



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

AUGUST 15, 2019
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda
August 15, 2019
12:00 – 1:30 p.m.
OTO Conference Room
2208 W. Chesterfield Blvd, Suite 101, Springfield

A full agenda can be found on our website at: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of June 20, 2019 Meeting Minutes Tab 1 (2 minutes/Dixon)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Recognition of Service – Steve Bodenhamer, City of Strafford (5 minutes/Fields, Dixon)

E. Public Comment Period for All Agenda Items Tab 2 (15 minutes/Dixon)

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.

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

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

G. MoDOT Update (5 minutes/MoDOT)

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

H. Legislative Reports

(5 minutes/Dixon)

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

II. New Business

A. City of Ozark Presentation

(10 minutes/Childers)

The City of Ozark will present on transportation needs.

B. Amendment Number Ten to *Transportation Plan 2040* Tab 3

(5 minutes/Longpine)

Major Thoroughfare Plan changes for the City of Ozark and the City of Springfield, as well as a System Performance Report update to Transportation Plan 2040 are\ included for member review.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT NUMBER 10 TO *TRANSPORTATION PLAN 2040*, PENDING ADDITIONAL PUBLIC COMMENT RECEIVED THROUGH AUGUST 16, 2019

C. Administrative Modifications 2, 3, and 4 to FY 2019-2022 TIP..... Tab 4

(5 minutes/Longpine)

There are four changes included with Administrative Modification Number Two, one change included with Administrative Modification Three, and two changes with Administrative Modification Four to the FY 2019-2022 Transportation Improvement Program, which are included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. Amendment Number Seven to FY 2019-2022 TIP Tab 5

(5 minutes/Longpine)

There is one change included with Amendment Number 7 to the FY 2019-2022 Transportation Improvement Program, which is included for member review.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT NUMBER SEVEN TO THE FY 2019-2022 TIP, PENDING ADDITIONAL PUBLIC COMMENT RECEIVED THROUGH AUGUST 16, 2019

E. Draft FY 2020-2023 Transportation Improvement Program Tab 6

(15 minutes/Longpine)

The draft FY 2020-2023 Transportation Improvement Program (TIP) is available in electronic format for member review.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

- F. Planning Process and Financial Capacity Certifications Tab 7**
(5 minutes/Longpine)
MPOs must annually certify with FHWA and FTA compliance with federal, state, and civil rights regulations and that recipients of federal transit funding have the financial capacity to complete awarded projects.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PLANNING PROCESS AND FINANCIAL CAPACITY CERTIFICATION

- G. STIP Prioritization Criteria Tab 8**
(10 minutes/Fields)
A working committee of the Technical Planning Committee has developed a revised set of criteria to use for prioritizing projects ahead of the 2021-2025 STIP project selection process.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PROPOSED STIP PRIORITIZATION CRITERIA

- H. Additional Federal Funding Tab 9**
(10 minutes/Fields)
An additional \$1.6 Million has been made available for the OTO area for FY 2019 and is available for obligation through September 30, 2022.

BOARD OF DIRECTORS ACTION REQUESTED ON THE USE OF ADDITIONAL FEDERAL FUNDING

- I. Fourth Quarter/Year-End Financial Statements..... Tab 10**
(5 minutes/Cameron)
OTO Board Treasurer, David Cameron, will present the fourth quarter/year-end financial statements.

BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE FOURTH QUARTER/YEAR-END FINANCIAL STATEMENTS

- J. OTO Sunshine Law Custodian of Records Tab 11**
(5 minutes/Fields)
The OTO Custodian of Records is proposed for modification from the Administrative Assistant to the Communications Clerk.

BOARD OF DIRECTORS ACTION IS REQUESTED TO ADOPT THE OTO SUNSHINE LAW RESOLUTION NAMING THE COMMUNICATIONS CLERK AS THE OTO CUSTODIAN OF RECORDS

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 12
(Articles attached)

IV. Closed Meeting

(20 minutes/Board of Directors Members)

In accordance with RSMo 610.021(13), the Board of Directors shall hold a closed meeting to discuss individually identifiable personnel records, performance ratings or records pertaining to employees or applicants for employment; and this meeting, record, and vote shall be closed and the Board of Directors shall stand adjourned at the end of the closed meeting.

Information pertaining to the closed meeting will be sent under separate cover to active participants.

The next Board of Directors regular meeting is scheduled for Thursday, October 17, 2019 at 12:00 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments

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

Si usted necesita la ayuda de un traductor 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 Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM I.C.

June 20, 2019 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board of Directors member review are the minutes from the June 20, 2019 Meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the minutes of the Board of Directors’ June 20, 2019 Meeting.”

OR

“Move to approve the minutes of the Board of Directors’ June 20, 2019 Meeting with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
June 20, 2019**

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. Jerry Compton, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)
Commissioner Bob Dixon, Greene County
Mr. Brad Gray, City of Willard (a)
Mr. Skip Jansen, City Utilities
Mr. Frank Miller, MoDOT

Mr. Andy Mueller, MoDOT (a)
Mr. Jim O'Neal, Citizen at Large
Commissioner Ralph Phillips, Christian County
Mr. Frank Schoneboon, City of Battlefield
Mr. Dan Smith, City of Springfield (a)
Mr. Garrett Tyson, City of Republic (a)
Mr. Richard Walker, Citizen-at-Large

(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. Chuck Branch, Citizen-at-Large
Mr. David Cameron, City of Republic (a)
Mr. Steve Childers, City of Ozark (a)
Mr. Chris Coulter, Greene County (a)
Mr. John Elkins, Citizen-at-Large (a)
Ms. Jan Fisk, City of Springfield
Mayor Ashley French, City of Strafford
Mayor Rick Gardner, City of Ozark
Mayor Corey Hendrickson, City of Willard

Mr. Michael Latuszek, FHWA (a)
Ms. Laurel McKean, MoDOT (a)
Mr. Bradley McMahon, FHWA
Mr. Daniel Nguyen, FTA
Mr. Mark Schenkelberg, FAA
Mr. Cathy Monroe, FTA (a)
Mayor Brian Steele, City of Nixa
Mayor Jeff Ussery, City of Republic
Mr. Brian Weiler, Airport Board (a)

Others Present: Mr. Jeremy Pruitt, Congressman Billy Long's Office; Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Ms. Markee Hebden, Mr. Andy Thomason, and Mr. Brad Williams, Ozarks Transportation Organization.

Chair Dixon called the meeting to order at approximately 12:05 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. O’Neal moved to approve the June 20, 2019 agenda. Mr. Bodenhamer seconded the motion and it was unanimously approved.

C. Approval of the April 18, 2019 Meeting Minutes

Mr. Cossey moved to approve the April 18, 2019 meeting minutes. Mr. Bengsch seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

No public comment was received.

E. Executive Director’s Report

Sara Fields stated the State Legislature adopted a budget which contained \$300 million for the Governor’s bridge bond program, but only if the State was successful with receiving a federal grant to repair the Rocheport bridge on I-70. She encouraged the members to ask the federal legislators for their support in obtaining this grant.

Ms. Fields added that the budget also contained \$50 million for bridges for MoDOT and also \$50 million in cost-share money. She noted that the leadership of MoDOT is working with Economic Development to determine the parameters for the projects that this money would be used to fund.

Ms. Fields stated staff had been meeting with the seven member entities to determine the needs of each entity. She noted staff is in the process of developing a list of projects for the upcoming STIP.

Ms. Fields introduced the new Communications Clerk, Markee Hebden. Ms. Fields noted Ms. Hebden’s qualifications and experience and outlined some of her duties.

Ms. Fields noted the new website will go live later in the afternoon of June 20, 2019, and provided a brief demonstration. She thanked the Board for their support in allotting the funds for this project.

F. MoDOT Update

Andy Mueller stated that the selection process for replacing Travis Koestner, Southwest District Engineer, is still taking place. He noted that Scott Bachman is acting in this capacity until the replacement is hired. He added Mr. Bachman will be meeting with the Southwest District next week to provide an update on the process.

Mr. Mueller noted a MoDOT public meeting is being held on June 20, 2019, at 4:30 pm, at the Fire Station on Blackman Road. He stated this is for the next phase of the Hwy 65 rebuild.

G. Legislative Reports

Jeremy Pruitt, Congressman Billy Long’s Office, noted the House and Senate are dealing with spending budgets at this time of the year. He noted there have been several amendments

that have been offered. He noted that at this time there is nothing happening with infrastructure.

Chair Dixon expressed the appreciation of the Board of Directors with the assistance Congressman Long's office provided related to the Kansas Expressway extension. Mr. Pruitt stated he would be sure and pass this along to Congressman Long.

II. New Business

A. MoDOT Draft FY 2020-2024 STIP

Frank Miller stated the Statewide Transportation Improvement Program (STIP) has been distributed in the packet. He said this shows the projects in the Springfield area that will be submitted for reimbursement from the Department of Transportation. Mr. Miller briefly reviewed the projects included in the STIP. Mr. Miller noted the public comment period is from June 6th to July 5th. The Commission will vote on the STIP following the close of the public comment.

Mr. Compton moved the Board of Directors endorse the Draft FY 2020-2024 STIP, and directed Ms. Fields to write a letter notifying the Highway Commission of the OTO's endorsement. Mr. Bodenhamer seconded the motion and it was unanimously approved.

B. MoDOT Future Funding Scenarios

Frank Miller stated that MoDOT frequently discusses unfunded needs, however, this year MoDOT determined they wanted to take a closer look and see what those needs are. He noted MoDOT developed two funding scenarios that would be utilized should they receive additional funding from the federal government. Mr. Miller stated MoDOT had utilized the funding distribution formula and then worked with their partners to compile a list of projects that could be completed if additional funding was available. Mr. Miller noted that OTO staff worked with the Technical Planning Committee to develop the list of projects that is included in this packet.

Ms. Fields briefly discussed how the list of projects had been developed and asked that the Board support the proposed list.

Mr. Smith moved the Board of Directors recommend the proposed funding scenario list of projects. Mr. Jansen seconded the motion and it was unanimously approved.

C. Amendment Number Six to the FY 2019-2022 TIP

Sara Fields stated the proposed amendment is requested by Missouri State University and will be fully funded by earmark funds previously received. The University did not use all of the funds and are asking to use it at this time to make transit and pedestrian improvements.

Mr. Bodenhamer moved the Board of Directors approve FY 2019-2022 TIP Amendment Number Six. Mr. Smith seconded the motion and it was approved with Mr. Compton abstaining.

D. Federal Funds Balance Report

Sara Fields stated the OTO issues a federal funds balance report twice a year to update the jurisdictions on the status of the funds that have been allocated and those that have been obligated. MoDOT allows three years of allocated funds to be accrued, however, if they are not obligated at that time, the funds lapse. The OTO monitors the jurisdiction balances and Ms. Fields noted that they are barely within the required perimeters for ensuring the funds do not lapse.

Ms. Fields briefly reviewed the federal funds balance report and requested each jurisdiction review their balances to ensure their accuracy.

This item is for informational purposes only; no action by the Board is required.

E. Federal Functional Classification Map Change Request

Andy Thomason stated that MoDOT had contacted him noting while updating their records, they had noticed several classifications that needed to be updated or changed. For the benefit of the new members, he briefly reviewed the functional classification map and how it is used.

Mr. Thomason outlined the changes that are being requested. The proposed change will show Central Street as a local street and Pythian Street as a major collector.

Mr. Bengsch moved the Board of Directors approve the proposed federal functional classification map changes. Mr. Compton seconded the motion and it was unanimously approved.

F. Third Quarter Financial Statements

Kimberly Cooper reviewed the third quarter financial statements, which goes from January 1 through March 31. She briefly highlighted some of the expenditures for this quarter, which included ride share signs and the new website. The fund balance for the end of the third quarter is in keeping with the OTO policy of having 3 to 6 months of expenses in the fund.

Mr. Compton moved the Board of Directors accept the third quarter financial statements. Mr. Jansen seconded the motion and it was unanimously approved.

G. FY 2020 Unified Planning Work Program

Kimberly Cooper noted she would review the Unified Planning Work Program (UPWP) and the Operational Budget together, and then ask the Board to vote on them separately. Ms. Cooper stated the UPWP is required by federal law and is used for reimbursement of expenditures from both the Department of Transportation (OneDOT) and from MoDOT. She noted this program is approved by the Board of Directors but is not part of the audit that is

conducted each year. She noted some of the UPWP items that are not in the budget are items like in kind expenses, which is MoDOT's salaries and the time Board and Committee members spend in meetings. She noted that while the MoDOT salaries have been greatly reduced this year, there is an increase in the reimbursement for members' time. Ms. Cooper reviewed the proposed UPWP budget, highlighting the categories that have been increased and the reasons for these increases.

With no questions from the Board of Directors, Mr. Smith moved the Board of Directors approve the FY 2020 Unified Planning Work Program. Mr. Compton seconded the motion and it was unanimously approved.

H. FY 2020 Operational Budget

Kimberly Cooper stated the operational budget contains all expenses of the OTO, including non-reimbursable expenses. These non-reimbursable expenses include such items as advertising, promotional items, and bank fees to name a few. This budget is approved by the Board of Directors and is audited annually. Ms. Cooper reviewed the proposed budget indicating the increases and the reasons for such.

With no questions from the Board of Directors, Mr. Bengsch moved the Board of Directors approve the FY 2020 OTO Operational Budget. Mr. Tyson seconded the motion and it was unanimously approved.

I. Public Participation Plan Annual Evaluation

David Faucett stated the OTO is required to have a public participation plan and it is to be reviewed annually to determine how the OTO is reaching out to the public. Mr. Faucett briefly reviewed the 2018 goals and the performance measures that indicate how the OTO is accomplishing those goals. Mr. Faucett noted that public participation through "Give Us Your Input" has increased. He briefly reviewed the action items for 2019.

This item was presented for informational purposes only; no action is required.

J. Transportation Impact Study Guidelines

Andy Thomason stated the item before the Board of Directors is a technical memo that outlines a best practice for how communities could require transportation impact studies be developed. He said that if adopted, communities do not have to change their policies, but that this is a best practices guideline.

Mr. Thomason reviewed the history of the process of how these guidelines were developed. He discussed the entities that reviewed these guidelines and some of the input the OTO had received from these groups.

Mr. Thomason explained the guidelines and highlighted a few of the items that need to be included in a Transportation Impact Study.

Following a brief discussion on the proposed guidelines, Mr. Compton moved the Board of Directors approve the transportation impact study. Mr. Jansen seconded the motion and it

was unanimously approved.

K. BUILD Grant TIP Certifications

Sara Fields stated that the BUILD grant program is a revamp of the former TIGER grant program. She said the grants are usually issued annually and are due July 15. She indicated the award amounts are a minimum of \$5 million and a maximum of \$25 million. She noted there is a requirement of a local match of 20 percent.

Ms. Fields stated she believed the Board should formally approve the grant certifications. She reviewed the two projects that had been submitted, which are a pedestrian overpass on Highway 60 in the vicinity of Hines Street from the City of Republic and the Grant Avenue Connect Parkway from the City of Springfield.

With no questions from the members, Mr. Cossey moved the Board of Directors approve the BUILD Grant Certifications. Mr. Walker seconded the motion and it was unanimously approved.

III. Other Business

A. Board of Directors Member Announcements

There were no announcements.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues to be considered.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting.

With no additional business to come before the Board, Mr. Compton moved the meeting be adjourned. Mr. Walker seconded the motion and it was unanimously approved. The meeting was adjourned at approximately 1:05 p.m.

TAB 2



July 11, 2019

Mary Kromrey
Executive Director
Ozark Greenways
PO Box 50733
Springfield, MO 65805

RE: Trail Funding Support

Dear Ms. Kromrey:

Mid-America Technology Alliance (MATA) supports the use of any available funding that can develop, improve, maintain, and create new trails in our area.

Over the last decade studies have continued to show that greenways and trails are engines for economic development, community revitalization, and a tool for attracting and retaining talent. Technology careers are often work-from-home positions that allow candidates a choice about where to reside, despite the location of the company. MATA is committed to providing an environment in the Springfield region that will attract and retain both our local technology talent and draw outside talent here.

"The link between well-designed trails and improved property values is strong. Trails are a positive community asset that people appreciate." *Rails to Trails Conservancy Aug2007*

Millennials are currently the largest generation in the US workforce and tend to prefer walkable neighborhoods and trail access. Brad Neumann of Michigan State Cooperative Extension articulated, "In the New Economy, it is all about creating communities with amenities and high quality of life to retain and attract talent. Talented individuals, who are mobile and can live anywhere, want a walkable, bikeable community to call home."

We understand that there is currently \$1.6 million in omnibus funding available in the Springfield region that could be used for trails. We would like to lend our support of those funds being used for the creation of new trails as part of the region's current trail plan.

Sincerely,

Jason Arend
MATA Board President

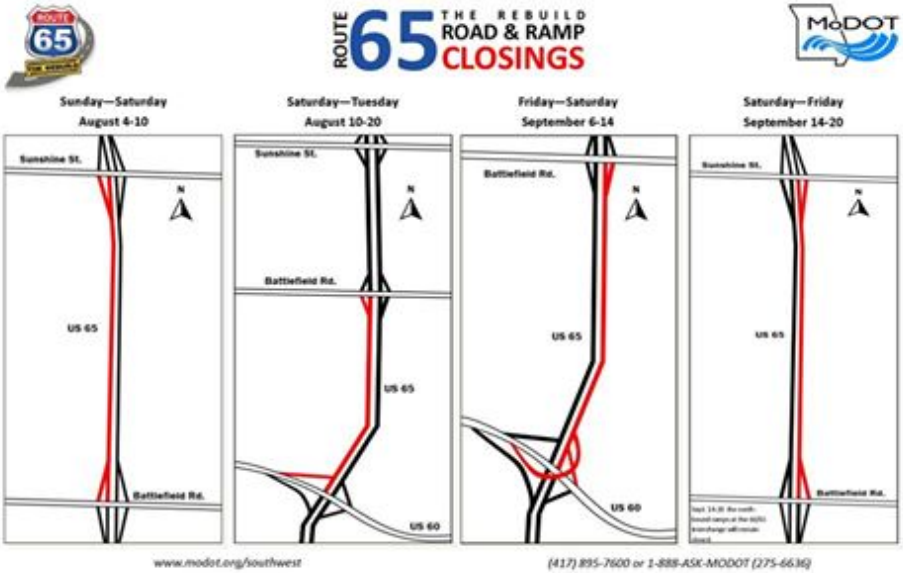
Posts



Ozarks Transportation Organization

August 2 at 9:56 AM ·

FYI, dates for road and ramp closures for the Hwy 65 rebuild.



30

43 Comments 606 Shares

Like

Comment

Share



All Comments



Write a comment...



MoDOT Southwest Missouri Also, if you'd like emailed project updates and alerts, sign up here: <https://bit.ly/2Y2BoCL>



MODOT.US9.LIST-MANAGE.COM
Route 65 REBUILD Final Phase

Like · Reply · 6d

4



Brad Crawford I still don't see any problem with the current road surface 🧑🏻 I'm sure they have their reasons.

Like · Reply · 2d

1



Mark Davis There's not.

Like · Reply · 2d



Ray Jones I can assure you that they have their reasons. Highway funds, whether for maintenance, restoration, new lanes, or even new alignments, are incredibly in demand all over the state. Since back in the 90s when they had problems, MODoT has been rated one of the best run highway departments in the country. In recent years this section of US65 has been patched and re-patched. If they are doing it, it's because it needs to be done.

Like · Reply · 1d



Write a reply...



Sally Walker Should be a bad few weeks again!

Like · Reply · 4d

1



Roger Wasson Thanks, I printed this off for us.

Like · Reply · 3d



Heather Williams **Tia Hoffman Williams** heres the dates and sides the highway will be closed

Like · Reply · 5d



Tia Hoffman Williams **Heather Williams** oml 44 is safer and quicker anyway

Like · Reply · 5d



Write a reply...



Allie Mendoza **Luciano Mendoza** is this going into Springfield?

Like · Reply · 3d



Jamie Reeder **Allie Mendoza** yes

Like · Reply · 2d



Write a reply...



Pam ODeil oh boy

Like · Reply · 3d



Janet Reynolds Miller I know, I dread this too

Like · Reply · 3d



Mark Davis Wow, what an unnecessary waste

Like · Reply · 5d

3



Steve Jeffries **Mark Davis** Yes, how dare we take care of our roads!

2

[Like](#) · [Reply](#) · 4d

Mark Davis Steve Jeffries I drive that stretch multiple times a day, it doesn't need the work.

[Like](#) · [Reply](#) · 4d

6



Jenny Collier I agree!! There are a lot of other roads that could use the work. I drive this stretch twice a day and it doesn't need any work done.. beside the fact it's recently been updated

[Like](#) · [Reply](#) · 3d

2



Mark Davis Folks, I'm gonna put OTO and MODOT over for just a second here and defend them for a second.

The reason that gov't parts have to do this kind of thing is to spend the budget they are allocated by Jeff City and/or DC.

If they don't spend it, some "genius" politician sees \$\$\$ he can steal from them, "after all, they didn't spend it, so they won't need that much this year" and put it to their own district to BUY votes YES, politicians are that inept and corrupt, that's why they are politicians, nobody will hire them.

Smart people, with legit business experience, won't run for office because they are being successful in the private market and don't want to put up with the political games of the inept and corrupt fools already in office.

Now, to throw them under the bus because there are other roads that need more work far more, and to do this on 65 at the height of tourist season to Branson is monumentally stupid..... and tells me that one of those inept politicians or some high \$\$\$ donor has it in for Branson.

[Like](#) · [Reply](#) · 2d · Edited

1



Write a reply...



Courtney Collins Heather Sunny McGuire Williams is this what you were telling me about?

[Like](#) · [Reply](#) · 3d

1



Katie S Johnson Billy Offutt

[Like](#) · [Reply](#) · 23h

Kayla Haden Denise Wilson

[Like](#) · [Reply](#) · 4d

Maddie Diane Melton David Salazar Emily Rae Melton

[Like](#) · [Reply](#) · 2d

1



Mikayla Valentine Hicks John Bruner

Like · Reply · 2d



John Bruner Yeah I ran into it this morning

Like · Reply · 2d



Mikayla Valentine Hicks ick.

Like · Reply · 2d



Write a reply...



Krystine Sechler Cody Pollock

Like · Reply · 2d



Erin Beuttenmuller Paul Beuttenmuller

Like · Reply · 3d



Marissa Irvine Dawn Irvine

Like · Reply · 4d



Kirstie Sanders Jeremy Sanders

Like · Reply · 1d



Ronald Whop Dinwiddie Cynthia McMenamy

Like · Reply · 3d



Cynthia McMenamy Ronald Whop
Dinwiddie thanks!

Like · Reply · 2d



Write a reply...



Stacey Gilmore Randy Cowherd Claire Jeanette Cowherd

Like · Reply · 3d



Claire Jeanette Cowherd Stacey Gilmore 🙄

Like · Reply · 3d



Write a reply...



Robin Durbin Alyssa Johnson

Like · Reply · 3d

1



Sonja Harwood Needham Earl Steinert

Like · Reply · 21h



Samantha French Nathan French

Like · Reply · 2d



Nathan French Samantha French and now we know lol

Like · Reply · 2d



Write a reply...



Steven Dana Jones Sandy Crump

Like · Reply · 3d



Hannah Noelle Osborn Jacob Beard Osborn

Like · Reply · 4d



Denise Wilson Mark Wilson

Like · Reply · 3d



Haley Lackrone Sonja Burns 🤔

Like · Reply · 1d

1



Sonja Burns Haley Lackrone I got the notification. It shouldn't affect us.

Like · Reply · 1d



Haley Lackrone Sonja Burns Of course you did lol

Like · Reply · 1d

1



Sonja Burns Haley Lackrone 🐻

Like · Reply · 1d

TAB 3

BOARD OF DIRECTORS AGENDA 8/15/2019; ITEM II.B.

Amendment Number 10 to *Transportation Plan 2040*

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

AGENDA DESCRIPTION:

The City of Ozark has requested a number of changes to the Major Thoroughfare Plan:

1. Rural Collector to Secondary Arterial - From Sandstone along Summit then Future Secondary Arterial Extending to Hwy W
2. Collector to Local - 22nd between Hwy 14 & Warren
3. Add Future Primary Arterial - 19th from New E/W Future Collector from 6th to Selmore, Revised 17th Alignment
4. Revise Oak to Primary Arterial from 17th to 11th, Remove Western Future Primary Alignment
5. Revise Collector to Local and Remove Future Collector on 7th & 5th
6. Remove Future Collector from Hartley to Lark
7. Future Collector Realigned to 25th Street
8. Revise 20th to Secondary Arterial from Collector, Remove Future Collectors and Proposed Secondary Arterial, Realign Future Collector to Fremont
9. Future Collector between Combs & Fremont Removed
10. Future Secondary Arterial Realigned along 20th to Longview
11. Primary Collector Realigned to 18th
12. Revise 14th to Local from Collector
13. Removed Future Collector & Revised 12th to Local
14. Relocate Future Secondary Arterial Alignment
15. Future Secondary Arterial Bridge Crossing Removed
16. Realign 19th Collector to Frontage Rd Alignment
17. Sunset Revised to Local and Future Collector Relocated at Garton Rd to Indian Valley Dr
18. Add Future Collector from Bluestem to Farmer Branch
19. Revised Fremont to Primary Arterial from Sun Valley Rd to County Line

Staff is recommending an additional set of changes to update the Major Thoroughfare Plan with changes that have been made to an existing roadway:

1. Realignment of Central Street to Pythian Street
Central has been vacated and is now a part of the OTC campus. Pythian has now been extended to recreate an east-west connection. This update corresponds to the Functional Classification Request that was approved by the Board of Directors at their June 2019 meeting.

As part of the FAST Act Performance Measures requirements, OTO must continue to update its planning documents to align with the implementation rules of the Performance Measure Requirements. These Major Thoroughfare Plan changes are considered an update to the Long Range Transportation Plan (LRTP), *Transportation Plan 2040*, and so the LRTP System Performance Report must be updated to include the Targets that have been adopted to date.

PRIOR AMENDMENTS:

1. Amendment 1 was for sidewalk connections between Ozark and Nixa.
2. Amendment 2 was for the MTP change along 17th/19th Streets in Ozark.
3. Amendment 3 was for the revised design standards.
4. Amendment 4 was for the addition of the Riverside Bridge Replacement project.
5. Amendment 5 was for the addition of \$215 million in revenue.
6. Amendment 6 was for the addition of I-44 capacity projects to the constrained project list.
7. Amendment 7 was for the MTP change to reclassify Grant as a secondary arterial.
8. Amendment 8 was for the MTP change to realign Inman Road in Nixa.
9. Amendment 9 was to add the 60/125 interchange to the constrained list and to make changes to the MTP in Greene County for the alignment of Farm Road 94 and AB as well as the removal of Farm Road 140 between West Bypass and Orchard Crest.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 17, 2019, the Technical Planning Committee recommended that the Board of Directors approve *Transportation Plan 2040* Amendment 10.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 10 to *Transportation Plan 2040*, pending additional public comment received through August 16, 2019.”

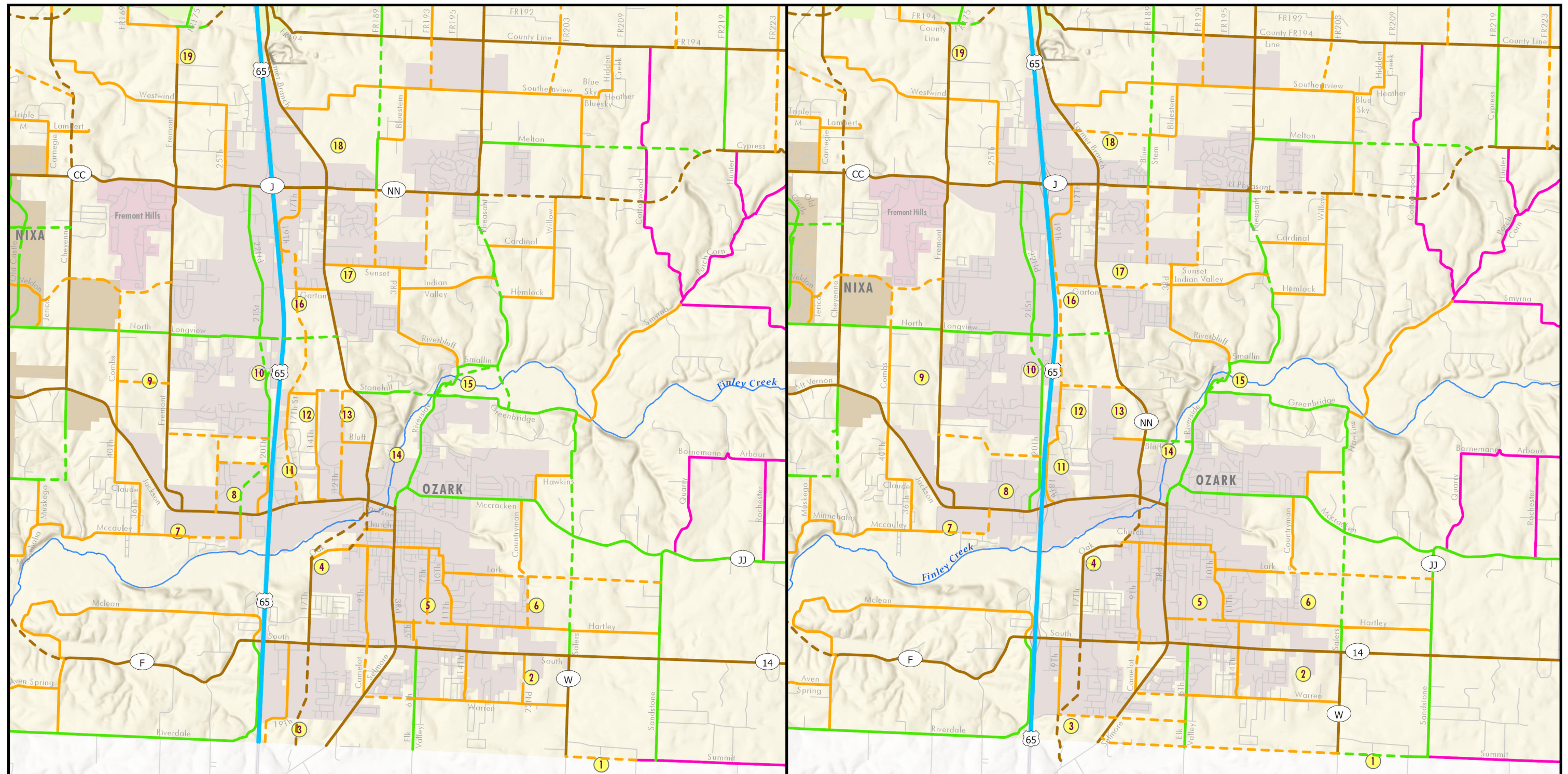
OR

“Move that Amendment 10 to *Transportation Plan 2040* be approved with the following changes...and pending any additional public comment received through August 16, 2019.”

