



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

JUNE 20, 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

June 20, 2019

12:00 – 1:30 p.m.

OTO Conference Room

2208 W. Chesterfield Blvd, Suite 101, Springfield

REVISED

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 April 18, 2019 Meeting Minutes..... Tab 1

(2 minutes/Dixon)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. 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.

E. Executive Director's Report

(5 minutes/Fields)

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

F. MoDOT Update

(5 minutes/MoDOT)

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

G. Legislative Reports

(5 minutes/Dixon)

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

II. New Business

A. MoDOT Draft FY 2020-2024 STIP Tab 3
(10 minutes/Miller)

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

BOARD OF DIRECTORS ACTION REQUESTED TO ENDORSE THE DRAFT FY 2020-2024 STIP

B. MoDOT Future Funding Scenarios Tab 4
(10 minutes/Miller)

MoDOT is proposing two scenarios to fund additional projects beyond those in the proposed draft FY 2020-2024 STIP. MoDOT is requesting review of the proposed projects for the OTO area.

**BOARD OF DIRECTORS ACTION REQUESTED TO RECOMMEND THE PROPOSED FUNDING
SCENARIO LIST OF PROJECTS**

C. Amendment Number Six to the FY 2019-2022 TIP Tab 5
(5 minutes/Fields)

There is one change requested to the FY 2019-2022 Transportation Improvement Program which is included for member review.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE FY 2019-2022 TIP AMENDMENT
NUMBER SIX**

D. Federal Funds Balance Report Tab 6
(5 minutes/Fields)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

E. Federal Functional Classification Map Change Request Tab 7
(5 minutes/Thomason)

There are two changes to the Federal Functional Classification Map requested and outlined in the attached materials.

**BOARD OF DIRECTORS REQUESTED TO APPROVE THE PROPOSED FEDERAL FUNCTIONAL CLASS
CHANGES**

- F. Third Quarter Financial Statements Tab 8**
(5 minutes/Cameron)
OTO Board Treasurer, David Cameron, will present the third quarter financial statements.

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

- G. FY 2020 Unified Planning Work Program..... Tab 9**
(10 minutes/Cooper)
The Draft Unified Planning Work Program is the document that outlines the work that will be completed by OTO during the next fiscal year.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2020 UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS

- H. FY 2020 Operational Budget..... Tab 10**
(10 minutes/Cooper)
The OTO Operational Budget outlines the budget for the OTO without in-kind match, direct services from MoDOT and funding to CU for planning activities. The OTO Operational Budget serves as the audited budget.

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE FY 2020 OTO OPERATIONAL BUDGET

- I. Public Participation Plan Annual Evaluation Tab 11**
(10 minutes/Faucett)
An annual evaluation of the Public Participation Plan is completed to examine the efforts and outcomes to obtain public input. Staff will present the findings.

NO ACTION REQUESTED – INFORMATIONAL ONLY

- J. Transportation Impact Study Guidelines Tab 12**
(10 minutes/Thomason)
A final draft of the Transportation Impact Study Guidelines is attached for member review and recommendation.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE TRANSPORTATION IMPACT STUDY GUIDELINES

- K. BUILD Grant TIP Certifications Tab 13**
(5 minutes/Fields)
In order to submit an application for the Department of Transportation BUILD grant a TIP Certification is required as part of the submittal. There are two projects requesting a TIP Certification.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE BUILD GRANT CERTIFICATION

III. **Other Business**

A. Board of Directors Member Announcements

(5 minutes/Board of Directors Members)

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

B. Transportation Issues for Board of Directors Member Review

(5 minutes/Board of Directors Members)

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

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

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

The next Board of Directors regular meeting is scheduled for Thursday, August 15, 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.

April 18, 2019 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board of Directors member review are the minutes from the April 18, 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’ April 18, 2019 Meeting.”

OR

“Move to approve the minutes of the Board of Directors’ April 18, 2019 Meeting with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
April 19, 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. Chuck Branch, Citizen-at-Large
Mr. Steve Childers, City of Ozark (a)
Mr. Travis Cossey, City of Nixa (a)
Commissioner Bob Dixon, Greene County
Mayor Debra Hickey, City of Battlefield
Mr. Brad Gray, City of Willard (a)

Mr. Skip Jansen, City Utilities
Mr. Jared Keeling, City of Republic (a)*
Mr. Travis Koestner, MoDOT
Mr. Andy Mueller, MoDOT (a)
Commissioner Ralph Phillips, Christian County
Mr. Dan Smith, City of Springfield (a)
Mr. Richard Walker, Citizen-at-Large
Mr. Brian Weiler, Airport Board (a)

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

The following members/alternates were not present:

Mr. Mokhtee Ahmad, FTA
Mr. David Cameron, City of Republic (a)
Mr. Jerry Compton, Citizen-at-Large
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. Travis Koestner, MoDOT

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

Others Present: Ms. Becky Baltz, TREKK; Mr. Matt Crawford and Ms. Brandie Fisher, City Utilities; Ms. Joelle Cannon, Senator Blunt's Office; Mr. Frank Miller, MoDOT; Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chair Dixon called the meeting to order at approximately 12:11 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. Jansen moved to approve the April 18, 2019 agenda. Mr. Weiler seconded the motion and it was unanimously approved.

C. Approval of the February 28, 2019 Meeting Minutes

Mr. Branch moved to approve the February 28, 2019 meeting minutes. Mr. Childers seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

The correspondence that had been received since distributing the packets for the meeting were laid at the places of the members. No one was present to speak to any item on the agenda.

E. Executive Director's Report

Executive Director Sara Fields stated she wanted to update the Board on some issues the subcommittees have been working on. She stated the first issue was the Traffic Impact Study, which had been reviewed and distributed to a few local traffic engineers for feedback. She noted the subcommittee wanted to know if the suggestions were cost effective and could be implemented. She noted the committee had received their comments and suggestions and were in the process of compiling a final draft.

Ms. Fields stated another issue that OTO is working on is the MoDOT Highway Safety Program, and its requirement that vests and cones be provided for law enforcement, tow truck drivers, and other emergency personnel that work accidents on the side of the road. The OTO has been working to help ensure the emergency personnel in our area are aware of this and who to contact to obtain this equipment.

Ms. Fields said the Bicycle and Pedestrian Committee is working on the Christian County bicycle distribution plan. The STIP subcommittee has been meeting to prioritize the recommendations and to look at several scenarios regarding funding.

Ms. Fields stated the Missouri Highway Commission was in Springfield on April 2. She added that she, Matt Morrow, Executive Director of the Springfield Area Chamber of Commerce, and David Cameron, City Administrator for the City of Republic and Treasurer of the OTO Board of Directors, gave presentations on the value of the partnerships that exist in this area. Mr. Cameron discussed some of Republic's priority projects and how they would be looking for some cost-share opportunities in the future. Mr. Morrow discussed the economic growth in our area, and Ms. Fields stated she discussed the \$120 million of needs for roadway improvement in the OTO area.

Ms. Fields stated staff has been attending some training opportunities and Mr. Faucett is going to be presenting on Transit Accessibility at the Missouri GIS conference and at the National Conference. She stated this is a great opportunity to highlight the work the OTO is doing.

Ms. Fields stated a recreational trails grant had been distributed, but no one in this Region applied. She stated staff doesn't like to see these opportunities pass and hopes some of the members will apply for this grant next year.

Ms. Fields noted there is a bill currently in the State Legislature that addresses the Governor's proposed bonding plan. It is SCR14, it was passed by the Senate and has been referred to the House. At the date of this meeting, it had not been placed on the House calendar. What is currently being proposed would be the funding of 215 bridges that would be in the 2020-2024 STIP. She noted that the House has added a caveat that this would only be in effect if the State received a federal grant for transportation.

F. MoDOT Update

Travis Koestner, Southwest District Engineer, stated he wanted to expound on some information Sara Fields had presented. He referred to the Governor's bonding proposal and noted the Legislature had tied it to an Info grant. He said he said that to date there is no information on the grant.

Mr. Koestner stated MoDOT is wrapping up the STIP process. He stated that staff is currently working on attaching 'unfunded' needs to actual projects. He noted elected officials are often more receptive to actual projects as opposed to unspecific needs.

Andy Mueller, Southwest District Assistant Engineer, stated there are several projects underway and reviewed those currently being constructed. He noted the last segment of the Route 65 rebuild from Sunshine to James River is anticipated to be underway in August.

G. Legislative Reports

Joelle Cannon, Senator Roy Blunt's office, stated the pending rescission of the bridge funding is being monitored. She noted that Congressional earmarks are not coming back at this time, but she encouraged everyone to have their list of projects ready in the event they come back next year. She noted there had been some discussion about a supplemental transportation package at the start of the Trump administration, but so far there is no traction for this. She noted that Senator Hawley has not hired anyone for the Southwest area at this time but does have a contact in Columbia. She noted his staff in Columbia is willing to come to Springfield for special meetings if needed.

II. New Business

A. City Utilities Transit Presentation

Matt Crawford, Director of Transit for City Utilities, stated he had been asked to provide the Board of Directors with a status update on transit in the OTO area. He introduced Brandie Fisher, Grants Analyst for City Utilities. He stated he had been asked to respond to four questions, the first being what does transit look like in Springfield. He briefly reviewed the history of transit as far back as 1890. He noted that the electric streetcar is part of the reason City Utilities is in the transit business today. He noted that the streetcar needed its own electric supply, which is how City Utilities came to be in the utility business. He noted that by the City Charter, City Utilities is required to provide transit in the City of Springfield.

He briefly reviewed the bus service currently being offered in Springfield, noting it is a fixed route system. He noted it costs the Utility \$9.11 per passenger; the passenger pays \$.60 to \$1.25 for one-way fare. Mr. Crawford noted the buses run about 86% on time. This is based on being on time at every timepoint on the system. The transit service costs the Utility \$100 per hour per bus to operate.

He stated the next question he wanted to address is who rides transit. He stated the OTO had performed a study for them in 2012 and a new one will be performed in the near future. Six percent of the passengers are 65 years or older; twenty-two are 25 years or younger. Sixty percent of those utilizing the system earn less than \$15,000 per year; thirty-seven percent are traveling to and from work and do not have access to a vehicle. Mr. Crawford noted that sixty-eight percent of the passengers ride every day. Mr. Crawford noted the majority of their riders are transit dependent.

The next question is who pays for transit. He referenced a chart that indicated that City Utilities customers pay for a large part of transit. He noted the passengers pay for almost ten percent of transit. He added the State of Missouri spends \$.17 per capita for transportation.

The final question is what is the next step. He briefly discussed a low/no emissions grant for which they are applying. He noted they are also asking to purchase an electric vehicle. Mr. Crawford stated they are not eligible for a grant for autonomous vehicles as this will require changes to State legislation. He stated they are researching autonomous shuttles. He noted they are prohibited from being in the shuttle business, but they are researching what they are able to do. He added the Utility is constantly being pressured to provide more and more services that at this time they are not able to do but may be able to do with an autonomous vehicle. He briefly discussed projects the Utility is partnering with the City of Springfield to accomplish. He briefly recapped the services provided by Transit.

This item was provided for informational purposes and no action by the Board of Directors was required.

B. OTO Growth Trends Report

David Faucett reviewed the Growth Trends Report that was current through December 2018. He added this information is online and maybe accessed through the OTO website. He noted that there was an increase in single family housing permits, which is led by the unincorporated area of Greene County, the City of Nixa, and the City of Republic. He stated the building of multi-housing units has increased in the surrounding communities and not just the City of Springfield.

Mr. Faucett stated that Christian County is the fastest growing county in the OTO area based on percent. However, just based on numbers, Greene County has increased the most. He stated the growth in Springfield has outpaced the growth of all the other surrounding communities combined since 2010.

Mr. Faucett reviewed the migration charts and where the growth is coming from and the areas that citizens are migrating to.

He noted there are a lot of young adults that migrate to Springfield and Greene County from the surrounding areas for educational purposes or to begin working.

Mr. Faucett stated the majority of the job growth was in Greene County. He indicated that the medium income has also increased in Greene County. Mr. Faucett said the only issue that is a negative is that the mean travel time to work in minutes for residents of Greene County and Springfield has increased.

This item was provided for informational purposes only and no action by the Board of Directors was required.

C. OTO Bylaw Amendment for dues increase.

Sara Fields stated staff is requesting a change in the Bylaws due to a funding change in recent months. She added there have been three occurrences that have happened this year that will impact funding in the future. She said federal funding has always been stagnant and while they increased funding, they also increased the MPOs that receive federal funding, therefore, the funding for the OTO was decreased. She noted the federal appropriations have also been coming later, for example, the federal government passed a budget in February for a fiscal year that began in October. The OTO's fiscal year begins in July and to date has not received notification as to the funding allocation that was approved in February. She noted the last two years; the OTO has received this notification in May.

Ms. Fields stated the final issue that has impacted funding is the ability to be reimbursed by the federal grant for MoDOT's traffic staff that works on projects in the OTO area. She stated that in December of this year it significantly dropped. She noted that changes in automation have impacted MoDOT's ability to charge for traffic services.

She stated that due to these issues, the OTO is asking for a local dues increase. The local dues had been set at \$.41 per capita in 2008. She stated what is being proposed is an increase to \$.47 per capita beginning in 2020. She added that rather than increasing the dues every year, it was believed it would be better to have one increase now and then not have to consider another one for several years. This will also allow for the building of reserves as well.

Ms. Fields stated in addition to the dues increase, staff is proposing the use of STBG-Urban funds to compensate for the lack of federal funding. She added the proposal is to use \$200,000 the first year and then increase it by 5% each year. She noted the Board would have approval of this increase each year as it would be part of the STIP. She said if there is a substantial increase in federal funding, the amount of STBG-Urban funds used by the OTO would be decreased.

She noted that to accomplish these two changes a Bylaw Amendment is required. It was noted that a vote of 100% of the members is required.

Mr. Cossey moved the OTO Bylaws be amended as proposed. Mr. Smith seconded the motion and it was approved by the following roll call vote:

Aye: Bengsch, Dixon, Jansen, Compton, Walker, Branch, Phillips, Hickey, Smith, Weiler, Keeling, Childers, Cossey, Gray, and Bodenhamer.

Nay: None.

Abstain: None.

It was noted that all jurisdictions were represented, and that Mr. Jared Keeling was voting on behalf of the City of Republic, per the letter dated April 16, 2019.

D. Amendment Number Five to the FY 2019-2022 TIP

Natasha Longpine noted there were five proposed amendments to the FY 2019-2022 Transportation Improvement Program (TIP). She reviewed the proposed amendments for the Board, noting the Technical Planning Committee had recommended they be approved.

Mr. Smith moved the Board of Directors approve Amendment Number Five to the FY 2019-2022 Transportation Improvement Program. Mr. Walker seconded the motion and it was unanimously approved.

E. Major Thoroughfare Plan Variance Request

Natasha Longpine stated the proposed request is from the City of Ozark and is for a development along 3rd Street. This portion is classified as a Primary Arterial and requires 55' of right-of-way from the center line. This variance is to allow 40' of right-of-way from the center line. MoDOT and OTO staff both support this change due to the urban character of this portion of 3rd Street.

Mr. Childers moved the Board of Directors approve the Major Thoroughfare Plan Variance Request of the City of Ozark for 3rd Street. Mr. Jansen 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. Cossey seconded the motion and it was unanimously approved. The meeting was adjourned at approximately 1:15 p.m.

TAB 2

**NO PUBLIC
COMMENT
RECEIVED**

TAB 3

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.A.

2020-2024 MoDOT Draft Statewide Transportation Improvement Program (STIP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The 2020 to 2024 Draft STIP is open to public comment through July 5, 2019. Comments will be presented at the July 10, 2019 Missouri Highways and Transportation Commission meeting.

The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. This prioritized list was given to MoDOT in October 2018.

The Missouri Highway and Transportation Commission rebalanced the statewide funding formula to focus on asset management (maintenance) with a focus on bridges. This change has resulted in decreased funding for system improvements beginning with State Fiscal Year 2022 (July 2021- June 2022). The Draft STIP continues to contain projects that maintain the current transportation system, as well keeping the commitment to the ongoing projects that were previously placed in the STIP. There are also several new projects from the OTO prioritized list that are included in the Draft STIP.

New this year:

- **160** ITS for Ozarks Traffic on Massey Boulevard from Farm Road 192 in Springfield to South Street in Nixa
- **60** (James River Freeway) from National to Glenstone- additional lanes (FY20- added to other JRF project)
- **60/174** Intersection Improvements (FY 20)

Continuing Projects:

- **60** Study from James River Freeway to Hines in Republic (added earlier this year)
- **Glenstone** Operational/ADA Improvements (LP44) (BR44) (changed from various routes to LP 44 and BR 65)
- **60/125** Interchange (half urban funding) (FY 22)
- **60** (James River Freeway) from west of Glenstone to US65 Operational and Safety Improvements (FY 20)
- Additional lanes on **Highway 14** from
 - 22nd to 32nd, west of US 65 in Ozark (FY20)
 - from US 65 to NN in Ozark (FY20)
 - 160 East to Tiffany in Nixa (moved to FY21)
 - 160 West to Nicholas in Nixa (FY19)
- Roadway Improvements on **160** in Christian County from AA to CC (FY23) and J-turn Improvements in Greene County at **160** and FR 157 and FR 192 (FY19)
- **160** expansion to four lanes from I-44 to Jackson in Willard (FY19)
- **ITS** Improvements (FY19)
- ADA Improvements/**Sidewalks**

- Intersection Improvements to include:
 - 60 and 174
 - 14/NN (FY20)
 - 160 and Tracker (FY19)
 - 160 and Northview (FY19)
 - 160 and South (FY20)
 - Kansas Expressway and Sunset (FY23)
 - Kansas Expressway and Walnut Lawn (FY23)
 - Campbell and Republic Road
 - Kearney and West Bypass (to be added for FY20)

Projects underway:

- Adding lanes on **US65** from Evans to CC (FY18)
- Adding lanes to **BR65**/South Street in Ozark to Third Street (FY18)
- Intersection Improvements at South Street and **14** in Ozark (FY18)
- **US 65** and Division Interchange including relocation of Eastgate (FY18)
- Roundabout at Republic Road and Republic High School Entrance (FY19)

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the Draft OTO 2020-2023 Transportation Improvement Program. MoDOT is requesting review and comment on the 2020-2024 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to endorse the MoDOT 2020-2024 Draft Statewide Transportation Improvement Program.”

OR

“Move to recommend...”



Public Comment Period Opens on Statewide Transportation Improvement Program

ROLLA – A draft 2020-2024 Statewide Transportation Improvement Program (STIP) that focuses on taking care of the state’s existing transportation system was presented today to the Missouri Highways and Transportation Commission. A 30-day public review and comment period begins tomorrow.

Missouri Department of Transportation Planning Director Machelles Watkins told commissioners the draft STIP includes 1,869 highway and bridge projects, of which 85% will maintain the system in the condition it is in today. On average, this STIP annually invests in 1,014 lane miles of interstate pavements, 1,346 miles of major route pavements, 2,652 miles of minor route pavements and 213 bridges.

Missouri has the nation’s seventh largest state highway system with 33,859 miles of roadways and 10,385 bridges, but ranks 48th nationally in revenue per mile.

“With the priority of maintaining the existing system, MoDOT has developed asset management plans for each district, with the goal to maintain current pavement and bridge conditions,” Watkins said. “The asset management plans focus on preventive maintenance improvements to keep good roads and bridges in good condition. If preventive maintenance investments were not made, the cost of improving the asset in poor condition can cost four to ten times more.”

This STIP includes funding for the “Focus on Bridges” program that was initiated by Governor Parson and funded by the Missouri General Assembly approved budget with a one-time \$50 million injection of general revenues for the rehabilitation and/or reconstruction of 45 bridges. The 45 bridges are identified in the STIP with a “FOCUS ON BRIDGES” watermark. The money currently dedicated to these bridge projects will then be freed up for additional improvements to the state system of roads and bridges.

This STIP was developed assuming federal funding levels consistent with the FAST Act, which expires in September 2020. A forecast assuming a reduced level of federal funding, consistent with Highway Trust Fund revenues, was also prepared. MoDOT and planning partners worked together to identify specific projects that would be delayed, should federal funding be reduced. Those projects are shaded in gray in the document.

The STIP details an annual construction program that averages \$924 million per year for the five-year period. But it is insufficient to meet the state’s unfunded high-priority transportation needs that are estimated in MoDOT’s “[Citizen’s Guide to Transportation Funding](#)” at an additional \$825 million per year.

“Across every region of the state, feedback from Missourians has consistently prioritized maintaining the existing system as the highest priority,” MoDOT Director Patrick McKenna said. “The STIP represents our commitment to Missourians of the projects that will be developed and delivered over the next five years.

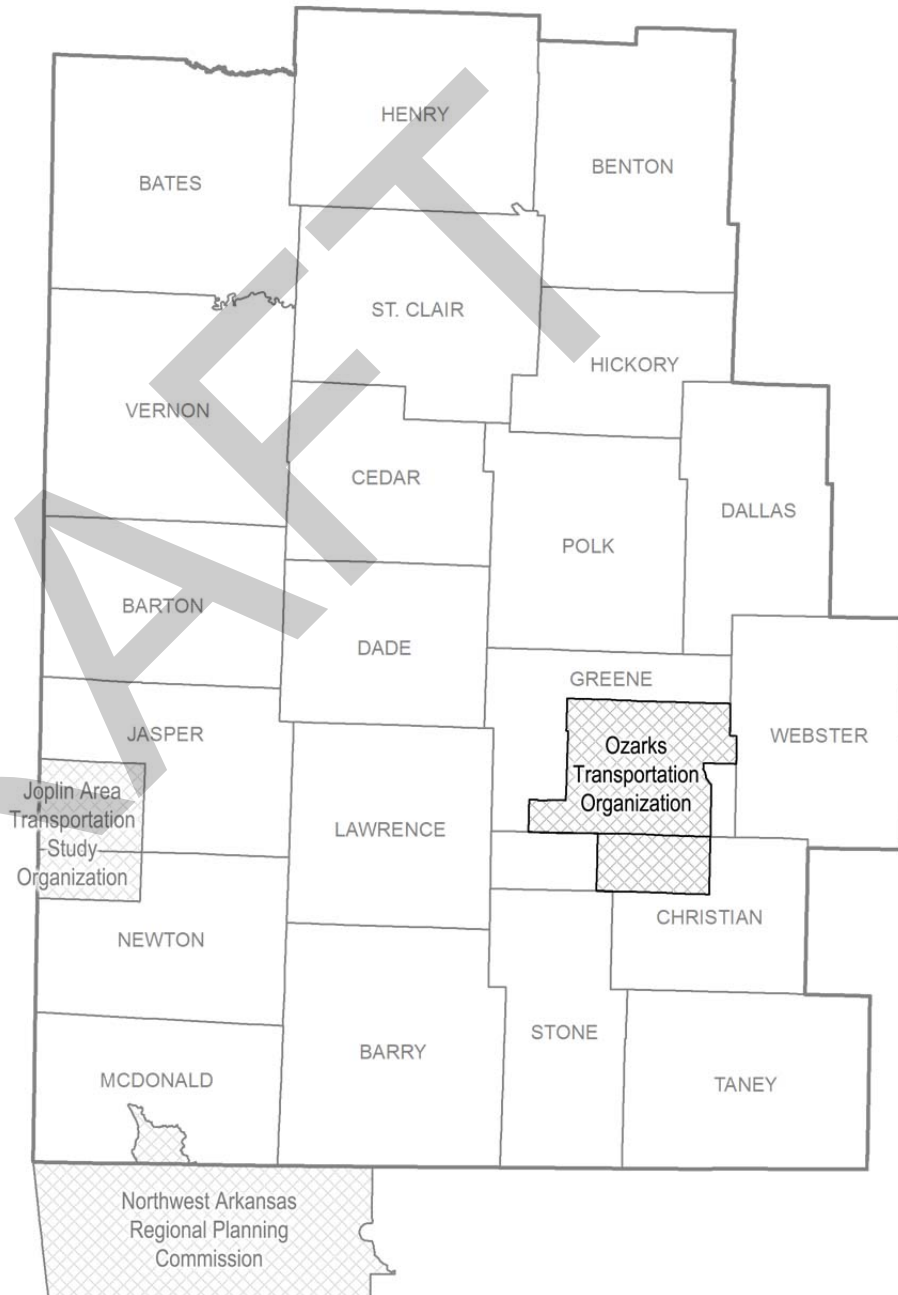
“However,” McKenna continued, “this STIP recognizes the serious consequences to our plans if policy makers in Washington are unable to fix the Highway Trust Fund. In Missouri, that puts \$613 million of projects including 5,423 lane-miles of roadway improvements and 55 bridge projects in jeopardy in FY 2021 and 2022. We have worked with our planning partners to determine these at-risk projects and offer a qualified commitment of project delivery.”

The draft STIP also includes detailed project information for non-highway modes of transportation and also includes a section detailing planned operations and maintenance activities for the next three years, alongside expenditures for those same activities in the prior year. This additional information is provided to allow Missourians to more easily see how their transportation funding is invested.

The draft 2020-2024 Statewide Transportation Improvement Program lists transportation projects planned by state and regional planning agencies for fiscal years 2020 through 2024 (July 1, 2019 through June 30, 2024). The proposed program is available for public review. Those interested in seeing the program or offering comments can contact MoDOT by email to STIPcomments@modot.mo.gov, by calling customer service at 1-888-ASK-MoDOT (275-6636), or by mail to Transportation Planning, Program Comments, P.O. Box 270, Jefferson City, MO 65102. The program is also available on MoDOT's website:

<https://www.modot.org/DRAFTSTIP> and at MoDOT district and regional offices around the state. The formal comment period ends July 5, 2019.

Following the public review period, the comments will be presented to the Missouri Highways and Transportation Commission. The Commission will review the comments and the final transportation program before considering it for approval at its July 10 meeting in Richmond.



MoDOT's Southwest District
TMA: Ozarks Transportation Organization

(Note: The following MoDOT projects are located inside the Springfield Metropolitan Planning area boundary.)

DRAFT

Projects in Section 4 shaded in gray represent conditional commitments. If the level of federal funding is reduced, the projects shaded in gray will be delayed to future years.

PROJECT DESCRIPTION KEY

2020-2024 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.

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

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

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

STATE FISCAL YEAR PROJECT BUDGETING					
Prior Prog.	7/2019 6/2020	7/2020 6/2021	7/2021 6/2022	7/2022 6/2023	7/2023 6/2024
Engineering:	99	9	0	0	0
R/W:	0	0	99	0	0
Construction:	0	0	0	999	0
FFOS:	0	0	0	99	0
Payments:	0	99	0	0	0

County: _____
Route: _____
Job No.: _____
Length: _____
Fund Cat: _____
Sec Cat: _____
TIP#: _____

MPO: _____
Award Date: _____
Anticipated Fed Cat: _____
Let With: _____
Future Cost: _____
Estimate Total: _____

Fed: _____
State: _____
Local: _____
Anticipated Federal Funding Category^
Estimated cost range beyond 2024.
Date project is to be awarded to begin construction (Season and calendar year for 2019 & 2020. SFY only beyond 2020).
Projects let in combination.
Metropolitan Planning Organization (Y/N).
Project description and location.
County location of project.
Route location of project.
Project number used to track project costs.
Total length in 1/100 miles.
Primary Funding Category.*
Secondary Funding Category.**
Transportation Improvement Program number (MPO projects only).

***Primary Funding Category:**
Take Care of System
Statewide Interstate & Major Bridge
Safety
Statewide Safety
Flexible & Other
Amendment 3
****Secondary Funding Category:**
Enhancements
Low Type Resurfacing
N - Ada Trans (ADA Transition Plan)
Preventive Maint (Preventive Maintenance)
Regional
Rehab And Reconst (Rehabilitation and Reconstruction)
Routine Maintenance
Safety
Systems Operations
Thin Lift Overlay
Urban Safety

^Anticipated Federal Funding Category:
CMAQ - Congestion Mitigation and Air Quality.
* Usually 80% Federal & 20% State funds.
Earmark - usually 80% Federal & 20% State funds.
NHFP - National Highway Freight Program.
* Usually 80% Federal & 20% State funds.
NHPP - National Highway Performance Program.
* Usually 80% Federal & 20% State funds.
* Sometimes 90% Federal & 10% State funds.
Safety - usually 90% Federal & 10% State funds.
State - No federal funds, state only funded.
STBG - Surface Transportation Block Grant program.
* Usually 80% Federal & 20% State funds.

Dollars funded from other sources.
Dollars for construction, utilities and contingency.
Dollars for right-of-way (land acquisition).
Dollars to be paid back for accelerating the project or payments to others.
Dollars for engineering that include preliminary engineering, construction engineering and right-of-way incidentals.

(All Costs in Thousands)



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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

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

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

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024
County:	Christian	Add lanes, turn lanes and drainage from Fort Street to 0.2 mile east of Tiffany Boulevard and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.				Engineering:	774	210	375	0	0
Route:	MO 14					R/W:	1,205	0	0	0	0
Job No.:	8P0588H					Construction:	0	0	6,702	0	0
Length:	1.44	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Flexible & Other			Fed:	5,830	State:	1,457	Local:	0		
Sec Cat:	System Expansion	Awd Date:	2021	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	NX1701	Let With:	8P3115B	Future Cost:	0	Estimate Total:	9,266				
County:	Christian	Add lanes from 32nd Street to 22nd Street in Ozark. \$26,300 City of Ozark and \$105,200 STBG funds.				Engineering:	235	544	0	0	0
Route:	MO 14					R/W:	0	75	0	0	0
Job No.:	8P0588I					Construction:	0	2,856	0	0	0
Length:	0.79	MPO:	Y			FFOS:	0	131	0	0	0
Fund Cat:	Flexible & Other			Fed:	2,780	State:	669	Local:	26		
Sec Cat:	System Expansion	Awd Date:	Spring 20	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	OK1803	Let With:	8P3115, 8P3015, 8P3096	Future Cost:	0	Estimate Total:	3,710				
County:	Christian	Add lanes and sidewalk, replace signal on Jackson Street at Rte. NN in Ozark. \$1,484,000 Ozark STBG-Urban funds, \$371,000 Ozark, Design by Ozark.				Engineering:	320	383	0	0	0
Route:	MO 14					R/W:	710	0	0	0	0
Job No.:	8P3015					Construction:	0	2,956	0	0	0
Length:	0.49	MPO:	Y			FFOS:	391	1,464	0	0	0
Fund Cat:	Flexible & Other			Fed:	2,672	State:	374	Local:	293		
Sec Cat:	Regional	Awd Date:	Spring 20	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	OK1401-17A	Let With:	8P3115, 8P0588I, 8P3096	Future Cost:	0	Estimate Total:	4,369				
County:	Christian	Add lanes, sidewalk, and pedestrian signal on Jackson Street from 16th Street to 0.1 mile west of Rte. NN in Ozark. \$835,000 Open Container Funds.				Engineering:	546	579	0	0	0
Route:	MO 14					R/W:	25	0	0	0	0
Job No.:	8P3096					Construction:	0	3,436	0	0	0
Length:	0.63	MPO:	Y			FFOS:	0	835	0	0	0
Fund Cat:	Flexible & Other			Fed:	3,213	State:	802	Local:	0		
Sec Cat:	Regional	Awd Date:	Spring 20	Anticipated Fed Cat:	STBG	Payments:	0	0	0	0	0
TIP #:	OK1701	Let With:	8P3115, 8P3015, 8P0588I	Future Cost:	0	Estimate Total:	4,586				
County:	Christian	Pavement resurfacing from west of 3rd Street to south of Hartley Road in Ozark and from 6th Avenue to Rte. W in Ozark.				Engineering:	2	61	0	0	0
Route:	MO 14					R/W:	0	0	0	0	0
Job No.:	8P3115					Construction:	0	510	0	0	0
Length:	2.74	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System			Fed:	457	State:	114	Local:	0		
Sec Cat:	Thin Lift Overlay	Awd Date:	Spring 20	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	NX1901-19	Let With:	8P3015, 8P0588I, 8P3096	Future Cost:	0	Estimate Total:	573				

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District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Christian	Pavement resurfacing from east of Tiffany Boulevard in Nixa to 32nd Street in Ozark.											Engineering:	0	8	54	0	0	0
Route: MO 14												R/W:	0	0	0	0	0	0
Job No.: 8P3115B												Construction:	0	0	541	0	0	0
Length: 2.31	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System			Fed: 483	State: 120	Local: 0						Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2021	Anticipated Fed Cat: NHPP																
TIP #: Let With: 8P0588H			Future Cost: 0	Estimate Total: 603														
County: Christian	Pavement resurfacing from Rte. 14 to south of South Street in Nixa.											Engineering:	8	10	0	0	0	0
Route: US 160												R/W:	0	0	0	0	0	0
Job No.: 8P3051E												Construction:	0	79	0	0	0	0
Length: 0.34	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System			Fed: 71	State: 18	Local: 0						Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Spring 20	Anticipated Fed Cat: NHPP																
TIP #: NX1902-19	Let With: 8P3087B			Future Cost: 0	Estimate Total: 97													
County: Christian	Add turn lanes and sidewalks on Massey Boulevard at South Street in Nixa. \$146,000											Engineering:	208	146	0	0	0	0
Route: US 160	Nixa, \$584,000 Nixa STBG-Urban funds.											R/W:	125	0	0	0	0	0
Job No.: 8P3087B												Construction:	0	981	0	0	0	0
Length: 0.24	MPO: Y											FFOS:	63	667	0	0	0	0
Fund Cat: Flexible & Other			Fed: 902	State: 92	Local: 133						Payments:	0	0	0	0	0	0	
Sec Cat: Regional	Awd Date: Spring 20	Anticipated Fed Cat: NHPP																
TIP #: NX1803-18A	Let With: 8P3051E			Future Cost: 0	Estimate Total: 1,460													
County: Christian	Roadway improvements from Rte. AA to Rte. CC.											Engineering:	150	50	316	698	588	0
Route: US 160												R/W:	0	0	0	3,183	0	0
Job No.: 8S3138												Construction:	0	0	0	0	9,748	0
Length: 0.50	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other			Fed: 11,665	State: 2,918	Local: 0						Payments:	0	0	0	0	0	0	
Sec Cat: Regional	Awd Date: 2023	Anticipated Fed Cat: NHPP																
TIP #: CC1802	Let With:			Future Cost: 0	Estimate Total: 14,733													
County: Christian	Pavement resurfacing from Rte. CC to 1 mile south of Rte. F in Ozark.											Engineering:	2	32	180	0	0	0
Route: US 65												R/W:	0	0	0	0	0	0
Job No.: 8P3116												Construction:	0	0	1,867	0	0	0
Length: 5.65	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System			Fed: 1,664	State: 415	Local: 0						Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: Fall 20	Anticipated Fed Cat: NHPP																
TIP #: OK1901-19	Let With: 7P3235			Future Cost: 0	Estimate Total: 2,081													

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District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: MO 125 Job No.: 8S3161 Length: 0.56 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Systems Operations TIP #: ST190119A3	Ditch grading and replace culverts from 0.2 mile east of Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.				AC-State: 54 State: 13 Local: 0	Engineering: 2 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	10 0 57 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					
Awd Date: Winter 20 Anticipated Fed Cat: STBG Future Cost: 0 Estimate Total: 69															
County: Greene Route: MO 125 Job No.: 8S3176 Length: 23.83 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Preventive Maint TIP #: 7S3402	Pavement preservation treatment at various locations in the urban Southwest District.				AC-State: 514 State: 128 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	56 0 586 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					
Awd Date: Winter 20 Anticipated Fed Cat: STBG Future Cost: 0 Estimate Total: 642															
County: Greene Route: MO 13 Job No.: 8P2390 Length: 0.40 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Systems Operations TIP #: SP1401	Upgrade signals on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.				Fed: 446 State: 111 Local: 0	Engineering: 42 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	7 0 0 0 0	8 0 0 0 0	10 0 0 0 0	83 0 449 0 0					
Awd Date: 2023 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 599															
County: Greene Route: MO 13 Job No.: 8P3067B Length: 0.05 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst TIP #: 8P3118	Bridge rehabilitation over Little Sac River. Project involves bridges A3030 northbound and southbound.				Fed: 848 State: 212 Local: 0	Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	172 0 888 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					
Awd Date: Spring 20 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 1,060															
County: Greene Route: MO 13 Job No.: 8P3118 Length: 5.81 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: GR1903-19	Pavement resurfacing from Rte. WW in Greene County to 0.1 mile north of Norton Road in Springfield.				Fed: 1,895 State: 473 Local: 0	Engineering: 2 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	37 0 0 0 0	205 0 2,126 0 0	0 0 0 0 0	0 0 0 0 0					
Awd Date: Fall 20 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 2,370															

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

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Section 4 - 3

District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024	
County: Greene	Pavement resurfacing on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway).											Engineering:	0	10	2	25	198	0
Route: MO 13												R/W:	0	0	0	0	0	0
Job No.: 8S3165												Construction:	0	0	0	0	2,282	0
Length: 7.65	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 2,015 State: 502 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2023	Anticipated Fed Cat: NHPP																
TIP #:	Let With:	Future Cost: 0 Estimate Total: 2,517																
County: Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Kansas Expressway from north of I-44 to Rte. 60 (James River Freeway).											Engineering:	0	2	50	191	267	0
Route: MO 13												R/W:	0	0	0	0	0	0
Job No.: 8S3173												Construction:	0	0	0	0	1,363	0
Length: 7.65	MPO: Y	AC-State: 1,499 State: 374 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	N- Ada Trans										Awd Date: 2023	Anticipated Fed Cat: STBG						
Sec Cat:	Let With:	Future Cost: 0 Estimate Total: 1,873										Payments:	0	0	0	0	0	0
TIP #:																		
County: Greene	Pavement resurfacing from I-44 to Rte. 413 (Sunshine Street).											Engineering:	0	10	14	132	0	0
Route: US 160												R/W:	0	0	0	0	0	0
Job No.: 8P3170												Construction:	0	0	0	1,647	0	0
Length: 4.33	MPO: Y	Fed: 1,443 State: 360 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Thin Lift Overlay										Awd Date: 2022	Anticipated Fed Cat: NHPP						
Sec Cat:	Let With:	Future Cost: 0 Estimate Total: 1,803										Payments:	0	0	0	0	0	0
TIP #:																		
County: Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on West Bypass from south of I-44 to Rte. 413 (Sunshine Street).											Engineering:	0	2	7	12	0	0
Route: US 160												R/W:	0	0	2	0	0	0
Job No.: 8P3174												Construction:	0	0	0	48	0	0
Length: 4.33	MPO: Y	Fed: 58 State: 13 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	N- Ada Trans										Awd Date: 2022	Anticipated Fed Cat: STBG						
Sec Cat:	Let With:	Future Cost: 0 Estimate Total: 71										Payments:	0	0	0	0	0	0
TIP #:																		
County: Greene	Add ITS for Ozarks Traffic on Massey Boulevard from County Road 192 in Springfield to South Street in Nixa.											Engineering:	0	100	0	0	0	0
Route: US 160												R/W:	0	0	0	0	0	0
Job No.: 8Q3180												Construction:	0	500	0	0	0	0
Length: 4.08	MPO: Y	AC-State: 480 State: 120 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Systems Operations										Awd Date: Spring 20	Anticipated Fed Cat: STBG						
Sec Cat:	Let With:	Future Cost: 0 Estimate Total: 600										Payments:	0	0	0	0	0	0
TIP #:																		

