A5)**  
MoDOT is adding \$200,000 in funding to FY 2018 to help fund a consultant to help with bridge planning and scoping work for a new programmed amount of \$442,000.
3. **\*Revised\* Scoping for Safety Improvements (MO1721-18A5)**  
MoDOT is adding \$200,000 in funding to FY 2018 to help fund a consultant to help with MoDOT's Safety Plan Update for a new programmed amount of \$378,000.

Also included with these project changes are text updates to include the Transit Asset Management and Safety Performance Targets, bringing the Transportation Improvement Program in compliance with requirements in the FAST Act. These revisions are found in Section A – Introduction.

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on May 16, 2018 the Technical Planning Committee recommended that the Board of Directors approve FY 2018-2021 Transportation Improvement Program Amendment Number Five. At that meeting the Technical Planning Committee was informed that additional text changes would be included for approval by the Board of Directors to comply with the Planning requirements of the FAST Act. Those pages were included in the packet out for public comment.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Five.”

OR

“Move to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Five with the following changes...”





## Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO1717-18A5 ITS OPERATIONS AND MANAGEMENT (2019)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3073

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic ITS in the OTO area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG)	Federal	ENG	\$800	\$800	\$0	\$0	\$1,600
MoDOT	State	ENG	\$200	\$200	\$0	\$0	\$400
FHWA (STBG)	Federal	PMT	\$514,400	\$0	\$0	\$0	\$514,400
FHWA (STBG-U)	Federal	PMT	\$0	\$324,000	\$0	\$0	\$324,000
LOCAL	Local	PMT	\$0	\$81,000	\$0	\$0	\$81,000
MoDOT	State	PMT	\$128,600	\$0	\$0	\$0	\$128,600
<b>Totals</b>			<b>\$644,000</b>	<b>\$406,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,050,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues; Springfield 1/8-Cent Transportation Sales Tax

<b>Prior Cost</b>	\$1,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,051,000



## Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1717 ITS OPERATIONS AND MANAGEMENT (2019)

**Route** Various

**From** Various

**To** Various

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Major Projects and Emerging Needs

**Bike/Ped Plan?** EJ?

**STIP #** 8Q3073

**Federal ID #**

#### Project Description

Operations and management of Ozarks Traffic ITS in the OTO area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG)	Federal	ENG	\$800	\$800	\$0	\$0	\$1,600
MoDOT	State	ENG	\$200	\$200	\$0	\$0	\$400
FHWA (STBG)	Federal	PMT	\$0	\$470,400	\$0	\$0	\$470,400
FHWA (STBG-U)	Federal	PMT	\$0	\$324,000	\$0	\$0	\$324,000
LOCAL	Local	PMT	\$0	\$81,000	\$0	\$0	\$81,000
MoDOT	State	PMT	\$0	\$117,600	\$0	\$0	\$117,600
<b>Totals</b>			<b>\$1,000</b>	<b>\$994,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$995,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues; Springfield 1/8-Cent Transportation Sales Tax

<b>Prior Cost</b>	\$1,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$996,000



## Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO1719-18A5 **SCOPING FOR BRIDGE IMPROVEMENTS**

**Route** Various

**From**

**To**

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

**MoDOT Funding Category** Taking Care of the System

**Bike/Ped Plan?** EJ?

**STIP #** 8P3067

**Federal ID #**

#### Project Description

Scoping for bridge improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$200,000	\$38,400	\$38,400	\$38,400	\$315,200
MoDOT	State	ENG	\$50,000	\$9,600	\$9,600	\$9,600	\$78,800
<b>Totals</b>			<b>\$250,000</b>	<b>\$48,000</b>	<b>\$48,000</b>	<b>\$48,000</b>	<b>\$394,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$48,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$442,000



## Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1719 **SCOPING FOR BRIDGE IMPROVEMENTS**

**Route** Various

**From**

**To**

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

**MoDOT Funding Category** Taking Care of the System

**Bike/Ped Plan?** EJ?

**STIP #** 8P3067

**Federal ID #**

#### Project Description

Scoping for bridge improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$38,400	\$38,400	\$38,400	\$38,400	\$153,600
MoDOT	State	ENG	\$9,600	\$9,600	\$9,600	\$9,600	\$38,400
<b>Totals</b>			<b>\$48,000</b>	<b>\$48,000</b>	<b>\$48,000</b>	<b>\$48,000</b>	<b>\$192,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$48,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$240,000



## Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** MO1721-18A5 **SCOPING FOR SAFETY IMPROVEMENTS**

**Route** Various

**From**

**To**

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Safety

**Bike/Ped Plan?** EJ?

**STIP #** 8P3069

**Federal ID #**

#### Project Description

Scoping for safety improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (SAFETY)	Federal	ENG	\$234,000	\$27,000	\$27,000	\$26,100	\$314,100
MoDOT	State	ENG	\$26,000	\$3,000	\$3,000	\$2,900	\$34,900
<b>Totals</b>			<b>\$260,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$29,000</b>	<b>\$349,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$29,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$378,000



## Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** MO1721      **SCOPING FOR SAFETY IMPROVEMENTS**

**Route**      Various

**From**

**To**

**Location**      Area Wide

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      Safety

**MoDOT Funding Category**      Safety

**Bike/Ped Plan?**      EJ?

**STIP #**      8P3069

**Federal ID #**

#### Project Description

Scoping for safety improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (SAFETY)	Federal	ENG	\$27,000	\$27,000	\$27,000	\$26,100	\$107,100
MoDOT	State	ENG	\$3,000	\$3,000	\$3,000	\$2,900	\$11,900
<b>Totals</b>			<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$29,000</b>	<b>\$119,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

<b>Prior Cost</b>	\$29,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$148,000

# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY														Local				State				TOTAL	
PROJECT		FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA					TOTAL
2018		Federal																					
BA1801-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000
CC0901		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000
CC1102		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,680,000	\$0	\$0	\$0	\$420,000	\$0	\$0	\$0	\$2,100,000	\$0	\$0	\$2,100,000	\$2,100,000
CC1601		\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$1,000
CC1701		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$114,400	\$114,400
CC1702		\$0	\$196,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000	\$0	\$0	\$975,000	\$975,000
CC1703		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000	\$5,000
CC1801		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000	\$0	\$0	\$24,000	\$24,000
CC1802		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
CC1803-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000	\$0	\$0	\$80,000	\$80,000
GR1403-18A1		\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$225,149	\$0	\$0	\$225,149	\$225,149
GR1801-18A2		\$0	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$80,000	\$0	\$0	\$80,000	\$80,000
GR1701		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$0	\$855,000	\$0	\$0	\$855,000	\$855,000
GR1703		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000
GR1704		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$0	\$0	\$19,000	\$0	\$0	\$19,000	\$19,000
GR1705		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,800	\$0	\$0	\$0	\$519,000	\$0	\$0	\$519,000	\$519,000
GR1707-17A6		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$51,000	\$51,000
GR1801-18		\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$25,000
GR1802-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,000	\$0	\$0	\$0	\$105,000	\$0	\$0	\$105,000	\$105,000
GR1803-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$988,800	\$0	\$0	\$0	\$247,200	\$0	\$0	\$0	\$1,236,000	\$0	\$0	\$1,236,000	\$1,236,000
GR1804-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$1,000
GR1805-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000
MO1105		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$796,000	\$0	\$0	\$796,000	\$796,000
MO1616		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,036,800	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$988,000	\$0	\$0	\$988,000	\$988,000
MO1705-18A13		\$0	\$162,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$180,000	\$0	\$0	\$180,000	\$180,000
MO1708		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000
MO1709		\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,400	\$0	\$0	\$0	\$132,000	\$0	\$0	\$132,000	\$132,000
MO1710-17A2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000	\$10,000
MO1711		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000
MO1712		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$346,300	\$0	\$0	\$0	\$3,463,000	\$0	\$0	\$3,463,000	\$3,463,000
MO1713		\$0	\$3,116,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000
MO1714		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,800	\$0	\$0	\$0	\$982,750	\$0	\$0	\$982,750	\$982,750
MO1716		\$315,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000	\$0	\$0	\$644,000	\$644,000
MO1717-18A5		\$0	\$0	\$0	\$513,200	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
MO1718-18A5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000	\$5,000
MO1720		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000	\$20,000
MO1721-18A5		\$0	\$234,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000	\$0	\$0	\$21,000	\$21,000
MO1722		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000	\$4,000
MO1723		\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$1,000
MO1803-18		\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$1,000
MO1804-18		\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$140,000	\$0	\$0	\$140,000	\$140,000
MO1805-18		\$0	\$0	\$0	\$112,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$90,000	\$0	\$0	\$90,000	\$90,000
MO1806-18		\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$0	\$115,000	\$0	\$0	\$115,000	\$115,000
MO1807-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$0	\$219,000	\$0	\$0	\$219,000	\$219,000
MO1808-18		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$964,000	\$0	\$0	\$0	\$580,000	\$0	\$0	\$0	\$1,544,000	\$0	\$0	\$1,544,000	\$1,544,000
NX1701		\$0	\$0	\$0	\$1,029,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$0	\$0	\$1,287,000	\$0	\$0	\$1,287,000	\$1,287,000
NX1702		\$0	\$0	\$0	\$188,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,000	\$0	\$0	\$0	\$235,000	\$0	\$0	\$235,000	\$235,000
NX1703		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000
NX1704		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$0	\$17,200	\$0	\$0	\$0	\$86,000	\$0	\$0	\$86,000	\$86,000
NX1801-17A2		\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,600	\$0	\$0	\$13,600	\$9,400	\$0	\$0	\$0	\$115,000	\$0	\$0	\$115,000	\$115,000
NX1803-18A2		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
OK1401-18A4		\$313,000	\$0	\$0	\$365,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,000	\$91,400	\$0	\$0	\$0	\$848,000	\$0	\$0	\$848,000	\$848,000
OK1701		\$0	\$0	\$0	\$161,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,400	\$0	\$0	\$0	\$202,000	\$0	\$0	\$202,000	\$202,000
OK1702		\$0	\$0	\$0	\$3,068,800	\$0	\$0	\$0	\$0	\$0	\$562,276	\$0	\$0	\$204,924	\$562,276	\$0	\$0	\$0	\$3,836,000	\$0	\$0	\$3,836,000	\$3,836,000
OK1703		\$0	\$0	\$0	\$5,981,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,495,400	\$0	\$0	\$0	\$7,477,000	\$0	\$0	\$7,477,000	\$7,477,000
OK1801-17A2		\$0	\$0	\$0	\$1,456,080	\$0	\$0	\$0	\$0	\$0	\$364,020	\$0	\$0	\$429,180	\$364,020	\$0	\$0	\$0	\$1,966,000	\$0	\$0	\$1,966,000	\$1,966,000
OK1802-17A5		\$626,722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$488,626	\$0	\$0	\$0	\$96,749	\$2,368,550	\$0	\$0	\$2,368,550	\$2,368,550
RG0301-18A1		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$20,000	\$20,000
RG1201		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000	\$0	\$0	\$85,000	\$85,000
RP1502		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$1,000
RP1701		\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631	\$0	\$0	\$2,198,631	\$2,198,631
RP1702		\$0	\$7,000	\$0	\$184,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000	\$10,000
RP1703-17A3		\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000	\$2,000

FY 2018 continued on next page

# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY																		
PROJECT		Federal										Local		State				
	FWHA (STBG-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STBG)	FWHA (UM)	FWHA (130)	FWHA (NHS)	FWHA (BRM)	FWHA (BRO)	FWHA (NHPP)	FWHA (HPP)	FEHA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2018 Continued																		
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$0	\$112,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$0	\$0	\$125,000
SP1106	\$154,525	\$0	\$0	\$276,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,631	\$69,221	\$0	\$0	\$0	\$539,259
SP1112	\$1,110,295	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,198	\$166,134	\$0	\$0	\$748,373	\$0	\$0	\$0	\$3,908,000
SP1122	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,000	\$0	\$0	\$0	\$253,000	\$0	\$0	\$0	\$1,265,000
SP1209	\$0	\$0	\$0	\$3,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$960	\$0	\$0	\$0	\$0	\$4,800
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$30,400	\$0	\$0	\$0	\$152,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$160,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$0	\$394,000
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$27,000	\$0	\$0	\$0	\$135,000
SP1707	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1803-18	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1804-18	\$0	\$620,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$775,000
SP1805-18	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,600	\$0	\$0	\$0	\$946,000
SP1806-18	\$0	\$184,500	\$0	\$0	\$851,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,500	\$0	\$0	\$0	\$205,000
SP1807-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,200	\$0	\$0	\$0	\$66,000
SP1808-18AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,944	\$6,856	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$435,600	\$0	\$0	\$0	\$2,178,000
SP1810-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1811-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1812-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,747,200	\$0	\$0	\$0	\$436,800	\$0	\$0	\$0	\$2,184,000
SP1813-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$53,000	\$0	\$0	\$0	\$265,000
SP1814-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$75,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
SP1818-18A4	\$1,200,000	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$570,000	\$2,000	\$0	\$0	\$0	\$1,780,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1701-17AM1	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0	\$0	\$0	\$1,201,250
WI1801-18	\$0	\$0	\$0	\$532,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$0	\$0	\$665,000
SUBTOTAL	\$9,847,180	\$4,254,800	\$1,600	\$16,353,602	\$981,200	\$0	\$0	\$894,959	\$14,823,542	\$172,990	\$580,494	\$3,318,183	\$9,603,460	\$300,600	\$96,749	\$63,229,389	\$0	\$63,229,389
2019																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$500,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$1,240,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310,200	\$0	\$0	\$0	\$1,551,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$0	\$7,634,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,908,600	\$0	\$0	\$0	\$9,543,000
GR1703	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR1704	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
GR1705	\$0	\$76,000	\$0	\$225,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,400	\$0	\$0	\$0	\$377,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$4,000
GR1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$0	\$181,000
MO1711	\$0	\$0	\$0	\$511,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,800	\$0	\$0	\$0	\$639,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1717-18A5	\$324,000	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,000	\$200	\$0	\$0	\$0	\$406,000
FY 2019 continued on next page																		



# FINANCIAL SUMMARY

## Roadways

YEARLY SUMMARY		Federal										Local		State			TOTAL		
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL	
2019 Continued																			
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000	
MO1720	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$30,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000	
MO1803-18	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
MO1804-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000	
MO1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	
MO1805-18	\$0	\$1,364,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$221,600	\$0	\$0	\$0	\$341,000	\$0	\$0	\$0	\$1,705,000	
MO1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$256,800	\$0	\$0	\$0	\$55,400	\$0	\$0	\$0	\$277,000	
MO1702	\$0	\$0	\$0	\$5,335,200	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$1,398,000	\$0	\$0	\$0	\$6,990,000	
MO1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
MO1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,148,800	\$0	\$0	\$0	\$1,037,200	\$0	\$0	\$0	\$5,186,000	
MO1801-17A2	\$848,466	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,114	\$0	\$0	\$212,121	\$186,279	\$0	\$0	\$0	\$1,992,000	
MO1802-18	\$290,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,732	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0	\$363,660	
MO1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,000	
OK1401-18AM4	\$788,726	\$0	\$0	\$855,798	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,431	\$213,949	\$0	\$0	\$0	\$2,085,904	
OK1701	\$635,000	\$0	\$0	\$3,897,800	\$0	\$0	\$0	\$0	\$0	\$1,163,200	\$0	\$0	\$135,375	\$1,163,200	\$0	\$0	\$0	\$3,916,000	
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$160,498	\$135,375	\$28,600	\$0	\$0	\$26,750	\$654,868	
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
OK0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP1701	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP1801-18AM1	\$772,160	\$592,056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,040	\$65,784	\$0	\$0	\$0	\$1,623,040	
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000	
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000	
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$240,783	\$10,000	\$0	\$0	\$0	\$50,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$20,000	
SP1419-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$0	\$12,600	\$0	\$0	\$0	\$1,203,915	
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,400	\$0	\$6,011,200	\$0	\$0	\$0	\$1,502,800	\$0	\$0	\$0	\$563,000	
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$40,000	
SP1705-18AM1	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$10,000	
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$20,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$92,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$16,000	
SP1803-18	\$0	\$0	\$73,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,200	\$0	\$0	\$0	\$1,972,000	
SP1805-18	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000	
SP1807-18	\$0	\$1,774,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000	
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$84,000	
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000	
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,948,000	
SP1817-18A2	\$0	\$0	\$0	\$1,863,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$393,200	\$470,800	\$0	\$0	\$0	\$2,948,000	
SP1818-18A4	\$200,800	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$200,000	
SP1901-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	
SP1902-18A4	\$1,200,000	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
WI1001-17A2	\$0	\$0	\$0	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,425,000	\$0	\$0	\$0	\$7,125,000	
WI1801-18	\$0	\$0	\$0	\$28,740,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$12,993,114	\$0	\$160,498	\$1,645,882	\$11,245,612	\$20,000	\$11,200	\$26,750	\$64,564,387	
SUBTOTAL		\$4,598,378	\$3,492,056	\$73,600	\$28,740,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$12,993,114	\$0	\$160,498	\$1,645,882	\$11,245,612	\$20,000	\$11,200	\$26,750	\$64,564,387
2020																			
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,800	\$0	\$0	\$0	\$165,200	\$0	\$0	\$0	\$826,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1601	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000	
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313,600	\$0	\$0	\$0	\$78,400	\$0	\$0	\$0	\$392,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$1,400,000	
GR1703	\$0	\$0	\$0	\$113,600	\$0	\$0	\$0	\$0	\$0	\$28,400	\$0	\$0	\$0	\$28,400	\$0	\$0	\$0	\$142,000	
GR1704	\$0	\$242,000	\$0	\$417,200	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$824,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000		
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000	
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,745,600	\$0	\$0	\$0	\$686,400	\$0	\$0	\$0	\$3,432,000	
GR1805-18	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$54,000	
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000	

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY													
PROJECT	Federal												
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	Local
													LOCAL
2020 Continued													
MO1710-17A2	\$0	\$0	\$0	\$1,664,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1711	\$0	\$0	\$0	\$4,349,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0
MO1716-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0
MO1718-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0
MO1722-18A5	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1806-18	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO2001-18	\$0	\$855,900	\$0	\$1,440,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO2002-18	\$0	\$1,013,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,378,400	\$0	\$0	\$0
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,852,800	\$0	\$0	\$0
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1707	\$0	\$300,000	\$0	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$896,800	\$0	\$0	\$0
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664,000	\$0	\$0	\$0
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1805-18	\$0	\$0	\$0	\$0	\$1,511,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,960,000	\$0	\$0	\$0
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,866,400	\$0	\$0	\$364,000
											\$841,600		\$0
													\$39,645,900