Amendments to the Major Thoroughfare Plan as Proposed by the City of Ozark, June 4, 2019

Original Classification

Proposed Amendments



Street Class

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local
- Railroad

Future Street Class

- Proposed Expressway
- Proposed Primary Arterial
- Proposed Secondary Arterial
- Proposed Collector
- Proposed Local

- 1 Rural Collector to Secondary Arterial - From Sandstone along Summit then Future Secondary Arterial Extending to Hwy W
- 2 Collector to Local - 22nd between Hwy 14 & Warren
- 3 Add Future Primary Arterial - 19th from New E/W Future Collector from 6th to Selmore, Revised 17th Alignment
- 4 Revise Oak to Primary Arterial from 17th to 11th, Remove Western Future Primary Alignment
- 5 Revise Collector to Local and Remove Future Collector on 7th & 5th
- 6 Remove Future Collector from Hartley to Lark
- 7 Future Collector Realigned to 25th Street
- 8 Revise 20th to Secondary Arterial from Collector, Remove Future Collectors and Proposed Secondary Arterial, Realign Future Collector to Fremont
- 9 Future Collector between Combs & Fremont Removed
- 10 Future Secondary Arterial Realigned along 20th to Longview

- 11 Primary Collector Realigned to 18th
- 12 Revise 14th to Local from Collector
- 13 Removed Future Collector & Revised 12th to Local
- 14 Relocate Future Secondary Arterial Alignment
- 15 Future Secondary Arterial Bridge Crossing Removed
- 16 Realign 19th Collector to Frontage Rd Alignment
- 17 Sunset Revised to Local and Future Collector Relocated at Garton Rd to Indian Valley Dr
- 18 Add Future Collector from Bluestem to Farmer Branch
- 19 Revised Fremont to Primary Arterial From Sun Valley Rd to County Line



City of Ozark

Department of Public Works

207 E. Brick St. Ozark, Missouri 65721 * Phone: 417-581-1702 * Phone: 417-581-0353 * www.ozarkmissouri.org

June 28, 2019

VIA: ELECTRONIC MESSAGE

Natasha Longpine
Principal Planner
Ozarks Transportation Organization

Natasha,

The City of Ozark would like to provide the Ozarks Transportation Organization (OTO) with a procedural update regarding the formal adoption of the requested modifications to the Major Thoroughfare Plan (MTP).

City Staff has been working diligently along with the OTO staff in an attempt to make the appropriate alterations to the MTP. The City of Ozark has proposed nineteen (19) amendments to the current MTP. These changes are based upon transportation data, development trends, future land use planning efforts, the obtainability of the necessary right-of-way, and the availability of key infrastructure components.

It is the City of Ozark's desire to submit these alterations to the OTO Technical Planning Committee at the July 17, 2019 meeting. Staff is concurrently proposing these changes to the Ozark Board of Aldermen (BOA). These amendments will be presented to the BOA on July 18, 2019. It is the City's desire to have all the proposed changes formally adopted by the BOA on August 5th of 2019. By adhering to this proposed timeline, all City approvals will be completed prior to the OTO Board of Directors meeting which is scheduled to be held on August 15, 2019.

Please feel free to contact our office if you have any questions or concerns related to this project or any of our ongoing transportation planning efforts. We greatly value our relationship with the Ozarks Transportation Organization.

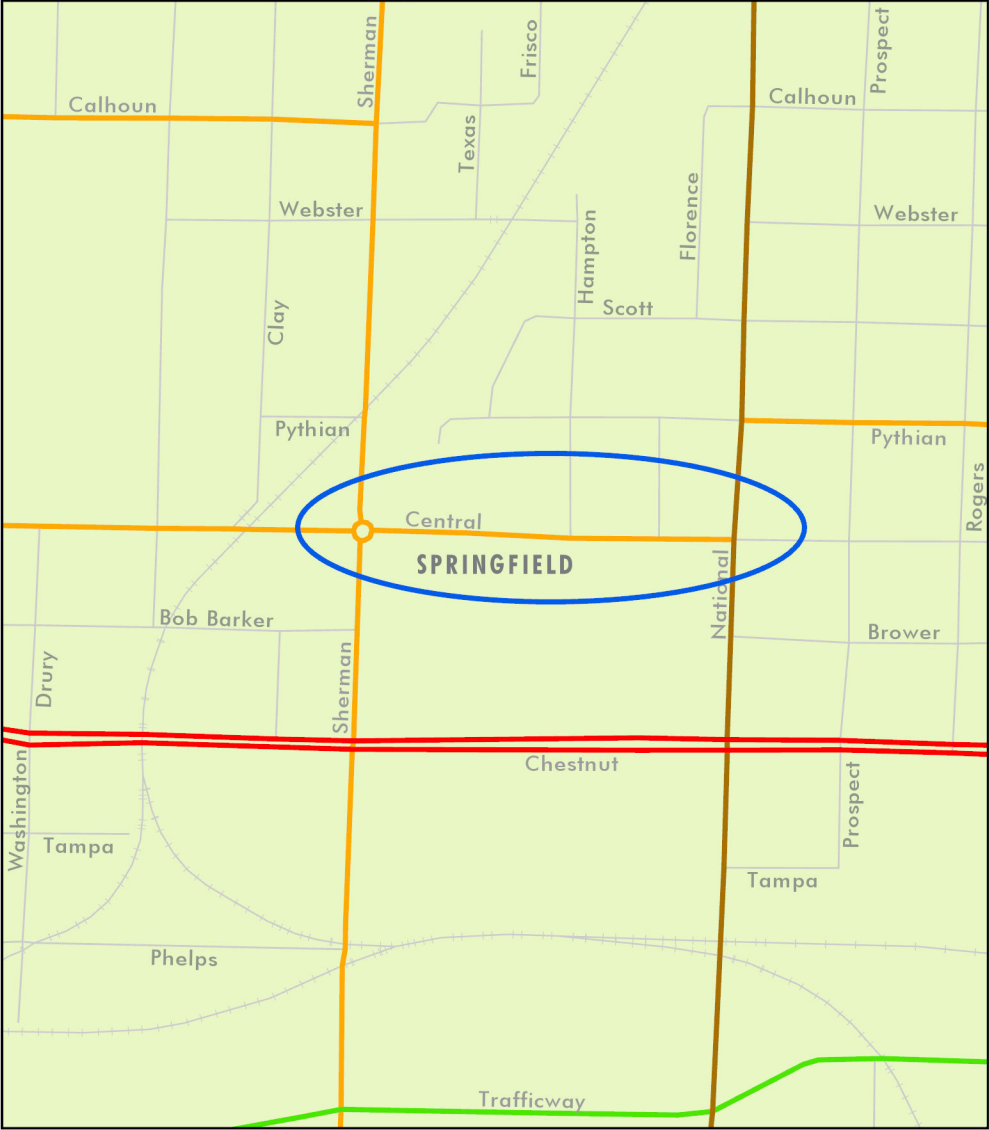
Respectfully,

A handwritten signature in black ink, appearing to read "Jeremy Parsons".

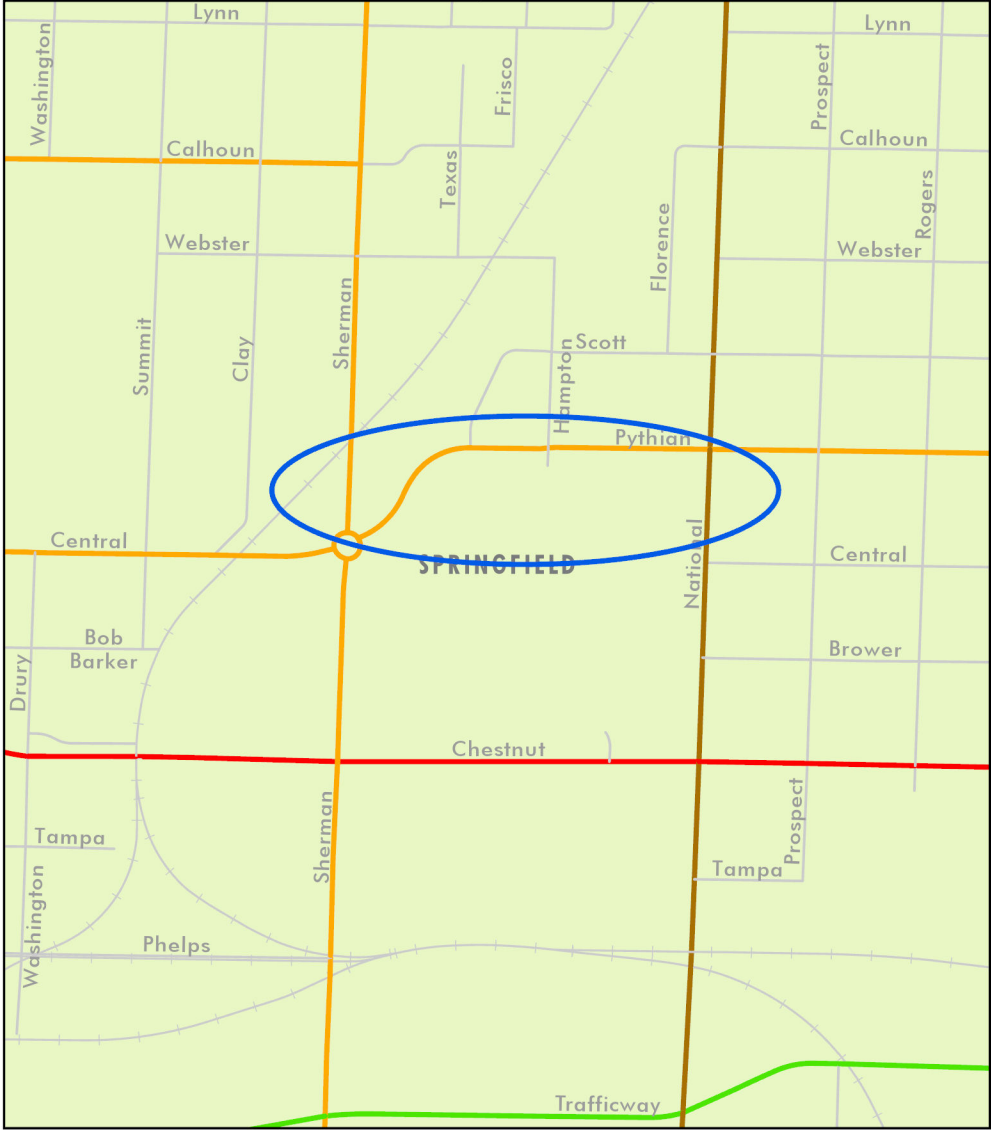
Jeremy Parsons
Public Works Director

Major Thoroughfare Plan Amendment:
Pythian to Collector & Central to Local/Private from National to Sherman

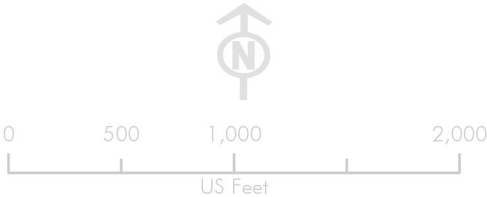
Original Classification



Proposed Classification



- | Street Class | | Future Street Class | |
|--------------------|-----------------|-----------------------------|--|
| Freeway | Rural Collector | Proposed Expressway | |
| Expressway | Boulevard | Proposed Primary Arterial | |
| Primary Arterial | Local | Proposed Secondary Arterial | |
| Secondary Arterial | Railroad | Proposed Collector | |
| Collector | | Proposed Local | |



Appendix 8 – System Performance Report

System Performance Report Overview

MAP-21, and as continued by the FAST Act, was the first transportation reauthorization bill requiring target setting coordination between State DOTs, MPOs, and transit agencies on national performance measures. The metropolitan transportation plan, per 23 CFR 450.324 subpart (f)(3) and (f)(4), is required to include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report with subsequent updates evaluating the condition and performance of the transportation system.

Background information on all of the performance measures required in the FAST Act can be found in Chapter 3, while the targets and system performance can be found in this Appendix.

Transit Targets

Adopted by the OTO Board of Directors on December 20, 2018

City Utilities, as a Tier II transit agency, is partnering with the State of Missouri on their Transit Asset Management (TAM) Plan, which was adopted in October 2018. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets were coordinated with the applicable transit agencies and MPOs. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on December 20, 2018, the OTO Board of Directors accepted the Transit Asset Management Targets in the MoDOT TAM Plan.

Table A8-1: Transit Asset Management Targets

Assets: Only those for which agency has direct capital responsibility	Performance Measure	Targets
Equipment Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark	Not Applicable
Rolling Stock Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark	45 percent
Infrastructure (not applicable in state plan) Only rail fixed-guideway, track, signals and systems	Percentage of track segments w/performance restrictions by class	Not Applicable
Facilities Administrative, passenger stations (buildings), and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale*	30% with below 3.0 Condition Rating
Maintenance Facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale*	25% with below 3.0 Condition Rating

*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

Adopted by the OTO Board of Directors on December 20, 2018

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 20, 2018, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2019, which are based on a rolling five-year average:

Table A8-2: Safety Targets

Performance Measure	5-Year Rolling Average (2013-2017)	Statewide Target for CY2019
Number of Fatalities	854.4	872.3
Fatality Rate per 100 Million VMT	1.176	1.160
Number of Serious Injuries	4756.4	4433.8
Serious Injury Rate per 100 Million VMT	6.566	6.168
Number of Non-Motorized Fatalities and Serious Injuries	441.3	445.4

OTO has agreed to plan and support MoDOT in the statewide targets. 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. Safety is a heavily weighted factor in the selection of projects at the OTO. *Transportation 2040* both sets aside funding categorically for safety and uses crash data to prioritize projects to include on the Constrained Project List. Bicycle and Pedestrian projects also receive categorical funding and are promoted to be built with and along side roadway projects. Improving this infrastructure will go a long way to creating a safer environment for bicyclists and pedestrians. *Transportation 2040* also incorporates complete streets, which promote a safer environment. Safety is further considered in the annual OTO prioritization process which takes projects from the LRTP to be programmed in the Transportation Improvement Program.

Infrastructure Condition Targets

Adopted by the OTO Board of Directors on October 18, 2018

After review of the information, at its meeting on October 18, 2018, the OTO Board of Directors unanimously voted to support the statewide system condition targets for CYs 2019 and 2021:

Table A8-3: Pavement and Bridge Targets

Performance Measure	2017 Baseline	2019 Target	2021 Target
Percentage of NHS Bridges in Good Condition	34.0%	30.9%	30.9%
Percentage of NHS Bridges in Poor Condition	7.1%	7.1%	7.1%
Percentage of Interstate Pavements in Good Condition	77.5%		77.5%
Percentage of Interstate Pavements in Poor Condition	0.0%		0.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%

System Performance Targets

Adopted by the OTO Board of Directors on October 18, 2018

After review of the information, at its meeting on October 18, 2018, the OTO Board of Directors unanimously voted to support the statewide system performance targets for CYs 2019 and 2021:

Table A8-4: System Performance Targets

Performance Measure	2017 Baseline	2019 Target	2021 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%		87.8%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.30

TAB 4

BOARD OF DIRECTORS AGENDA 8/15/2019; ITEM II.C.

Administrative Modifications 2, 3, and 4 to the FY 2019-2022 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The following changes are included as part of Administrative Modifications Two and Three to the FY 2019-2022 Transportation Improvement Program.

Administrative Modification 2

Changes in a project's fund source(s) from Federal to non-Federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate)

1. ADA Improvements on Nature Center Way
*From EN1914-19A5 to EN1914-19AM2
Changing STBG Funding to MoDOT-AC*
2. Route EE Resurfacing FR 97 to AB
*From GR1805-18 to GR1805-19AM2
Changing STBG Funding to MoDOT-AC*
3. On-Call Bridge Repairs
*From MO1906-19A3 to MO1906-19AM2
Changing NHPP Funding to MoDOT-AC*
4. MO 125 Drainage Improvements
*From ST1901-19A3 to ST1901-19AM2
Changing STBG Funding to MoDOT-AC*

Administrative Modification 3

1. Miller Road Widening (from WI1701-17AM1 to WI1701-19AM3)
*Changes in a project's programmed amount less than 15% (up to \$2,000,000):
Adding \$153,937 to the total programmed cost of the project, with additional
funding going toward construction, for a new total programmed amount of
\$1,180,187.*

Administrative Modification 4

Changes in a project's programmed amount less than 15% (up to \$2,000,000)

1. I-44 Resurfacing
*From SP1805-18 to SP1805-19AM4
Subtracting \$44,000 from the total programmed cost of the project for a new total
programmed amount of \$1,655,000.*

2. Route 413 Pavement Improvements

From SP1809-18 to SP1809-19AM4

Subtracting \$60,000 from the total programmed cost of the project for a new total programmed amount of \$1,837,000.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is included for informational purposes only. No action is required.



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1914-19AM2 ADA IMPROVEMENTS ON NATURE CENTER WAY

Route 60 South Outer Road
From 0.1 mile east of Republic Road
To end of Route
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Enhancements-Statewide
Bike/Ped Plan? EJ?
STIP # 8S3175
Federal ID #



Project Description

Scoping for ADA improvements on Nature Center Way from 0.1 mile east of Republic Road to end of route.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
MoDOT (AC)	State	ENG	\$31,200	\$30,400	\$0	\$0	\$61,600
MoDOT	State	ENG	\$7,800	\$7,600	\$0	\$0	\$15,400
Totals			\$39,000	\$38,000	\$0	\$0	\$77,000

Notes

Source of Local Funding: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$77,000

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
Conversion - STBG



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1914-19A5 ADA IMPROVEMENTS ON NATURE CENTER WAY

Route 60 South Outer Road

From 0.1 mile east of Republic Road

To end of Route

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Enhancements-Statewide

Bike/Ped Plan? EJ?

STIP # 8S3175

Federal ID #



Project Description

Scoping for ADA improvements on Nature Center Way from 0.1 mile east of Republic Road to end of route.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$31,200	\$30,400	\$0	\$0	\$61,600
MoDOT	State	ENG	\$7,800	\$7,600	\$0	\$0	\$15,400
Totals			\$39,000	\$38,000	\$0	\$0	\$77,000

Notes

Source of Local Funding: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$77,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1805-19AM2 **ROUTE EE RESURFACING FR 97 TO AB**

Route Rte. EE
From Farm Rd. 97
To Rte. AB

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

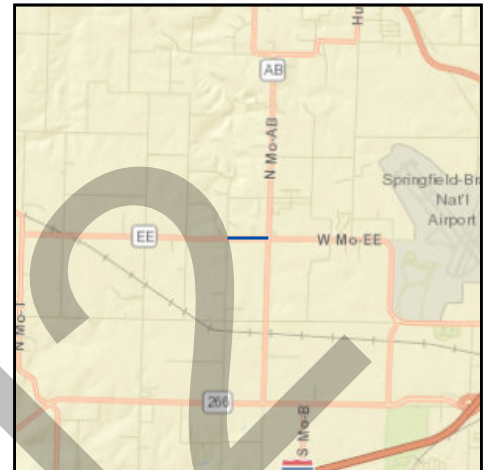
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8S3124

Federal ID #

Project Description

Pavement resurfacing on Rte. EE from Farm Road 97 to Rte. AB.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
MoDOT (AC)	Statel	ENG	\$6,400	\$0	\$0	\$0	\$6,400
MoDOT	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT (AC)	State	CON	\$47,200	\$0	\$0	\$0	\$47,200
MoDOT	State	CON	\$11,800	\$0	\$0	\$0	\$11,800
Totals			\$67,000	\$0	\$0	\$0	\$67,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$9,000

Future Cost \$0

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)

Total Cost \$76,000

Conversion - STBG



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR1805-18 **ROUTE EE RESURFACING FR 97 TO AB**

Route Rte. EE

From Farm Rd. 97

To Rte. AB

Location Greene County

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

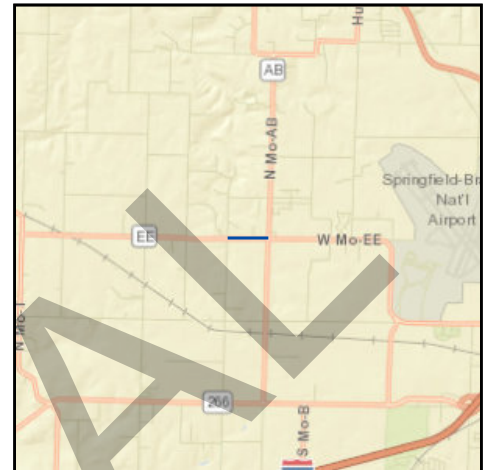
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8S3124

Federal ID #

Project Description

Pavement resurfacing on Rte. EE from Farm Road 97 to Rte. AB.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$6,400	\$0	\$0	\$0	\$6,400
MoDOT	State	ENG	\$1,600	\$0	\$0	\$0	\$1,600
FHWA (STBG)	Federal	CON	\$47,200	\$0	\$0	\$0	\$47,200
MoDOT	State	CON	\$11,800	\$0	\$0	\$0	\$11,800
Totals			\$67,000	\$0	\$0	\$0	\$67,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$9,000
Future Cost	\$0
Total Cost	\$76,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO1906-19AM2 ON-CALL BRIDGE REPAIRS

Route Various

From Various

To Various

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8I3163

Federal ID #

Project Description

Job order contracting for bridge repair at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
MoDOT (AC)	State	ENG	\$22,400	\$0	\$0	\$0	\$22,400
MoDOT	State	ENG	\$5,600	\$0	\$0	\$0	\$5,600
MoDOT (AC)	State	CON	\$155,200	\$0	\$0	\$0	\$155,200
MoDOT	State	CON	\$38,800	\$0	\$0	\$0	\$38,800
Totals			\$222,000	\$0	\$0	\$0	\$222,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$0

Future Cost \$0

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)

Total Cost \$222,000

Conversion - NHPP



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO1906-19A3 **ON-CALL BRIDGE REPAIRS**

Route Various

From Various

To Various

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 # TBD

Federal ID #

Project Description

Job order contracting for bridge repair at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$22,400	\$0	\$0	\$0	\$22,400
MoDOT	State	ENG	\$5,600	\$0	\$0	\$0	\$5,600
FHWA (NHPP)	Federal	CON	\$155,200	\$0	\$0	\$0	\$155,200
MoDOT	State	CON	\$38,800	\$0	\$0	\$0	\$38,800
Totals			\$222,000	\$0	\$0	\$0	\$222,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$222,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # ST1901-19AM2 **MO 125 DRAINAGE IMPROVEMENTS**

Route 125

From 0.2 mile e/o Rte. OO/Rte. 125 South Jct.

To 0.1 mile e/o Old Orchard Dr.

Location City of Strafford

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

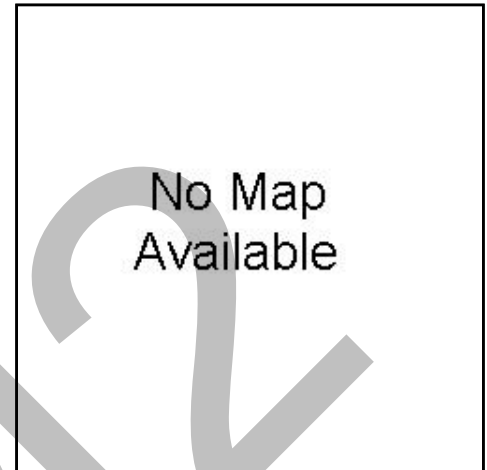
Bike/Ped Plan? EJ?

STIP # 8S3161

Federal ID #

Project Description

Scoping for drainage improvements from 0.2 mile east of the Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
MoDOT (AC)	State	ENG	\$1,600	\$1,600	\$0	\$0	\$3,200
MoDOT	State	ENG	\$400	\$400	\$0	\$0	\$800
Totals			\$2,000	\$2,000	\$0	\$0	\$4,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost \$0

Future Cost \$0

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)

Total Cost \$4,000

Conversion - STBG



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # ST1901-19A3 **MO 125 DRAINAGE IMPROVEMENTS**

Route 125

From 0.2 mile e/o Rte. OO/Rte. 125 South Jct.

To 0.1 mile e/o Old Orchard Dr.

Location City of Strafford

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

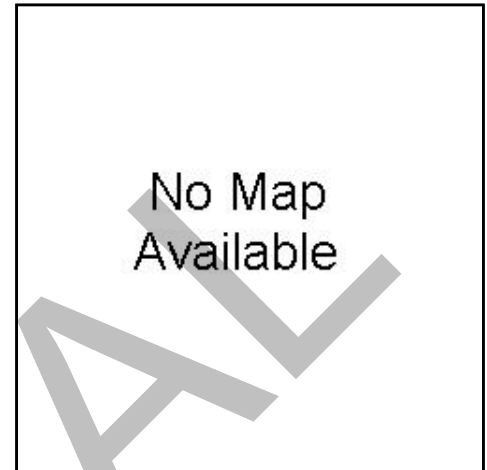
Bike/Ped Plan? EJ?

STIP # 8S3161

Federal ID #

Project Description

Scoping for drainage improvements from 0.2 mile east of the Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$1,600	\$1,600	\$0	\$0	\$3,200
MoDOT	State	ENG	\$400	\$400	\$0	\$0	\$800
Totals			\$2,000	\$2,000	\$0	\$0	\$4,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$4,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # WI1701-19AM3 **MILLER ROAD WIDENING**

Route Miller
From Farm Road 84
To Kime/Highway O
Location Willard

Federal Agency

Project Sponsor City of Willard

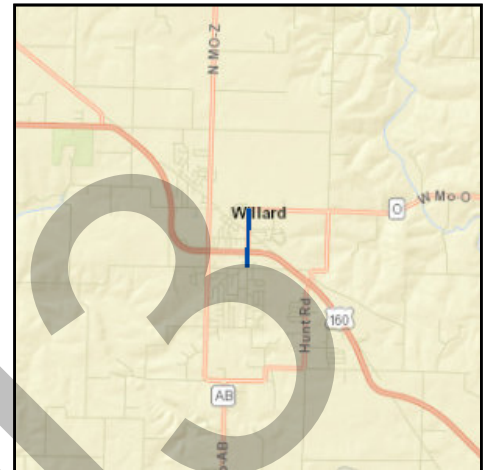
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? Yes **EJ?**

STIP #

Federal ID # 5944803



Project Description

Widening Miller Road from Jackson St. to US160. Add alternates include widening from US160 to Farm Road 84 and from Highway O (Kime) to Jackson St.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$120,000	\$0	\$0	\$0	\$120,000
LOCAL	Local	ENG	\$30,000	\$0	\$0	\$0	\$30,000
FHWA (STBG-U)	Federal	CON	\$723,980	\$0	\$0	\$0	\$723,980
LOCAL	Local	CON	\$306,207	\$0	\$0	\$0	\$306,207
Totals			\$1,180,187	\$0	\$0	\$0	\$1,180,187

Notes

Non-Federal Funding Source: City of Willard Revenue

Prior Cost	\$270,000
Future Cost	\$0
Total Cost	\$1,450,187



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # WI1701-17AM1 **MILLER ROAD WIDENING**

Route Miller
From Farm Road 84
To Kime/Highway O

Location

Federal Agency

Project Sponsor City of Willard

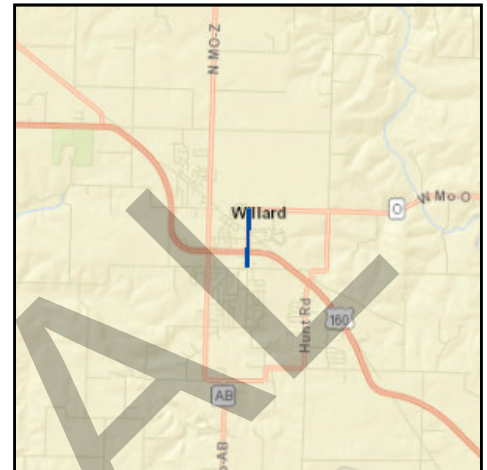
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? Yes **EJ?**

STIP #

Federal ID # 5944803



Project Description

Widening Miller Road from Jackson St. to US160. Add alternates include widening from US160 to Farm Road 84 and from Highway O (Kime) to Jackson St.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$120,000	\$0	\$0	\$0	\$120,000
LOCAL	Local	ENG	\$30,000	\$0	\$0	\$0	\$30,000
FHWA (STBG-U)	Federal	CON	\$613,896	\$0	\$0	\$0	\$613,896
LOCAL	Local	CON	\$262,354	\$0	\$0	\$0	\$262,354
Totals			\$1,026,250	\$0	\$0	\$0	\$1,026,250

Notes

Non-Federal Funding Source: City of Willard Revenue

Prior Cost	\$270,000
Future Cost	\$0
Total Cost	\$1,296,250

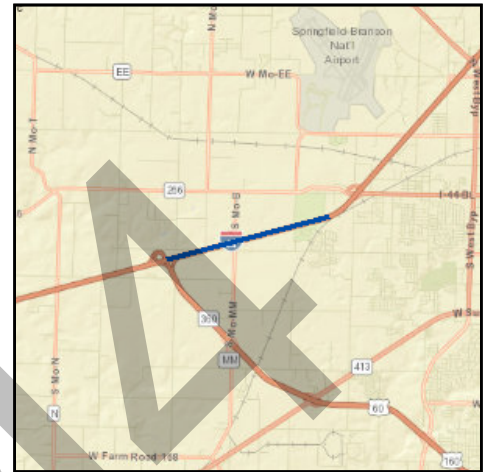


Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1805-19AM4 **I-44 RESURFACING**
Route I-44
From Rte. 360
To 0.6 mi. west of Rte. 266
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(I/M)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** Yes
STIP # 8I3120
Federal ID #



Project Description

Pavement improvements on I-44 from Rte. 360 to 0.6 miles west of Rte. 266 in Springfield.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (I/M)	Federal	ENG	\$22,500	\$156,600	\$0	\$0	\$179,100
MoDOT	State	ENG	\$2,500	\$17,400	\$0	\$0	\$19,900
FHWA (I/M)	Federal	CON	\$0	\$1,310,400	\$0	\$0	\$1,310,400
MoDOT	State	CON	\$0	\$145,600	\$0	\$0	\$145,600
Totals			\$25,000	\$1,630,000	\$0	\$0	\$1,655,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,657,000

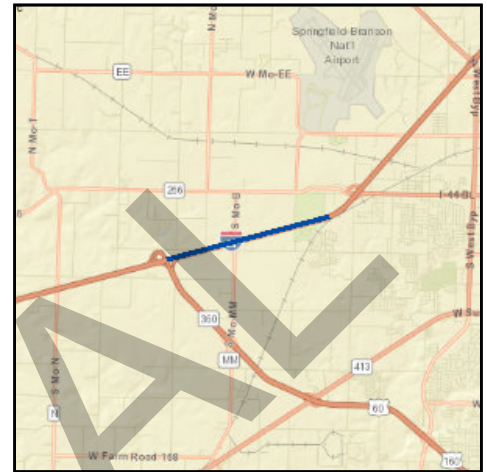


Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1805-18 **I-44 RESURFACING**
Route I-44
From Rte. 360
To 0.6 mi. west of Rte. 266
Location
Federal Agency
Project Sponsor MoDOT
Federal Funding Category NHPP(I/M)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** Yes
STIP # 8I3120
Federal ID #



Project Description

Pavement improvements on I-44 from Rte. 360 to 0.6 miles west of Rte. 266 in Springfield.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (I/M)	Federal	ENG	\$22,500	\$130,500	\$0	\$0	\$153,000
MoDOT	State	ENG	\$2,500	\$14,500	\$0	\$0	\$17,000
FHWA (I/M)	Federal	CON	\$0	\$1,374,300	\$0	\$0	\$1,374,300
MoDOT	State	CON	\$0	\$152,700	\$0	\$0	\$152,700
Totals			\$25,000	\$1,672,000	\$0	\$0	\$1,697,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,699,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1809-18 **ROUTE 413 PAVEMENT IMPROVEMENTS**

Route Rte. 413

From Rte. 360

To Rte. 13

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

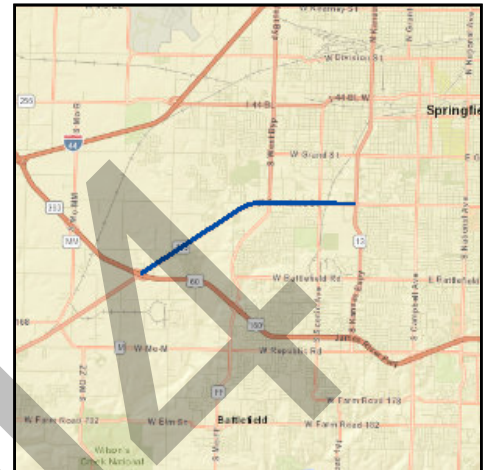
Bike/Ped Plan? **EJ?** Yes

STIP # 8S3114

Federal ID #

Project Description

Pavement resurfacing on Rte. 413 from Rte. 360 to Kansas Expressway (Rte. 13) in Springfield. Project involves bridge H0945.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$20,000	\$132,800	\$0	\$0	\$152,800
MoDOT	State	ENG	\$5,000	\$33,200	\$0	\$0	\$38,200
FHWA (NHPP)	Federal	CON	\$0	\$1,316,800	\$0	\$0	\$1,316,800
MoDOT	State	CON	\$0	\$329,200	\$0	\$0	\$329,200
Totals			\$25,000	\$1,812,000	\$0	\$0	\$1,837,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,839,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1809-18 **ROUTE 413 PAVEMENT IMPROVEMENTS**

Route Rte. 413

From Rte. 360

To Rte. 13

Location

Federal Agency

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? **EJ?** Yes

STIP # 8S3114

Federal ID #

Project Description

Pavement resurfacing on Rte. 413 from Rte. 360 to Kansas Expressway (Rte. 13) in Springfield. Project involves bridge H0945.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$20,000	\$133,600	\$0	\$0	\$153,600
MoDOT	State	ENG	\$5,000	\$33,400	\$0	\$0	\$38,400
FHWA (NHPP)	Federal	CON	\$0	\$1,364,000	\$0	\$0	\$1,364,000
MoDOT	State	CON	\$0	\$341,000	\$0	\$0	\$341,000
Totals			\$25,000	\$1,872,000	\$0	\$0	\$1,897,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$1,899,000

TAB 5

BOARD OF DIRECTORS AGENDA 8/15/2019; ITEM II.D.