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District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.													STATE FISCAL YEAR PROJECT BUDGETING						
													Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Greene	Pavement resurfacing on West Bypass from Rte. 413 (Sunshine Street) to north of Rte. 60 (James River Freeway).												Engineering:	0	4	7	68	0	0
Route: US 160													R/W:	0	0	0	0	0	0
Job No.: 8S3168													Construction:	0	0	0	907	0	0
Length: 2.18	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 790 State: 196 Local: 0												Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2022 Anticipated Fed Cat: NHPP																		
TIP #: 	Let With: Future Cost: 0 Estimate Total: 986																		
County: Greene	Pavement resurfacing and add shoulders from Rte. AB to I-44 in Springfield.												Engineering:	0	56	63	0	0	0
Route: MO 266													R/W:	0	0	0	0	0	0
Job No.: 8S3188													Construction:	0	0	822	0	0	0
Length: 2.67	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 754 State: 187 Local: 0												Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2021 Anticipated Fed Cat: STBG																		
TIP #: 	Let With: Future Cost: 0 Estimate Total: 941																		
County: Greene	Bridge rehabilitation at various locations on and over James River Freeway in Springfield. Project involves bridges A4140, A4142, A4146, and A4185.												Engineering:	0	424	0	0	0	0
Route: MO 360													R/W:	0	0	0	0	0	0
Job No.: 8P3067C													Construction:	0	2,543	0	0	0	0
Length: 0.25	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 2,373 State: 594 Local: 0												Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: Fall 19 Anticipated Fed Cat: NHPP																		
TIP #: 	Let With: Future Cost: 0 Estimate Total: 2,967																		
County: Greene	Pavement resurfacing from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield. Project involves bridge H0945.												Engineering:	27	166	0	0	0	0
Route: MO 413													R/W:	0	0	0	0	0	0
Job No.: 8S3114													Construction:	0	1,646	0	0	0	0
Length: 4.86	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,450 State: 362 Local: 0												Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: Fall 19 Anticipated Fed Cat: NHPP																		
TIP #: SP1809-18	Let With: 8S3121 Future Cost: 0 Estimate Total: 1,839																		
County: Greene	Bridge improvement on Sunshine Street over Missouri and Northern Arkansas Railroad in Springfield. Project involves bridge H0945.												Engineering:	10	10	322	392	0	0
Route: MO 413													R/W:	0	0	57	0	0	0
Job No.: 8S3157													Construction:	0	0	0	3,086	0	0
Length: 0.61	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 3,095 State: 772 Local: 0												Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: 2022 Anticipated Fed Cat: NHPP																		
TIP #: 	Let With: Future Cost: 0 Estimate Total: 3,877																		

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Section 4 - 5

District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Greene	Job Order Contracting for pavement repair in the Ozarks Transportation Organization											Engineering:	0	19	0	0	0	0
Route: IS 44	area.											R/W:	0	0	0	0	0	0
Job No.: 0130060												Construction:	0	200	0	0	0	0
Length: 21.41	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Statewide Interstate And Major Bridge	AC-State: 197 State: 22 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Preventive Maint	Awd Date: Winter 20 Anticipated Fed Cat: NHPP																	
TIP #: 	Let With: Future Cost: 0 Estimate Total: 219																	
County: Greene	Job Order Contracting for pavement repair in the Ozarks Transportation Organization											Engineering:	0	0	19	0	0	0
Route: IS 44	area.											R/W:	0	0	0	0	0	0
Job No.: 0130070												Construction:	0	0	206	0	0	0
Length: 21.41	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Statewide Interstate And Major Bridge	AC-State: 202 State: 23 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Preventive Maint	Awd Date: 2021 Anticipated Fed Cat: NHPP																	
TIP #: 	Let With: Future Cost: 0 Estimate Total: 225																	
County: Greene	Pavement resurfacing from east of Rte. 360 to 0.6 mile west of Rte. 266.											Engineering:	27	174	0	0	0	0
Route: IS 44												R/W:	0	0	0	0	0	0
Job No.: 813120												Construction:	0	1,456	0	0	0	0
Length: 2.71	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,466 State: 164 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: Fall 19 Anticipated Fed Cat: NHPP																	
TIP #: GR1904-19	Let With: 713201 Future Cost: 0 Estimate Total: 1,657																	
County: Greene	Rebuild pavement on the eastbound lanes at Rte. 744 (Mulroy Road) interchange in											Engineering:	25	249	353	0	0	0
Route: IS 44	Springfield.											R/W:	0	0	0	0	0	0
Job No.: 813147												Construction:	0	0	3,916	0	0	0
Length: 0.75	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 4,065 State: 453 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: 2021 Anticipated Fed Cat: NHPP																	
TIP #: GR1905-19	Let With: Future Cost: 0 Estimate Total: 4,543																	
County: Greene	Pavement resurfacing on Glenstone Avenue from Evergreen Street to bridge over											Engineering:	6	29	95	0	0	0
Route: LP 44	Burlington Northern Santa Fe Railroad and on Rte. H from north of Stoneridge Street to											R/W:	0	0	0	0	0	0
Job No.: 8P3050B	McClernon Street in Springfield.											Construction:	0	0	980	0	0	0
Length: 3.19	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 883 State: 221 Local: 0											Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2021 Anticipated Fed Cat: NHPP																	
TIP #: SP1710	Let With: 8P3139, 8S3117, 8S3112, 8S3160, 8S3175 Future Cost: 0 Estimate Total: 1,110																	

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District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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

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

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

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene	Route: LP 44	Operational and safety improvements, upgrade pedestrian facilities to comply with the ADA Transition Plan on Glenstone Avenue at various locations from Valley Water Mill Road to 0.2 mile north of St. Louis Street in Springfield.				Engineering:	40	317	359	0	0
Job No.: 8P3139						R/W:	0	100	0	0	0
Length: 2.92	MPO: Y					Construction:	0	0	1,690	0	0
Fund Cat: Taking Care Of System		Fed: 1,972	State: 494	Local: 0		FFOS:	0	0	0	0	0
Sec Cat: N- Ada Trans	Awd Date: 2021	Anticipated Fed Cat: STBG				Payments:	0	0	0	0	0
TIP #: EN1802-18	Let With: 8S3117, 8S3112, 8S3160, 8P3050B, 8S3175	Future Cost: 0		Estimate Total: 2,506							
County: Greene	Route: LP 44	Rebuild pavement on Chestnut Expressway from I-44 to east of Broadview Place in Springfield.				Engineering:	2	95	175	0	0
Job No.: 8S3155						R/W:	0	0	0	0	0
Length: 0.29	MPO: Y					Construction:	0	0	1,298	0	0
Fund Cat: Taking Care Of System		Fed: 1,254	State: 314	Local: 0		FFOS:	0	0	0	0	0
Sec Cat: Rehab And Reconst	Awd Date: Fall 20	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0
TIP #: GR1906-19	Let With:	Future Cost: 0		Estimate Total: 1,570							
County: Greene	Route: LP 44	Pavement resurfacing on Chestnut Expressway from College Street to Rte. 13 (Kansas Expressway).				Engineering:	0	2	2	2	40
Job No.: 8S3166						R/W:	0	0	0	0	0
Length: 1.07	MPO: Y					Construction:	0	0	0	0	469
Fund Cat: Taking Care Of System		Fed: 415	State: 102	Local: 0		FFOS:	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2024	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0
TIP #: 	Let With:	Future Cost: 0		Estimate Total: 517							
County: Greene	Route: LP 44	Pavement resurfacing on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Belcrest Avenue and on Glenstone Avenue from Turner Street to Bus. 65 (Chestnut Expressway).				Engineering:	0	2	2	2	56
Job No.: 8S3167						R/W:	0	0	0	0	0
Length: 3.34	MPO: Y					Construction:	0	0	0	0	622
Fund Cat: Taking Care Of System		Fed: 551	State: 136	Local: 0		FFOS:	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2024	Anticipated Fed Cat: NHPP				Payments:	0	0	0	0	0
TIP #: 	Let With:	Future Cost: 0		Estimate Total: 687							
County: Greene	Route: LP 44	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations on Chestnut Expressway from 0.1 mile west of Bus. 65 (Glenstone Avenue) to Belcrest Avenue and on Glenstone Avenue from Turner Street to Bus. 65 (Chestnut Expressway) in Springfield				Engineering:	0	2	2	2	10
Job No.: 8S3171						R/W:	0	0	0	0	0
Length: 3.34	MPO: Y					Construction:	0	0	0	0	100
Fund Cat: Taking Care Of System		AC-State: 110	State: 26	Local: 0		FFOS:	0	0	0	0	0
Sec Cat: N- Ada Trans	Awd Date: 2024	Anticipated Fed Cat: STBG				Payments:	0	0	0	0	0
TIP #: 	Let With:	Future Cost: 0		Estimate Total: 136							

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District Southwest

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Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: US 60 Job No.: 8P0683E Length: 1.02 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional Awd Date: 2022 Anticipated Fed Cat: Safety TIP #: RG0901 Let With: Future Cost: 0 Estimate Total: 17,784	Engineering: R/W: Construction: FFOS: Payments:	493 0 0 0 0 0	832 0 0 0 0 0	922 876 0 0 0 0	1,300 0 13,361 3,094 0 0	0 0 0 0 0 0					
County: Greene Route: US 60 Job No.: 8P3032B Length: 3.12 MPO: Y Fund Cat: Flexible & Other Sec Cat: System Expansion Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: SP1902-19 Let With: 8P3122 Future Cost: 0 Estimate Total: 23,726	Engineering: R/W: Construction: FFOS: Payments:	1,400 0 0 0 0 0	1,968 2 20,356 995 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0					
County: Greene Route: US 60 Job No.: 8P3068B Length: 0.71 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Preventive Maint Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: Let With: 7P3105B Future Cost: 0 Estimate Total: 1,527	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0 0	218 0 1,309 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0					
County: Greene Route: US 60 Job No.: 8P3113 Length: 4.17 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: RP1802-18 Let With: 8S3159B, 8P3127 Future Cost: 0 Estimate Total: 1,573	Engineering: R/W: Construction: FFOS: Payments:	30 0 0 0 0 0	140 0 1,403 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0					
County: Greene Route: US 60 Job No.: 8P3122 Length: 1.74 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Spring 20 Anticipated Fed Cat: NHPP TIP #: GR1804-18 Let With: 8P3032B Future Cost: 0 Estimate Total: 758	Engineering: R/W: Construction: FFOS: Payments:	86 0 0 0 0 0	62 0 610 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0					

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2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING					
												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Greene Route: US 60 Job No.: 8P3122B Length: 5.05 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2022 TIP #: GR1907-19 Let With: 7P3271	Pavement resurfacing from Highland Springs Boulevard east of Springfield to west of Rte. 125 in Rogersville.					AC-State: 1,695 State: 423 Local: 0	Engineering: 5 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	5 0 0 0 0	23 0 0 0 0	179 0 1,911 0 0	0 0 0 0 0	0 0 0 0 0					
County: Greene Route: US 60 Job No.: 8P3127 Length: 2.61 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Spring 20 TIP #: RP1803-18 Let With: 8S3159B, 8P3113	Pavement resurfacing from 0.3 mile west of Illinois Street to Rte. 174 in Republic.					AC-State: 685 State: 171 Local: 0	Engineering: 13 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	78 0 778 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					
County: Greene Route: US 60 Job No.: 8P3129 Length: 3.42 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2021 TIP #: EN1801-18 Let With:	Upgrade Sidewalk to comply with the ADA Transition Plan at various locations from 0.3 mile west of Illinois St. to Rte. 174 in Republic and at various locations on Sunshine St. between Scenic Ave. and Kansas Expressway in Springfield. \$264,000 Statewide Trans. Alt. fund					Fed: 951 State: 236 Local: 0	Engineering: 161 R/W: 2 Construction: 0 FFOS: 0 Payments: 0	2 2 0 0 0	202 0 981 264 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					
County: Greene Route: US 60 Job No.: 8S3159B Length: 0.59 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional Awd Date: Spring 20 TIP #: Let With: 8P3113, 8P3127	Realignment of through lanes and add turn lanes at Rte. 174 in Republic.					Fed: 1,357 State: 339 Local: 0	Engineering: 150 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	309 0 1,387 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					
County: Greene Route: OR 60 Job No.: 8S3175 Length: 0.82 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2021 TIP #: Let With: 8P3139, 8S3117, 8S3112, 8S3160, 8P3050B	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Nature Center Way from 0.1 mile east of Republic Road to end of route.					Fed: 405 State: 100 Local: 0	Engineering: 39 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	23 9 0 0 0	82 0 391 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					

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2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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

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

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024
County:	Greene	Bridge deck sealing on southbound bridge over Sunshine Street and on Rte. 160 westbound bridge over I-44 in Springfield. Project involves bridges A6178 and A7953.				Engineering:	0	145	0	0	0
Route:	US 65					R/W:	0	0	0	0	0
Job No.:	8P3068C					Construction:	0	864	0	0	0
Length:	0.12	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	807	State:	202	Local:	0				
Sec Cat:	Preventive Maint	Awd Date:	Spring 20	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	Let With:	Future Cost:	0	Estimate Total:	1,009						
County:	Greene	Add safety signage for wrong way countermeasures at various ramp locations from 0.8 mile north of I-44 to Rte. F, on Rte. 60 from Rte. 125 to W County Line Road, and on Rte. 360 from west of Rte. MM to east of Rte. 413.				Engineering:	0	124	0	0	0
Route:	US 65					R/W:	0	0	0	0	0
Job No.:	8P3069B					Construction:	0	738	0	0	0
Length:	44.29	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Safety	Fed:	776	State:	86	Local:	0				
Sec Cat:	Urban Safety	Awd Date:	Fall 19	Anticipated Fed Cat:	Safety	Payments:	0	0	0	0	0
TIP #:	Let With: 7P3422	Future Cost:	0	Estimate Total:	862						
County:	Greene	Pavement resurfacing on northbound lanes from north of I-44 to Rte. KK.				Engineering:	0	4	4	4	20
Route:	US 65					R/W:	0	0	0	0	0
Job No.:	8P3164					Construction:	0	0	0	0	1,923
Length:	6.59	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	1,699	State:	426	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	2024	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	Let With:	Future Cost:	0	Estimate Total:	2,125						
County:	Greene	Pavement repair at various locations on I-44, Rte. 60, Rte. 65 and Rte. 360 in the urban Southwest District.				Engineering:	0	38	0	0	0
Route:	US 65					R/W:	0	0	0	0	0
Job No.:	8P3182					Construction:	0	408	0	0	0
Length:	74.24	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	356	State:	90	Local:	0				
Sec Cat:	Rehab And Reconst	Awd Date:	Spring 20	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	Let With: 7I3412	Future Cost:	0	Estimate Total:	446						
County:	Greene	Pavement resurfacing on Glenstone Avenue from Battlefield Road to Rte. 60 (James River Freeway) and on Nature Center Way at Reed Avenue in Springfield.				Engineering:	2	10	71	0	0
Route:	BU 65					R/W:	0	0	0	0	0
Job No.:	8S3112					Construction:	0	0	725	0	0
Length:	1.85	MPO:	Y			FFOS:	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	645	State:	161	Local:	0				
Sec Cat:	Thin Lift Overlay	Awd Date:	2021	Anticipated Fed Cat:	NHPP	Payments:	0	0	0	0	0
TIP #:	SP1903-19	Let With: 8P3139, 8S3117, 8S3160, 8P3050B, 8S3175	Future Cost:	0	Estimate Total:	808					

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Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County:	Greene	Pavement resurfacing on Glenstone Avenue from Burlington Northern Santa Fe Railroad south of Chestnut Expressway to Battlefield Road in Springfield.										Engineering:	2	18	112	0	0	0
Route:	BU 65											R/W:	0	0	0	0	0	0
Job No.:	8S3117											Construction:	0	0	1,159	0	0	0
Length:	3.68	MPO:	Y									FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	1,031	State:	258	Local:	0						Payments:	0	0	0	0	0
Sec Cat:	Thin Lift Overlay	Awd Date:	2021	Anticipated Fed Cat:				NHPP					0	0	0	0	0	
TIP #:	SP1904-19	Let With:	8P3139, 8S3112, 8S3160, 8P3050B, 8S3175	Future Cost:				0	Estimate Total:	1,291			0	0	0	0	0	
County:	Greene	Operational and safety improvements, upgrade sidewalk to comply with the ADA Transition Plan on Glenstone Ave. from 0.2 mile north of St. Louis St. to Rte. 60 (James River Freeway) in Springfield. \$527,000 Open Container funds. \$313,000 Statewide Trans. Alt. funds.										Engineering:	0	509	610	0	0	0
Route:	BU 65											R/W:	0	121	0	0	0	0
Job No.:	8S3160											Construction:	0	0	2,950	0	0	0
Length:	5.18	MPO:	Y									FFOS:	0	0	840	0	0	0
Fund Cat:	Taking Care Of System	Fed:	3,352	State:	838	Local:	0						Payments:	0	0	0	0	0
Sec Cat:	N- Ada Trans	Awd Date:	2021	Anticipated Fed Cat:				STBG					0	0	0	0	0	
TIP #:		Let With:	8P3139, 8S3117, 8S3112, 8P3050B, 8S3175	Future Cost:				0	Estimate Total:	4,190			0	0	0	0	0	
County:	Greene	Pavement resurfacing on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).										Engineering:	6	1	8	80	0	0
Route:	MO 744											R/W:	0	0	0	0	0	0
Job No.:	8P3050C											Construction:	0	0	0	855	0	0
Length:	2.72	MPO:	Y									FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	755	State:	189	Local:	0						Payments:	0	0	0	0	0
Sec Cat:	Thin Lift Overlay	Awd Date:	2022	Anticipated Fed Cat:				NHPP					0	0	0	0	0	
TIP #:	SP1708	Let With:	8S3149, 8S3162, 7S3137B	Future Cost:				0	Estimate Total:	950			0	0	0	0	0	
County:	Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street at various locations between Rte. 13 (Kansas Expressway) and Loop 44 (Glenstone Avenue) in Springfield. \$315,000 Statewide Transportation Alternatives funds.										Engineering:	130	2	198	245	0	0
Route:	MO 744											R/W:	0	0	107	0	0	0
Job No.:	8S3149											Construction:	0	0	0	1,274	0	0
Length:	2.69	MPO:	Y									FFOS:	0	0	0	315	0	0
Fund Cat:	Taking Care Of System	Fed:	1,462	State:	364	Local:	0						Payments:	0	0	0	0	0
Sec Cat:	N- Ada Trans	Awd Date:	2022	Anticipated Fed Cat:				STBG					0	0	0	0	0	
TIP #:	EN1901-19	Let With:	8P3050C, 8S3162, 7S3137B	Future Cost:				0	Estimate Total:	1,956			0	0	0	0	0	
County:	Greene	Bridge deck sealing on Mulroy Road over I-44. Project involves bridge A4721.										Engineering:	8	2	37	0	0	0
Route:	MO 744											R/W:	0	0	0	0	0	0
Job No.:	8S3151											Construction:	0	0	260	0	0	0
Length:	0.05	MPO:	Y									FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed:	240	State:	59	Local:	0						Payments:	0	0	0	0	0
Sec Cat:	Rehab And Reconst	Awd Date:	2021	Anticipated Fed Cat:				NHPP					0	0	0	0	0	
TIP #:	GR1908-19	Let With:	7P3105C	Future Cost:				0	Estimate Total:	307			0	0	0	0	0	

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.												STATE FISCAL YEAR PROJECT BUDGETING						
												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Greene	Pavement resurfacing from east of Loop 44 (Glenstone Avenue) to Mulroy Road, and on											Engineering:	0	10	16	140	0	0
Route: MO 744	Mulroy Road from Rte. OO to I-44.											R/W:	0	0	0	0	0	0
Job No.: 8S3162												Construction:	0	0	0	1,494	0	0
Length: 4.64	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 1,328 State: 332 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2022	Anticipated Fed Cat: NHPP																
TIP #: Let With: 8P3050C, 8S3149, 7S3137B	Future Cost: 0 Estimate Total: 1,660																	
County: Greene	Pavement resurfacing on Kearney Street from the Springfield Airport Entrance to west of											Engineering:	0	10	10	112	0	0
Route: MO 744	Rte. 13 (Kansas Expressway).											R/W:	0	0	0	0	0	0
Job No.: 8S3169												Construction:	0	0	0	1,377	0	0
Length: 3.73	MPO: Y	AC-State: 1,208 State: 301 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Anticipated Fed Cat: STBG										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2022	Future Cost: 0 Estimate Total: 1,509																
TIP #: Let With:																		
County: Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations											Engineering:	0	30	109	155	0	0
Route: MO 744	on Kearney Street from east of Loop 44 (Glenstone Avenue) to Mulroy Road and on											R/W:	0	0	2	0	0	0
Job No.: 8S3172	Mulroy Road from Rte. OO to I-44.											Construction:	0	0	0	768	0	0
Length: 4.64	MPO: Y	Fed: 852 State: 212 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Anticipated Fed Cat: STBG										Payments:	0	0	0	0	0	0	
Sec Cat: N- Ada Trans	Awd Date: 2022	Future Cost: 0 Estimate Total: 1,064																
TIP #: Let With:																		
County: Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Kearney Street											Engineering:	0	50	225	262	0	0
Route: MO 744	from Rte. 160 (West Bypass) to Rte. 13 (Kansas Expressway) in Springfield.											R/W:	0	0	110	0	0	0
Job No.: 8S3190												Construction:	0	0	0	1,191	0	0
Length: 1.94	MPO: Y	AC-State: 1,471 State: 367 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Anticipated Fed Cat: STBG										Payments:	0	0	0	0	0	0	
Sec Cat: N- Ada Trans	Awd Date: 2022	Future Cost: 0 Estimate Total: 1,838																
TIP #: Let With:																		
County: Greene	Pavement resurfacing from Rte. H to Rte. 65.											Engineering:	0	44	45	0	0	0
Route: RT AA												R/W:	0	0	0	0	0	0
Job No.: 8S3186												Construction:	0	0	654	0	0	0
Length: 5.14	MPO: Y	AC-State: 594 State: 149 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Anticipated Fed Cat: STBG										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2021	Future Cost: 0 Estimate Total: 743																
TIP #: Let With:																		

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

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

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												Prior Prog.	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022	7/2022-6/2023	7/2023-6/2024	
County:	Greene	Payment to the City of Springfield for intersection improvements on Campbell Avenue at Republic Road.										Engineering:	7	13	0	0	0	0
Route:	CST CAMPBELL AVE											R/W:	0	0	0	0	0	0
Job No.:	8P3087C											Construction:	0	2,344	0	0	0	0
Length:	0.26	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat:	Flexible & Other	Fed: 1,885 State: 472 Local: 0									Payments:	0	0	0	0	0	0	
Sec Cat:	Regional	Awd Date:	N/A	Anticipated Fed Cat: NHPP														
TIP #:	SP1818-18A	Let With:	Future Cost: 0 Estimate Total: 2,364															
County:	Greene	Pavement resurfacing on Sunshine Street from Glenstone Avenue to Blackman Road in Springfield.										Engineering:	44	2	2	4	110	0
Route:	RT D											R/W:	0	0	0	0	0	0
Job No.:	8S0745											Construction:	0	0	0	0	1,217	0
Length:	2.62	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State: 1,069 State: 266 Local: 0									Payments:	0	0	0	0	0	0	
Sec Cat:	Thin Lift Overlay	Awd Date:	2023	Anticipated Fed Cat: STBG														
TIP #:	SP1906-19	Let With: 8S3153	Future Cost: 0 Estimate Total: 1,379															
County:	Greene	Bridge rehabilitation over the James River 3.2 miles east of Springfield. Project involves bridge A3057.										Engineering:	75	34	170	0	0	0
Route:	RT D											R/W:	0	0	0	0	0	0
Job No.:	8S3152											Construction:	0	0	1,261	0	0	0
Length:	0.12	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	Fed: 1,172 State: 293 Local: 0									Payments:	0	0	0	0	0	0	
Sec Cat:	Rehab And Reconst	Awd Date:	Fall 20	Anticipated Fed Cat: NHPP														
TIP #:	GR1909-19	Let With:	Future Cost: 0 Estimate Total: 1,540															
County:	Greene	Upgrade pedestrian facilities to comply with the ADA Transition Plan on Sunshine Street from Bus. 65 (Glenstone Avenue) to Blackman Road in Springfield.										Engineering:	40	2	2	116	115	0
Route:	RT D											R/W:	0	0	0	56	0	0
Job No.:	8S3153											Construction:	0	0	0	0	596	0
Length:	2.56	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State: 711 State: 176 Local: 0									Payments:	0	0	0	0	0	0	
Sec Cat:	N- Ada Trans	Awd Date:	2023	Anticipated Fed Cat: STBG														
TIP #:	SP1413-19	Let With: 8S0745	Future Cost: 0 Estimate Total: 927															
County:	Greene	Pavement resurfacing from Farm Road 97 to Rte. AB.										Engineering:	9	7	0	0	0	0
Route:	RT EE											R/W:	0	0	0	0	0	0
Job No.:	8S3124											Construction:	0	56	0	0	0	0
Length:	0.50	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat:	Taking Care Of System	AC-State: 51 State: 12 Local: 0									Payments:	0	0	0	0	0	0	
Sec Cat:	Thin Lift Overlay	Awd Date:	Summer 19	Anticipated Fed Cat: STBG														
TIP #:	GR1805-18	Let With: 7S3287	Future Cost: 0 Estimate Total: 72															

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

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												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Greene	Pavement resurfacing from 0.2 mile south of Rte. 60 (James River Freeway) to south of Weaver Road in Battlefield.											Engineering:	11	46	0	0	0	0
Route: RT FF												R/W:	0	0	0	0	0	0
Job No.: 8S3121												Construction:	0	471	0	0	0	0
Length: 1.76	MPO: Y											FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System	Fed: 414 State: 103 Local: 0										Payments:	0	0	0	0	0		
Sec Cat: Thin Lift Overlay	Awd Date: Fall 19	Anticipated Fed Cat: NHPP																
TIP #: BA1801-18	Let With: 8S3114	Future Cost: 0 Estimate Total: 528																
County: Greene	Pavement resurfacing from Rte. WW to north of Stoneridge Street.											Engineering:	5	50	102	0	0	0
Route: RT H												R/W:	0	0	0	0	0	0
Job No.: 8S3092												Construction:	0	0	605	0	0	0
Length: 4.70	MPO: Y											FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System	Fed: 606 State: 151 Local: 0										Payments:	0	0	0	0	0		
Sec Cat: Thin Lift Overlay	Awd Date: Summer 20	Anticipated Fed Cat: STBG																
TIP #: GR1703	Let With: 7S3181, 7S3215	Future Cost: 0 Estimate Total: 762																
County: Greene	Add safety signage for wrong way countermeasures at various ramp locations in the urban Southwest District.											Engineering:	4	48	0	0	0	0
Route: I-44												R/W:	0	0	0	0	0	0
Job No.: 8I3146												Construction:	0	225	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	
Fund Cat: Safety (Statewide)	Fed: 245 State: 28 Local: 0										Payments:	0	0	0	0	0		
Sec Cat: Safety	Awd Date: Spring 20	Anticipated Fed Cat: Safety																
TIP #: MO1903-19	Let With: 7I3343	Future Cost: 0 Estimate Total: 277																
County: Greene	Pavement resurfacing from 0.3 mile east of Rte. H to Rte. 65.											Engineering:	0	10	33	0	0	0
Route: RT KK												R/W:	0	0	0	0	0	0
Job No.: 8S3185												Construction:	0	0	378	0	0	0
Length: 5.11	MPO: Y	AC-State: 337 State: 84 Local: 0										FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System	Awd Date: 2021										Payments:	0	0	0	0	0		
Sec Cat: Thin Lift Overlay	Anticipated Fed Cat: STBG																	
TIP #: 	Let With: 	Future Cost: 0 Estimate Total: 421																
County: Greene	Pavement resurfacing from 0.1 mile south of I-44 to Carnahan Street in Springfield.											Engineering:	0	40	47	0	0	0
Route: RT MM												R/W:	0	0	0	0	0	0
Job No.: 8S3187												Construction:	0	0	603	0	0	0
Length: 1.23	MPO: Y	AC-State: 552 State: 138 Local: 0										FFOS:	0	0	0	0	0	
Fund Cat: Taking Care Of System	Awd Date: 2021										Payments:	0	0	0	0	0		
Sec Cat: Thin Lift Overlay	Anticipated Fed Cat: STBG																	
TIP #: 	Let With: 	Future Cost: 0 Estimate Total: 690																

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												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Greene	High friction surface treatment at various locations in the urban Southwest District.											Engineering:	0	8	63	0	0	0
Route: RT NN												R/W:	0	0	0	0	0	0
Job No.: 8S3193												Construction:	0	0	445	0	0	0
Length: 1.98	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Safety (Statewide)	Fed: 464 State: 52 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Safety	Awd Date: Fall 20	Anticipated Fed Cat: Safety																
TIP #: 	Let With: 	Future Cost: 0 Estimate Total: 516																
County: Greene	Pavement resurfacing from Jackson Street in Willard to Rte. 13.											Engineering:	2	49	58	0	0	0
Route: RT O												R/W:	0	0	0	0	0	0
Job No.: 8S3123												Construction:	0	0	610	0	0	0
Length: 5.74	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 574 State: 143 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Thin Lift Overlay	Awd Date: 2021	Anticipated Fed Cat: STBG																
TIP #: GR1910-19	Let With: 	Future Cost: 0 Estimate Total: 719																
County: Various	Curve safety improvements at various locations in the urban Southwest District.											Engineering:	0	0	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 0X3122I												Construction:	0	0	0	27	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Safety (Statewide)	Fed: 24 State: 3 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Safety	Awd Date: 2022	Anticipated Fed Cat: Safety																
TIP #: 	Let With: 	Future Cost: 0 Estimate Total: 27																
County: Various	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District.											Engineering:	0	0	0	0	0	0
Route: Various												R/W:	7	0	0	0	0	0
Job No.: 5B0800X												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	7	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 0 State: 1,460 Local: 0										Payments:	2,578	292	292	292	292	292	
Sec Cat: Rehab And Reconst	Awd Date: N/A	Anticipated Fed Cat: State																
TIP #: MO1105	Let With: 	Future Cost: 2,001 - 5,000 Estimate Total: 4,045																
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.											Engineering:	2	2	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8I3108												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Safety	Fed: 183 State: 20 Local: 0										Payments:	0	201	0	0	0	0	
Sec Cat: Safety	Awd Date: N/A	Anticipated Fed Cat: Safety																
TIP #: MO1803-18	Let With: 	Future Cost: 0 Estimate Total: 205																

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												Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Various	Job Order Contracting for bridge repairs at various locations in the urban Southwest District.											Engineering:	0	30	0	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 813178												Construction:	0	100	0	0	0	0
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 104 State: 26 Local: 0										Payments:	0	0	0	0	0	0	
Sec Cat: Rehab And Reconst	Awd Date: Winter 20	Anticipated Fed Cat: STBG																
TIP #: Let With: 713405	Future Cost: 0 Estimate Total: 130																	
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.											Engineering:	0	1	1	2	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 813184												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y	Fed: 185 State: 20 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Safety	Awd Date: N/A	Anticipated Fed Cat: Safety										Payments:	0	0	0	201	0	0
Sec Cat: Safety	Let With:	Future Cost: 0 Estimate Total: 205																
County: Various	Intersection improvements at various locations in the urban Southwest District.											Engineering:	40	5	35	454	0	0
Route: Various												R/W:	0	0	142	0	0	0
Job No.: 8P3087												Construction:	0	0	0	781	0	0
Length: 0.00	MPO: Y	Fed: 1,134 State: 283 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Awd Date: 2022	Anticipated Fed Cat: NHPP										Payments:	0	0	0	0	0	0
Sec Cat: Regional	Let With:	Future Cost: 0 Estimate Total: 1,457																
County: Various	Intersection improvements at various locations in the urban Southwest District.											Engineering:	2	2	100	400	502	0
Route: Various												R/W:	0	0	0	106	0	0
Job No.: 8P3087G												Construction:	0	0	0	0	2,088	0
Length: 0.00	MPO: Y	AC-State: 2,559 State: 639 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Awd Date: 2023	Anticipated Fed Cat: NHPP										Payments:	0	0	0	0	0	0
Sec Cat: Regional	Let With:	Future Cost: 0 Estimate Total: 3,200																
County: Various	On-call work zone enforcement at various locations in the urban Southwest District.											Engineering:	0	0	1	0	0	0
Route: Various												R/W:	0	0	0	0	0	0
Job No.: 8P3154												Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y	Fed: 182 State: 20 Local: 0										FFOS:	0	0	0	0	0	0
Fund Cat: Safety	Awd Date: N/A	Anticipated Fed Cat: Safety										Payments:	0	0	201	0	0	0
Sec Cat: Safety	Let With:	Future Cost: 0 Estimate Total: 202																

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

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

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
County: Various	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	Engineering:	0	90	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P3183		Construction:	0	816	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 725 State: 181 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Routine Maintenance	Awd Date: Spring 20 Anticipated Fed Cat: STBG										
TIP #: Let With:	Future Cost: 0 Estimate Total: 906										
County: Various	Pavement improvements on various minor routes in the urban Southwest District.	Engineering:	0	10	50	63	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8P3189		Construction:	0	0	0	649	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 618 State: 154 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2022 Anticipated Fed Cat: STBG										
TIP #: Let With:	Future Cost: 0 Estimate Total: 772										
County: Various	Upgrade pedestrian facilities to comply with ADA Transition Plan at various locations in the urban Southwest District.	Engineering:	0	95	225	0	0	0	0	0	0
Route: Various		R/W:	0	20	0	0	0	0	0	0	0
Job No.: 8P3192		Construction:	0	0	1,051	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 1,113 State: 278 Local: 0	Payments:	0	0	0	0	0	0	0	0	0
Sec Cat: N- Ada Trans	Awd Date: 2021 Anticipated Fed Cat: STBG										
TIP #: Let With:	Future Cost: 0 Estimate Total: 1,391										
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Engineering:	2	1	0	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8Q3107		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 574 State: 143 Local: 0	Payments:	0	716	0	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: STBG										
TIP #: MO1804-18 Let With:	Future Cost: 0 Estimate Total: 719										
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.	Engineering:	0	0	1	0	0	0	0	0	0
Route: Various		R/W:	0	0	0	0	0	0	0	0	0
Job No.: 8Q3148		Construction:	0	0	0	0	0	0	0	0	0
Length: 0.00	MPO: Y	FFOS:	0	0	0	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 574 State: 143 Local: 0	Payments:	0	0	716	0	0	0	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: STBG										
TIP #: MO2104-19 Let With:	Future Cost: 0 Estimate Total: 717										

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

May-20-2019

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District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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

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

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

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING						
										Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024	
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.									Engineering:	0	0	0	1	0	0
Route: Various										R/W:	0	0	0	0	0	0
Job No.: 8Q3181										Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y									FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	AC-State: 574 State: 143 Local: 0									Payments:	0	0	0	716	0	0
Sec Cat: Systems Operations	Awd Date: N/A	Anticipated Fed Cat: STBG														
TIP #:	Let With:	Future Cost: 0 Estimate Total: 717														

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

May-20-2019

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District Southwest

TMA

Dollars in Thousands



2020-2024 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

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

Southwest TMA Total

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	7/2022- 6/2023	7/2023- 6/2024
FFOS:	461	4,092	1,104	3,409	0	0
Total R/W:	2,074	329	1,296	3,345	0	0
Total Construction:	0	50,559	32,221	29,376	17,743	3,114
Paybacks:	2,578	1,209	1,209	1,209	292	292
Sub-Total:	4,652	52,097	34,726	33,930	18,035	3,406
Total Engineering:	5,196	9,157	6,174	5,051	1,898	286
Grand Total:	9,848	61,254	40,900	38,981	19,933	3,692

	2020	2021	2022	2023	2024
State	11,598	7,703	6,535	4,219	972
AC-State	3,084	4,334	5,303	5,015	96
Local	452	0	0	0	0
Sub-total State	15,134	12,037	11,838	9,234	1,068

Federal					
Sub-total Federal	46,120	28,863	27,143	10,699	2,624
Grand Total	61,254	40,900	38,981	19,933	3,692

Project Count: 86

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

May-20-2019

Section 4 - 1

District Southwest

TMA

Dollars in Thousands

District Program Summary
Southwest (Urban)
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

State Fiscal Year	2020	2021	2022	2023	2024
Statewide Interstate And Major Bridge - Available					
Statewide Interstate And Major Bridge - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Fund Transfers	0.200	0.200	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Carryover	-0.125	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Total Available	0.075	0.200	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Programmed	0.200	0.206	0.000	0.000	0.000
Safety - Available	1.340	1.138	1.147	1.146	1.147
Safety - FFOS	0.000	0.000	0.000	0.000	0.000
Safety - Fund Transfers	-0.234	-0.618	-0.032	0.000	0.000
Safety - Carryover	-0.178	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	-0.900	-0.060	0.053	0.041	0.000
Safety - Total Available	0.028	0.460	1.168	1.187	1.147
Safety - Programmed	0.939	0.201	0.201	0.000	0.000
Taking Care Of System - Available	7.783	7.863	18.758	19.321	19.900
Taking Care Of System - FFOS	0.000	1.104	0.315	0.000	0.000
Taking Care Of System - Fund Transfers	0.615	10.795	1.932	0.000	0.000
Taking Care Of System - Carryover	12.474	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	1.405	0.743	-0.762	-1.289	0.000
Taking Care Of System - Total Available	22.277	20.505	20.243	18.032	19.900
Taking Care Of System - Programmed	15.840	26.151	16.271	6.198	3.407
Flexible & Other - Available					
Flexible & Other - FFOS	4.092	0.000	3.094	0.000	0.000
Flexible & Other - Fund Transfers	30.801	7.495	13.336	10.832	0.000
Flexible & Other - Carryover	-3.826	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Flexible & Other - Total Available	31.067	7.495	16.430	10.832	0.000
Flexible & Other - Programmed	34.893	7.720	17.431	11.836	0.000
Statewide Safety - Available					
Statewide Safety - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Fund Transfers	0.225	0.432	0.025	0.000	0.000
Statewide Safety - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Total Available	0.225	0.432	0.025	0.000	0.000
Statewide Safety - Programmed	0.225	0.445	0.027	0.000	0.000
Statewide Major Projects & Emerging Needs - Available					
Statewide Major Projects & Emerging Needs - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Total Available	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Programmed	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Available					
Statewide Amendment 3 - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Carryover	-3.510	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Total Available	-3.510	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Programmed	0.000	0.000	0.000	0.000	0.000

*Note: Three percent inflation compounded annually applied to program years 2021 - 2024
Two percent construction contingency applied to construction.*

District Program Summary
Southwest (Urban)
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

Total Categorized Funding Available by SFY	50.162	29.092	37.866	30.051	21.047
Total Flexible Funds Available	-1.172	6.057	-2.343	-3.374	0.037
Adjustments	0.505	0.683	-0.709	-1.248	0.000
Carryovers	4.835				
Total Available by SFY	48.990	35.149	35.523	26.677	21.084
Total Programmed by SFY	52.097	34.723	33.930	18.034	3.407

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*Note: Three percent inflation compounded annually applied to program years 2021 - 2024
Two percent construction contingency applied to construction.*