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY													
PROJECT	FEDERAL												
	FWHA (STBG-U)	FWHA (SAFETY)	FWHA (BRIDGE)	FWHA (STBG)	FWHA (UM)	FWHA (130)	FWHA (NHS)	FWHA (BRM)	FWHA (BRO)	FWHA (NHPP)	FWHA (HPP)	FEHA	LOCAL
2021													
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0
MO1712	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1714	\$0	\$0	\$0	\$216,800	\$0	\$0	\$0	\$0	\$0	\$4,458,400	\$0	\$0	\$0
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,400	\$0	\$0	\$0
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0
MO1721-18A5	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO2001-18	\$0	\$54,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,492,000	\$0	\$0	\$0
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$0
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WI1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$0	\$11,082,400	\$0	\$0	\$180,100
GRAND TOTAL	\$16,237,558	\$10,505,556	\$660,800	\$56,187,600	\$2,564,700	\$180,000	\$6,400	\$963,132	\$1,053,926	\$172,980	\$740,992	\$5,708,165	\$31,297,602
													\$20,000
													\$123,499
													\$182,561,776

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source																				State Operations and Maintenance	Other	MoDOT Programmed Funds	Local	TOTAL Federal Funds	FEMA	HPP	NHPP	BRO	BRM	NHS	130	I/M	STBG	Bridge	Safety	STBG-U	TOTAL
2018 Funds Programmed	\$9,847,180	\$4,254,800	\$1,600	\$18,353,602	\$981,200	\$0	\$0	\$884,959	\$14,823,542	\$172,990	\$580,494	\$49,910,367	\$3,318,183	\$9,904,090	\$96,749	\$4,779,389															\$68,008,778							
2019 Funds Programmed	\$4,598,378	\$3,492,056	\$73,600	\$28,740,798	\$54,400	\$0	\$963,132	\$158,987	\$12,993,114	\$0	\$160,488	\$51,414,943	\$1,846,882	\$11,276,812	\$26,750	\$4,851,080															\$69,415,467							
2020 Funds Programmed	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1,520,100	\$0	\$0	\$0	\$16,886,400	\$0	\$0	\$51,129,400	\$364,000	\$8,152,500	\$0	\$4,923,846															\$44,569,746							
2021 Funds Programmed	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$0	\$0	\$11,082,400	\$0	\$0	\$11,804,400	\$180,100	\$3,137,600	\$0	\$4,997,704															\$20,119,804							
Total	\$16,237,558	\$10,505,556	\$860,800	\$56,187,600	\$2,564,700	\$180,000	\$963,132	\$1,053,926	\$54,785,456	\$172,990	\$740,992	\$144,259,110	\$5,708,165	\$32,471,002	\$123,499	\$19,552,019															\$202,113,795							

	Prior Year	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Available State and Federal Funding	\$0	\$42,451,600	\$54,679,300	\$49,650,800	\$44,779,200	\$191,960,900
Available Operations and Maintenance Funding	\$0	\$4,779,389	\$4,851,080	\$4,923,846	\$4,997,704	\$19,552,019
Funds from Other Sources	\$864,492	\$0	\$0	\$0	\$0	\$864,492
Available Suballocated Funding	\$18,576,393	\$5,968,827	\$6,088,203	\$6,209,967	\$6,088,203	\$42,931,594
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$19,440,885</b>	<b>\$53,199,816</b>	<b>\$65,618,583</b>	<b>\$60,784,613</b>	<b>\$55,865,107</b>	<b>\$254,909,005</b>
Prior Year Funding	\$19,440,885	\$4,631,923	\$835,039	\$835,039	\$17,049,906	—
Programmed State and Federal Funding	<b>(\$68,008,778)</b>	<b>(\$69,415,467)</b>	<b>(\$44,569,746)</b>	<b>(\$20,119,804)</b>	<b>(\$202,113,795)</b>	<b>—</b>
<b>TOTAL REMAINING</b>	<b>\$19,440,885</b>	<b>\$4,631,923</b>	<b>\$835,039</b>	<b>\$17,049,906</b>	<b>\$52,795,210</b>	<b>\$52,795,210</b>

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.

## PERFORMANCE MEASURES

### NATIONAL GOALS AND PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, or MAP-21, integrated performance measures into the planning and programming aspects of transportation investment. MAP-21 established seven National Goals as the focus of the Federal-aid highway program. The FAST (Fixing America's Surface Transportation) Act provided for continuation of these goals. Guidance has been released listing the required performance measures to achieve the national goals. The state DOTs, and MPOs, and transit agencies are required to coordinate target setting for these measures. MPOs must set their targets within 180 days of the state. MPOs may choose to set their own targets or to program in support of the state and transit agency targets. OTO will make this decision on a case-by-case basis.

#### 1. Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

*Measures:*

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

#### 2. Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair.

*Measures:*

- Percentage of NHS Bridges Classified as in Good Condition
- Percentage of NHS Bridges Classified as in Poor Condition
- Percentage of Pavements of the Interstate in Good Condition
- Percentage of Pavements of the Interstate in Poor Condition
- Percentage of Pavements of the non-Interstate NHS in Good Condition
- Percentage of Pavements of the non-Interstate NHS in Poor Condition

#### 3. ~~Transit State of Good Repair~~ Asset Management ~~In addition to highway infrastructure state of good repair, there is a transit measure as well:~~

To maintain transit assets in a state of good repair.

*Measures:*

- Transit State of Good Repair Equipment (non-revenue service vehicles) State of Good Repair
- Facilities State of Good Repair
- Infrastructure State of Good Repair
- Rolling Stock State of Good Repair

#### 3.4. Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System.

*Measures:*

- Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
- Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)

#### 4.5. System Reliability

To improve the efficiency of the surface transportation system.

*Measures:*

- Interstate Travel Time Reliability Measure – Percent of Person-Miles Traveled on the Interstate that are Reliable
- Non-Interstate NHS Travel Time Reliability Measure – Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

#### **5.6. Freight Movement and Economic Vitality**

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

*Measures:*

- Freight Reliability Measure – Truck Travel Time Reliability (TTTR) Index

#### **6.7. Environmental Sustainability**

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

*Measures:*

- Emissions Measure – Total Emissions Reduction (not applicable to OTO)

#### **7.8. Reduced Project Delivery Delays**

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

### **TRANSIT STATE OF GOOD REPAIR TARGETS**

Transit is the first area where targets were set. Targets must be established within 180 days of the date targets are set by the State and transit agency.

City Utilities is partnering with the State of Missouri on their Transit Asset Management Plan. State, and thereby CU, targets for the Plan were required by January 1, 2017. MoDOT collected and evaluated transit data and used this information to set targets to be included in the Plan and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets have been set by the State. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on February 16, 2017, the OTO Board of Directors accepted the Transit Asset Management Targets as set forth by MoDOT and City Utilities.

<u>Assets: Only those for which agency has direct capital responsibility</u>	<u>Performance Measure</u>	<u>Targets</u>
<u><b>Equipment</b></u>  <u>Non-revenue support-service and maintenance vehicles</u>	<u>Percentage of vehicles met or exceeded Useful Life Benchmark</u>	<u><b>50 percent</b></u>
<u><b>Rolling Stock</b></u>  <u>Revenue vehicles by mode</u>  -	<u>Percentage of vehicles met or exceeded Useful Life Benchmark</u>	<u><b>50 percent</b></u>
<u><b>Infrastructure (not applicable in state plan)</b></u>  <u>Only rail fixed-guideway, track, signals and systems</u>	<u>Percentage of track segments w/performance restrictions by class</u>	<u><b>Not Applicable</b></u>
<u><b>Facilities</b></u>	<u>Percentage of assets with condition rating below 3.0 on FTA TERM Scale</u>	<u><b>25 percent with condition rating below 3.0 on FTA TERM* Scale</b></u>

\*TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

## SAFETY TARGETS

Safety is the second area where targets were set. OTO can choose to set MPO targets or can choose to plan and program in support of the MoDOT targets. After review of the information, at its meeting on December 14, 2017, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2018, which are based on a rolling five-year average:

<u>Performance Measure</u>	<u>Statewide Target for CY2018</u>
<u>Number of Fatalities</u>	<u>857.7</u>
<u>Fatality Rate per 100 Million VMT</u>	<u>1.163</u>
<u>Number of Serious Injuries</u>	<u>4,559.3</u>
<u>Serious Injury Rate per 100 Million VMT</u>	<u>6.191</u>
<u>Number of Non-Motorized Fatalities and Serious Injuries</u>	<u>431.9</u>

Besides the programming efforts described at the end of this Section, the OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety.-

## OTO GOALS AND PERFORMANCE MEASURES

MAP-21 and the FAST Act further requires a discussion of performance target achievement in the Transportation Improvement Program. Per federal guidance, OTO has not yet set all of the performance targets based on the National Goals, since the targets are not yet due. OTO did, however, adopt regional, non-federally required goals and performance measures in its long range transportation plan, *Journey 2035*, adopted in December 2011. These same regional performance measures were carried into *Transportation Plan 2040*. As targets are set for the nationally prescribed performance measures, the Plan and TIP will continue to be amended to address them.

Integration of these regional performance measures into the OTO prioritization process for the statewide transportation improvement program can be found in Section E: Roadways.

## JOURNEY 2040 GOALS

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods



## **JOURNEY 2040** PERFORMANCE MEASURES

Performance Measure	Target	FY 2018-2021 TIP Projects
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Modal Balance	Decrease “Drove Alone” to 75 percent for the region by 2035	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit stop connections
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	Transit operations; Transit service coordination
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination

Performance Measure	Target	FY 2018-2021 TIP Projects
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good condition	Pavement and railroad crossing improvements; Capacity and efficiency improvements
Bridge Condition	That the percent of bridges in fair or better condition will stay above 90 percent	Pavement and railroad crossing improvements; Capacity and efficiency improvements
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination

## PROGRAMMING FOR PERFORMANCE

The projects included in the FY 2018-FY 2021 Transportation Improvement Program address these [national and regional](#) measures, [targets](#), and goals in a variety of ways. Programmed projects include ADA, pedestrian, and bicycle accommodations. This adds to the reduction of VMT per capita, increased modal balance, bicycle/pedestrian network completion, improved average commute and peak travel time, and maintaining acceptable air quality. The TIP includes numerous safety projects that address roadway [and bicycle/pedestrian](#) infrastructure, work-zone safety, and the safety and security of the transit system. These projects support a reduced crash rate and the improved condition of area roads and bridges. [Many pavement improvements and railroad crossing improvements benefit these factors as well.](#) [Almost \\$6 million is programmed for bicycle and pedestrian projects. Over \\$10 million is specific Safety funding has been programmed, though most projects address safety regardless of their funding source.](#) ~~Many pavement improvements and railroad crossing improvements benefit these factors as well.~~ Several roadways and intersections in the region suffer from congestion, per the OTO Congestion Management Process. These bottlenecks are addressed through capacity and efficiency improvements. The TIP continues to support the transit system as well, including technology projects that will improve transit operations. Coordination of service, with support for service outside of the City Utilities Transit region, ~~is also addressed as well.~~ [Transit State of Good Repair is provided by preventative maintenance and fixed route bus replacement projects totaling \\$6.37 million.](#)

**TAB 5**

**BOARD OF DIRECTORS AGENDA 6/21/2018; ITEM II.C.**

**Federal Funds Balance Report – March 31, 2018**

**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 also has some remaining funds from the Small Urban and BRM (On-System Bridge) program.

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. 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, 2018.

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. 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 2018

FUNDS BALANCE REPORT



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**Note:**

As OTO is awaiting official balances for FY 2018, current and future balances should be considered estimates.





## 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.

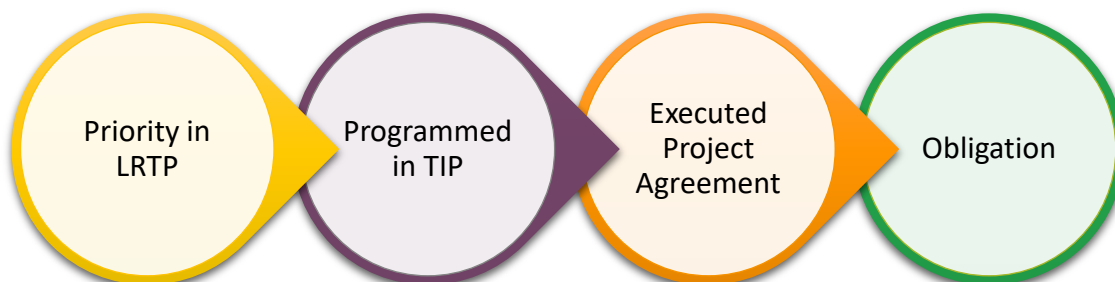
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for three subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban). This report 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 FAST Act also contains a provision giving Congress rescission authority at the conclusion of 2020.** 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

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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. 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 the Federal Highway Administration (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, 2018.

Staff has included 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 not to be rescinded by MoDOT. 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 2018.

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

### As of FY 2018 (10/1/2017)

STBG-Urban	\$24,938,597.85
Maximum Allowed	\$18,888,215.22

### Through FY 2018 (Obligated and Programmed)

STBG-Urban	\$12,446,918.75
TAP	\$587,953.51
BRM	\$963,132.19

## Balance Based on Current Obligations

### STBG-Urban

Ending Balance	Through FY 2018	Future Planned Balances*
Christian County (through 2021)	(578,940.40)	449,680.85
Greene County (through 2023)	6,534,064.84	(2,835,235.09)
City of Battlefield (through 2021)	229,594.48	584,619.95
City of Nixa (through 2021)	1,568,400.22	214,179.03
City of Ozark (through 2021)	71,168.08	(187,005.13)
City of Republic (through 2021)	(259,184.67)	5,503.46
City of Springfield (through 2022)	5,004,841.41	8,555,785.65
City of Strafford (through 2021)	113,024.11	262,782.63
City of Willard (through 2021)	(236,049.33)	99,795.89
* Estimate	12,446,918.75	--
<b>Beginning FY 2018 Balance All Funds (10/1/2017)</b>	<b>24,938,597.85</b>	
<b>Programmed and Obligated in FY 2018</b>	<b>(12,491,679.10)</b>	
<b>Remaining Balance All Funds (through 2018)</b>	<b>12,446,918.75</b>	
<b>Maximum STBG-Urban Balance Allowed</b>	<b>18,888,215.22</b>	
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>	<b>0.00</b>	

# Balance Based on Current Obligations

## Transportation Alternatives Program (TAP)

Name	Account	Amount	Balance
<b>FY 2013 TAP Allocation</b>	TAP	602,196.69	602,196.69
0141021 14ADA	TAP	(165,587.00)	436,609.69
<b>FY 2014 TAP Allocation</b>	TAP	612,826.23	1,049,435.92
<b>FY 2015 TAP Allocation</b>	TAP	397,253.54	1,446,689.46
9901807 Strafford Sidewalks	TAP	(211,573.18)	1,235,116.28
9901807 Strafford Sidewalks	TAP	34,777.20	1,269,893.48
9901811 Finley R. Park Connection	TAP	(18,441.18)	1,251,452.30
9901812 Hartley Road Sidewalks	TAP	(21,569.35)	1,229,882.95
9901813 McGuffy Park Sidewalks	TAP	(10,814.75)	1,219,068.20
6900809 Rte 174 Trail	TAP	(44,535.20)	1,174,533.00
9901807 Strafford Sidewalks	TAP	(12,930.00)	1,161,603.00
<b>FY 2016 TAP Allocation</b>	TAP	425,853.11	1,587,456.11
5901805 Main Cycle Track	TAP	(250,000.00)	1,337,456.11
9900856 Willard Kime Sidewalks	TAP	(10,646.13)	1,326,809.98
9901807 Strafford Sidewalks	TAP	(2,968.80)	1,323,841.18
5901806 S. Dry Sac Trail Parks	TAP	(12,007.42)	1,311,833.76
5911803 Broadway and College	TAP	(240,000.00)	1,071,833.76
9901807 Strafford Sidewalks	TAP	2,024.24	1,073,858.00
<b>FY 2017 TAP Allocation</b>	TAP	401,110.90	1,474,968.90
9901812 Hartley Road Sidewalks	TAP	(120,076.05)	1,354,892.85
5901806 S. Dry Sac Trail Parks	TAP	(2,118.22)	1,352,774.63
5901806 S. Dry Sac Trail Parks	TAP	(178,554.36)	1,174,220.27
6900809 Rte 174 Trail	TAP	(14,594.17)	1,159,626.10
6900809 Rte 174 Trail	TAP	(190,870.63)	968,755.47
9901811 Finley R. Park Connection	TAP	(93,233.14)	875,522.33
9901812 Hartley Road Sidewalks	TAP	31,874.02	907,396.35
9900843 Strafford Sidewalks 2014	TAP	(246,831.90)	660,564.45
9900856 Willard Kime Sidewalks	TAP	(77,146.38)	583,418.07
9901813 McGuffy Park Sidewalks	TAP	(29,219.25)	554,198.82
9900845 Strafford Schools SW 2014	TAP	(904.04)	553,294.78
9900845 Strafford Schools SW 2014	TAP	(122,869.97)	430,424.81
9900843 Strafford Sidewalks 2014	TAP	(3,168.10)	427,256.71
9901811 Finley R. Park Connection	TAP	283.20	427,539.91
5911802 College and Grant SW	TAP	(250,000.00)	177,539.91
<b>FY 2018 TAP Allocation</b>	TAP	417,367.38	594,907.29
9901811 Finley R. Park Connection	TAP	(5,812.80)	589,094.49
9901812 Hartley Road Sidewalks	TAP	(1,665.60)	587,428.89
9901812 Hartley Road Sidewalks	TAP	524.62	587,953.51
5911802 College and Grant SW	TAP	0.00	587,953.51
		<b>587,953.51</b>	<b>587,953.51</b>