Amendment Number Seven to the FY 2019-2022 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Seven to the FY 2019-2022 Transportation Improvement Program, requested by MoDOT.

1. *Revised* Route FF Resurfacing JRF to Weaver (BA1801-19A7)
The project cost estimate has been reduced to a total programmed amount of \$526,000 from \$756,000. The federal funding is \$420,000 reduced from \$604,800.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 17, 2019, the Technical Planning Committee recommended that the Board of Directors approve Amendment 7 to the FY 2019-2022 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment 7 to the FY 2019-2022 Transportation Improvement Program, pending additional public comment received through August 16, 2019.”

OR

“Move approve Amendment 7 to the FY 2019-2022 Transportation Improvement Program, with these changes...pending additional public comment received through August 16, 2019.”



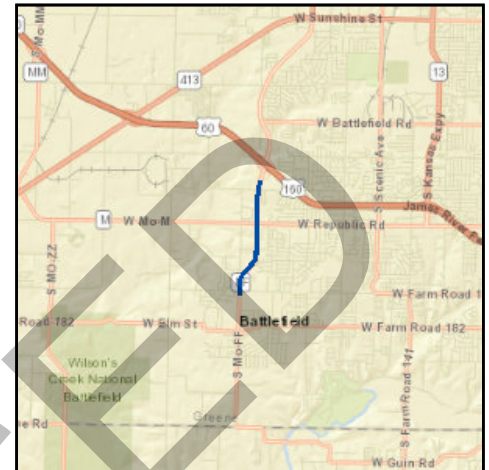
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # BA1801-19A7 ROUTE FF RESURFACING JRF TO WEAVER

Route Rte. FF
From 0.2 miles S. of JRF
To S. of Weaver
Location City of Battlefield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8S3121
Federal ID #



Project Description

Pavement resurfacing on Rte. FF from 0.2 miles south of James River Freeway (Rte. 60) to south of Weaver Road in Battlefield.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$7,200	\$36,800	\$0	\$0	\$44,000
MoDOT	State	ENG	\$1,800	\$9,200	\$0	\$0	\$11,000
FHWA (NHPP)	Federal	CON	\$0	\$376,800	\$0	\$0	\$376,800
MoDOT	State	CON	\$0	\$94,200	\$0	\$0	\$94,200
Totals			\$9,000	\$517,000	\$0	\$0	\$526,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$528,000



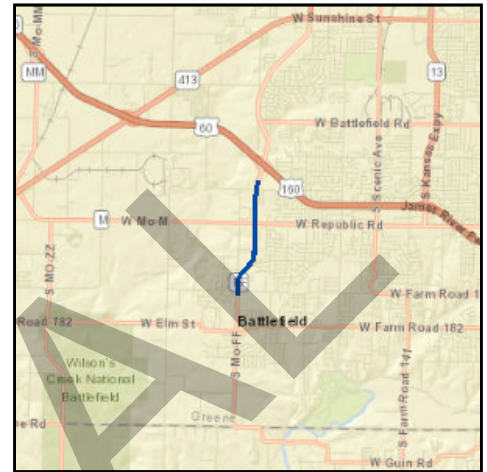
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # BA1801-18 ROUTE FF RESURFACING JRF TO WEAVER

Route Rte. FF
From 0.2 miles S. of JRF
To S. of Weaver
Location City of Battlefield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8S3121
Federal ID #



Project Description

Pavement resurfacing on Rte. FF from 0.2 miles south of James River Freeway (Rte. 60) to south of Weaver Road in Battlefield.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$7,200	\$53,600	\$0	\$0	\$60,800
MoDOT	State	ENG	\$1,800	\$13,400	\$0	\$0	\$15,200
FHWA (NHPP)	Federal	CON	\$0	\$544,000	\$0	\$0	\$544,000
MoDOT	State	CON	\$0	\$136,000	\$0	\$0	\$136,000
Totals			\$9,000	\$747,000	\$0	\$0	\$756,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$2,000
Future Cost	\$0
Total Cost	\$758,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	
2019															
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$880,000	\$0	\$0	\$0	\$220,000	\$0	\$0	\$1,100,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$225,149
GR1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,568,000	\$0	\$0	\$1,892,000	\$0	\$0	\$9,460,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$1,600	\$0	\$0	\$8,800
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$160,000	\$0	\$0	\$800,000
GR1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208,800	\$0	\$0	\$52,200	\$0	\$0	\$261,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$51,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$84,000
GR1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$0	\$67,000
GR1901-19	\$10,156,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,539,018	\$0	\$0	\$0	\$12,695,093
GR1902-19	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1904-19	\$0	\$0	\$369,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,400	\$0	\$0	\$462,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1908-19	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$181,000
MO1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$998,400	\$0	\$0	\$0	\$249,600	\$0	\$0	\$1,248,000
MO1717-18A5	\$324,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$81,000	\$200	\$0	\$0	\$406,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$128,800	\$0	\$0	\$644,000
MO1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,328,000	\$0	\$0	\$332,000	\$0	\$0	\$1,660,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$0	\$0	\$100,000
MO1902-19	\$0	\$0	\$0	\$197,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$219,000
MO1903-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO1906-19A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,600	\$0	\$0	\$0	\$44,400	\$0	\$0	\$222,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,471,200	\$0	\$0	\$0	\$367,800	\$0	\$0	\$1,839,000
NX1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$331,200	\$4,923,200	\$0	\$0	\$1,313,600	\$0	\$0	\$6,568,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,668,800	\$0	\$0	\$0	\$917,200	\$0	\$0	\$4,586,000
NX1801-17A2	\$882,400	\$0	\$0	\$0	\$0	\$0	\$0	\$718,400	\$0	\$0	\$237,600	\$162,600	\$0	\$0	\$2,001,000
NX1802-19A2	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,660	\$0	\$0	\$0	\$363,660
NX1803-18A2	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$136,400	\$0	\$0	\$12,500	\$34,100	\$0	\$0	\$233,000

FY 2019 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$3,565,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$0	\$506,655	\$0	\$0	\$740,993	\$625,001	\$0	\$123,499	\$0	\$2,796,148
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$63,000	\$0	\$0	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
OT1901-19A5	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$250,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$11,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$150,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$8,000	\$0	\$0	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,200	\$0	\$0	\$0	\$138,800	\$0	\$0	\$694,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$557,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$1,343,000
SP1805-19AM4	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$2,310,000
SP1809-19A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000	\$0	\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,200	\$0	\$0	\$7,800	\$0	\$0	\$39,000
WI1001-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$3,000	\$0	\$0	\$15,000
WI1701-17AM1	\$733,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,354	\$0	\$0	\$0	\$1,026,250
WI1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,364,800	\$0	\$0	\$1,591,200	\$0	\$0	\$7,956,000
SUBTOTAL	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$7,039,487	\$12,168,708	\$20,000	\$123,499	\$94,718,760

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2020															
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$103,400	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$200	\$0	\$0	\$1,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$33,400	\$0	\$0	\$167,000
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1707-17A6	\$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	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,000	\$0	\$0	\$0	\$264,000	\$0	\$0	\$1,320,000
GR1901-19	\$5,935,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,064,411	\$0	\$0	\$0	\$11,000,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$7,400	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,800	\$0	\$0	\$0	\$22,200	\$0	\$0	\$111,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1908-19	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$2,000	\$0	\$0	\$6,000
GR1911-19	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$50,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$179,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83,000	\$200	\$0	\$0	\$416,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,400	\$0	\$0	\$22,600	\$0	\$0	\$113,000
MO1903-19	\$0	\$241,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,800	\$0	\$0	\$268,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$35,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$514,400	\$0	\$0	\$128,600	\$0	\$0	\$643,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,341,600	\$0	\$0	\$0	\$1,335,400	\$0	\$0	\$6,677,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1803-18A2	\$1,065,108	\$0	\$0	\$0	\$0	\$0	\$0	\$838,892	\$0	\$0	\$266,277	\$209,723	\$0	\$0	\$2,380,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,400	\$0	\$0	\$0	\$15,600	\$0	\$0	\$78,000
OK1401-18AM4	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334,400	\$0	\$143,000	\$333,600	\$0	\$0	\$3,161,000
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,551,200	\$0	\$0	\$637,800	\$0	\$0	\$4,024,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,945,600	\$0	\$0	\$0	\$486,400	\$0	\$0	\$2,432,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$9,000	\$0	\$0	\$45,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,615,200	\$0	\$0	\$0	\$403,800	\$0	\$0	\$2,019,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2020 Continued															
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$861,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$9,800	\$0	\$0	\$49,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1805-19A4	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$1,630,000
SP1809-19A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$362,400	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800	\$0	\$0	\$69,000
SP1818-19A3	\$200,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875,200	\$0	\$0	\$393,200	\$468,800	\$0	\$0	\$2,938,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$11,779,400	\$0	\$0	\$0	\$3,193,600	\$0	\$0	\$15,968,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SUBTOTAL	\$9,093,497	\$2,314,600	\$78,400	\$1,498,500	\$45,000	\$0	\$0	\$28,116,692	\$4,724,000	\$0	\$6,003,388	\$9,041,423	\$5,000	\$0	\$60,920,500
2021															
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,800	\$0	\$0	\$0	\$468,200	\$0	\$0	\$2,341,000
GR1905-19	\$0	\$0	\$0	\$2,866,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0	\$3,185,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$1,725,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$0	\$23,400	\$0	\$0	\$117,000
GR1908-19	\$0	\$0	\$267,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,800	\$0	\$0	\$334,000
GR1909-19	\$0	\$0	\$1,164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291,200	\$0	\$0	\$1,456,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$527,200	\$0	\$0	\$131,800	\$0	\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$250,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	\$0	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200	\$0	\$0	\$606,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,000	\$0	\$0	\$426,000
MO2102-19	\$0	\$412,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$458,000
MO2103-19	\$0	\$160,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$178,000

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2021 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0	\$0	\$1,072,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0	\$0	\$2,904,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0	\$0	\$727,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0	\$0	\$522,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0	\$0	\$1,015,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0	\$0	\$845,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600	\$0	\$0	\$923,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000	\$0	\$0	\$1,405,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800	\$0	\$0	\$1,299,000
SUBTOTAL	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$141,125	\$5,000,300	\$25,000	\$0	\$26,623,625
2022															
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$4,492,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0	\$0	\$2,120,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0	\$0	\$1,893,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$23,500
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$289,406
RG0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0	\$0	\$14,053,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$540,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SUBTOTAL	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,312,402	\$4,989,300	\$0	\$0	\$29,449,906
GRAND TOTAL	\$36,397,807	\$12,521,500	\$3,020,800	\$4,661,100	\$450,000	\$963,132	\$506,655	\$68,911,492	\$36,669,680	\$740,993	\$15,496,402	\$31,199,731	\$50,000	\$123,499	\$211,712,791

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds					
2019 Funds Programmed	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$75,367,066	\$7,039,487	\$12,188,708	\$123,499	\$4,828,137	\$99,546,897
2020 Funds Programmed	\$9,093,497	\$2,314,600	\$78,400	\$1,498,500	\$45,000	\$0	\$0	\$28,116,692	\$4,724,000	\$0	\$45,870,689	\$6,003,388	\$9,046,423	\$0	\$4,915,044	\$65,835,544
2021 Funds Programmed	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,457,200	\$141,125	\$5,025,300	\$0	\$5,003,515	\$31,627,140
2022 Funds Programmed	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$22,148,204	\$2,312,402	\$4,989,300	\$0	\$5,093,578	\$34,543,484
Total	\$36,397,807	\$ 12,521,500	\$ 3,020,800	\$ 4,661,100	\$ 450,000	\$ 963,132	\$506,655	\$68,911,492	\$36,669,680	\$740,993	\$ 164,843,159	\$ 15,496,402	\$ 31,249,731	\$123,499	\$ 19,840,274	\$231,553,065

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,295,300	\$43,687,000	\$38,504,000	\$44,238,000	\$192,465,293
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$123,499	\$7,039,487	\$6,003,388	\$141,125	\$2,312,402	\$15,619,901
Available Suballocated Funding	\$23,958,136	\$3,583,143	\$5,877,811	\$5,542,879	\$6,937,464	\$45,899,432
TOTAL AVAILABLE FUNDING	\$24,822,628	\$80,746,067	\$60,483,243	\$49,191,519	\$58,581,444	\$273,824,900
Prior Year Funding		\$24,822,628	\$6,021,798	\$669,497	\$18,233,876	--
Programmed State and Federal Funding		(\$99,546,897)	(\$65,835,544)	(\$31,627,140)	(\$34,543,484)	(\$231,553,065)
TOTAL REMAINING	\$24,822,628	\$6,021,798	\$669,497	\$18,233,876	\$42,271,835	\$42,271,835

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

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

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

TAB 6

BOARD OF DIRECTORS AGENDA 8/15/2019; ITEM II.E.

Draft FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The FY 2020-2023 Transportation Improvement Program will be sent out under separate cover and can be found on the [OTO website](#).

OTO annually develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process.

The MoDOT Statewide Transportation Improvement Program has been incorporated into the Draft TIP. This is included in the Roadway and Bicycle and Pedestrian parts of the draft document.

Also included are FTA 5310 Projects (vehicles for human service agencies serving the disabled and elderly), FTA 5339 projects (transit capital), and transit operations. City Utilities Transit is currently the only eligible recipient for FTA 5307 (Transit Operating Assistance and Preventative Maintenance).

The document is available for review online at www.GiveUsYourInput.org. The draft TIP was made available for public comment beginning on July 14, 2019 and lasting through August 15, 2019. Any comments received by August 15, 2019 will be provided to the Board of Directors for consideration. None have been received at the time the agenda was published.

Since the Technical Planning Committee meeting in July, minor changes have been made to the draft in order to reflect agency review comments made by MoDOT and USDOT. These comments and OTO response are outlined for Board of Directors member review. Also included is a listing of major projects over \$1 million.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 17, 2019, the Technical Planning Committee recommended the Board of Directors approve the FY 2020-2023 Transportation Improvement Program, with changes as recommended by USDOT and MoDOT, to the OTO Board of Directors."

BOARD OF DIRECTORS ACTION REQUESTED:

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

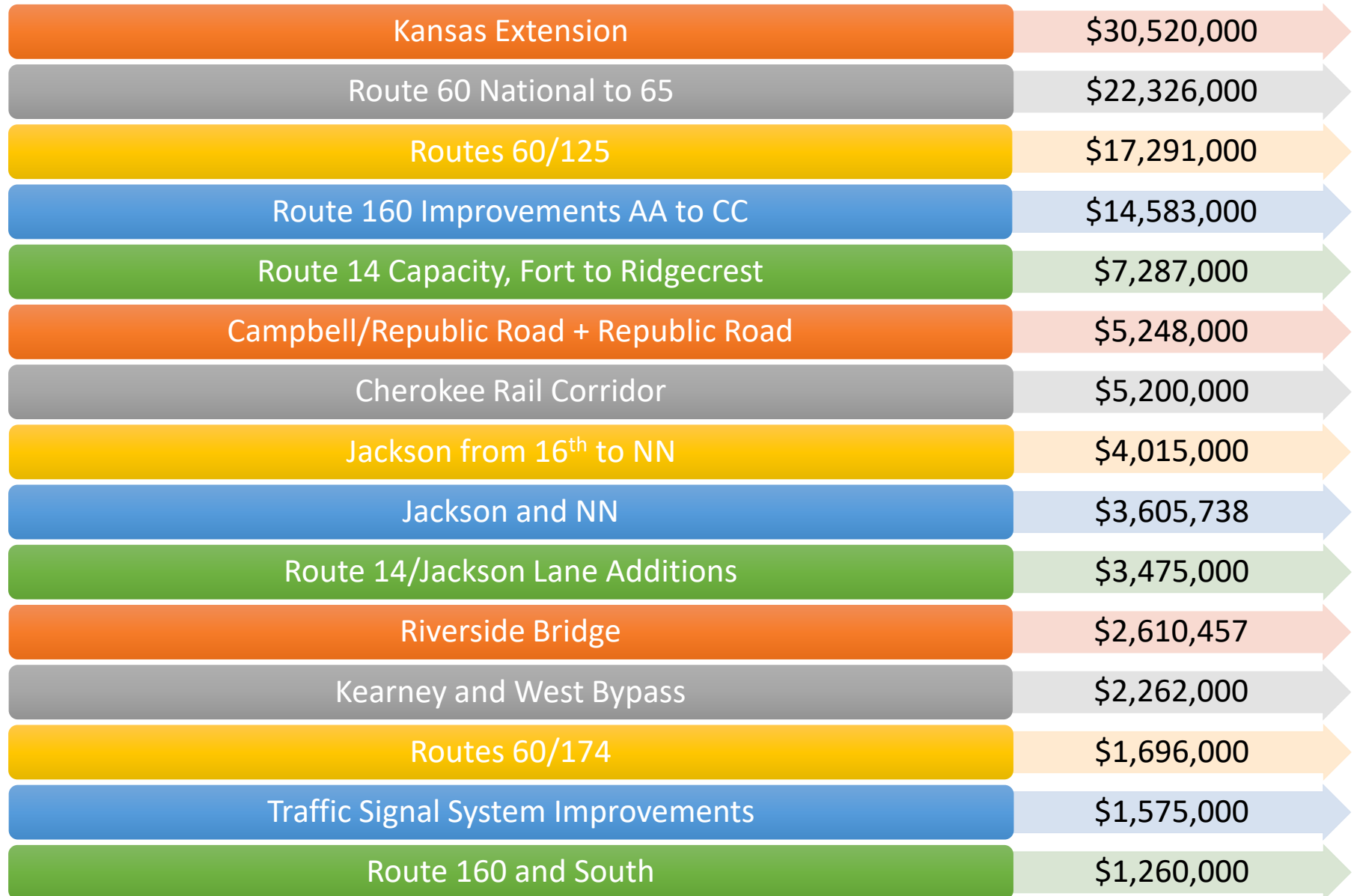
"Move to approve the FY 2020-2023 Transportation Improvement Program, with changes made since recommendation by the Technical Planning Committee."

OR

"Move to ask staff to revisit the document to make these changes..."

This would require a special Technical Committee meeting prior to the August Board of Directors meeting.

Major Projects over \$1 Million



OTO RESPONSE TO U.S. DOT AND MODOT COMMENTS ON FY 2020-2023 TIP

FHWA COMMENTS

PERFORMANCE MEASURES

1. Safety Targets (Pg. Biii) - The first sentences use the CY acronym. If this is the first use of the acronym, please consider spelling out as calendar year (CY).

This was fixed.

STATUS OF PRIOR YEAR PROJECTS (C-I & C- II)

2. The City of Springfield (EN1803-18A3) and Battlefield (EN1513) bike/ped projects are shown in the current TIP with a status of reprogrammed to FY2019. Why are these two projects not shown in the table?

These were reprogrammed again. They have been added back to the table to clarify this.

3. Greene County (GR1501) roadway project is shown in the current TIP with a status of reprogrammed to FY2019. Why is this project not shown in the table?

This was reprogrammed again. It has been added back to the table to clarify this.

4. City of Springfield (SP1812-18) roadway project is shown in the current TIP with a status of reprogrammed to FY2019, 2020 and 2022. Why is this project not shown in the table?

As this project was reprogrammed into later years of the TIP, it is not included in the status table, as it would not be assumed complete yet.

TRANSPORTATION ALTERNATIVES PROGRAM (PGS. EI & EII)

5. The presentation of information relative to eligible sponsors is a value-added addition to the OTO TIP. Nice job!

Thank you

MODOT SPONSORED SCOPING AND ROADWAY PROJECTS

6. Several MoDOT scoping, bike/ped and roadway projects are shown as advanced construction (AC) projects. This is an observed change from the current TIP, that did not show known AC projects. The effort to show MoDOT AC projects in the FY2020-2023 TIP update is commended.

Thank you

OPERATION & MAINTENANCE (PGS. H-X THRU H-XI)

7. The MoDOT O&M narrative describes O&O activities as the following:

This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals.

When soliciting for LPA annual O&M cost estimates for locally owned federal-aid system lane miles, does OTO provide LPAs this description of basic maintenance activities for which the LPA is asked to develop their per lane mile cost estimate?

Yes, OTO has a flyer and form (the form is also available to fill-in online) that we provide to the LPAs. OTO staff also compares the provided information with the LPA's budgets. This was developed in response to comments on a previous TIP regarding this information. A copy of this flyer and form are attached.

8. The City of Nixa's per lane mile cost of \$10,382 is \$2,453 greater than the next highest LPA estimate (Ozark/\$7,929). The City of Nixa's FY2020 estimate is 6.1% greater than their FY2019 estimate (\$9,785) and 310% greater than their FY2018 cost estimate (\$2,530). OTO is encouraged to take steps to ensure that all LPAs are developing cost estimates for the same scope of O&M work.

OTO provides education to LPAs regarding the information used for calculating operations and maintenance expenses. Each jurisdiction is unique in their staffing and budgets. Budgets may also vary from year to year depending on O and M needs. The costs represent the information provided by the LPAs.

FTA COMMENTS

No comment and thanks for inserting in the performance measures section.

MODOT COMMENTS

PERFORMANCE MEASURES

1. Recommend removing all the tables of targets since they are now in your MTP. Targets are NOT required in your TIP and will cause confusion down the road as you update them and they look different than the MTP.
Removed Target Tables from TIP as recommended.
2. Revise text
 - a. Page B-iv (Remove)
OTO has not yet set all of the performance targets based on the National Goals, since the targets are not yet due.
As targets are set for the nationally prescribed performance measures, the Plan and TIP will continue to be amended to address them.
Removed text as recommended
 - b. Page B-vii (Revise)
The *Should this have MoDOT in front of it?* LRTP and STIP Prioritization processes
No, this is referring to OTO's process to prioritize locally available STIP funding
In 2020, about 20 percent of funding is dedicated to *Asset Management* ~~Taking Care of the System~~,
though additional funds
Revised text as recommended

PROJECTS

1. 8S3173 – The current STIP has this project as AC and the draft TIP is not
This was changed in the TIP to AC
2. 8Q3180 – Not in the TIP tool. Do we need to get it added?
Yes, this project was added as NX2001-20

3. 8S3172 – This project is not AC in the STIP, but it's AC in the draft TIP
Changed to STBG in the TIP to match the STIP
4. 8S3171 – The STIP shows STBG funds and AC. The draft TIP shows NHPP funds and no AC
Changed TIP to match the STIP
5. 8P0605I – The STIP shows AC, NHPP and the draft TIP does not show AC
Changed TIP to match the STIP
6. 8P0605J – The STIP shows AC, NHPP and the draft TIP does not show AC
Changed TIP to match the STIP
7. 8S3092 – The prior cost in the draft TIP has \$9,800 and the STIP has \$5,000 - total project cost is off (\$766,800 in the draft TIP vs. \$762,000 in the STIP)
Reduced TIP FY 2020 Engineering by \$4,800 as this is reflected in FY 2019. The difference was due to the differences in state and federal fiscal years.
8. 8P3096 – STIP and Draft TIP project cost is off...\$4,586 vs. \$4,611 – the prior cost amount is off
Changed TIP to match the STIP
9. 8S0836 – STIP is AC and the Draft TIP is not
Changed TIP to match the STIP
10. 8P3127 – STIP is AC and Draft TIP is not
Changed TIP to match the STIP
11. 8S3153 – STIP doesn't match the draft TIP - the draft TIP has two STIP numbers listed which might make a difference in the cost amounts
Yes, that would be the difference. We added to an existing TIP project when this project was added last year.
12. 8P3122B – The STIP shows AC and the draft TIP does not
Changed TIP to match the STIP
13. 8S3188 – The STIP shows AC and the draft TIP does not
Changed TIP to match the STIP
14. 0I3006O – STIP shows NHPP and draft TIP shows STBG
Changed TIP to match the STIP
15. 8Q3181 – Need to tie to MO2104-19 and move MoDOT funding to FY 2021 from FY 2020
This change was made so MO2104-19 in the TIP corresponds to 8Q3181 in the STIP.
16. 8I3191 – AC-State scoping project missing in TIP
Added to TIP as MO2010-20

OPERATIONS & MAINTENANCE IN THE TIP

The Transportation Improvement Program is required to include a financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

For the purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation.

DEFINING OPERATIONS AND MAINTENANCE

“Operations and Maintenance” includes the salaries, materials, and equipment needed to deliver the roadway and bridge programs for a jurisdiction. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; and materials such as salt, asphalt and fuel.

Additional examples include:

Bridge Maintenance	Incident Response	Traffic Management
Customer Calls	Litter and Debris Removal	Traffic Signs and Signals
Dead Animal Removal	Mowing	Vegetation Control
Ditches/Drainage	Pavement Repairs and Sealing	Winter Operations
Driveway Maintenance	Permits	
Flood/Road Closures	Striping	

MODOT

MoDOT provides maintenance costs to OTO as developed for the statewide transportation improvement program (STIP). OTO includes this costs and the accompanying assumptions in the TIP.

TRANSIT

OTO uses information provided by City Utilities relating to the cost of operating and maintaining the public transit system.

LOCAL JURISDICTIONS

OTO requests the cost for each operations and maintenance from each jurisdiction. By using reported total reported lane miles and the expected expenditures for operations and maintenance by the jurisdiction, OTO is able to calculate a per lane mile cost and apply that to the number of federal-aid lane miles in each jurisdiction.

THE FORM ON THE FOLLOWING PAGE WILL BE MADE AVAILABLE AS AN ONLINE SURVEY FOR EACH JURISDICTION TO COMPLETE.

OPERATIONS AND MAINTENANCE

Please use information from the most current budget for your city/agency.

Jurisdiction _____

1. HOW MANY LANE MILES (TOTAL) ARE MAINTAINED BY YOUR CITY/COUNTY? IF UNABLE TO PROVIDE LANE MILES, THEN LIST CENTERLINE MILES.

<https://itstillruns.com/centerline-miles-vs-lane-miles-8721056.html>

Lane Miles _____

Centerline Miles _____

2. TRANSPORTATION BUDGET INFORMATION

Year of most recent budget _____

Total Budgeted Revenue _____

Sources of Revenue (i.e., sales tax, property tax, motor fuel tax, general revenue)

--

3. TOTAL EXPENDITURES FOR TRANSPORTATION OPERATIONS AND MAINTENANCE - FROM YOUR CURRENT BUDGET

This would include, in total, how much is budgeted for: salaries, fringe benefits, materials, and equipment needed to deliver the roadway and bridge maintenance programs. This includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs, and pothole patching; mowing rights of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals.