2020 - 2024 Scoping and Design Projects

Transportation Planning

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							STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
							Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Christian Route: MO 14 Anticipated Federal Category: STBG	Job No: 8P0588	Scoping for roadway improvements from west of Rte. 160 in Nixa to east of Rte. 65 in Ozark.	Fed 8	State 2	Local 0	Future Cost: 25,001 - 50,000	1,153	5	5
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605	Scoping for capacity improvements from north of Valley Water Mill Road in Springfield to Rte. F in Ozark.	Fed 10	State 0	Local 0	Future Cost: 25,001 - 50,000	4,658	2	8
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605I	Scoping for capacity improvements from Rte. CC to Rte. 14 in Ozark.	AC-State 8	State 0	Local 0	Future Cost: 10,001 - 15,000	2	2	6
County: Christian Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P0605J	Scoping for capacity and safety improvements from Rte. 14 to Rte. F.	AC-State 8	State 0	Local 0	Future Cost: 5,001 - 10,000	2	2	6
County: Christian Route: RT CC Anticipated Federal Category: STBG	Job No: 8S0736	Scoping for capacity and safety improvements from Main Street in Nixa to Pheasant Road in Ozark.	Fed 40	State 10	Local 0	Future Cost: 25,001 - 50,000	84	10	40
County: Christian Route: RT M Anticipated Federal Category: Safety	Job No: 8S3143	Scoping for safety improvements on Nicholas Road from Gooch Road to Shelvin Rock Road.	Fed 6	State 0	Local 0	Future Cost: 1,001 - 2,000	82	2	4
County: Greene Route: CRD 127 Anticipated Federal Category: NHPP	Job No: 8S3156	Scoping for bridge improvement on Melville Road over I-44 in Springfield. Project involves bridge A0441.	Fed 10	State 0	Local 0	Future Cost: 2,001 - 5,000	10	2	8
County: Greene Route: MO 13 Anticipated Federal Category: NHPP	Job No: 8P3087E	Scoping for intersection improvements on Kansas Expressway at Sunset Street in Springfield.	Fed 154	State 37	Local 0	Future Cost: 1,001 - 2,000	80	2	189
County: Greene Route: MO 13 Anticipated Federal Category: NHPP	Job No: 8P3087F	Scoping for intersection improvements on Kansas Expressway at Walnut Lawn Street in Springfield.	Fed 117	State 28	Local 0	Future Cost: 2,001 - 5,000	105	2	143



2020 - 2024 Scoping and Design Projects

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Greene Route: US 160 Anticipated Federal Category: NHPP	Job No: 8P3033	Scoping for capacity improvements from Plainview Road in Springfield to south of South Street in Nixa.	Fed 10	State 0	Local 0 Future Cost: 25,001 - 50,000	6	2	8
County: Greene Route: US 160 Anticipated Federal Category: NHPP	Job No: 8P3087D	Scoping for intersection improvements on West Bypass at Rte. 744 (Kearney Street) in Springfield.	Fed 34	State 9	Local 0 Future Cost: 1,001 - 2,000	250	35	8
County: Greene Route: MO 413 Anticipated Federal Category: NHPP	Job No: 8S3159	Scoping for roadway and operational improvements on West Sunshine Street from Rte. 160 (West Bypass) in Springfield to Rte. P (Main Street) in Republic.	Fed 48	State 10	Local 0 Future Cost: 10,001 - 15,000	250	50	8
County: Greene Route: IS 44 Anticipated Federal Category: NHPP	Job No: 8I3044	Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.	Fed 18	State 2	Local 0 Future Cost: 50,001 - 75,000	220	10	10
County: Greene Route: IS 44 Anticipated Federal Category: Safety	Job No: 8I3134	Scoping for safety improvements from Rte. 360 to 2 miles east of Rte. 125.	Fed 30	State 3	Local 0 Future Cost: 2,001 - 5,000	50	25	8
County: Greene Route: IS 44 Anticipated Federal Category: NHPP	Job No: 8I3191	Scoping for bridge improvements from 0.7 mile east of Loop 44 (Chestnut Expressway) in Springfield to Rte. 125 in Strafford.	AC-State 180	State 20	Local 0 Future Cost: 5,001 - 10,000	0	100	100
County: Greene Route: LP 44 Anticipated Federal Category: Safety	Job No: 8P3144	Scoping for safety improvements on Chestnut Expressway from Rte. 13 (Kansas Expressway) to Bus. 65 (Glenstone Avenue).	Fed 6	State 0	Local 0 Future Cost: 1,001 - 2,000	82	2	4
County: Greene Route: US 60 Anticipated Federal Category: NHPP	Job No: 8P0683G	Scoping for freeway improvements from 0.2 mile west of Highland Springs Road to Rte. 125.	Fed 16	State 4	Local 0 Future Cost: 10,001 - 15,000	111	10	10



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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Greene Route: US 60 Anticipated Federal Category: NHPP	Job No: 8P0865	Scoping for roadway improvements from County Road 194 to West Avenue in Republic.	Fed 16	State 4	Local 0 Future Cost: 2,001 - 5,000	45	10	10
County: Greene Route: US 60 Anticipated Federal Category: NHPP	Job No: 8P3032	Scoping for capacity improvements on James River Freeway from I-44 north of Republic to Rte. 65 in Springfield.	Fed 48	State 10	Local 0 Future Cost: 15,001 - 25,000	210	50	8
County: Greene Route: US 65 Anticipated Federal Category: NHPP	Job No: 8P3103	Scoping for potential interstate designation on Rtes. 60, 65 and 360 in the Springfield region.	Fed 32	State 8	Local 0 Future Cost: 1,001 - 2,000	60	20	20
County: Greene Route: BU 65 Anticipated Federal Category: NHPP	Job No: 8S3131	Scoping for safety and operational improvements on Glenstone Avenue from Loop 44 (Chestnut Expressway) to Battlefield Road.	Fed 2	State 0	Local 0 Future Cost: 2,001 - 5,000	52	2	0
County: Greene Route: OR 65 Anticipated Federal Category: NHPP	Job No: 8S3158	Scoping for bridge improvement on Eastgate Avenue over Burlington Northern Santa Fe Railroad in Springfield. Project involves bridge W0574.	Fed 12	State 1	Local 0 Future Cost: 2,001 - 5,000	10	5	8
County: Greene Route: MO 744 Anticipated Federal Category: Safety	Job No: 8S3145	Scoping for safety improvements on Kearney Street from Springfield-Branson National Airport to LeCompte Avenue.	Fed 6	State 0	Local 0 Future Cost: 1,001 - 2,000	82	2	4
County: Greene Route: RT D Anticipated Federal Category: NHPP	Job No: 8S3133	Scoping for safety and operational improvements on Sunshine Street from Bus. 65 (Glenstone Avenue) to Bedford Avenue.	Fed 10	State 0	Local 0 Future Cost: 2,001 - 5,000	52	2	8
County: Greene Route: RT MM Anticipated Federal Category: STBG	Job No: 8S0836	Scoping for railroad crossing improvements on Brookline Avenue at BNSF railroad in Republic.	AC-State 6	State 0	Local 0 Future Cost: 25,001 - 50,000	443	2	4



2020 - 2024 Scoping and Design Projects

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Greene Route: RT MM Anticipated Federal Category: STBG	Job No: 8S0836B	Scoping for roadway improvements on Brookline Avenue from I-44 to Morning Star Lane in Republic.	Fed 6	State 0	Local 0	6	2	4
Future Cost: 15,001 - 25,000								
County: Various Route: Various Anticipated Federal Category: State	Job No: 8P3027	Surveying to sell excess right of way in the urban Southwest District.	Fed 0	State 60	Local 0	65	15	45
Future Cost: 0								
County: Various Route: Various Anticipated Federal Category: STBG	Job No: 8P3065	Scoping for ADA Transition Plan improvements at various locations in the urban Southwest District.	Fed 16	State 4	Local 0	32	10	10
Future Cost: 1,001 - 2,000								
County: Various Route: Various Anticipated Federal Category: NHPP	Job No: 8P3067	Scoping for bridge improvements at various locations in the urban Southwest District.	Fed 160	State 40	Local 0	346	50	150
Future Cost: 2,001 - 5,000								
County: Various Route: Various Anticipated Federal Category: NHPP	Job No: 8P3068	Scoping for bridge preventive maintenance at various locations in the urban Southwest District.	Fed 7	State 2	Local 0	15	5	4
Future Cost: 301 - 1,000								
County: Various Route: Various Anticipated Federal Category: Safety	Job No: 8P3069	Scoping for safety improvements at various locations in the urban Southwest District.	Fed 216	State 24	Local 0	319	60	180
Future Cost: 2,001 - 5,000								
County: Various Route: Various Anticipated Federal Category: NHPP	Job No: 8P3099	Scoping for pavement improvements on major routes in the urban Southwest District.	Fed 160	State 40	Local 0	92	50	150
Future Cost: 10,001 - 15,000								
County: Various Route: Various Anticipated Federal Category: STBG	Job No: 8S3066	Scoping for pavement improvements on minor routes at various locations in the urban Southwest District.	Fed 160	State 40	Local 0	58	50	150
Future Cost: 2,001 - 5,000								
AC-State 202			Fed 1,358	State 358	Local 0	District Engineering Total:		
						9,032	598	1,320



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	2020	2021	2022	2023	2024
State	107	117	79	53	2
AC-State	96	96	6	4	0
Local	0	0	0	0	0
Sub-total State	203	213	85	57	2
Federal					
Sub-total Federal	395	425	308	202	28
Grand Total	598	638	393	259	30



2020 - 2024 Scoping and Design Projects

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						STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)		
						Prior Prog.	7/2019- 6/2020	7/2020- 6/2024
County: Various		Traffic and safety study at various statewide locations.				100	50	150
Route: Various		Job No: 0P2307		Fed	State	Local	Future Cost: 0	
Anticipated Federal Category: Safety				180	20	0		
County: Various		Traffic and safety study at various statewide locations.				50	50	100
Route: Various		Job No: 0P2307B		Fed	State	Local	Future Cost: 0	
Anticipated Federal Category: Safety				135	15	0		
		AC-State	Fed	State	Local	District Engineering Total:		
		0	315	35	0	150	100	250



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	2020	2021	2022	2023	2024
State	10	10	10	5	0
AC-State	0	0	0	0	0
Local	0	0	0	0	0
Sub-total State	10	10	10	5	0
Federal					
Sub-total Federal	90	90	90	45	0
Grand Total	100	100	100	50	0



2020 - 2024 Scoping and Design Projects

STATE FISCAL YEAR PROJECT BUDGETING (ENGINEERING)

DISTRICT	Prior Prog.	AC-State	Fed	State	Local	7/2019- 6/2020	7/2020- 6/2024
Northwest	814	90	742	177	0	912	97
Northeast	876	368	250	112	0	465	265
Kansas City (Non-TMA)	1,443	1,154	2,730	889	0	1,543	3,230
Kansas City (TMA)	6,458	1,044	3,129	1,524	0	2,127	3,570
Central	9,186	298	8,202	2,116	0	7,157	3,459
St. Louis	11,716	2,750	7,110	2,601	0	5,258	7,203
Southwest (Non-TMA)	4,041	72	2,009	550	0	768	1,863
Southwest (TMA)	9,032	202	1,358	358	0	598	1,320
Southeast	2,567	1,588	1,226	676	0	2,623	867
	150	0	315	35	0	100	250
Summary	46,283	7,566	27,071	9,038	0	21,551	22,124



2020 - 2024 Scoping and Design Projects

Transportation Planning

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Project Count: 435

	2020	2021	2022	2023	2024
State	4,611	2,466	1,229	593	139
AC-State	3,370	2,135	1,597	367	97
Local	0	0	0	0	0
Sub-total State	7,981	4,601	2,826	960	236
Federal					
Sub-total Federal	13,570	7,930	3,598	1,721	252
Grand Total	21,551	12,531	6,424	2,681	488

TAB 4

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.B.

MoDOT Future Funding Scenarios

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

AGENDA DESCRIPTION:

MoDOT is proposing two funding scenarios for which OTO has been requested to provide a list of projects. These scenarios are considered additive, as in projects selected for the first list are also included on the second.

This exercise considers two statewide funding levels:

- \$345 million statewide for 2020-2024 (\$18.2 million for OTO)
- \$1.655 billion statewide for 2020-2029 (\$87.5 million for OTO)

The funds will be distributed using the system improvement formula (population, employment, vehicle miles traveled on the National Highway System). The first scenario happens if MoDOT receives grant funding for the I-70 Rocheport Bridge, triggering funding from the general fund and bonding. The second scenario is for planning purposes should there be a large infrastructure bill at the federal level or other source.

The list of projects is due June 28, 2019.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

The Technical Planning Committee has worked with MoDOT to define the projects for this list during a series of work sessions. At a meeting scheduled May 22, 2019, the Technical Planning Committee members reviewed the list as proposed with no additional changes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to recommend to MoDOT the list of projects as proposed for each funding scenario.”

OR

“Move to recommend to MoDOT the list of projects as proposed for each funding scenario with the following changes...”

Southwest Urban - Road and Bridge Prioritization

🔴 \$ (3,164) 🔴 \$ (32,034)

Priority	County	City	Route	Proposed Scope/Description	TT	\$345 Million Scenario	\$1.665 Billion Scenario	Comments	SFY
4b	Greene	Springfield	60	Capacity improvements from Campbell to National	\$ 11,092	\$ 11,092			2022
3	Greene	Springfield	13	Kansas Expressway Capacity Improvements from Battlefield to JRF	\$ 7,772	\$ 7,772		Resurface 2023	2023
Other	Christian	Ozark	CC	Intersection Improvements at 22nd Street	\$ 1,397	\$ 1,500			2024
2	Greene	Springfield	Various	Arterial Operational and traffic flow improvements within the City of Springfield	\$ -	\$ 1,000	\$ 5,000	W Bypass 2022, E. Sunshine 2023	2023/2022
Other	Christian	Ozark	65	Capacity Improvements, Route CC to 14	\$ 13,477		\$ 13,477	Resurface 2021	2021
Other	Christian	Ozark	65	Capacity Improvements from Route 14 to Bus. 65 (South St.)/Rte. F	\$ 10,200		\$ 10,200	Resurface 2021	2023
7b	Greene	Springfield	I-44	Widen to six lanes, Kansas Expressway to Glenstone Ave.*	\$ 23,790		\$ 30,000	Resurface 2024	2024
Other	Christian	Ozark	CC	Capacity improvements from Fremont Road to Rte. 65	\$ 2,812		\$ 4,000		2024
16b	Greene	Rogersville	60	Freeway improvements from Farm Road 213 to Rte. 125	\$ 15,555		\$ 15,555	Resurface 2022	2025
4a	Greene	Springfield	60	Capacity improvements from Kansas to Campbell*	\$ 8,052		\$ 8,052		2025
Other	Greene	Willard	AB	Safety Improvements from 160 to EE	\$ -		\$ 2,000		2025
Other	Greene	Strafford	125	Intersection Improvements at OO	\$ -		\$ 1,500		2025
Other	Greene	Republic	MM	Railroad overpass w/o Rte. 60	\$ 12,227		\$ 15,000		2026
8	Christian	Ozark	14	Capacity improvements, <u>6th Ave.</u> to 14th Avenue	\$ 2,605		\$ 4,000	Resurface 2021	2026
6	Christian	Ozark	14	Intersection Improvements at 6th	\$ 1,561		\$ 2,750	Resurface 2021	2026
Other	Christian	Nixa	CC	CC Extension from Main to 160	\$ 4,531		\$ 6,000		2027
Other	Greene	Battlefield	FF	Intersection improvements at Weaver Rd	\$ -		\$ 2,000	resurface 2020	2028
1	Greene	Republic	60	Land Use and Operational Study from <u>Rte. P</u> to JRF					
4	Greene	Springfield	60	Capacity improvements Kansas to National					
7	Greene	Springfield	I-44	Auxillary Lanes and Bridge Replacement to accommodate expansion					
7a	Greene	Springfield	I-44	Auxillary lanes and bridges, Kansas Expressway to Glenstone Ave.	\$ 30,529				
7c	Greene	Springfield	I-44	Widen to six lanes, Rte. 160 (W. Bypass) to Rte. 65	\$ 45,912				
9	Christian	Ozark	14	Capacity improvements with sidewalks 14th Avenue to Rte. W	\$ 6,011				
10	Greene	Springfield	60	Add 3rd left turn lane on EB and WB off ramps, add main line exit option EB off at National Ave.	\$ -				
11	Christian	Nixa	160	Operational and safety improvements from CC to Hwy 14 in Nixa	\$ -				
12	Greene	Springfield	60/65	Add 3rd lane to SB65 between ramps to 60	\$ -				
13	Greene	Republic	60	Capacity and safety improvements from Rte. 174 to Rte. M	\$ -				
14	Christian	Ozark	14	Intersection Improvements at 3rd & Oak St.	\$ -				
15	Greene	Springfield	I-244	Designation of an Interstate Loop on US65 and James River Freeway	\$ 1,390				
16	Greene	Springfield-Rogersville	60	Convert to freeway standards from US 65 to 125	\$ 15,683				
16a	Greene	Springfield	60	Freeway improvements from Rte. 65 to Farm Road 213	\$ -				
Other	Christian	Ozark	14	Sidewalks from 6th to 14th	\$ -				
Other	Greene	Republic	60	Capacity and safety improvements from Rte. M to JRF	\$ -				
Other	Christian	Christian Co.	14	Nicholas to OTO Western Limits	\$ -				
Other	Christian	Ozark	14	Capacity and Pedestrian Improvements Cheyenne to 32nd	\$ -				
Other	Greene	Springfield	65	Interchange Improvements at Kearney	\$ -				
Other	Greene	Springfield	60	Capacity and safety improvements from Kansas to West Bypass	\$ 20,281				
Other	Christian	Ozark	14	Intersection improvements at 3rd & Church St.	\$ -				
Other	Greene	Springfield	60/65	Extend WB to SB decel ramp and SB to EB accel ramp	\$ -				
Other	Christian	Ozark	14	Intersection Improvements at 32nd	\$ -				
Other	Greene	Christian Co.	60	Capacity and safety improvements west of Republic (Illinois St to OTO Boundary)	\$ 5,114				
Other	Greene	Strafford	I-44	Signalize WB Off-Ramp at 125, extend ramps, close ramps to weigh station	\$ -				
Other	Greene	Republic	MM	Capacity improvements from I-44 to <u>Morning Star Lane</u>	\$ 25,920				
Other	Christian	Christian Co.	14	Capacity and safety improvements from Rte. JJ to Hwy W	\$ -				
Other	Greene	Springfield-Greene Co.	I-44	Add 2nd left turn lane on WB off ramp, extend all ramps at Rte. 160	\$ -				
Other	Greene	Greene Co.	I-44	Capacity improvements from <u>Rtes. N/T</u> to West Bypass	\$ 86,763				
Other	Greene	Springfield	65	Evans Road Interchange Improvements	\$ 2,241				

Priority	County	City	Route	Proposed Scope/Description	TT	\$345 Million Scenario	\$1.665 Billion Scenario	Comments	SFY
Other	Greene	Greene Co.	I-44	Extend ramps and roundabout ramp terminals at Rtes. MM and B.	\$ -				
Other	Greene	Republic	MM	Capacity improvements Rte. 360 to US60	\$ -				
Other	Greene	Republic	MM	Intersection Improvements at Sawyer	\$ -				
Other	Greene	Greene Co.	160	Intersection Improvements at West Bypass and FR146	\$ -				
Other	Christian	Ozark	CC	Capacity and Safety Improvements west of 65	\$ 4,000				
Other	Christian	Nixa	160	Capacity and Safety Improvements 14 to OTO southern Limits	\$ -				
Other	Christian	Ozark	NN	Capacity and Safety Improvements east of J/NN	\$ -				
Other	Greene	Greene Co.	ZZ	Roundabout at FR 182	\$ -				
Other	Christian	Ozark	J	Capacity and Safety Improvements east of 65	\$ -				
Other	Greene	Republic	P	Capacity and Safety Improvements US 60 to Miller	\$ -				
Other	Greene	Strafford	OO	Intersection Improvements at Washington	\$ -				
Other	Greene		125	Intersection Improvements at FR 84	\$ -				
Other	Christian	Ozark	NN	Intersection improvements at Pheasant Road	\$ -				
Other	Christian	Ozark	NN	Capacity and safety improvements Pheasant to Melton	\$ -				
Other	Christian	Ozark	NN	Capacity and safety improvements J to Sunset	\$ -				
Other	Christian	Ozark	NN	Capacity and safety improvements Sunset to Weaver	\$ -				
Other	Christian	Ozark	NN	Capacity and safety improvements Weaver to 14	\$ -				
Other	Greene	Springfield	413	Land Use and Operational Study from JRF to West Bypass	\$ -				
Other	Chr/Gree	Various	Various	Sidewalks according to Bike/Ped Plan on various routes	\$ -				
Other	Christian	Nixa	14	Sidewalks along Highway 14 from Main to Ridgecrest	\$ -				

*potential substitutes for \$345 million scenario for Kansas Expy widening

Road and Bridge Program Total	\$	358,915	\$	21,364	\$	119,534
Projected Available Funds			\$	18,200	\$	87,500
Difference				\$ (3,164)		\$ (32,034)

TAB 5

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

Amendment Number Six 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 Six to the FY 2019-2022 Transportation Improvement Program, requested by Missouri State University.

1. ***New*** Pedestrian and Transit Improvements on MSU Campus (SP2001-19A6)
Missouri State University is proposing pedestrian and transit improvements on the MSU campus, repurposing the remaining funds of two prior earmarks, at 100 percent federal share, for a total programmed cost of \$125,979.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 15, 2019, the Technical Planning Committee recommended that the Board of Directors approve Amendment 6 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 6 to the FY 2019-2022 Transportation Improvement Program.”

OR

“Move to approve Amendment 6 to the FY 2019-2022 Transportation Improvement Program, with these changes...”



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP2001-19A6 Pedestrian and Transit Improvements on MSU Campus

Route N/A

From N/A

To N/A

Location City of Springfield

Federal Agency FHWA

Project Sponsor Missouri State University

Federal Funding Category STBG

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ?

STIP #

Federal ID #

Project Description

Pedestrian and transit improvements on MSU Campus to support the shuttle system.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	CON	\$0	\$125,979	\$0	\$0	\$125,979
Totals			\$0	\$125,979	\$0	\$0	\$125,979

Notes

Federal Funding Source: 100% Repurposed Federal Earmarks

Demo ID MO203 - \$122,138.91

Demo ID MO250 - \$3,839.99

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$125,979

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

		Federal			Local	State	
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2019							
EN1513	\$0	\$488,494	\$0	\$0	\$122,122	\$0	\$610,616
EN1705	\$0	\$0	\$300,000	\$581,600	\$0	\$220,400	\$1,102,000
EN1706	\$0	\$0	\$0	\$8,800	\$0	\$2,200	\$11,000
EN1708-19A5	\$0	\$100,286	\$0	\$177,500	\$173,214	\$17,000	\$468,000
EN1801-18	\$0	\$0	\$0	\$120,800	\$0	\$30,200	\$151,000
EN1802-18	\$0	\$0	\$0	\$24,000	\$0	\$6,000	\$30,000
EN1803-18A3	\$0	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$104,000	\$0	\$26,000	\$130,000
EN1902-19A2	\$265,075	\$0	\$0	\$0	\$66,269	\$0	\$331,344
EN1903-19A2	\$207,439	\$0	\$0	\$0	\$42,060	\$0	\$249,499
EN1904-19A3	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$35,000
EN1905-19A3	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$67,000
EN1906-19A3	\$0	\$17,570	\$0	\$0	\$4,392	\$0	\$21,962
EN1907-19A3	\$13,049	\$0	\$0	\$0	\$3,262	\$0	\$16,311
EN1908-19A3	\$27,766	\$0	\$0	\$0	\$6,941	\$0	\$34,707
EN1909-19A3	\$0	\$183,365	\$0	\$0	\$45,841	\$0	\$229,206
EN1912-19A3	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$107,389
EN1913-19A3	\$0	\$110,869	\$0	\$0	\$27,717	\$0	\$138,586
EN1914-19A5	\$0	\$0	\$0	\$31,200	\$0	\$7,800	\$39,000
SUBTOTAL	\$627,240	\$2,954,184	\$300,000	\$1,047,900	\$1,033,696	\$309,600	\$6,272,620

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

		Federal			Local	State	
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2020							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1801-18	\$0	\$0	\$264,000	\$509,600	\$0	\$193,400	\$967,000
EN1802-18	\$0	\$0	\$0	\$271,200	\$0	\$67,800	\$339,000
EN1901-19	\$0	\$0	\$0	\$272,000	\$0	\$68,000	\$340,000
EN2001-18	\$0	\$132,160	\$0	\$0	\$33,040	\$0	\$165,200
EN1904-19A3	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$340,000
EN1905-19A3	\$0	\$324,014	\$0	\$0	\$81,004	\$0	\$405,018
EN1906-19A3	\$0	\$187,990	\$0	\$0	\$46,998	\$0	\$234,988
EN1907-19A3	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$174,527
EN1908-19A3	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$371,367
EN1910-19A3	\$0	\$146,098	\$0	\$0	\$36,524	\$0	\$182,622
EN1911-19A3	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$90,885
EN1914-19A5	\$0	\$0	\$0	\$30,400	\$0	\$7,600	\$38,000
SP2001-19A6	\$0	\$0	\$0	\$125,979	\$0	\$0	\$125,979
SUBTOTAL	\$781,422	\$790,262	\$264,000	\$1,217,179	\$392,923	\$338,800	\$3,784,586
2021							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1802-18	\$0	\$0	\$0	\$1,283,200	\$0	\$320,800	\$1,604,000
EN1901-19	\$0	\$0	\$313,000	\$1,137,400	\$0	\$362,600	\$1,813,000
EN2101-18	\$0	\$53,760	\$0	\$0	\$13,440	\$0	\$67,200
EN2102-18	\$0	\$74,368	\$0	\$0	\$18,592	\$0	\$92,960
SUBTOTAL	\$0	\$128,128	\$313,000	\$2,428,600	\$32,032	\$685,400	\$3,587,160
2022							
EN2201-19	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
SUBTOTAL	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
GRAND TOTAL	\$1,408,662	\$3,872,574	\$1,153,800	\$4,693,679	\$1,458,651	\$1,403,000	\$13,990,366

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)				Local	MoDOT	TOTAL
	STBG-U	TAP	STBG	STAP			
PRIOR YEAR							
Balance	\$ 4,002,574	\$ 624,281	\$ 125,979	N/A	\$ -	\$ -	\$ 4,752,834
FY 2019							
Funds Anticipated	*See note below	\$ 438,053	\$1,047,900.00	\$300,000.00	\$ 1,033,696	\$ 309,600	\$ 3,129,249
Funds Programmed	(\$2,954,184.00)	(\$627,240)	(\$1,047,900.00)	(\$300,000.00)	(\$1,033,696.00)	(\$309,600.00)	(\$6,272,620.00)
Running Balance	\$1,048,390.00	\$435,094.24	\$125,979.00	\$0.00	\$0.00	\$0.00	\$1,609,463.24
FY 2020							
Funds Anticipated	*See note below	\$446,814.00	\$1,091,200.00	\$264,000.00	\$392,923.00	\$338,800.00	\$2,533,737.00
Funds Programmed	(\$790,262.00)	\$ (781,422.00)	(\$1,217,179.00)	(\$264,000.00)	(\$392,923.00)	(\$338,800.00)	(\$3,784,586.00)
Running Balance	\$258,128.00	\$100,486.24	\$0.00	\$0.00	\$0.00	\$0.00	\$358,614.24
FY 2021							
Funds Anticipated	*See note below	\$455,750.00	\$2,428,600.00	\$313,000.00	\$32,032.00	\$685,400.00	\$3,914,782.00
Funds Programmed	(\$128,128.00)	\$ -	(\$2,428,600.00)	(\$313,000.00)	(\$32,032.00)	(\$685,400.00)	(\$3,587,160.00)
Running Balance	\$130,000.00	\$556,236.24	\$0.00	\$0.00	\$0.00	\$0.00	\$686,236.24
FY 2022							
Funds Anticipated	*See note below	\$464,865.00	\$0.00	\$276,800.00	\$0.00	\$69,200.00	\$810,865.00
Funds Programmed	\$ -	\$ -	\$ -	(\$276,800.00)	\$ -	(\$69,200.00)	(\$346,000.00)
Running Balance	\$130,000.00	\$1,021,101.24	\$0.00	\$0.00	\$0.00	\$0.00	\$1,151,101.24

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

TAB 6

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.D.

Federal Funds Balance Report – March 31, 2019

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

AGENDA DESCRIPTION:

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

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2019.

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

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

BOARD OF DIRECTORS ACTION REQUESTED:

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 2019

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

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

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

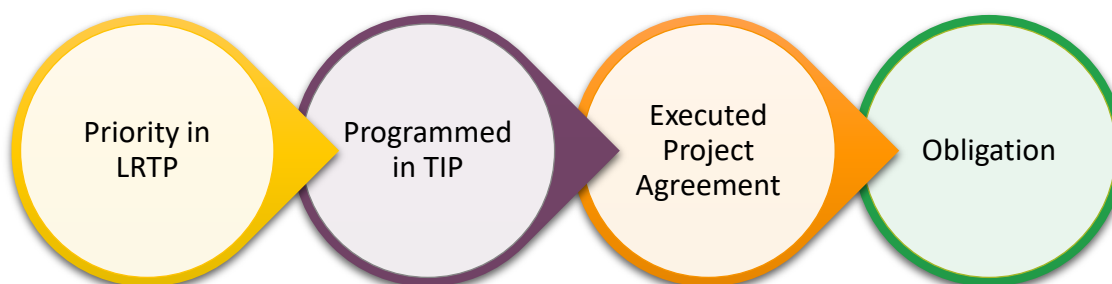
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban), as well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

Eligible Entities for OTO Suballocated Surface Transportation Funds

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

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

Obligating a Project



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

Program Balances

OTO has elected to sub-allocate the STBG-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2019.

This report documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2018.

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

Highway Improvement Program funding, also described as Omnibus funding in this report, has been allocated through the FY 2018 and FY 2019 Federal Omnibus Appropriations bills. The OTO Board of Directors voted to apply the FY 2018 funding amount to use on Transportation Alternatives Program projects. The Board of Directors has not designated a use for the FY 2019 funding at the time of this report. This funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

Through FY 2019 (3/31/2019)

Federal Funding Category	Balance
STBG-Urban	\$23,849,725.37
Balance After Cost Shares	\$19,098,054.80
Maximum Allowed	\$19,685,587.32
 TAP Only (No HIP)	 \$1,046,168.32
Maximum Allowed	\$1,435,932.88
 BRM	 \$0.00
Maximum Allowed	\$0.00
(Program Ended, Must Obligate by 9/30/2019)	
 FY 2018 Omnibus (HIP) – Used for TAP	 \$1,153,506.00
FY 2019 Omnibus (HIP) – Use TBD	\$1,625,825.00

Obligated vs. Programmed

The following funds balance reports show two scenarios for each OTO member jurisdiction. The first, labeled "Lapse Potential," includes only obligations and STIP-programmed cost shares, along with allocations through FY 2020, at a minimum. The second scenario, labeled "Funds Available for Programming," includes everything from the first scenario, plus all projects with STBG-Urban programmed in the FY 2019-2022 TIP or including proposed changes for the FY 2020-2023 TIP.

Federal Funds Balance Report

Balance Summary

Accounts	3/31/2019 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Bridge (BRM)	0.00	0.00	0.00
Transportation Alternatives Program (TAP) (Includes HIP)	2,199,674.32	2,199,674.32	--
TAP Only	1,046,168.32	--	1,435,932.88
STBG-U HIP Flexed to TAP	1,153,506.00	--	1,153,506.00
Total Small Urban	0.00	0.00	0.00
Republic Small Urban	0.00	--	--
Springfield Area Small Urban	0.00	--	--
Total STBG-Urban	25,475,010.37	19,098,054.80	--
STBG-Urban	23,849,725.37	--	19,685,587.32
STBG-HIP (Use TBD)	1,625,285.00	--	1,625,285.00
OTO STBG Payback	174,557.69	--	--
	29,874,359.01	21,297,729.12	23,900,311.20

Total Balance All Accounts (10/1/2002-9/30/2018)

Allocations	95,191,365.00
Obligations	(67,516,680.31)
	27,674,684.69

Ending Balance (All Funding Sources)	All Accounts	Unobligated Cost Shares	Remaining Balance
Bridge (BRM)	0.00	0.00	0.00
Transportation Alternatives Program (TAP)	2,199,674.32	0.00	2,199,674.32
OTO Operations	200,000.00	0.00	200,000.00
Christian County	(240,623.37)	0.00	(240,623.37)
Greene County	9,513,839.15	0.00	9,513,839.15
City of Battlefield	800,791.65	0.00	800,791.65
City of Nixa	1,855,132.71	(924,892.14)	930,240.57
City of Ozark	1,441,512.30	(1,507,078.06)	(65,565.76)
City of Republic	(561,024.90)	(246,900.37)	(807,925.27)
City of Springfield	10,222,006.86	(2,072,800.00)	8,149,206.86
City of Strafford	162,275.32	0.00	162,275.32
City of Willard	455,815.65	0.00	455,815.65
	26,049,399.69	(4,751,670.57)	21,297,729.12

MoDOT Cost Shares	Total	Obligated	Balance
S601065 Hwy 14 Ped Imp Cedar-Ellen	100,286.00	0.00	100,286.00
1601071 160 and South	584,000.00	0.00	584,000.00
1601063 Tracker/Northview/160	882,400.00	(641,793.86)	240,606.14
9901815/0141029 Jackson/NN	1,467,556.00	(133,014.09)	1,334,541.91
0141030 South and Third	1,517,720.00	(1,345,183.85)	172,536.15
S601061 M/Repmo Drive	992,800.00	(745,899.63)	246,900.37
SP1818-18A4 Campbell and Republic	1,400,800.00	0.00	1,400,800.00
MO1804-18 FY 2020 TMC Staff	332,000.00	0.00	332,000.00
MO2101-18 FY 2021 TMC Staff	340,000.00	0.00	340,000.00
	7,617,562.00	(2,865,891.43)	4,751,670.57

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

Bridge (BRM)

Name	Account	Amount	Balance
FY 2004 BRM Allocation	BRM	210,242.66	210,242.66
FY 2005 BRM Allocation	BRM	203,613.48	413,856.14
FY 2006 BRM Allocation	BRM	265,090.64	678,946.78
Adjustment to Balance	BRM	(0.43)	678,946.35
FY 2007 BRM Allocation	BRM	255,748.00	934,694.35
FY 2008 BRM Allocation	BRM	297,860.03	1,232,554.38
FY 2009 BRM Allocation	BRM	299,406.62	1,531,961.00
0602066 James River Bridge	BRM	(780,000.00)	751,961.00
FY 2010 BRM Allocation	BRM	341,753.00	1,093,714.00
FY 2011 BRM Allocation	BRM	326,535.00	1,420,249.00
FY 2012 BRM Allocation	BRM	395,013.02	1,815,262.02
FY 2013 BRM Allocation	BRM	388,603.66	2,203,865.68
0651064 Farmer Branch	BRM	(1,000,000.00)	1,203,865.68
FY 2014 BRM Allocation	BRM	352,601.99	1,556,467.67
0652086 Battlefield/65	BRM	(1,189,657.00)	366,810.67
0602066 James River Bridge	BRM	21,990.93	388,801.60
FY 2015 BRM Allocation	BRM	342,850.16	731,651.76
FY 2016 BRM Allocation	BRM	269,417.23	1,001,068.99
5901807 Mt. Vernon Bridge	BRM	(37,936.80)	963,132.19
5901807 Mt. Vernon Bridge	BRM	(944,968.20)	18,163.99
5901807 Mt. Vernon Bridge	BRM	(18,163.99)	0.00
		0.00	0.00
Remaining Balance BRM Funds			0.00
Maximum BRM Balance Allowed			0.00
Amount Subject to MoDOT Lapse Policy			0.00

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

Name	Account	Amount	Balance
FY 2013-2017 TAP Allocation/Obligation	TAP	192,106.57	192,106.57
FY 2018 TAP Allocation	TAP	429,463.81	621,570.38
9901811 Finley R. Park Connection	TAP	(5,812.80)	615,757.58
9900856 Willard Kime Sidewalks	TAP	9,657.43	625,415.01
9900845 Strafford Schools SW 2014	TAP	7.21	625,422.22
9901812 Hartley Road Sidewalks	TAP	(1,665.60)	623,756.62
9901812 Hartley Road Sidewalks	TAP	524.62	624,281.24
5911802 College and Grant SW	TAP	28,236.79	652,518.03
5911802 College and Grant SW	TAP	61,024.03	713,542.06
5911802 College and Grant SW	TAP	(89,260.82)	624,281.24
FY 2019 TAP Allocation	Estimated	421,887.06	1,046,168.30
FY 2019 Omnibus	STBG-U (HIP)	1,153,506.00	2,199,674.30
9901811 Finley R. Park Connection	TAP	0.02	2,199,674.32
9901816 Pine and McCabe Sidewalks	TAP Programmed	(265,075.00)	1,934,599.32
5944804 Hunt Road SW Connections	TAP Programmed	(207,439.00)	1,727,160.32
9901817 Battlefield Third St Sidewalk	TAP Programmed	(28,000.00)	1,699,160.32
9901821 Ozark South Elementary SW	TAP Programmed	(13,049.00)	1,686,111.32
9901822 Ozark West Elementary SW	TAP Programmed	(27,766.00)	1,658,345.32
5901814 Springfield Luster Sidewalks	TAP Programmed	(85,911.00)	1,572,434.32
9901818 Nicholas SW Ph 1 and 2	STBG-U Programmed	(53,600.00)	1,518,834.32
9901820 Ozark Fremont	STBG-U Programmed	(17,570.00)	1,501,264.32
5901811 Springfield Greenwood	STBG-U Programmed	(183,365.00)	1,317,899.32
5901815 Springfield Harvard	STBG-U Programmed	(110,869.44)	1,207,029.88
FY 2020 TAP Allocation	Estimated	421,887.06	1,628,916.94
9901817 Battlefield Third St Sidewalk	TAP Programmed	(272,000.00)	1,356,916.94
9901821 Ozark South Elementary SW	TAP Programmed	(139,621.00)	1,217,295.94
9901822 Ozark West Elementary SW	TAP Programmed	(297,093.00)	920,202.94
5901813 Springfield Fassnight	TAP Programmed	(72,708.00)	847,494.94
9901818 Nicholas SW Ph 1 and 2	STBG-U Programmed	(324,014.00)	523,480.94
0141032 Ozark MoDOT Hwy 14 SW	STBG-U Pending	(130,000.00)	393,480.94
9901820 Ozark Fremont	STBG-U Programmed	(187,990.00)	205,490.94
5901812 Springfield Galloway Recon	STBG-U Programmed	(146,097.60)	59,393.34
		59,393.34	59,393.34
Maximum TAP Balance Allowed			1,265,661.18
Amount Subject to MoDOT Lapse Policy			0.00