Maximum TAP Balance Allowed

1,435,932.88

Amount Subject to MoDOT Lapse Policy

0.00

Programmed	Funding	Remaining Amount	Future Balance
9901811 Finley R. Park Connection	TAP	(5,762.08)	582,191.43
9901812 Hartley Road Sidewalks	TAP	(30,722.64)	551,468.79
9901813 McGuffy Park Sidewalks	TAP	0.00	551,468.79
6900809 Rte 174 Trail	TAP	0.00	551,468.79
5901806 S. Dry Sac Trail Parks	TAP	0.00	551,468.79
9900843 Strafford Sidewalks 2014	TAP	CLOSED	--
9900845 Strafford Schools SW 2014	TAP	CLOSED	--
9900856 Willard Kime Sidewalks	TAP	CLOSED	--
5911802 College and Grant SW	TAP	0.00	551,468.79
5911803 Broadway and College	TAP	0.00	551,468.79
<b>Projected FY 2019-2020</b>		859,943.75	<b>1,411,412.54</b>

## Balance Based on Current Obligations (Program cancelled, effective 10/1/2016)

### Bridge (BRM)

Name	Account	Amount	Balance
<b>FY 2004 BRM Allocation</b>	BRM	210,242.66	210,242.66
<b>FY 2005 BRM Allocation</b>	BRM	203,613.48	413,856.14
<b>FY 2006 BRM Allocation</b>	BRM	265,090.64	678,946.78
Adjustment to Balance	BRM	(0.43)	678,946.35
<b>FY 2007 BRM Allocation</b>	BRM	255,748.00	934,694.35
<b>FY 2008 BRM Allocation</b>	BRM	297,860.03	1,232,554.38
<b>FY 2009 BRM Allocation</b>	BRM	299,406.62	1,531,961.00
0602066 James River Bridge	BRM	(780,000.00)	751,961.00
<b>FY 2010 BRM Allocation</b>	BRM	341,753.00	1,093,714.00
<b>FY 2011 BRM Allocation</b>	BRM	326,535.00	1,420,249.00
<b>FY 2012 BRM Allocation</b>	BRM	395,013.02	1,815,262.02
<b>FY 2013 BRM Allocation</b>	BRM	388,603.66	2,203,865.68
0651064 Farmer Branch	BRM	(1,000,000.00)	1,203,865.68
<b>FY 2014 BRM Allocation</b>	BRM	352,601.99	1,556,467.67
0652086 Battlefield/65	BRM	(1,189,657.00)	366,810.67
0602066 James River Bridge	BRM	21,990.93	388,801.60
<b>FY 2015 BRM Allocation</b>	BRM	342,850.16	731,651.76
<b>FY 2016 BRM Allocation</b>	BRM	269,417.23	1,001,068.99
5901807 Mt. Vernon Bridge	BRM	(37,936.80)	963,132.19
		<b>963,132.19</b>	<b>963,132.19</b>
<b>Remaining Balance BRM Funds</b>			<b>963,132.19</b>
<b>Maximum BRM Balance Allowed</b>			<b>808,251.69</b>
<b>Amount Subject to MoDOT Lapse Policy</b>			<b>154,880.50</b>
Programmed	Funding	Remaining Amount	Future Balance
5901807 Mt. Vernon Bridge	BRM	(963,132.19)	0.00
<b>No Future Funding Projected (Program Ended)</b>		0.00	<b>0.00</b>

# Balance Based on Current Obligations and Future Programming

## Christian County

Name	Account	Amount	Balance
<b>FY 2003 - FY 2016 Balance</b>	STBG-Urban	820,508.10	820,508.10
Transfer	City of Ozark	28,476.00	848,984.10
<b>FY 2017 Allocation</b>	STBG-Urban	317,483.16	1,166,467.26
FY 2017 Rideshare	City of Springfield	(523.37)	1,165,943.89
Transfer (OK1802)	City of Ozark	(400,000.00)	765,943.89
Transfer (OK1801)	City of Ozark	(150,000.00)	615,943.89
Transfer (NX1801)	City of Nixa	(451,443.00)	164,500.89
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	65,943.89
<b>FY 2018 Allocation*</b>	STBG-Urban	329,516.47	395,460.36
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39) **	(578,417.03)
FY 2018 Rideshare	City of Springfield	(523.37)	(578,940.40)
<b>FY 2019 Allocation*</b>	STBG-Urban	336,106.80	(242,833.60)
<b>FY 2020 Allocation*</b>	STBG-Urban	342,828.94	99,995.34
<b>FY 2021 Allocation*</b>	STBG-Urban	349,685.51	449,680.85
*Estimate		449,680.85	449,680.85
**Advance Agreement on File			
<b>Remaining Balance All Funds</b>			<b>449,680.85</b>
<b>Maximum STBG-Urban Balance Allowed</b>			<b>\$ 988,549.41</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>			<b>\$ -</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

# Balance Based on Current Obligations and Future Programming

## Greene County

Name	Split	Amount	Balance
<b>FY 2003 - FY 2016 Balance</b>		5,764,855.81	5,764,855.81
<b>FY 2017 Allocation</b>	STBG-Urban	1,351,283.30	7,116,139.11
FY 2017 Rideshare	City of Springfield	(2,227.58)	7,113,911.53
Transfer	City of Republic	(100,000.00)	7,013,911.53
5909802 Kansas Extension	STBG-Urban	(59,968.80)	6,953,942.73
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,853,942.73
<b>FY 2018 Allocation*</b>	STBG-Urban	<b>1,402,499.89</b>	8,256,442.62
FY 2018 Rideshare	Greene County	(2,227.58)	8,254,215.04
5909802 Kansas Extension GR1501	STBG-Urban	(120,150.20)	8,134,064.84
SP1714-17A2 Springfield KS Ext	Programmed	(1,600,000.00)	6,534,064.84
<b>FY 2019 Allocation*</b>	STBG-Urban	<b>1,430,549.89</b>	7,964,614.73
5909802 Kansas Extension Ph. I ROW	Transfer from Springfield	3,080,000.00	11,044,614.73
5909802 Kansas Extension Ph. I Const.	Transfer from Springfield	3,500,000.00	14,544,614.73
5909802 Kansas Extension Phase I	Programming Pending	(16,091,664.00) **	(1,547,049.27)
5909802 Kansas Extension Phase II	Programming Pending	(2,935,796.00)	(4,482,845.27)
<b>FY 2020 Allocation*</b>	STBG-Urban	<b>1,459,160.89</b>	(3,023,684.39)
<b>FY 2021 Allocation*</b>	STBG-Urban	<b>1,488,344.10</b>	(1,535,340.28)
<b>FY 2022 Allocation*</b>	STBG-Urban	<b>1,518,110.99</b>	(17,229.30)
5909802 Kansas Extension Phase II	Programming Pending	(3,246,479.00)	(3,263,708.30)
<b>FY 2023 Allocation*</b>	STBG-Urban	<b>1,548,473.21</b>	(1,715,235.09)
GR1502 East-West Arterial	Programmed	(1,120,000.00)	(2,835,235.09)
*Estimate		(2,835,235.09)	(2,835,235.09)

\*\* Need Advance Agreement on File

<b>Remaining Balance All Funds</b>	<b>(2,835,235.09)</b>
<b>Maximum STBG-Urban Balance Allowed</b>	<b>\$ 4,207,499.67</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>	<b>\$ -</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

# Balance Based on Current Obligations and Future Programming

## City of Battlefield

Name	Split	Amount	Balance
<b>FY 2003 - FY 2016 Balance</b>	STP-Urban	507,125.81	507,125.81
<b>FY 2017 Allocation</b>	STBG-Urban	109,578.35	616,704.16
99018014 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,746.10
FY 2017 Rideshare	City of Springfield	(180.64)	570,565.46
<b>FY 2018 Allocation*</b>	STBG-Urban	<b>113,731.60</b>	684,297.06
FY 2018 Rideshare	City of Springfield	(180.64)	684,116.42
99018014 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	229,594.48
<b>FY 2019 Allocation*</b>		<b>116,006.23</b>	345,600.71
<b>FY 2020 Allocation*</b>		<b>118,326.36</b>	463,927.07
<b>FY 2021 Allocation*</b>		120,692.88	584,619.95
*Estimate		584,619.95	584,619.95
<b>Remaining Balance All Funds</b>			<b>584,619.95</b>
<b>Maximum STBG-Urban Balance Allowed</b>			<b>\$ 341,194.80</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2017)</b>			<b>\$ 243,425.15</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions



# Balance Based on Current Obligations and Future Programming

## City of Nixa

Name	Split	Amount	Balance
<b>FY 2003 - FY 2016 Balance</b>		578,343.20	578,343.20
<b>FY 2017 Allocation</b>	STBG-Urban	372,880.01	951,223.21
FY 2017 Rideshare	City of Springfield	(614.69)	950,608.52
0141023 160/14	STBG-Urban	(264,206.59)	686,401.93
Transfer	Christian County	451,443.00	1,137,844.93
Transfer	Christian County	98,557.00	1,236,401.93
<b>FY 2018 Allocation*</b>	STBG-Urban	387,012.98	1,623,414.91
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	1,604,636.11
1601063 Tracker/Northview/160	Cost Share	(35,621.20)	1,569,014.91
FY 2018 Rideshare	City of Springfield	(614.69)	1,568,400.22
<b>FY 2019 Allocation*</b>	STBG-Urban	394,753.24	1,963,153.46
1601063 Tracker/Northview/160	Programmed Cost Share	(896,000.00)	1,067,153.46
NX1802 Northview	Programmed	(290,928.00)	776,225.46
160 and South	Programmed	(50,400.00)	725,825.46
<b>FY 2020 Allocation*</b>	STBG-Urban	402,648.30	1,128,473.76
EN2001 Gregg Rd Sidewalk	Programmed	(132,160.00)	996,313.76
160 and South	Programmed Cost Share	(1,064,708.00)	(68,394.24)
<b>FY 2021 Allocation*</b>	STBG-Urban	410,701.27	342,307.03
EN2101 Main Street SW South	Programmed	(53,760.00)	288,547.03
EN2102 Main Street SW North	Programmed	(74,368.00)	214,179.03
*Estimate		214,179.03	214,179.03
<b>Remaining Balance All Funds</b>			<b>214,179.03</b>
<b>Maximum STBG-Urban Balance Allowed</b>			<b>\$ 1,118,640.03</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>			<b>\$ -</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

# Balance Based on Current Obligations and Future Programming

## City of Ozark

Name	Split	Amount	Balance
<b>FY 2003 - FY 2016 Balance</b>	STBG-Urban	1,599,554.37	1,599,554.37
<b>FY 2017 Allocation</b>	STBG-Urban	349,317.73	1,948,872.10
FY 201 Rideshare	City of Springfield	(575.85)	1,948,296.25
9901815 Jackson/NN	STP-Urban	(280,000.00)	1,668,296.25
9901815 Jackson/NN	STP-Urban	(40,000.00)	1,628,296.25
9901815 Jackson/NN	STP-Urban	7,346.13	1,635,642.38
Transfer	Christian County	400,000.00	2,035,642.38
Transfer	Christian County	150,000.00	2,185,642.38
<b>FY 2018 Allocation*</b>	STBG-Urban	362,557.64	2,548,200.02
FY 2018 Rideshare	City of Springfield	(575.85)	2,547,624.17
9901815 Jackson/NN	STP-Urban	(133,014.09)	2,414,610.08
OK1801 South and Third	Cost Share	(1,716,720.00)	697,890.08
OK1802 Riverside Bridge	STBG-Urban	(626,722.00)	71,168.08
<b>FY 2019 Allocation*</b>	STBG-Urban	369,808.79	440,976.88
OK1802 Riverside Bridge	Programmed	(173,278.00)	267,698.88
<b>FY 2020 Allocation*</b>	STBG-Urban	377,204.97	644,903.84
9901815 Jackson/NN	Cost Share	(1,216,658.04) **	(571,754.20)
<b>FY 2021 Allocation*</b>	STBG-Urban	384,749.07	(187,005.13)
*Estimate		(187,005.13)	(187,005.13)
**Advance Agreement on File			
<b>Remaining Balance All Funds**</b>			<b>(187,005.13)</b>
<b>Maximum STBG-Urban Balance Allowed</b>			<b>\$ 1,087,672.92</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>			<b>\$ -</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

# Balance Based on Current Obligations and Future Programming

## City of Republic

Name	Split	Amount	Balance
<b>FY 2013 - FY 2016 Balance</b>	STBG-Urban/Small Urban	854,997.06	854,997.06
<b>FY 2017 Allocation</b>	STBG-Urban	289,157.46	1,144,154.52
FY 2017 Rideshare	City of Springfield	(476.67)	1,143,677.85
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,677.85
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,677.85
<b>FY 2018 Allocation</b>	STBG-Urban	300,117.16	1,443,795.01
FY 2018 Rideshare	City of Springfield	(476.67)	1,443,318.33
6900811 Oakwood/Hines	Programmed	(1,702,503.00) **	(259,184.67)
<b>FY 2019 Allocation</b>	STBG-Urban	306,119.50	46,934.84
S601061 M/Repmo Drive	Programmed Cost Share	(672,160.00)	(625,225.16)
<b>FY 2020 Allocation</b>	STBG-Urban	312,241.89	(312,983.27)
<b>FY 2021 Allocation</b>	STBG-Urban	318,486.73	5,503.46
*Estimate		5,503.46	5,503.46
**Advance Agreement on File			
<b>Remaining Balance All Funds</b>			<b>5,503.46</b>
<b>Maximum STBG-Urban Balance Allowed</b>			<b>\$ 900,351.48</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>			<b>\$ -</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

# Balance Based on Current Obligations and Future Programming

## City of Springfield

Name	Account	Amount	Balance
<b>FY 2003 - FY 2016 Balance</b>		5,032,696.99	5,032,696.99
<b>FY 2017 Allocation*</b>	STBG-Urban	3,126,570.11	8,159,267.10
FY 2017 Rideshare	Christian County	523.37	8,159,790.47
FY 2017 Rideshare	City of Battlefield	180.64	8,159,971.11
FY 2017 Rideshare	Greene County	2,227.58	8,162,198.69
FY 2017 Rideshare	City of Nixa	614.69	8,162,813.38
FY 2017 Rideshare	City of Ozark	575.85	8,163,389.22
FY 2017 Rideshare	City of Republic	476.67	8,163,865.90
FY 2017 Rideshare	City of Strafford	76.20	8,163,942.10
FY 2017 Rideshare	City of Willard	170.88	8,164,112.98
0652087 Chestnut RR	STBG-Urban	6,553.61	8,170,666.59
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,147,037.56
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,135,837.88
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,130,419.58
0652088 Division/65	STBG-Urban	(813,318.86)	6,317,100.72
0652088 Division/65	STBG-Urban	(62,616.16)	6,254,484.56
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,199,122.96
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,143,305.97
<b>FY 2018 Allocation*</b>	STBG-Urban	3,245,073.95	9,388,379.92
FY 2018 Rideshare	Christian County	523.37	9,388,903.28
FY 2018 Rideshare	City of Battlefield	180.64	9,389,083.92
FY 2018 Rideshare	Greene County	2,227.58	9,391,311.50
FY 2018 Rideshare	City of Nixa	614.69	9,391,926.19
FY 2018 Rideshare	City of Ozark	575.85	9,392,502.04
FY 2018 Rideshare	City of Republic	476.67	9,392,978.71
FY 2018 Rideshare	City of Strafford	76.20	9,393,054.91
FY 2018 Rideshare	City of Willard	170.88	9,393,225.79
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,393,225.99
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,078,225.99
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,078,225.98
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,869,468.00
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,733,050.39
0652088 Division/65	Remaining Cost Share	(213,208.98)	8,519,841.41
MO1716 FY 2018 TMC Staff	Programmed Cost Share	(315,000.00)	8,204,841.41
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(1,200,000.00)	7,004,841.41
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	5,004,841.41
<b>FY 2019 Allocation*</b>	STBG-Urban	3,309,975.43	8,314,816.84
5909802 Kansas Extension Ph. I ROW	Transfer to Greene	(3,080,000.00)	5,234,816.84
5909802 Kansas Extension Ph. I Const.	Transfer to Greene	(3,500,000.00)	1,734,816.84
MO1717 FY 2019 TMC Staff	Programmed Cost Share	(324,000.00)	1,410,816.84
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(200,800.00)	1,210,016.84
SP1902-18A4 Republic Road	Programmed	(1,200,000.00)	10,016.84
<b>FY 2020 Allocation*</b>	STBG-Urban	3,376,174.94	3,386,191.78
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	3,054,191.78
Kearney/West Bypass*	Cost Share-Unprogrammed	(1,045,803.00)	2,008,388.78
<b>FY 2021 Allocation*</b>	STBG-Urban	3,443,698.44	5,452,087.21
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(340,000.00)	5,112,087.21
<b>FY 2022 Allocation*</b>	STBG-Urban	3,443,698.44	8,555,785.65
Kansas/Walnut Lawn*	Cost Share-Unprogrammed	(903,652.00)	7,652,133.65
Kansas/Sunset*	Cost Share-Unprogrammed	(908,672.00)	6,743,461.65
*Estimate		8,555,785.65	8,555,785.65

\*\* Need Advance Agreement on File

<b>Remaining Balance All Funds</b>	<b>8,555,785.65</b>
<b>Maximum STBG-Urban Balance Allowed</b>	<b>\$ 9,735,221.85</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>	<b>\$ -</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

# Balance Based on Current Obligations and Future Programming

## City of Strafford

Name	Split	Amount	Balance
<b>FY 2011 Allocation</b>	STP-Urban	34,761.39	34,761.39
<b>FY 2012 Allocation</b>	STP-Urban	34,901.60	69,662.99
9900878 125/OO	STP - OTO Payback	(9,819.76)	59,843.23
9900878 125/OO	STP - OTO Payback	(53,955.24)	5,887.99
<b>FY 2013 Allocation</b>	STP-Urban	41,431.18	47,319.17
FY 2013 Rideshare	City of Springfield	(76.20)	47,242.97
<b>FY 2014 Allocation</b>	STP-Urban	42,976.80	90,219.77
FY 2014 Rideshare	City of Springfield	(76.20)	90,143.57
9900878 125/OO	STP - OTO Payback	(66,236.44)	23,907.13
9900878 125/OO	Greene County	66,236.44	90,143.57
<b>FY 2015 Allocation</b>	STP-Urban	41,795.17	131,938.74
<b>FY 2016 Allocation</b>	STBG-Urban	45,840.12	177,778.86
<b>FY 2017 Allocation</b>	STBG-Urban	46,222.85	224,001.71
FY 2017 Rideshare	City of Springfield	(76.20)	223,925.51
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,125.51
<b>FY 2018 Allocation*</b>		47,974.80	113,100.31
FY 2018 Rideshare	City of Springfield	(76.20)	113,024.11
<b>FY 2019 Allocation*</b>		48,934.30	161,958.41
<b>FY 2020 Allocation*</b>		49,912.98	211,871.39
<b>FY 2021 Allocation*</b>		50,911.24	262,782.63
*Estimate		262,782.63	262,782.63
<b>Remaining Balance All Funds</b>			<b>262,782.63</b>
<b>Maximum STBG-Urban Balance Allowed</b>			<b>\$ 143,924.40</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>			<b>\$ 118,858.23</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