DO NOT INCLUDE CAPITAL IMPROVEMENTS SUCH AS OVERLAY RESURFACING, TIP PROJECTS, OR OTHER MAJOR ROAD/SIDEWALK PROJECTS.

Total Transportation Operations and Maintenance Expenditures _____

TAB 7

BOARD OF DIRECTORS AGENDA 8/15/2019; ITEM II.F.

Planning Process and Financial Capacity Certifications

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

AGENDA DESCRIPTION:

Planning Process

Metropolitan Planning Organizations must certify annually to FHWA and FTA their compliance with federal, state, environmental, and civil rights regulations and that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area. Requirements for compliance include:

- Title VI of the Civil Rights Act of 1964;
- Prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises;
- An equal employment opportunity program;
- The Americans with Disabilities Act;
- The Older Americans Act;
- The prohibition of discrimination based on gender; and
- The prohibition of discrimination against individuals with disabilities.

Financial Capacity

This certifies that applicants for FTA Section 5307, 5309, and 5339 funding have the financial capacity to undertake their programmed projects. In this case, City Utilities is the only recipient of this funding.

Attached are the Certification documents to be signed by the Ozarks Transportation Organization and the Missouri Department of Transportation. These are included with the annual update to the Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to certify the Ozarks Transportation Organization’s compliance with the metropolitan transportation planning process and to certify the financial capacity of City Utilities.”

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area, and the Missouri Department of Transportation hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40CFR part 93; (NOT APPLICABLE)
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature

Bob Dixon
Chairman
Ozarks Transportation Organization

August 15, 2019
Date

Signature

Steve Campbell
District Engineer
Southwest District
Missouri Department of Transportation

August 15, 2019
Date

FINANCIAL CAPACITY ANALYSIS CERTIFICATION

(FTA CIRCULAR 7008.1A)

I certify that the agencies requesting Federal Transit Administration grants under Sections 5307, 5309, and 5339 have the financial capacity to undertake the programmed projects listed in the FY 2019-2022 Transportation Improvement Program (TIP). The financial capacity statements were reviewed by the Ozarks Transportation Organization. This analysis reflects the financial condition of the City Utilities Transportation Department, OATS, Inc., and Missouri State University. OTO verifies their financial capacity to undertake their programmed projects and provide for the transit needs of Springfield, Missouri.

Signature

Bob Dixon
Chairman
Ozarks Transportation Organization

August 15, 2019

Date

TAB 8

BOARD OF DIRECTORS AGENDA 8/15/2019; ITEM II.G.

STIP Project Prioritization Criteria

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Over the past year, OTO staff has been working with two committees to rewrite the OTO prioritization criteria for recommending projects for the Statewide Transportation Improvement Program.

Initially, the TPC reviewed the existing criteria over three meetings while a group of Transportation Engineers from MoDOT met to review and make recommendations regarding the best way to use available data for scoring projects. Next, the TPC had special subcommittee meetings to look at the criteria and recommendations from the Transportation Engineers group.

The prioritization criteria only serve as initial project scoring. It is up to the Technical Committee to take the scores under advisement when ranking projects for recommendation to the full Board.

Included for review is the Draft Prioritization Glossary which will define the new criteria to be used for the next round of prioritization. The 2021-2025 STIP deadline for the scoring and final prioritization to be completed is the November Technical Planning Committee and the December Board of Directors.

Following the Board approval of the Prioritization Criteria, the projects will be scored and special TPC meetings will be held to review the scores and prioritize projects as outlined in the following schedule:

- June through July 2019- OTO staff **Score Projects**
- July through Sept. 2019- Subcommittee meetings to **Review Scoring and Prioritize Projects**
- September-December 2019- OTO Approval of **STIP Priorities**
- January through March 2020- MoDOT updates on proposed project programming (**NEW**)
- Spring 2020- Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program
- June 2020- OTO Board requested to **Endorse the STIP**
- June-August 2020- OTO **TIP Programming** of STIP Projects
- Fall 2020- FHWA and FTA **Approve TIP** and authorize projects for obligation as planned in the STIP/TIP

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 17, 2019, the Technical Planning Committee recommended that the Board of Directors approve the Draft STIP Project Prioritization Criteria.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Draft STIP Project Prioritization Criteria.”

OR

“Move to recommend that the criteria is revised as follows...”

FY 2021-2025 STIP Project Prioritization Glossary

1. High Volume Corridors. Corridors that have high volumes will be awarded additional points.

Corridors are scored based upon AADT. This data is obtained annually from MoDOT. The most recent data is used.

Over 40,000 = 6 Points

20,000 to 40,000 = 4 Points

10,000 to 20,000 = 2 Points

0 to 10,000 = 0 Points

2. Safety

Safety Scores for Project Segments and Intersections (40 points possible)

The MoDOT Actual Accident Rate, 3-Year Fatality Average, and 3-Year Injury Average for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 3-year period from 2015 to 2017 were provided by the MoDOT Central Office in the SS Segment file. The actual accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

$$\frac{\text{Crashes} * 100,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{AADT}] * [\text{Length}]}$$

Fatality and injury rate calculations for segments use the same formula but only consider fatal crashes or injury crashes in the numerator. Actual Accident, Fatality, and Injury rates are calculated by MoDOT for State System Intersections according to the following formula:

$$\frac{\text{Crashes} * 1,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{ENTERING_VOLUME}]}$$

An average for all actual accident rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The fatality and injury averages by roadway or approach leg values were classed in to four quartiles based on percentile rank accordingly for these metrics:

<u>Actual Rate by Type</u>			<u>3-Year Fatality Avg.</u>			<u>3-Year Injury Avg.</u>		
= > 1.5	= 4	+	75th – 100th	= 4	+	75th – 100th	= 4	
> 1.5 and => 1	= 3	+	50th – 75th	= 3	+	50th – 75th	= 3	
> 1 and => 0.5	= 2	+	25th – 50th	= 2	+	25th – 50th	= 2	
> .5 – 0	= 1	+	0th – 25th	= 1	+	0th – 25th	= 1	

The reclassified rank values for Actual Accident, Fatality, and Injury rate were then added together creating a range of safety scores from 3 to 12. The safety scores are then rescaled from 1 – 10 corresponding to the original scale of 3 – 12. A multiplier of 4 was applied to the rescaled value of 1 – 10 to award safety points as depicted below:

<i>Safety Score Value →</i>	<i>Rescaled Safety Score →</i>	<i>Safety Score Multiplier →</i>	<i>Safety Points Awarded</i>
3	1	x 4	4
4	2	X4	8
5	3	X4	12
6	4	X4	16
7	5	X4	20
8	6	X4	24
9	7	X4	28
10	8	X4	32
11	9	X4	36
12	10	X4	40

3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it receives five points.

4. Congestion Management Current

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Current Volume-to-Capacity Greater than or equal to 1 =14 points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2017 Average Annual Daily Traffic totals and percentage of commercial traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of commercial traffic. This value was subtracted from the AADT value, multiplied by 3 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. The travel demand model no-build scenario for 2040 includes projects committed through 2018. The projected volume to capacity ratio for the 2040 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Volume-to-capacity ratios were calculated for opposing directions. A project was awarded points based on the highest directional value intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

5. Congestion Management Future

Future (2040 or most recent model run) volume-to-capacity greater than or equal to 0.86 = 5 Points. See above description

6. Environmental Justice

Environmental Justice Tracts

In order to adequately consider historically disadvantaged groups. Each of these categories has been mapped by Census Tract percentages from the 2012 – 2016 American Community Survey 5-Year Estimates. If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered high percentage tract. If a proposed project intersects or is adjacent to one or both of these identified tracts it will be given points as follows:

Intersecting or adjacent to tract consider to have a high percentage of minorities = 2 points

Intersecting or adjacent to tract consider to have a high percentage of low income = 2 points

7. Multi-Modal (maximum of 3 points)

Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

8. Freight Corridor Statewide Freight Plan

Project is on a corridor that is identified as a Tier I or Tier II facility in the State Freight Plan

Tier 1 = 2 Points

Tier 2 = 1 Point

9. Percentage Freight Traffic

Greater than 20% = 3

Between 15% and 20% = 2

Between 10 and 15% = 1

10. Travel Time

The OTO employs Acyclica wifi sensors and INRIX travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS) to develop travel time analytics at locations along roadways in the OTO area. Travel time data are collected for all weekdays during April. The collection period for the AM peak is from 7:15 AM – 8:15 AM for all roadways. The collection period for the PM peak varies from 5:00 PM – 6:00 PM for Freeways and Springfield arterials to 5:30 PM – 6:30 PM for arterials outside of Springfield. Travel times are converted to miles per hour and subtracted from the posted speed limit. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scales:

Arterials

20.0 mph or more Below the Speed Limit = 14

10.0 to 19.9 mph Below the Speed Limit = 10

5.0 to 9.9 mph Below the Speed Limit = 4

Above the Speed Limit to 4.9 mph Below = 0

Freeways

10 mph or more Below the Speed Limit = 14

9.9 to 5 mph Below the Speed Limit = 10

4.9 to 0.1 mph Below the Speed Limit = 4

Equal to or Above the Speed Limit = 0

11. Bridge Condition (4 points possible)

Project corridor includes a structurally deficient bridge determined to be poor or very poor by MoDOT.

Yes = 4 Points

No = 0 Points

FY 2020-2024 STIP Project Prioritization Glossary

1. Priority Projects

1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

OTO maintains a map showing the Priority Projects of Regional Significance. Projects along these corridors received the total point value.

2. Safety

2.1. Safety Scores for Project Segments and Intersections

The MoDOT Actual Accident Rate, Fatality Rate, and Injury Rate for State System (SS) Roadway Segments in the SW District were included in an additive combination to produce the priority safety scores for proposed projects. Accident data for the 3-year period from 2015 to 2017 were used in rate calculations for 2017 in a SS Segment file provided by the MoDOT Central Office. The actual accident rate for segments were calculated by MoDOT using a standard formula from the FHWA's *Roadway Departure Safety: A Manual for Local Rural Road Owners* as follows:

$$\frac{\text{Crashes} * 100,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{AADT}] * [\text{Length}]}$$

Fatality and injury rate calculations for segments use the same formula but only consider fatal crashes or injury crashes in the numerator. Actual Accident, Fatality, and Injury rates are calculated by MoDOT for State System Intersections according to the following formula:

$$\frac{\text{Crashes} * 1,000,000}{3 [\text{yrs}] * 365 [\text{days}] * [\text{ENTERING_VOLUME}]}$$

An average for all three rates by roadway type was calculated for state system segments within the MoDOT SW District area. Averages were calculated for intersections with the same number of approach legs. Individual rates for segments and intersections were then divided by the average for either roadway type or number of approach legs District-wide. This produced a value above or below one. Values above one indicated how many times greater the individual segment or intersection rate was above its type average. Conversely, values below one indicated that the segment or intersection rate was less than the average for its type in the SW District. Ultimately, this created a symmetrical value among all types suitable for reclassification. The rates by roadway or approach leg values were classed in to four categories based on percentile rank accordingly for all three rates:

<u>Actual Rate by Type</u>			<u>Fatality Rate by Type</u>			<u>Injury Rate by Type</u>	
75th – 100th	= 4	+	75th – 100th	= 4	+	75th – 100th	= 4
50th – 75th	= 3	+	50th – 75th	= 3	+	50th – 75th	= 3
25th – 50th	= 2	+	25th – 50th	= 2	+	25th – 50th	= 2
0th – 25th	= 1	+	0th – 25th	= 1	+	0th – 25th	= 1

The reclassified rank values for Actual Accident, Fatality, and Injury rate were then added together creating a range of safety scores from 3 to 12. The safety scores were awarded a point value based on their percentile rank as with the rate to average values for accidents, fatalities, and injuries corresponding to the following table:

<i>Percentile Rank</i>	<i>Safety Score Range Segments</i>	<i>Safety Score Range Intersections</i>	<i>Safety Points Awarded</i>
<i>75th – 100th</i>	<i>9 - 12</i>	<i>7 - 12</i>	<i>15</i>
<i>50th – 75th</i>	<i>7 - 8</i>	<i>6</i>	<i>10</i>
<i>25th – 50th</i>	<i>4 - 6</i>	<i>4 - 5</i>	<i>5</i>
<i>0th – 25th</i>	<i>3</i>	<i>3</i>	<i>0</i>

2.2. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

If a project improves or removes an at-grade railroad crossing, it received five points.

3. Congestion Management

3.1. Volume-to-Capacity Ratio

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

Future (2040) volume-to-capacity greater than or equal to 0.86 = 5 Points

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2017 Average Annual Daily Traffic totals and percentage of commercial traffic obtained from the MoDOT Central Office. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of commercial traffic. This value was subtracted from the AADT value, multiplied by 1.5 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the current V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. The travel demand model no-build scenario for 2040 includes projects committed through 2018. The projected volume to capacity ratio for the 2040 no-build scenario is used for the future V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

Volume-to-capacity ratios were calculated for opposing directions. A project was awarded points based on the highest directional value intersecting the project road segment or intersection. Projects with segments less than 0.86, current or future, received 0 points.

4. Environmental Justice

4.1. Environmental Justice Tracts

The Plan describes how environmental justice areas are determined. There are four categories specifically addressed – Minority population, Hispanic population, Elderly (ages 65 and over), Low-Income (below poverty level), and Disabled. Each of these categories has been mapped by Census Tract percentages from the 2012 – 2016 American Community Survey 5-Year Estimates.

If the value for one of these categories is greater than the average Tract percentage for the MPO area, it is considered an EJ (environmental justice) tract. If a project intersects with one or more EJ Tract categories, it receives points based on the following scale:

Intersecting or adjacent to Tracts with all 5 EJ population groups = 5 points
Intersecting or adjacent to Tracts with 4 EJ population groups = 4 points
Intersecting or adjacent to Tracts with 3 EJ population groups = 3 points
Intersecting or adjacent to Tracts with 2 EJ population groups = 2 points
Intersecting or adjacent to Tracts with 1 EJ population group = 1 points
Intersecting or adjacent to Tracts with 0 EJ population groups = 0 points

5. Multi-Modal

5.1. Intermodal Benefit (Bike/Ped/Transit and Truck/Rail)

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes

In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.

6. Economic Development

6.1. Improves Access to Major Freight Centers or Corridors or is in the State Freight Plan

Yes = 5

No = 0

Access to Major Freight Centers is defined as along a U.S. Highway or routes that connect one U.S. route to another U.S. route or interstate. If a project met this requirement it received the total point value.

7. Travel Time

7.1. The OTO employs Acyclica wifi sensors to develop travel time analytics at locations along roadways in the OTO area. In addition, the OTO has access to HERE travel time data which utilizes mobile signals contained in the Regional Integrated Transportation Information System (RITIS). This data is used to calculate travel time and delay information during peak travel times. Travel times were collected for all weekdays during April and some of May 2018 from 7:00 AM – 9:00 AM and 5:00 PM – 7:00 PM. Travel times along the roadways were converted to miles per hour speed. Speeds were subtracted from the posted speed limit to calculate travel delay in miles per hour. Points are awarded for travel delay along roadway segments during either AM or PM peak periods according to the following scale:

20.0 mph or more Below the Speed Limit = 7

10.0 to 19.9 mph Below the Speed Limit = 5

5.0 to 9.9 mph Below the Speed Limit = 2

Above the Speed Limit to 4.9 mph Below = 0

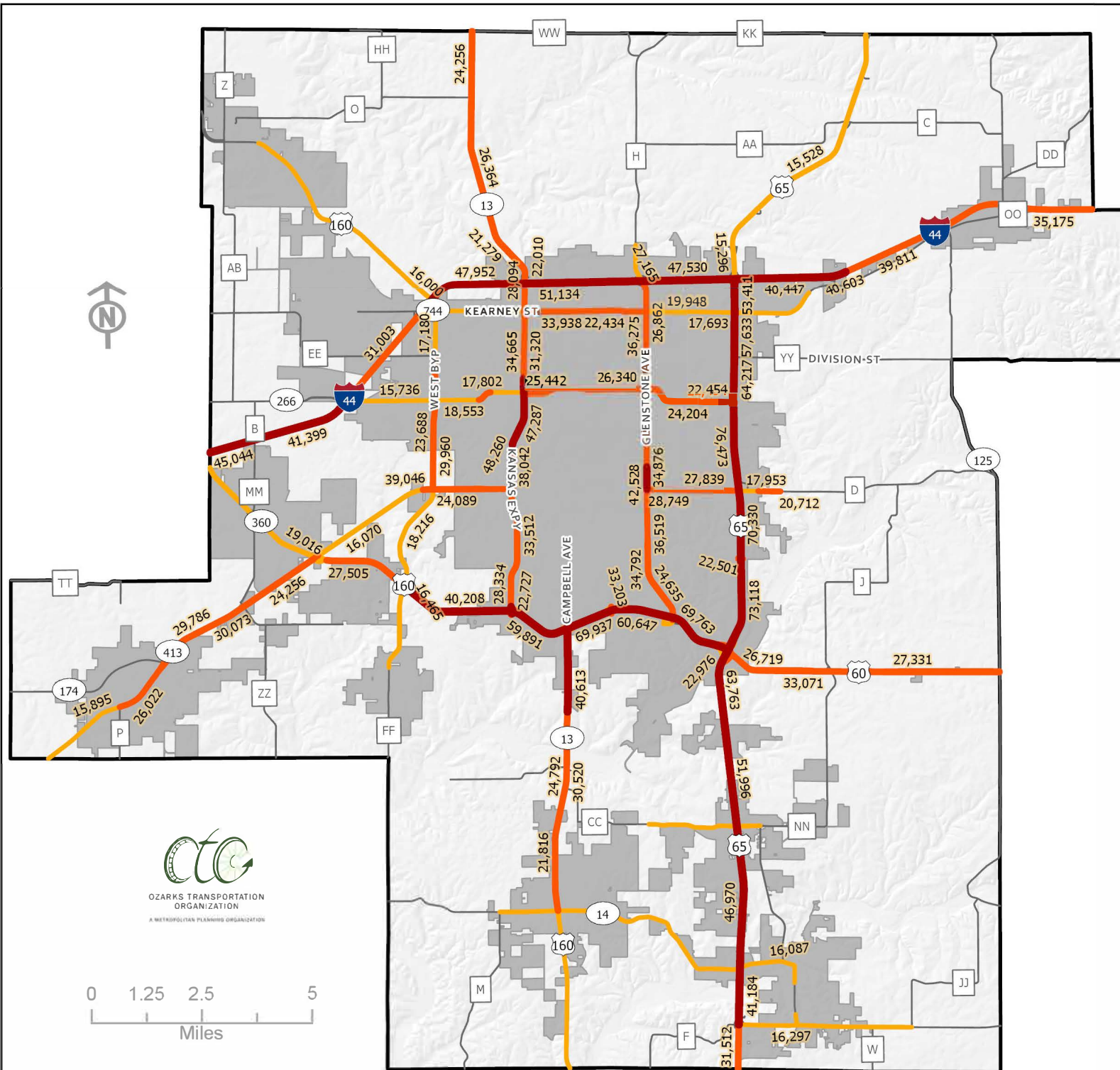
SAMPLE SCORING BASED ON PRIOR YEAR DATA

(scores will be updated soon)

ROUTE	PROJECT DESCRIPTION	TOTAL	High Volume Corridors	Safety Score	RR Grade Crossing Removal	Current Volume to Capacity	Future Volume to Capacity	Environm ental Justice	Multi- Modal	Tier I or Tier II Freight Corridor	% Freight	Travel Time	Bridge Condition
		100	(0-6)	(0-40)	(0-5)	(0-14)	(0-5)	(0-4)	(0-3)	(0-2)	(0-3)	(0-14)	(0-4)
13	Capacity and Operational Improvements from Sunshine to JRF	66	4	28	0	7	5	4	3	1	0	14	0
I-44	Widen to Six lanes from 125 to 360	65	6	28	0	14	5	2	1	2	3	0	4
US 60	Capacity and Operational Improvements from JRF to 174	63	4	24	0	14	5	0	1	1	0	14	0
14	Capacity Improvements from Tiffany to 32nd	54	2	28	0	7	5	0	2	0	0	10	0
US 60	Convert to Freeway from 65 to 125	53	4	24	0	14	5	0	1	2	3	0	0
US 60	Capacity and Operational Improvements from Kansas to US 65	50	6	28	0	7	5	2	1	1	0	0	0
CC	Widening from 65 to Fremont	47	2	28	0	0	5	0	2	0	0	10	0
CC	Intersection improvements at 22nd	39	2	20	0	0	5	0	2	0	0	10	0
US 65	Widening from CC to 14	37	6	20	0	0	0	0	1	2	0	4	4
MM	Improvements I-44 to 360	29	0	12	0	0	5	0	1	0	1	10	0

CRITERION 1: HIGH VOLUME CORRIDORS

OTO Area Total Roadway Average Annual Daily Volume 2017

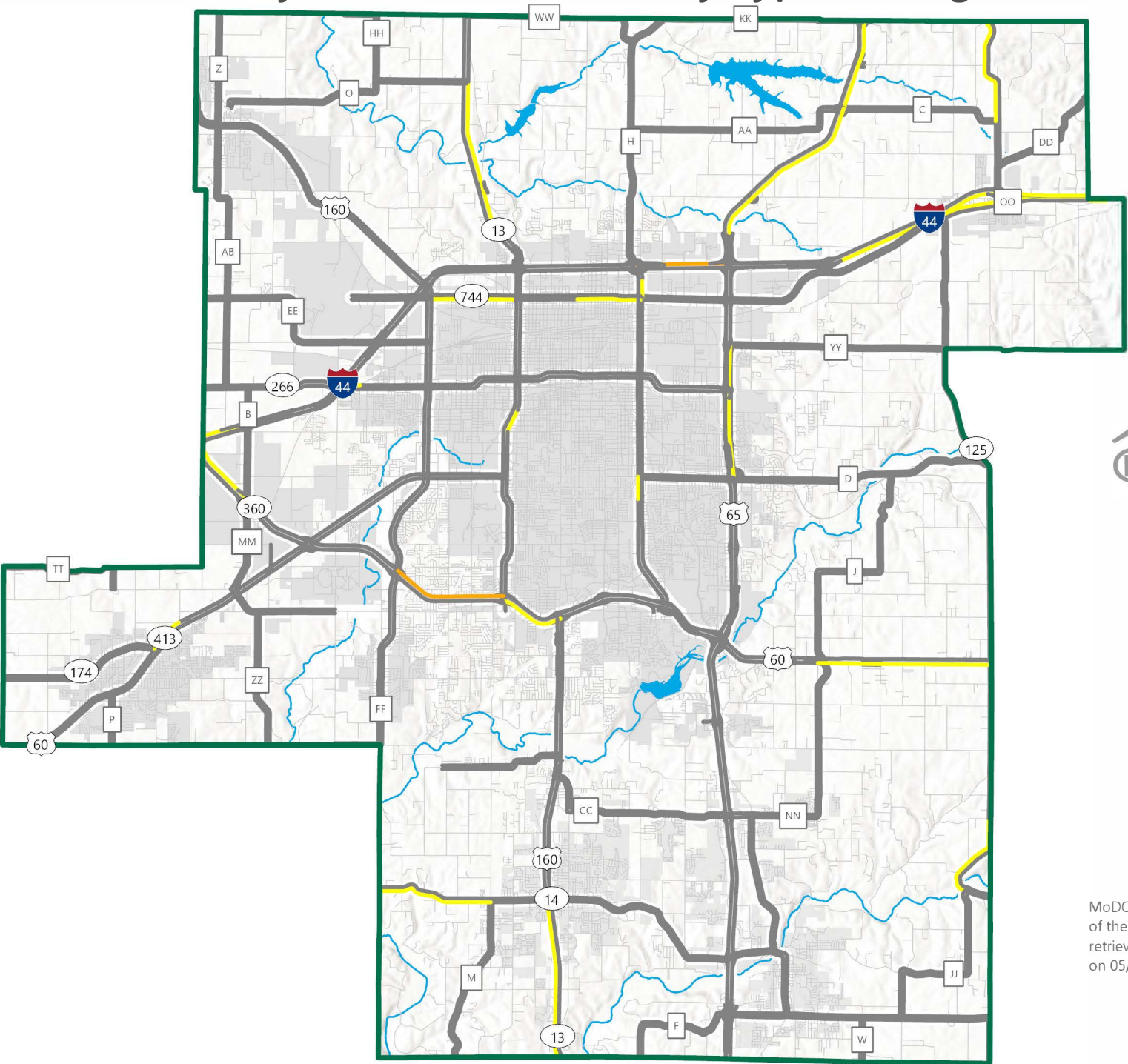


Total Roadway AADT

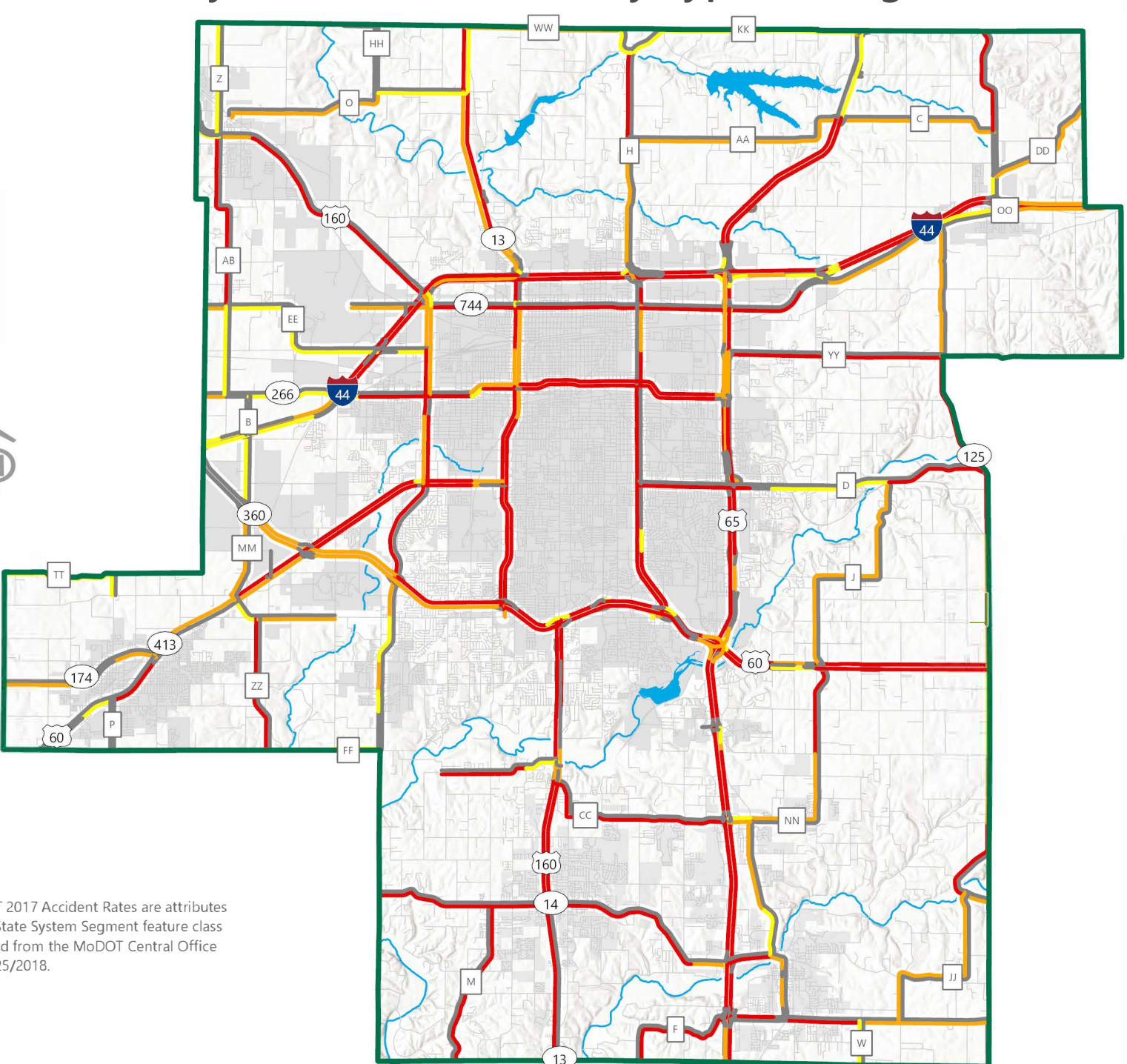
- 76,473- 40,001
- 40,000 - 20,001
- 20,000 - 10,000
- < 10,000

Source: MoDOT
2017 State System Pavement File

MoDOT Fatal Crash Rates by SW District Roadway Type Averages



MoDOT Injury Crash Rates by SW District Roadway Type Averages



MoDOT 2017 Accident Rates are attributes of the State System Segment feature class retrieved from the MoDOT Central Office on 05/25/2018.