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>15,779,039.15</i>	<i>15,779,039.15</i>
FY 2017 Allocation	STBG-Urban	6,064,303.41	21,843,342.56
Obligations	STBG-Urban	(3,142,441.48)	18,700,901.08
<i>9/30/2017 Balance</i>			<i>18,700,901.08</i>
FY 2018 Allocation	STBG-Urban	6,409,144.05	25,110,045.13
Obligations	STBG-Urban	(4,952,799.68)	20,157,245.45
<i>9/30/2018 Balance</i>			<i>20,157,245.45</i>
FY 2019 Allocation	STBG-Urban	6,561,862.44	26,719,107.89
Obligations	STBG-Urban	(2,859,382.52)	23,859,725.37
Rideshare	STBG-Urban	(10,000.00)	23,849,725.37
OTO Operations	Programmed	(200,000.00)	23,649,725.37
<i>9/30/2019 Balance</i>			<i>23,649,725.37</i>
FY 2020 Allocation*	STBG-Urban	6,693,099.69	30,342,825.06
Programmed Cost Shares/Transfers	STBG-Urban	(2,200,541.91)	28,142,283.15
OTO Operations and Rideshare	STBG-Urban	(220,000.00)	27,922,283.15
<i>9/30/2020 Balance</i>			<i>27,922,283.15</i>
*Estimate		27,922,283.15	27,922,283.15

Remaining Balance All Funds (9/30/2020) 27,922,283.15

March 31, 2019 Balance	23,849,725.37
MoDOT STIP Programmed Cost Shares	
S601065 Hwy 14 Ped Imp Cedar-Ellen	(100,286.00)
1601071 160 and South	(584,000.00)
1601063 Tracker/Northview/160	(240,606.14)
9901815/0141029 Jackson/NN	(1,334,541.91)
0141030 South and Third	(172,536.15)
S601061 M/Repmo Drive	(246,900.37)
SP1818-18A4 Campbell and Republic	(1,400,800.00)
MO1804-18 FY 2020 TMC Staff	(332,000.00)
MO2101-18 FY 2021 TMC Staff	(340,000.00)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	19,098,054.80
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	19,685,587.32
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2016 Balance	STBG-Urban	15,779,038.90	15,779,038.90
FY 2017 Allocation	STBG-Urban	6,071,695.15	21,850,734.05
Obligations	STBG-Urban	(3,102,664.13)	18,748,069.92
9/30/2017 Balance			18,748,069.92
FY 2018 Allocation	STBG-Urban	6,296,071.74	25,044,141.66
Obligations	STBG-Urban	(4,952,799.68)	20,091,341.98
9/30/2018 Balance			20,091,341.98
FY 2019 Allocation*	STBG-Urban	6,561,862.44	26,653,204.42
Obligations		(2,859,382.52)	23,793,821.90
Programmed:		(16,809,237.16)	6,984,584.74
FY 2019 Rideshare	Transfer to Springfield	(10,000.00)	
OT1901-19A5	Programmed	(200,000.00)	
5909802 Kansas Extension Ph. I R/C	Programmed (See Springfield)	(6,976,075.00)	
5909802 Kansas Extension Ph. II ROW	Programmed	(2,935,796.00)	
9901814 FF SW Weaver to Rose	Programmed	(488,494.00)	
S601065 Hwy 14 Ped Imp Cedar-Ellen	Programmed Payback	(100,286.00)	
1601071 160 and South	Programmed Cost Share	(50,000.00)	
1601063 Tracker/Northview/160	Programmed Cost Share	(240,606.14)	
0141030 South and Third	Programmed Cost Share	(172,536.15)	
B022009 Riverside Bridge	Programmed	(800,000.00)	
9901815/0141029 Jackson/NN	Programmed Cost Share	(313,000.00)	
S601061 M/Repmo Drive	Programmed Cost Share	(246,900.37)	
5909802 Kansas Extension Ph. I ROW	Programmed (See Greene)	(631,847.50)	
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(480,000.00)	
5944803 Miller Road Widening	Programmed	(733,896.00)	
9/30/2019 Balance			6,984,584.74
FY 2020 Allocation*	STBG-Urban	6,693,099.69	13,677,684.43
Programmed:		(17,000,893.91)	(3,323,209.48)
OT1901-19A5	Programmed	(210,000.00)	
5909802 Kansas Extension Eng.	Programmed	(16,000.00)	
5909802 Kansas Extension Ph. I Const.	Programmed	(5,935,589.00)	
EN2001 Gregg Rd Sidewalk	Programmed	(132,160.00)	
1601071 160 and South	Programmed Cost Share	(534,000.00)	
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,334,541.91)	
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(920,800.00)	
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	
Signal Improvements	Programmed Next TIP	(1,260,000.00)	
Overlay and ADA Improvements	Programmed Next TIP	(2,160,000.00)	
Kearney/West Bypass*	Cost Share-Unprogrammed	(1,045,803.00)	
9/30/2020 Balance			(3,323,209.48)
FY 2021 Allocation*	STBG-Urban	6,826,961.68	3,503,752.20
Programmed:		(460,128.00)	3,043,624.20
OT1901-19A5	Programmed	(220,500.00)	
EN2101 Main Street SW South	Programmed	(53,760.00)	
EN2102 Main Street SW North	Programmed	(74,368.00)	
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	
9/30/2021 Balance			3,043,624.20
FY 2022 Allocation*	STBG-Urban	6,963,500.92	10,007,125.12
Programmed:		(5,626,328.00)	4,380,797.12
OT1901-19A5	Programmed	(231,525.00)	
5909802 Kansas Extension Phase II	Programmed	(3,246,479.00)	
FY 2022 TMC Staff	Cost Share-Unprogrammed	(336,000.00)	
Kansas/Walnut Lawn*	Cost Share-Unprogrammed	(903,652.00)	
Kansas/Sunset*	Cost Share-Unprogrammed	(908,672.00)	
9/30/2022 Balance			4,380,797.12
*Estimate		4,380,797.12	4,380,797.12
Remaining Balance All Funds (9/30/2022)			4,380,797.12

Funds Balance Scenarios by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>848,984.10</i>	<i>848,984.10</i>
FY 2017 Allocation	STBG-Urban	317,405.64	1,166,389.74
FY 2017 Rideshare	City of Springfield	(523.40)	1,165,866.34
Transfer (OK1802)	City of Ozark	(400,000.00)	765,866.34
Transfer (OK1801)	City of Ozark	(150,000.00)	615,866.34
Transfer (NX1801)	City of Nixa	(451,443.00)	164,423.34
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	65,866.34
<i>9/30/2017 Balance</i>			<i>65,866.34</i>
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			<i>(573,079.85)</i>
FY 2019 Allocation	STBG-Urban	332,456.48	(240,623.37)
<i>9/30/2019 Balance</i>			<i>(240,623.37)</i>
FY 2020 Allocation*	STBG-Urban	338,802.04	98,178.67
<i>9/30/2020 Balance</i>			<i>98,178.67</i>
*Estimate		98,178.67	98,178.67
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			98,178.67
March 31, 2019 Balance			(240,623.37)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			997,369.44
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>848,984.10</i>	<i>848,984.10</i>
FY 2017 Allocation	STBG-Urban	317,405.64	1,166,389.74
FY 2017 Rideshare	City of Springfield	(523.40)	1,165,866.34
Transfer (OK1802)	City of Ozark	(400,000.00)	765,866.34
Transfer (OK1801)	City of Ozark	(150,000.00)	615,866.34
Transfer (NX1801)	City of Nixa	(451,443.00)	164,423.34
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	65,866.34
<i>9/30/2017 Balance</i>			<i>65,866.34</i>
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			<i>(573,079.85)</i>
FY 2019 Allocation	STBG-Urban	332,456.48	(240,623.37)
<i>9/30/2019 Balance</i>			<i>(240,623.37)</i>
FY 2020 Allocation*	STBG-Urban	338,802.04	98,178.67
<i>9/30/2020 Balance</i>			<i>98,178.67</i>
*Estimate		98,178.67	98,178.67
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			98,178.67
Funds Available to be Programmed through 2020			98,178.67

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
FY 2017 Allocation	STBG-Urban	1,350,884.23	7,115,740.04
FY 2017 Rideshare	City of Springfield	(2,227.60)	7,113,512.44
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,053,543.64
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,953,543.64
<i>9/30/2017 Balance</i>			<i>6,953,543.64</i>
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			<i>8,279,016.97</i>
FY 2019 Allocation	STBG-Urban	1,414,940.88	9,693,957.85
5909802 Kansas Extension	STBG-Urban	(180,118.70)	9,513,839.15
<i>9/30/2019 Balance</i>			<i>9,513,839.15</i>
FY 2020 Allocation*	STBG-Urban	1,441,947.69	10,955,786.84
<i>9/30/2020 Balance</i>			<i>10,955,786.84</i>
*Estimate		10,955,786.84	10,955,786.84
Remaining Balance All Funds (9/30/2020)			10,955,786.84
March 31, 2019 Balance			9,513,839.15
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,244,822.64
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			5,269,016.51

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		5,764,855.81	5,764,855.81
FY 2017 Allocation	STBG-Urban	1,350,884.23	7,115,740.04
FY 2017 Rideshare	City of Springfield	(2,227.60)	7,113,512.44
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,053,543.64
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,953,543.64
<i>9/30/2017 Balance</i>			6,953,543.64
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			8,279,016.97
FY 2019 Allocation	STBG-Urban	1,414,940.88	9,693,957.85
5909802 Kansas Extension Eng.	STBG-Urban	(180,118.70)	9,513,839.15
5909802 Kansas Extension Ph. I R/C	Programmed (See Springfield)	(6,976,075.00)	2,537,764.15
5909802 Kansas Extension Ph. II ROW	Programmed	(2,935,796.00)	(398,031.85) **
<i>9/30/2019 Balance</i>			(398,031.85)
FY 2020 Allocation*	STBG-Urban	1,441,947.69	1,043,915.84
5909802 Kansas Extension Eng.	Programmed	(16,000.00)	1,027,915.84
5909802 Kansas Extension Ph. I Const.	Programmed	(5,935,589.00)	(4,907,673.16)
<i>9/30/2020 Balance</i>			(4,907,673.16)
FY 2021 Allocation*	STBG-Urban	1,470,786.64	(3,436,886.52)
<i>9/30/2021 Balance</i>			(3,436,886.52)
FY 2022 Allocation*	STBG-Urban	1,500,202.38	(1,936,684.14)
5909802 Kansas Extension Ph. II Const.	Programmed	(3,246,479.00)	(5,183,163.14)
<i>9/30/2022 Balance</i>			(5,183,163.14)
*Estimate		(5,183,163.14)	(5,183,163.14)
** Need Advance Agreement on File			
Remaining Balance All Funds (9/30/2022)			(5,183,163.14)
Funds Available to be Programmed through 2022			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>507,125.81</i>	<i>507,125.81</i>
FY 2017 Allocation	STBG-Urban	109,521.32	616,647.13
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,689.07
FY 2017 Rideshare	City of Springfield	(180.60)	570,508.47
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	114,714.64	800,791.65
<i>9/30/2019 Balance</i>			<i>800,791.65</i>
FY 2020 Allocation*	STBG-Urban	116,904.18	917,695.83
<i>9/30/2020 Balance</i>			<i>917,695.83</i>
*Estimate		917,695.83	917,695.83
Remaining Balance All Funds (9/30/2020)			917,695.83
March 31, 2019 Balance			800,791.65
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			344,143.92
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			456,647.73

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>507,125.81</i>	<i>507,125.81</i>
FY 2017 Allocation	STBG-Urban	109,521.32	616,647.13
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,689.07
FY 2017 Rideshare	City of Springfield	(180.60)	570,508.47
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.64)	686,076.97
<i>9/30/2018 Balance</i>			<i>686,076.97</i>
FY 2019 Allocation	STBG-Urban	114,714.64	800,791.61
9901814 FF SW Weaver to Rose	Programmed	(488,494.00)	312,297.61
<i>9/30/2019 Balance</i>			<i>312,297.61</i>
FY 2020 Allocation*	STBG-Urban	116,904.18	429,201.79
<i>9/30/2020 Balance</i>			<i>429,201.79</i>
*Estimate		429,201.79	429,201.79
Remaining Balance All Funds (9/30/2020)			429,201.79
Funds Available to be Programmed through 2020			429,201.79

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		578,343.20	578,343.20
FY 2017 Allocation	STBG-Urban	372,772.73	951,115.93
FY 2017 Rideshare	City of Springfield	(614.70)	950,501.23
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	910,723.88
0141023 160/14	STBG-Urban	(264,206.59)	646,517.29
Transfer	Christian County	451,443.00	1,097,960.29
Transfer	Christian County	98,557.00	1,196,517.29
<i>9/30/2017 Balance</i>			1,196,517.29
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			1,857,035.60
FY 2019 Allocation	STBG-Urban	390,448.98	2,247,484.58
9900859 Main Street	STBG-Urban	46,654.94	2,294,139.52
9900854 CC Realignment	STBG-Urban	233,631.58	2,527,771.10
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,347,771.10
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,705,977.24
0141023 160/14	STBG-Urban	149,155.47	1,855,132.71
S601065 Hwy 14 Ped Imp Cedar-Ellen	Programmed Payback	(100,286.00)	1,754,846.71
1601071 160 and South	Programmed Cost Share	(50,000.00)	1,704,846.71
1601063 Tracker/Northview/160	Programmed Cost Share	(240,606.14)	1,464,240.57
<i>9/30/2019 Balance</i>			1,464,240.57
FY 2020 Allocation*	STBG-Urban	397,901.44	1,862,142.01
1601071 160 and South	Programmed Cost Share	(534,000.00)	1,328,142.01
<i>9/30/2020 Balance</i>			1,328,142.01
*Estimate		1,328,142.01	1,328,142.01
Remaining Balance All Funds (9/30/2020)			1,328,142.01
March 31, 2019 Balance			1,855,132.71
MoDOT STIP Programmed Cost Shares			
S601065 Hwy 14 Ped Imp Cedar-Ellen		(100,286.00)	
1601071 160 and South		(584,000.00)	
1601063 Tracker/Northview/160		(240,606.14)	
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares			930,240.57
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,171,346.94
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>578,343.20</i>	<i>578,343.20</i>
FY 2017 Allocation	STBG-Urban	372,772.73	951,115.93
FY 2017 Rideshare	City of Springfield	(614.70)	950,501.23
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	910,723.88
0141023 160/14	STBG-Urban	(264,206.59)	646,517.29
Transfer	Christian County	451,443.00	1,097,960.29
Transfer	Christian County	98,557.00	1,196,517.29
<i>9/30/2017 Balance</i>			<i>1,196,517.29</i>
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
FY 2019 Allocation	STBG-Urban	390,448.98	2,247,484.58
9900859 Main Street	STBG-Urban	46,654.94	2,294,139.52
9900854 CC Realignment	STBG-Urban	233,631.58	2,527,771.10
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,347,771.10
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,705,977.24
0141023 160/14	STBG-Urban	149,155.47	1,855,132.71
S601065 Hwy 14 Ped Imp Cedar-Ellen	Programmed Payback	(100,286.00)	1,754,846.71
1601071 160 and South	Programmed Cost Share	(50,000.00)	1,704,846.71
1601063 Tracker/Northview/160	Programmed Cost Share	(240,606.14)	1,464,240.57
<i>9/30/2019 Balance</i>			<i>1,464,240.57</i>
FY 2020 Allocation*	STBG-Urban	397,901.44	1,862,142.01
EN2001 Gregg Rd Sidewalk	Programmed	(132,160.00)	1,729,982.01
1601071 160 and South	Programmed Cost Share	(534,000.00)	1,195,982.01
<i>9/30/2020 Balance</i>			<i>1,195,982.01</i>
FY 2021 Allocation*	STBG-Urban	405,859.47	1,601,841.48
EN2101 Main Street SW South	Programmed	(53,760.00)	1,548,081.48
EN2102 Main Street SW North	Programmed	(74,368.00)	1,473,713.48
<i>9/30/2021 Balance</i>			<i>1,473,713.48</i>
*Estimate		1,473,713.48	1,473,713.48
Remaining Balance All Funds (9/30/2021)			1,473,713.48
Funds Available to be Programmed through 2021			1,473,713.48

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>1,599,554.37</i>	<i>1,599,554.37</i>
FY 2017 Allocation	STBG-Urban	349,182.59	1,948,736.96
FY 2017 Rideshare	City of Springfield	(575.80)	1,948,161.16
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,161.16
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,161.16
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,507.29
Transfer	Christian County	400,000.00	2,035,507.29
Transfer	Christian County	150,000.00	2,185,507.29
<i>9/30/2017 Balance</i>			<i>2,185,507.29</i>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	365,740.24	1,507,172.12
0141030 South and Third	STBG-Urban	(65,659.82)	1,441,512.30
0141030 South and Third	Programmed Cost Share	(172,536.15)	1,268,976.15
<i>9/30/2019 Balance</i>			<i>1,268,976.15</i>
FY 2020 Allocation*	STBG-Urban	372,721.08	1,641,697.23
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,334,541.91)	307,155.32
<i>9/30/2020 Balance</i>			<i>307,155.32</i> **
*Estimate		307,155.32	307,155.32

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020) 307,155.32

March 31, 2019 Balance	1,441,512.30
MoDOT STIP Programmed Cost Shares	
9901815/0141029 Jackson/NN	(1,334,541.91)
0141030 South and Third	(172,536.15)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	(65,565.76)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	1,097,220.72
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>1,599,554.37</i>	<i>1,599,554.37</i>
FY 2017 Allocation	STBG-Urban	349,182.59	1,948,736.96
FY 2017 Rideshare	City of Springfield	(575.80)	1,948,161.16
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,161.16
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,161.16
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,507.29
Transfer	Christian County	400,000.00	2,035,507.29
Transfer	Christian County	150,000.00	2,185,507.29
<i>9/30/2017 Balance</i>			<i>2,185,507.29</i>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	365,740.24	1,507,172.12
0141030 South and Third	STBG-Urban	(65,659.82)	1,441,512.30
0141030 South and Third	Programmed Cost Share	(172,536.15)	1,268,976.15
B022009 Riverside Bridge	Programmed	(800,000.00)	468,976.15
<i>9/30/2019 Balance</i>			<i>468,976.15</i>
FY 2020 Allocation*	STBG-Urban	372,721.08	841,697.23
9901815/0141029 Jackson/NN	Programmed Cost Share	(1,334,541.91)	(492,844.68)
<i>9/30/2020 Balance</i>			<i>(492,844.68) **</i>
*Estimate		(492,844.68)	(492,844.68)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			(492,844.68)
Funds Available to be Programmed through 2020			---

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2016 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>854,997.31</i>	<i>854,997.31</i>
FY 2017 Allocation	STBG-Urban	289,085.34	1,144,082.65
FY 2017 Rideshare	City of Springfield	(476.70)	1,143,605.95
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,605.95
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,605.95
<i>9/30/2017 Balance</i>			<i>1,143,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,449,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	302,793.28	142,074.73
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(636,698.20)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(525,024.89)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(561,024.90)
S601061 M/Repmo Drive	Programmed Cost Share	(246,900.37)	(807,925.27)
<i>9/30/2019 Balance</i>			<i>(807,925.27)</i>
FY 2020 Allocation*	STBG-Urban	308,572.66	(499,352.61)
<i>9/30/2020 Balance</i>			<i>(499,352.61)</i>
*Estimate		(499,352.61)	(499,352.61)

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020)	(499,352.61)
March 31, 2019 Balance	(561,024.90)
MoDOT STIP Programmed Cost Shares	
S601061 M/Repmo Drive	(246,900.37)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	(807,925.27)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	908,379.84
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2016 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>854,997.06</i>	<i>854,997.06</i>
FY 2017 Allocation	STBG-Urban	289,085.34	1,144,082.40
FY 2017 Rideshare	City of Springfield	(476.70)	1,143,605.70
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,605.70
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,605.70
<i>9/30/2017 Balance</i>			<i>1,143,605.70</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,449,129.60
FY 2018 Rideshare	City of Springfield	(476.70)	1,448,652.90
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.80) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.80)
<i>9/30/2018 Balance</i>			<i>(160,718.80)</i>
FY 2019 Allocation	STBG-Urban	302,793.28	142,074.48
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(636,698.45)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(525,025.14)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(561,025.15)
S601061 M/Repmo Drive	Programmed Cost Share	(289,700.37)	(850,725.52)
<i>9/30/2019 Balance</i>			<i>(850,725.52)</i>
FY 2020 Allocation*	STBG-Urban	308,572.66	(542,152.86)
<i>9/30/2020 Balance</i>			<i>(542,152.86)</i>
*Estimate		(542,152.86)	(542,152.86)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			(542,152.86)
Funds Available to be Programmed through 2020			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,032,696.99</i>	<i>5,032,696.99</i>
FY 2017 Allocation	STBG-Urban	3,125,602.62	8,158,299.61
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	8,163,145.51
0652087 Chestnut RR	STBG-Urban	6,553.61	8,169,699.12
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,146,070.09
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,134,870.41
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,129,452.11
0652088 Division/65	STBG-Urban	(813,318.86)	6,316,133.25
0652088 Division/65	STBG-Urban	(62,616.16)	6,253,517.09
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,198,155.49
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,142,338.50
<i>9/30/2017 Balance</i>			<i>6,142,338.50</i>
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
<i>9/30/2018 Balance</i>			<i>8,466,345.94</i>
FY 2019 Allocation	STBG-Urban	3,273,813.42	11,740,159.36
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,750,159.36
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,670,159.36
5909802 Kansas Extension	STBG-Urban (See Greene)	(1,448,152.50)	10,222,006.86
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(480,000.00)	9,742,006.86
<i>9/30/2019 Balance</i>			<i>9,742,006.86</i>
FY 2020 Allocation*	STBG-Urban	3,336,300.31	13,078,307.17
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	12,746,307.17
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(920,800.00)	11,825,507.17
<i>9/30/2020 Balance</i>			<i>11,825,507.17</i>
FY 2021 Allocation*	STBG-Urban	3,403,026.32	15,228,533.49
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(340,000.00)	14,888,533.49
<i>9/30/2021 Balance</i>			<i>14,888,533.49</i>
*Estimate		14,888,533.49	14,888,533.49

Remaining Balance All Funds (9/30/2020) **14,888,533.49**

March 31, 2019 Balance	10,222,006.86
MoDOT STIP Programmed Cost Shares	
SP1818-18A4 Campbell and Republic	(1,400,800.00)
MO1804-18 FY 2020 TMC Staff	(332,000.00)
MO2101-18 FY 2021 TMC Staff	(340,000.00)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	8,149,206.86
3-Year Maximum STBG-Urban Balance Allowed in 2019 (MoDOT)	9,821,440.26
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,032,696.99</i>	<i>5,032,696.99</i>
FY 2017 Allocation	STBG-Urban	3,125,602.62	8,158,299.61
FY 2017 Rideshare	All Other Cities and Counties	4,845.88	8,163,145.49
0652087 Chestnut RR	STBG-Urban	6,553.61	8,169,699.10
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,146,070.07
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,134,870.39
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,129,452.09
0652088 Division/65	STBG-Urban	(813,318.86)	6,316,133.23
0652088 Division/65	STBG-Urban	(62,616.16)	6,253,517.07
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,198,155.47
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,142,338.48
<i>9/30/2017 Balance</i>			<i>6,142,338.48</i>
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.42
FY 2018 Rideshare	All Other Cities and Counties	4,845.88	9,450,521.30
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.50
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.50
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.49
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.51
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.90
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.90
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.90
<i>9/30/2018 Balance</i>			<i>8,466,345.90</i>
FY 2019 Allocation	STBG-Urban	3,273,813.42	11,740,159.32
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,750,159.32
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,670,159.32
5909802 Kansas Extension Ph. I ROW	STBG-Urban (See Greene)	(1,448,152.50)	10,222,006.82
5909802 Kansas Extension Ph. I ROW	Rem. Programmed (See Greene)	(631,847.50)	9,590,159.32
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	6,890,159.32
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(480,000.00)	6,410,159.32
<i>9/30/2019 Balance</i>			<i>6,410,159.32</i>
FY 2020 Allocation*	STBG-Urban	3,336,300.31	9,746,459.63
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	7,746,459.63
SP1818-18A4 Campbell and Republic	Programmed Cost Share	(920,800.00)	6,825,659.63
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	5,705,659.63
MO1804-18 FY 2020 TMC Staff	Programmed Cost Share	(332,000.00)	5,373,659.63
Signal Improvements	Programmed Next TIP	(1,260,000.00)	4,113,659.63
Overlay and ADA Improvements	Programmed Next TIP	(2,160,000.00)	1,953,659.63
Kearney/West Bypass*	Cost Share-Unprogrammed	(1,045,803.00)	907,856.63
<i>9/30/2020 Balance</i>			<i>907,856.63</i>
FY 2021 Allocation*	STBG-Urban	3,403,026.32	4,310,882.95
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	3,978,882.95
<i>9/30/2021 Balance</i>			<i>3,978,882.95</i>
FY 2022 Allocation*	STBG-Urban	3,471,086.84	7,449,969.79
FY 2022 TMC Staff	Cost Share-Unprogrammed	(336,000.00)	7,113,969.79
Kansas/Walnut Lawn*	Cost Share-Unprogrammed	(903,652.00)	6,210,317.79
Kansas/Sunset*	Cost Share-Unprogrammed	(908,672.00)	5,301,645.79
<i>9/30/2022 Balance</i>			<i>5,301,645.79</i>
*Estimate		5,301,645.79	5,301,645.79
Remaining Balance All Funds (9/30/2022)			5,301,645.79
Funds Available to be Programmed through 2022			5,301,645.79

Note:

Funds Balance Scenarios by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>177,778.86</i>	<i>177,778.86</i>
FY 2017 Allocation	STBG-Urban	46,209.99	223,988.85
FY 2017 Rideshare	City of Springfield	(76.20)	223,912.65
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,112.65
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	48,401.19	162,275.32
<i>9/30/2019 Balance</i>			<i>162,275.32</i>
FY 2020 Allocation*	STBG-Urban	49,325.02	211,600.34
<i>9/30/2020 Balance</i>			<i>211,600.34</i>
*Estimate		211,600.34	211,600.34
Remaining Balance All Funds (9/30/2020)			211,600.34
March 31, 2019 Balance			162,275.32
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			145,203.57
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]			17,071.75

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>177,778.86</i>	<i>177,778.86</i>
FY 2017 Allocation	STBG-Urban	46,209.99	223,988.85
FY 2017 Rideshare	City of Springfield	(76.20)	223,912.65
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,112.65
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	48,401.19	162,275.32
<i>9/30/2019 Balance</i>			<i>162,275.32</i>
FY 2020 Allocation*	STBG-Urban	49,325.02	211,600.34
<i>9/30/2020 Balance</i>			<i>211,600.34</i>
*Estimate		211,600.34	211,600.34
Remaining Balance All Funds (9/30/2020)			211,600.34
Funds Available to be Programmed through 2020			211,600.34

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>414,702.70</i>	<i>414,702.70</i>
FY 2017 Allocation	STBG-Urban	103,638.95	518,341.65
FY 2017 Rideshare	City of Springfield	(170.90)	518,170.75
9900841 160/Hughes	STBG-Urban	12,240.11	530,410.86
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	377,900.95
<i>9/30/2017 Balance</i>			<i>377,900.95</i>
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			<i>347,262.32</i>
FY 2019 Allocation	STBG-Urban	108,553.33	455,815.65
<i>9/30/2019 Balance</i>			<i>455,815.65</i>
FY 2020 Allocation*	STBG-Urban	110,625.27	566,440.92
<i>9/30/2020 Balance</i>			<i>566,440.92</i>
*Estimate		566,440.92	566,440.92

Remaining Balance All Funds (9/30/2020)	566,440.92
March 31, 2019 Balance	455,815.65
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	325,659.99
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	130,155.66

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		414,702.70	414,702.70
FY 2017 Allocation	STBG-Urban	103,638.95	518,341.65
FY 2017 Rideshare	City of Springfield	(170.90)	518,170.75
9900841 160/Hughes	STBG-Urban	12,240.11	530,410.86
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	377,900.95
<i>9/30/2017 Balance</i>			377,900.95
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	108,553.33	455,815.65
5944803 Miller Road Widening	Programmed	(733,896.00)	(278,080.35)
<i>9/30/2019 Balance</i>			(278,080.35) **
FY 2020 Allocation*	STBG-Urban	110,625.27	(167,455.08)
<i>9/30/2020 Balance</i>			(167,455.08)
*Estimate		(167,455.08)	(167,455.08)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			(167,455.08)
Funds Available to be Programmed through 2020			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,561,862.44
STP/BG-Urban Distribution				
OTO Operations	N/A	N/A	N/A	200,000.00
Rideshare	N/A	N/A	N/A	10,000.00
Christian County	3,337,442.89	317,405.64	335,454.60	332,456.48
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,414,940.88
City of Battlefield	838,912.89	109,521.32	115,749.14	114,714.64
City of Nixa	3,401,357.72	372,772.73	393,970.08	390,448.98
City of Ozark	2,980,931.23	349,182.59	369,038.51	365,740.24
City of Republic	1,258,457.77	289,085.34	305,523.90	302,793.28
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,273,813.42
City of Strafford	241,706.26	46,209.99	48,837.68	48,401.19
City of Willard	524,344.46	103,638.95	109,532.27	108,553.33
	61,884,207.97	6,064,303.41	6,409,144.05	6,561,862.44
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

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

Notes:

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

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

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

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

Republic Small Urban FY 11-16 included in overall distribution

Small Urban Program Discontinued FY 17 and beyond

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	Type	Date	Account	Amount	Balance
FY 2018 Allocation					
	Deposit	10/01/2017	City of Republic	0.00	0.00
	Deposit	10/01/2017	Christian County	335,454.60	335,454.60
	Deposit	10/01/2017	Greene County	1,427,700.93	1,763,155.53
	Deposit	10/01/2017	City of Battlefield	115,749.14	1,878,904.67
	Deposit	10/01/2017	City of Nixa	393,970.08	2,272,874.75
	Deposit	10/01/2017	City of Ozark	369,038.51	2,641,913.26
	Deposit	10/01/2017	City of Republic	305,523.90	2,947,437.16
	Deposit	10/01/2017	City of Springfield	3,303,336.94	6,250,774.10
	Deposit	10/01/2017	City of Strafford	48,837.68	6,299,611.78
	Deposit	10/01/2017	City of Willard	109,532.27	6,409,144.05
Total FY 2018 Allocation*				6,409,144.05	6,409,144.05
FY 2018 TAP Allocation					
	Deposit	10/01/2017	Enhancements (TAP)	429,463.81	429,463.81
Total FY 2018 TAP Allocation				429,463.81	429,463.81
FY 2018 Omnibus Allocation					
	Deposit	03/23/2018	STBG-U (HIP)	1,153,506.00	1,153,506.00
Total FY 2018 Omnibus Allocation				1,153,506.00	1,153,506.00
FY 2019 Allocation					
	Deposit	10/01/2018	OTO Operations	200,000.00	200,000.00
	Deposit	10/01/2018	Rideshare	10,000.00	210,000.00
	Deposit	10/01/2018	City of Republic	0.00	210,000.00
	Deposit	10/01/2018	Christian County	332,456.48	542,456.48
	Deposit	10/01/2018	Greene County	1,414,940.88	1,957,397.36
	Deposit	10/01/2018	City of Battlefield	114,714.64	2,072,112.00
	Deposit	10/01/2018	City of Nixa	390,448.98	2,462,560.98
	Deposit	10/01/2018	City of Ozark	365,740.24	2,828,301.22
	Deposit	10/01/2018	City of Republic	302,793.28	3,131,094.50
	Deposit	10/01/2018	City of Springfield	3,273,813.42	6,404,907.92
	Deposit	10/01/2018	City of Strafford	48,401.19	6,453,309.11
	Deposit	10/01/2018	City of Willard	108,553.33	6,561,862.44
Total FY 2019 Allocation				6,561,862.44	6,561,862.44
FY 2019 TAP Allocation					
	Deposit	10/01/2018	Enhancements (TAP)	421,887.06	421,887.06
Total FY 2019 TAP Allocation				421,887.06	421,887.06
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00

All Allocations

	<u>Type</u>	<u>Date</u>	<u>Account</u>	<u>Amount</u>	<u>Balance</u>
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				<u>278,258.25</u>	<u>278,258.25</u>
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				<u>3,507,681.84</u>	<u>3,507,681.84</u>
TOTAL ALLOCATIONS				95,191,365.00	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u>(354,887.54)</u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u>(799,517.00)</u>
0141014 17th Street Relocation			
	04/18/2008	City of Ozark	(244,800.00)
			<u>(244,800.00)</u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u>(165,587.00)</u>
0141023 14 and 160			
	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u>(1,048,107.83)</u>
0141029 Jackson and NN			
	03/08/2018	City of Ozark	(133,014.09)
			<u>(133,014.09)</u>
0141030 South and Third			
	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
			<u>(1,345,183.85)</u>
0442239 I-44 Bridge-65			
	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u>(1,110,295.00)</u>
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			<u>(3,949,229.96)</u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u>(100,000.00)</u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u>(758,009.07)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u><u>0.00</u></u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u><u>(1,800,000.00)</u></u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u><u>(223,050.00)</u></u>
0651056 65/CC/J			
	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u><u>(2,300,000.00)</u></u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u><u>(74,000.00)</u></u>
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			<u><u>(432,597.22)</u></u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u><u>0.00</u></u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u><u>(1,061,000.00)</u></u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u><u>(106,000.00)</u></u>
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u><u>(4,541,168.92)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			<u><u>(1,450,562.09)</u></u>
0652079 Eastgate Relocation			
	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
			<u><u>(155,817.00)</u></u>
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			<u><u>(6,223,258.28)</u></u>
0652087 Chestnut RR			
	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			<u><u>(3,482,241.03)</u></u>
0652088 US65/Division Interchange			
	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/2017	City of Springfield	(62,616.16)
			<u><u>(1,610,083.02)</u></u>
0652099 Chestnut RR Utilities			
	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
			<u><u>(1,108,035.39)</u></u>
1601043 160/Hunt Road			
	10/02/2012	City of Willard	(21,000.00)
			<u><u>(21,000.00)</u></u>
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u><u>(357,398.72)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			<u>(538,233.28)</u>
1601063 Tracker/Northview/160			
	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
			<u>(700,350.01)</u>
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			<u>(3,995,539.57)</u>
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			<u>(214,977.98)</u>
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			<u>(184,209.33)</u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u>(24,992.27)</u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u>(250,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901806 S. Dry Sac Trail Parks			
	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u><u>(192,680.00)</u></u>
5901807 Mt. Vernon Bridge			
	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u><u>(1,001,068.99)</u></u>
5901809 FY 2019 TMC Staff			
	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
			<u><u>(324,000.00)</u></u>
5901810 Republic Road Widening			
	03/18/2019	City of Springfield	(80,000.00)
			<u><u>(80,000.00)</u></u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
5904810 Division Underground Tank			
	10/02/2006	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u><u>(111,340.76)</u></u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u><u>(189,540.94)</u></u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u><u>(227,869.98)</u></u>
5907801 Campbell/Weaver			
	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			<u><u>(2,217,020.84)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5909802 KS Extension			
	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	City of Springfield	(1,448,152.50)
			<u>(2,408,312.50)</u>
5911802 College and Grant SW			
	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u>(250,000.00)</u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u>(240,000.00)</u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u>(14,215.22)</u>
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u>(237,391.82)</u>
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u>23,883.07</u>
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u>(266,854.57)</u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u>(260,000.00)</u>
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u>(251,031.34)</u>
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u>(187,782.10)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u><u>(295,361.40)</u></u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u><u>(48,300.00)</u></u>
5944803 Miller Road Widening			
	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
			<u><u>(292,509.91)</u></u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u><u>(303,436.00)</u></u>
6900809 Rte 174 Trail			
	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u><u>(250,000.00)</u></u>
6900811 Oakwood/Hines			
	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u><u>(1,911,623.75)</u></u>
7441012 Kearney/Packer			
	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u><u>(728,721.00)</u></u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u><u>(63,984.87)</u></u>
9900824 Third Street/14			
	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			<u><u>(1,078,283.68)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u>(27,759.89)</u>
9900843 Strafford Sidewalks 2014			
	03/14/2017	Enhancements (TAP)	(246,831.90)
	05/26/2017	Enhancements (TAP)	(3,168.10)
			<u>(250,000.00)</u>
9900845 Strafford Schools SW 2014			
	03/30/2017	Enhancements (TAP)	(122,869.97)
	04/10/2017	Enhancements (TAP)	(904.04)
	10/31/2017	Enhancements (TAP)	7.21
			<u>(123,766.80)</u>
9900846 Scenic Sidewalks			
	05/23/2008	Greene County	(74,642.40)
	08/15/2008	Greene County	18,089.16
	10/02/2009	Greene County	(7,350.46)
			<u>(63,903.70)</u>
9900854 CC Realignment			
Closed	02/22/2008	City of Nixa	(236,800.00)
	10/02/2012	City of Nixa	3,168.42
	02/07/2019	City of Nixa	233,631.58
			<u>0.00</u>
9900855 Roadway Prioritization			
Closed	07/01/2008	City of Ozark	(14,681.60)
	11/28/2008	City of Ozark	349.91
			<u>(14,331.69)</u>
9900856 Willard Kime Sidewalks			
Closed	11/20/2015	Enhancements (TAP)	(10,646.13)
	04/01/2017	Enhancements (TAP)	(77,146.38)
	10/31/2017	Enhancements (TAP)	9,657.43
			<u>(78,135.08)</u>
9900858 Gregg/14			
Closed	08/07/2008	City of Nixa	(38,133.92)
	10/02/2012	City of Nixa	104.26
			<u>(38,029.66)</u>
9900859 Main Street			
Closed	08/07/2008	City of Nixa	(53,822.02)
	10/02/2012	City of Nixa	7,167.08
	02/07/2019	City of Nixa	46,654.94
			<u>0.00</u>
9900860 CC Study			
Closed	09/17/2009	Christian County	(320,000.00)
	05/11/2015	Christian County	114,293.30
			<u>(205,706.70)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9900861 Northview Road			
Closed	07/09/2009	City of Nixa	(17,386.10)
	10/02/2010	City of Nixa	(89,798.40)
	10/02/2011	City of Nixa	107,184.50
			<u>0.00</u>
9900866 Elm Street Sidewalks			
Closed	10/02/2009	City of Battlefield	(1,998.24)
			<u>(1,998.24)</u>
9900867 Cloverdale Lane Sidewalks			
Closed	10/02/2009	City of Battlefield	(795.68)
			<u>(795.68)</u>
9900869 14/Gregg			
Closed	10/02/2010	City of Nixa	(54,780.00)
	10/02/2011	City of Nixa	(209,764.71)
	10/02/2012	City of Nixa	(32,535.60)
	10/28/2014	City of Nixa	489.84
			<u>(296,590.47)</u>
9900878 125/OO			
Closed	10/02/2011	City of Strafford	(9,819.76)
	10/02/2011	City of Strafford	(53,955.24)
	03/01/2014	City of Strafford	(66,236.44)
			<u>(130,011.44)</u>
9900891 Evans/65			
Closed	10/02/2011	Greene County	(500,000.00)
			<u>(500,000.00)</u>
9901804 Tracker/Main			
Closed	11/02/2013	City of Nixa	(473,600.00)
	12/14/2015	City of Nixa	(944,866.78)
	03/31/2016	City of Nixa	153,848.07
	03/31/2016	City of Nixa	285,941.73
			<u>(978,676.98)</u>
9901807 Strafford Sidewalks			
Closed	12/02/2014	Enhancements (TAP)	(211,573.18)
	02/13/2015	Enhancements (TAP)	34,777.20
	09/11/2105	Enhancements (TAP)	(12,930.00)
	12/18/2015	Enhancements (TAP)	(2,968.80)
	11/08/2016	Enhancements (TAP)	2,024.24
			<u>(190,670.54)</u>
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			<u>(196,697.22)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			<u>(117,203.90)</u>
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			<u>(110,912.36)</u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>
9901814 FF SW Weaver to Rose			
	09/01/2017	City of Battlefield	(45,958.06)
			<u>(45,958.06)</u>
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			<u>(312,653.87)</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u>(6,804.21)</u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u>0.00</u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u>(2,584,800.00)</u>
S601055 I-44/125 Strafford			
	05/02/2017	City of Strafford	(158,800.00)
			<u>(158,800.00)</u>
S601061 M/Repmo Drive			
	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
			<u>(845,899.63)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S601071 FY 2017 TMC Staff			
	12/06/2017	City of Springfield	(315,000.00)
			<u>(315,000.00)</u>
S602083 Northview Rd Improvements			
	03/28/2019	City of Nixa	(180,000.00)
			<u>(180,000.00)</u>
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			<u>(2,700,000.00)</u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u>(198,465.00)</u>
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			<u>(30,868.56)</u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u>(0.43)</u>
TOTAL OBLIGATIONS			<u>(67,516,680.31)</u>

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 7

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.E.