# Balance Based on Current Obligations and Future Programming

## City of Willard

Name	Account	Amount	Balance
<b>FY 2011 Allocation</b>	STP-Urban	60,254.35	60,254.35
<b>FY 2012 Allocation</b>	STP-Urban	78,269.58	138,523.93
<b>FY 2013 Allocation</b>	STP-Urban	92,912.67	231,436.60
1601043 160/Hunt Road	STP - OTO Payback	(21,000.00)	210,436.60
FY 2013 Rideshare	City of Springfield	(170.88)	210,265.72
<b>FY 2014 Allocation</b>	STP-Urban	96,378.85	306,644.57
FY 2014 Rideshare	City of Springfield	(170.88)	306,473.69
<b>FY 2015 Allocation</b>	STP-Urban	93,728.95	400,202.64
5944802 Jackson/Main Sidewalks	STP-Urban	(12,465.81)	387,736.83
9900841 160/Hughes	STP-Urban	(40,000.00)	347,736.83
<b>FY 2016 Allocation</b>	STBG-Urban	102,800.06	450,536.89
5944802 Jackson/Main Sidewalks	STBG-Urban	(35,834.19)	414,702.70
<b>FY 2017 Allocation</b>	STBG-Urban	103,658.37	518,361.07
FY 2017 Rideshare	City of Springfield	(170.88)	518,190.19
9900841 160/Hughes	STBG-Urban	12,240.11	530,430.30
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	377,920.39
<b>FY 2018 Allocation*</b>		107,587.25	485,507.64
FY 2018 Rideshare	City of Springfield	(170.88)	485,336.76
5944803 Miller Road Widening	STBG-Urban	(721,386.09) **	(236,049.33)
<b>FY 2019 Allocation*</b>		109,739.00	(126,310.33)
<b>FY 2020 Allocation*</b>		111,933.77	(14,376.56)
<b>FY 2021 Allocation*</b>		114,172.45	99,795.89
*Estimate		99,795.89	99,795.89

\*\*Advance Agreement on File

<b>Remaining Balance All Funds</b>	<b>99,795.89</b>
<b>Maximum STBG-Urban Balance Allowed</b>	<b>\$ 322,761.75</b>
<b>Amount Subject to MoDOT Lapse Policy (Sept. 30, 2018)</b>	<b>\$ -</b>

### Note:

Rideshare - MPO area wide funds from all jurisdictions

## Funding Allocation

	<b>FY 2003/2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>
<b>Republic Small Urban Allocation</b>	58,255.44	33,077.66	33,077.66	33,077.66	33,077.66
<b>STP-Urban Allocation</b>	6,310,146.59	3,802,833.24	3,380,864.78	3,715,512.23	3,977,123.62
<b>STP-Urban Distribution</b>					
Christian County	348,765.16	210,184.62	186,862.21	205,358.35	219,817.75
Greene County	1,399,042.73	843,138.29	749,582.31	823,778.07	881,780.76
City of Battlefield	63,402.45	38,209.72	33,969.91	37,332.34	39,960.94
City of Nixa	315,253.93	189,988.95	168,907.47	185,626.40	198,696.47
City of Ozark	257,927.98	155,441.25	138,193.24	151,872.00	162,565.39
City of Republic	N/A	N/A	N/A	N/A	N/A
City of Springfield	3,925,754.34	2,365,870.41	2,103,349.64	2,311,545.07	2,474,302.31
City of Strafford	N/A	N/A	N/A	N/A	N/A
City of Willard	N/A	N/A	N/A	N/A	N/A
	6,310,146.59	3,802,833.24	3,380,864.78	3,715,512.23	3,977,123.62
<b>Republic Small Urban Distribution</b>	58,255.44	33,077.66	33,077.66	33,077.66	33,077.66
	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>
<b>Republic Small Urban Allocation</b>	33,077.66	33,077.66	33,077.66	33,077.66	33,077.66
<b>STP-Urban Allocation</b>	4,081,943.45	4,772,637.00	4,847,733.00	4,547,306.00	5,404,229.00
<b>STP-Urban Distribution</b>					
Christian County	225,611.20	263,786.21	255,649.77	239,722.79	284,571.43
Greene County	905,020.70	1,058,156.57	1,025,518.01	1,020,316.77	1,211,203.16
City of Battlefield	41,014.13	47,954.01	46,474.89	82,739.59	98,218.96
City of Nixa	203,933.25	238,440.19	231,085.56	281,551.42	334,225.59
City of Ozark	166,849.92	195,082.09	189,064.84	263,760.19	313,105.87
City of Republic	N/A	N/A	127,291.02	185,257.16	226,104.43
City of Springfield	2,539,514.25	2,969,217.93	2,877,633.17	2,360,786.90	2,802,455.71
City of Strafford	N/A	N/A	34,761.39	34,901.60	41,431.18
City of Willard	N/A	N/A	60,254.35	78,269.58	92,912.67
	4,081,943.45	4,772,637.00	4,847,733.00	4,547,306.00	5,404,229.00
<b>Republic Small Urban Distribution</b>	33,077.66	33,077.66	33,077.66	33,077.66	33,077.66
	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>
<b>Republic Small Urban Allocation</b>	33,077.66	33,077.66	31,112.85	0.00	0.00
<b>STP/BG-Urban Allocation</b>	5,607,071.55	5,451,998.01	5,984,809.50	6,066,151.34	6,296,071.74
<b>STP/BG-Urban Distribution</b>					
Christian County	295,187.56	287,071.50	314,854.34	317,483.16	329,516.47
Greene County	1,256,387.95	1,221,844.09	1,340,094.39	1,351,283.30	1,402,499.89
City of Battlefield	101,883.09	99,081.85	108,671.01	109,578.35	113,731.60
City of Nixa	346,694.10	337,161.90	369,792.49	372,880.01	387,012.98
City of Ozark	324,786.51	315,856.64	346,425.31	349,317.73	362,557.64
City of Republic	235,773.39	228,381.45	255,650.32	289,157.46	300,117.16
City of Springfield	2,907,003.30	2,827,076.46	3,100,681.46	3,126,570.11	3,245,073.95
City of Strafford	42,976.80	41,795.17	45,840.12	46,222.85	47,974.80
City of Willard	96,378.85	93,728.95	102,800.06	103,658.37	107,587.25
	5,607,071.55	5,451,998.01	5,984,809.50	6,066,151.34	6,296,071.74
<b>Republic Small Urban Distribution</b>	33,077.66	33,077.66	31,112.85	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
Springfield Area Small Urban	(184,224.00)	14.67	
STBG-Urban			(10,000.00)
Distribution			
Christian County	(10,182.16)	0.81	(523.37)
Greene County	(40,844.89)	3.25	(2,227.58)
City of Battlefield	(1,851.03)	0.15	(180.64)
City of Nixa	(9,203.80)	0.73	(614.69)
City of Ozark	(7,530.18)	0.60	(575.85)
City of Republic	N/A	N/A	(476.67)
City of Springfield	(114,611.94)	9.13	(5,154.12)
City of Strafford	N/A	N/A	(76.20)
City of Willard	N/A	N/A	(170.88)
	(184,224.00)	14.67	(10,000.00)

### 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 Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>0132056 13/I-44</b>			
	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</u>
<b>0132070 Kansas/JRF</b>			
	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>
<b>0132078 Kansas Expy Pavement</b>			
	04/22/2014	City of Springfield	(799,517.00)
			<u>(799,517.00)</u>
<b>0141014 17th Street Relocation</b>			
	04/18/2008	City of Ozark	(244,800.00)
			<u>(244,800.00)</u>
<b>0141021 14ADA</b>			
	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u>(165,587.00)</u>
<b>0141023 14 and 160</b>			
	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
			<u>(1,197,263.30)</u>
<b>0141029 Jackson and NN</b>			
	03/08/2018	City of Ozark	(133,014.09)
			<u>(133,014.09)</u>
<b>0442239 I-44 Bridge-65</b>			
	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u>(1,110,295.00)</u>
<b>0602064 JRF/Glenstone</b>			
	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>(3,949,229.96)</u>
<b>0602065 60/65</b>			
	10/02/2011	City of Springfield	(100,000.00)
			<u>(100,000.00)</u>
<b>0602066 James River Bridge</b>			
	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u>(758,009.07)</u>
<b>0602067 National/JRF</b>			
	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u>0.00</u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>0602068 JRF/Campbell (160)</b>			
	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>
<b>0602076 Oakwood/60</b>			
	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>
<b>0651056 65/CC/J</b>			
	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>
<b>0651064 Farmer Branch</b>			
	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>
<b>0652048 44/65</b>			
	04/17/2007	City of Springfield	(74,000.00)
			<u><u>(74,000.00)</u></u>
<b>0652058 Glenstone/Primrose</b>			
	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><u>(432,597.22)</u></u>
<b>0652065 US 65 6-Laning</b>			
	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u><u>0.00</u></u>
<b>0652067 US65</b>			
	10/02/2009	City of Springfield	(1,061,000.00)
			<u><u>(1,061,000.00)</u></u>
<b>0652069 Glenstone Sidewalks</b>			
	10/02/2010	City of Springfield	(106,000.00)
			<u><u>(106,000.00)</u></u>
<b>0652074 South Glenstone</b>			
	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><u>(4,541,168.92)</u></u>
<b>0652076 65/Chestnut</b>			
	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><u>(1,450,562.09)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>0652079 Eastgate Relocation</b>			
	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><u>(155,817.00)</u></u>
<b>0652086 Battlefield/65</b>			
	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><u>(6,223,258.28)</u></u>
<b>0652087 Chestnut RR</b>			
	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>
<b>0652088 US65/Division Interchange</b>			
	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>
<b>0652099 Chestnut RR Utilities</b>			
	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>
<b>1601043 160/Hunt Road</b>			
	10/02/2012	City of Willard	(21,000.00)
			<u><u>(21,000.00)</u></u>
<b>1601053 160/Campbell/Plainview 2</b>			
	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>
<b>1601054 160/Campbell/Plainview 3</b>			
	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>
<b>1601063 Tracker/Northview/160</b>			
	12/22/2017	City of Nixa	(18,778.80)
			<u><u>(18,778.80)</u></u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>2661009 Midfield Terminal Access</b>			
	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>
<b>3301486 160/Campbell/Plainview 1</b>			
	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>
<b>5900837 NS Corridor Study</b>			
	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>
<b>5900845 Bicycle Destination Plan</b>			
	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u>(24,992.27)</u>
<b>5901805 Main Cycle Track</b>			
	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u>(250,000.00)</u>
<b>5901806 S. Dry Sac Trail Parks</b>			
	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>(192,680.00)</u>
<b>5901807 Mt. Vernon Bridge</b>			
	08/05/2016	Bridge (BRM)	(37,936.80)
			<u>(37,936.80)</u>
<b>5903802 Commercial St.scape Ph 5</b>			
	03/17/2016	City of Springfield	(459,587.00)
			<u>(459,587.00)</u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>5904810 Division Underground Tank</b>			
	10/02/2006	Greene County	(64,027.15)
			<u>(64,027.15)</u>
<b>5905804 FY 2008 TMC Staff</b>			
	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u>(111,340.76)</u>
<b>5905805 FY 2009 TMC Staff</b>			
	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>(189,540.94)</u>
<b>5905806 FY 2010 TMC Staff</b>			
	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u>(227,869.98)</u>
<b>5907801 Campbell/Weaver</b>			
	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>(2,217,020.84)</u>
<b>5909802 KS Extension</b>			
	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)
			<u>(780,041.30)</u>
<b>5911802 College and Grant SW</b>			
	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
			<u>(160,739.18)</u>
<b>5911803 Broadway and College</b>			
	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>
<b>5916806 Highway M Study</b>			
	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u>(14,215.22)</u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>5933803 Kansas/Evergreen</b>			
	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>(237,391.82)</u>
<b>5935803 Chestnut/National</b>			
	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>23,883.07</u>
<b>5938801 FY 2011 TMC Staff</b>			
	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u>(266,854.57)</u>
<b>5938803 FY 2013 TMC Staff</b>			
	10/02/2012	City of Springfield	(260,000.00)
			<u>(260,000.00)</u>
<b>5938804 FY 2014 TMC Staff</b>			
	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u>(251,031.34)</u>
<b>5938805 FY 2015 TMC Staff</b>			
	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u>(187,782.10)</u>
<b>5938806 FY 2016 TMC Staff</b>			
	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>(295,361.40)</u>
<b>5944802 Jackson/Main Sidewalk</b>			
	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u>(48,300.00)</u>
<b>5944803 Miller Road Widening</b>			
	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
			<u>(292,509.91)</u>
<b>6900804 60 East</b>			
	03/19/2004	City of Republic	(303,436.00)
			<u>(303,436.00)</u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>6900809 Rte 174 Trail</b>			
	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>
<b>6900811 Oakwood/Hines</b>			
	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.76)
			<u><u>(345,052.30)</u></u>
<b>7441012 Kearney/Packer</b>			
	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>
<b>9900077 Republic Trans. Plan</b>			
	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>
<b>9900824 Third Street/14</b>			
	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>
<b>9900841 Hwy160/Hughes</b>			
	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>
<b>9900843 Strafford Sidewalks 2014</b>			
	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u><u>(250,000.00)</u></u>
<b>9900845 Strafford Schools SW 2014</b>			
	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>
<b>9900846 Scenic Sidewalks</b>			
	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>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>9900854 CC Realignment</b>			
	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
			<u>(233,631.58)</u>
<b>9900855 Roadway Prioritization</b>			
	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u>(14,331.69)</u>
<b>9900856 Willard Kime Sidewalks</b>			
	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>(78,135.08)</u>
<b>9900858 Gregg/14</b>			
	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u>(38,029.66)</u>
<b>9900859 Main Street</b>			
	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
			<u>(46,654.94)</u>
<b>9900860 CC Study</b>			
	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u>(205,706.70)</u>
<b>9900861 Northview Road</b>			
	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>0.00</u>
<b>9900866 Elm Street Sidewalks</b>			
	10/02/2009	City of Battlefield	(1,998.24)
			<u>(1,998.24)</u>
<b>9900867 Cloverdale Lane Sidewalks</b>			
	10/02/2009	City of Battlefield	(795.68)
			<u>(795.68)</u>
<b>9900869 14/Gregg</b>			
	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>(296,590.47)</u>
<b>9900878 125/OO</b>			
	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>(130,011.44)</u>



## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>9900891 Evans/65</b>			
	10/02/2011	Greene County	(500,000.00)
			<u>(500,000.00)</u>
<b>9901804 Tracker/Main</b>			
	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
			<u>(1,264,618.71)</u>
<b>9901807 Stafford Sidewalks</b>			
	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>(190,670.54)</u>
<b>9901810 Weaver Rd Widening</b>			
	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>
<b>9901811 Finley R. Park Connection</b>			
	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
			<u>(111,391.12)</u>
<b>9901812 Hartley Road Sidewalks</b>			
	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	02/01/2018	Enhancements (TAP)	524.62
			<u>(109,246.76)</u>
<b>9901813 McGuffy Park Sidewalks</b>			
	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>
<b>9901814 FF SW Weaver to Rose</b>			
	09/01/2017	City of Battlefield	(45,958.06)
			<u>(45,958.06)</u>
<b>9901815 Jackson/NN</b>			
	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>
<b>ES08006 Traffic Analysis</b>			
	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u>(6,804.21)</u>

## All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
<b>ES08007 Master Transportation Pln</b>			
	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u><u>0.00</u></u>
<b>S600040 Republic Rd Bridges</b>			
	07/01/2014	City of Springfield	(2,584,800.00)
			<u><u>(2,584,800.00)</u></u>
<b>S601055 I-44/125 Strafford</b>			
	05/02/2017	City of Strafford	(158,800.00)
			<u><u>(158,800.00)</u></u>
<b>S601061 M/Repmo Drive</b>			
	03/22/2017	City of Republic	(100,000.00)
			<u><u>(100,000.00)</u></u>
<b>S601071 FY 2017 TMC Staff</b>			
	12/06/2017	City of Springfield	(315,000.00)
			<u><u>(315,000.00)</u></u>
<b>S947010 Glenstone (H) I-44 to VWM</b>			
	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>
<b>S950012 M/ZZ</b>			
	10/02/2009	City of Republic	(198,465.00)
			<u><u>(198,465.00)</u></u>
<b>S959003 Route FF Pavement Imp</b>			
	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>
<b>Adjustments</b>			
	10/02/2005	Bridge (BRM)	(0.43)
			<u><u>(0.43)</u></u>
<b>TOTAL OBLIGATIONS</b>			<u><u>(60,620,695.30)</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

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

**TAB 6**

## BOARD OF DIRECTORS AGENDA 6/21/2018; ITEM II.D.

### Additional Federal Funding

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

##### **AGENDA DESCRIPTION:**

According to the federal register notice, as part of the 2018 Omnibus budget bill, Congress authorized an additional \$1.153 Million in federal funding for the OTO area. This is in addition to the FY 2018 TAP and STBG-U funding appropriated to the OTO area. This funding must be obligated by September 30, 2021. This is a one-time funding source that will not be mixed in with other funds due to differing timeline requirements for obligation.

Staff is recommending that these funds be added to the available funds for Transportation Alternatives, in which applications will be available this fall.

FAST ACT TAP FUNDS (FY 2017-2020)	\$1,411,412
One Time Funds	\$1,153,506
<b>Total Available for Grants</b>	<b>\$2,564,918</b>

If approved, these funds would be available through the OTO Transportation Alternatives Grant program, in which the TAP subcommittee will reevaluate the application to decide how funds should be allocated between sidewalks, including pedestrian crossings, and trails. The committee would design an application process, evaluate the applications, and select projects this fall.