0 2.5 5 10 Miles

Fatal Crash Rate by Roadway Type

- > or = 1.5 times the SW District Average (4 points)
- 1.01 - 1.49 times the SW District Average (3 points)
- 0.51 - 1 times the SW District Average (2 points)
- 0 - 0.5 times the SW District Average (1 point)

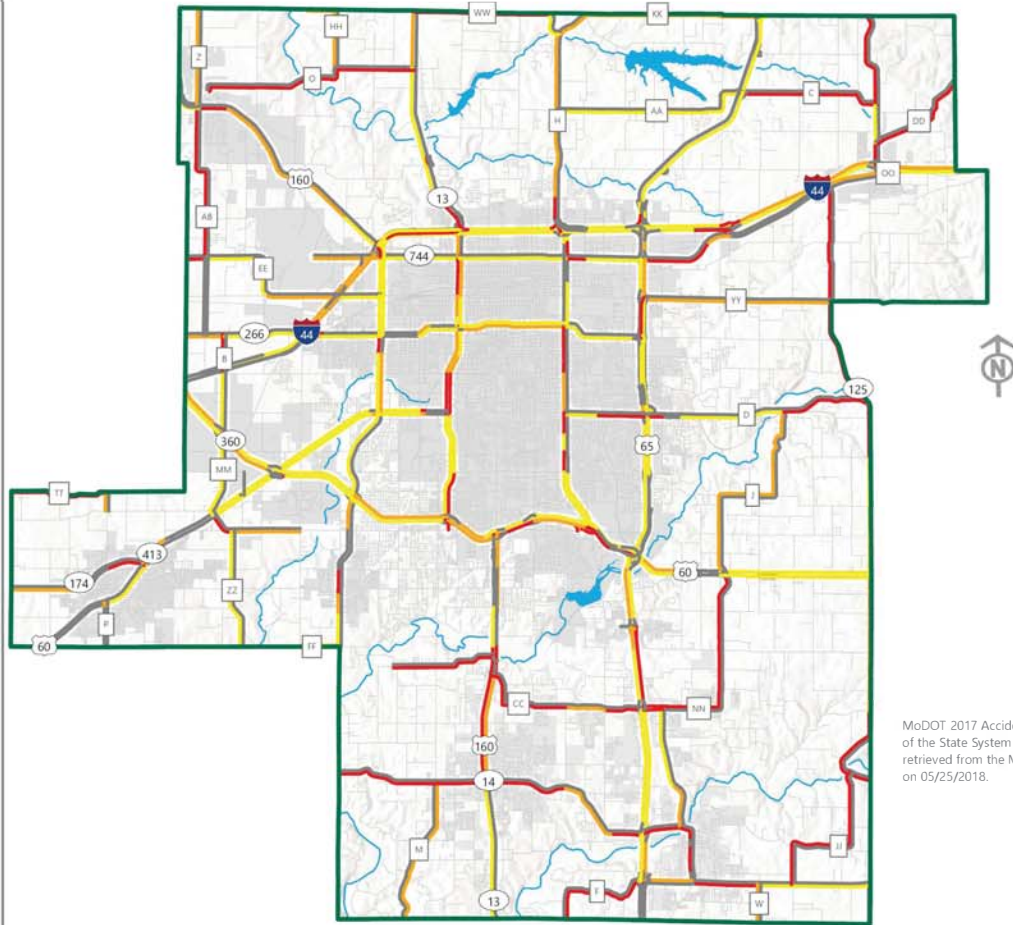
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Injury Crash Rate by Roadway Type

- > or = 1.5 times the SW District Average (4 points)
- 1.01 - 1.49 times the SW District Average (3 points)
- 0.51 - 1 times the SW District Average (2 points)
- 0 - 0.5 times the SW District Average (1 point)

CRITERION 2: SAFETY

MoDOT Actual Crash Rates by SW District Roadway Type Averages



MoDOT 2017 Accident Rates are attributes of the State System Segment feature class retrieved from the MoDOT Central Office on 05/25/2018.

Actual Accident Rate by Roadway Type

- > or = 1.5 times the SW District Average (4 points)
- 1.01 - 1.49 times the SW District Average (3 points)
- 0.51 - 1 times the SW District Average (2 points)
- 0 - 0.5 times the SW District Average (1 point)

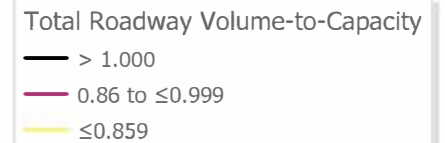


CRITERION 4: CONGESTION MANAGEMENT CURRENT

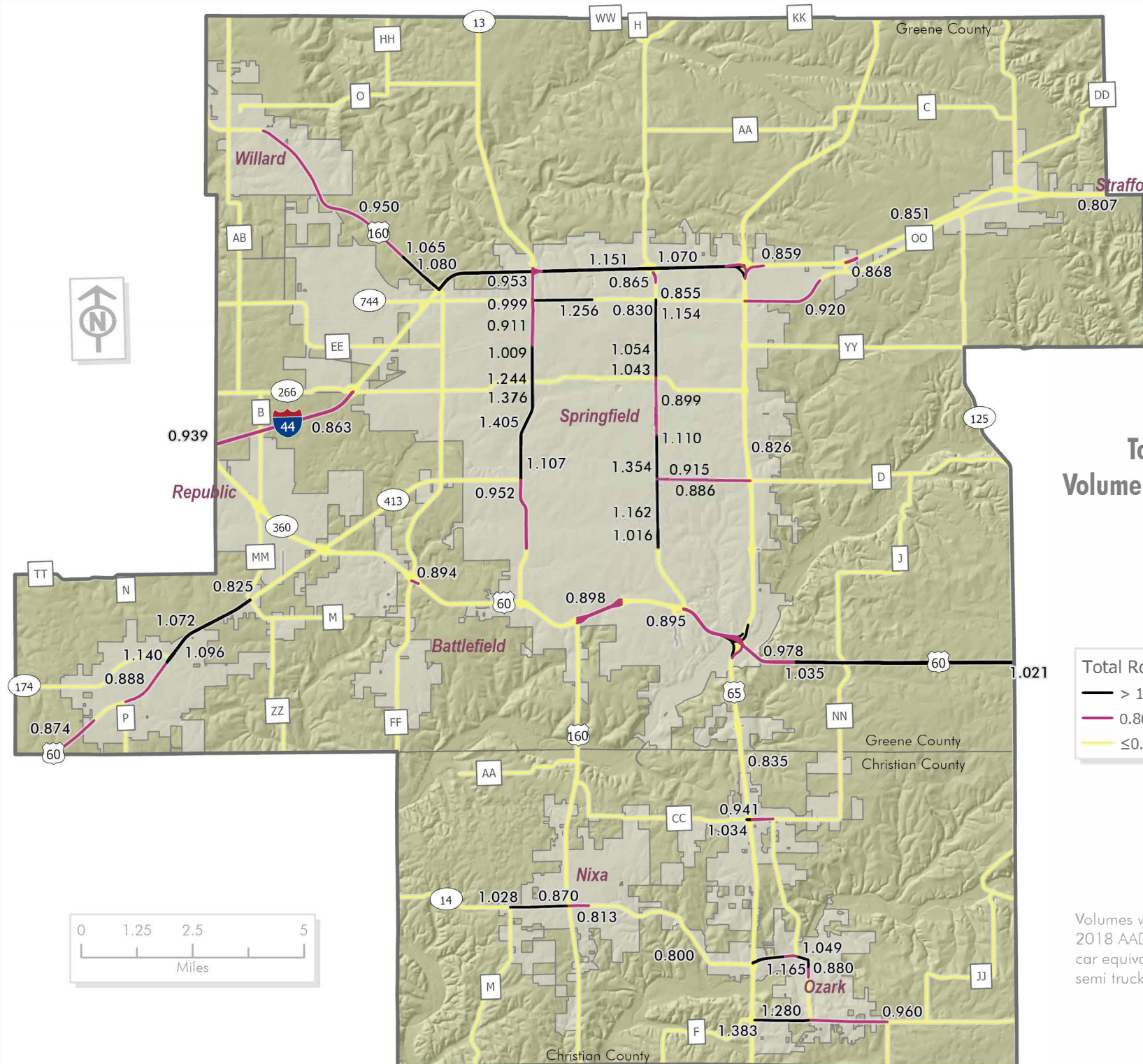


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Total Roadway Volume-to-Capacity Ratios

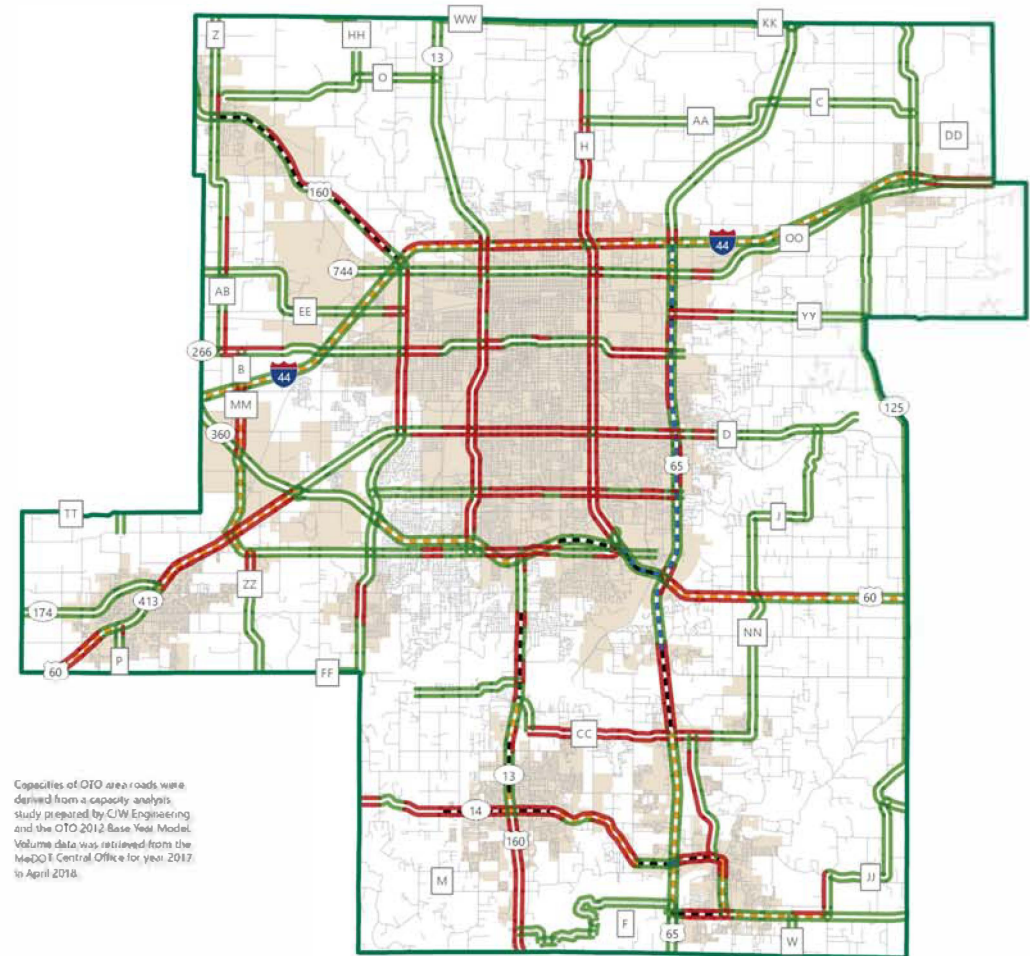


Volumes were derived from MoDOT
2018 AADT and applying a three-passenger
car equivalent value to buses and combo-
semi trucks only



CRITERION 5: CONGESTION MANAGEMENT FUTURE

Future Volume-to-Capacity Ratio Model Year 2040



Roadway Volume-to-Capacity Ratio

- Less than or equal to 0.85
- Equal to or > 0.86



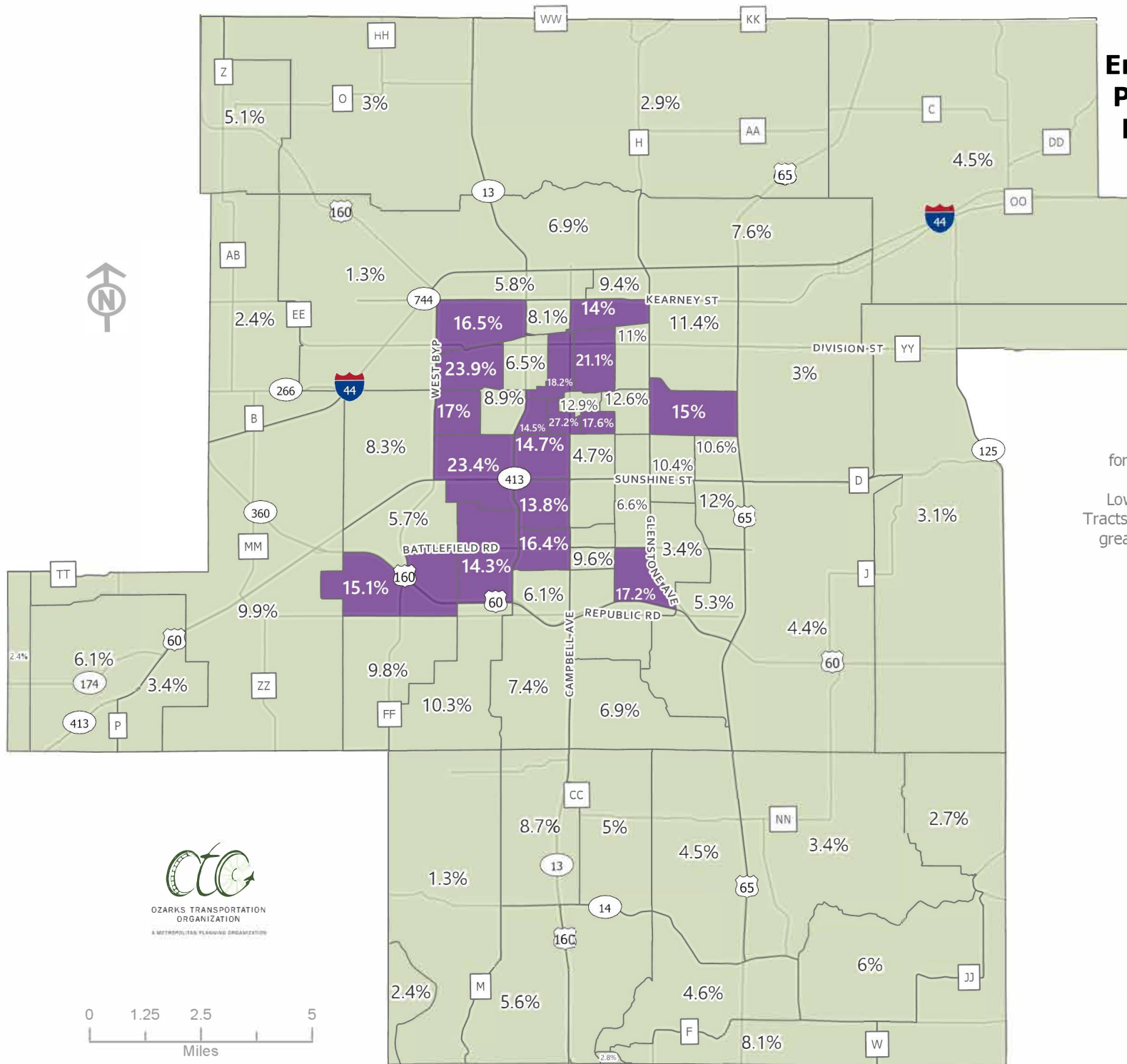
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Project Status

- Completed
- Under Construction
- - - Programmed
- - - Unfunded



Environmental Justice Prioritization Criteria Minority Population




The OTO Census Tract Average
for Percent Minority Population = 8.95%

Low Income Areas are defined as Census Tracts with a percentage of minority population greater than or equal to 1.5 times the OTO area average or 13.4%

Percent Minority Population

 > 13.4%

 $\leq 13.4\%$

Source: American Community Survey
2013 - 2017 Five Year Estimates



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A horizontal number line representing distance in miles. It has tick marks at 0, 1.25, 2.5, and 5. The word "Miles" is written below the line.

Environmental Justice Prioritization Criteria Low Income Population

The OTO Census Tract Average
for Percent of Individuals Living
Below the Poverty Level = 19.76%

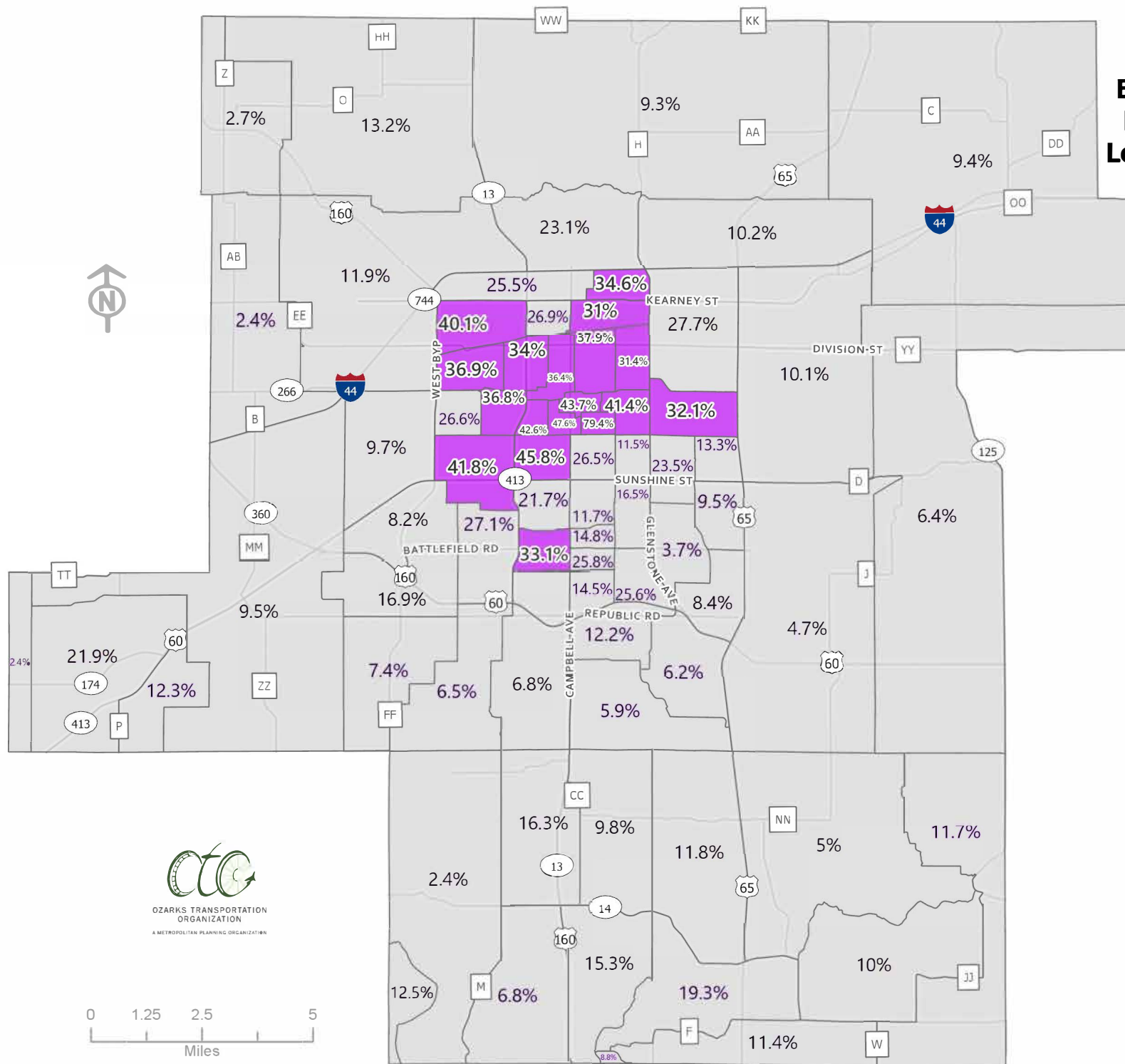
Low Income Areas are defined as Census Tracts with a percentage of individuals living below poverty level greater than or equal to 1.5 times the OTO area average or 29.6%

Census Tracts
Percent Living Below Poverty

■ $\geq 29.7\%$

☐ < 29.6 %

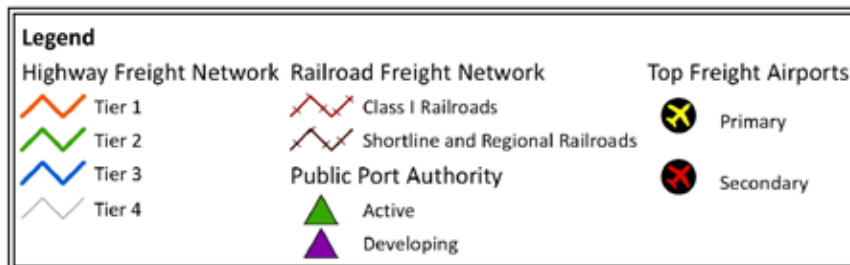
Source: American Community Survey
2013 - 2017 Five Year Estimates



**OZARKS TRANSPORTATION
ORGANIZATION**
A METROPOLITAN PLANNING ORGANIZATION

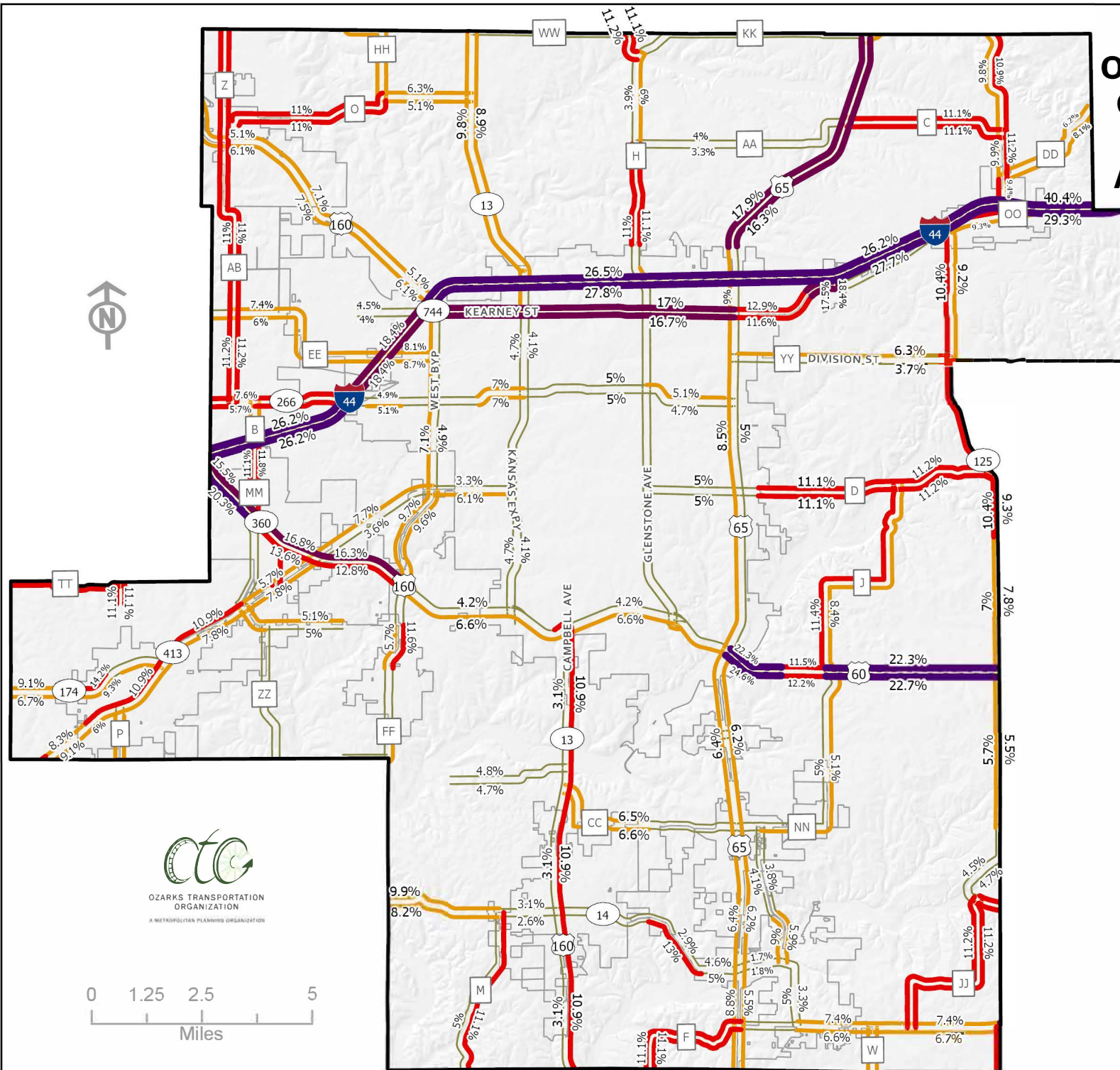
A horizontal number line representing distance in miles. It has tick marks at 0, 1.25, 2.5, and 5. The word "Miles" is written below the line.

MISSOURI FREIGHT NETWORK MAP



CRITERION 9: PERCENTAGE FREIGHT TRAFFIC

OTO Area Directional Commercial Traffic as a Percentage of AADT Volume 2017



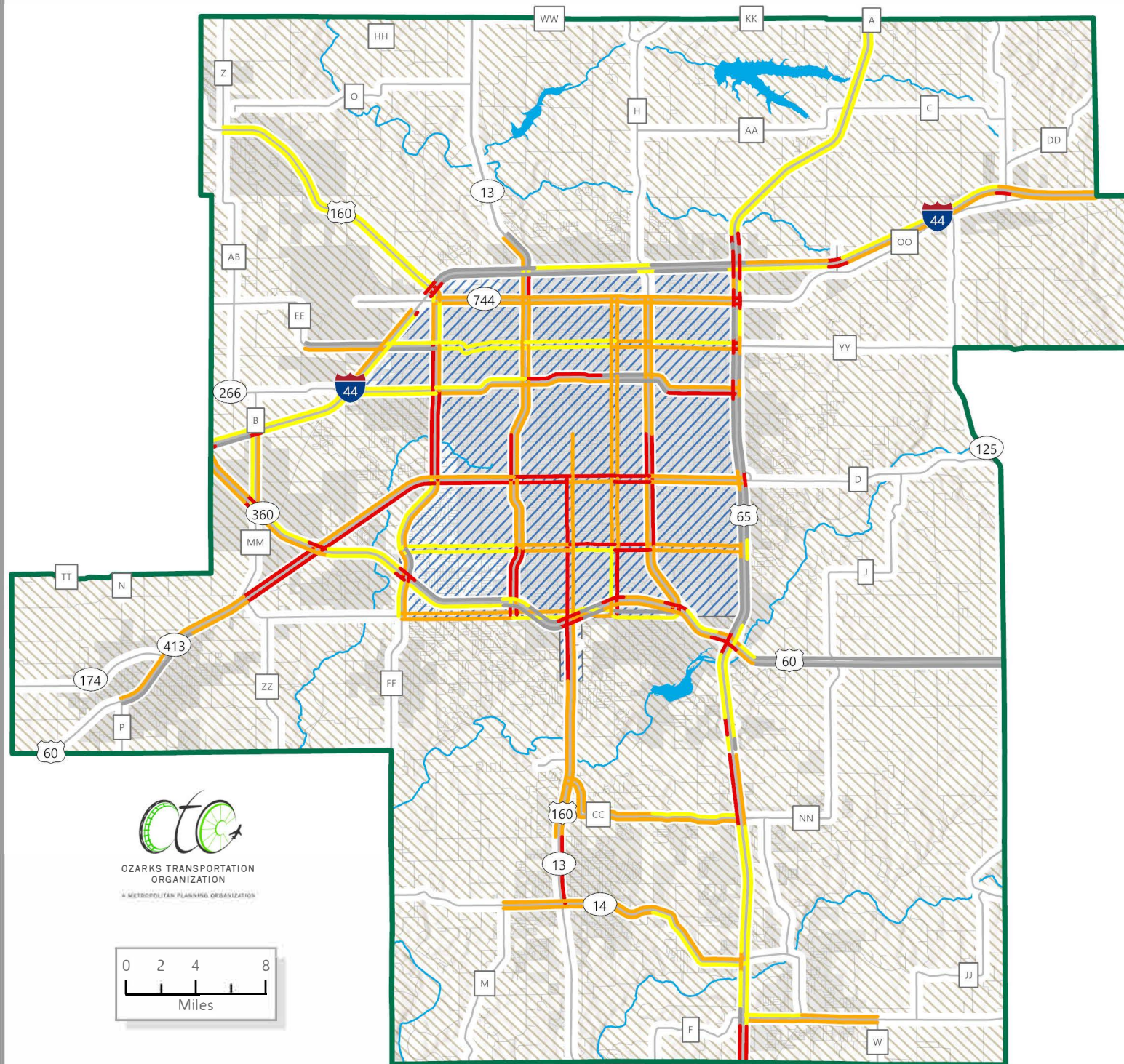
Freight Percent

40.4% - 20.1%
 20% - 15.1%
 15% - 10.1%
 10% - 5.1%
 5% - 0%

Source: MoDOT
2017 State System Segments

Travel Delay April 2018

Using the Posted Speed Limit as Reference



Arterial Travel Delay

- > or = 20.1 mph Below Reference Speed
- 10.1 to 20 mph Below Reference Speed
- 5.1 to 10 mph Below Reference Speed
- < Or = 5 mph Below Reference Speed

Suburb Arterial Study Area (5:30pm - 6:30pm Peak)

Springfield Arterial Study Area (5pm - 6pm Peak)

*RITIS travel times from 5pm - 6pm for business days in April 2018 were used to calculate the 75th percentile speed on all Freeways

Freeway Travel Delay

- 10 mph or > Below Reference Speed
- 9.9 to 5 mph Below Reference Speed
- 4.9 - 0.1 mph Below Reference Speed
- < or = 0 mph Below Reference Speed

CRITERION 11: BRIDGE CONDITION



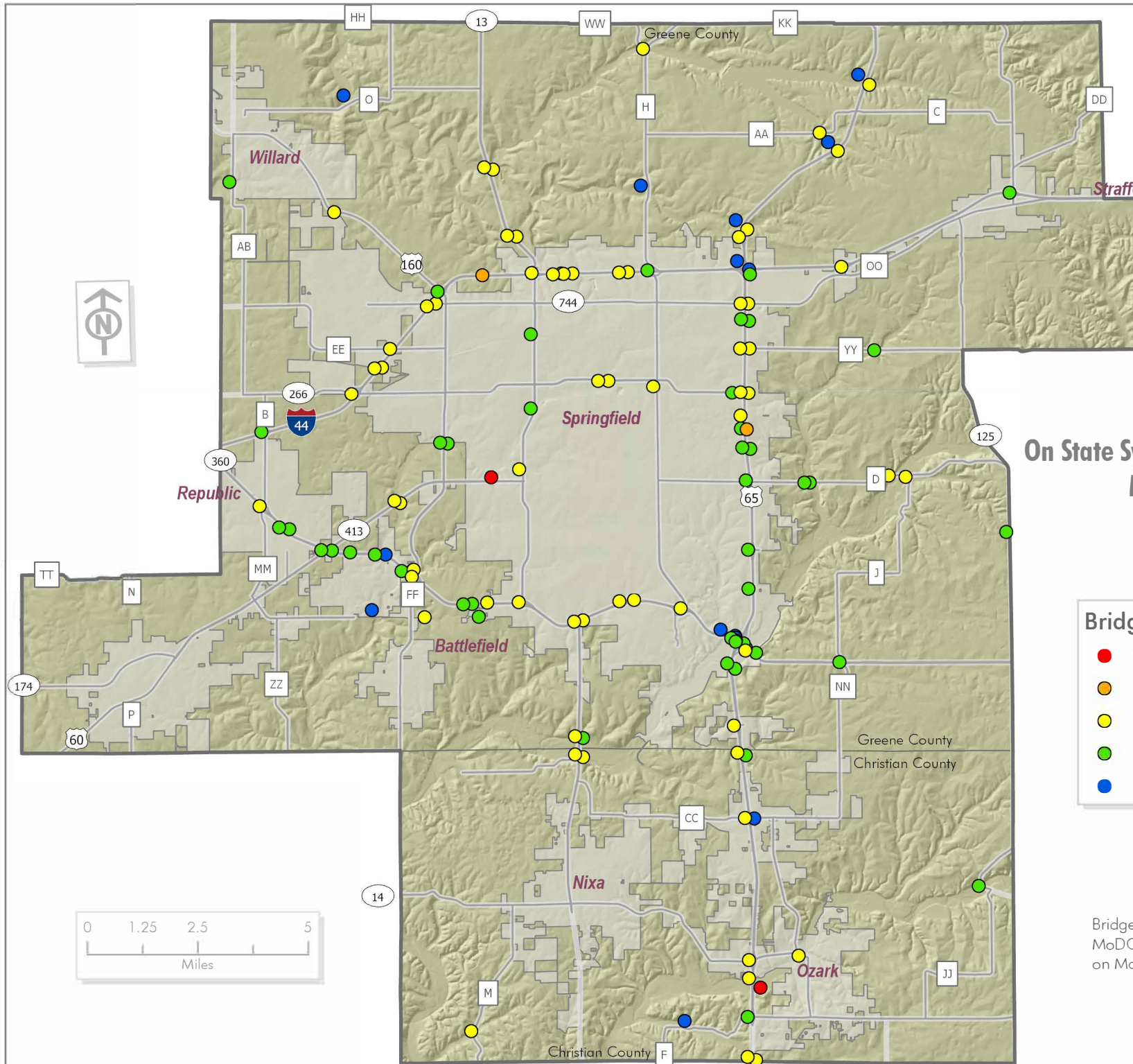
**OZARKS
TRANSPORTATION
ORGANIZATION**
A METROPOLITAN PLANNING ORGANIZATION

On State System Bridge Condition May 10, 2019

Bridge Condition Index

- Very Poor
- Poor
- Fair
- Good
- Very Good

Bridge conditions were provided by
MoDOT SW District Planning Staff
on May 10, 2019



TAB 9

BOARD OF DIRECTORS AGENDA 8/15/2019; ITEM II.H.