Federal Functional Classification Change Request

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

AGENDA DESCRIPTION:

Pursuant to §470.105.b listed below, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e. those eligible for federal funding.

The following information is a summary of the submitted application materials.

MoDOT Southwest District has requested the following changes to the federal functional classification system. The application is included.

- 1) **Central Street**, from National to dead end at roundabout
Current Functional Classification – Major Collector
Requested Functional Classification – Local
Major Thoroughfare Plan – Major Collector, *OTO staff working to revise classifications in this area.*
Reasoning – Central Street was closed east of Sherman Avenue, so is no longer a through street. Pythian street now accommodates east-west through traffic.
- 2) **Pythian Street**, from N Sherman Avenue to National Avenue.
Current Functional Classification – Local
Requested Functional Classification – Major Collector
Major Thoroughfare Plan – Local, *OTO staff working to revise classifications in this area.*
Reasoning – Previously, Pythian Street ended with a cul de sac before Sherman Avenue, and Central Street was the east-west Major Collector in this area. Recently, Pythian Street was extended to Sherman Avenue and Central Street was closed at Sherman Avenue, making Pythian Street the new east-west through street in this area.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 15, 2019, the Technical Planning Committee recommended that the Board of Directors approve the Federal Functional Classification change request.

BOARD OF DIRECTORS ACTION REQUESTED:

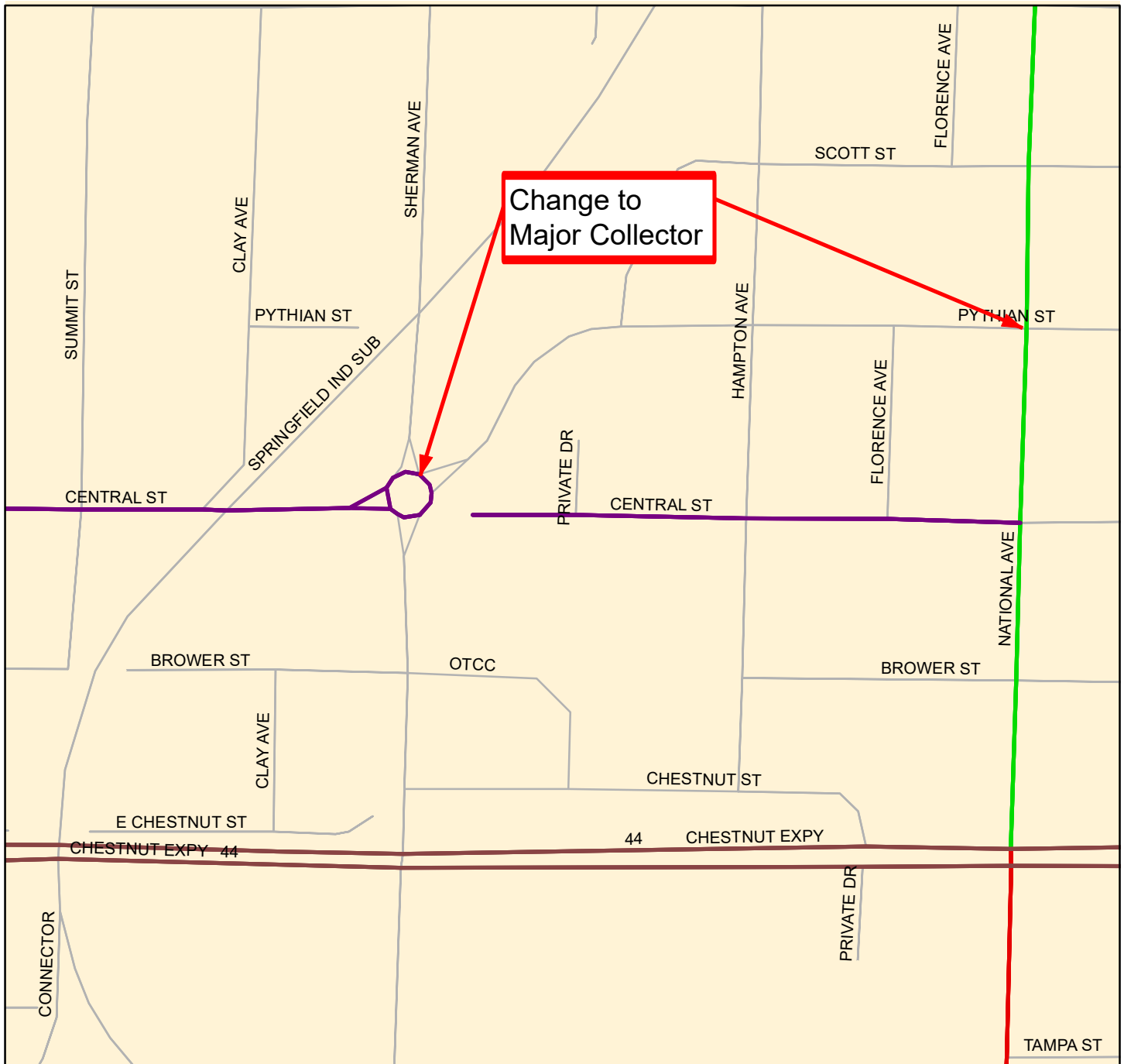
A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Federal Functional Classification change request.”

OR

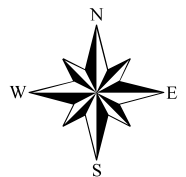
“Move to approve the Federal Functional Classification change request, with these changes...”

Pythian Street - Springfield Functional Classification



Functional Classification

- | | |
|----------------------|-------------------|
| — INTERSTATE | — MINOR ARTERIAL |
| — FREEWAY | — MAJOR COLLECTOR |
| — EXPRESSWAY | — COLLECTOR |
| — PRINCIPAL ARTERIAL | — MINOR COLLECTOR |



April 3, 2019

Ezekiel Hall, Transportation Planner
Missouri Department of Transportation
3025 E. Kearney
Springfield, MO 65803

Dear Ezekiel:

The City of Springfield is writing this letter in support of the following changes to the Federal Functional Classification Map:

- Major Collector to Local - Central Street from National Avenue to end of street just east of Central Street roundabout
- Local to Major Collector - Pythian Street from National Avenue to Central Street roundabout

The portion of Central Street from National to just east of the roundabout was vacated by the City and is now under the private ownership of Ozarks Technical Community College. It is no longer used as a through street and a section has been removed. Pythian Street was relocated and reconstructed to take the place of the Central Street thoroughfare. Pythian Street connects to the Central Street roundabout and functions as a collector from National Avenue.

If you have further questions, please do not hesitate to contact us.

Sincerely,



Dan Smith, P.E.
Public Works Director

Office of the Director
Busch Municipal Building • 840 Boonville Avenue
Springfield, Missouri 65802 • 417-864-1902 • springfieldmo.gov



Missouri Department of Transportation

Functional Classification Request Form

This form has been developed for all future requests for functional classification (FC) changes to existing roadways or to classify a planned roadway. A separate form must be completed for each revision being requested.

Completed forms should be submitted to MoDOT, Transportation Planning. A letter from the MoDOT district office, a copy of the transmittal letter from the requesting agency and a map showing each requested revision should also be included.

1. Local name of roadway E Pythian Street

2. Termini of roadway

From N Sherman Avenue

To National Avenue

Length (miles) 0.32 mile

3. Type of area Rural X Urban

4. Existing or planned roadway X Existing Planned

If planned, provide the anticipated date that construction will begin and attach documentation of a commitment to funding for the planned project within an improvement program. (Construction should begin within 4 years for the roadway to be included on the FC map.)

Date

5. Current functional classification Local

6. Requested functional classification Major Collector

7. Local consultation occurred X Yes No

Planning partners should be involved to ensure informed consent of the functional classification designation. Please describe how local planning partners were consulted, or explain if no local consultation occurred.

The City of Springfield was consulted, and provided a letter in support of the change. The letter is attached.

The change will also need to be approved by the OTO Technical Committee and the OTO Board.

8. Traffic volume (AADT) n/a

9. Existing roadway characteristics

Roadway surface type	Asphalt
Number of lanes	2
Lane width	11 feet

10. Justification

- a. Explain why you feel the roadway classification should be revised.

Previously, Pythian Street ended with a cul de sac before Sherman Avenue, and Central Street was the east-west Major Collector in this area. Recently, Pythian Street was extended to Sherman Avenue and Central Street was closed at Sherman Avenue, making Pythian Street the new east-west through street in this area.

- b. Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

n/a

- c. Will the roadway provide direct access to any points of activity: industries, shopping centers, schools, etc.?

n/a

- d. Is the demand on this roadway changing, or is the existing demand inconsistent with its current classification?

Pythian Street is now the main east-west through street in this area, replacing Central Street.

- e. Provide additional information you would like to include.

n/a

Missouri Department of Transportation

Functional Classification Request Form

This form has been developed for all future requests for functional classification (FC) changes to existing roadways or to classify a planned roadway. A separate form must be completed for each revision being requested.

Completed forms should be submitted to MoDOT, Transportation Planning. A letter from the MoDOT district office, a copy of the transmittal letter from the requesting agency and a map showing each requested revision should also be included.

1. Local name of roadway E Central Street

2. Termini of roadway

From N National Avenue

To Dead end at roundabout

Length (miles) 0.27 mile

3. Type of area Rural X Urban

4. Existing or planned roadway X Existing Planned

If planned, provide the anticipated date that construction will begin and attach documentation of a commitment to funding for the planned project within an improvement program. (Construction should begin within 4 years for the roadway to be included on the FC map.)

Date

5. Current functional classification Major Collector

6. Requested functional classification Local

7. Local consultation occurred X Yes No

Planning partners should be involved to ensure informed consent of the functional classification designation. Please describe how local planning partners were consulted, or explain if no local consultation occurred.

The City of Springfield was consulted, and provided a letter in support of the change. The letter is attached.

The change will also need to be approved by the OTO Technical Committee and the OTO Board.

8. Traffic volume (AADT) 503

9. Existing roadway characteristics

Roadway surface type	Asphalt
Number of lanes	2
Lane width	12 feet

10. Justification

- a. Explain why you feel the roadway classification should be revised.

Central Street was closed before Sherman Avenue, so is no longer a through street. Pythian street now accommodates east-west through traffic.

- b. Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

n/a

- c. Will the roadway provide direct access to any points of activity: industries, shopping centers, schools, etc.?

n/a

- d. Is the demand on this roadway changing, or is the existing demand inconsistent with its current classification?

Central Street is no longer a through street.

- e. Provide additional information you would like to include.

This change will be made concurrently with changing Pythian Street from a Local street to a Major Collector from the roundabout at Sherman Avenue to National Avenue.

TAB 8

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.F.

Third Quarter Financial Statements (FY 2018-2019)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the third quarter financial statements for the 2018-2019 Budget Year. This period includes January 1, 2019 through March 31, 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

- Operational Profit and Loss Statement

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

- RideShare Signs were updated
- Website Redesign – The second stage of the development of the website redesign was completed including wireframes.

Quarterly expenses exceeded revenue by \$7,769.49.

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

Actual expenses at the end of the third quarter are \$708,185.38. This is 68.2% of budgeted expenses. Year to date expenses exceeded revenue in the amount of \$31,333.56. The Consolidated Planning Grant reimbursements run approximately 30 days behind expenditures.

- Balance Sheet

The OTO has \$405,135.88 in unrestricted assets at the end of the third quarter.

- Operating Fund Balance Report which shows an operating fund balance of \$405,135.88. The OTO has an adopted policy to keep between 3 and 6 months of expenses in the operating fund.

Section Two – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement

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

- A total of \$13,200.39 billed for MoDOT direct costs and In-kind match from meeting attendance for the third quarter.

- UPWP Profit and Loss Budget vs. Actual

Once the in-kind and direct cost expenses are accounted for, the year-to-date expenses are \$577,006.92, or 56.4% of budget. A total of \$39,876.84 In In-kind and MoDOT Direct Cost has been billed year to date.

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

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the OTO Operational Third Quarter Financial Statements for the 2018-2019 Budget Year.”

OR

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

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2019

	Jan - Mar 19
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	1,373.90
Miscellaneous Revenue	34.21
Total Other Types of Income	1,408.11
OTO Revenue	
Consolidated Planning Grant CPG	153,777.40
Total OTO Revenue	153,777.40
Total Income	155,185.51
Gross Profit	155,185.51
Expense	
Bank Fees	0.14
Building	
Building Lease	16,926.73
Maintenance	65.00
Office Cleaning	696.00
Utilities	984.87
Total Building	18,672.60
Commodities	
Office Supplies/Furniture	345.32
RideShare Signs	7,260.00
Total Commodities	7,605.32
Information Technology	
Data Storage/Backup	945.00
IT Maintenance Contract	2,121.00
Software	698.74
Webhosting	111.75
Total Information Technology	3,876.49
Operating	
Copy Machine Lease	488.75
Dues/Memberships	4,267.34
Education/Training/Travel	
Hotel	195.26
Meals	94.13
Registration	1,358.00
Training	164.00
Transportation	1,467.18
Total Education/Training/Travel	3,278.57
Food/Meeting Expense	903.76
Legal/Bid Notices	74.10
Postage/Postal Services	151.85
Staff Mileage Reimbursement	517.65
Telephone/Internet	1,134.09
Total Operating	10,816.11
Personnel	
Mobile Data Plans	540.00
Payroll Services	596.50
Salaries	113,822.84
Total Personnel	114,959.34

Ozarks Transportation Organization
Operational Profit & Loss
January through March 2019

	Jan - Mar 19
Services	
Website Redesign	7,025.00
Total Services	7,025.00
Total Expense	162,955.00
Net Ordinary Income	-7,769.49
Net Income	-7,769.49

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

	Jul '18 - Mar 19	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	3,476.81			
Miscellaneous Revenue	1,016.94			
Total Other Types of Income	4,493.75	0.00	4,493.75	100.0%
OTO Revenue				
Consolidated Planning Grant CPG	585,112.53	818,475.00	-233,362.47	71.5%
Local Jurisdiction Match Funds	87,245.54	134,423.00	-47,177.46	64.9%
Total OTO Revenue	672,358.07	952,898.00	-280,539.93	70.6%
Total Income	676,851.82	952,898.00	-276,046.18	71.0%
Gross Profit	676,851.82	952,898.00	-276,046.18	71.0%
Expense				
Bank Fees	0.14	100.00	-99.86	0.1%
Building				
Building Lease	50,736.73	72,804.00	-22,067.27	69.7%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	560.72	4,000.00	-3,439.28	14.0%
Office Cleaning	2,276.00	3,300.00	-1,024.00	69.0%
Utilities	2,226.48	3,500.00	-1,273.52	63.6%
Total Building	55,799.93	85,604.00	-29,804.07	65.2%
Commodities				
Office Supplies/Furniture	1,855.17	7,000.00	-5,144.83	26.5%
OTO Media/Advertising	228.00	2,500.00	-2,272.00	9.1%
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	94.00	300.00	-206.00	31.3%
RideShare Signs	7,260.00	10,000.00	-2,740.00	72.6%
Total Commodities	10,343.24	23,300.00	-12,956.76	44.4%
Information Technology				
Computer Upgrades/Equip Replace	4,413.55	8,000.00	-3,586.45	55.2%
Data Storage/Backup	2,390.00	4,200.00	-1,810.00	56.9%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	6,341.60	10,000.00	-3,658.40	63.4%
Software	2,495.05	4,800.00	-2,304.95	52.0%
Webhosting	764.79	1,500.00	-735.21	51.0%
Total Information Technology	16,404.99	34,000.00	-17,595.01	48.2%
Insurance				
Board of Director Insurance	2,369.00	3,000.00	-631.00	79.0%
Errors & Omissions Insurance	0.00	3,000.00	-3,000.00	0.0%
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	6,114.00	10,200.00	-4,086.00	59.9%

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

	Jul '18 - Mar 19	Budget	\$ Over Budget	% of Budget
Operating				
Copy Machine Lease	1,876.25	5,700.00	-3,823.75	32.9%
Dues/Memberships	5,480.34	5,000.00	480.34	109.6%
Education/Training/Travel				
Hotel	976.01			
Meals	283.80			
Registration	2,158.00			
Training	689.93			
Transportation	2,221.15			
Education/Training/Travel - Other	0.00	20,000.00	-20,000.00	0.0%
Total Education/Training/Travel	6,328.89	20,000.00	-13,671.11	31.6%
Food/Meeting Expense	2,770.96	4,000.00	-1,229.04	69.3%
Legal/Bid Notices	344.70	2,500.00	-2,155.30	13.8%
Postage/Postal Services	634.15	1,800.00	-1,165.85	35.2%
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	2,026.56	3,500.00	-1,473.44	57.9%
Telephone/Internet	3,396.10	5,000.00	-1,603.90	67.9%
Total Operating	24,131.37	51,500.00	-27,368.63	46.9%
Personnel				
Mobile Data Plans	1,530.00	3,240.00	-1,710.00	47.2%
Payroll Services	1,666.95	2,700.00	-1,033.05	61.7%
Salaries	520,652.65	669,863.00	-149,210.35	77.7%
Total Personnel	523,849.60	675,803.00	-151,953.40	77.5%
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 &	12,819.13	24,000.00	-11,180.87	53.4%
TIP Tool Maintenance	9,600.00	9,600.00	0.00	100.0%
Trans Consult/Model Services	0.00	30,000.00	-30,000.00	0.0%
Travel Demand Model Update	0.00	25,000.00	-25,000.00	0.0%
Travel Sensing & Time Serv Proj	2,490.24	3,000.00	-509.76	83.0%
Website Redesign	14,050.00	30,000.00	-15,950.00	46.8%
Total Services	71,542.11	158,200.00	-86,657.89	45.2%
Total Expense	708,185.38	1,038,707.00	-330,521.62	68.2%
Net Ordinary Income	-31,333.56	-85,809.00	54,475.44	36.5%
Net Income	-31,333.56	-85,809.00	54,475.44	36.5%

Ozarks Transportation Organization
Balance Sheet
As of March 31, 2019

	<u>Mar 31, 19</u>
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	157,079.06
Southern Bank--Money Market	201,871.86
Southern Bank-Sm Bus Checking	46,184.96
Total Checking/Savings	<u>405,135.88</u>
Total Current Assets	<u>405,135.88</u>
TOTAL ASSETS	<u>405,135.88</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	1,568.82
Total Credit Cards	<u>1,568.82</u>
Other Current Liabilities	
Dependent FSA - Employee 003	21.96
Health FSA - Employee 003	269.53
Health FSA - Employee 004	220.01
Health FSA - Employee 015	13.10
Health FSA - Employee 019	342.96
Total Other Current Liabilities	<u>867.56</u>
Total Current Liabilities	<u>2,436.38</u>
Total Liabilities	2,436.38
Equity	
Unrestricted Net Assets	434,033.06
Net Income	-31,333.56
Total Equity	<u>402,699.50</u>
TOTAL LIABILITIES & EQUITY	<u>405,135.88</u>

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
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
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

Checkbook Ledger Balance

Southern Bank & ICS Balances 3/31/2019	\$405,335.88
Total Outstanding Withdrawals Southern Bank	\$200.00
Total available Balance 3/31/2019	\$405,135.88

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

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

Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2019

	Jan - Mar 19
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	13,200.39
Interest Income	1,373.90
Miscellaneous Revenue	34.21
Total Other Types of Income	14,608.50
OTO Revenue	
Consolidated Planning Grant CPG	153,777.40
Total OTO Revenue	153,777.40
Total Income	168,385.90
Gross Profit	168,385.90
Expense	
Building	
Building Lease	16,926.73
Maintenance	65.00
Office Cleaning	696.00
Utilities	984.87
Total Building	18,672.60
Commodities	
Office Supplies/Furniture	345.32
RideShare Signs	7,260.00
Total Commodities	7,605.32
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	3,366.55
Member Attendance at Meetings	9,833.84
Total In-Kind Match Expense	13,200.39
Information Technology	
Data Storage/Backup	945.00
IT Maintenance Contract	2,121.00
Software	698.74
Webhosting	111.75
Total Information Technology	3,876.49
Operating	
Copy Machine Lease	488.75
Dues/Memberships	4,140.22
Education/Training/Travel	
Hotel	195.26
Meals	94.13
Registration	1,358.00
Training	164.00
Transportation	1,467.18
Total Education/Training/Travel	3,278.57
Food/Meeting Expense	903.76
Legal/Bid Notices	74.10
Postage/Postal Services	151.85
Staff Mileage Reimbursement	517.65
Telephone/Internet	1,134.09
Total Operating	10,688.99

Ozarks Transportation Organization
UPWP Profit & Loss
January through March 2019

	<u>Jan - Mar 19</u>
Personnel	
Mobile Data Plans	540.00
Payroll Services	596.50
Salaries	<u>113,822.84</u>
Total Personnel	114,959.34
Services	
Website Redesign	<u>7,025.00</u>
Total Services	7,025.00
Total Expense	<u>176,028.13</u>
Net Ordinary Income	<u>-7,642.23</u>
Net Income	<u><u>-7,642.23</u></u>

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

	Jul '18 - Mar 19	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	39,876.84	162,000.00	-122,123.16	24.6%
Interest Income	3,476.81			
Miscellaneous Revenue	1,016.94			
Total Other Types of Income	44,370.59	162,000.00	-117,629.41	27.4%
OTO Revenue				
Consolidated Planning Grant CPG	585,112.53	818,475.00	-233,362.47	71.5%
Local Jurisdiction Match Funds	87,245.54	42,620.00	44,625.54	204.7%
Total OTO Revenue	672,358.07	861,095.00	-188,736.93	78.1%
Total Income	716,728.66	1,023,095.00	-306,366.34	70.1%
Gross Profit	716,728.66	1,023,095.00	-306,366.34	70.1%
Expense				
Building				
Building Lease	50,736.73	72,804.00	-22,067.27	69.7%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	560.72	4,000.00	-3,439.28	14.0%
Office Cleaning	2,276.00	3,300.00	-1,024.00	69.0%
Utilities	2,226.48	3,500.00	-1,273.52	63.6%
Total Building	55,799.93	85,604.00	-29,804.07	65.2%
Commodities				
Office Supplies/Furniture	1,855.17	7,000.00	-5,144.83	26.5%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	94.00	300.00	-206.00	31.3%
RideShare Signs	7,260.00	10,000.00	-2,740.00	72.6%
Total Commodities	9,209.17	19,300.00	-10,090.83	47.7%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	14,147.12	150,000.00	-135,852.88	9.4%
Member Attendance at Meetings	25,729.72	12,000.00	13,729.72	214.4%
Total In-Kind Match Expense	39,876.84	162,000.00	-122,123.16	24.6%
Information Technology				
Computer Upgrades/Equip Replace	4,413.55	8,000.00	-3,586.45	55.2%
Data Storage/Backup	2,390.00	4,200.00	-1,810.00	56.9%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	6,341.60	10,000.00	-3,658.40	63.4%
Software	2,495.05	4,800.00	-2,304.95	52.0%
Webhosting	764.79	1,500.00	-735.21	51.0%
Total Information Technology	16,404.99	34,000.00	-17,595.01	48.2%

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

	Jul '18 - Mar 19	Budget	\$ Over Budget	% of Budget
Insurance				
Board of Director Insurance	2,369.00	3,000.00	-631.00	79.0%
Errors & Omissions Insurance	0.00	3,000.00	-3,000.00	0.0%
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	6,114.00	10,200.00	-4,086.00	59.9%
Operating				
Copy Machine Lease	1,876.25	5,700.00	-3,823.75	32.9%
Dues/Memberships	5,353.22	5,000.00	353.22	107.1%
Education/Training/Travel				
Hotel	976.01			
Meals	283.80			
Registration	2,158.00			
Training	689.93			
Transportation	2,221.15			
Education/Training/Travel - Other	0.00	20,000.00	-20,000.00	0.0%
Total Education/Training/Travel	6,328.89	20,000.00	-13,671.11	31.6%
Food/Meeting Expense	2,754.74	4,000.00	-1,245.26	68.9%
Legal/Bid Notices	344.70	2,500.00	-2,155.30	13.8%
Postage/Postal Services	634.15	1,800.00	-1,165.85	35.2%
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	2,026.56	3,500.00	-1,473.44	57.9%
Telephone/Internet	3,396.10	5,000.00	-1,603.90	67.9%
Total Operating	23,988.03	51,500.00	-27,511.97	46.6%
Personnel				
Mobile Data Plans	1,530.00	3,240.00	-1,710.00	47.2%
Payroll Services	1,666.95	2,700.00	-1,033.05	61.7%
Salaries	354,140.65	503,351.00	-149,210.35	70.4%
Total Personnel	357,337.60	509,291.00	-151,953.40	70.2%
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	12,496.12	24,000.00	-11,503.88	52.1%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	30,000.00	-30,000.00	0.0%
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%
	14,050.00	30,000.00	-15,950.00	46.8%
Total Services	68,276.36	151,200.00	-82,923.64	45.2%
Total Expense	577,006.92	1,023,095.00	-446,088.08	56.4%
Net Ordinary Income	139,721.74	0.00	139,721.74	100.0%
Net Income	139,721.74	0.00	139,721.74	100.0%

**Ozarks Transportation Organization
Unified Planning Work Program 3rd Quarter Progress Report
Period January 1 to March 31, 2019**

Task 1 OTO General Administration 76% Complete

1.1 Financial Management

OTO prepared and submitted the 2nd Quarter FY 2019 financial reports. The Board of Directors reviewed and accepted the reports at the February meeting. Staff prepared and submitted the monthly CPG Reimbursement Requests for December, January, and February. Biweekly payrolls were prepared and deposited. Staff maintained the monthly budget and accounting functions.

1.2 Financial Audit

Audit was performed and presented in the 2nd Quarter. The next Financial Audit will be due in August 2019. An RFP was prepared and posted for auditing services for the FY 2019 through FY 2023.

1.3 Unified Planning Work Program (UPWP)

Staff prepared the FY 2019 UPWP 2nd Quarter Progress Report and researched funding options. Developed draft FY 2019 Unified Planning Work Program and prepared for Board Review and Approval.

1.4 Travel and Training

Staff attended the following training:

Transportation and General Planning

FLIR Systems: Acyclica Go Software Training
Options for Further Leverage NPMRDS Performance Measurement and Decision-Making -Webinar
Equitable Public Engagement: Participatory Budgeting for Transportation Funds
Participatory Planning - Improving Your Community Engagement Efforts
FMIS Business Objects Educational Exchange
Automated Traffic Signal Performance Measures Webinar
Introducing Dangerous by Design Webinar
Saving Our Suburbs: How to Seize Emerging Opportunities Webinar
Prepared to attend National American Planning Association Conference in April

GIS

Esri Training MOOC Going Places with Spatial analysis
Esri Training Building Geoprocessing Models with ArcGIS Pro
Esri Training Address Geocoding with ArcGIS
Power Your Workflows with the Living Atlas: American Community Survey Data – Webinar
AMPO GIS Working Group Meeting – Webinar

Other

OCITE Meetings
SAHRA Monthly Meetings
HR Legal Update
SHRM – Establishing a Compensation Philosophy and Strategy – Webinar
GFOA-MO – Winter Seminar

GFOA SW Chapter - Quarterly Meeting
Association of Government Accountants (AGA) Spring Seminar
SHRM – A Managers Guide to Confronting Performance Issues -- Webinar
LinkedIN – Sharepoint Online Training Course
Making the Most of Your Intern Webinar

1.5 General Administration and Contract Management

Continued to track and monitor contracts and contract payments. Completed and mailed 1099 MISC forms to eligible vendors. In-Kind averages were calculated and implemented according to audit recommendations. Published RFP for Audit Services for FY 2019 – FY 2023. RFP's were due March 25. Selection process will commence in the 4th quarter. Civil Rights Training was given to new employee.

1.6 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org and www.giveusyourinput.org websites and maintained the Facebook and Twitter account with online updates. 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. Work continued on new website wireframe and design.

Task 2 OTO Committee Support 75% Complete

2.1 OTO Committee Support

One regular Board of Directors meeting, one Board of Directors Training and two regular Technical Planning Committee meetings were conducted. Agendas, minutes and press releases were prepared for all meetings. One Executive Committee meetings was also held.

The following items were approved:

- 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

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

- STIP Prioritization Criteria Review- Subcommittee Formed
- UPWP Subcommittee and Project Proposals
- Amendment Number Five to the FY 2019-2022 TIP
- OTO Growth Trends Report
- 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

One BPAC meeting was held. The committee discussed reviewed the application scoring criteria and recommended changes for the next round of available funding.

One meeting of the Transit Signal Priority Committee was held. The committee discussed Turning Concerns near MSU campus and Bus Boxes.

One meeting of the Transportation Impact Study Policy Subcommittee was held. The committee reviewed the policy memo and example reports and supporting materials and discussed next steps.

One Local Coordinating Board for Transit meeting was held with a report on Vehicle Status and all Member Reports.

Five STIP Prioritization Subcommittee meetings were held. Updates for current project estimates were given. 2022 Asset Management projects were discussed as well as program changes to currently programmed projects. Other discussion included Volume Capacity Analysis, Environmental Justice, Travel Time/Speed, Priority Projects of Regional Significance, Freight Corridors and Other Ways to Prioritize.

MoDOT Coordination Meetings for discussion of OTO/MoDOT projects and issues. Staff continued to participate with the MO Coalition for Safer Roadways SW District to evaluate projects.

2.2 Community Committee Participation

Staff participated in/and attended: MoDOT RepMO Roundabout Meeting, Republic Comprehensive Plan Update Meeting, Ozarks Greenways Technical meeting, the Ozarks Clean Air Alliance, Community Partnership of the Ozarks Transportation Collaborative (which now includes Let's Go Smart), Traffic Advisory Board, Transit Fixed Route Advisory Committee, TAB Operations Committee, and Southwest Missouri Council of Governments Board of Directors and Transportation Advisory Committee meetings, and CU TAC meeting.. Staff also attended the Planning Partners meeting in Jefferson City in February. Coordinated presentation to MHTC with Springfield Chamber and City of Republic.

2.3 OTO Policy and Administrative Documents

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.

Issued Press Releases and public comment solicitation for the Transportation Alternative Project awards, Amendment 3 and Amendment 4 to the FY 2019-2022 Transportation Improvement Program, MTP Variance for Christian County access along Pawnee.

The Annual Evaluation of the Public Participation Plan and an Outline of the Public Participation Process were completed and will be presented to the TPC in the 4th Quarter.

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

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-kind match reporting. A total of 198.57 committee member hours reported.

Task 3 General Planning and Plan Implementation 73% Complete

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

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. Processed two Major Thoroughfare Plan Variances, with one approved in February and the second to be considered in April.

3.2 Performance Measures

Staff is participating on MoDOT subcommittee to understand performance measure implementation, including MAP-21/FAST Act Performance Measure Conference Calls hosted by MoDOT. Reviewed Performance Measure and FAST Act guidance from FTA/FHWA. Reviewed and provided feedback to MoDOT on proposed safety targets. Integrated revised transit and safety targets into the Transportation Improvement Program. Community Focus Report?

Data collection continued for the annual Performance Measures report, which has been expanded to a State of Transportation Report.

3.3 Congestion Management Process Implementation

Coordinated with MoDOT to plan deployment of Acyclica sensors during the 4th quarter.

3.4 Federal Function Classification Maintenance and Updates

None at this time.

3.5 Bicycle and Pedestrian Plan Implementation

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.

3.6 Freight Planning

Prioritization criteria was developed to emphasize roadways identified in the Statewide Freight Plan.

3.7 Traffic Incident Management Planning

One meeting of the Traffic Incident Management Subcommittee was held. Regional TIM Exercise Debrief, After-Action Survey was Initiated and Status Updated, TIM Operational Guidelines and a Regional Needs Assessment were discussed. Staff conducted a training survey with area towing and recovery companies.

3.8 Air Quality Planning

Continued to work with Ozarks Clean Air Alliance, workshopping the Advance Program work plan and developing ways to improve OCAA sustainability. Continued to monitor the OTO attainment status.

3.9 Hazard Environmental Assessment

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

Continued to collect and input area building permit data and updated census data for the 2018 growth trends report. The report was finalized and presented to the Technical Planning Committee. Staff worked on developing demographic and economic projections for use as inputs the updated travel demand model.

3.11 Geographic Information Systems (GIS)

Continued to database management and added feature classes for 2018 geocoded residential unit structures and demolitions. Completed analysis of a multi-modal network dataset including transit lines and Stops, greenways, and centerline roads. Added TIP Projects to the OTO TIP SDE Database. Integrated building footprints into GIS database.

3.12 Mapping and Graphic Support for OTO Operations

Maps were produced as needed for review of prioritization criteria and other reports including:

Maps Created

OTO Area Directional 2017 Traffic Volume
OTO Area Directional Roadway Capacity
OTO Area Percent Below Poverty by Census Tract
OTO Area Percent Minority Population by Census Tract
OTO Area Travel Delay Maps
Volume-to-Capacity Ratio Maps
Safety Criteria Scoring Example Graphic
Density Map of Housing Units Added in 2018 for the OTO Area
Density Map of Housing Units Added from 2012 – 2018 for the OTO Area
Number of Housing Units Added by Census Tract in 2018 for the OTO Area
Number of Housing Units Added by Census Tract from 2000 – 2018 for the OTO Area
Dot Density Map of Housing Units by Year Built by Decade from 1939 – 2018
Simplified Bicycle Route Map for use online - draft

3.13 Support for Jurisdictions Plans & Projects

Staff reviewed traffic studies and commented. Met with developers to look at impact to roads.

3.14 Studies of Parking, Land Use, and Traffic Circulation

Continued work on developing Transportation Impact Study Guidelines.

3.15 Transportation Consultant/Modeling Services

Discussed timeline and cost to complete a Transportation Model Update.

3.16 Civil Rights Compliance

Civil rights training was given to new employee.

3.17 Travel Demand Model Update

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

Completed in 1st Quarter.

Task 4 Project Selection and Programming 75% Complete

4.1 FY 2019-2022 Transportation Improvement Program (TIP)

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. The TIP Tool database was updated for projects and geospatial edits.

4.2 FY 2020-2023 Transportation Improvement Program (TIP)

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.

4.3 Project Programming

Three amendments were prepared. 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

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. Coordinated with TIP Tool Consultant regarding operational updates in progress for the site.

Task 5 OTO Transit Planning 75% Complete

5.1 Operational Planning

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

5.2 Transit Coordination Plan Implementation

Board of Directors approved Section 5310 grants using criteria outlined in Transit Coordination Plan.

5.3 Program Management Plan Review

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

None at this time.

5.5 Community Support

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.

Task 6 City Utilities Transit Planning 75% Complete

6.1 Operational Planning

CU's Open FTA Grants:

On March 14th the FTA released the FY2019 Apportionment Tables.

CU's FY2019 Section 5339 grant – CU has entered our FTA grant application into TrAMS for the purchase of one, 35-foot fixed route bus. This grant will be combined with MODOT's FY 2019 Section 5339 funding transferred to CU. This grant is currently awaiting approval.

CU's FY2018 Section 5339 grant -CU has exercised our option to purchase two, 35-foot fixed route buses. These buses are scheduled for delivery in FY2020.

CU's FY2019 Section 5307 grant – CU has entered our FTA grant application into TrAMS for operating assistance, preventative maintenance, transit planning and security. This grant is currently awaiting approval.

CU's FY2018 Section 5307 grant – CU completed this grant in 2018. We have requested for this grant to be closed.

CU's FY2015 Section 5307 grant – The final project on this grant is a sidewalk project in coordination with the City of Springfield at Battlefield and Fremont. The project started in March and is expected to be completed in May 2019. At the time of completion, CU will be requesting for this grant to be closed.

CU's FY2017 Section 5310 grant - This application is for the purchase of 19 bus shelters is progressing and installation should be nearing completion by Spring 2019. The installation of the bus stop sign stickers on all the routes has been completed as of August 2018. However, this project came in with a significant savings, so CU has entered a Budget Revision into TrAMS and will place another order to replace (5) Phase 1 shelters, (6) spare shelters and replacement panels for (22) Phase 2 shelters.

CU's FY2018 Section 5310 grant - CU will wait until FY 2019 to combine our FY2018 – FY 2020 Section 5310 grant funding for 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. CU is currently awaiting the project timeline, site plans and NEPA approval that will be coordinated through the City of Springfield and Trekk Design Group. Once received, CU will enter the grant into TrAMS.

6.2 ADA Accessibility

To complete the FY 2015 FTA Grant MO-16-X053 for ADA sidewalk projects, CU will be adding sidewalk access on E. Battlefield Road from Fremont to National in partnership with the City of Springfield's 1/8th cent sales tax for intersection improvements and ADA sidewalks. This project should be completed by May 2019.

CU's FY2018 – FY2020 Section 5310 grant funding will be applied towards a sidewalk project on W. Division that will improve ADA accessibility in that area. This is a cooperative project with City of Springfield.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

No significant route modifications have been made in quarter 3. All fixed routes are consistently evaluated to make improvements as needed. Staff completed and delivered an Origin/Destination Accessibility Analysis of Transit Services to CU Transit Services in January 2019.

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

CU Transit will study opportunities for transit cost reductions using third-party and private sector providers for a portion of our paratransit bus service in the future.

6.7 Safety, Security and Drug and Alcohol Control Planning

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

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 has completed our Title VI plan, which is due June 30, 2019, and it will go to the Board for approval on March 28th. In March, CU received notice that the annual National Transit Database report was approved.

Task 7 Special Studies and Projects 58% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

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

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 will be reviewed by committee in 4th quarter.

7.4 Travel Sensing & Travel Time Service Project

Continued to utilize data from the travel time sensors.

Task 8 Transportation Demand Management 70% Complete

8.1 Coordinate Employer Outreach Activities

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 9.4% Complete

MoDOT Transportation Studies and Data Collection

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 80 MoDOT staff hours completed.

TAB 9

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.G.