Both the TAP funds and these additional funds are on a short obligation limitation. Therefore, staff would recommend that all the funds be **obligated by September 2020**. This would allow for a buffer if a delay were to occur on a project. This timeline leaves little time for right-of-way acquisition, however, applicants can work between now and this fall to secure needed right-of-way at local expense. Suggested reasonable progress guidelines:

Phase	Maximum Time Frame	
1. Award Notification post TIP Amendment	0 Months	January 2019
2. Programming Data Form <sup>1</sup>	1 Months	February 2019
3. Engineering Services Contract Approval <sup>2</sup>	4 Months	May 2019
4. Preliminary & Right-of-Way Plans Submittal	8 Months	September 2019
5. Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	December 2019
6. Plans, Specifications, & Estimate (PS&E) Approval	14 Months	February 2020
7. Construction Contract Award	16 Months	April 2020
8. Final Project Closeout <sup>3</sup>	Variable	

##### **TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At its regularly scheduled meeting on May 16, 2018 the Technical Planning Committee recommended that the Board of Directors approve the awarding of the additional \$1,153,506 in available funding through the Transportation Alternatives program grant process in the fall of 2018.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes one of the following motions:

“Move to recommend that the additional \$1,153,506 in available funding is awarded through the Transportation Alternatives Program grant process in the fall of 2018.”

OR

“Move to recommend that...”

**TAB 7**



**BOARD OF DIRECTORS AGENDA 6/21/2018; ITEM II.E.**  
**Financial Statements for the Third Quarter 2017-2018 Budget Year**

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

**AGENDA DESCRIPTION:**

Included for consideration are the third quarter financial statements for the 2017-2018 Budget Year. This period includes January 1, 2018 through March 31, 2018. 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

- Operational Profit and Loss Statement

The OTO completed the following budgeted projects for the third quarter:

- OTO Sunshine Policy Update
- Paid legal expenses to draft LAGERS legislation
- OTO Regional Bicycle and Pedestrian Trail Investment Study Review

Quarterly Revenue exceeded expenses by \$51,585.46.

- Operational Profit and Loss Budget vs. Actual (YTD)

Actual expenses at the end of the third quarter are \$620,608.91. This is 63.7% of budgeted expenses. Year to date revenue exceeded expenses in the amount of \$104,092.60. The Consolidated Planning Grant reimbursements run approximately 30 days behind expenditures however several payments came in during the third quarter.

- Balance Sheet

The OTO has \$557,104.68 in unrestricted assets at the end of the third quarter.

- Operating Fund Balance Report which shows an operating fund balance of \$557,104.68. The OTO has an adopted policy to keep between 3 and 6 months of expenses in the operating fund.

Section Two – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement

The UPWP Financial statements have been included in this agenda so that Board members can see the amount of in-kind and MoDOT direct costs the OTO is utilizing as budgeted in the UPWP Budget.

- There was \$11,501.29 billed for MoDOT direct costs and In-kind match from meeting attendance for the third quarter.

- UPWP Profit and Loss Budget vs. Actual

Once the in-kind and direct cost expenses are accounted for, the year-to-date expenses are \$639,196.40, or 57% of budget. A total of \$77,482.64 In In-kind and MoDOT Direct Cost has been billed year to date.

- *Unified Planning Work Program Progress Report – 3rd Quarter*  
This report outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (contract for services with MoDOT).

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board Directors makes one of the following motions:

“Move to accept the OTO Operational Third Quarter Financial Statements for the 2017-2018 Budget Year.”

OR

“Move to return to staff the OTO Operational Third Quarter Financial Statements for the 2017-2018 Budget Year in order to...”

# OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
January through March 2018

	Jan - Mar 18
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
Interest Income	714.71
Miscellaneous Revenue	39.89
<b>Total Other Types of Income</b>	754.60
OTO Revenue	
Consolidated Planning Grant CPG	237,604.87
<b>Total OTO Revenue</b>	237,604.87
<b>Total Income</b>	238,359.47
<b>Gross Profit</b>	238,359.47
<b>Expense</b>	
Bank Fees	11.19
<b>Building</b>	
Building Lease	17,670.05
Office Cleaning	750.00
Utilities	1,105.04
<b>Total Building</b>	19,525.09
<b>Commodities</b>	
Office Supplies/Furniture	872.11
Publications	27.22
<b>Total Commodities</b>	899.33
<b>Information Technology</b>	
Computer Upgrades/Equip Replace	3,346.77
Data Storage/Backup	750.00
IT Maintenance Contract	2,458.20
Software	1,205.02
Webhosting	334.05
<b>Total Information Technology</b>	8,094.04
<b>Insurance</b>	
Liability Insurance	100.00
<b>Total Insurance</b>	100.00
<b>Operating</b>	
Copy Machine Lease	693.75
Dues/Memberships	2,766.00
Education/Training/Travel	
Employee Education	3,070.95
Hotel	582.26
Meals	138.44
Registration	1,983.00
Training	1,285.67
Transportation	2,143.56
<b>Total Education/Training/Travel</b>	9,203.88
Food/Meeting Expense	786.61
Postage/Postal Services	128.77
Staff Mileage Reimbursement	1,001.30
Telephone/Internet	1,132.26
<b>Total Operating</b>	15,712.57
<b>Personnel</b>	
Mobile Data Plans	520.00
Payroll Services	689.50
Salaries	108,864.59
<b>Total Personnel</b>	110,074.09
<b>Services</b>	
Professional Services (Legal &	6,848.50

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
January through March 2018

	Jan - Mar 18
Regional Trail Study	25,509.20
Total Services	32,357.70
Total Expense	186,774.01
Net Ordinary Income	51,585.46
Net Income	51,585.46

**Ozarks Transportation Organization**  
**Profit & Loss Budget vs. Actual**  
July 2017 through March 2018

	Jul '17 - Mar 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	77,482.64	150,000.00	-72,517.36	51.7%
Interest Income	714.71			
Miscellaneous Revenue	438.26			
Total Other Types of Income	78,635.61	150,000.00	-71,364.39	52.4%
OTO Revenue				
Consolidated Planning Grant CPG	651,728.02	897,323.00	-245,594.98	72.6%
In Kind Match, Meeting Attend	0.00	10,000.00	-10,000.00	0.0%
Local Jurisdiction Match Funds	71,820.52	64,331.00	7,489.52	111.6%
Total OTO Revenue	723,548.54	971,654.00	-248,105.46	74.5%
Total Income	802,184.15	1,121,654.00	-319,469.85	71.5%
Gross Profit	802,184.15	1,121,654.00	-319,469.85	71.5%
Expense				
Bank Fees	11.19	240.00	-228.81	4.7%
Building				
Building Lease	51,408.05	70,488.00	-19,079.95	72.9%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Office Cleaning	2,315.00	3,300.00	-985.00	70.2%
Parking	0.00	0.00	0.00	0.0%
Utilities	2,349.70	4,200.00	-1,850.30	55.9%
Total Building	56,072.75	79,988.00	-23,915.25	70.1%
Commodities				
Office Supplies/Furniture	4,599.85	9,500.00	-4,900.15	48.4%
OTO Media/Advertising	139.95	4,000.00	-3,860.05	3.5%
OTO Promotional Items	1,571.25	1,500.00	71.25	104.8%
Public Input Promotional Items	99.99	2,000.00	-1,900.01	5.0%
Publications	176.22	300.00	-123.78	58.7%
Total Commodities	6,587.26	17,300.00	-10,712.74	38.1%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	67,762.12	150,000.00	-82,237.88	45.2%
Member Attendance at Meetings	9,720.52	10,000.00	-279.48	97.2%
Total In-Kind Match Expense	77,482.64	160,000.00	-82,517.36	48.4%
Information Technology				
Computer Upgrades/Equip Replace	6,172.76	9,000.00	-2,827.24	68.6%
Data Storage/Backup	2,000.00	4,500.00	-2,500.00	44.4%
GIS Licenses	0.00	5,000.00	-5,000.00	0.0%
IT Maintenance Contract	6,811.23	12,000.00	-5,188.77	56.8%
Software	2,577.33	3,000.00	-422.67	85.9%
Webhosting	600.60	1,500.00	-899.40	40.0%
Total Information Technology	18,161.92	35,000.00	-16,838.08	51.9%
Insurance				
Board of Director Insurance	2,346.00	5,500.00	-3,154.00	42.7%
Errors & Omissions Insurance	0.00	4,900.00	-4,900.00	0.0%
Liability Insurance	2,495.00	1,700.00	795.00	146.8%
Workmen's Compensation Ins	1,594.00	1,350.00	244.00	118.1%

# Ozarks Transportation Organization

## Profit & Loss Budget vs. Actual

July 2017 through March 2018

	Jul '17 - Mar 18	Budget	\$ Over Budget	% of Budget
Total Insurance	6,435.00	13,450.00	-7,015.00	47.8%
Operating				
Copy Machine Lease	2,067.63	4,000.00	-1,932.37	51.7%
Dues/Memberships	3,810.25	6,000.00	-2,189.75	63.5%
Education/Training/Travel				
Employee Education	4,190.95			
Hotel	3,106.59			
Meals	758.15			
Registration	2,523.00			
Training	2,368.62			
Transportation	3,785.69			
Travel Miscellaneous	0.00			
Education/Training/Travel - Other	0.00	25,000.00	-25,000.00	0.0%
Total Education/Training/Travel	16,733.00	25,000.00	-8,267.00	66.9%
Food/Meeting Expense	2,505.64	4,000.00	-1,494.36	62.6%
Legal/Bid Notices	132.90	3,500.00	-3,367.10	3.8%
Multi-media Public Relations	325.00			
Postage/Postal Services	495.27	2,500.00	-2,004.73	19.8%
Printing/Mapping Services	1,291.35	10,000.00	-8,708.65	12.9%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,040.02	4,500.00	-2,459.98	45.3%
Telephone/Internet	3,579.11	5,000.00	-1,420.89	71.6%
VOIP Phone System	1,692.37	6,500.00	-4,807.63	26.0%
Total Operating	34,672.54	72,500.00	-37,827.46	47.8%
Personnel				
Mobile Data Plans	1,500.00	2,700.00	-1,200.00	55.6%
Payroll Services	1,775.75	2,700.00	-924.25	65.8%
Salaries	336,487.45	460,336.00	-123,848.55	73.1%
Total Personnel	339,763.20	465,736.00	-125,972.80	73.0%
Services				
Aerial Photos	0.00	0.00	0.00	0.0%
Audit	3,800.00	4,600.00	-800.00	82.6%
Legislative Education	2,347.40	7,000.00	-4,652.60	33.5%
Professional Services (Legal & Regional Trail Study	12,250.87	24,000.00	-11,749.13	51.0%
Scoping Study I-44 & US 60	71,899.22	108,980.00	-37,080.78	66.0%
TIP Tool Maintenance	0.00	100,000.00	-100,000.00	0.0%
TIP Tool Software	0.00	9,600.00	-9,600.00	0.0%
Trans Consult/Model Services	0.00	0.00	0.00	0.0%
Travel Model Consultant	17,600.00	36,000.00	-18,400.00	48.9%
Travel Time Runs and Traffic	0.00	0.00	0.00	0.0%
Total Services	107,897.49	290,180.00	-182,282.51	37.2%
Total Expense	647,083.99	1,134,394.00	-487,310.01	57.0%
Net Ordinary Income	155,100.16	-12,740.00	167,840.16	-1,217.4%
Net Income	155,100.16	-12,740.00	167,840.16	-1,217.4%

**Ozarks Transportation Organization**  
**Balance Sheet**  
As of March 31, 2018

	<u>Mar 31, 18</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	291,326.41
Southern Bank--Money Market	200,537.61
Southern Bank-Sm Bus Checking	48,271.00
US Bank	16,969.66
Total Checking/Savings	<u>557,104.68</u>
Total Current Assets	<u>557,104.68</u>
<b>TOTAL ASSETS</b>	<b><u>557,104.68</u></b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	4,691.67
Total Accounts Payable	<u>4,691.67</u>
Credit Cards	
US Bank Purchasing Card	1,132.16
Total Credit Cards	<u>1,132.16</u>
Other Current Liabilities	
Employee Overage/Shortage	-0.04
Health FSA - Employee 003	89.10
Health FSA - Employee 004	-815.87
Health FSA - Employee 015	-219.98
Health FSA - Employee 019	291.59
Total Other Current Liabilities	<u>-655.20</u>
Total Current Liabilities	<u>5,168.63</u>
Total Liabilities	5,168.63
Equity	
Unrestricted Net Assets	396,835.89
Net Income	155,100.16
Total Equity	<u>551,936.05</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>557,104.68</u></b>



Ozarks Transportation Organization  
Operating Fund Balance Report  
FY 2018

US Bank Statement Balance

Date	Previous Balance	Deposits	Withdrawals	Current Balance
7/31/2017	\$465,260.53	\$184,375.11	\$134,050.63	\$515,585.01
8/31/2017	\$515,585.01	\$68,458.25	\$67,415.72	\$516,627.54
9/30/2017	\$516,627.54	\$138,950.60	\$48,431.09	\$607,147.05
10/31/2017	\$607,147.05	\$173.06	\$50,962.26	\$556,357.85
11/30/2017	\$556,357.85		\$98,143.28	\$458,214.57
12/31/2017	\$458,214.57	\$94,827.01	\$51,533.20	\$501,508.38
1/31/2018	\$501,508.38	\$79,985.14	\$350,933.12	\$230,560.40
2/28/2018	\$230,560.40	\$1,069.40	\$209,866.25	\$21,763.55
3/31/2018	\$21,763.55		\$4,793.89	\$16,969.66
4/30/2018				\$0.00
5/31/2018				\$0.00
6/30/2018				\$0.00
Southern Bank, Checking				
1/31/2018	\$0.00	\$136,755.34	\$86,741.92	\$50,013.42
2/28/2018	\$50,013.42	\$261,851.72	\$257,692.18	\$54,172.96
3/31/2018	\$54,172.96	\$113,111.21	\$119,013.17	\$48,271.00
4/30/2018				\$0.00
5/31/2018				\$0.00
6/30/2018				\$0.00
Southern Bank, ICS Funds				
1/31/2018	\$0.00	\$70,002.65	\$16,577.72	\$53,424.93
2/28/2018	\$53,424.93	\$185,034.84	\$17,229.23	\$221,230.54
3/31/2018	\$221,230.54	\$70,095.87	\$0.00	\$291,326.41
4/30/2018				\$0.00
5/31/2018				\$0.00
6/30/2018				\$0.00
Southern Bank, Money Market				
1/31/2018	\$0.00	\$240,129.80	\$40,000.00	\$200,129.80
2/28/2018	\$200,129.80	\$193.44	\$0.00	\$200,323.24
3/31/2018	\$200,323.24	\$214.37		\$200,537.61
4/30/2018				\$0.00
5/31/2018				\$0.00
6/30/2018				\$0.00

Checkbook Ledger Balance

Southern Bank & US Bank Balances 3/31/2018	\$557,104.68
Total Outstanding Withdrawals Southern Bank	\$0.00
Total available Balance 3/31/2018	\$557,104.68

**FY 2018 UPWP Budget**  
**3 months of expenses**  
**6 months of expenses**

**\$1,121,654.00**  
**\$280,413.50**  
**\$560,827.00**

# 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 2018

	Jan - Mar 18
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	11,501.29
Interest Income	714.71
Miscellaneous Revenue	39.89
Total Other Types of Income	12,255.89
OTO Revenue	
Consolidated Planning Grant CPG	237,604.87
Total OTO Revenue	237,604.87
Total Income	249,860.76
Gross Profit	249,860.76
Expense	
Building	
Building Lease	17,670.05
Office Cleaning	750.00
Utilities	1,105.04
Total Building	19,525.09
Commodities	
Office Supplies/Furniture	872.11
Publications	27.22
Total Commodities	899.33
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	8,353.33
Member Attendance at Meetings	3,147.96
Total In-Kind Match Expense	11,501.29
Information Technology	
Computer Upgrades/Equip Replace	1,873.41
Data Storage/Backup	750.00
IT Maintenance Contract	2,458.20
Software	1,205.02
Webhosting	334.05
Total Information Technology	6,620.68
Insurance	
Liability Insurance	100.00
Total Insurance	100.00
Operating	
Copy Machine Lease	693.75
Dues/Memberships	2,766.00
Education/Training/Travel	
Employee Education	2,943.83
Hotel	582.26
Meals	138.44
Registration	1,983.00
Training	1,285.67
Transportation	1,360.96
Total Education/Training/Travel	8,294.16
Food/Meeting Expense	786.61
Postage/Postal Services	128.77
Staff Mileage Reimbursement	1,001.30
Telephone/Internet	1,132.26
Total Operating	14,802.85
Personnel	
Mobile Data Plans	520.00
Payroll Services	689.50

**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
January through March 2018

	Jan - Mar 18
Salaries	108,864.59
Total Personnel	110,074.09
Services	
Professional Services (Legal &	6,138.50
Regional Trail Study	25,509.20
Total Services	31,647.70
Total Expense	195,171.03
Net Ordinary Income	54,689.73
Net Income	54,689.73

# Ozarks Transportation Organization

## UPWP Profit & Loss Budget vs. Actual

July 2017 through March 2018

	Jul '17 - Mar 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	77,482.64	150,000.00	-72,517.36	51.7%
Interest Income	714.71			
Miscellaneous Revenue	438.26			
Total Other Types of Income	78,635.61	150,000.00	-71,364.39	52.4%
OTO Revenue				
Consolidated Planning Grant CPG	651,728.02	897,323.00	-245,594.98	72.6%
In Kind Match, Meeting Attend	0.00	10,000.00	-10,000.00	0.0%
Local Jurisdiction Match Funds	71,820.52	64,331.00	7,489.52	111.6%
Total OTO Revenue	723,548.54	971,654.00	-248,105.46	74.5%
Total Income	802,184.15	1,121,654.00	-319,469.85	71.5%
Gross Profit	802,184.15	1,121,654.00	-319,469.85	71.5%
Expense				
Building				
Building Lease	51,408.05	70,488.00	-19,079.95	72.9%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Office Cleaning	2,315.00	3,300.00	-985.00	70.2%
Parking	0.00	0.00	0.00	0.0%
Utilities	2,349.70	4,200.00	-1,850.30	55.9%
Total Building	56,072.75	79,988.00	-23,915.25	70.1%
Commodities				
Office Supplies/Furniture	4,593.01	9,500.00	-4,906.99	48.3%
OTO Media/Advertising	0.00	0.00	0.00	0.0%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	176.22	300.00	-123.78	58.7%
Total Commodities	4,769.23	11,800.00	-7,030.77	40.4%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	67,762.12	150,000.00	-82,237.88	45.2%
Member Attendance at Meetings	9,720.52	10,000.00	-279.48	97.2%
Total In-Kind Match Expense	77,482.64	160,000.00	-82,517.36	48.4%
Information Technology				
Computer Upgrades/Equip Replace	4,699.40	9,000.00	-4,300.60	52.2%
Data Storage/Backup	2,000.00	4,500.00	-2,500.00	44.4%
GIS Licenses	0.00	5,000.00	-5,000.00	0.0%
IT Maintenance Contract	6,811.23	12,000.00	-5,188.77	56.8%
Software	2,577.33	3,000.00	-422.67	85.9%
Webhosting	600.60	1,500.00	-899.40	40.0%
Total Information Technology	16,688.56	35,000.00	-18,311.44	47.7%
Insurance				
Board of Director Insurance	2,346.00	5,500.00	-3,154.00	42.7%
Errors & Omissions Insurance	0.00	4,900.00	-4,900.00	0.0%
Liability Insurance	2,495.00	1,700.00	795.00	146.8%
Workmen's Compensation Ins	1,594.00	1,350.00	244.00	118.1%
Total Insurance	6,435.00	13,450.00	-7,015.00	47.8%