Additional Federal Funding

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

According to the federal register notice, as part of the 2019 Omnibus budget bill, Congress authorized an additional \$1.6 Million in federal funding for the OTO area. This funding must be obligated by September 30, 2022. This is a one-time funding source that will not be mixed in with other funds due to differing timeline requirements for obligation.

There are several options available for this funding:

- 1) Distribute funds via another round of transportation alternative funding
- 2) Distribute funds through the STBG-Urban formula
- 3) Select one local project
- 4) Select one MoDOT project

Staff is recommending that this funding be used specifically for another round of Transportation Alternatives that would **fund only trails and trail planning**. The last round of funding for transportation alternatives resulted in \$2.34 million in sidewalk improvements and \$219,000 in trail projects.

Trails can make communities attractive to businesses looking to expand or relocate both because of the amenities they offer to employees and the opportunities they offer to cater to trail visitors. Trails reduce medical costs by encouraging exercise and other healthy outdoor activities. Trails provide transportation alternatives resulting in less congestion and lower emissions.

The OTO Regional Trail plan has identified 88 miles of trail at a cost of approximately \$125 million.

If approved, these funds would be available through the OTO Transportation Alternatives Grant program, in which the TAP subcommittee will determine timelines and scoring criteria. The current scoring criteria would need to be revised to consider only trails.

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

<u>FY 2019 Omnibus</u>	
Allocation	1,625,285.00
STBG-Urban Distribution	
Christian County	85,067.42
Greene County	362,048.49
City of Battlefield	29,352.65
City of Nixa	99,906.27
City of Ozark	93,583.91
City of Republic	77,477.33
City of Springfield	837,688.14
City of Strafford	12,384.67
City of Willard	<u>27,776.12</u>
	1,625,285.00

There is no single project currently identified that would maximize the \$1.6 million in federal funding.

This decision does not have to be made immediately. However, it is recommended that the funds be obligated by September 2021, to guarantee no loss of funding due to delays.

PRIOR TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its May 15, 2019 meeting, the Technical Planning Committee voted to delay consideration on this item until the July 17, 2019 meeting.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 17, 2019, the Technical Planning Committee recommended to the Board of Directors that the additional \$1,625,285 in available funding is awarded through the Transportation Alternatives Program grant process for trails.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move that the additional \$1,625,285 in available funding is awarded through the Transportation Alternatives Program grant process for trails and trail planning.”

OR

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

TAB 10

BOARD OF DIRECTORS AGENDA 8/15/2019; ITEM II.I.

Year-End Financial Statements 2018-2019 Budget Year

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

AGENDA DESCRIPTION:

Included for consideration are the fiscal year-end financial statements for the 2018-2019 Budget Year. This period includes July 1, 2018 through June 30, 2019. 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

- **Profit and Loss Statement**

The OTO completed the following budgeted projects in the fiscal year:

- FY 2019-2022 Transportation Improvement Program
- 2017 Performance Measures Report
- 2020-2024 Statewide Transportation Improvement Plan Project Prioritization
- Annual Growth Trends Report
- Aerial Photography (payment only)
- Legislative Breakfast
- Federal Funds Balance Report
- Updated the Public Participation Plan
- Solicited Public Comment
- Distributed Press Releases
- Audit FY 2017-2018 Unqualified Opinion
- Traffic Impact Studies Guidelines
- 8 Board of Directors' Meetings
- 7 Technical Planning Committee Meetings
- 4 Bicycle-Pedestrian Advisory Committee Meetings
- 3 Local Coordinating Board for Transit Meetings
- 4 Traffic Incident Management Subcommittee Meetings
- 2 Transit Signal Priority Committee Meetings
- 1 UPWP Subcommittee Meeting
- 3 Transportation Impact Studies Committee Meetings
- 2 Performance Measures Target Setting Committee Meetings
- 11 STIP Prioritization Committee Meetings
- Updated and combined giveusyourinput.org; ozarkstransportation.org Website

- **Budget vs. Actual**

The OTO budgeted expenses in the amount of \$1,038,707.00 for the budget year. Actual expenses at the end of the fourth quarter are \$905,346.50 which equals 87.2% percent of budgeted expenses.

Expenses exceeded revenue in the amount of \$31,193.68.

- *Balance Sheet*
Current Liabilities include the OTO Purchasing card balance on June 30, 2019 and the OTO Health Care FSA reimbursements for OTO staff members. The FSA elections are for the calendar year and zero out on the December financials.
- *Operating Fund Balance Report*
Balance Fund Report shows a fiscal year-end fund balance of \$406,044.86. The total falls within the 3-6 month of expenses goal.

Section Two – OTO UPWP Financial Statements – Informational Only

- *UPWP Profit and Loss Statement, Budget vs. Actual*
The UPWP Financial statements are used to report expenditures to MoDOT for grant reimbursement requests. The In-kind and MoDOT direct-cost revenue and expense are shown in the UPWP Financial statements. Expenses that cannot be billed to the grant are excluded from these statements.
- *Unified Planning Work Program Progress Report – Year-End*
This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

The OTO utilized \$55,047.43 of in-kind match income during the fiscal year. The OTO staff would like to thank our Board and committee members as well as MoDOT for helping with the in-kind match this year.

During this budget year, in-kind match from meeting attendance and MoDOT Staff Direct Cost allowed the OTO to have an effective federal reimbursement rate of 86 percent, whereas without the in-kind match, OTO would only be reimbursed at the 80 percent rate.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the OTO Operational and UPWP Year-End Financial Statements for the 2018-2019 Budget Year.”

OR

“Move to return to staff the OTO Operational and UPWP Year-End Financial Statements for the 2018-2019 Budget Year in order to...”

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

Ozarks Transportation Organization
Operational Profit & Loss
July 2018 through June 2019

	Jul '18 - Jun 19
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	4,895.24
Miscellaneous Revenue	1,060.46
Total Other Types of Income	5,955.70
OTO Revenue	
Consolidated Planning Grant CPG	738,780.62
Local Jurisdiction Match Funds	129,416.50
Total OTO Revenue	868,197.12
Total Income	874,152.82
Gross Profit	874,152.82
Expense	
Bank Fees	0.14
Building	
Building Lease	67,641.73
Maintenance	690.72
Office Cleaning	3,668.00
Utilities	2,926.51
Total Building	74,926.96
Commodities	
Office Supplies/Furniture	3,551.68
OTO Media/Advertising	253.00
OTO Promotional Items	906.07
Publications	121.22
RideShare Signs	7,260.00
Total Commodities	12,091.97
Information Technology	
Computer Upgrades/Equip Replace	6,416.02
Data Storage/Backup	3,335.00
GIS Licenses	5,050.00
IT Maintenance Contract	9,249.10
Software	3,501.85
Webhosting	1,320.69
Total Information Technology	28,872.66
Insurance	
Board of Director Insurance	2,369.00
Errors & Omissions Insurance	2,814.00
Liability Insurance	2,492.00
Workmen's Compensation Ins	1,253.00
Total Insurance	8,928.00
Operating	
Copy Machine Lease	4,968.63
Dues/Memberships	6,149.34
Education/Training/Travel	
Employee Education	600.00
Hotel	3,227.09
Meals	818.95
Registration	2,170.00
Training	791.93
Transportation	3,013.34
Total Education/Training/Travel	10,621.31

Ozarks Transportation Organization
Operational Profit & Loss
July 2018 through June 2019

	Jul '18 - Jun 19
Food/Meeting Expense	3,793.31
Legal/Bid Notices	344.70
Postage/Postal Services	700.12
Printing/Mapping Services	1,273.42
Staff Mileage Reimbursement	2,841.58
Telephone/Internet	4,526.53
Total Operating	35,218.94
Personnel	
Mobile Data Plans	2,115.00
Payroll Services	2,121.70
Salaries	647,974.10
Total Personnel	652,210.80
Services	
Aerial Photos	25,000.00
Audit	4,640.00
Legislative Education	2,942.74
Professional Services (Legal &	13,813.13
TIP Tool Maintenance	9,600.00
Trans Consult/Model Services	5,210.92
Travel Sensing & Time Serv Proj	2,490.24
Website Redesign	29,400.00
Total Services	93,097.03
Total Expense	905,346.50
Net Ordinary Income	-31,193.68
Net Income	-31,193.68

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2018 through June 2019

	Jul '18 - Jun 19	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	4,895.24	0.00	4,895.24	100.0%
Miscellaneous Revenue	1,060.46			
Total Other Types of Income	5,955.70	0.00	5,955.70	100.0%
OTO Revenue				
Consolidated Planning Grant CPG	738,780.62	818,475.00	-79,694.38	90.3%
Local Jurisdiction Match Funds	129,416.50	134,423.00	-5,006.50	96.3%
Total OTO Revenue	868,197.12	952,898.00	-84,700.88	91.1%
Total Income	874,152.82	952,898.00	-78,745.18	91.7%
Gross Profit	874,152.82	952,898.00	-78,745.18	91.7%
Expense				
Bank Fees	0.14	100.00	-99.86	0.1%
Building				
Building Lease	67,641.73	72,804.00	-5,162.27	92.9%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	690.72	4,000.00	-3,309.28	17.3%
Office Cleaning	3,668.00	3,300.00	368.00	111.2%
Utilities	2,926.51	3,500.00	-573.49	83.6%
Total Building	74,926.96	85,604.00	-10,677.04	87.5%
Commodities				
Office Supplies/Furniture	3,551.68	7,000.00	-3,448.32	50.7%
OTO Media/Advertising	253.00	2,500.00	-2,247.00	10.1%
OTO Promotional Items	906.07	1,500.00	-593.93	60.4%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	121.22	300.00	-178.78	40.4%
RideShare Signs	7,260.00	10,000.00	-2,740.00	72.6%
Total Commodities	12,091.97	23,300.00	-11,208.03	51.9%
Information Technology				
Computer Upgrades/Equip Replace	6,416.02	8,000.00	-1,583.98	80.2%
Data Storage/Backup	3,335.00	4,200.00	-865.00	79.4%
GIS Licenses	5,050.00	5,500.00	-450.00	91.8%
IT Maintenance Contract	9,249.10	10,000.00	-750.90	92.5%
Software	3,501.85	4,800.00	-1,298.15	73.0%
Webhosting	1,320.69	1,500.00	-179.31	88.0%
Total Information Technology	28,872.66	34,000.00	-5,127.34	84.9%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2018 through June 2019

	Jul '18 - Jun 19	Budget	\$ Over Budget	% of Budget
Insurance				
Board of Director Insurance	2,369.00	3,000.00	-631.00	79.0%
Errors & Omissions Insurance	2,814.00	3,000.00	-186.00	93.8%
Liability Insurance	2,492.00	2,500.00	-8.00	99.7%
Workmen's Compensation Ins	1,253.00	1,700.00	-447.00	73.7%
Total Insurance	8,928.00	10,200.00	-1,272.00	87.5%
Operating				
Copy Machine Lease	4,968.63	5,700.00	-731.37	87.2%
Dues/Memberships	6,149.34	5,000.00	1,149.34	123.0%
Education/Training/Travel				
Employee Education	600.00			
Hotel	3,227.09			
Meals	818.95			
Registration	2,170.00			
Training	791.93			
Transportation	3,013.34			
Education/Training/Travel - Other	0.00	20,000.00	-20,000.00	0.0%
Total Education/Training/Travel	10,621.31	20,000.00	-9,378.69	53.1%
Food/Meeting Expense	3,793.31	4,000.00	-206.69	94.8%
Legal/Bid Notices	344.70	2,500.00	-2,155.30	13.8%
Postage/Postal Services	700.12	1,800.00	-1,099.88	38.9%
Printing/Mapping Services	1,273.42	2,500.00	-1,226.58	50.9%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,841.58	3,500.00	-658.42	81.2%
Telephone/Internet	4,526.53	5,000.00	-473.47	90.5%
Total Operating	35,218.94	51,500.00	-16,281.06	68.4%
Personnel				
Mobile Data Plans	2,115.00	3,240.00	-1,125.00	65.3%
Payroll Services	2,121.70	2,700.00	-578.30	78.6%
Salaries	647,974.10	669,863.00	-21,888.90	96.7%
Total Personnel	652,210.80	675,803.00	-23,592.20	96.5%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2018 through June 2019

	Jul '18 - Jun 19	Budget	\$ Over Budget	% of Budget
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	4,640.00	4,600.00	40.00	100.9%
Legislative Education	2,942.74	7,000.00	-4,057.26	42.0%
Professional Services (Legal & TIP Tool Maintenance	13,813.13	24,000.00	-10,186.87	57.6%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	5,210.92	30,000.00	-24,789.08	17.4%
Travel Sensing & Time Serv Proj	0.00	25,000.00	-25,000.00	0.0%
Website Redesign	2,490.24	3,000.00	-509.76	83.0%
	29,400.00	30,000.00	-600.00	98.0%
Total Services	93,097.03	158,200.00	-65,102.97	58.8%
Total Expense	905,346.50	1,038,707.00	-133,360.50	87.2%
Net Ordinary Income	-31,193.68	-85,809.00	54,615.32	36.4%
Net Income	-31,193.68	-85,809.00	54,615.32	36.4%

Ozarks Transportation Organization
Balance Sheet

Cash Basis

As of June 30, 2019

	Jun 30, 19
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	180,272.28
Southern Bank--Money Market	203,006.39
Southern Bank-Sm Bus Checking	22,766.19
Total Checking/Savings	406,044.86
Total Current Assets	406,044.86
TOTAL ASSETS	406,044.86
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	4,205.20
Total Credit Cards	4,205.20
Other Current Liabilities	
Health FSA - Employee 003	-292.03
Health FSA - Employee 004	267.69
Health FSA - Employee 015	-17.62
Health FSA - Employee 019	-957.76
Total Other Current Liabilities	-999.72
Total Current Liabilities	3,205.48
Total Liabilities	3,205.48
Equity	
Unrestricted Net Assets	434,033.06
Net Income	-31,193.68
Total Equity	402,839.38
TOTAL LIABILITIES & EQUITY	406,044.86

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2019

Southern Bank, Checking				
Date	Previous Balance	Deposits	Withdrawals	Current Balance
7/31/2018	\$201,045.32	\$414,795.62	\$559,634.66	\$56,206.28
8/31/2018	\$56,206.28	\$100,197.76	\$50,158.67	\$106,245.37
9/30/2018	\$106,245.37	\$934.00	\$89,108.81	\$18,070.56
10/31/2018	\$18,070.56	\$81,226.85	\$72,269.61	\$27,027.80
11/30/2018	\$27,027.80	\$222,407.08	\$155,080.33	\$94,354.55
12/31/2018	\$94,354.55	\$418,511.75	\$443,521.57	\$69,344.73
1/31/2019	\$69,344.73	\$38,174.07	\$63,043.60	\$44,475.20
2/28/2019	\$44,475.20	\$54,288.52	\$56,494.15	\$42,269.57
3/31/2019	\$42,269.57	\$99,581.64	\$95,466.25	\$46,384.96
4/30/2019	\$46,384.96	\$72,597.09	\$85,494.61	\$33,487.44
5/31/2019	\$33,487.44	\$94,635.32	\$77,488.50	\$50,634.26
6/30/2019	\$50,634.26	\$63,872.09	\$86,181.24	\$28,325.11
Southern Bank, ICS Funds				
7/31/2018	\$291,667.14	\$215,094.76	\$165,000.00	\$341,761.90
8/31/2018	\$341,761.90	\$145.15	\$0.00	\$341,907.05
9/30/2018	\$341,907.05	\$10,144.22	\$0.00	\$352,051.27
10/31/2018	\$352,051.27	\$135.14	\$35,000.00	\$317,186.41
11/30/2018	\$317,186.41	\$76,130.50	\$45,000.00	\$348,316.91
12/31/2018	\$348,316.91	\$109.96	\$206,512.00	\$141,914.87
1/31/2019	\$141,914.87	\$15,064.36	\$38,000.00	\$118,979.23
2/28/2019	\$118,979.23	\$45.64		\$119,024.87
3/31/2019	\$119,024.87	\$38,054.19		\$157,079.06
4/30/2019	\$157,079.06	\$32,061.88	\$35,000.00	\$154,140.94
5/31/2019	\$154,140.94	\$65.47		\$154,206.41
6/30/2019	\$154,206.41	\$26,065.87		\$180,272.28
Southern Bank, Money Market				
7/31/2018	\$81,154.22	\$120,148.98	\$0.00	\$201,303.20
8/31/2018	\$201,303.20	\$211.97	\$25,000.00	\$176,515.17
9/30/2018	\$176,515.17	\$23,604.61		\$200,119.78
10/31/2018	\$200,119.78	\$214.16		\$200,333.94
11/30/2018	\$200,333.94	\$207.47		\$200,541.41
12/31/2018	\$200,541.41	\$166,726.61	\$166,512.00	\$200,756.02
1/31/2019	\$200,756.02	\$383.64		\$201,139.66
2/28/2019	\$201,139.66	\$347.17		\$201,486.83
3/31/2019	\$201,486.83	\$385.03		\$201,871.86
4/30/2019	\$201,871.86	\$373.32		\$202,245.18
5/31/2019	\$202,245.18	\$386.48		\$202,631.66
6/30/2019	\$202,631.66	\$374.73		\$203,006.39

Checkbook Ledger Balance

Southern Bank & ICS Balances 3/31/2019	\$411,603.78
Total Outstanding Withdrawals Southern Bank	\$5,558.92
Total available Balance 3/31/2019	\$406,044.86

FY 2019 UPWP Budget
3 months of expenses
6 months of expenses

\$1,023,094.00
\$255,773.50
\$511,547.00

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
July 2018 through June 2019

	Jul '18 - Jun 19
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	50,911.46
Interest Income	4,895.24
Miscellaneous Revenue	1,060.46
Total Other Types of Income	56,867.16
OTO Revenue	
Consolidated Planning Grant CPG	738,780.62
Local Jurisdiction Match Funds	129,416.50
Total OTO Revenue	868,197.12
Total Income	925,064.28
Gross Profit	925,064.28
Expense	
Building	
Building Lease	67,641.73
Maintenance	690.72
Office Cleaning	3,668.00
Utilities	2,926.51
Total Building	74,926.96
Commodities	
Office Supplies/Furniture	3,551.68
Publications	121.22
RideShare Signs	7,260.00
Total Commodities	10,932.90
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	18,497.62
Member Attendance at Meetings	32,413.84
Total In-Kind Match Expense	50,911.46
Information Technology	
Computer Upgrades/Equip Replace	6,416.02
Data Storage/Backup	3,335.00
GIS Licenses	5,050.00
IT Maintenance Contract	9,249.10
Software	3,501.85
Webhosting	1,320.69
Total Information Technology	28,872.66
Insurance	
Board of Director Insurance	2,369.00
Errors & Omissions Insurance	2,814.00
Liability Insurance	2,492.00
Workmen's Compensation Ins	1,253.00
Total Insurance	8,928.00
Operating	
Copy Machine Lease	4,968.63
Dues/Memberships	6,022.22

Ozarks Transportation Organization

UPWP Profit & Loss

July 2018 through June 2019

	Jul '18 - Jun 19
Education/Training/Travel	
Employee Education	600.00
Hotel	3,227.09
Meals	818.95
Registration	2,170.00
Training	791.93
Transportation	3,013.34
Total Education/Training/Travel	10,621.31
Food/Meeting Expense	3,777.09
Legal/Bid Notices	344.70
Postage/Postal Services	700.12
Printing/Mapping Services	1,273.42
Staff Mileage Reimbursement	2,841.58
Telephone/Internet	4,526.53
Total Operating	35,075.60
Personnel	
Mobile Data Plans	2,115.00
Payroll Services	2,121.70
Salaries	481,462.10
Total Personnel	485,698.80
Services	
Aerial Photos	25,000.00
Audit	4,640.00
Professional Services (Legal & TIP Tool Maintenance	13,490.12
Trans Consult/Model Services	9,600.00
Travel Sensing & Time Serv Proj	5,210.92
Website Redesign	2,490.24
	29,400.00
Total Services	89,831.28
Total Expense	785,177.66
Net Ordinary Income	139,886.62
Net Income	139,886.62

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2018 through June 2019

	Jul '18 - Jun 19	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	50,911.46	162,000.00	-111,088.54	31.4%
Interest Income	4,895.24	0.00	4,895.24	100.0%
Miscellaneous Revenue	1,060.46			
Total Other Types of Income	56,867.16	162,000.00	-105,132.84	35.1%
OTO Revenue				
Consolidated Planning Grant CPG	738,780.62	818,475.00	-79,694.38	90.3%
Local Jurisdiction Match Funds	129,416.50	42,620.00	86,796.50	303.7%
Total OTO Revenue	868,197.12	861,095.00	7,102.12	100.8%
Total Income	925,064.28	1,023,095.00	-98,030.72	90.4%
Gross Profit	925,064.28	1,023,095.00	-98,030.72	90.4%
Expense				
Building				
Building Lease	67,641.73	72,804.00	-5,162.27	92.9%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	690.72	4,000.00	-3,309.28	17.3%
Office Cleaning	3,668.00	3,300.00	368.00	111.2%
Utilities	2,926.51	3,500.00	-573.49	83.6%
Total Building	74,926.96	85,604.00	-10,677.04	87.5%
Commodities				
Office Supplies/Furniture	3,551.68	7,000.00	-3,448.32	50.7%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	121.22	300.00	-178.78	40.4%
RideShare Signs	7,260.00	10,000.00	-2,740.00	72.6%
Total Commodities	10,932.90	19,300.00	-8,367.10	56.6%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	18,497.62	150,000.00	-131,502.38	12.3%
Member Attendance at Meetings	32,413.84	12,000.00	20,413.84	270.1%
Total In-Kind Match Expense	50,911.46	162,000.00	-111,088.54	31.4%
Information Technology				
Computer Upgrades/Equip Replace	6,416.02	8,000.00	-1,583.98	80.2%
Data Storage/Backup	3,335.00	4,200.00	-865.00	79.4%
GIS Licenses	5,050.00	5,500.00	-450.00	91.8%
IT Maintenance Contract	9,249.10	10,000.00	-750.90	92.5%
Software	3,501.85	4,800.00	-1,298.15	73.0%
Webhosting	1,320.69	1,500.00	-179.31	88.0%
Total Information Technology	28,872.66	34,000.00	-5,127.34	84.9%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2018 through June 2019

	Jul '18 - Jun 19	Budget	\$ Over Budget	% of Budget
Insurance				
Board of Director Insurance	2,369.00	3,000.00	-631.00	79.0%
Errors & Omissions Insurance	2,814.00	3,000.00	-186.00	93.8%
Liability Insurance	2,492.00	2,500.00	-8.00	99.7%
Workmen's Compensation Ins	1,253.00	1,700.00	-447.00	73.7%
Total Insurance	8,928.00	10,200.00	-1,272.00	87.5%
Operating				
Copy Machine Lease	4,968.63	5,700.00	-731.37	87.2%
Dues/Memberships	6,022.22	5,000.00	1,022.22	120.4%
Education/Training/Travel				
Employee Education	600.00			
Hotel	3,227.09			
Meals	818.95			
Registration	2,170.00			
Training	791.93			
Transportation	3,013.34			
Education/Training/Travel - Other	0.00	20,000.00	-20,000.00	0.0%
Total Education/Training/Travel	10,621.31	20,000.00	-9,378.69	53.1%
Food/Meeting Expense	3,777.09	4,000.00	-222.91	94.4%
Legal/Bid Notices	344.70	2,500.00	-2,155.30	13.8%
Postage/Postal Services	700.12	1,800.00	-1,099.88	38.9%
Printing/Mapping Services	1,273.42	2,500.00	-1,226.58	50.9%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,841.58	3,500.00	-658.42	81.2%
Telephone/Internet	4,526.53	5,000.00	-473.47	90.5%
Total Operating	35,075.60	51,500.00	-16,424.40	68.1%
Personnel				
Mobile Data Plans	2,115.00	3,240.00	-1,125.00	65.3%
Payroll Services	2,121.70	2,700.00	-578.30	78.6%
Salaries	481,462.10	503,351.00	-21,888.90	95.7%
Total Personnel	485,698.80	509,291.00	-23,592.20	95.4%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	4,640.00	4,600.00	40.00	100.9%
Professional Services (Legal & TIP Tool Maintenance	13,490.12	24,000.00	-10,509.88	56.2%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	5,210.92	30,000.00	-24,789.08	17.4%
Travel Sensing & Time Serv Proj	0.00	25,000.00	-25,000.00	0.0%
Website Redesign	2,490.24	3,000.00	-509.76	83.0%
	29,400.00	30,000.00	-600.00	98.0%
Total Services	89,831.28	151,200.00	-61,368.72	59.4%
Total Expense	785,177.66	1,023,095.00	-237,917.34	76.7%
Net Ordinary Income	139,886.62	0.00	139,886.62	100.0%
Net Income	139,886.62	0.00	139,886.62	100.0%

**Ozarks Transportation Organization
Unified Planning Work Program Year-End Completion Report
Period July 1, 2018 to June 30, 2019**

Task 1 OTO General Administration 100% Complete

1.1 Financial Management

OTO prepared and presented the FY 2018 quarterly and year-end financial reports. Staff prepared and submitted the monthly CPG reimbursement requests. Biweekly payrolls were prepared and processed. Open insurance enrollment was held for all eligible employees. Staff maintained the monthly budget and accounting functions. The FY 2020 Operational Budget was prepared and submitted to the Board for approval. Sam.gov registration was renewed with a notarized letter for authorized entity contact. Staff calculated the annual dues and mailed invoices to the local jurisdictions in April 2019. Reviewed specifications for new laptop purchase.

1.2 Financial Audit

The OTO worked with the Independent Auditor, Cinda Rodgers, CPA, to conduct a Financial Statement Audit of the FY 2018 Financial Statements. The Board of Directors reviewed and approved the Financial Statement Audit as presented by the Auditor in December. There were no findings or action items for the OTO as a result of the Audit. An RFP was prepared and posted for auditing services for the FY 2019 through FY 2023. The contract was awarded to Cinda Rodgers.

1.3 Unified Planning Work Program (UPWP)

Staff prepared the FY 2018 UPWP Year-End Completion Report and submitted to MoDOT for review. The Unified Planning Work Program progress reports were prepared and submitted to MoDOT for review for the 1st, 2nd, and 3rd quarters. Developed draft FY 2020 Unified Planning Work Program and prepared for Board Approval. The staff researched funding options to meet the needs for planning expenses in FY 2020 and beyond. The Board of Directors approved use of STBG funds for FY 20.

1.4 Travel and Training *(See previous quarterly reports for all training completed in FY 2019)*

Staff attended the following training during the 4th Quarter:

Transportation and General Planning

FHWA/FTA TPM-PBPP Workshop

American Planning Association National Planning Conference

How to Compete for a BUILD 2019 Transportation Grant

New Federal Rules for Cell Towers Inside and Outside Rights of Way Webinar

GIS

Esri Training MOOC "Earth Imagery at Work"

2019 Missouri GIS Conference Chesterfield, MO

Other

Monthly OCITE meetings

Quarterly GFOA-MO meeting

Bi-monthly SAHRA meetings

Annual Southwest Missouri HR Conference & Expo

Choose Environmental Excellence

1.5 General Administration and Contract Management

Continued to track and monitor contracts and contract payments. Conducted bids for payroll services, computer upgrades and HVAC services. Routine office duties including: responding to requests for information, posting agendas/notices, preparing and mailing items as required. Prepared LAGERS documentation for approval by the Board of Directors and sent out a press release for comments on OTO joining LAGERS beginning January 1, 2019. Provided UPWP to Tracy Dalton at MSU for (ENG377) English Editing Course—Service Learning Editing Project. Prepared and posted RFP for website design and development. Mostly Serious agency was selected.

Completed and mailed 1099 MISC forms to eligible vendors. In-Kind averages were calculated and implemented according to audit recommendations. Civil Rights Training was given to new employee.

1.6 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org, www.giveusyourinput.org, and www.ototrailstudy.com websites, as well as maintain the Facebook and Twitter accounts with online updates. Staff coordinated with IT company to address security concerns and other IT support for staff regarding the setup of new computers for staffing changeovers. Staff coordinated with IT company for a new computer for a staff member on our rotation schedule and replace a computer in the conference room with a new back-up tower. Staff coordinated with IT company to address issues with the server that are causing storage and software issues. A new server is planned for FY 2020. IT technicians assisted with repair to conference room splitter and backup issues for storing files from purchasing card downloads.