FY 2020 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into the following tasks:

- Task 1 – OTO General Administration
- Task 2 – OTO Committee Support
- Task 3 – General Planning and Plan Implementation
- Task 4 – Project Selection and Programming
- Task 5 – OTO Transit Planning
- Task 6 – City Utilities Transit Planning (FTA 5307 funding for City Utilities)
- Task 7 – Special Studies and Projects
- Task 8 – Transportation Demand Management
- Task 9 – MoDOT Transportation Studies and Data Collection

The UPWP contains the proposed budget for FY 2020. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2019 and FY 2020 is shown below:

	<i>FY 2019</i>	<i>Proposed FY 2020</i>
OTO Consolidated FHWA/FTA PL Funds	\$818,475	\$558,554
Surface Transportation Block Grant	\$0	\$200,000
Local Jurisdiction Match Funds/In-Kind Match	\$54,619	\$169,638
MoDOT "Direct Costs"	\$150,000	\$20,000
Total OTO Revenue	\$1,023,094	\$948,192

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$216,000. City Utilities is providing the local match in the amount of \$54,000. The total budget amount for FY 2020 UPWP is \$1,218,192.

The primary tasks to be accomplished during the fiscal year include:

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Traffic Incident Management Subcommittee Meetings
- Process Long Range Transportation Plan Amendments
- FY 2021 Unified Planning Work Program

- Continued Maintenance of Ozarkstransportation.org
- Social Media Updates
- Public Participation Plan Annual Evaluation
- Mapping and Graphic Support
- Financial Audit
- Performance Measures Report
- Annual Transportation Report Card
- Congestion Management Process Implementation
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2020-2023 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance
- Aerial Photography

UPWP SUB-COMMITTEE ACTION TAKEN:

At its May 6, 2019 meeting, the UPWP Sub-Committee unanimously recommended that the Executive Committee forward the FY 2020 Unified Planning Work Program for approval.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its May 8, 2019 meeting, the Executive Committee unanimously recommended the OTO Board of Directors approve the FY 2020 Unified Planning Work Program.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its May 15, 2019 meeting, the Technical Planning Committee recommended the OTO Board of Directors approve the FY 2020 Unified Planning Work 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 the FY 2020 UPWP pending any revisions arising from discussion of the OTO Operational Budget for FY 2020.”

OR

“Move to return the FY 2020 UPWP back to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

DRAFT

Unified Planning Work Program

Fiscal Year 2020

(July 1, 2019 – June 30, 2020)

APPROVED BY OTO BOARD OF DIRECTORS: TBD

The Metropolitan Planning Organization (MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate based on race, color, national origin, English proficiency, religious creed, disability, age, sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the Ozarks Transportation Organization (see below) or at www.ozarkstransportation.org.

For additional copies of this document or to request it in an accessible format, contact:

By mail:	Ozarks Transportation Organization 2208 W Chesterfield Blvd., Suite 101 Springfield, MO 65807
By Telephone:	417-865-3042, Ext. 100
By Fax:	417-862-6013
By Email	staff@ozarkstransportation.org

Or download it by going to www.ozarkstransportation.org.

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2020 (July 2019 - June 2020). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a Federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization's Public Participation Plan may be found on the OTO website at:

http://ozarkstransportation.org/Documents/2017_Public_Participation_Plan.pdf

The planning factors used as a basis for the creation of the UPWP are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

“To Provide a Forum for Cooperative Decision-Making in Support of an Excellent Transportation System.”

In fulfilling that mission, much staff time and effort are spent bringing together decision-makers who make funding and planning decisions that better the transportation network, including all modes. Transportation Plan 2040 is continuing to guide the decisions of the region. We will begin the visioning process for the next metropolitan transportation plan during the next year. Comprehensive planning is changing and becoming more technology based. OTO will be investigating the best low- cost ways to use technology to increase public involvement in the determining the future for transportation in our region.

Staff will continue to prioritize projects for placement in the Transportation Improvement Program and Statewide Transportation Improvement Program. The work done during the last fiscal year in determining the best way to prioritize projects will be implemented during the next year.

Committee work will continue to look at Traffic Incident Management and Coordination, Transit Coordination and Bicycle and Pedestrian Planning

Most of the work undertaken by OTO recurs annually. This work includes preparation of the Transportation Improvement Program, work with committees, soliciting public involvement, and implementing the various plans adopted by the OTO.

Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the 2020 Fiscal Year. Most of the contracts listed below are carryover multi-year contracts.

<i>Cost Category</i>	<i>Budgeted Amount FY 2020</i>
Aerial Photography	\$25,000
Travel Sensing & Travel Time Services Project	\$3,000
Audit	\$4,600
Professional Services Fees	\$24,000
Data Storage/Backup	\$4,400
IT Maintenance Contract	\$12,000
Online TIP Tool Maintenance	\$9,600
Travel Demand Model Update	\$50,000
Transportation Consultant/Modeling Services	\$30,000
Total Consultant Usage	\$162,600

Items to be purchased that exceed \$5,000

Aerial Photography - \$25,000
 IT Maintenance Contract - \$12,000
 Online TIP Tool Maintenance - \$9,600
 Professional Services Fees - \$24,000
 Server Upgrade - \$6,000
 Transportation Consultant/Modeling Services - \$30,000
 Travel Demand Model Update - \$50,000

Task 1 - OTO General Administration

Conduct daily administrative activities including accounting, payroll, maintenance of equipment, software, and personnel needed for federally-required regional transportation planning activities.

Work Elements	Estimated Cost
----------------------	-----------------------

1.1 Financial Management	\$35,822
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July to June

Responsible Agency – OTO

- Preparation of quarterly financial reports, payment requests, payroll, and year-end reports to MoDOT.
- Maintenance of OTO accounts and budget, with reporting to Board of Directors.
- Dues calculated, and statements mailed.

1.2 Financial Audit	\$4,600
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August to December

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2019 and report to Board of Directors.
- Implement measures as suggested by audit.

1.3 Unified Planning Work Program (UPWP)	\$9,500
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July to June

Responsible Agency – OTO

- Amendments to the FY 2020 UPWP as necessary.
- Development of the FY 2021 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.
- UPWP Quarterly Progress Reports.

1.4 Travel and Training.....	\$42,000
------------------------------	----------

July to June

Responsible Agency – OTO

- Travel to meetings regionally nationally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees.
Possible training includes:
 - Association of MPOs Annual Conference
 - Mid-American Geographic Information Consortium (MAGIC) Conference
 - Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
 - ITE Web Seminars
 - Missouri Chapter and National, American Planning Association Conference and Activities
 - Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
 - Missouri Public Transit Association Annual Conference
 - MoDOT Planning Partners Meetings
 - Government Finance Officers Association

- Missouri Association of Public Purchasing
- Society for HR Management and Springfield Area HR Association
- Employee Educational Assistance
- Provide Other OTO Member Training Sessions, as needed and appropriate
- Transportation Research Board Training and Conference
- Performance Based Planning Training

1.5 General Administration and Contract Management..... \$20,000

July to June

Responsible Agency – OTO

- Coordinate contract negotiations
- Update the governing Memorandum of Understanding.
- Prepare contract Addendums.
- Legal Services.
- Bylaw amendments as needed.

1.6 Electronic Support for OTO Operations \$34,320

July to June

Responsible Agency – OTO

- Maintain and update website www.ozarkstransportation.org.
- Maintain and update website www.Let'sGoSmart.org.
- Maintain and update OTO Facebook and Twitter pages.
- Software updates.
- Web hosting, backup services and maintenance contracts. **Consultant Contract**
- Graphics and website design. **Consultant Contract**

End Products for FY 2020

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT.
- Financial reporting to the Board of Directors.
- Calculate dues and send out statements.
- FY 2019 Audit Report.
- Adoption of FY 2021 UPWP.
- Execute annual CPG Grant.
- FY 2020 UPWP Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly content updates to websites.
- Social media postings.
- Graphics for documents.
- Legal services.
- Updated MOU

Tasks Completed in FY 2019

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2019).
- Quarterly Financial Reporting to the Board of Directors (Completed June 2019).
- Dues calculated and mailed statements for FY 2020 (Completed April 2019).
- FY 2018 Audit Report (December 2018).
- FY 2020 UPWP approved by OTO Board of Directors and MoDOT (Completed June 2019).
- Staff attended various conferences and training (Completed June 2019).
- New Website completed merging ozarkstransportation.org and giveusyourinput.org
- Monthly website maintenance (Completed June 2019).
- Social Media Postings.
- Graphic for documents.
- Legal Services
- UPWP Amendments and Administrative Modifications.

Training Attended in FY 2019

- Missouri GIS Conference
- Ohio Freight Conference/MAFC Conference
- Highway Safety & Traffic Blueprint Conference
- APA Conferences
- Association of Metropolitan Planning Organizations Annual Conference
- FTA Compliance
- MoDOT AV/CV Workshop
- OCITE Training
- SHRM and SAHRA Training
- AGA and GFOA Trainings

Funding Sources

Local Match Funds	\$26,728	18.2762%
Federal CPG Funds	\$88,003	60.1765%
Federal STBG Funds	\$31,511	21.5473%
Total Funds	\$146,242	100.00%

Task 2 – OTO Committee Support

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities.

Work Elements	Estimated Cost
----------------------	-----------------------

2.1 OTO Committee Support	\$145,000
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July to June

Responsible Agency – OTO

- Conduct and staff all Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, Technical Planning Committee and Traffic Incident Management meetings.
- Respond to individual committee requests.
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year.

2.2 Community Committee Participation	\$15,000
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July to June

Responsible Agency – OTO

- Participate in and encourage collaboration among various community committees directly related to transportation. Committees include:
 - City of Springfield Traffic Advisory Board
 - Community Partnership Transportation Collaborative
 - CU Fixed Route Advisory Committee
 - Missouri Public Transit Association
 - MoDOT Blueprint for Safety
 - Ozarks Clean Air Alliance and Clean Air Action Plan Committee
 - Ozark Greenways Technical Committee
 - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
 - SeniorLink Transportation Committee
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Governments Board and Transportation Advisory Committee
 - Area Chambers of Commerce
 - Worked with Springfield Transportation Collaborative (Completed June 2019).
 - Other committees as needed

2.3 OTO Policy and Administrative Documents	\$10,000
---	----------

July to June

Responsible Agency – OTO

- Process amendments to bylaws, policy documents, and administrative staff support consistent with the OTO organizational growth.

2.4 Public Involvement..... \$32,500*July to June*

Responsible Agency – OTO

- Maintain OTO website with public comments posted by work product.
- Publish public notices and press releases.
- Comply with Missouri Sunshine Law requirements, including record retention.
- Annual Public Participation Plan (PPP) Evaluation.
- Continue to utilize social media for public education and input.

2.5 Member Attendance at OTO Meetings..... \$30,000*July to June*

Responsible Agencies – OTO and Member Jurisdictions

- OTO member jurisdiction member's time spent at OTO meetings.

End Products for FY 2020

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- Attendance of OTO staff and OTO members at various community committees.
- Revisions to bylaws, inter-local agreements, and the Public Participation Plan as needed.
- Document meeting attendance for in-kind reporting.
- Public input tracked and published.
- Continued work with the MoDOT Blueprint for Safety.
- Implementation of PPP through website and press release.
- Annual PPP Evaluation.
- Outline for Public Participation

Tasks Completed in FY 2019

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- Documented meeting attendance for in-kind reporting (Completed June 2019).
- Staff participated in multiple community committees (Completed June 2019).
- Update of Public Participation Plan (PPP) and implementation of PPP through website and press releases (Completed June 2019).
- Public input tracked and published (Completed June 2019).
- Prepared a 1-page informational sheet to advise press on how public input is solicited
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects (Completed June 2019).
- One Bylaw Amendment.
- Annual PPP Evaluation.

Funding Sources

Local Match Funds	\$12,492	15.7724%
In-kind Services*	\$30,000	2.5038%
Federal CPG Funds	\$139,910	60.1765%
Federal STBG Funds	\$50,098	21.5473%
Total Funds	\$232,500	100.00%

*The maximum amount of in-kind credit available to the OTO is 80% of the total value of in-kind time.

Task 3 – General Planning and Plan Implementation

This task addresses general planning activities, including the OTO Long Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), and the Bicycle and Pedestrian Plan, as well as the implementation of related plans and policies. FAST Act guidance will continue to be incorporated as it becomes available.

Work Elements	Estimated Cost
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3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i>	\$38,000
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July to June

Responsible Agency – OTO

- Process amendments to the Long-Range Transportation Plan, including the Major Thoroughfare Plan.
- Continued Implementation of Action Items
- One-page summary report on status of implementation plan

3.2 Performance Measures	\$23,000
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July to June

Responsible Agency – OTO

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities, as outlined in MAP-21 and continued by the FAST Act.
- Production of an annual transportation report card to monitor the performance measures as outlined in the Long-Range Transportation Plan, incorporating connections to MAP-21/FAST Act performance measures.

3.3 Congestion Management Process Implementation	\$12,500
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July to December

Responsible Agency – OTO

- Coordinate ongoing data collection efforts.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.
- Use travel time data for Annual Report.
- Conduct before and after analysis for completed projects.

3.4 Federal Functional Classification Maintenance and Updates	\$5,300
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July to June

Responsible Agency – OTO

- The annual call for updates will be made and requests processed.
- Other periodic requests will be processed as received.

3.5 Bicycle and Pedestrian Plan Implementation	\$15,000
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July to June

Responsible Agency – OTO

- The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan and Regional Bicycle and

Pedestrian Trail Investment Study.

3.6 Freight Planning \$9,500

July to June

Responsible Agency – OTO

- Participate in the Southwest Missouri Freight Advisory Committee. The goal is to analyze local goods movement and identify essential freight corridors.

3.7 Traffic Incident Management Planning..... \$9,500

July to June

Responsible Agency – OTO

- Continued Implementation of the Traffic Incident Management Action Plan.

3.8 Air Quality Planning..... \$9,500

July to June

Responsible Agency – OTO

- Staff serves on the Ozarks Clean Air Alliance along with the Springfield Department of Environmental Services, which is implementing the regional Clean Air Action Plan, in hopes to preempt designation as a non-attainment area for ozone and PM_{2.5}.

3.9 Hazard Environmental Assessment \$6,000

July to December

Responsible Agency – OTO

- Use database to identify endangered species and flood vulnerable facilities with potential transportation improvements.

3.10 Demographics and Future Projections \$17,400

July to June

Responsible Agency – OTO

- Continue to analyze growth and make growth projections for use in transportation decision-making by collecting and compiling development data into a demographic report that will be used in travel demand model runs, plan updates, and planning assumptions.

3.11 Geographic Information Systems (GIS) \$37,000

July to June

Responsible Agency – OTO

- Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support Transportation Planning efforts. Specific emphasis will be given to incorporating traffic data.
- GIS licenses (\$5,000 ESRI Contract).

3.12 Mapping and Graphics Support for OTO Operations \$18,700

December to June

Responsible Agency – OTO

- Development and maintenance of mapping and graphics for OTO activities, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials.

3.13 Support for Jurisdictions Plans \$5,500*July to June*

Responsible Agency – OTO

- Provide support for Long Range Transportation Planning for member jurisdictions.

3.14 Studies of Parking, Land Use, and Traffic Circulation \$9,000*July to June*

Responsible Agency – OTO

- Studies that are requested by member jurisdictions to look at traffic, parking, or land use.

3.15 Transportation Consultant/Modeling Services..... \$30,000*July to June***Consultant Contract**

Responsible Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan implementation.
- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.

3.16 Civil Rights Compliance \$9,500*July to June*

Responsible Agency – OTO

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA).
- Semiannual DBE reporting.
- Semiannual Title VI/ADA reporting.
- Accept and process complaint forms and review all projects for Title VI/ADA compliance.
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process.

3.17 Travel Demand Model Update \$50,000*July to June*

Responsible Agency – OTO

- Update model with current population and employment estimates and include roadway geometric improvements.

3.18 Aerial Photography..... \$25,000*July to August*

Responsible Agency – OTO

- Cooperatively Purchase Aerial Photography with the City of Springfield, City Utilities and other local jurisdictions. OTO pays a flat fee of the overall expected cost of \$273,195.50. 100% of the OTO portion will be used for regional transportation planning.

3.19 Transportation Plan 2045..... \$44,700*July to June*

Responsible Agency – OTO

- Scope, Cost and Timeline for Plan Update

- Development of a public input plan for the plan
- Begin public input process for the development of the new plan
- Visioning Charette with Board of Directors

End Products for FY 2020

- Amendments to the LRTP as necessary.
- Continued implementation of Bicycle and Pedestrian Plan with report documenting accomplishments.
- Continued monitoring of attainment status.
- Demographic Report.
- Annual Transportation Report.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Travel Demand Model update.
- Transportation data in GIS.
- Other projects as needed.
- Semiannual DBE reporting submitted to MoDOT.
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT.
- Aerial Photography files received

Tasks Completed in FY 2019

- Traffic Incident Management Action Plan.
- Assist jurisdictions with adoption and compliance with the Major Thoroughfare Plan.
- Major Thoroughfare Plan Amendments
- Recommend critical urban freight corridors to MoDOT.
- Maintenance of GIS System Layers (Completed June 2019).
- Continued Monitoring of Attainment Status (Completed June 2019).
- Performance Measure Report (Completed July 2018).
- Assist jurisdictions compliance with Major Thoroughfare Plan.
- Annual Traffic Report Card.
- Bike/Ped Implementation Report (October 2018)
- Title VI/ADA Program Update.
- Program Management Plan Update.
- Called for Federal Function Class Updates.
- TIM Implementation Report.
- DBE Report submitted to MoDOT (Completed October 2018 and April 2019).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2018 and February 2019).
- Title VI Annual Survey submitted to MoDOT (Completed February 2019).
- Completed travel time analysis for prioritization purposes.
- Participated on MoDOT scoping team for US 160 between Springfield and Nixa.

Funding Sources

Local Match Funds	\$68,554	18.2762%
Federal CPG Funds	\$225,722	60.1765%
Federal STBG Funds	\$80,824	21.5473%
Total Funds	\$375,100	100.00%

Task 4 – Project Selection and Programming

Prepare a four-year program for anticipated transportation improvements and amendments as needed.

Work Elements	Estimated Cost
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4.1 FY 2020-2023 Transportation Improvement Program (TIP).....	\$13,000
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July to August

Responsible Agency – OTO

- Complete and publish the 2020-2023 TIP.
 - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

4.2 FY 2021-2024 Transportation Improvement Program (TIP).....	\$23,000
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October to June

Responsible Agency – OTO

- Begin development of the 2021-2024 TIP.
- Conduct the Public Involvement Process for the TIP (October-August).
- Work with the TIP subcommittees.
- Complete Draft document.

4.3 Project Programming.....	\$21,500
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July to June

Responsible Agency – OTO

- Process all modifications to the FY 2019-2022 and the FY 2020-2023 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for projects.
- Award funding and program projects.
- Review Prioritization Process and Priority Projects of Regional Significance for possible updates.

4.4 Federal Funds Tracking	\$11,200
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July to June

Responsible Agency – OTO

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website.
- Monitor STBG-Urban and TAP balances.
- Track area cost-share projects.
- Track reasonable progress on project implementation following programming.

4.5 Online TIP Tool Maintenance	\$9,600
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July to June

Consultant Contract

Responsible Agency – OTO

- Maintenance contract for web-based tool to make an online searchable database for projects.

4.6 STIP Project Prioritization and Scenarios \$8,500*July to June*

Responsible Agency – OTO

- Revise Prioritization Criteria and score projects.
- Subcommittee meetings to rank projects
- Final recommendations provided to MoDOT

End Product(s) for FY 2020

- TIP amendments, as needed.
- Draft of the FY 2021-2024 Transportation Improvement Program.
- Approved FY 2020-2023 Transportation Improvement Program.
- Annual Listing of Obligated Projects.
- Federal Funds Balance Reports.
- Online searchable database of TIP projects.
- Award funding and program projects.
- STIP Prioritization and Scenarios

Tasks Completed in FY 2019

- Amended the FY 2019-2022 TIP numerous times (Completed June 2019).
- Annual Listing of Obligated Projects for FY 2018 (Completed December 2018).
- Maintained fund balance information (Completed June 2019).
- Maintained online searchable database of TIP projects (Completed June 2019).
- Draft 2020-2023 TIP

Funding Sources

Local Match Funds	\$15,864	18.2762%
Federal CPG Funds	\$52,233	60.1765%
Federal STBG Funds	\$18,703	21.5473%
Total Funds	\$86,800	100.00%

Task 5 – OTO Transit Planning

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

Work Elements	Estimated Cost
5.1 Operational Planning..... <i>July to June</i> Responsible Agencies – OTO <ul style="list-style-type: none"> • OTO staff shall support operational planning functions including surveys, analysis of headways and schedules, and development of proposed changes in transit services. • Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey. 	\$6,000
5.2 Transit Coordination Plan Implementation..... <i>July to June</i> Responsible Agencies – OTO, Human Service Transit Providers <ul style="list-style-type: none"> • Transit Coordination Plan Implementation with one-page report on status of action items. • As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds. • OTO staffing of the Local Coordinating Board for Transit. • OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans. • Research additional funding for senior centers and human service agencies. 	\$10,300
5.3 Program Management Plan Implementation..... <i>July to June</i> Responsible Agencies – OTO <ul style="list-style-type: none"> • Continue to implement the Program Management Plan. 	\$5,000
5.4 Data Collection and Analysis..... <i>July to June</i> Responsible Agencies – OTO <ul style="list-style-type: none"> • OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes. • OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts. • Explore barriers to transit use. 	\$9,500

5.5 Community Support \$5,000*July to June*

Responsible Agencies – OTO

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives.
- Assist City of Springfield in exploring high frequency transit.

5.6 ADA/Title VI Appeal Process \$3,000*July to June*

Responsible Agencies – OTO

- OTO staff assistance on CU Transit ADA/Title VI Appeal Process.

End Products for FY 2020

- Transit agency coordination
- Special Studies
- LCBT agendas, minutes, and meetings.
- Transit Survey
- CU Transit ADA/Title VI Appeals processed.
- Data collection
- PMP review

Tasks Completed in FY 2019

- Continued Transit Coordination Plan Implementation
- Solicited for FTA funding, rank applications and program projects for FY 2018-2021 TIP amendments (Completed December 2018).
- LCBT agenda, minutes, and meetings (Completed June 2019)
- Transit agency coordination
- Regional paratransit coordination
- Human Services Transportation Coordination Plan Update
- Transit Signal Priority Committee
- On-board Transit Survey
- CU Transit Services Origin/Destination Accessibility Analysis

Funding Sources

Local Match Funds	\$7,091	18.2762%
Federal CPG Funds	\$23,349	60.1765%
Federal STBG Funds	\$8,360	21.5473%
Total Funds	\$38,800	100%

Task 6 – City Utilities Transit Planning (FTA 5307 Funding for City Utilities)

Work Elements	Estimated Cost
6.1 Operational Planning.....	\$119,720
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> Route analysis. City Utilities Transit grant submittal and tracking. City Utilities Transit collection and analysis of data required for the National Transit Database Report. City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings. CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00). 	
6.2 ADA Accessibility.....	\$18,900
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants. 	
6.3 Transit Fixed Route and Regional Service Analysis Implementation	\$8,100
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> CU will implement recommendations of the Transit Fixed Route Regional Service Analysis. 	
6.4 Service Planning	\$54,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> Collection of data from paratransit operations as required. CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01) Title VI service planning. 	
6.5 Financial Planning	\$45,900
<i>July to June</i>	
Responsible Agency – City Utilities	
<ul style="list-style-type: none"> CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources. 	

6.6 Competitive Contract Planning \$1,780*July to June*

Responsible Agencies – City Utilities

- CU Transit will study opportunities for transit cost reductions using third-party and private sector providers.

6.7 Safety, Security and Drug and Alcohol Control Planning..... \$5,400*July to June*

Responsible Agencies – City Utilities

- Implementation of additional safety and security policies as required by FAST Act.

6.8 Transit Coordination Plan Implementation \$5,400*July to June*

Responsible Agencies – City Utilities and Ozarks Transportation

- Updating and implementation of the Transit Coordination Plan, due to Section 5310 grants and MAP-21 changes. To include annual training for applicants of 5310 funding and a focus on education, including media outreach.

6.9 Program Management Plan \$2,700*July to June*

Responsible Agencies – City Utilities

- Review the existing program management plan to ensure compliance with FAST Act and future reauthorization. Depending on final federal guidance Section 5339 grants may require a Program Management Plan.

6.10 Data Collection and Analysis \$8,100*July to June*

Responsible Agencies – City Utilities

- Update demographics for CU's Title VI and LEP Plans.
- CU will collect and analyze, ridership data for use in transit planning and other OTO planning efforts.
- TAM Plan – CU will be conducting the data gathering, asset analysis and reporting activities to send asset data to MODOT to be included on the MODOT TAM Plan.

End Products for FY 2020

- Operational Planning
- ADA Accessibility
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning
- Transit Coordination Plan

- Program Management Plan
- Data Collection & Analysis

Tasks to be Completed in FY 2019

- Operational Planning
- ADA Accessibility
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety, Security and Drug and Alcohol Planning
- Transit Coordination Plan
- Data Collection & Analysis

Funding Sources

CU Match Funds	\$54,000	20%
FTA 5307 Funds	\$216,000	80%
Total Funds	\$270,000	100%

Task 7 – Special Studies and Projects

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies from the Long-Range Transportation Plan.

Work Elements	Estimated Cost
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7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems	\$8,750
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July to June

Responsible Agency – OTO

- Coordination with the Traffic Management Center in Springfield and with City Utilities Transit as needed.

7.2 Grant Applications	\$6,500
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July to June

Responsible Agency – OTO

- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning. Project selection could result in OTO administering livability/sustainability-type projects.

7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan	\$11,500
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July to June

Responsible Agency – OTO

- Studies relating to projects in the Long-Range Transportation Plan.
- Work with City of Springfield to update the Comprehensive Plan.
- Work with City of Republic to update the Comprehensive Plan.

7.4 Travel Sensing & Travel Time Service Project	\$3,000
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July to June

Responsible Agency – OTO

- Ongoing maintenance of WiFi travel time units.

End Products for FY 2020

- ITS Coordination.
- Grant Applications.
- Study for projects in the Long-Range Transportation Plan.

Tasks Completed in FY 2019

- ITS Coordination (Completed June 2019).

Funding Sources

Local Match Funds	\$5,437	18.2762%
Federal CPG Funds	\$17,903	60.1765%
Federal STBG Funds	\$6,410	21.5473%
Total Funds	\$29,750	100.00%

Task 8 – Transportation Demand Management

Planning Activities to support the Regional Rideshare program, as well as efforts to manage demand on the transportation system.

Work Elements	Estimated Cost
----------------------	-----------------------

Coordinate Employer Outreach Activities	\$4,000
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July to June

Responsible Agencies – OTO, City of Springfield

- Work with the City of Springfield to identify and coordinate with major employers to develop employer-based programs that promote ridesharing and other transportation demand management (TDM) techniques within employer groups.
- Update the Rideshare Brochure design and publication.

Collect and Analyze Data to Determine Potential Demand	\$15,000
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July to June

Responsible Agency – OTO

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities.
- Modernize RideShare signage along relevant OTO corridors, to reflect the transition from a phone-based to web-based system.

End Product(s) for FY 2020

- Annual report of TDM activities, including number of users, employer promotional activities, results of location data analysis, and benefits to the region

Funding Sources

Local Match Funds	\$3,472	18.2762%
Federal CPG Funds	\$11,434	60.1765%
Federal STBG Funds	\$4,094	21.5473%
Total Funds	\$19,000	100.00%

Task 9 – MoDOT Transportation Studies & Data Collection

Work Elements	Estimated Cost
----------------------	-----------------------

MoDOT Transportation Studies and Data Collection	\$20,000
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July to June	MoDOT Southwest District - \$20,000
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Responsible Agency – MoDOT Southwest District

- MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.
 - OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model.
 - Transportation studies would be conducted to provide accident data for use in the Congestion Management Process.
 - Speed studies would be conducted to analyze signal progression to meet requirements of the Congestion Management Process.
 - Miscellaneous studies to analyze congestion along essential corridors may also be conducted.
 - Maintenance of the travel time collection units.

MoDOT Position	Annual Salary	Annual Fringe	Annual Additive	Total	% Time	Eligible
Traffic Center Manager	\$70,440	\$40,785	\$7,720	\$118,945	.9%	\$1000
Senior Traffic Study Specialist	\$53,364	\$30,151	\$5,849	\$89,363	6.9%	\$6,100
Intermediate Traffic Study Specialist	\$53,364	\$40,338	\$5,849	\$99,551	.9%	\$1000
Intermediate Information Systems Technologist	\$43,620	\$35,760	\$4,781	\$84,160	5%	\$4,200
Senior Traffic Technician	\$39,264	\$33,692	\$4,303	\$77,260	10%	\$7,700
Total						\$20,000

End Products for FY 2020

- Annual traffic counts within the OTO area for MoDOT roadways.
- Annual crash data.
- Speed Studies.
- Maintenance of the travel time collection units.

- Annual traffic counts within the OTO area for MoDOT roadways (Completed June 2019).
- Annual crash data (Completed June 2019).
- Speed Studies (Completed June 2019).
- Signal Timing (Completed June 2019).

Value of MoDOT Direct Costs	\$20,000
	X 80%
	<hr/>

(Federal pro rata share of value of direct costs – no actual funds)

Expenditure Summary by Work Task

	Local Funding			Federal Funding				
Task	Local Match (15.7724%)	City Utilities	In-Kind (2.5038%)	CPG (60.1765%)	STBG (21.5473%)	5307	Total	Percent (%)
1	\$26,728			\$88,003	\$31,511		\$146,242	12.21%
2	\$12,492		\$30,000	\$139,910	\$50,098		\$232,500	19.40%
3	\$68,554			\$225,722	\$80,824		\$375,100	31.31%
4	\$15,864			\$52,233	\$18,703		\$86,800	7.24%
5	\$7,091			\$23,349	\$8,360		\$38,800	3.24%
6		\$54,000				\$216,000	\$270,000	22.53%
7	\$5,437			\$17,903	\$6,410		\$29,750	2.48%
8	\$3,472			\$11,434	\$4,094		\$19,000	1.59%
TOTAL	\$139,638	\$54,000	\$30,000	\$558,554	\$200,000	\$216,000	\$1,198,192	100.00%
9	Value of MoDOT “Direct Cost”						\$20,000	
Total of Transportation Planning Work							\$1,218,192	

**Federal Consolidated Planning Grant (CPG) & Surface Block Transportation Block Grant (STBG)
Funding FY 2020 UPWP**

	Amount Budgeted
Estimated Actual Costs of Tasks 1-8	\$1,198,192
Minus City Utilities Transit (FTA 5307 Funding)	(\$270,000)
Actual Total Ozarks Transportation Organization Expenditures	\$928,192
PLUS, Value of Task 8 MoDOT Direct Costs Credit	\$20,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$948,192
Federal Pro-Rata share	80%
Federal CPG and STBG Funding Eligible	\$758,554

*Federal Funding as a percentage of total OTO actual transportation planning costs is 81.7238% (\$758,554/\$928,192). The value of MoDOT Direct Costs allows the OTO to include an additional \$16,000 in Federal CPG funding.

Budgeted Revenue for Actual Costs FY 2020 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$558,554
Surface Transportation Block Grant	\$200,000
Local Match to be Provided	\$139,638
Value of In-Kind Match	\$30,000
Total OTO Revenue	\$928,192

Total Available Federal Revenue for FY 2020 UPWP Work Activities

(MO-81-0013) CPG Fund Balance as of 12/31/2018*	\$515,541.71
Less remaining CPG funds to be spent FY 2019	<u>\$497,678.98</u>
Estimated Remaining Balance of Previous FY Funds on 6/30/19	\$17,862.73
 FY 2019 CPG Funds allocation (Received April 2019)	 <u>\$567,989.00</u>
TOTAL Estimated CPG Funds Available for FY 2020 UPWP	\$585,851.73
TOTAL CPG Funds Programmed for FY 2020	<u>-\$558,554.00</u>
CPG Fund Balance estimated remaining at fiscal year-end 2020	\$27,297.73
 FY 2020 Estimated CPG Funds allocation**	 <u>\$567,989.00</u>
 Remaining Unprogrammed Balance****	 \$595,286.73

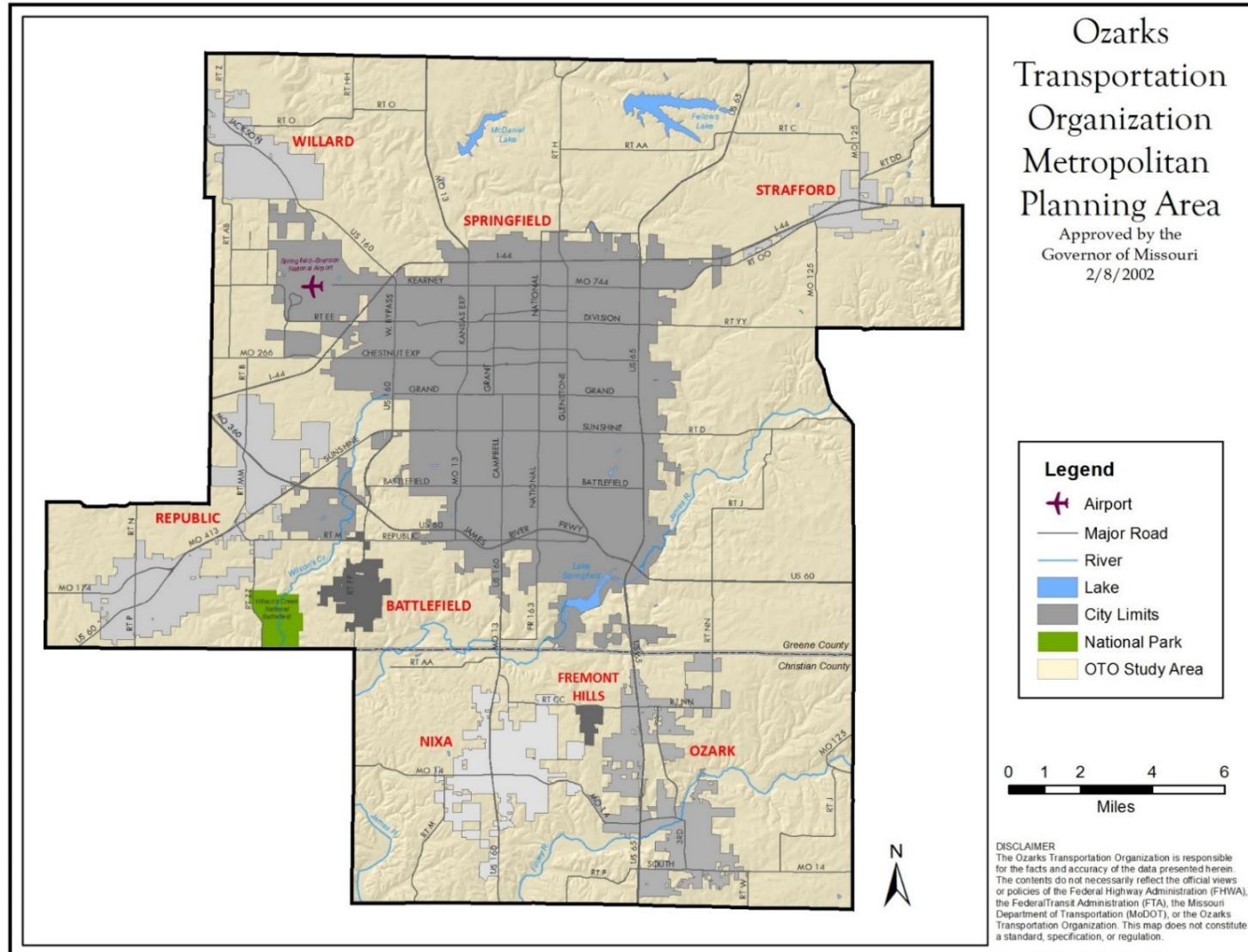
*Previously allocated, but unspent CPG Funds through 12/31/2018.

**The FY 2020 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill. The FY 2019 allocation was released in April making the funds unavailable for the majority of the FY 2019. Funding is essentially one fiscal year behind expenses. FY 2020 allocation will not likely be available in FY 2020 and therefore FY 2019 funds will be used in FY 2020.

****Previously allocated but unprogrammed CPG funds available at the end of FY 2020 for use in FY 2021.

Justification for Carryover Balance

The projected carryover balance of \$595,286.73 represents more than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. OTO cannot spend full current year allocations due to congressional inaction to fully appropriate annual authorizations for transportation.



OTO Organization Chart

Membership of the Ozarks Transportation Organization Region Metropolitan Planning Organization

(2) Greene County Commissioners	(3) Springfield City Council Members	City Utilities Board Member	Springfield-Branson Regional Airport Board Member	(4) Citizen-At-Large Representatives	Elected Official - City of Republic	Elected Official - City of Ozark	Elected Official - Christian County
Elected Official - City of Nixa	Elected Official - City of Willard	Elected Official - City of Strafford	Elected Official - City of Battlefield	Federal Highway Admin Representative	Federal Transit Admin Representative	Federal Aviation Admin Representative	District Engineer, MoDOT

Ozarks Transportation Organization Planning Staff

100% Dedicated to Transportation Planning

Executive Director	Operations Manager	GIS Analyst	Principal Planner	Senior Planner	Communications Clerk	Intern
•Sara Fields •1 FTE	•Kimberly Cooper •1 FTE	•Dave Faucett •1 FTE	•Natasha Longpine •1 FTE	•Andy Thomason •1 FTE	•Vacant •.5 FTE	•Brad Williams •.5 FTE

Board and Committee membership composition may be found at:
<http://www.ozarkstransportation.org>

APPENDIX A

Fiscal Year 2020

July 1, 2019 - June 30, 2020

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY19</i>	<i>Total Amount Budgeted FY19</i>	<i>Proposed Budgeted Amount FY20</i>	<i>Total Budget FY20</i>	<i>Increase/ Decrease</i>
Building					
Building Lease	\$72,804		\$75,400		↑ \$2,596
Infill Costs	\$2,000		\$2,000		SAME
Maintenance	\$4,000		\$4,000		SAME
Utilities	\$3,500		\$3,500		SAME
Office Cleaning	\$3,300		\$4,400		↑ \$1,100
Total Building		\$85,604		\$89,300	
Commodities					
Office Supplies/Furniture	\$7,000		\$7,000		SAME
Publications	\$300		\$300		SAME
Public Input Promotional Items	\$2,000		\$2,500		↑ \$500
RideShare Signs	\$10,000		\$0		↓ \$10,000
Total Commodities		\$19,300		\$9,800	
Information Technology					
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME
Data Backup/Storage	\$4,200		\$4,400		↑ \$200
GIS Licenses	\$5,500		\$5,500		SAME
IT Maintenance Contract	\$10,000		\$12,000		↑ \$2,000
Server Upgrade	\$0		\$6,000		↑ \$6,000
Software	\$4,800		\$4,900		↑ \$100
Webhosting	\$1,500		\$2,300		↑ \$800
Total Information Technology		\$34,000		\$43,100	
Insurance					
Board of Directors Insurance	\$3,000		\$3,000		SAME
Errors & Omissions	\$3,000		\$3,000		SAME
Liability Insurance	\$2,500		\$2,700		↑ \$200
Workers Comp	\$1,700		\$1,700		SAME
Total Insurance		\$10,200		\$10,400	
Operating					
Copy Machine Lease	\$5,700		\$5,700		SAME
Dues/Memberships	\$5,000		\$5,500		↑ \$500
Education/Training/Travel	\$20,000		\$23,000		↑ \$3000
Food/Meeting Expense	\$4,000		\$4,300		↑ \$300
Legal/Bid Notices	\$2,500		\$2,500		SAME
Postage/Postal Services	\$1,800		\$1,800		SAME
Printing/Mapping Services	\$2,500		\$2,500		SAME
Public Input Event Registrations	\$1,500		\$1,500		SAME
Staff Mileage Reimbursement	\$3,500		\$3,500		SAME
Telephone/Internet	\$5,000		\$5,000		SAME
Total Operating		\$51,500		\$55,300	

<i>Cost Category</i>	<i>Budgeted Amount FY19</i>	<i>Total Amount Budgeted FY19</i>	<i>Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$503,350		\$528,152		↑ \$24,802
Mobile Data Plans	\$3,240		\$3,240		SAME
Payroll Services	\$2,700		\$2,700		SAME
Total Personnel		\$509,290		\$534,092	
Services					
Aerial Photos	\$25,000		\$25,000		SAME
Audit	\$4,600		\$4,600		SAME
Long-Range Plan Update	\$0		\$10,000		↑ \$10,000
Professional Services	\$24,000		\$24,000		SAME
TIP Tool Maintenance	\$9,600		\$9,600		SAME
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000		SAME
Travel Demand Model Update	\$25,000		\$50,000		↑ \$25,000
Website Redesign	\$30,000		\$0		↓ \$30,000
Transportation Consultant/Modeling Services	\$30,000		\$30,000		SAME
Total Services		\$151,200		\$156,200	
		\$861,094		\$898,192	
In-Kind Match, Donated					
Member Attendance at Meetings	\$12,000		\$30,000		↑ \$18,000
TOTAL OTO Expenditures		\$873,094		\$928,192	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$150,000		\$20,000		↓ \$130,000
TOTAL OTO Budget		\$1,023,094		\$948,192	
Direct Outside Grant					
CU Transit Salaries*	\$302,441		\$270,000		↓ \$32,441
TOTAL EXPENDITURES		\$1,325,535		\$1,218,192	↓ \$132,343

Notes * Cost includes federal and required 20% matching funds.