# Ozarks Transportation Organization

## UPWP Profit & Loss Budget vs. Actual

### July 2017 through March 2018

	Jul '17 - Mar 18	Budget	\$ Over Budget	% of Budget
<b>Operating</b>				
Copy Machine Lease	2,067.63	4,000.00	-1,932.37	51.7%
Dues/Memberships	3,810.25	6,000.00	-2,189.75	63.5%
Education/Training/Travel				
Employee Education	4,063.83			
Hotel	3,106.59			
Meals	758.15			
Registration	2,523.00			
Training	2,368.62			
Transportation	3,003.09			
Travel Miscellaneous	26.73			
Education/Travel - Other	0.00	25,000.00	-25,000.00	0.0%
<b>Total Education/Training/Travel</b>	<b>15,850.01</b>	<b>25,000.00</b>	<b>-9,149.99</b>	<b>63.4%</b>
Food/Meeting Expense	2,505.64	4,000.00	-1,494.36	62.6%
Legal/Bid Notices	132.90	3,500.00	-3,367.10	3.8%
Postage/Postal Services	381.15	2,500.00	-2,118.85	15.2%
Printing/Mapping Services	1,085.85	10,000.00	-8,914.15	10.9%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,040.02	4,500.00	-2,459.98	45.3%
Telephone/Internet	3,579.11	5,000.00	-1,420.89	71.6%
VOIP Phone System	1,692.37	6,500.00	-4,807.63	26.0%
<b>Total Operating</b>	<b>33,144.93</b>	<b>72,500.00</b>	<b>-39,355.07</b>	<b>45.7%</b>
<b>Personnel</b>				
Mobile Data Plans	1,500.00	2,700.00	-1,200.00	55.6%
Payroll Services	1,775.75	2,700.00	-924.25	65.8%
Salaries	336,487.45	460,336.00	-123,848.55	73.1%
<b>Total Personnel</b>	<b>339,763.20</b>	<b>465,736.00</b>	<b>-125,972.80</b>	<b>73.0%</b>
<b>Services</b>				
Aerial Photos	0.00	0.00	0.00	0.0%
Audit	3,800.00	4,600.00	-800.00	82.6%
Legislative Education	0.00	0.00	0.00	0.0%
Professional Services (Legal & Regional Trail Study	11,540.87	24,000.00	-12,459.13	48.1%
Scoping Study I-44 & US 60	71,899.22	108,980.00	-37,080.78	66.0%
TIP Tool Maintenance	0.00	100,000.00	-100,000.00	0.0%
TIP Tool Software	0.00	9,600.00	-9,600.00	0.0%
Trans Consult/Model Services	17,600.00	36,000.00	-18,400.00	48.9%
Travel Model Consultant	0.00	0.00	0.00	0.0%
Travel Time Runs and Traffic	0.00	0.00	0.00	0.0%
<b>Total Services</b>	<b>104,840.09</b>	<b>283,180.00</b>	<b>-178,339.91</b>	<b>37.0%</b>
<b>Total Expense</b>	<b>639,196.40</b>	<b>1,121,654.00</b>	<b>-482,457.60</b>	<b>57.0%</b>
<b>Net Ordinary Income</b>	<b>162,987.75</b>	<b>0.00</b>	<b>162,987.75</b>	<b>100.0%</b>
<b>Net Income</b>	<b>162,987.75</b>	<b>0.00</b>	<b>162,987.75</b>	<b>100.0%</b>

**Ozarks Transportation Organization  
Unified Planning Work Program 3rd Quarter Progress Report  
Period January 1 to March 31, 2017**

**Task 1 OTO General Administration 60% Complete**

**Financial Management**

OTO prepared and submitted the 2<sup>nd</sup> Quarter FY 2017 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.

**Unified Planning Work Program (UPWP)**

Staff prepared the FY 2017 UPWP 2<sup>nd</sup> Quarter Progress Report and submitted to MoDOT for review.

Developed draft FY 2018 Unified Planning Work Program and prepared for Board Approval.

Amendment Number Three to the FY 2017 UPWP was reviewed by the Technical Planning Committee in January and approved by the Board of Directors at the February 2017 meeting.

**Travel and Training**

Staff attended the following training:

Transportation and General Planning

Statewide Planning Partners Meeting  
Tri-Lakes GIS Users Group  
Crash Analysis at Intersections and Corridors webinar  
5310 Compliance Workshop  
Bike/Ped/Health Prioritization Webinar  
Fresh Ideas for Promoting Bike Commuting Webinar  
Better Planning through Better Data Webinar

GIS

Spatial statistics  
Advanced cartographic representation  
Cartographic representation  
Regression analysis with ArcGIS Pro

Other

CTPP – In-person training and e-modules  
OCITE Meetings  
Guidebook for Using ACS for Transportation Planning  
FHWA Environmental Justice 101

**General Administration and Contract Management**

Continued to track and monitor contracts and contract payments. Issued a Request for Proposal for a copy machine. Interviewed three companies for Regional Bicycle and Pedestrian Investment Study, selected one and executed the contract. Executed the contract for the TIP Tool Software. Conducted annual inventory.

## **Electronic Support for OTO Operations**

Staff continued to maintain the [www.ozarkstransportation.org](http://www.ozarkstransportation.org) and [www.giveusyourinput.org](http://www.giveusyourinput.org) websites and maintained the Facebook and Twitter account with online updates. Staff coordinated with IT company to address warranty repairs to the server and reset a computer for a staff member.

## **Task 2 OTO Committee Support 50% Complete**

### **OTO Committee Support**

One regular Board of Directors meeting, one Board of Directors e-meeting, and two Technical Planning Committee meetings were conducted. Agendas, minutes and press releases were prepared for all meetings. Two Executive Committee meetings were also held, one in January and one in March.

The following items were approved:

- FY 2017-2020 TIP Amendments 3 and 4
- Reasonable Progress Extension
- FY 2017 UPWP Amendment 3
- LRTP Amendment 2 in the form of a Major Thoroughfare Plan Amendment
- Critical Urban Freight Corridors
- Transit Asset Management Targets
- Committee Appointments – UPWP, Major Thoroughfare Plan, Funding Opportunity, TIP
- 2<sup>nd</sup> Quarter Financials
- Calendar Year 2017 and 2018 Action Items
- Employee Handbook Amendments
- Resolutions taking positions on state prevailing wage, need for transportation funding, and transfer of state highways to counties
- Contracts for Regional Bicycle and Pedestrian Investment Study and TIP Tool Software

The following items either had a recommendation from the TPC for April or were presented for review:

- FY 2017-2020 TIP Amendment 5
- FY 2017-2020 TIP Administrative Modification 1
- Congestion Management Process
- Traffic Incident Management Plan
- A position of no action on a major thoroughfare plan amendment request
- LRTP Amendments 3 and 4 for Design Standards and a new project
- FY 2018 Unified Planning Work Program
- OTO Growth Trends
- LRTP Executive Summary
- Regional Bicycle and Pedestrian Investment Study Progress Report

Three BPAC meetings were held, as well as the interviews for the Bike/Ped Investment Study. Meetings focused on adding to the OTO Priority Trails, setting leadership for the year, review of the Bike/Ped implementation report, and the kick-off of the Bike/Ped Investment Study.

Four Local Coordinating Board for Transit meetings were held. These meetings worked on the development and approval of the Human Services Transportation Coordination Plan.



One meeting of the Traffic Incident Management Subcommittee was held discussing the Rebuild 65 project, as well as a TIM Operations Plan and by-laws for the TIM Subcommittee.

MoDOT Coordination Meetings for discussion of OTO/MoDOT projects and issues.

Staff continued to participate with the MO Coalition for Safer Roadways SW District to evaluate projects.

### **Community Committee Participation**

Staff participated in/and attended, Ozark Greenways Sustainable Transportation Advocacy Resource Team (renamed to Let's Go Smart) meeting, Ozarks Greenways Technical meeting, the Ozarks Clean Air Alliance, Community Partnership of the Ozarks Transportation Collaborative, Traffic Advisory Board, Transit Fixed Route Advisory Committee, TAB Operations Committee, and Southwest Missouri Council of Governments Board meeting and TAC meeting.

### **OTO Policy and Administrative Documents**

Revised Employee Handbook based on comprehensive legal review and worked to revise purchasing manual to coordinate FHWA as the new cognizant agency.

### **Public Involvement**

Staff members attended monthly Chamber of Commerce meetings in Ozark, Springfield and Nixa

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.

Issued Press Releases and public comment solicitation for the Transit Coordination Plan Survey, UPWP Amendment 3, TIP Amendment Three, TIP Amendment Four, Transit Asset Management Targets, LRTP Amendment Two (Major Thoroughfare Plan changes), Public Participation Plan Survey, and Transit Coordination Plan.

Placed legal ad for the Transit Coordination Plan public input.

Developed update for Public Participation Plan, including the creation and distribution of a survey, analysis of survey results, and review of regulations and text.

Evaluated Public Participation Plan for 2016.

### **Member Attendance at OTO Meetings**

Meeting attendance was documented for In-kind match reporting. A total of 51 committee member hours were reported.

### **Task 3 General Planning and Plan Implementation 43% Complete**

Worked with MPOs statewide to review best practices and to form a group to create an MPO Handbook. Began update of Community Focus Report, a regional multi-disciplinary report on strengths, issues, and opportunities.

**OTO Long Range Transportation Plan (LRTP), *Transportation Plan 2040***

One amendment to the LRTP was adopted by the Board of Directors and two others were prepared and presented to the Technical Planning Committee. The LRTP Executive Summary was completed as well. Staff has also been working with a graduate class at Missouri State University to develop a User's Guide to the Plan.

Met with Springfield-Greene County Health Department staff to discuss potential partnerships.

**Performance Measures**

Staff is participating on MoDOT subcommittee to understand performance measure implementation, including MAP-21/FAST Act Performance Measure Conference Calls hosted by MoDOT. Reviewed Performance Measure and FAST Act guidance from FTA/FHWA.

Staff coordinated with City Utilities to review the Transit Asset Management Targets included in the statewide Plan. OTO decided to follow the same targets as included in that statewide Plan and these were adopted by the Board of Directors in February. MoDOT was informed of the OTO targets and process.

Initial data collection began for the annual Performance Measures report, which has been expanded to a State of Transportation Report.

**Congestion Management Process Implementation**

The Congestion Management Process was presented to the Technical Planning Committee at both the January and March meetings. It was also presented to the Ozark Chapter of ITE.

**Bicycle and Pedestrian Plan Implementation**

The final FY 2016 Bike/Ped Report was shared with the Bicycle Pedestrian Advisory Committee. Staff began reviewing and developing bike/ped project scoring criteria. Provided content and worked with consultant on development of Let's Go Smart website.

**Freight Planning**

Staff revised the critical urban freight corridors based on Technical Planning Committee feedback and presented them to the Board of Directors for approval.

**Traffic Incident Management Planning**

One meeting of the Traffic Incident Management Subcommittee was held. The Traffic Incident Management Strategic Plan: Phase One was presented to the Technical Planning Committee and Board of Directors. Bylaws for the TIM Subcommittee were drafted and work began on an Operations Plan.

**Air Quality Planning**

Continued to work with Ozarks Clean Air Alliance. Continued to monitor the OTO attainment status. Attended VW Mitigation Trust informational meeting.

**Demographics and Future Projections**

Continued to collect and input area building permit data for the 2016 growth trends report. The report was finalized and presented to the Technical Planning Committee.

### **Geographic Information Systems (GIS)**

Continued to build a Congestion Management Process database. Worked with Bike/Ped Investment Study consultant to build a geodatabase of information. Created a base map of OTO data. Continued to maintain an up-to-date database of geospatial information.

### **Mapping and Graphic Support for OTO Operations**

Maps were produced as needed for various projects and analysis. Published MapIt comments.

#### Maps Created

Missouri State Legislator Contact Info Map

Amended MTP LRTP Map

Gasconade Interchange Area Maps based on 2040 Model Runs and projected population

Housing Units by Year GIF

Transportation Cost Graphics

Transportation Cost Analysis

Riverside Bridge and Nixa Study Priority Trails Maps

Priority Trail Parcel Ownership Map

OTO Ten Most Dangerous Intersections Map

### **Support for Jurisdictions Plans & Projects**

Provided 2015 AADT, as well as MTP shapefile, to Greene County. Staffed Greene County Kansas Extension Public meeting and Springfield Republic Road meeting. Met with Springfield staff to discuss Growth Management Land Use study.

### **Civil Rights Compliance**

No complaints were received. Annual DBE Program Goal was adopted at the October Board of Directors meeting.

### **Regional Trail Bicycle and Pedestrian Investment Study**

Interviewed RFQ respondents, selected a consultant and executed the contract. GIS data was collected in support of the study. Venues were scheduled for the public meetings that are a part of the process.

### **Task 4 Project Selection and Programming 75% Complete**

#### **FY 2017-2020 Transportation Improvement Program (TIP)**

Administrative Modification 1 and Amendment 3 were prepared and presented to the Technical Planning Committee in January. Public comment was sought for Amendment 3 and it was approved by the Board of Directors in February. Amendments 4 and 5 were prepared and presented to the Technical Planning Committee in March, with public comment sought for Amendment 4, which was approved by the Board at a special e-meeting in March. The TIP Tool database was updated for projects and geospatial edits. Processed TIP Amendments 2 and 3 USDOT approval.

#### **FY 2018-2021 Transportation Improvement Program (TIP)**

Background data was prepared and requested for the FY 2018-2021 TIP. OTO Staff coordinated with MoDOT and USDOT to discuss changes that would be of value in the FY 2018 to 2021 TIP.

**Project Programming**

One administrative modification and three amendments were prepared. A Funding Opportunity subcommittee was appointed at the March Technical Planning Committee meeting to review project readiness and to track funding opportunities. Updated TIP Amendment vs. Administrative Modification in draft Public Participation Plan.

**Federal Funds Tracking**

OTO staff met with MoDOT Financial Services to review how MoDOT works with FMIS and to see where improvements could be made in how OTO and MoDOT communicate on projects and obligations. Obligation reports from MoDOT were reviewed. Coordinated with MoDOT Transit staff to properly cost the vehicles awarded 5310 money in December. Staff processed and the Board approved a reasonable progress extension for TAP funding. Reported to MoDOT for new TAP Funding Monitoring requirements.

**Online TIP Tool Maintenance**

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program.

**Online TIP Tool Software**

A contract with the existing consultant was executed in February and staff worked with consultant to make agreed to changes to the TIP Tool.

**Task 5 OTO Transit Planning 75% Complete****Competitive Contract Planning**

Maintained a list of transit operators. Transit brochure is available.

**Transit Coordination Plan Implementation**

FTA 5310 projects that were awarded in December were prepared for inclusion in the TIP, with an additional editing of the TIP text to further define those projects.

**Human Services Transportation Coordination Plan Update**

A draft Human Services Transportation Coordination Plan was developed through staff efforts and the meeting of the Local Coordinating Board for Transit, who met four times through this quarter. Work on the Plan included a survey, a regional profile, the identification of needs, and then development of strategies and implementation actions. The survey was available through the OTO website and was directly promoted at three senior centers and two sheltered workshops. FTA comments were incorporated into the draft Plan. The LCBT recommended approval of the Plan to the Board of Directors at its March 16, 2017 meeting. A legal ad was published as part of the public input process on the draft Plan.

**Community Support**

Coordinated training of new Rideshare Program with Ozark Greenways and Springfield-Greene County Health Department staff. Staffed the Community Partnership's Transportation Task Force developing recommendations to help under resourced with transportation needs. This is a result of the Springfield Impacting Poverty project.

### **Transit Signal Priority Committee**

Background research was conducted and a committee was formed with the first meeting set in April.

### **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. A survey was sent to organizations that work with LEP groups.

### **Task 6 City Utilities Transit Planning 75% Complete**

#### **Operational Planning**

CU completed fixed route analysis and made minor route changes to the fixed route bus lines effective February 12, 2017. CU has submitted several grants in the FTA TrAMS system for partial FY 2017 funding and has received grant approval on three grants. The grants approved have been for FY 2016 Section 5339(b) for the purchase of eleven, 35 foot fixed route buses; FY 2017 Section 5307 for operating assistance and some preventive maintenance costs, and FY 2016 & 2017 5310 funds for bus shelters and signage. CU is waiting FTA approval for FY 2017 Section 5339 grant for the replacement of bus security cameras. Once the full apportionment is released by Congress, CU will be able to do budget amendments to each of the FY 2017 grants for full federal funding of all grant projects, such as planning, ADA bus service and security equipment.

FY 2017 is CU mandatory year for sampling of NTD data and continue to complete 10 samples per month or 120 samples per year.

CU has participated in several OTO committees this past quarter.

#### **Transit Fixed Route and Regional Service Analysis Implementation**

CU has completed many of the fixed route service improvements with the opening of the new Transit Center and revised bus routes in May 2016. This quarter, CU has worked on on-time performance of the routes with several route adjustments that took place on February 12, 2017.

#### **Service Planning**

Data collection for CU's bus service for both fixed route and paratransit operations has been completed for the UPWP's 3rd Quarter 2017. Many of the fixed bus routes have been revised and improved for on-time performance effective Feb. 12, 2017.