A budget review meeting for IT items was held with Northern Summit to prepare for upcoming needs in the next UPWP. A map was added to the OTO website for the TIM Subcommittee. Software license for Dreamweaver was renewed.

Updated all work products to ensure current logo and the OzarksCommute.com. Replaced MapIt with ArcGIS Online Public Comment. Reviewed RFP for website design and development. Researched computer models for future needs, reviewed Adobe license needs, helped coordinate and provide information to IT Service vendor during Office 365 migration.

New website was designed, developed, and implemented during FY 2019, and included staff training for the website content management system.

Task 2 OTO Committee Support 100% Complete

2.1 OTO Committee Support

Eight Board of Directors and seven Technical Planning Committee meetings were conducted including one e-meeting. Agendas, minutes, and press releases were prepared for all meetings. A training for the Board of Directors was also held.

The following items were approved:

- Transportation Plan 2040 Amendment 9A
- Transportation Plan 2040 Amendment 9B
- Federal Function Classification Map Change Request
- Draft FY 2019-2022 Transportation Improvement Program
- Commence 45 Day Public Comment Period for LAGERS Participation
- FY 2018 Year End Financial Statements

- Transportation Alternatives Program Guidelines and Application
- OTO/MoDOT Freeway Study
- Resolution of Support for Proposition D
- Certified Compliance with Metropolitan Transportation Planning Process and Financial Capacity of CU
- Amendment Number One to the FY 2019-2022 Transportation Improvement Program
- Bridge, Pavement and System Performance Measures
- Resolution to Participate in LAGERS
- Amendment One to FY 2018-2019 Operating Budget
- Nominating Committee Approved
- Amendment Number Two to the FY 2019-2022 Transportation Improvement Program
- Federal Functional Classification Map Change
- Annual Listing of Obligated Projects
- FY 2018 Independent Financial Statement Audit
- FY 2019 1st Quarter Financial Statements
- Calendar Year 2019 Action Items
- Board of Directors 2019 Slate of Officers
- 2020-2024 STIP Priorities
- 2019 State of MO Legislative Priorities
- 2019 Safety and Transit Performance Targets
- Federal Legislative Priorities
- Technical Committee Chair/Vice-Chair
- Amendment Number Three to the FY 2019-2022 TIP
- Amendment Number Four to the FY 2019-2022 TIP
- Transportation Alternative Project Awards
- Major Thoroughfare Plan Variance
- Financial Statements for 2nd Quarter 2018-2019 Budget Year
- OTO Bylaw Amendment for Member Dues Increase
- Amendment Number Five to the FY 2019-2022 TIP
- MoDOT Draft of 2020-2024 STIP
- MoDOT Future Funding Scenarios
- Amendment Number Six to the FY 2019-2022 TIP
- Federal Functional Classification Map Change Request (x3)
- FY 2019 3rd Quarter Financial Statements
- FY 2020 UPWP
- FY 2020 Operational Budget
- Transportation Impact Study Guidelines
- BUILD Grant TIP Certifications

The following items were reviewed:

- OTO Growth Trends Report
- Major Thoroughfare Plan Variance
- STIP Prioritization Criteria Review- Subcommittee Formed
- UPWP Subcommittee and Project Proposals
- Major Thoroughfare Plan Variance
- Process of Major Thoroughfare Plan Variance Review – Subcommittee

- TIP Subcommittee Appointed
- UPWP FY 2020 Draft Budget
- FY 2020 Operations Budget Draft
- Funding Challenges for OTO Operations recommended solutions
- Bicycle & Pedestrian Funding Update
- Bridge Pavement and System Performance Measures
- Federal Funds Balance Report
- 2019 Board of Directors Meeting Schedule
- 2017 State of Transportation Report
- CU Transit Services and Funding
- Public Participation Plan Annual Evaluation
- TMC Technology Highlights
- Use for Additional Federal Funding

Five Executive Committee meetings were held. The Committee discussed and approved an additional job description, LAGERS participation, and held a closed session for Performance Review. Recommendations were made to the Board of Directors to approve the 2020-2024 STIP Priorities and Legislative Priorities. RFP for Audit Services was approved according to the procurement policy.

Four BPAC and Transportation Alternatives Committee meetings were held. The committee reviewed the progress report from the Walkability Action Institute, Nixa Bike/Ped Trail Investment Study update, Transportation Alternatives Application and Guidelines including: implementation of the trail study, distribution of funding to trails and sidewalks, and project selection criteria. The combined Bicycle and Pedestrian Advisory Committee and Transportation Alternatives Program Committee met twice to review, score, and recommend projects for TAP funding. The committee discussed the application scoring criteria and recommended changes for the next round of available funding.

Three meetings of the Local Coordinating Board for Transit were held. Member reports were given, and vehicle status was reviewed. In conjunction with the Local Coordinating Board for Transit, a pre-application workshop was held at the beginning of the call-for-projects. A scoring meeting was held in December to review and recommend projects to the Board of Directors. Seven vehicles were recommended to the BOD. General meetings were held in February and May.

Four Traffic Incident Management Committee meetings were held. The annual Traffic Incident Management Self-Assessment was discussed. A single regional score was assigned. The committee adopted Operational Guidelines, decided to discontinue the After-Action Surveys and replace them with discussion time at the beginning of each quarterly meetings and commenced an update to its Strategic Plan. The committee also worked to help local responders get access to roadway safety funds. Local responders were able to get 114 safety cones, 13 “incident ahead” signs, and 60 safety vests. The TIM committee also held a Regional TIM Exercise in November 2018.

One UPWP Subcommittee was held. The Committee discussed the proposed UPWP projects and budget outline provided by the OTO staff, made suggestions for changes or additions and recommended to the Technical Planning Committee for approval.

Two meetings of the Performance Measures Target Setting Committee were held. The committee discussed the background of performance measures, rules, timing, impacts and reasonable progress.

Safety and Transit Asset Management targets were reviewed. It was recommended to and approved at the December Board meeting to support the state targets in both cases. The committee discussed Bridge and Pavement Requirements, System Performance Requirements, Target Setting Process, and Reviewed the Data.

Two meetings of the Transit Signal Priority Committee were held. The Committee discussed: Summer Construction Impacts, Striped on Street Bus Boxes, and CMP Implementation Report. The committee discussed Turning Concerns near MSU campus.

Three Transportation Impact Studies Committee meetings were held. The final deliverables were received from Spack Consulting in late 2018. The committee reviewed the policy memo, example reports, supporting materials, and held a comment period to solicit input from local engineering consultants. A number of changes were made to the policy provided by Spack Consulting before and after the comment period.

Eleven meetings of the STIP Prioritization committee were held. The committee reviewed scoring criteria and the prioritization process, discussed questions regarding specific projects and criteria, then ranked the projects. One meeting of the STIP subcommittee was conducted with MoDOT to evaluate the STIP Prioritization process used by OTO. One meeting was held with MoDOT and City of Springfield traffic Engineers to evaluate data and criteria used for the STIP prioritization. Three additional meetings were scheduled for 3rd quarter. Updates for current project estimates were given. 2022 Asset Management projects were discussed as well as program changes to currently programmed projects. Another discussion included Volume Capacity Analysis, Environmental Justice, Travel Time/Speed, Priority Projects of Regional Significance, Freight Corridors and Other Ways to Prioritize. The revised selection criteria were reviewed, point structure was modified as recommended, sample scoring proposed, and next steps determined.

MoDOT Coordination Meetings for discussion of MoDOT/OTO projects and issues. Staff participated on the 2019 Planning Partners Steering Committee.

2.2 Community Committee Participation

Staff participated in and attended: MPTA Board Meeting, Republic Roundabout Meeting, Republic Comprehensive Plan Update Meeting, Railroad Safety Meeting, the Springfield Area Chamber Transportation Committee, Let's Go Smart Committee, Abilities First Grant Meeting, the Ozarks Clean Air Alliance, Ozark Greenways Technical Committee, Willard Trail Meeting, Southwest Missouri Council of Governments Board and TAC meetings, MoAPA Awards Committee, City of Springfield Transportation Advisory Board Project Tour, SW Regional ADA Coordinators Group, Community Partnership of the Ozarks Transportation Collaborative, Traffic Advisory Board, Operations Committee of the Traffic Advisory Board, Transit Fixed Route Advisory Committee, MoDOT Planning Partners Meeting, 21st Century Task Force, Chamber meetings in Springfield, Ozark, and Nixa, South Creek Trail Gap meeting, Springfield Walkability Action Institute Team, MDNR VW Trust Advisory Committee meetings, and the Missouri Trails Advisory Board. Presented Ozone/OCAA at SMOG Board Meeting and attended OCAA Lawnmower Equipment demonstration at Farmer's Market of the Ozarks. Attended MoDOT Route 65 Widening Project Public Meeting and MoDOT Route 60 in Republic Public meeting. Attended core team meeting for the widening of US 60 and interchange improvements at Glenstone. Staff also attended a meeting to discuss the possibility of a new interchange along US 65 near Longview St. Staff also attended a meeting hosted by Ozark to discuss the accommodation of the Chadwich Flyer during the widening of MO 14. In December, staff attended a workshop which led to the combining of the Let's Go

Smart Committee and the Transportation Collaborative. MoDOT RepMO Roundabout Meeting, Republic Comprehensive Plan Update Meeting. Staff also attended the Planning Partners meeting in Jefferson City in February. Coordinated presentation to MHTC with Springfield Chamber and City of Republic. Participated in Community Study Tour to Northwest Arkansas to learn about active mobility. Attended Regional Trails Luncheon which convened regional trail communities and identified opportunities.

2.3 OTO Policy and Administrative Documents

A review of the updated Uniform Guidance determined the Employee Handbook in compliance and no current revisions were needed. A review of the Procurement, Financial Controls, and Employee Handbook was begun for approval. An update on the status of OTO's 2017 Federal Certification Review items was provided to US DOT, including the provision of the Transportation Performance Measures Planning Agreement between OTO, MoDOT, and City Utilities Transit. A bylaw amendment was coordinated and prepared to increase dues and utilize STBG-Urban funds for OTO operations.

2.4 Public Involvement

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Implemented the Public Participation Plan by sending out meeting notices and press releases. Gathered public comment per the Public Participation Plan for the FY 2019-2022 Transportation Improvement Program. Asked for public input for the development of the FY 2019-2022 Transportation Improvement Program on the giveusyourinput.org site and social media outlets. Purchased a display ad in the Springfield News-Leader for FY 2019-2022 TIP public comment notice. Investigated Social Media archive requirements and costs concerning Sunshine Law requirements.

Staff prepared a draft flow chart outlining the public involvement process for plans and studies. The outline will be revised and edited concurrent with the evaluation of the Public Participation Plan during the 3rd quarter. Issued Press Releases and public comment solicitation on giveusyourinput.org and social media outlets for the FY 2020-2023 TIP, Amendments One through Six of 2019-2020 TIP, 2020-2024 Statewide Transportation Improvement Program Priorities, Annual Listing of Obligated Projects, Board of Directors and Technical Planning Committee Meetings, Federal Functional Classification Map Changes, Bridge, Pavement, Transit, Safety, and System Performance Measures Targets, and Funding for 5310.

Issued Press Releases and public comment solicitation for the Transportation Alternative Project awards, MTP Variance for Christian County access along Pawnee, MTP Variance for City of Ozark along 3rd Street, and FY 2020 UPWP.

The Annual Evaluation of the Public Participation Plan and an Outline of the Public Participation Process was presented to the TPC and the BOD in the 4th Quarter.

Staff completed a televised interview with KY3 concerning the Board's consideration of Transportation Alternatives Program projects.

Newsletter sign-up opportunities were developed on the new website to allow for additional ways the public can engage with OTO.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 712.06 committee member hours were reported.

Task 3 General Planning and Plan Implementation 98% Complete

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

Processed Amendment 9 to LRTP, which included moving Route 60 Freeway Improvements to the Constrained Project List, updating to comply with the FAST Act regarding Performance Measures, and two changes to the Major Thoroughfare Plan. Per the Transportation Plan 2040 Implementation Plan, a draft connectivity model ordinance was researched and developed. Background research was conducted on a complete streets model ordinance. Staff began reviewing LRTP and released guidance from USDOT to determine necessary updates to maintain compliance of the LRTP in the event of amendments before the next update (for Performance Measures). Processed two Major Thoroughfare Plan Variances, with one approved in February and the second approved in April. Methods of public involvement were researched for the 2045 update to the LRTP. Major Thoroughfare Plan changes were mapped in anticipation of the July Technical Planning Committee meeting.

3.2 Performance Measures

Coordination with MoDOT on Statewide Transit Asset Management Plan.

Staff is participating on MoDOT subcommittee to understand performance measure implementation, including MAP-21/FAST Act Performance Measure Conference Calls hosted by MoDOT. Conducted a review of Performance Measure and FAST Act guidance from FTA/FHWA. Bridge, Pavement, and System Performance Measures Subcommittee Meeting, preparation of Measures Pavement, Bridge, and System Performance Targets were adopted by the Board of Directors in October, in support of the statewide targets. Safety and Transit Asset Management performance measures were developed with one meeting of the Performance Measure Subcommittee. The OTO Board approved supporting MoDOT's Safety and Transit Asset Management Targets at the December meeting.

The 2017 State of Transportation Report was developed and completed, as was the infographic showing results of OTO's *Transportation Plan 2040* Performance Measures. Data collection continued for the annual Performance Measures report, which has been expanded to a State of Transportation Report. Annual performance measures were finalized for integration into the next State of Transportation Report and Infographic.

Integrated revised transit and safety targets into the Transportation Improvement Program. Community Focus Report?

3.3 Congestion Management Process Implementation

Travel Time Data for Annual Report was collected. In conjunction with the OTO's review of its STIP Prioritization Criteria, a subcommittee of traffic engineers began a review of the OTO's travel time reporting methodology. Additional discussions will be held during the 3rd quarter. Coordinated with MoDOT to deploy Acyclica sensors during the 4th quarter.

3.4 Federal Functional Classification Maintenance and Updates

Processed application for Functional Classification changes along Truman and Norton in Nixa and Pythian and Central in Springfield. Applications were considered by the Board of Directors in August and December 2018, and June 2019.

3.5 Bicycle and Pedestrian Plan Implementation

Nomination of Trail Study for MoAPA Outstanding Plan Award. Preparation for and hosting of Ozark Trail Study Meeting. Meeting with Willard to discuss sidewalk needs. Provided Bicycle/Pedestrian Safety Targets and Stats to Executive Director. Made Christian County Destination Routes available for comment by bicyclists. Developed presentation for Walkability Action Institute Action Plan. Finalized Springfield Walkability Guide. Monthly Walkability Team Meetings were attended.

A presentation was developed and made by the Walkability Action Institute Team at a Springfield City Council Lunch and another presentation was made at a regular council meeting whereby the City of Springfield adopted a Walkability Resolution in support of the Springfield Walkability Guide. Grant funding opportunities were shared with the City of Springfield for the SGFYields Campaign. Work continued to reformat and rebrand the Bicycle Destination Plan, preparing for the new routes in Christian County. Public input was received on proposed destinations. A meeting was held with MoDOT and the City of Nixa to discuss sidewalk needs and cost share possibilities. Staff also attended a meeting hosted by Ozark to discuss the accommodation of the Chadwich Flyer during the widening of MO 14. A Missouri Trails Advisory Board meeting was held in Sedalia where the 2019 Recreational Trails Grant Application was reviewed. An outline was developed for the revision of the Ozark Greenways Trail Design Standards.

The 2017 Calendar Year Bicycle and Pedestrian activities were combined into the 2017 State of Transportation Report.

Maintained Let's Go Smart website. Work continued on developing graphics for Bike/Ped Design Standards. Developed routing and revised document for Ozarks Regional Destination Plan. Continued to work with the Walkability Action Institute Team to develop guidelines and presentations. Worked with Missouri Trails Advisory Board to support the Rock Island Trail. Researched walk audit templates.

Developed Complete Streets Toolbox webpage on new website to highlight local successes, the most recent national bicycle and pedestrian design standards, and an interactive opportunity for website visitors to design their own complete street.

Attended Northwest Arkansas Community Tour on Active Mobility and Regional Trails Luncheon featuring national experts on trail implementation.

3.6 Freight Planning

Used freight corridors as a factor in prioritizing projects for STIP recommendations. Staff responded to requests for input from MoDOT-Freight. Prioritization criteria was developed to emphasize roadways identified in the Statewide Freight Plan. The OTO also joined a multi-state planning effort, led by the Mid-American Regional Council, to evaluate the impact of emerging technology on freight. The plan will help identify actions to unify standards and share data.

3.7 Traffic Incident Management Planning

Four Traffic Incident Management Committee meetings were held. The annual Traffic Incident Management Self-Assessment was discussed in August 2018. The committee adopted Operational Guidelines, decided to discontinue the After-Action Surveys and replace them with discussion time at the beginning of each quarterly meetings and commenced an updated to its Strategic Plan. The committee also worked to help local responders get access to roadway safety funds for personal safety

equipment. Local responders were able to get 114 safety cones, 13 “incident ahead” signs, and 60 safety vests. The TIM committee also held a Regional TIM Exercise in November 2018.

3.8 Air Quality Planning

Educational Information summarized for VW Trust Settlement and staff attended VW Trust Advisory Committee Meetings. Continued to work with Ozarks Clean Air Alliance and continued exploring Clean Cities designation, OCAA as an independent organization, and the VW Settlement Trust. Updates were provided to members regarding funding availabilities through Missouri DNR for VW Settlement Trust funding. Work began to update the Clean Air Action Plan and to develop work program goals for the OCAA for 2019. Continued to monitor the OTO attainment status. Continued workshopping the Advance Program work plan and developing ways to improve OCAA sustainability. OCAA hosted an electric lawncare demo and is planning another one for fall 2019 and spring 2020, along with an Electric Vehicle Rally hosted in association with a local Coffee and Cars event, also in fall 2019. Preparing to host an MDNR VW Trust Application workshop in September.

3.9 Hazard Environmental Assessment

Continued to monitor database for project impacts. Staff added census geographies with 2013 – 2017 ACS estimates as environmental data layers into an Arc GIS Pro project that can be overlaid by TIP and LRTP projects.

3.10 Demographics and Future Projections

Collected building permit data for use in 2018 Growth Trends Report document and presentation. The report was finalized and presented to the Technical Planning Committee and Board of Directors. Staff worked on developing demographic and economic projections for use as inputs the updated travel demand model.

3.11 Geographic Information Systems (GIS)

Maintained GIS data including crash data, volumes and new capacity information. Analysis and preparation of prioritization criteria. Continued to work on GIS database of information. Conducted analysis and scoring for STIP Prioritization and prepared maps.

Staff continued Database Management on GIS server. Setup backend access for online open data GIS portal to go live at a later date. Staff added MoDOT Transportation planning database to the OTO resources. Conducted temporal analysis of 10 years of crash data using a time space cube. Edits to and maintenance of Acyclic Routes ID feature class. Completed analysis volume-to-capacity measures using three passenger car equivalent value for commercial traffic. Added TIP Projects to the OTO TIP SDE Database. Analyzed of MoDOT fifteen-minute traffic count files retrieved from the MoDOT Central Office. Calculated safety scores for MoDOT SS Intersections in the SW District.

3.12 Mapping and Graphics Support for OTO Operations

Maps were produced as needed for various projects and analysis. Staff shared a Web Map Application for Fifteen Minute Traffic Counts. Maps were produced as needed for review of prioritization criteria and other reports including:

Maps Created

- City of Ozark MTP Proposed Amendments
- Pythian/Central Proposed MTP Amendment

- 2018 Directional Volume-to-Capacity
- 2018 Total Roadway Volume-to-Capacity
- MoDOT Traffic Sensor Fifteen Minute Traffic Counts
- AM & PM Peak Mobility Maps w/Acyclica Speeds for Comparison w/ MoDOT Tracker Report
- Thirty-six maps associated with development of housing and economic projections for an updated travel demand model.

3.13 Support for Jurisdictions' Plans

Provided Ozark information for use in development of localized trail plan. Continued to partner with Springfield and Springfield/Greene County Health Department to develop and implement the Walkability Action Institute Action Plan. Partnered with the Springfield Planning Department to discuss the viability of Bus Rapid Transit in Springfield. The Kansas Extension project was monitored to ensure approval of the environmental review and the obligation of limited acquisition ROW funding. Staff reviewed traffic studies and commented. Met with developers to look at impact to roads. Met with Republic regarding their Comprehensive Plan update. Continued to work with the City of Springfield as they selected a consultant for their Comprehensive Plan update.

3.14 Studies of Parking, Land Use, and Traffic Circulation

Meeting to discuss corridor planning of US 60 West was held. Participated on MoDOT scoping team for US 160 between Springfield and Nixa. Continued work on developing Transportation Impact Study Guidelines. Attended core team kick off meeting for widening of US 60 and associated interchange improvements at Glenstone.

3.15 Transportation Consultant/Modeling Services

Spack Consulting provided model policy for Transportation Impact Studies and an OTO committee revised the policy and recommended it for Board approval. A scope of work for a model update was reviewed in preparation for the upcoming metropolitan transportation plan update. Discussed timeline and cost to complete a Transportation Model Update.

3.16 Civil Rights Compliance

Staff planned training for 2nd quarter. No complaints were received. No Annual DBE Goal is currently required. Staff researched ways to make the website more accessible. Civil rights training was given to new employees. New website was developed with accessibility in mind. Level...was target.

3.17 Travel Demand Model Update

Review call held with current consultant for Travel Demand Model. The consultant for the Travel Demand Model provided cost information to update the model. Staff worked on developing demographic and economic projections for use as inputs in the planned update to the travel demand model.

3.18 Aerial Photography

Aerial photography project was completed in FY 2018 but paid as per UPWP Amendment Two during FY 2019. Discussions have started regarding the FY 2020 aerial flight.

Task 4 Project Selection and Programming 98% Complete

4.1 FY 2019-2022 Transportation Improvement Program (TIP)

Draft FY 2019-2022 TIP to TPC and BOD. Incorporated USDOT comments. Finalized and Reviewed Draft. Draft available for public comment (with copies at community locations, News-Leader ad). Revised draft again made available for public comment (with copies at community locations, News-Leader ad). Planning and Financial Certifications e-meeting, submittal of Draft TIP to MoDOT and approval by USDOT. Presented Amendment 1 to the Technical Planning Committee. Public input was solicited and Amendment Number One and Amendment Number 2 to the FY 2019- 2022 Transportation Improvement Program was approved at the October and December Board of Directors meetings. Administrative Modification One was presented to the December Board of Directors. Amendment 3 and 4 were prepared and presented to the Technical Planning Committee in January. Public comment was sought for Amendment 3 and 4 and they were approved by the Board of Directors in February. Amendment 5 was prepared and presented to the Technical Planning Committee in March and approved by the Board of Directors in April. Amendment 6 was prepared and presented to the Technical Planning Committee in May and approved by the Board of Directors in June. Administrative Modification Two was prepared at the end of April and Three was prepared in the middle of May and these will be presented in July and August to the TPC and BOD. The TIP Tool database was updated for projects and geospatial edits. The TIP was updated to reflect the adopted performance targets in accordance with performance-based planning requirements.

4.2 FY 2020-2023 Transportation Improvement Program (TIP)

Staff conducted the public input process for FY 2020-2023 TIP on the giveyourinput.org website through December 2018. The TIP mailing list was updated to ensure maximum outreach. Responses were provided for input received and all has been shared with the Board of Directors. Background data was prepared and requested for the FY 2020-2023 TIP. A TIP subcommittee was appointed at the March Technical Planning Committee meeting. Background information was shared with member jurisdictions and TIP projects were requested. Feedback was provided for TIP public input and all input was shared with member jurisdictions. A draft TIP was prepared, with project verification upon public release of the MoDOT STIP. Materials and Agenda were prepared for the July TIP Subcommittee meeting.

4.3 Project Programming

Enhancement Funding History Update was performed, and a TAP Application Guidelines Review Meeting was held. The MoDOT FY 2020-2024 STIP Priorities were approved by the Board in October. Analysis included crash, travel times, volume to capacity ratio, economic development, multimodal, and environmental justice. Background and committee work conducted to update STIP prioritization process for 2021- 2025. Meetings were also held to further refine the programming requirements for the approved 2020- 2024 STIP Priorities.

Transportation Alternative Program projects were scored, as were FTA Section 5310 projects. Two TAP projects were programmed as part of Amendment 2 and the others, along with the 5310 projects, were prepared to be included in Amendment 3 in the third quarter. Projects and funding revised to provide for payback on a PE obligation for a City of Nixa project. A supplemental agreement between Christian County and MoDOT for the Riverside Bridge STBG-Urban funding was coordinated, which also paralleled a TIP amendment to show funding in the correct year and with the correct phases.

There were six amendments and three administrative modifications to the FY 2019-2022 TIP. A televised interview was conducted with KY3 concerning the Board's consideration of TAP projects. The

transit program of projects was updated to reflect currently awarded projects and available funding. Continued to refine the OTO STIP Prioritization Process and meet with MoDOT to discuss programming of current priorities.

4.4 Federal Funds Tracking

Developed Template for future reports. STBG-Urban research for City of Springfield completed. Continual tracking of funds obligated through FMIS occurred. Prepared two Federal Funds Balance Reports, one for September 30 and another for March 31. The format of the reports was updated to reflect current balances and future balances based on programmed funds, providing a lapse scenario and available funding for programming scenario to OTO members. Prepared and solicited public input on the Annual Listing of Obligated Projects. Published ALOP by December 30 deadline. Obligations continued to be monitored to ensure reasonable progress and to avoid any potential lapse in funding per MoDOT's three-year policy and the Federal Funding four-year policy. Worked with MoDOT to continue to receive monitoring reports. Provided TAP Funding Tracking for MoDOT reporting to FHWA. Developed scenarios based on MODOT STIP programming possibilities.

4.5 Online TIP Tool Maintenance

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program. The annual contract was paid in full for the Online TIP Tool. Review of TIP Tool with DTS and comments for future improvements and research on other TIP Tool Software was conducted. The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program. A call was held to review future changes to the TIP Tool and for OTO to provide feedback on desired outcomes of said changes. Coordinated with TIP Tool Consultant regarding operational updates in progress for the site.

Task 5 OTO Transit Planning 28% Complete

5.1 Operational Planning

Attended the fixed route advisory committee. Maintained a list of transit operators. Transit brochure is available. Staff training selected and distributed on title VI/ADA. Updated the Title VI maps. Staffed the Community Partnership of the Ozarks Transportation Collaborative developing recommendations to help the under resourced with transportation needs. This committee is being combined with the Ozark Greenways Let's Go Smart Committee to provide a broader and more complete approach to bicycle, pedestrian, and transit needs in the region. Maintained a list of transit operators. Transit brochure is available. Updated transit brochure and scheduled reprint.

5.2 Transit Coordination Plan Implementation

Coordinated with LCBT on 5310 call-for-projects scheduled for the 2nd quarter of 2019. A Call-for-Projects was held for the Section 5310 program using new criteria outlined in the Transit Coordination Plan and Program Management Plan. Board of Directors approved Section 5310 grants using criteria outlined in Transit Coordination Plan.

5.3 Program Management Plan Implementation

Coordinated with LCBT on 5310 call-for-projects scheduled for the 2nd quarter of 2019. The review was completed during the 1st quarter. The PMP-compliant Section 5310 application process was finished with the Board's approval of FY 18-20 funding.

5.4 Data Collection and Analysis

Origin/Destination Study was conducted using Google Transit feed specifications including routes, stops, schedules and adding cost matrix to determine reachable areas. OD Study for CU Transit was conducted to demonstrate to transit stakeholders the relationship between live/work paths of potential transit users and to identify underserved demand.

5.5 Community Support

Participated in the Transportation Collaborative at the Community Partnership of the Ozarks to discuss transportation needs of the under-resourced, including needs related to transit. Made RideShare Brochure available for community distribution and awareness. Coordinated training of new Rideshare Program with Ozark Greenways and Springfield-Greene County Health Department staff.

5.6 ADA/Title VI Appeal Process

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. None were received. Developed update for the Title VI/ADA Plan and the Limited English Proficiency Plan. OTO remains available as the appeal board for City Utilities paratransit ADA complaints. No complaints were received.

Task 6 City Utilities Transit Planning (FTA 5307 Funding for City Utilities) 100% Complete

6.1 Operational Planning

FY 2019 Grants:

CU's FY 2019 Section 5307 grant – During 3rd Quarter 2019, Congress released the Annual FY 2019 Federal Apportionment funding for all FTA funded grants. CU executed our FTA Section 5307 grant on June 3, 2019. As of June 30th, CU's short-range transit planning was 75% complete, since CU's fiscal year begins October 1 to September 30. CU was also able to ask for 100% of our operating assistance grant request and 100% of our preventive maintenance expenses. We have started the process to begin our security projects, which will allow us to request reimbursement for the apportioned 1% security requirement, during FY2020.

CU's FY 2019 Section 5339 grant – During 3rd Quarter 2019, Congress released the Annual FY 2019 Federal Apportionment funding for all FTA funded grants. CU executed our FTA Section 5339 grant on May 8, 2019. This grant will be combined with MODOT's Section 5339 funding, that was transferred to CU, to purchase (1) 35-Foot Bus in FY2021. When the FY2020 Section 5339 funds are apportioned, they will be added to this grant for the purchase on (1) additional bus to be purchased in FY2021.

CU's FY 2019 Section 5310 grant - During 3rd Quarter 2019, Congress released the Annual FY 2019 Federal Apportionment funding for all FTA funded grants. CU executed our FTA Section 5310 grant on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. When the FY2020 Section 5310 funds are apportioned, they will be added to this grant to complete the project in FY2020. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue.

CU's FY 2018 Section 5339 grant application for the purchase two 35-foot, fixed route buses – Option to purchase buses was exercised in February 2019 and delivery is anticipated between November and December of 2019.

CU's FY 2017 Section 5310 grant application for the purchase of 19 bus shelters and new bus route signage was completed by September 30, 2017. However, there was an unexpected cost savings that allowed us to purchase additional shelters. Since the original requisition didn't include any options to purchase additional shelters, we are currently working on a new RFP to replace our remaining (5) Phase I shelters, and to order (6) spare shelters and panels. This project is expected to be complete by December 31, 2019.