ESTIMATED REVENUES

Ozarks Transportation Organization Revenue

Consolidated FHWA/FTA PL Funds	\$818,475		\$558,554		
Surface Transportation Block Grant			\$200,000		
Local Jurisdiction Match Funds	\$42,619		\$139,638		
In-kind Match, Meeting Attendance**	\$12,000		\$30,000		
MoDOT Direct Service Match**	\$150,000		\$20,000		
Total Ozarks Transportation Organization Revenue		\$1,023,094		\$948,192	↓ \$74,902

Direct Outside Grant

FTA 5307	\$240,550		\$216,000		
City Utilities Local Match	\$60,138		\$54,000		
Total Direct Outside Grant		\$300,688		\$270,000	
TOTAL REVENUE		\$1,323,782		\$1,218,192	

Notes: * Cost includes federal and required 20% matching funds. Pass through funds, OTO does not administer or spend the City Utility funds.

** In the event that In-kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized.

APPENDIX B

FY 2019

July 1, 2019 - June 30, 2020

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Budgeted</i>	<i>Total Amount</i>	<i>Budgeted</i>	<i>Total Amount</i>
	<i>Amount</i>	<i>Budgeted</i>	<i>Amount</i>	<i>Budgeted</i>
	<i>FY19</i>	<i>FY19</i>	<i>FY20</i>	<i>FY20</i>
Aerial Photos	\$25,000		\$25,000	
Audit	\$4,600		\$4,600	
Professional Services Fees	\$24,000		\$24,000	
Data Storage/Backup	\$4,200		\$4,400	
IT Maintenance Contract	\$10,000		\$12,000	
Online TIP Tool	\$9,600		\$9,600	
Travel Demand Model Update	\$25,000		\$50,000	
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000	
Website Redesign	\$30,000		\$0	
Transportation Consultant/Modeling Services	\$30,000		\$30,000	
Total Consultant Usage		\$165,400.00		\$162,600.00

TAB 10

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.H.

FY 2020 OTO Operational Budget

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization maintains a separate operational budget from the approved Unified Planning Work Program (UPWP) Budget. The UPWP Appendix A Budget is required to show all planning activities that use federal funds. The planning activities of City Utilities are shown in the UPWP budget. In-Kind match and donated services are also required to be shown including State-funded MoDOT work such as signal timing and planning, as well as member jurisdiction attendance at meetings.

An OTO FY 2020 Operational Budget has been developed that includes the same OTO expenses as the UPWP Appendix A. In addition, it shows the projected cash flow for the year. All revenues and expenses that appear in the proposed Operational Budget pertain to OTO only. Once approved this will be the OTO's audited budget. The difference between the UPWP FY 2020 are shown below:

Revenue

In-kind match is not shown

The direct outside grant to City Utilities is not shown

The local jurisdiction local match is shown in the full assessed amount of \$135,025

Expenditures

The In-kind match is not shown

The direct outside grant to City Utilities is not shown

Budget Items:

Budgeted items - not included in UPWP

- OTO Media/Advertising \$2,500
- OTO Promotional Items \$2,000
- Bank Fees \$30
- Legislative Education \$7,000

New budget item for FY 2020 – included in UPWP and Operational Budget

- Long-Range Plan Update – A budget has been set aside to obtain public engagement, meetings and development of the plan.
- Server Upgrade –A new server will be required during FY 2020. The item is a separate category for cost tracking and comparability of the item in future years.
- Surface Transportation Block Grant—The Board approved using STBG to fund planning activities beginning in FY 2020.

Major Changes from FY 2019 – included in UPWP and Operational Budget

- Accrued Pension Liability Funding –This was fully funded as an amendment to the FY 19 budget and no further budget will be allocated during FY 20.
- Retirement –The full funding of the Pension Liability when moving to LAGERS resulted in a decrease in the percentage of payroll required to be deposited monthly.
- Travel Demand Model Update –The scope of this project has increased and the budget has increased as well to capture the new scope of work.
- RideShare Signs were completed FY 2019.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to adopt the OTO FY 2020 Operational Budget.”

OR

“Move to make the following changes to the OTO FY 2020 Operational Budget and UPWP Appendix A (if applicable) in consideration of the following...”

FY 2020 BUDGET

FEATURES

Introduction/Summary

Operating Budget



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION



MANAGEMENT NOTE

We are pleased to present the FY 2020 Operating Budget. This summary document has been produced with the goal of providing additional information on the operations of the OTO. The operating budget funds the salaries, office and meeting spaces, as well as supplies, to deliver the planning products of the OTO. Currently there are 5 Full-Time Employees, 1 Part-Time Employee and 1 Intern Position.

The OTO prepares two budgets annually. The Operating budget, which is the full budget of the OTO, includes any items not reimbursable from federal sources. In addition, there is a federally required Unified Planning Work Program (UPWP) and budget as prepared for ONEDOT and MoDOT. Both budget documents are presented to the Board of Directors. The budgets are identical, except for a few noted differences in this summary.

The OTO is audited on the approved Operational Budget and will have a Single Audit for any year with at least \$750,000 in grant funds and a financial statement audit for other years. FY 2020 is expected to have a Financial Statement Audit.

Management utilizes budgetary performance measures when preparing the budget.



Jurisdiction Dues

The OTO assesses the Cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard, and Counties of Christian and Greene dues at 41 cents per census capita for match on the federal grants. The amount assessed for FY 2020 is \$135,025.

In exchange, the jurisdictions had access to \$6.5 million in Surface Transportation Block Grant (STBG) Funds for Fiscal Year 2019 to help meet their transportation goals.



CONSOLIDATED PLANNING GRANT

The OTO receives a reimbursable formula grant from ONEDOT. This grant flows through MoDOT (the OTO is a sub-recipient of the funding). The OTO is reimbursed for expenses with proof of payment.

OTO's annual federal allocation is approximately \$568,000. The OTO has depleted the balance of federal funds to draw from in future years. The amount estimated at the end of FY 2019 is \$17,862.73.

FY 2020 BUDGET SUMMARY

SURFACE BLOCK TRANSPORTATION GRANT

New in FY 20 is the use of Surface Block Transportation Grant funds in the amount of \$200,000 for planning expenses. These funds are accessed due to decreasing government funding for planning and depletion of the federal funds balance.



I Debt

The OTO does not have debt.

The OTO utilizes a purchasing card program for small purchases that is paid in full each month.

2 Operational Budget Items (Not in UPWP)

\$2,500 Media/Advertising

\$2,000 Promotional Items

\$7,000 Legislative Education

\$30 Bank Fees

3 UPWP Budget Items (Not in Operational Budget)

\$30,000 In-Kind Match

\$20,000 MoDOT Direct Service Match

\$270,000 in City Utilities Planning Funds not received but shown in budget for FTA purposes.

4 Unrestricted Fund Balance

OTO currently has an unrestricted balance. The balance estimated for the beginning of FY 2020 is \$408,482.11.



**TO PROVIDE A
FORUM FOR
COOPERATIVE
DECISION MAKING
IN SUPPORT OF AN
EXCELLENT
REGIONAL
TRANSPORTATION
SYSTEM**

OTO Operational Budget

DRAFT

Fiscal Year 2020

July 1, 2019 - June 30, 2020

Operating Fund	Estimated	6/30/2018	\$573,866.68	6/30/2019	\$408,482
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ESTIMATED REVENUES

<i>Cost Category</i>	<i>Approved Budgeted Amount</i>	<i>Total Amount Budgeted FY19</i>	<i>Proposed Budgeted Amount</i>	<i>Total Amount Budgeted FY20</i>	<i>Increase/ Decrease</i>
Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$818,475		\$558,554		
Surface Transportation Block Grant Funds	\$0		\$200,000		
Local Jurisdiction Match Funds	<u>\$134,423</u>		<u>\$135,025</u>		
Interest Income			<u>\$3,200</u>		
Total Ozarks Transportation Organization Revenue		\$952,898		\$896,779	↓ \$76,119
TOTAL REVENUE		\$952,898		\$896,779	

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY 2019</i>	<i>Total Amount Budgeted FY 2019</i>	<i>Proposed Budgeted Amount FY 2020</i>	<i>Total Amount Budgeted FY 2020</i>	
Building					
Building Lease	\$72,804		\$75,400		↑ \$2,596
Infill Cost	\$2,000		\$2,000		SAME
Maintenance	\$4,000		\$4,000		SAME
Utilities	\$3,500		\$3,500		SAME
Office Cleaning	<u>\$3,300</u>		<u>\$4,400</u>		↑ \$1,100
Total Building		\$85,604		\$89,300	
Commodities					
Office Supplies/Furniture	\$7,000		\$7,000		SAME
OTO Media/Advertising (not included in UPWP)	\$2,500		\$2,500		SAME
OTO Promotional Items (not included in UPWP)	\$1,500		\$2,000		↑ \$500
Publications	\$300		\$300		SAME
Public Input Promotional Items	\$2,000		\$2,500		↑ \$500
RideShare Signs	<u>\$10,000</u>		<u>\$0</u>		↓ \$10,000
Total Commodities		\$23,300		\$14,300	
Information Technology					
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME
Data Backup/Storage	\$4,200		\$4,400		↑ \$200
GIS Licenses	\$5,500		\$5,500		SAME
IT Maintenance Contract	\$10,000		\$12,000		↑ \$2,000
Server Upgrade	\$0		\$6,000		↑ \$6,000
Software	\$4,800		\$4,900		↑ \$100
Webhosting	<u>\$1,500</u>		<u>\$2,300</u>		↑ \$800
Total Information Technology		\$34,000		\$43,100	
Insurance					
Board of Directors Insurance	\$3,000		\$3,000		SAME
Errors & Omissions	\$3,000		\$3,000		SAME

Liability Insurance	\$2,500		\$2,700		↑ \$200
Workers Comp	\$1,700		\$1,700		SAME
Total Insurance		\$10,200		\$10,400	

ESTIMATED EXPENDITURES Continued

<i>Cost Category</i>	<i>Approved Budgeted Amount FY 2019</i>	<i>Total Amount Budgeted FY 2019</i>	<i>Proposed Budgeted Amount FY 2020</i>	<i>Total Amount Budgeted FY 2020</i>	<i>Increase/ Decrease</i>
Operating					
Bank Fees (not included in UPWP)	\$100		\$30		↓ \$70
Copy Machine Lease	\$5,700		\$5,700		SAME
Dues/Memberships	\$5,000		\$5,500		↑ \$500
Education/Training/Travel	\$20,000		\$23,000		↑ \$3,000
Food/Meeting Expense	\$4,000		\$4,300		↑ \$300
Legal/Bid Notices	\$2,500		\$2,500		SAME
Postage/Postal Services	\$1,800		\$1,800		SAME
Printing/Mapping Services/Tablets	\$2,500		\$2,500		SAME
Public Input Event Registrations	\$1,500		\$1,500		SAME
Staff Mileage Reimbursement	\$3,500		\$3,500		SAME
Telephone/Internet	\$5,000		\$5,000		SAME
Total Operating		\$51,600		\$55,330	
Personnel					
Salaries	\$380,978		\$403,588		↑ \$22,610
Payroll Tax	\$30,478		\$32,287		↑ \$1,809
Retirement	\$53,397		\$40,904		↓ \$12,493
Accrued Pension Liability Funding++ (Not in UPWP)	\$166,512		\$0		↓ \$166,512
Health & Dental Insurance	\$50,776		\$65,554		↑ \$14,778
Employee Family Insurance Contribution *	(\$12,278)		(\$14,181)		↑ \$1,903
Mobile Data Plans	\$3,240		\$3,240		SAME
Payroll Services	\$2,700		\$2,700		SAME
Total Personnel		\$675,802		\$534,092	
Services					
Aerial Photos	\$25,000		\$25,000		SAME
Audit	\$4,600		\$4,600		SAME
Professional Services	\$24,000		\$24,000		SAME
Website Redesign	\$30,000		\$0		↓ \$30,000
Legislative Education (Not in UPWP)	\$7,000		\$7,000		SAME
Long Range Plan Update	\$0		\$10,000		↑ \$10,000
TIP Tool Maintenance	\$9,600		\$9,600		SAME
Transportation Consultant/Modeling Services	\$30,000		\$30,000		SAME
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000		SAME
Travel Demand Model Update	\$25,000		\$50,000		SAME
Total Services		\$158,200		\$163,200	
TOTAL OTO Expenditures		\$1,038,706		\$909,722	
Estimated Net Decrease in Operating Fund Balance		-\$85,808		-\$12,943	
Estimated Ending Operating Fund Balance 6/30/2019		\$488,058	6/30/2020	\$395,539	

* Employee Family Insurance Contribution Withholding is debited to the health insurance account.

TAB 11

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

Public Participation Plan 2018 Annual Evaluation

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

AGENDA DESCRIPTION:

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are continuously evaluated. This annual evaluation is conducted in accordance with the Public Participation Plan 2017 approved by the Board of Directors on June 15, 2017 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

BOARD OF DIRECTORS ACTION REQUESTED:

Information only. No action required.

Public Participation Plan
2018
Annual Evaluation



OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 1, 2019

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation

Introduction

The effectiveness of the Ozarks Transportation Organization's Public Participation Plan and public involvement activities are continuously evaluated. This annual evaluation is conducted in accordance with the Public Participation Plan 2017 approved by the Board of Directors on June 15, 2017 and as required by Federal Law 20 CFR 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation.

Goal

Through continued evaluation, the OTO seeks to improve how information is provided to the public and to enhance public involvement and input. The goal of the evaluation is to utilize quantified performance measures in conjunction with a set of action items to evaluate and improve the provision of information and increase public involvement and input.

Previously Designated Action Items

As part of the 2017 Public Participation Plan Evaluation, five action items were identified to improve outreach and increase public involvement. The five items include:

- Conduct a marketing campaign through a variety of media outlets intended drive traffic to the GiveUsYourInput.org blog post.
- Increase its audience on Twitter and Facebook increase the frequency of social media posts and blogs to drive traffic to the OTO website and increase exposure of the OTO's role and publications.
- The OTO should maintain its support and partnership with CU Transit and Ozark Greenways for the Let's Go Smart program
- Prepare fact sheet with information on how and when input is gathered in the transportation planning process and disseminate to media outlets, through social media posts, at public meetings, and at community events
- The OTO will continue to promote its role as the area MPO at every opportunity and continue to improve messaging at key stages in the planning process

Performance Measures

The OTO has been tracking Public Participation performance measures for several years. This section provides a list of activities and outlets that the OTO monitors and uses as performance measures in the evaluation of the public participation plan.

Facebook Participation

Date	Likes	Men/Women
August 2013	51	Not Available
August 2014	108	56/43
April 2015	137	52/45
July 2016	175	54/43
March 2017	177	55/43
March 2018	220	56/43
March 2019	234	53/45

Facebook Participation by Location

Date	Battlefield	Springfield	Nixa	KC	Ozark	Republic
August 2014	-	60	4	3	2	2
April 2015	-	82	4	3	4	3
July 2016	15	72	5	2	11	7
March 2017	13	66	5	3	11	5
March 2018	3	117	8	3	13	4
March 2019	2	129	7	4	15	5

Twitter Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1,503
March 2017	169	214	1,648
March 2018	185	219	1,712
March 2019	217	289	1,743

Number of Meetings Open to the Public

OTO attempts to hold six meetings annually for the following boards and committees:

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit

Bicycle and Pedestrian Advisory Committee

Each meeting is open to the public and provides an opportunity for the public to share opinions and concerns with OTO leadership and staff. Occasionally, electronic or email meetings are held. The following table shows how many meetings were held for each committee or board per year.

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2012	7*	7*	4	5
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9*†	8*	6	11
2018	8*	7*	3	6

** Indicates an E-meeting was held during the year. †Includes Board of Directors Training Workshop.*

Press Releases Sent

Press releases sent out for **2012 - 41**

Press releases sent out for **2013 - 39**

Press releases sent out for **2014 - 41**

Press releases sent out for **2015 - 57**

Press releases sent out for **2016 - 53**

Press releases sent out for **2017 - 56**

Press releases sent out for **2018 - 54**

Media Coverage of OTO

A log of all media articles and stories where OTO was featured or mentioned has been updated since October 2014. The log provides a record of the types of items that are of interest to the media. Furthermore, as we continue to refine press releases, this log could serve as a guidebook to the effectiveness of our press releases.

- Media coverage from October 2014 to December 31, **2014– 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**

Events Attended by OTO Staff in 2018

The OTO defines events as any function where the public has access to OTO staff outside of the OTO office. Events are often expos or trade shows. This last year in conjunction with seeking public input through Nixa Trail Investment Study Workshops a variety of events were attended:

- Good Morning Springfield – January 7
- Republic Chamber Membership Lunch – March 6
- Roundabout Meeting Repmo Drive – March 27
- Kansas Extension Public Hearing – March 28
- Nixa Trail Study Open House – April 17
- Nixa Trail Study Meeting – May 24
- Willard Bike Chain – June 11
- Democratic Alliance – Growth Trends Presentation – June 13
- Mo Highway Commission Reception – July 10
- Rte 65 Widening Public Meeting – July 31
- OTO Legislative Breakfast – October 25
- Rte 125 Interchange Public Meeting – November 8

Website Statistics

In 2014, the OTO was not able to provide analytics for Ozarkstransportation.org, however, for the past three years the OTO has utilizing Google Analytics to document website statistics. Below are the google analytics for ozarkstransportation.org for 2015, 2016, and 2017.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	male/female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1

Legal Ads

Legal ads are utilized to document efforts to include the public in the planning process. Affidavits of publication are evidence of the effort to involve the public by way of advertising in print publications widely circulated in the planning area as required by federal regulations.

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3

Giveusyourinput.org

Giveusyourinput.org was developed in 2013. In 2014 the site was used for the Transportation Input Initiative. In March of 2015 the site was redesigned and transformed into a blog style layout. The public can search by keywords or see the latest posts. The site contains all public input items for the OTO as well as transportation items that may be of interest to the public.

Giveusyourinput.org Site Data

Year	Sessions	New Users	New Visitors (%)	Post Count	Comments
2015	11	11	100	30	15
2016	613	527	86	18	7
2017	842	688	93.6	39	10
2018	1,354	1,233	91.1	22	6

Public Comment Log

OTO maintains a Public Incoming Comment Log. This log documents all email, phone, and personal interactions with the public.

The log maintains the individuals:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment
- Any reply that was given or how the comment was processed
- In the event of an email a link to the email is also included

OTO logged 70 comments in 2013, 195 in 2014, 63 for 2015, 22 in 2016, 40 in 2017, and 16 in 2018.

Action Items for 2019

Below is a list of revised action items for Public Participation in 2017. The updated list is based on progress towards completion of the previously designated action items and performance measures. The updated items are recommendations for moving forward and represent refocused objectives for 2019. The OTO staff will work towards accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Website Redesign – the OTO website redesign is expected to be operational by summer 2019. The new site will have more accessible public comment functions and streamline navigation to planning documents and announcements. The redesign will be an overhaul and major update from the old website and enhance engagement with the public
- Increase Social Media presence, frequency of messaging, and quality of information – users following the OTO on Twitter and Facebook have increased steadily over the last few years, however, utilization of this medium can be improved through more strategic messaging campaigns
- Logo Branding – the OTO staff will ensure that updated logos are prominently displayed on applicable documents and publications
- Maintain comment log - The OTO shall strive ensure and demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration through the inclusion of all comments in Board of Director meeting agendas
- Prepare a public involvement outline – a checklist for involvement tools for plans and activities will help ensure that staff are following protocols to notify the public of opportunities to comment for plans activities at the OTO

Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2018 calendar year. The performance measures produce data for understanding how the public are utilizing tools that the OTO provides for keeping them informed and collecting feedback compared to the number of ways and methods that the OTO has solicited public engagement. In 2018 there were no major plan updates that required a coordinated public involvement effort. An addendum to the Regional Trail Investment Study was created for the City of

Nixa that resulted in two public workshops/meetings, other than that it was business as usual at the OTO. A summary of conclusions from the performance measures include:

- In 2018, 16 comments were logged compared to 40 in 2017. In 2017, many of the comments were a result of the Regional Trails Investment Study project. In 2018, almost half of the comments were related to the TIP update
- The OTO sent out 54 press releases in 2018, 56 in 2017, and 53 in 2016. This number has been consistent for the past three years as has the number of news articles focused on the OTO's role. In 2018, media coverage included 12 news stories featuring the OTO compared to 12 in 2017, and 10 in 2016
- Usage of ozarkstransportation.org has remained consistent from prior years while sessions on GiveUsYouInput.org have greatly increased although there were fewer blog posts and only 6 comments in 2018. Based on four years of data, there appears to be a positive relationship with the number of blog posts and the number of comments received. In 2015, 30 posts elicited 15 comments, in 2016, 18 posts resulted in seven comments, and in 2017, 39 posts elicited 10 comments
- Following of the OTO social media accounts has been increasing but this medium has not been used to elicit comments or feedback but mainly to provide information

In anticipation of major plan updates on the horizon, in 2019, the OTO staff will continue to increase public awareness of its role in the region and planning activities. The action items, especially the website redesign will be a significant enhancement for providing information and gathering public feedback in future years. In addition, the public involvement outline will be a tool for streamlining continuity of public involvement efforts and implementing the PPP.

TAB 12

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.J.

Transportation Impact Study Model Guidelines

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

A subcommittee of the Technical Planning Committee has developed model traffic impact study guidelines governing how Traffic Impact Studies should be completed in the OTO area. The guidelines recommend these studies have an expanded scope, including consideration of transit, bike/ped, and site design. Because of this expanded scope, the studies have been renamed Transportation Impact Studies. The model policy recommends a tiered approach, with the study area expanding with increases in peak-hour traffic generation. The subcommittee recognized each OTO community is bound by its own rules and regulations, but they felt the guidelines outlined a true best practice. Individual communities will be free to implement the best practice in a way that complies with their regulatory framework.

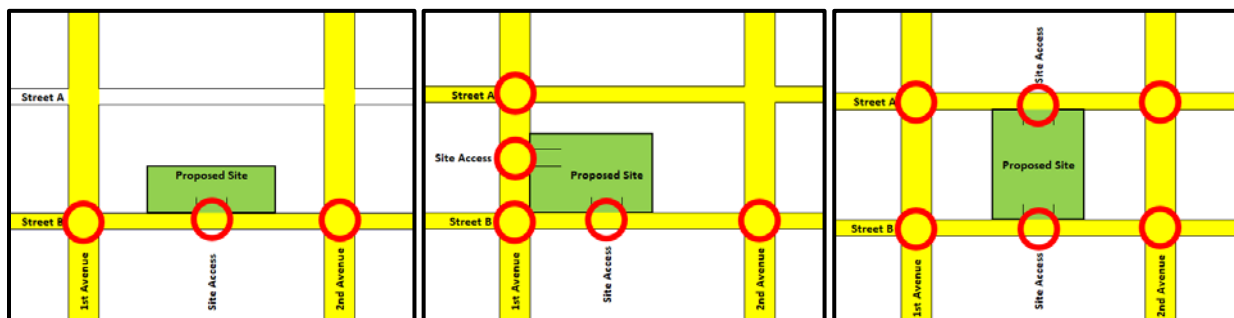
Questions from local jurisdictions led to the development of this policy. City staff reached out to OTO staff with questions regarding the assumptions and recommendations of Traffic Impact Studies the cities had received. A consultant, Spack Consulting, was hired to develop a framework for a regional Traffic Impact Study Policy. The consultant reviewed local policies and crafted a model that would help improve local decision making. A workshop was held in June 2018 to discuss the draft policy and discuss the state of practice in the region. Final deliverables, including example reports, were provided in the fall of 2018.

A subcommittee of the TPC was formed to review and refine the guidelines developed by Spack Consulting. The committee met 3 times. In addition to the committee's review, a comment period was held specifically for local engineering firms. The committee reviewed the feedback received and made significant changes to the guidelines as a result. Changes include making the initial submittal (Preliminary Transportation Assessment) optional, altering the forecast time periods, and eliminating the need for 48 hour turning movement counts.

Primarily, the tiers are based on peak-hour traffic generation. The transition from a Level I Study to a Level II Study is also defined by the number of housing units included. The subcommittee believed a subdivision with more than 50 housing units is a fairly large development, but it would not meet the threshold for a Level II Study. Defining this transition with peak-hour traffic and housing units was the best way to capture significant residential and commercial development for a Level II Study.

Study Tiers	Thresholds
Transportation Impact Study: Level I	Under 100 peak hour trips or Fewer than 50 new dwelling units
Transportation Impact Study: Level II	100 to 499 peak hour trips or More than 50 new dwelling units
Transportation Impact Study: Level III	500 to 999 peak hour trips or A change in access to a Primary Arterial or higher-class road (if peak hour trips are less than 999)
Transportation Impact Study: Level IV	1,000 or more peak hour trips

The distinguishing difference between the four tiers is the size of the study area. It is assumed that larger developments will impact traffic in a large area surrounding the proposed development. For Level I Studies, the analysis of individual intersections is not required. A Level II Study includes the site's connection to the road network and adjacent major intersections. The illustrations below show typical Level II intersections.



For Level III and Level IV Studies, study areas include major intersections and major stop-controlled side streets¹ with a distance up to a predefined radius. The rural radius is double the urban radius. The urban radius for Level III Studies can be expanded to include all-way stop control, roundabout, or traffic signal intersections within a distance of up to .25-miles from the site and major side-street stop control intersections within a distance of up to 0.125-miles of the site. For Level IV Studies, those distances are expanded to 0.5 and 0.5, respectively.

Ultimately, the model guidelines will provide a common impact study framework for OTO communities. Each community will implement the guidelines in a unique way, but there will be regional commonalities. Hopefully, local developers will learn these commonalities, and future developments will be approved with fewer revisions to impact studies.

Example engineering reports based on these guidelines are available in [this online folder](#).

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 15, 2019, the Technical Planning Committee recommended that the Board of Directors approve the Model Transportation Impact Study Guidelines.

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 Model Transportation Impact Study Guidelines.”

OR

“Move to approve the Model Transportation Impact Study Guidelines with the following changes...”

¹ Functional Classification of collector or higher.



Technical Memorandum

To: Board of Directors, Ozarks Transportation Organization
From: Sara Fields, AICP, Executive Director Ozarks Transportation Organization
Date: June 2019
Re: Model Transportation Impact Study Guidelines – Tiered Study Parameters

The communities that make up the Ozarks Transportation Organization, two counties and seven cities, all have different development-related transportation policies. While the various policies all represent a good foundation, each community has room for improvement in defining the traffic impact study and improving the guidelines for a more comprehensive review. The purpose of this memorandum is to outline the tiered Transportation Impact Study parameters and guidelines adopted by the Ozarks Transportation Organization. This common policy will help ensure our communities receive a more comprehensive analysis when they review potential developments. This guidance will:

- Expand the definition of a traffic impact study into a transportation impact study.
- Identify the level of study necessary for proposed developments or redevelopments.
- Provide a consistent approach across the region.
- Provide the agencies as well as developers, consultants, and other interested parties a guide to the Transportation Impact Study process and recommended methodologies.
- Provide for the consistent review of Transportation Impact Studies.

This memo outlines the final guidance associated with the region's Transportation Impact Study Policy. The motivation for moving to a more comprehensive policy is described in some detail. The new policy is a tiered approach, and each tier is described in the memo's second section. While the requirements of the initial submittal and the first study tier are adequately described in that section, a third section has been added to outline, in great detail, the requirements of the three levels of Transportation Impact Studies. Since this policy may be implemented on a case-by-case basis in each of our member communities, a fifth section has been added to outline a consistency strategy for reviewing Transportation Impact Studies. The final section of this memo outlines how Transportation Impact Studies can be amended after it is submitted and how long a study can be considered valid after a study is submitted and before the development receives the necessary development permits and commences construction.

This memo contains many supporting documents. Examples of the initial submittal and all four tiers of studies are provided. A submittal checklist, intended for developers, has been created and is included as well. Since these studies may need to be updated or amended, examples of amendments are also included.

Goal and Definition of a Transportation Impact Study

The OTO region is once again experiencing development pressures. As communities have continued interacting with developers, an increasing number of questions concerning the interpretation of Traffic Impact Studies have increased. The OTO has recognized a need to develop a more comprehensive policy for evaluating development because of these questions. This memo outlines that policy.

Traditionally, the Traffic Impact Study's primary purpose was to evaluate how the expected traffic from a new land use (development or redevelopment) will impact vehicle operations on the surrounding



roadway system. The study provided a ‘before’ and ‘after’ analysis of traffic operations allowing an agency to determine where potential roadway geometric or traffic control improvements were necessary.

As more modes of travel become available and acceptable, the **Traffic Impact Study** needs to accommodate a more comprehensive evaluation than simply reviewing the movement of cars. This more comprehensive analysis is better referred to as a **Transportation Impact Study (TIS)**. The goal of a TIS is broadened to determining the impact of a development or redevelopment on the transportation system, which includes examining parking, multi-modal facilities, and the movement of cars, trucks, bicycles, and pedestrians around a site. Where deficiencies or issues are discovered, the TIS identifies feasible solutions to the problem(s).

While a TIS is a planning tool to help agencies determine when improvements are necessary, it is not a long-range area-wide transportation plan. The focus is generally on a single site and the relatively short-term (up to ten years) impacts and improvements necessary. The TIS could be considered a reactive tool designed to mitigate concerns of impending development as opposed to a proactive approach to plan for, reserve right-of-way, and fund the long-term improvements of a transportation system. One weakness of a TIS is assigning mitigation to the last developer in the area when their traffic represents only a portion of all traffic.

The TIS is further not designed to assign costs or funding for recommended mitigation measures. Each agency will need to negotiate funding with a developer separately from this document and in combination with other factors beyond traffic and transportation issues. The TIS can assist in that effort but should not be mistaken as conveying responsibility for improvements.

Despite these limitations, a TIS provides valuable information as to when improvements are necessary, potential creative solutions to unique issues identified, and, ultimately, maintain acceptable levels of operation for all users of the transportation system.

Transportation Impact Study Tier Descriptions

The OTO’s Transportation Impact Study parameters are sub-divided into five categories; an initial submittal and four study tiers as follows:

Initial Submittal

Preliminary Transportation Assessment*

*Optional

Study Tiers	Thresholds
Transportation Impact Study: Level I	under 100 peak hour trips or Fewer than 50 new dwelling units
Transportation Impact Study: Level II	100 to 499 peak hour trips or More than 50 new dwelling units



Study Tiers	Thresholds
Transportation Impact Study: Level III	500 to 999 peak hour trips Or A change in access to a Primary Arterial or higher-class road (if peak hour trips are less than 999)
Transportation Impact Study: Level IV	1,000 or more peak hour trips

The optional Preliminary Transportation Assessment is designed to provide critical basic information to the community very early in the negotiation and development process. This assessment helps the community determine what level of study is required and what areas need to be highlighted in that study. If developers are confident of what level of study is required and are confident they understand the issues the community will want highlighted, the developer may choose not to complete a Preliminary Transportation Assessment. The graphic below is illustrative of the relationship between the Preliminary Transportation Assessment and the four study tiers. A more complete flow chart that describes this tiered process is included at the end of this memo.

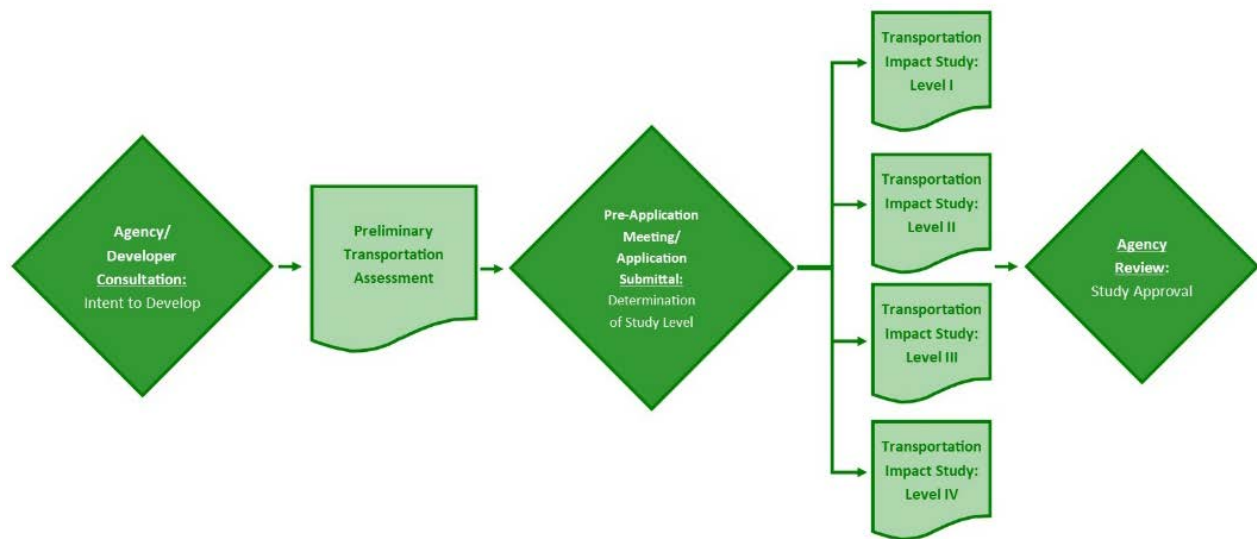


Illustration of TIS Process with the Optional Preliminary Transportation Assessment

The optional initial submittal and the four study tiers are described below. The Preliminary Transportation Assessment and the Transportation Impact Study Level I describe the report requirements. Due to the complexities of the TIS Level II through Level IV, a separate section is included to describe the requirements of these studies.

Preliminary Transportation Assessment- Optional

This initial submittal is recommended with every submittal that requires a Traffic Impact Study; new developments, redevelopments, or other agency categories. The purpose of the document is to present basic information about the existing site and the proposed new use, allowing the agency to see the



transportation basics and make informed decisions on the next steps. This basic memorandum should be submitted with the initial project preliminary plan submittal (realizing the site plan may be adjusted with comments on the preliminary plan). The Preliminary Transportation Assessment (PTA) should be able to be completed by an engineer in two to four hours depending on the complexity of the proposed development.

The components of this initial study are:

- Existing Conditions – a table and brief description of the surrounding key roads (name, classification, speed limits, daily volume, presence of transit, presence of trails/sidewalks). *Some* daily volume, transit, and classification data is available through the OTO.
- Proposed Development – summary of the proposed land uses, including the sizes (square footage, units, etc.) that will be used to determine the trip generation.
- Trip Generation – the raw daily and peak hour trip generation for each land use and the resulting total using data from the latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. For well-defined land-uses, such as a known gas station, industry accepted methods for calculating trip generation are acceptable. For land uses that are more general, such as a strip mall, calculating trip generation using estimated floor area for each land use is preferred. Alternatively, local trip generation data is also encouraged for determining potential traffic assuming the data is local, directly relevant to the proposed land use and collected within the past two years.
- Sight Distance – a quick review of the sight distance provided at the proposed access points. As some site plans may not be refined enough to fully review the sight distance, this task could include a short discussion of how the access will be reviewed or potential issues that could impact the sight distance (development signing, landscaping plan, other building elements near the ROW or public roadway, etc.). The intent of this component is to highlight issues that are clearly expected or that currently exist, such as access in blind corners, neighboring structures located on the ROW-line, planned cut-and-fills that will limit site lines.
- Red Flag Review – a quick review of the proposed development from a transportation standpoint. The following checklist provides several categories of a basic transportation review. Any answer of 'yes' to these questions flags the need for additional review and consideration by staff on the level of study necessary for a proposed development.
 - Zoning – is a change in zoning being proposed?
 - Access – is a new access proposed (increasing the number of accesses on the surrounding roads) or an existing access relocated? Are the access spacing requirements based on the Functional Classification of the road violated?
 - Conflicts – are significant pedestrian/bicycle/vehicle conflicts present?
 - Drive-Thru – will the expected drive-thru queue exceed its storage?
 - Loading Areas – does the loading/unloading area(s) create internal conflicts?
 - Multi-Modal – are there any issues with connections to multi-modal facilities (existing or future transit, bicycle, and pedestrian amenities)?
 - Traffic Control – is a traffic control change being requested?
 - Parking – are the required parking spaces greater than the proposed supply?
 - Truck Routes – do heavy truck routes within the site create significant conflicts?
 - Safety – has an agency, or reviewed crash data, indicated a safety issue in the proposed area?



- Coordination – will/should the state, county, or other adjacent agencies be involved in the study review?
- Other – do other special traffic/transportation factors or issues exist on adjacent roadways or properties that should be considered for this review?

As demonstrated in the attached Preliminary Transportation Assessment, the Red Flag Review represents an initial, cursory, analysis. It is a check list with 'Yes', 'No', and 'Not Applicable' options. A short sentence may be added to explain any 'Yes' answer.