#### **Financial Planning**

CU Transit has submitted the FY 2018 annual budget and long range operating plan for FY 2018 to 2022 to CU Finance for their approval. CU prepares and monitors the financial and capital plans monthly, quarterly, and annually.

### **Task 7 Special Studies and Projects 35% Complete**

Staff worked with Greene County, CU Transit, the City of Springfield, Ozark Greenways and the Airport to collect data and begin the Transportation Report Section of the Springfield- Greene County Community Focus Report.

Worked with the Springfield/MoDOT Traffic Management Center to support programming for ITS in the region.

#### **Task 8 MoDOT Transportation Studies & Data Collection 60% Complete**

##### **MoDOT Transportation Studies and Data Collection**

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 892 MoDOT staff hours were completed.

**TAB 8**



MAY  
17

## "Show Me" State Shows America The Benefits of Diverging Diamond Interchanges

*Posted by Acting Federal Highway Administrator Brandye L. Hendrickson*

All of us at the Federal Highway Administration (FHWA) are proud to partner with state, local and tribal governments to encourage the use of state-of-the-art transportation innovations under FHWA's "Every Day Counts" (EDC) initiative. We call EDC the "on-ramp to innovation," and with good reason. We're always looking for newer, better ways to keep Americans safe while they drive and save time in project delivery as well as taxpayers' money.

Missouri – also known as the "Show Me State" – has spent the last decade becoming the nation's leading champion of Diverging Diamond Interchanges (DDIs). Throughout my career, I have seen few safety improvements as effective as DDIs.

DDIs are great because they eliminate the need for expensive left- or double-left turn bays by allowing left-turning vehicles on the crossroad to make a free turn left directly onto the onramp. In short, they keep drivers safe by reducing the number of intersections or other places where collisions can occur.

MoDOT created the first DDI in 2009 on I-44 in Springfield, Mo. Within a year, it reduced injury-only crashes by 80 percent and all crashes by 53 percent. In the decade since, MoDOT has created 19 more DDIs. The latest addition to its "diamond" collection, at I-49 and 155<sup>th</sup> Street in Grandview, is an especially good example of better transportation because it uses a roundabout (another EDC innovation supported by FHWA) at one of the ramp terminals instead of a traffic signal. Mixing these two proven safety measures has led some to start calling the combination a "divergeabout."

During this year's Infrastructure Week, FHWA is underscoring the importance of innovation and the workers responsible for building and maintaining our transportation infrastructure. Kudos to workers in Missouri and across the country who are helping to build roads and bridges. Please show these hard-working men and women your thanks by driving safely when traveling through highway.

[Submit Feedback >](#)



## Diverging Diamond Animation



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## FHWA Distributes More Highway Funds, Plans Job Contract Changes

AASHTO Journal

The Federal Highway Administration began formally distributing some \$1.98 billion in highway infrastructure funding to the states on April 25 for the construction of highways, bridges, and tunnels – part of monies allocated by Congress via its fiscal year 2018 DOT appropriations act.

This \$1.98 billion of formula-based highway funds for states is in addition to the monies authorized in the 2015 Fixing America's Surface Transportation Act level as part of the [fiscal 2018 omnibus spending bill](#).

Congress specified that the FHWA make that extra money available as block grants that give DOTs wide discretion on how they target the funds for their road system needs.



A [staff analysis](#) by the American Association of State Highway and Transportation Officials said this now-authorized funding can be used for construction projects that are eligible under the FHWA's Surface Transportation Block Grant Program, and that 53 percent of the total is to be "suballocated" to projects based on population.

That suballocation means localities will control how those dollars are to be obligated for projects in urban areas, but state agencies will carry out the work.

FHWA also [posted a notice](#) in the Federal Register that same day that seeks to allow the indefinite delivery/indefinite quantity or "ID/IQ" method for low-cost construction contracts to become an ongoing feature of the Federal-aid highway program.

The agency added in its filing that it [evaluated](#) the use of such ID/IQ contracts over the last decade with 16 different state departments of transportation and six local public agencies and believes they are now "suitable for operationalization" on a regular basis for "small value contracts" and preventive maintenance programs.

Questions regarding this article may be directed to [editor@aaashotojournal.org](mailto:editor@aaashotojournal.org).

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#### AAA Study: Hit and Run Crashes on the Rise

What do New Mexico, Louisiana and Florida have in common? Those three states have the highest rate of fatal hit-and-run crashes in the country, according to new research from the AAA Foundation for Traffic Safety. And the number of hit-and-run crashes – including ones involving highway workers...

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May 4, 2018



### Small Business Committee Examines Infrastructure Needs

In the run-up to the annual Infrastructure Week nationwide advocacy event, the House Committee on Small Business held a hearing on April 25 to highlight the state of America's infrastructure and how it impacts small businesses.

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## Report: Public Transit Ridership Dipped in 2017

AASHTO Journal

Public transit ridership in the U.S. overall declined by 2.9 percent in 2017 compared to 2016, according to a report compiled by the American Public Transportation Association – a decrease largely due to a 4.9 percent drop in bus ridership, though commuter and light rail ridership levels remained relatively steady year-over-year.

In total, Americans took 10.1 billion trips on public transportation in 2017, the group said.

Nationally, commuter rail ridership increased in 18 out of 29 transit systems last year while overall ridership decreased by 0.2 percent, APTA noted.

Light rail ridership – comprised of "modern" streetcars, trolleys, and "heritage" trolleys – also witnessed an increase in 11 out of 29 transit systems last year, though overall ridership decreased by 0.8 percent when compared to 2016, according to APTA's numbers.

Heavy rail ridership – comprised of subways and elevated trains – decreased nationally by 2.1 percent last year versus 2016, though "demand response" or paratransit ridership increased by 0.4 percent year-over-year, per the group's report.

The change in ridership is occurring at a time when vehicle miles traveled is increasing in the United States. According to Federal Highway Administration data, cumulative travel for 2017 increased by 1.2 percent or 39.3 billion vehicle miles when compared to 2016.

"While we are in a time of great change, in part due to technological innovations, public transit remains a critical part of any community's transportation network," noted Paul Skoutelas, APTA's president and CEO, in a statement.

He added that public transportation organizations are "revamping their services and experimenting with pilot projects" to be more competitive in terms of cost and time of travel, as well as more "customer focused" as the U.S. population grows and the needs of riders change – trends outlined in a separate APTA report entitled [Understanding Recent Ridership Changes: Trends and Adaptations](#).

That second report highlighted four "categories" of factors impacting public transit ridership: erosion of time competitiveness, erosion of cost competitiveness, reduced customer affinity and loyalty, and external factors beyond the control of a public transportation system.

For example, APTA highlighted the development of "first mile and last mile transportation to public transit stations" as one way transit agencies are "revamping" their services to meet new needs. For instance, in Tampa, Fla., the Hillsborough Area Regional Transit developed a program called HyperLINK; a partnership between HART and a local transportation company to provide rides to local bus stations within a three-mile radius.

In another case, agencies such as the Capital District Transportation Authority in Albany, NY, are keeping ridership levels stable with new programs. In CDTA's case, its Universal Access or "UA" program, which it established with 20 partners from the education, health, and service industries, now accounts for more than 4 million trips annually, representing approximately 25 percent of CDTA's annual ridership. In the past two years, UA ridership has increased by 50 percent, CDTA noted.

Sacramento Regional Transit witnessed a similar uptick via a cost-reduction effort. APTA said in its report that SRT reduced its K-12 student monthly pass price from \$55 to \$20, which generated a 400 percent increase in K-12 pass sales.



Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).

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## USDOT Changes Name of TIGER Grants, Offers Additional Funding

AASHTO Journal

The U.S. Department of Transportation is giving its TIGER grant program a new name.

USDOT said its new BUILD Transportation grants program – which stands for "better utilizing investments to leverage development" – replaces the TIGER program. It is also making \$1.5 billion worth of new BUILD grants available via a fresh [notice of funding opportunity](#) aimed at supporting "surface transportation infrastructure" projects that include roads, bridges, transit, rail, ports or intermodal depots.

The agency noted that applicants had to resubmit applications during each round of TIGER grant. USDOT said March 9 that it [awarded nearly \\$500 million in fiscal 2017 TIGER grants to 41 recipients in 43 states](#), including to some projects [directly sponsored by state DOTs](#).

[*Side note: here's a [comparison of the TIGER and BUILD programs](#) crafted by USDOT.*]

USDOT added that many of the "merit criteria" within the BUILD program overlap with previous rounds of TIGER discretionary grants.

The maximum award available via this first round of BUILD grants is \$25 million, the agency said, and no more than \$150 million can be awarded to a single state, as specified in the fiscal year 2018 appropriations act. On top of that, at least 30% of BUILD grant funds must be awarded to projects located in rural areas, USDOT noted, which will include support for rural broadband deployment if it is part of an eligible transportation project.

The agency added that it is taking applications for this round of BUILD grants through July 19 this year and plans to provide "technical assistance" for obtaining such grants through a [series of webinars](#) in May and June.



Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).

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## Fuel Prices Could Reach Four-Year Highs This Summer

AASHTO Journal

Data tracked by the Energy Information Administration and AAA indicate U.S. fuel prices could reach levels not seen since 2014; a price spike that is largely a reflection of higher oil prices.

EIA forecasts that regular gasoline will reach an average of \$2.74 per gallon during what it calls the "summer season" – April through September – which would be the highest average "summer price" for gasoline in four years. That's also 26 cents per gallon higher compared to the average price for gasoline during the summer of 2017, according to EIA's data.

On top of that, the agency said overall gasoline expenditures in 2018 are expected to be about \$2,300 per household or nearly \$200 more compared to 2017, as it predicts U.S. regular gasoline prices will average out to \$2.64 per gallon for the year.



EIA also projects that monthly average gasoline prices will reach a peak of \$2.79 per gallon in May before falling to \$2.65 per gallon in September; a fluctuation driven in part by federal and state environmental regulations that mandate the use of [summer-grade gasoline](#), which is more expensive to manufacture.

The agency noted that U.S. gasoline prices tend to reflect [changes in the Brent](#) global crude oil benchmark, and since EIA forecasts Brent crude oil will average \$63 per barrel this summer, up \$12 per barrel compared to the summer of 2017, fuel prices will thus be higher. [Crude oil prices are up this year](#), in part, because of [extensions to the coordinated crude oil production reductions](#) by the Organization of the Petroleum Exporting Countries

(OPEC), the agency added.

Those predictions fall in line with AAA's outlook, as the group noted U.S. gasoline prices ended April at an average of \$2.81 per gallon; the highest price per gallon since November of 2014. That year, pump prices averaged \$3.34 per gallon, peaking at \$3.70 per gallon in April and bottoming out at \$2.25 per gallon in December.

While this year's pump prices will not be reminiscent of 2014, filling-up will still pack an "unwanted punch" to the wallets of motorists, noted Jeanette Casselano, AAA spokesperson, [in a statement](#).

"Motorists have been spoiled the past few years with inexpensive gas prices," she explained. "We expect prices to continue increasing, potentially another 10 cents, through Memorial Day and then will likely stabilize during the summer, with the understanding that if demand spikes, prices are likely to follow."

Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).

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The Federal Highway Administration began formally distributing some \$1.98 billion in highway infrastructure funding to the states on April 25 for the construction of highways, bridges, and tunnels – part of monies allocated by Congress via its fiscal year 2018 DOT appropriations act.

April 27, 2018





## FTA Offers up to \$84.45M in new Grants

The Federal Transit Administration announced a notice of funding opportunity that encompasses an up to \$84.45 million pool of competitive grants through the agency's Low or No Emission (Low-No) Bus Program.

*April 27, 2018*



## House Subcommittee Explores Potential of Composite Materials for Infrastructure Projects

The House Subcommittee on Research and Technology – which is part of the Committee on Science, Space, and Technology – is examining whether or not to develop standards to spur the wider use of "composite materials" in a variety of infrastructure projects, ranging from highways, bridges,...

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## Surveys Indicate Labor Market Continues to Tighten

AASHTO Journal

Private sector employment increased by 204,000 jobs from March to April, according to the most recent [ADP National Employment Report](#), with the construction industry creating 27,000 jobs and the trade/transportation/utilities sector adding 14,000 positions.

According to Mark Zandi, chief economist of Moody's Analytics, at this pace unemployment will soon be "in the threes," meaning around 3 percent, which he explained is "rarified and risky territory, as the economy threatens to overheat."

According to the [latest data](#) from the Bureau of Labor Statistics, though, the U.S. economy added 164,000 jobs, which pushed the official unemployment rate down to 3.9% – a level last seen in December of 2000.

"The labor market continues to maintain a steady pace of strong job growth with little sign of a slowdown," added Ahu Yildirmaz, vice president and co-head of the ADP Research Institute.



"However, as the labor pool tightens, it will become increasingly difficult for employers to find skilled talent. Job gains in the high-skilled professional and business services industry accounted for more than half of all jobs added this month [April]," he added. "The construction industry, which also relies on skilled labor, continued its six month trend of steady job gains as well."

Those trends are continuing to make it difficult for state departments of transportation to find the workers they need.

In a [recent interview](#) with AASHTO's Transportation TV, Jennifer Cohan, Secretary of the Delaware Department of Transportation, noted that "we're competing with contractors in state, with engineering firms, from every different level. Finding qualified applicants is a

real challenge."

She noted that while Delaware has a capital program that's three sizes larger than it was in 2009, DelDOT is handling it with a third less staff. "We're being efficient about it but workforce is a huge issue for us," she said. "I need at every level engineers, planners, finance people, and marketing specialists."

Thus, as labor markets continue to tighten, new strategies for recruiting talent and retaining it will be needed, noted the Conference Board in a [new report](#). That group's research indicates U.S. businesses in particular are lowering educational requirements for some cohorts of workers while increasing the use of teleworking as means to increase their ability to fill open job positions.

Beyond the U.S., companies in some or all corners of the globe are hiring more women and mature workers, along with increasing automation of certain job functions., the Conference Board added.

The group's new [Global Labor Market Outlook](#) also indicates that in 2017 labor markets tightened in almost every country, spurred by two main factors: the acceleration in global economic activity, which led to strong hiring, and slow-to-negative growth in the labor supply.

In the U.S., a third factor continues to exacerbate workforce tightness, and that is the [low labor force participation rate](#) resulting, in part, from the [ongoing opioid epidemic](#) and a rising number of people not in the labor force [due to disability](#), the Conference Board noted.

Questions regarding this article may be directed to [editor@aaashtojournal.org](mailto:editor@aaashtojournal.org).

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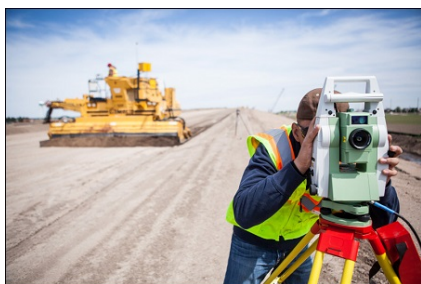
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### FAA Reauthorization Act Tables ATC Privatization, Maintains Funding

The House passed a new five-year, \$104 billion bill to reauthorize Federal Aviation Administration programs on April 27 that did away with a controversial provision floated last year that would have spun air traffic control (ATC) duties away from the agency to a non-profit corporation.

April 27, 2018



### Court Case to Force Air Quality 'Do-Over' for Certain Transportation Projects

A February federal court ruling may force a "re-examination" of air quality models used by transportation agencies in 82 areas around the country, including several major cities such as Boston, Charlotte, and Las Vegas.

April 27, 2018



### FHWA Notice Clears Way for State DOTs to Tap Full FAST Act 2018 Highway Funding

State departments of transportation finally have access to all of their scheduled federal highway program funds for fiscal 2018, after the Federal Highway Administration issued a formal distribution notice April 16.

April 20, 2018

May 4, 2018

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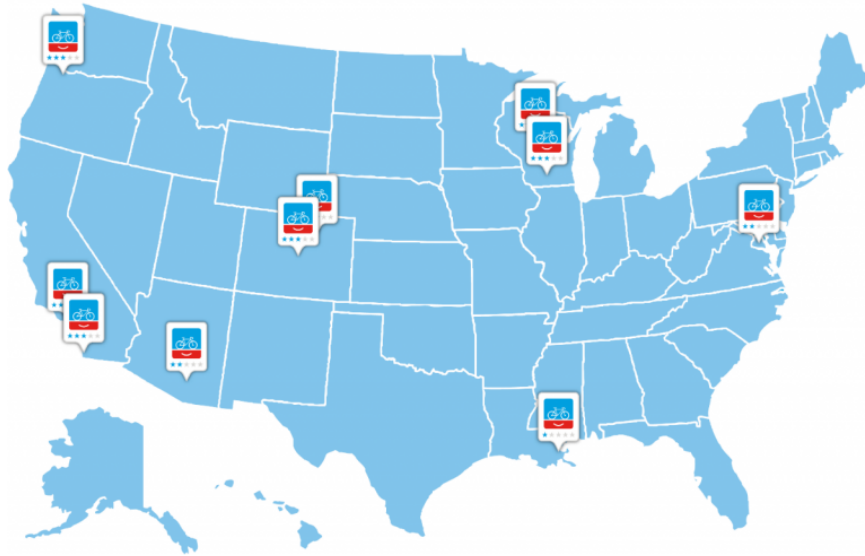
#### AASHTO

# AMERICA'S BEST PLACES FOR BIKES: OUR NEW SYSTEM RATES 480 U.S. CITIES

May 2, 2018

Michael Andersen, PlacesForBikes staff writer

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The 10 top-scoring cities in the new [PlacesForBikes city rating system](http://cityratings.peopleforbikes.org/) (<http://cityratings.peopleforbikes.org/>).

The future of American bicycling is already here. It's just that some cities are living it right now, and some aren't yet.