6.2 ADA Accessibility

The remaining funding for bus bench pads/sidewalks on the FY 2015 FTA Grant MO-16-X053 is was used to complete the construction of an additional segment of sidewalk on Battlefield Road between Fremont Avenue and National Avenue. This segment on sidewalk connected to our existing bus stop on Battlefield Rd. This project was a partnership between the City of Springfield and City Utilities that improves the ADA accessibility in that area. This project was completed March 2019, and we have requested for this grant to be closed.

CU's FY 2019 Section 5310 grant - During 3rd Quarter 2019, Congress released the Annual FY 2019 Federal Apportionment funding for all FTA funded grants. CU executed our FTA Section 5310 grant on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. When the FY2020 Section 5310 funds are apportioned, they will be added to this grant to complete the project in FY2020. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

Route adjustments on Line 5/25 and Line 6/36 took effect on June 2, 2019 to improve on-time performance issues with the route. Route adjustments on Lines 12/36, 9, and 14/26/38 will take place on July 7, 2019 to improve on-time performance with the route. We are currently working to update our turn-by-turn, maps and braille documents to reflect these changes. All fixed routes are consistently evaluated to make improvements as needed.

6.4 Service Planning

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing.

6.5 Financial Planning

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually. CU has also participated in several OTO committees this past quarter.

6.6 Competitive Contract Planning

City Utilities Purchasing department ensures that CU Transit awards bids to the most competitive contracts and that all FTA guidelines and requirements are followed. In the future, we are considering studying opportunities for transit cost reductions using third-party and private sector providers for a portion of our paratransit bus service.

6.7 Safety, Security and Drug and Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly.

6.8 Transit Coordination Plan Implementation

CU has implemented the Transit Coordination Plan, since we receive Section 5310 grant funding. The OTO provides annual training for applicants, including CU, each fiscal year and provides the media outreach.

6.9 Program Management Plan

CU does not have to do a Program Management Plan for Section 5339 grant funding. The OTO does do a Program Management Plan for our Section 5310 grant program.

6.10 Data Collection and Analysis

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU collected data for the Bike, Walk, Wheel Week sponsored by Ozark Greenways.
- CU is hosted Communities in Motion Week June 17th-21st. We collected data for the Dump the Pump, free ride day on June 20th.

Task 7 Special Studies and Projects 100% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

Corresponded with City of Springfield on the expansion of the Acyclica network to include future Kansas Extension. Coordinated discussions between City of Springfield Traffic Operations and CU Transit on opportunities for sharing real-time data using the TMC's new ATMS software. Staff recommended inclusion of ITS projects in annual STIP prioritization process. Worked with the Springfield/MoDOT Traffic Management Center to support programming for ITS in the region.

7.2 Grant Applications to support Livability/Sustainable Planning

City of Springfield and City of Republic BUILD Grant support provided.

7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan

Continued to refine Transportation Impact Study policy with input from Committee. A comment period targeted directly at area engineers was conducted. Input reviewed by committee in 4th quarter.

7.4 Travel Sensing & Travel Time Service Project

Staff used the travel time units to analyze congestion as part of the STIP prioritization evaluation discussion. Continued to utilize data from the travel time sensors.

Task 8 Transportation Demand Management 100% Complete

8.1 Coordinate Employer Outreach Activities

Drafted OzarksCommute newsletter and prepared for first distribution in September 2018 and inquired regarding a vendor spotlight with Springfield Human Resources Association. Monthly newsletters were sent to registered OzarksCommute users. These newsletters are intended to remind users of their account, educate users about system features, and highlight successes. Sent out two editions of the Ozark's Commuter. Interviewed frequent system user for profile in February edition.

8.2 Collect and Analyze Data to Determine Potential Demand

Collected data from Acyclica Go traffic sensors to compare travel speeds to assist with Congestion Management Plan. Collected National Performance Measures Data Set and MoDOT Intersection GIS file for Freight Study for accidents involving I-244 corridor involving commercial vehicles.

Task 9 MoDOT Transportation Studies & Data Collection 100% Complete

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 514.5 MoDOT staff hours were completed.

TAB 11

BOARD OF DIRECTORS AGENDA 8/15/19; ITEM II.J.

Sunshine Law/Records Retention Policy

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization is committed to following the Sunshine Law and the Records Retention Schedule to ensure the public is aware of all activities of the Organization. Since its inception, the OTO has maintained a formal Sunshine Law Policy, which also includes the process for requesting records. The OTO's policy mirrors both the Sunshine Law and the Secretary of State's Local Records Retention Schedule. An updated copy of the Missouri Sunshine Law has been provided to the board.

These Statutes are updated periodically, which necessitates the updating of our policy. Staff is requesting the Board of Directors adopt the proposed update to the Sunshine Law/Records Retention Policy and the resolution to name the Custodian of Records. Custodian of Records was previously named as the Administrative Assistant but will now be known as the Communication Clerk due to staffing changes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to adopt the resolution to appoint a custodian of records in compliance with the Sunshine Law and the updated Sunshine Law/Records Retention Policy."

OR

"Move to adopt the resolution to appoint a custodian of records and the updated Sunshine Law/Records Retention Policy with the following changes..."

Resolution No. 2019-1
Ozarks Transportation Organization
Missouri Sunshine Law

WHEREAS, Section 610.023.1, RSMo, provides that a public governmental body is to appoint a custodian to maintain that body's records and the identity and location of the custodian is to be made available upon request; and

WHEREAS, Section 610.026, RSMo, sets forth that a public governmental body shall provide access to and, upon request, furnish copies of public records; and

WHEREAS, Section 610.028.2, RSMo, provides that a public governmental body shall provide a reasonable written policy in compliance with sections **610.010** to **610.030**, RSMo, commonly referred to as the Sunshine Law, regarding the release of information on any meeting, record or vote.

NOW, THEREFORE, BE IT RESOLVED:

1. That the Communications Clerk be and hereby is appointed custodian of the records of Ozarks Transportation Organization and that such custodian is located at 2208 W Chesterfield Blvd, Ste 101, Springfield MO 65807.
2. That said custodian shall respond to all requests for access to or copies of a public record within the time period provided by statute except in those circumstances authorized by statute.
3. That the fees to be charged for access to or furnishing copies of records shall be as hereinafter provided in the Ozarks Transportation Organization Sunshine Law/Records Retention Policy.
4. That it is the public policy of Ozarks Transportation Organization that meetings, records, votes, actions and deliberations of this body shall be open to the public unless otherwise provided by law.
5. That Ozarks Transportation Organization shall comply with sections 610.010 to 610.030, RSMo, the Sunshine Law, as now existing or hereafter amended.

Attest:

Steve Childers, Secretary

Passed pursuant to bylaw voting requirements on _____

Bob Dixon, Chairman

Filed as Resolution: _____

TAB 12



INFRA 2019

ROCHEPORT BRIDGE AND MAJOR I-70 FREIGHT CORRIDOR IMPROVEMENTS

- ◆ An \$81.2 million INFRA grant to close the funding gap for constructing a new I-70 Missouri River Bridge at Rocheport and climbing lanes on I-70 at Mineola Hill.

- Governor Parson received word from the U.S. Department of Transportation on July 22 that Missouri has received an \$81.2 million Infrastructure for Rebuilding America (INFRA) Grant that will facilitate the construction of a new I-70 Missouri River Bridge at Rocheport.
- It's the largest competitive grant MoDOT has ever received.
- Building a new I-70 bridge at Rocheport will provide connectivity and mobility to commuters, travelers and freight carriers for the next 100 years, and will avoid the traffic snarls that would have happened during a short-term rehabilitation project which would have happened next year had pursuit of the grant not been successful.
- Here's what the grant will do:
 - Will replace the existing four-lane I-70 Missouri River Bridge at Rocheport with a structure that will be initially configured to four lanes to match I-70, with future modifications to six lanes should an I-70 expansion be funded. The new bridge will be built just to the south of the current location. The existing bridge, which was built in 1960, will continue to be used during construction, meaning there will be very few impacts to traffic.
 - Will reconstruct the Route BB interchange just east of the bridge.
 - Will construct climbing lanes on I-70 at Mineola Hill, which will improve safety and traffic flow through the Loutre River valley.
 - Will trigger \$301 million in bonding, authorized by the Missouri General Assembly during the 2019 session, that will repair or replace another 215 bridges across the state. Those bonds will be repaid out of State General Revenue over a seven-year period.
 - Will free up \$301 million that was already committed to these bridge projects in the current STIP to enable other high-priority transportation needs across the state. Those projects will be identified in cooperation with local planning partners.

"We owe a great deal of gratitude to Gov. Parson for his leadership and commitment to Missouri's infrastructure needs. This could not have happened without his determination and unwavering support of infrastructure investment. Sen. Blunt, Sen. Hawley, Rep. Graves and Rep. Hartzler, along with other members of our Congressional delegation, are also to be commended for keeping the project top of mind in the nation's capital. Thanks, too, go to leaders in the City of Columbia, the City of Boonville and Boone and Cooper Counties for their commitment of \$4.2 million in local funds that when leveraged with state and federal dollars will make a new bridge a reality."

- MoDOT Director Patrick K. McKenna



www.modot.org/focus-bridges

July 29, 2019

2:22 pm » Interstate System Report Calls for More Funding, Tolling, VMT Fees, and Cybersecurity


[\(https://aashtojournal.org/\)](https://aashtojournal.org/)


The U.S. Department of Transportation officially awarded nearly \$856 million worth of Infrastructure for Rebuilding America or INFRA grants to fund 20 projects across the country during a special event at its Washington, D.C. headquarters on July 25 – with 12 state departments of transportation winning grants for a variety of highway, railroad, and bridge replacement undertakings.

[Above photo left to right: Melinda McGrath, executive director, Mississippi Department of Transportation; Patrick McKenna, director of the Missouri Department of Transportation; U.S. Secretary of Transportation Elaine Chao; Russel McMurry, commissioner for the Georgia Department of Transportation; and John Halikowski, director of the Arizona Department of Transportation.]

This second round of INFRA grants – which follows \$1.5 billion awarded last June (<https://news.transportation.org/Pages/060818infra.aspx>) to 26 transportation projects – now undergoes a 60-day Congressional review period before the money can be released.

“This significant federal investment will improve major highways, bridges, ports, and railroads around the country to better connect our communities and to enhance safety and economic growth,” said Transportation Secretary Elaine Chao (*seen at right*) in a statement (<https://www.transportation.gov/briefing-room/4519>).

Speakers at the event – Secretary Chao, Sen. Roy Blunt, R-Mo., Rep. Sam Graves, R-Mo., Rep. Greg Walden, R-Or., and Russell McMurry, commissioner of the Georgia Department of Transportation – emphasized that INFRA grants play a “vital role” in meeting more rural infrastructure needs, while also allowing states to reallocate more of their own dollars to other transportation projects.

Rep. Sam Graves

Sen. Blunt and Rep. Graves specifically pointed to the \$81.2 million grant being provided to the Missouri Department of

Transportation to help defray the cost of “two critical upgrades” along I-70; a \$238 million effort that includes replacing the 60-year-old Rocheport Bridge over the Missouri River, now nearing the end of its service life, and building 1.2 miles of east-and west-bound truck “climbing lanes” to improve traffic flow.

“That INFRA grant money will allow Missouri to free up millions of more dollars to invest in other transportation projects across the state,” Rep. Graves said.

The other state DOT projects funded during this second round of INFRA grant awards include:

The Alabama Department of Transportation: awarded \$125 million to construct a new six-lane cable-stayed bridge with more than 215 feet of vertical clearance to carry I-10 across the Mobile River channel.

The Arizona Department of Transportation: provided with \$90 million to add capacity on a rural, mountainous stretch of I-17 north of Phoenix.

The Maryland Department of Transportation: given \$125 million to raise the vertical clearance of the Howard Street Tunnel, Baltimore, to facilitate movement of double-stack trains on an important freight rail corridor.

The Maine Department of Transportation: awarded \$36 million to replace the Madawaska International Bridge, a U.S.-Canada border crossing over the Saint John River.

The Mississippi Department of Transportation: provided \$52.4 million to complete the portion of the Appalachian Development Highway System in Mississippi.

The Oregon Department of Transportation: given \$60.4 million to make a series of improvements to roadways on the north side of Bend.

The Rhode Island Department of Transportation: awarded over \$60.3 million to rebuild the Providence Interstate 95 Northbound Viaduct.

The Colorado Department of Transportation: provided over \$8.2 million to add approximately 12 miles of passing lanes along US 287 in rural southeastern Colorado.

The South Dakota Department of Transportation: given \$13.01 million to support a bridge replacement project over the Missouri River in Pierre.

The North Central Council of Governments and Texas Department of Transportation: they will share more than \$8.7 million in grants to fund a series of seven projects involving seven bridges in the Dallas-Fort Worth area.

The West Virginia Division of Highways: given \$9.4 million for the WV2 Proctor to Kent project.

Nicole Nason, administrator of the Federal Highway Administration, explained to the AASHTO Journal at the event that the “detailed criteria” required to apply for INFRA grants is helping to “sharpen up” the analytics skills of state DOTs, which then provides USDOT with far more “transparent details” regarding the economic benefits of specific transportation projects. ^

“The grant process gives us a very detailed spreadsheet we can take before Congress during the review period, so we can show precisely why we selected the projects we did,” she said. “It allows us to move from broad, vaguely defined benefits such as ‘reducing traffic congestion’ to more specific criteria, especially in the areas of using innovative materials and quality of life improvements.”

FHWA’s Nicole Nason. Photo by ARTBA

Nason added that improving transparency when comes to INFRA project criteria and the program’s selection process is just one of the recommendations laid out in a recent Government Accounting Office report (<https://aashtojournal.org/2019/07/19/gao-report-finds-infra-grant-program-lacks-consistency-transparency/>).

“But it also helps when it comes to explaining why a grant proposal didn’t succeed,” she pointed out. “We have 20 grant winners out there who are very happy, but we also have to go back and explain to 180 others why their applications did not result in grants.”

Photo by Missouri DOT

The INFRA program – established by the 2015 Fixing America’s Surface Transportation or FAST Act – prioritizes freight-related highway projects, though some limited rail and port infrastructure is allowed as long as it reduces congestion on highways.

The law specified that 10 percent of the funds be available for small projects valued at \$5 million or more, while large projects must be at least \$25 million. Furthermore, at least 25 percent of the overall INFRA grant program funding must go to rural projects.

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July 29, 2019

1:35 pm » FAA Reshuffles Executives, Plans Drone Identification Rulemaking in Spring 2019

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A paper (https://www.brookings.edu/wp-content/uploads/2019/07/2019-07-12_infrastructure_costs_v2.pdf) released by the Brookings Institution in mid-July indicates that “costly environmental review delays” are a major reason why the cost of building one mile of interstate highway tripled between the 1960s and 1980s, adjusted for inflation – validating some of the cost-reduction rationale behind state efforts to assume decision-making and legal responsibilities for meeting National Environmental Policy Act requirements for federal highway projects.

[Above photo by the Missouri DOT.]

The paper also found that increases in household income and home values also helped spur costlier interstate investments, such as the addition of more lanes, on/off ramps, and bridges.

“Changing costs for construction material or labor don’t explain the increase in spending over time. Neither do the costs of acquiring rights of way or the costs of planning,” the paper’s authors explained. “And there were no large changes to federal interstate highway construction standards over time.”

The authors did, however, identify “empirical evidence” consistent with two potential explanations for the jump in highway construction costs.

“The first is that the demand for more expensive interstate highways increases with income, as either richer people are willing to pay for more expensive highways or in any case they can have their interests heard in the political process,” they said. “The doubling in real median per capita income over the period accounts for roughly half of the increase in expenditures per mile over the period. Controls for home value also account for a large proportion of the temporal increase; taken together, income and home value increases account for almost all the temporal change in costs.”

The paper’s second hypothesis centers on what the authors call the “rise of citizen voice” in the late 1960s and early 1970s – a catch-all term used to describe the impact of the environmental movement, the civil rights movement, and the rise of homeowners as organized lobbyists that empowered citizens with “institutional tools” like environmental reviews to increase the “cost of government behavior,” such as mandating the addition of highway noise barriers.



I-11 sign, Arizona DOT

Accommodating the “citizen voice” from an environmental perspective while simultaneously lowering the cost of doing so is one reason more states – such as Arizona (<https://aashtojournal.org/2019/04/19/fhwa-approves-full-nepa-assignment-for-arizona-dot/>) – are seeking NEPA assignment authority. That way, they can comply with federal environmental requirements on their own, allowing them to streamline processes – saving time and money (<http://www.dot.state.oh.us/NEPA-Assignment/Pages/Archived.aspx>) – while waiving their sovereign immunity in relation to federal court jurisdiction.

NEPA Compliance and Class of Actions



For example, the California Department of Transportation reported a 30 percent time savings in project delivery after receiving NEPA assignment authority, while the Texas Department of Transportation estimated that it gained time savings of 25 percent

The U.S. Department of Transportation also issued a final rule last year (<https://aashtojournal.org/2018/11/02/usdot-officially-issues-final-rule-amending-environmental-rules-for-transportation-projects/>) to “rationalize and streamline” the environmental review process across railroad, transit, and highway projects alike.

Still, Patrick McKenna – director of the Missouri Department of Transportation and the 2018-2019 Vice President of the American Association of State Highway and Transportation Officials – noted in testimony

Patrick McKenna

(https://www.epw.senate.gov/public/_cache/files/9/a/9a8f1b46-65dd-479f-acfd-e55aa0cef065/D7234229D19E31666DB74E1FC562F884.03.06.2019-mckenna-testimony.pdf) before the Senate Committee on Environment and Public Works in March that “a great deal” of further transportation project delivery delay arises from the interaction with NEPA and other federal environmental laws, each with their own distinct procedures and requirements.

“Streamlining the NEPA process alone will not be successful without also streamlining compliance with the other federal environmental laws,” he stressed.

“To make the NEPA process work more smoothly with other substantive environmental requirements, USDOT and its modal administrations, along with state DOTs, should work with Federal environmental agencies to develop programmatic approaches to streamline environmental processes,” McKenna noted. “Programmatic agreements greatly reduce the time and cost needed to meet environmental requirements, without changing the underlying environmental standards that projects must meet.”

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July 29, 2019

2:13 pm // In Memoriam: President George H. W. Bush, ISLE, and Transportation

1:56 pm // Growth Projected for Transportation Projects, but Costs a Challenge

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The surface transportation reauthorization bill expected to be formally unveiled next week by the Senate Committee on Environment and Public Works would appropriate \$287 billion for highway infrastructure over the next five years – a 28 percent increase over current spending levels – with nearly 90 percent or \$259 billion distributed to states via the traditional formula-funding process.

Details obtained by Politico Magazine indicate the bill would also address climate change both by authorizing new “formula-based and discretionary grant programs to begin to reduce transportation-related emissions” and establishing a program “to support projects that will improve the resiliency of roads and bridges to natural disasters and extreme weather events.”

The bill would also codify tenets of the “One Federal Decision (<https://news.transportation.org/Pages/081817exorder.aspx>)” project-streamlining policy, which seeks to eliminate duplication in federal permitting processes and sets a goal of two-years for completing all environmental reviews and authorization decisions for major infrastructure projects

Those tenets align with public remarks made by Sen. John Barrasso, R-Wyo., the committee’s chairman, during a July 10 hearing (<https://aashtojournal.org/2019/07/12/epw-hearing-focuses-on-long-term-formula-based-fast-act-reauthorization/>) regarding the reauthorization of the 2015 Fixing America’s Surface Transportation or FAST Act.

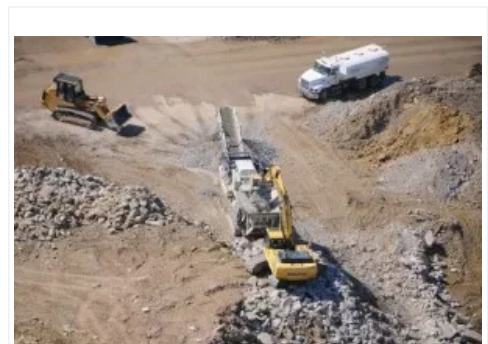


Photo by the Missouri DOT

"We ... are working to pass a five-year highway infrastructure bill to fix our roads, our bridges, and our highways," Sen. Barrasso said at that hearing.

"That means maintaining each state's share of highway formula funding [as] formula funding gives each state the flexibility they need to address their specific surface transportation needs," he added. "Maintaining the federal highway program's current approach of distributing over 90 percent of the funds to the states by formula is the key to this. It is a proven approach that works for everyone and should be continued."

Barrasso: Our Highway Infrastructure Legislation Will Be For All of America



Carlos Braceras, executive director of the Utah Department of Transportation and 2018-2019 president for the American Association of State Highway and Transportation Officials, also emphasized the importance of making formula-funding – what he described as the “heart and soul” of the Federal-aid highway program – the primary avenue for supporting transportation investments across the country.

"The formula-based program framework built the Interstate Highway System and the National Highway System, the backbone of our national network of roads and bridges that drives our national economy," Braceras said.

Carlos Braceras

"This remains the optimal approach to underpin the next surface transportation legislation that will serve all corners of our country by improving mobility and quality of life in urban, suburban, and rural areas," he added. "If we can have long-term predictability, we also get the best value for our investments in transportation projects."

Those points, among others, are also reiterated in a 32-page report (https://www.artba.org/wp-content/uploads/2019/07/Task_Force_Final_07.08.19.pdf) recently released by the American Road & Transportation Builders Association.

Photo by the Oregon DOT

"Federal resources consistently support more than half of all annual state highway and bridge capital expenditures," ARTBA's report noted. "A dependable and robust [transportation] revenue foundation must be established to support needed improvements to aging and neglected infrastructure facilities ... resources complemented and optimized by building on several recent federal policy reforms to advance new regulatory efficiencies, outcome-focused policy structures, and enhanced safety and accountability metrics."

Recommendations made in ARTBA's report include:


Beef up transportation funding via user-fee-based revenues. Options include an increase in the federal motor fuels tax, a one-time federal excise tax on electric vehicle batteries, and a user fee capturing value from freight movement.

Provide flexibility for states to make key project-level decisions.

Reform and improve the Transportation Infrastructure & Finance Improvement Act or TIFIA program, lift the cap on Private Activity Bonds for highway projects, and eliminate the federal ban on tolling interstate highways.

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NYC TRANSPORTATION

Cyclists will get head start at thousands of NYC intersections

The bill passed hours from two cyclist deaths with a third rider in critical condition

By **Caroline Spivack** | Jul 24, 2019, 8:30am EDT



Thomas Trutschel / Getty Images

Cyclists will get the jump on cars alongside pedestrians at thousands of intersections across New York City thanks to a law passed by the City Council Tuesday.

The [legislation](#), which was sponsored by Brooklyn councilmember Carlos Menchaca and is set to take effect in November, allows bikers to follow pedestrian signals instead of traffic lights at nearly 3,500 [Leading Pedestrian Intervals](#).

The intervals allow bikers to partake in the few seconds head start pedestrians have before parallel traffic gets the green light, thus making the two wheelers more visible to turning drivers. The safety measure is a shift in how the city views cyclists and is especially crucial as New York City struggles with a surge in biker deaths, says Menchaca.

“The culprit in this transportation conversation is the culture that continues to privilege cars and treats cyclists like motor vehicles rather than what they are more like, which are pedestrians,” Menchaca said during Tuesday’s vote. “We blame cyclists. We blame pedestrians. This has to stop.”

Of the 51 Council members, 37 voted for the change and seven sought to block it. The bill’s passage came on a day of carnage for cyclists with 17-year-old Alex Cordero [struck and killed by a tow truck](#) in the West Brighton section of Staten Island Tuesday morning. Only hours after the vote, [yet another cyclist](#), this time a 58-year-old man whose name has yet to be released pending family notification, was hit and killed by a truck driver in Greenpoint.

The incidents bring the city’s cyclist death toll to 17 this year—that’s up from 10 deaths in all of 2018. And that figure may soon rise after another rider, who has yet to be identified, [was struck in Queens](#) and rushed to Jamaica Hospital in critical condition early Wednesday, according to the NYPD.

“These crashes are tragic examples of what happens in a city that purports to welcome cyclists but fails to dedicate protected space for bikes on the vast majority of its streets,” said Joe Cutrufo with nonprofit [Transportation Alternatives](#).

In the wake of recent deaths, advocates have scrutinized Mayor Bill de Blasio’s [Vision Zero](#) program, which was launched five years ago to eliminate the city’s traffic deaths by 2024, and have called for added safety measures, including that the Department of

Transportation (DOT) lay down 100 miles of bike lanes in the next two years, redesign streets with a history of serious crashes, and create a bike corridor pilot program.

De Blasio dubbed this year's rise of cyclist fatalities an "[emergency](#)" and directed the DOT to develop a "[cyclist safety plan](#)" after the 15th biker of the year, Devra Freeland, was killed on July 1. T has said he will announce the initiative this week.

In a seven-month pilot program last year, DOT tested out permitting cyclists to follow crosswalk signals at 50 intersections in Manhattan, Brooklyn, and Queens. The city's findings show that traffic injuries decreased when compared to data from other intersections over the same period, according to a [DOT report outlining the program's results](#). The agency recorded 55 traffic injuries at crossings where cyclists got head starts, compared with 72 injuries at 50 similar intersections.

The council's bill, which Menchaca first introduced in 2016, is a far cry from solving the city's cyclists safety woes, but is an important step down that path, says City Council Speaker Corey Johnson.

"This bill has the potential to literally save lives," said Johnson. "We've lost so many cyclists in our city and recently we've lost a bunch of cyclists and we must do everything we can to prevent more cyclist fatalities and deaths. This is a common sense, easy solution."



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Seattle could be next to try Dutch-style bike-friendly intersection design

July 23, 2019 at 6:00 am



A bicyclist travels through the intersection at Second Avenue and Pike Street. Seattle is exploring the possibility of redesigning one or... (Steve Ringman / The Seattle Times) **More**

By [Heidi Groover](#)

Seattle Times staff reporter

When Tonya Ricks Sterr rides her bike along Columbian Way toward Beacon Avenue South, she does so comfortably separated from traffic thanks to a recently installed protected bike lane. Then, she gets close to the intersection.

“The bike lane just freakin’ disappears,” Ricks Sterr said.

People on bikes are left to mix with vehicle traffic, raising the chances of a collision.

“It’s terrifying,” Ricks Sterr said. “You’re going through, feeling comfortable, and all of a sudden you get to this intersection where there are no facilities, no protection. You’re not really being told you belong there by the infrastructure.”

This Beacon Hill intersection has drawn particular criticism from cyclists because the city opted to end the bike lane ahead of the intersection to make room for a vehicle turn lane, as first [reported by Seattle Bike Blog](#). But the sudden disappearance of safety is a daily fact of life for many people riding bikes.



Traffic Lab is a Seattle Times project that digs into the region’s thorny transportation issues, spotlights promising approaches to easing gridlock, and helps readers find the best ways to get around. It is funded with the help of community sponsors Alaska Airlines, Kemper Development Co., NHL Seattle, PEMCO Mutual Insurance Company and Seattle Children’s hospital. Seattle Times editors and reporters operate independently of our funders and maintain editorial control over Traffic Lab content.

Among cyclist fatalities in urban areas in 2017, 43% occurred at intersections, according to an analysis by the National Association of City Transportation Officials. Of 15 bicyclist fatalities in King County from 2013 through 2017, nearly half were at or near intersections, according to data from the Washington Traffic Safety Commission.

Now, a handful of American cities are trying a new approach to combat that risk: a protected intersection. Seattle could be among the next cities to try the design.

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Instead of people on bikes waiting alongside drivers behind a crosswalk at a light, a protected intersection allows them to wait farther into the intersection, increasing the chances a driver will see them. Concrete dividers or posts create a separate “island” where cyclists and pedestrians wait, plus a wider turn that can force drivers to slow down. Pedestrians, meanwhile, get a shorter crosswalk that means less exposure to traffic.

The design can offer more protection than the [painted bike boxes](#) at some Seattle intersections that allow bicyclists to wait in front of drivers, and less wait for all users than separate signals for cyclists and drivers.

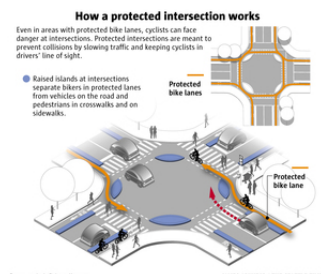
“As we cities have really taken up this mantle of safety and protecting people walking and biking with more protected bike lanes, we’re realizing ... wow, the pinch point is the intersection and we’ve got to figure this out fast,” said Robin Hutcheson, who was the transportation director in Salt Lake City when that city opened one of America’s first protected intersections in 2015.

Variations on the design are common in Dutch cities, but only recently are being adopted in the United States as protected bike lanes become more common.

Seattle City traffic engineer Dongho Chang wrote on Twitter in April, “we may have a protected intersection in SEA!!! More to come.” The Seattle Department of Transportation is “strongly considering” protected intersections but has not identified specific locations, said spokesman Ethan Bergerson.

Early research indicates the design can make cyclists feel safer.

In one study, which has not yet been published, cyclists and noncyclists were shown videos of various intersection designs.



“From a cyclist-comfort perspective, [a protected intersection] is far superior to all the others if you can’t do a signal separation,” said Chris Monsere, a professor at Portland State University and principal investigator on the study.

ADVERTISING



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“We know segmented bike lanes are very comfortable and people feel very safe,” Monsere said. “It’s just at the intersections where this kind of breaks down. If you’re making this network, you really have to treat the intersection properly. Otherwise, it’s the weakest link in the design.”

The design “won’t fit everywhere,” said Nick Falbo, a Portland transportation planner who coined the term “protected intersection” in an effort to help American designers grasp the concept.

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Narrow streets where large trucks and buses have to turn may not be good candidates, and existing telephone poles or drainage that have to be moved can add extra cost, Falbo said.

The design also usually requires pedestrians to cross the bike lane.

Protected intersections are often shown where four bike lanes converge — one on each side of two intersecting streets — but the design can also be used where bike lanes run on only one side of the street or where protected and unprotected bike lanes intersect. Minneapolis is planning some “half-protected intersections,” said Hutcheson, who is now director of public works in Minneapolis. She said city officials are planning several protected intersections there.

Pittsburgh plans to build five of the intersections, said Karina Ricks, director of that city’s mobility and infrastructure department. It’s not just cyclists who welcome a design that offers “clarity and rationality,” Ricks said.

“A lot of times motorists have a lot of difficulty knowing how they’re supposed to interact with bicyclists at intersections ... they end up with crashes because of a lack of clarity.”

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