When people ride bikes, great things happen: they get [happier](https://www.bicycling.com/training/a20027680/why-cycling-feels-so-damn-good/) (<https://www.bicycling.com/training/a20027680/why-cycling-feels-so-damn-good/>), [healthier](http://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292) (<http://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>), [richer](http://ec.europa.eu/environment/integration/research/newsalert/pdf/transport_transitions_in_copenhagen_418na1_en.pdf) ([http://ec.europa.eu/environment/integration/research/newsalert/pdf/transport\\_transitions\\_in\\_copenhagen\\_418na1\\_en.pdf](http://ec.europa.eu/environment/integration/research/newsalert/pdf/transport_transitions_in_copenhagen_418na1_en.pdf)), [more equal](https://peopleforbikes.org/blog/how-protected-bike-lanes-helped-denmark-win-its-war-on-inequality/) (<https://peopleforbikes.org/blog/how-protected-bike-lanes-helped-denmark-win-its-war-on-inequality/>) and [more connected to their communities](https://peopleforbikes.org/blog/how-to-design-bike-lanes-that-make-a-city-more-like-itself-video/) (<https://peopleforbikes.org/blog/how-to-design-bike-lanes-that-make-a-city-more-like-itself-video/>).

Great things happen to those communities, too, even for people who never bike: [less pollution](https://www.sciencedirect.com/science/article/pii/S0048969717301559) (<https://www.sciencedirect.com/science/article/pii/S0048969717301559>), [higher-capacity roadways](https://peopleforbikes.org/blog/four-simple-lessons-from-austins-brilliant-bike-plan-update/) (<https://peopleforbikes.org/blog/four-simple-lessons-from-austins-brilliant-bike-plan-update/>), [better mass transit](https://peopleforbikes.org/blog/outer-london-is-about-to-activate-the-secret-weapon-of-the-suburbs-the-bicycle/) (<https://peopleforbikes.org/blog/outer-london-is-about-to-activate-the-secret-weapon-of-the-suburbs-the-bicycle/>), [lower health care premiums](https://www.ncbi.nlm.nih.gov/pubmed/21350262) (<https://www.ncbi.nlm.nih.gov/pubmed/21350262>), and local economies that have [more money to invest in themselves](https://bikeportland.org/2016/07/25/portlands-drop-in-car-use-is-freeing-up-138-million-in-the-local-economy-every-year-186387) (<https://bikeportland.org/2016/07/25/portlands-drop-in-car-use-is-freeing-up-138-million-in-the-local-economy-every-year-186387>).

Good news! In the last 20 years, infrastructural and cultural changes have made biking much, much better in parts of some U.S. cities. And in those places — in some cities they're just a few neighborhoods — people have responded. [Biking rates have boomed](https://www.usatoday.com/story/news/nation/2014/05/08/bike-commuting-popularity-grows/8846311/) (<https://www.usatoday.com/story/news/nation/2014/05/08/bike-commuting-popularity-grows/8846311/>).

Today, PeopleForBikes launches a new system for identifying those places so we can all learn from their success.



RIDERSHIP



SAFETY



NETWORK



ACCELERATION



REACH

## Large Cities

1. Portland, OR
2. Tucson, AZ
3. Madison, WI
4. Washington, D.C.
5. San Diego, CA

## Medium Cities

1. Fort Collins, CO
2. Boulder, CO
3. Providence, RI
4. Ann Arbor, MI
5. Alexandria, VA

## Small Cities

1. Wausau, WI
2. Santa Monica, CA
3. Carmel, IN
4. Norwalk, CT
5. Crested Butte, CO

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There are a lot of “best bike cities” lists out there, and if you ask us, that’s good. But the PlacesForBikes city rating system (<http://cityratings.peopleforbikes.org/>) is the first of its kind in this country: transparent and fully data-driven, so any community can look directly at its strengths and weaknesses and know how to improve.

In theory, the PlacesForBikes system can even put a number on the impact of any single bike lane.

One other thing: It rewards cities not just for what they did 20 years ago, but also what they’re doing right now. As a result, these ratings will change. Cities will move both up and down.

“What gets measured gets done,” said PeopleForBikes Research Director Jennifer Boldry, Ph.D., who’s spent three years developing the rating system. “I would love if this were a tool for cities to measure where they are and track their progress.”

## Measuring more than infrastructure

### CITY RATINGS – OVERALL RANKING



	RIDERSHIP	SAFETY	ACCELERATION	NETWORK	REACH
1. Fort Collins, Colorado	2.9	3.7	3.3	3.2	2.1
2. Wausau, Wisconsin	1.7	3.3	3.9	3.0	3.2
3. Boulder, Colorado	3.1	1.8	2.7	4.1	2.9
4. Portland, Oregon	3.9	2.9	2.9	2.3	2.1
5. Tucson, Arizona	2.7	2.4	4.0	2.3	2.8
6. Madison, Wisconsin	3.1	3.5	2.9	3.0	1.4
7. Santa Monica, California	2.6	3.5	2.9	3.0	1.4
8. Washington, D.C.	3.3	2.9	2.5	2.2	2.5
9. San Diego, California	2.0	2.9	4.1	2.2	2.3
10. New Orleans, Louisiana	2.4	1.6	4.6	2.1	2.5

Scores are based entirely on a [downloadable database \(https://cityratings.peopleforbikes.org/methodology/\)](https://cityratings.peopleforbikes.org/methodology/).

Street design is an essential ingredient of great biking, but it’s [not the whole recipe \(https://peopleforbikes.org/blog/better-bike-lanes-are-an-ingredient-for-great-cities-not-a-recipe/\)](https://peopleforbikes.org/blog/better-bike-lanes-are-an-ingredient-for-great-cities-not-a-recipe/). A great bike town has inclusive social rides like [Bike Party \(https://grist.org/cities/bike-party-a-fresh-new-way-to-take-back-the-streets/\)](https://grist.org/cities/bike-party-a-fresh-new-way-to-take-back-the-streets/) or [Slow Roll \(http://slowroll.bike/\)](http://slowroll.bike/). It has public officials working to quickly make biking better, especially in disinvested areas. It has places you want to ride for fun, not just for practicality.

No system could perfectly capture every aspect of making a place great for biking. But ours combines a lot:

- Street-level data from [Open Street Map \(http://openstreetmap.org\)](http://openstreetmap.org) on infrastructure, traffic speed limits, where people live, whether the low-stress bike network actually links them to destinations and how equitably infrastructure is available to disadvantaged groups (31%)
- Local and [federal \(https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars\)](https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars) data on the overall traffic injury rates, both for people biking and people using any mode (16%)
- The scale and variety of investment in bike infrastructure and events reported by local officials for the [PlacesForBikes City Snapshot \(https://peopleforbikes.org/city-snapshot-notification/\)](https://peopleforbikes.org/city-snapshot-notification/) (16%)
- The PlacesForBikes [Community Survey \(https://peopleforbikes.org/placesforbikes-optin/\)](https://peopleforbikes.org/placesforbikes-optin/), which asked 39,076 people (with certain minimum figures per city rated) about their riding habits and perceptions of safety and progress (16%)
- Census [American Community Survey \(http://factfinder.census.gov\)](http://factfinder.census.gov) data on the local percentage and gender split of bike commuters compared to car commuters (13%)



- An assessment of a community's propensity to bike for fun, from [Sports Marketing Surveys](http://smsinc.wpengine.com/) (<http://smsinc.wpengine.com/>) (8%)

When she and her colleagues were concocting this cocktail of ways to track good biking, Boldry said, they tried to focus on making the findings “actionable” for local officials and advocates.

“What’s the measure that is comparable city to city, and when we put the different measures together kind of gives us a balanced picture of what success looks like?” she said. “It was difficult because the data sets available and we all know and talk about, the ACS mode share data and the FARS fatality data, are such a limited view of what success looks like. The real challenge was what do we create to fill in the gaps.”

That was the origin of the [PlacesForBikes Bicycle Network Analysis](http://bna.peopleforbikes.org/) (<http://bna.peopleforbikes.org/>), which launched last year and assigns a score specifically to the low-stress biking networks in hundreds of U.S. cities. It’s the origin of just under one-third of a city’s PlacesForBikes rating.

“That’s probably the new data source that I’m most excited about,” Boldry said.

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## A groundbreaking new way to measure ridership



*Portland, Ore., got our highest rating for ridership not just because of unusually high biking in its core, but also because of unusually high biking farther out.*

One big innovation in the PlacesForBikes ratings is worth lingering on. Instead of comparing bike commuting rates the simplest possible way — the percentage of workers who live within city limits who report commuting mostly by bike on a random week — it introduces a much smarter way to weigh commuting rates against each other.

It’s the brainchild of Nathan Wilkes, a street designer and planner in Austin, Tex., who developed this method as a better way to track his own city’s progress.

First, the method doesn’t penalize cities like New York or Boston for having lots of transit or foot commuting. Instead of measuring bike commuters as a share of *all* commuters, it **compares bike commuters to the number of car commuters**.

Second, the method doesn’t penalize cities like Indianapolis or Tucson for having far-flung city limits that happen to include suburban-style neighborhoods.

“It came to me working in Austin for years,” Wilkes said. “For a large city, the best way to increase your mode share would be to de-annex.”

Wilkes’s alternative, which we’ve used in these ratings, starts from the assumption that every city has a biking core — and the further people live from it, the less likely they are to bike. According to tract-level data in the American Community Survey, that’s more or less true.

“I compiled ACS for every Census tract in the entire country,” Wilkes said. “And when you look at the cumulative mode share from the highest bicycle mode shares to the lowest mode shares in every single city, every single city has a remarkably similar decay.”

**But in the best bike cities, distance from the “biking core” matters less.** We score cities not only by how much biking there is their core, but also how much biking there is one mile away, two miles away and so on. This removes city borders as a factor.

“You can essentially compare how that city is performing at each of those slices when compared to the idealized city,” Wilkes said.

# A rating system designed to be used

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*Tallahassee, Florida, is looking for metrics to guide its bike infrastructure investments.*

If the PlacesForBikes rating system has been designed for anyone, it's for people like Julie Christensen.

"We have about \$1.5 million dollars per year here in Tallahassee allocated in the next 20 years for bike improvements," said Christensen, a senior planner in Florida's capital city. "I really think it's going to show us where connections are lacking and identify areas for investment and improvement."

Durham, N.C., pedestrian and bicycle coordinator Dale McKeel said he's hoping the system will help Durham track itself against the cities it competes with for jobs and migrants.

"I think it will help us measure the quality of our network and see how we're doing compared to some of our peer cities," he said.

In Ferndale, Mich., a close-in suburb of Detroit that covers just four square miles of land, planning manager Justin Lyons said it's hard to track the success of bike network investments simply by counting bikes, because so many trips cross into neighboring jurisdictions.

"We're much smaller than a lot of cities that are making these types of investments," said Lyons. "Measuring the impact of everything we do to the city is a little bit tough to track."

The PlacesForBikes system, he said, could help with that.

Tim Blumenthal, president of PeopleForBikes, said he expects the new rating system to evolve and to keep incorporating better data as years go by.

He also wanted to acknowledge something else: The fact that in this five-star rating system, not a single U.S. city has currently earned more than three.

"We're grading, ultimately, on a global scale — we're not giving five stars or As to cities that aren't consistently appealing for anybody who wants to ride a bike," he said. "And the truth is that there aren't any U.S. cities that consistently meet those criteria. And as much as it might hurt not to have any superstars, that's honest."

**PlacesForBikes** (<http://peopleforbikes.org/placesforbikes>) helps U.S. communities build better biking, faster. You can follow us on **LinkedIn** (<https://www.linkedin.com/showcase/18032465/>), **Twitter** (<http://twitter.com/PlacesForBikes>) or **Facebook** (<http://facebook.com/PlacesForBikes>) or sign up for our **weekly news digest** (<http://www.peopleforbikes.org/pages/placesforbikes-weekly-news-digest>) about building all-ages biking networks. Story tip? Write [michael@peopleforbikes.org](mailto:michael@peopleforbikes.org).

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# AMERICA'S FIVE BEST SMALL CITIES FOR BIKING

May 3, 2018

Michael Andersen, PlacesForBikes staff writer

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Crested Butte, Colo., population 1,604, got the nation's No. 5 score for cities under 100,000 in the new PlacesForBikes City Ratings. Photo: [Tom Magliery](https://www.flickr.com/photos/50318388@N00/14824898316/). (<https://www.flickr.com/photos/50318388@N00/14824898316/>).

Could a bunch of the country's best cities for biking be towns that most Americans have never heard of?

That's one unexpected implication of the [PlacesForBikes City Ratings](https://cityratings.peopleforbikes.org/) (<https://cityratings.peopleforbikes.org/>), which [balances complex data from six sources](https://cityratings.peopleforbikes.org/methodology/) (<https://cityratings.peopleforbikes.org/methodology/>) to compare cities to one another based not on reputation but on factors like low-stress network connectivity, safety and documented public investment.



RIDERSHIP



SAFETY



NETWORK



ACCELERATION



REACH

## Large Cities

1. Portland, OR
2. Tucson, AZ
3. Madison, WI
4. Washington, D.C.
5. San Diego, CA

## Medium Cities

1. Fort Collins, CO
2. Boulder, CO
3. Providence, RI
4. Ann Arbor, MI
5. Alexandria, VA

## Small Cities

1. Wausau, WI
2. Santa Monica, CA
3. Carmel, IN
4. Norwalk, CT
5. Crested Butte, CO

It definitely surprised us here at PeopleForBikes that Wausau, Wisc., came out as a better place to bike than Minneapolis, Portland, Ore., or Davis, Calif. But the whole point of a data-driven system is to discover things you didn't expect.

And the fact is that smaller cities and towns have massive potential for biking. The main problem is actually that a lot of people haven't realized it yet.



# Small cities and towns have huge potential for good biking



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*The 400 Block in downtown Wausau, Wisc. (Image: [Google Street View](https://www.google.com/maps/@44.9598741,-89.6278963,3a,60y,7.01h,78.19t/data=!3m6!1e1!3m4!1scmYEC2oNaujX4J-dh8SQgw!2e0!7i13312!8i6656!5m1!1e3) (<https://www.google.com/maps/@44.9598741,-89.6278963,3a,60y,7.01h,78.19t/data=!3m6!1e1!3m4!1scmYEC2oNaujX4J-dh8SQgw!2e0!7i13312!8i6656!5m1!1e3>).)*

“It’s comfortable, it’s fun and it’s convenient,” said Brad Sippel, bicycle and pedestrian planner in Wausau, population 39,000. “It takes me 7 minutes to get to work by bike and it takes me 7 minutes to get to work by car.”

That’s the story in a lot of small cities, said Kyle Wagenschutz, director of local innovation at PeopleForBikes — whether or not they’ve installed protected bike lanes and other dedicated low-stress infrastructure.

“There’s generally not a lot of people driving at high speeds in their communities, so they generally have really good safety records,” he said. “Their street networks have the bones of essentially a really strong bicycle network because of the low volumes, low speeds, particularly if a big state highway doesn’t run right through the middle of town. If it runs outside or loops around the city, that creates a natural sort of environment for the bicycle to occur.”

## Where most small cities stand out: Momentum, not yet ridership



*The new Monon Boulevard, under construction in Carmel, Ind., this fall. Rendering by Rundell Ernstberger Associates.*

People in smaller cities and towns have biked for transportation since biking began. (Just ask [Toto](https://cdn-images-1.medium.com/max/1600/0*8SpeXLJz3_UOOLJa.jpg) ([https://cdn-images-1.medium.com/max/1600/0\\*8SpeXLJz3\\_UOOLJa.jpg](https://cdn-images-1.medium.com/max/1600/0*8SpeXLJz3_UOOLJa.jpg)).) But one unique thing about small towns is that there isn’t much biking to work — in part because so many residents commute long distances to jobs.

Unfortunately, biking to work is the kind of biking Americans measure best. That's part of the reason almost no small cities in the PlacesForBikes rating system do well on our "ridership" metric.

Instead, most of the small towns that topped our list stood out for a different metric: acceleration.

That's our measure of how much investment cities are making in improving biking: 80 percent of it comes from the scale and variety of infrastructure and encouragement reported by city officials in the [15-question](https://peopleforbikes.org/wp-content/uploads/2017/07/PlacesForBikes-City-Snapshot.pdf) (<https://peopleforbikes.org/wp-content/uploads/2017/07/PlacesForBikes-City-Snapshot.pdf>) PlacesForBikes City Snapshot, and 20 percent comes from local public opinions about bike investments gathered by the annual [PlacesForBikes Community Survey](https://peopleforbikes.org/placesforbikes-optin/) (<https://peopleforbikes.org/placesforbikes-optin/>).

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"For the last few years and the next few years we've been putting in 15 miles of path," said David Littlejohn, the alternative transportation coordinator in Carmel, Indiana, population 92,000. Carmel landed the nation's No. 3 rating for small cities, largely on the strength of its [rapid investment in a low-stress biking network](https://peopleforbikes.org/blog/carmel-indiana-showing-suburbs-go-big-biking/) (<https://peopleforbikes.org/blog/carmel-indiana-showing-suburbs-go-big-biking/>).

Because the "acceleration" score tracks progress with percentage changes year on year, cities with smaller low-stress networks, bike sharing systems and public bike parking inventory will find it easier to be recognized for acceleration. The effect is that it's hard for any city to rest on laurels — and also that any city can muscle its way up in the ratings by working hard.

## In a global marketplace, good biking is a tool for economic growth



Santa Monica, Calif., took the No. 2 spot for small cities.

In many small cities, the case for accelerating bike improvements is similar: economics.

"Our city council's been behind this from the start," said Andrew Lynch, a transportation planner for the Wausau Metropolitan Planning Organization. "And why is that? They have to be. ... Smaller cities need to do anything they can to be attractive for people to stay there and people to come there. And bicycling is one of those."

Littlejohn, the Carmel alternative transportation coordinator, agreed.

"We see a lot of benefits in biking," he said. "We see it as a tool for economic development, to attract employees to our businesses and our headquarterses here. We see it as an amenity to our residents so they can have a healthy way to get around."

In a suburban area like Carmel's, Littlejohn said, densities may be increasing but biking often remains more viable than mass transit. [Bikes are well-suited to suburbs](https://peopleforbikes.org/blog/outer-london-is-about-to-activate-the-secret-weapon-of-the-suburbs-the-bicycle/) (<https://peopleforbikes.org/blog/outer-london-is-about-to-activate-the-secret-weapon-of-the-suburbs-the-bicycle/>) simply because they're more similar in nature to cars.

Small cities and towns have huge challenges to overcome, of course. Small tax bases make change difficult. Biking can seem alien or unserious. And as with all cities, there's the ever-present risk of thinking that the status quo is good enough.

"The last five years there's been a lot of activity," said Kyle Kozar, the bike coordinator in Santa Monica, which landed the No. 2 PlacesForBikes rating for small cities in 2018. "We still have a lot of work to do."

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