- Transportation Impact Study Need – based on the above information, propose the level of traffic impact study necessary for this site. The level of study is based on the raw trip generation (or local equivalent as discussed above) of the proposed land uses as follows:
 - Transportation Impact Study: Level I – under 100 peak hour trips, or fewer than 50 new dwelling units
 - Transportation Impact Study: Level II – 100 to 499 peak hour trips
 - Transportation Impact Study: Level III – 500 to 999 peak hour trips, or change in access to primary arterial or higher-class road (<1000 peak hour)
 - Transportation Impact Study: Level IV – 1,000 or more peak hour trips

A Transportation Impact Study: Level III may be triggered by new proposed access or failure to satisfy access spacing guidelines even if the trip generation does not indicate that level of study. Similarly, a 'yes' answer to one or more of the checklist Red Flag Review questions may indicate the need for a more detailed study.

The reviewing agency reserves the right to complete portions of the Preliminary Transportation Assessment. This could include portions of the Red Flag Review or traffic generation estimates.

The reviewing agency will make the final decision on the level of study necessary. This information is presented as a guide. Special concerns of the agency or specific issues in the area could provide the basis for an increase in the level of study beyond what the trip generation may indicate. Similarly, the agency may decide on a lower level of study depending upon various circumstances like recent study in the same area or recent improvements that already provide for increased roadway capacity.

A substantial amount of information will be communicated to the developer after the agency's review of the PTA. Growth factors; traffic generation data for approved adjacent developments; the required study area, including required intersections and segments; known problem areas; information about adjacent multi-modal infrastructure; and plans and policies that reference the development lot are examples of information that will be provided to the developer.

If a Preliminary Transportation Assessment is submitted, the developer is only responsible for studying segments and intersections listed by the local agency after its review of the PTA. If a Transportation Impact Study is submitted without a PTA, the agency has discretion to require additional intersections or segments be included in the final report. Limited justification, not including developer buy-in, is needed to require intersection and segments that are within the study area outlined for the TIS tier. Strong justification, and buy-in from the developer, is required to add intersections that lie outside the outlined study area. The agency's review of the PTA is designed to avoid this situation at the time of final submission.



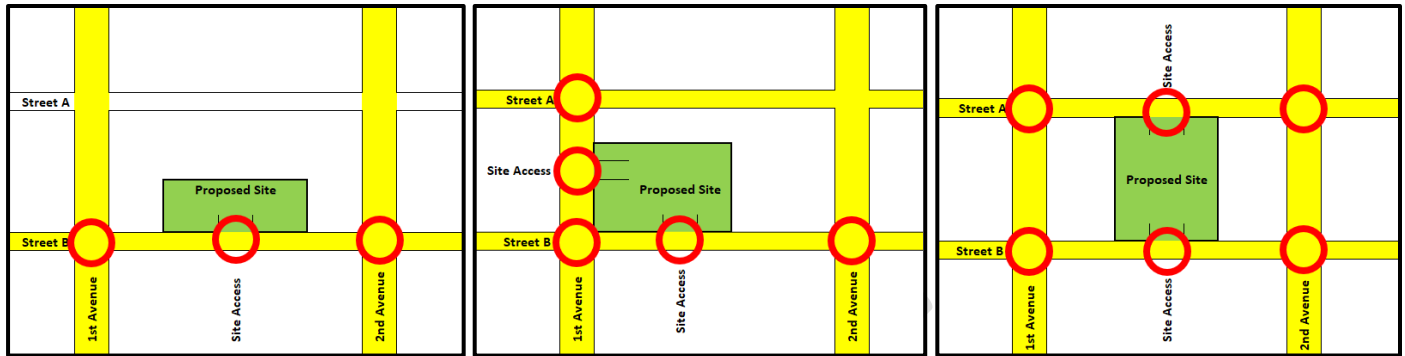
Transportation Impact Study: Level I

Using the same format as the initial submittal, the TIS Level I recognizes a proposed development will not generate significant amounts of activity. The focus is, therefore, to refine the Preliminary Transportation Assessment, moving beyond the checklist to discuss each item. These areas will need more detailed text, graphics, and charts to explain how each category is accommodated. For instance, sight distance checks may need a drawing to show sight lines or loading/unloading areas may need to be highlighted. For those items that do not apply to the proposed development, a simple “Not Applicable” if self-evident or a couple of sentences explaining why the item does not apply is sufficient.

Transportation Impact Study: Level II

A Transportation Impact Study: Level II study increases the analysis from a simple memorandum to a full report with detailed analyses and recommendations. This level of study is required for developments with between 100-499 peak hour trips or includes the construction of more than 50 new dwelling units. The report will contain the following components. These are described in greater detail starting on page 9, though specific page references are included for each report component.

- **Executive Summary** – one- or two-page summary of the project, results, and recommendations. *(page 10)*
- **Table of Contents/List of Figures/Charts/Tables.**
- **Introduction** – state the purpose of the report, the key objectives, and list the study corridors and intersections. *(page 10)*
- **Development Site** – list the location, existing land uses, zoning, proposed land uses and sizes, access locations, parking, and other key information about the site and development. *(page 10)*
- **Existing Conditions** – identify the current conditions of the surrounding transportation system, focusing on the key corridors and intersections. The surrounding transportation system encompasses roads, trails, sidewalks, and transit stops. *(page 10)*
- **Forecasts** – detail the trip generation and resulting scenario volumes. Trip generation data should include the raw daily and peak hour trip generation for each land use and the resulting total using data from the latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Alternatively, local trip generation data is also encouraged for determining potential traffic assuming the data is local, directly relevant to the proposed land use and collected within the past two years. *(page 10)*
- **Relationship to Current Plans** – summarize the how the site addressed in any local planning documents, listing how the proposed development conforms to or does not conform to the plan. *(page 11)*
- **Traffic Evaluation** – focuses on the vehicle operations around the proposed development. The study years include five scenarios: existing using counted volumes, No Build and Build for year of full buildout, and No Build and Build for 20 years after full buildout. The sketches below show three combinations of typical access that dictate the study roads and intersections. Yellow highlights indicate the study roads and red circles indicate the study intersections. *(page 11)*



- **Parking Evaluation** – compare the proposed off-street parking supply against the city or other agency code, as well as the expected demand for the proposed land uses. The expected parking demand should use the latest version of the Institute of Transportation Engineers (ITE) Parking Generation Manual to determine the average peak demand for each land use component of a proposed development. (page 14)
- **Multi-modal Evaluation** – separately examine transit, bicycle, and pedestrian facilities available near and within the proposed development. (page 15)
- **Sight Distance Review** – sight distance is an important component to maintain safety at each access driveway intersection. The latest version of the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* (also known informally as the Green Book) provides the requirements for this evaluation. (page 15)
- **Site Review** – evaluates the internal operations, which can be sub-divided into three categories: requirements, circulation, and conflicts. (page 16)
- **Conclusions and Recommendations** – summary of the key findings and resulting mitigation necessary for the site and surrounding transportation system.

The TIS can use tables, charts, and figures to reduce the text, ideally also making the document easier to read. Key information used in the evaluation should be provided in an Appendix or available upon request, including:

- Site plan.
- Collected turning movement counts.
- Detailed trip and parking generation information.
- Capacity result print-outs.
- Other information as necessary.

A full discussion of Transportation Impact Study: Level II, III, and IV report requirements can be found on page 9. Each level's requirements are described, and tips are offered.

Transportation Impact Study: Level III

The Transportation Impact Study: Level III will follow the same process as the Level I study. This level of study is required for developments with between 500-999 peak hour trips or for developments with fewer than 999 peak hour trips that change access to a primary arterial or higher-classification road, as shown on the OTO's Major Thoroughfare Plan. The difference between a Level II and Level III is an expanded set of study corridors and intersections. For the Level III study, the study area can be expanded to include all-



way stop control, roundabout, or traffic signal intersections with in a distance of up to .25-miles from the site and major side-street¹ stop control intersections within a distance of up to 0.125-miles of the site. For Level III studies in more rural areas, the distances may be expanded to .5 miles and .25 miles, respectively. This distance or list may be increased to include other intersections of concern or those that should reasonably be included if slightly over the recommended distance. For instance, both intersections of a freeway interchange should be evaluated even if only one is within the distance listed. A proposed development may also include internal intersections that should be considered for review. Study corridors should match the study intersections, including both cross-streets in the evaluation. The agency will provide a listing of required intersections and segments for each study.

The number of time periods for review could also be expanded to include the weekday daily and three peak hours. A large retail development could cover the weekday daily, weekday noon peak, weekday p.m. peak, and Saturday peak. A resort or hotel may want a Friday night peak or Sunday morning peak included to cover key check-in and check-out times. A school could expand to review the a.m. peak, school p.m. peak, and p.m. peak. The agency will specify the requirements for individual studies, based unique characteristics.

The inclusion of mitigated scenarios is required if major mitigation activities are proposed. Mitigation might be needed to address increases in traffic attributed to the proposed development or attributed to increases in background traffic. No responsibility for proposed mitigation activities is determined in this evaluation.

Other than these expansions, the evaluations and review under the Level I study still apply. The study outline and key appendix information also remain the same.

A full discussion of Transportation Impact Study: Level II, III, and IV report requirements can be found on page 9. Each level's requirements are described, and tips are offered.

Transportation Impact Study: Level IV

The Transportation Impact Study: Level IV also follows the Level II process. The key difference remain the expanded set of corridors and intersections for study. For the Level IV study, the study area can be expanded to include all-way stop control, roundabout, or traffic signal intersections, as well as major side-street² stop control intersections, within a distance of up to .5-miles of the site. For Level IV studies in more rural areas, the distance may be expanded to one-mile. The study area be increased to include other intersections of concern or those that should reasonably be included if slightly over the recommended distance. For instance, both intersections of a freeway interchange should be evaluated even if only one is within the distance listed. A proposed development may also include internal intersections that should be considered for review. Study corridors should match the study intersections, including both cross-streets in the evaluation. The agency will provide a listing of required intersections and segments for each study.

¹ Functional Classification of collector or higher.

² Functional Classification of collector or higher.



The forecasts for the future year scenarios will include general background traffic growth and any specific developments expected before full build out. Adding traffic from the proposed development to the No Build forecasts provides the Build scenario forecasts. The 20-year scenario should consider any roadway extensions found in the OTO Major Thoroughfare Plan. Project phasing can be used to alter the time frames of future scenarios.

The number of time periods for review could also be expanded to include the weekday daily and three peak hours. A large retail development could cover the weekday daily, weekday noon peak, weekday p.m. peak, and Saturday peak. A resort or hotel may want a Friday night peak or Sunday morning peak included to cover key check-in and check-out times. A school could expand to review the a.m. peak, school p.m. peak, and p.m. peak.

The inclusion of mitigated scenarios is required if major mitigation activities are proposed. Mitigation might be needed to address increases in traffic attributed to the proposed development or attributed to increases in background traffic. No responsibility for proposed mitigation activities should be determined in this evaluation. The proximity of a mitigation activity to the development site will be a factor in any negotiations that might occur.

Other than these expansions, the evaluations and review under the Level I and II study still apply. The study outline and key appendix information also remain the same.

A full discussion of Transportation Impact Study report requirements can be found below. Each level's requirements are described, and tips are offered.

Transportation Impact Study: Level I, II, & III – Report Requirements

The TIS report outline should generally contain the following:

- Executive Summary
- Table of Contents/List of Figures/Charts/Tables
- Introduction
- Proposed Development
- Existing Conditions
- Forecasts
- Relationship to Current Plans
- Traffic Evaluation
- Parking Evaluation
- Multi-modal Evaluation
- Sight Distance Review
- Site Review
- Conclusions and Recommendations

The report can use tables, charts, and figures to reduce the text, ideally also making the document easier to read. Key information used in the evaluation should be provided in an Appendix or available upon request, including:

- Site plan.
- Collected turning movement counts.



- Detailed trip and parking generation information.
- Capacity result print-outs.
- Other information as necessary.

Below are summaries of each section required in the Transportation Impact Study reports.

Executive Summary

The executive summary must be a one- or two-page summary of the project, results, and recommendations.

Introduction

The introduction must state the purpose of the report, the key objectives, and list the study corridors and intersections.

Development Site

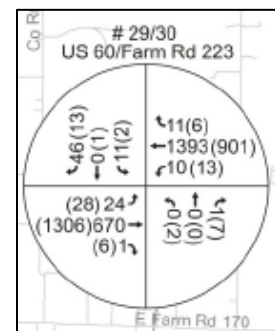
This section must list the location, existing land uses, current and proposed zoning, proposed land uses and sizes, access locations, parking, and other key information about the site and development. The study scenarios should also be described.

Existing Conditions

This section must identify the current conditions of the surrounding transportation system. The surrounding transportation system encompasses roads, trails, sidewalks, and transit stops. Key characteristics, such as volumes, hourly distributions, number of lanes, roadway classifications, speed limits, and the availability of bicycle and pedestrian infrastructure, of adjacent corridors and intersections should be included. Required corridors and intersections will be outlined the local agency.

Forecasts

Forecasts must be developed to detail trip generation and the required future scenarios. Trip generation data should include the raw daily and peak hour trip generation for each land use and the resulting total. Data from the latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* should be used. For well-defined land-uses, such as a known gas station, industry accepted methods for calculating trip generation are acceptable. For land uses that are more general, such as a strip mall, calculating trip generation using estimated floor area for each land use is preferred. Graphical representation of trip data, as shown to the right, is encouraged. The use of pass-by and multi-use reductions is allowed. Local agencies reserve the approve the assumptions underlying these reductions.



Graphical Representation of Trip Data

The ITE is not the only source of accepting trip generation data. Local trip generation data is also encouraged for determining potential traffic assuming the data is local, directly relevant to the proposed land use and collected within the past two years. A final option for trip generation is data generated by the owner. This information must be based on planned deliveries, freight flows, employee work schedules, and other development specific timetables. This data should be hourly and be in line with ITE estimates.



Non-site traffic forecasting should include expected traffic from nearby planned developments and expected increases along the study corridors. Completed Transportation Impact Studies for any planned developments will be provided to the developers as sources of traffic data. The number of required future scenarios is outlined in the tier descriptions and will be determined by the local agency. Project phasing can be used to alter the time frames of future scenarios.

Relationship to Area Plan(s)

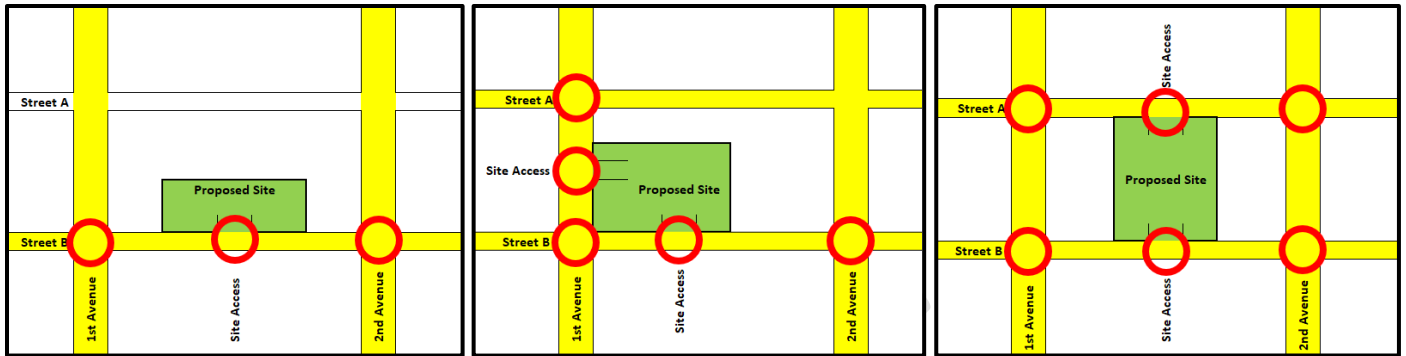
A site will sometimes be covered under a community's comprehensive, transportation, major thoroughfare, or small-area plan. These plans will have an initial assumption about the land use planned for this site as well as potential future improvements needed. Conformity to local and OTO thoroughfare plans should also be evaluated. The TIS should summarize the information, listing how the proposed development conforms to or does not conform to the plan(s). If the proposed land use is different from a current plan, more discussion will be necessary to detail the exact differences and what that could mean for the site and the area. Trip generation data and other analyses will show the differences between the community's vision, as outlined in local plans, and the developer's plans. Improvements listed in the community's plan provide the initial mitigation measures the developer should consider, should improvements be necessary for the proposed project. In subsequent evaluations, the TIS can determine if the envisioned improvements are necessary, given the development's impacts.

This section should also consider whether the development's proposed driveways are consistent with the applicable access spacing guidelines, both local and OTO. Assuming the guidelines are met, a simple statement is sufficient. If access spacing guidelines are not satisfied, this section can start a justification of why the access should be allowed, including any prior discussions with the community. Access discussion could continue in following sections, evaluating the operations, sight distance, and other aspects as part of justifying access, if necessary.

If the development does not comply with area plans, developers should outline efforts made to initiate a plan amendment or submit an application for a plan exception. A conflict will not automatically result in the rejection of the TIS. The lack of a plan to address known conflicts could result in a rejection.

Traffic Evaluation

This component of the study focuses on the vehicle operations around the proposed development. The study intersections for a Transportation Impact Study: Level I will include the access driveway intersections and the two to four surrounding intersections. The sketches below show three combinations of typical access that dictate the study roads and intersections. Yellow highlights indicate the study roads and red circles indicate the study intersections.



The study area should be expanded for Level II and Level III studies. For Level II studies, the study area can be expanded to include all-way stop control, roundabout, or traffic signal intersections within a distance of up to .25-miles from the site and major side-street³ stop control intersections within a distance of up to 0.125-miles of the site. The study intersections are expanded to include all-way stop control, roundabout, or traffic signal intersections, as well as major side-street stop control intersections, within a distance of up to 0.5-mile of the site for a Level IV study. Studies in rural areas may be expanded to twice the distance outlined for each level.

To obtain current volumes, turning movement counts across multiple days are required at each study intersection. A minimum of two-hour counts are required each day. The count period required will be determined by the local agency. The average of the individual days provide the daily volumes on the study corridors and identify the peak hours. The turning movement counts will reflect the cars, trucks, bicycles, and pedestrians moving through the intersection. Seven-day ADT counts are required for study segments.

The forecast years for a Level II, III, or IV study may include up to five scenarios:

No-Build Scenario	Build Scenario
Existing	
Year of Full Build Out	Year of Full Build Out
20yr. After Full Build Out	20yr. After Full Build Out

The forecasts for the future year scenarios will include general background traffic growth and any specific developments expected before full build out. Adding traffic from the proposed development to the No Build forecasts provides the Build scenario forecasts. The 20-year scenario should consider any roadway extensions found in the OTO Major Thoroughfare Plan. Project phasing can be used to alter the time frames of future scenarios.

The vehicle analysis will typically focus on the daily volumes and two peak hours, typically the a.m. and p.m. peak hours of the adjacent roadway. Some developments may require adjustments to the peak hours or number of peak periods. For instance, retail development may also need a Saturday peak, religious facilities may require a Sunday peak, and schools may need an earlier p.m. peak corresponding with the release of classes. The turning movement counts can be adjusted to obtain data for different expected peak periods as needed.

³ Functional Classification of collector or higher.



The analysis will use the methodology of the latest version of the Highway Capacity Manual (HCM), or other current software package. For the daily volume analysis, determine the volume-to-capacity ratio (v/c ratio) for each study road using the planning level capacities. For intersection analyses using the peak hour volumes, many different analysis softwares incorporate the HCM methods. Deterministic or analytical analysis (formulas with specific inputs where the same inputs result in the same outputs every time) is usually sufficient for the intersection analyses. Some communities stipulate that specific roadway capacities be used. In such cases, those prescribed capacities should be used.

However, stochastic software, or micro-simulation, may be necessary if one or more of the following can be answered “yes”:

- Is there unique geometry or a special situation that cannot be analyzed using the Highway Capacity Methodology?
- Are there progression issues from intersections over-capacity or the mixing of traffic control options (like a roundabout within a timed traffic signal corridor)?
- Are special measures of effectiveness needed to properly analyze a situation, like corridor travel times?
- Will visualization be necessary for an agency meeting or other public involvement?

These situations are not expected to be common, so micro-simulations are not a typical expectation of local agencies.

Acceptable results generally include daily v/c ratios less than 0.85, Level of Service grades D or better for signalized, all-way stop control, and roundabout control. Vehicle queues should also be examined to determine if stacking blocks turn lanes or adjacent accesses. Side-street stop control intersections may exhibit high delays during the peak hours but are still considered acceptable if the vehicle queue is less than five vehicles or less than ten vehicles with relatively low volumes.

Mitigation measures should be recommended for any corridor or intersection with unacceptable results. Generally, the lowest cost mitigation measure should be recommended. Mitigation measures should consider both the supply-side (roadway capacity) and demand-side (amount of generated traffic) for improvements. Examples of supply-side mitigation include:

- Signal timing improvements, including phasing changes.
- Improved signing and pavement markings.
- Peak hour turning restrictions.
- Traffic control changes.
- Adding exclusive turn lanes.
- Adding additional through lanes.
- Alternative intersection traffic controls.
- Access management.
- Intelligent Transportation Systems (ITS) options.

Demand-side mitigation includes:

- Pay for parking.
- Peak hour parking restrictions.
- Truck/delivery peak hour restrictions.
- Staggered work hours.



- Active encouragement of alternative methods of travel (transit, bicycle, walking) through facility improvements or monetary incentives.
- Active encouragement of carpooling or other forms of ride-share.
- Smaller development size.

For some improvements, warrants or minimum thresholds should be checked to confirm their applicability. Traffic signal warrants and the typical guidance of a minimum 300 left turn movements for dual left turn lanes are examples of this type of guidance.

The inclusion of mitigated scenarios should be included if major mitigation activities are proposed. Mitigation might be needed to address increases in traffic attributed to the proposed development or attributed to increases in background traffic. No responsibility for proposed mitigation activities should be determined in this evaluation.

Parking Evaluation

The parking review consists of comparing the proposed off-street parking supply against the city or other agency code as well as the expected demand for the proposed land uses. The proposed development site plan should identify the provided off-street parking supply. The city code can be obtained from the appropriate agency.

The expected parking demand should use the latest version of the Institute of Transportation Engineers (ITE) *Parking Generation Manual* to determine the average peak demand for each land use component of a proposed development. Alternatively, local parking generation data is also encouraged for determining expected parking demand assuming the data is relevant to the proposed land use and collected within the past two years. Other methods of calculating the peak parking demand (such as using the number of employees with vehicle occupancy rates and shift times) could also be used to determine the demand. If another method is used, the text should justify its use and provide sufficient detail for agency review of assumptions and methodology.

Other factors the parking evaluation should consider in the comparison between the supply and demand are:

- The time of peak parking, which can identify compatible land use regarding parking needs. For instance, residential uses have peak parking overnight while office parking peaks are typically mid-morning.
- The potential for internal traffic where one parked vehicle represents trips to two or more land uses on the proposed site.
- Active encouragement of alternative modes of travel.
- Active encouragement of carpooling or other forms of ride-share.

These factors may result in a reduction of the peak parking demand. Any discount should be explained and justified in the report, detailing the efforts or methods being applied and the amount of discount taken.

The text should explain and detail why the parking supply is sufficient, particularly if the parking supply does not satisfy the city code but is enough for the calculated demand.



Multi-modal Evaluation

The multi-modal evaluation element of the model TIS policy is highly individualized. Given a TIS can be required at multiple points in the development process, a complete site plan may not be available. The intent is to review what is available, to the degree possible. Reviewers will seek to determine if multi-modal transportation options have been considered in the design and conceptualization of the development. This section of the study could be further sub-divided to examine transit, bicycle, and pedestrian facilities separately. The transit evaluation examines any stops in or adjacent to the proposed development. Consider the type of facility provided and how people will travel between the stop and the front door(s) of the proposed development. If the transit stop is one or more blocks away, review the facilities on the adjacent blocks even if beyond the study area identified for the traffic analysis. Where transit is not currently provided, the analysis could explore whether the proposed development is of sufficient size to add a stop.

Bicycle facility review should include the method of travel on the adjacent transportation system (bike lanes, trails, etc.) as well as the bicycle parking on the site and the connection between the two. Other amenities, if provided by the proposed development, should also be detailed to show how the bicycle system is improved or maintained. Amenities could include outdoor features, like a stationary bicycle maintenance station, or indoor features, like long-term bicycle storage for apartment residents.

Pedestrian facilities can be focused on the site and the connections around the site. The report should consider how people move from a parked vehicle to the entrance and back, connections between adjacent sidewalks/trails and the front door, and connections between entrances of different buildings or land uses. External facilities around the site are also important to review including crosswalk locations, ADA-compliant domes, and pedestrian signal timing. There should be some correlation between this analysis and the Site Review component of the study.

If discounts for trip generation or parking demand are used in the traffic or parking evaluations, the reasons for those discounts can be further detailed in this section. It is also possible that no facilities are necessary due to the site location or other reasons. This section can document that decision and consider whether right-of-way should be reserved for future amenities.

Sight Distance Review

The intersection sight distance is an important component to maintain safety at each access driveway intersection. The latest version of the AASHTO *A Policy on Geometric Design of Highways and Streets* provides the requirements for this evaluation. The time gap and time adjustment factors for intersection sight distances are detailed in this manual.

If collecting this data, a sufficient number of surveys shall occur to provide a reasonable average and range of results to compare against the threshold required. Providing sight triangles or straight-line distances on the site plan can also convey the necessary information but may not account for vertical deflection. Sufficient sight distance is required at each access driveway intersection.

Depending upon the level of development, this section may expand upon the Preliminary Transportation Assessment or provide completely new information.



Site Review

The site review element of the model TIS policy is highly individualized. Given a TIS can be required at multiple points in the development process, a complete site plan may not be available. The intent is to review what is available, to the degree possible. Reviewers will seek to determine if transportation has been considered in the design and conceptualization of the development. Generally, this element of the study evaluates the site's internal operations, which can be sub-divided into three categories: requirements, circulation, and conflicts. These three areas are described below.

Requirements are those items dictated by the Manual on Uniform Traffic Control Devices (MUTCD), the American with Disabilities Act, or other similar manuals. The report should note areas that do not meet the requirements and how to move into compliance with those manuals.

Circulation is the ability of people and vehicles to safely move around the site. This evaluation should consider how everyday motorists, delivery trucks, bicyclists, and pedestrians travel around the site.

Conflict areas are important because they directly reflect on the safety of the site. Related to the circulation, conflicts include those areas within the site where car, truck, bicycle, pedestrian, or other types of travel interact and cross.

Policy makers acknowledge the challenges associated with this review. The element is intended to determine to what extent has transportation been considered in the design and conceptualization of the development.

Supporting Materials

Key information used in the evaluation should be provided in an Appendix or available upon request, including:

- Site plan.
- Collected turning movement counts.
- Detailed trip and parking generation information.
- Capacity result print-outs.
- Other information as necessary.

The supporting materials should be sufficient to recreate the analysis performed during the creation of the Transportation Impact Report.

Review Guidance

This model policy provides guidance for the consistent creation of Transportation Impact Reports, and it provides guidance for the consistent review of these reports. These reports will be reviewed by a range of staff throughout the OTO region. The guidance below should create consistent expectations across the region's seven cities and two counties. Each component of the report is discussed. The discussion includes the overall importance of each component and includes specific content that should be found in each component. A checklist for developers based on this information is included with the supporting materials.



If a Preliminary Transportation Assessment was submitted, the reviewer is limited to ensuring the agreed to intersections and segments are included. If a Transportation Impact Study is submitted without an initial Preliminary Transportation Assessment, the reviewer has discretion to require additional intersections or segments be included in the final report. Limited justification, not including developer buy-in, is needed to require intersection and segments that are within the study area outlined for the study tier. Strong justification, and buy-in from the developer, is required to add intersections that lie outside the outlined study area. The initial submittal review process is designed to avoid this situation.

Executive Summary

The overall quality of the executive summary should not impact the review of the Transportation Impact Study. Glaring omissions, such as the exclusion of key findings, can be considered.

Table of Contents/List of Figures/Charts/Tables

The overall quality of the Table on contents should not impact the review of the Transportation Impact Study. Missing components can be considered.

Introduction

The overall quality of the introduction should not impact the review of the Transportation Impact Study. Glaring omissions, such as the omission of key corridors, can be considered.

Development Site

Reviewers should consider if the description matches the description included in the Preliminary Transportation Assessment, if completed. The description should specifically note if changes to the development have occurred since the review of the Preliminary Transportation Assessment. The reviewer should also consider if the description includes accurate information on existing land uses and current zoning. The reviewer should also ensure the study scenarios are appropriate for the tier and for any planned phasing.

Existing Conditions

The reviewer should consider the accuracy of the information included in the existing conditions section. If the report is missing important existing conditions, the final recommendations may be flawed. Ensure accurate information on available transit and bicycle/pedestrian infrastructure is included. The lack of existing transit or bicycle/pedestrian infrastructure should not impact the review of the study.

The reviewer should verify the traffic volumes. The appropriateness of the selected peak hours should also be evaluated, both for surrounding roadways and site access.

Forecasts

The reviewer should focus on the quality of the site-specific traffic forecasting and of the non-site-specific forecasting. The review of site-specific data should focus on the appropriateness of trip generation estimates and of the trip distribution. Specifically, the reviewer should consider the following questions:

- Is the most correct Land Use Code used?
- Are owner-supplied estimates in line with corresponding Land Use Code estimates?
- Does the trip distribution make sense given existing development patterns?
- Are the pass-by and multi-use reductions reasonable?



The review on non-site-specific data should focus on the assumptions made in the forecasts and the supporting data included in the appendix. Specifically, the reviewer should consider the following questions:

- Do the forecast assumptions match city expectations for traffic?
- Do the site specific and non-site-specific traffic estimates total the future build scenario estimates for traffic?
- Are the 5 build and no-build scenarios included?

Relationship to Current Plans

The reviewer should focus on the compatibility of the proposed development with existing planning efforts.

- Does the study reference all relevant plans?
- Does the study reference applicable Major Thoroughfare Plans, including local and OTO?
- Does the proposed development advance the transportation related objectives in citywide and regionwide plans?
- Does the proposed development mesh with the future vision for the area, if current plans specifically address the area surrounding the development site?
- Do the planned driveways conform with local, or OTO, design standards?
- If the proposed development is not in line with current plans, does the study offer compelling reasoning for why the development is appropriate for the area?
- Does the study describe efforts to apply for amendments or exceptions?

Traffic Evaluation

The reviewer should focus on determining if the traffic evaluation is reasonable. If the evaluation is determined reasonable, the reviewer should consider the feasibility of the proposed mitigations. No consideration should be made concerning who is responsible for the proposed mitigations.

Attention should be paid to both the corridor and intersection analyses. Generally, the review should verify:

- the latest version of the Highway Capacity Manual was used,
- that micro-simulations are used if a special situation exists that precludes the HCM, such as intersections well over capacity or traffic control options are mixed in a corridor, or visualization is needed to accurately communicate the project to public officials.

For the corridor analysis, the reviewer should verify:

- the correct capacities were used,
- that the reported V/C ratio relates to existing condition,
- the reasonableness of the results for any future year scenarios.

For the intersection analysis, the reviewer should verify:

- that the intersections were accurately modeled,
- that the appropriate number of turning movement counts were conducted,
- that 7-day ADT counts are included for study segments,
- the reported current LOS data matches drivers' experiences,
- that side street stop-controlled intersections are analyzed using a queue-length analysis, and



- the reasonableness of the results for any future year scenarios.

Finally, the reviewer should also make sure that intersection and corridor analyses are compatible. For example, a highly congested corridor should not have several intersections with minimal delay.

When reviewing the mitigation analysis, special attention should be appropriateness of each mitigation.

- Are mitigation measures proposed for all corridors with a V/C ratio over 0.85 or an intersection with a LOS of E or less?
- Do the mitigation measures seem to address the identified problem?
- Does the report recommend the lowest cost options?
- Do the mitigation measures comply with local design and spacing standards?
- Does the report contain tables and charts showing how the mitigation measures impact LOS, V/C, or queue length?

Parking Evaluation

The reviewer should verify the report includes:

- the number of planned automobile parking spaces,
- an accurate description of the community's automobile parking requirements,
- automobile parking demand information for the appropriate land use codes,
- a justification for the provision of fewer parking spaces than provided in the code, especially referencing any site-specific features that might encourage alternative modes of travel and reduce parking demand,
- a discussion of planned bicycle parking and the community's bicycle parking requirements

Special attention should be paid to any situation where planning automobile parking greatly exceeds city parking requirements or expected parking demand. Efforts should be made to reduce the supply of parking.

The reviewer should also expect to see provision of bicycle parking for developments near the region's greenway trails or many marked bike routes. There should be some correlation between this evaluation and the bicycle component of the multi-modal evaluation.

Multi-modal Evaluation

The multi-modal evaluation may be brief, depending on where in the region the development is located. Fixed-route transit services are only available in one community. Many industrial areas in the region are not located in areas adjacent to residential developments, where bicycle and pedestrian connections are critically important. However, many developments will happen in areas where transit, bicycle, and pedestrian facilities are needed. The reviewer must pay close attention to where a proposed site is located. Reviewers should seek to determine if transportation was considered in the design and conceptualization of the development.

Major transit analysis will only apply to developments within communities that offer fixed-route services. However, OATS, Inc. is constantly expanding its community-based employment services, so some consideration for cutaway-bus access may be applicable. For developments within communities with fixed-route services, the reviewer should verify service availability.



Reviewers should look for ways the development will improve bicycle access on, and around, the site. This may include:

- widening sidewalks into multi-use trails,
- providing marked facilities within the development, or
- providing bicycle parking

Existing roads may have limited bicycle facilities, but that does not preclude people accessing the site via bicycle. There should be some correlation between this evaluation and the bicycle parking evaluation.

Reviewers should look for clearly defined pedestrian facilities within the development site. These facilities should connect to surrounding facilities, should they exist. If no surrounding facilities exist, the reviewer should consider if the internal system could easily be connected in the future. Attention should also be paid to issues related to ADA-compliance. Also, there should be some correlation between this analysis and the Site Review component of the study.

Sight Distance Review

The reviewer should look for evidence of sufficient sight distance. Since the guidance specifically references the time-based methodology, the reviewer should look for this first. The reviewer should ensure that:

- several time-based sight distance evaluations were completed, and
- the threshold time accounts for any proposed use of the intersection by heavy truck traffic.

If site triangles or straight-line distances are provided, the reviewer should look for any vertical deflection that might reduce visibility. The reviewer should also look for any signs or landscaping that might impeded sight distances. If impediments are identified, the reviewer should work with the developer to have the design altered in such a way as to maintain sight distances.

Site Review

The site review element is highly individualized. Given a TIS can be required at multiple points in the development process, a complete site plan may not be available. The intent is to review what is available, to the degree possible. Reviewers should seek to determine if transportation was considered in the design and conceptualization of the development.

The reviewer should evaluate the internal operations of the development by looking for compliance with standard requirements, evidence of safe circulation, and minimal points of conflicts. These areas are highlighted in the report requirements. Depending on the exact land use and unique characteristics of the site, the reviewer may also consider other elements, as outlined in the report requirements. Reviewers may consider drive-through stacking sufficiency or the location of tanker truck when refilling gas stations, amongst many others.

Many standard policy guides, such as the MUTCD or the Americans with Disabilities Act, could be employed during the compliance review of the site plan. Striping and signing are key features that should be checked for compliance. For example, the site plan should contain, or the report have identified deficiencies related to, accessible paths and clear directional signage. The reviewer should be familiar with all standards they are applying in his or her review.



Beyond strict compliance to standard requirements, the reviewer should look for evidence of a safe and efficient circulation system in the site plan. The report should describe how cars, trucks, buses, bikes, and pedestrians will interact within the site, and what efforts have been made to separate these users. There should be evidence of some critical review of the site plan by the report's authors. Design compromises are nearly always required in the creation of the site plan, and those compromises should be described in the report. The goal of this review is to limit foreseeable issues before they are permanently constructed on the site.

The reviewer should explicitly look for potential conflicts when reviewing the site plan's circulation. The reviewer should look for evidence that the conflicts are managed appropriately, such as the inclusion of clearly signed crosswalks or points of pedestrian refuge.

Conclusions and Recommendations

The intent of this review is to ensure that key findings and recommendations from throughout the report are accurately summarized. The reviewer should ask the report's author to add any key finds or recommendation that is left out.

Supporting Materials

The reviewer should verify all necessary supporting materials are included. These materials include the information required to recreate the analyses performed during the creation of this Transportation Impact Study, such as site plans, detailed trip and parking generation information, turning movement counts, capacity results print-outs.

Possible MoDOT Requirements

This policy outlines requirements placed on developers by the seven cities and two counties comprising the OTO. MoDOT may require additional studies or documentation. This may include a crash analysis for a period of five full years, a Highway Safety Analysis for proposed improvements, or an Access Justification Report for new access to the interstate system. Developers are responsible for ensuring their Transportation Impact Study satisfies the requirements of the local community and the state.

Period of Study Acceptability

Transportation impact studies reflect the conditions at the time of study and the future projections based on those existing conditions. In general, Transportation Assessments and Transportation Impact Studies are valid for two years once the final report is accepted by the overseeing agency. Changes in the proposed development (land use type or size, access, etc.), the traffic volumes in the study area, or the area conditions could require a new study of the proposed development.

Within the two-year timeframe, the agency is responsible for identifying significant changes in the area traffic volumes or conditions that would impact the results of a TIS. Examples of significant changes could include new development to account for in the study area, changes to the study area road or intersection geometry, changes to the study area traffic control, or an updated long-range plan for the area that significantly changes the previous planning. The overseeing agency has the authority to determine what it considers significant changes to call for a new study. An example of a TIS addendum is included in the supporting materials.



Beyond two years, or if the proposed development has changes in access or land use type and size, the developer is responsible to justify the acceptability of the TIS. An Update or Revision Memorandum is an option to show that acceptability. This type of Memorandum can generally follow similar guidelines to the Preliminary Transportation Assessment, noting the differences or lack thereof, between the study conditions and those of the current situation. For instance, if the land use type or size changes, the trip generation table could show the previous and current data. If the change is minor, the results of the current TIS should still be valid without the need to re-do the study.

The agency still has the ability to require a new study if they believe the changes are significant and will impact the results (regardless of what the developer has prepared). However, the agency could decide only one or more sections of a study need to be revised. For instance, if the traffic volumes and development trip generation remain similar, the Traffic Evaluation could be re-used without changes while the rest of the document is updated.

Discussions between the developer and agency are important when an update or revision occurs. The goal is to provide the best analysis of the situation, not provide an update 'just because'. These discussions should help outline what areas, if any, need an update or revision and the best methodology to accomplish it (i.e. new study, update memorandum, etc.). While the developer is encouraged to present their information and reasoning, the agency will make the final determination of necessary updates or revisions.

Attachments

- Process Flow Chart
- Submittal Checklist
- Example of Preliminary Transportation Assessment
- Example of Transportation Impact Study: Level I
- Example of Transportation Impact Study: Level II
- Example of Transportation Impact Study: Level III
- Example of Transportation Impact Study: Level IV
- Example of Addendum Memo for TIS: Level IV

TAB 13

BOARD OF DIRECTORS AGENDA 6/20/2019; ITEM II.K.

Build Grant Certification
REVISED
Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

As part of the BUILD grant requirements, applicants are required to obtain a certification from the MPO that once awarded the project will appear in the TIP. Further information on the BUILD grant can be obtained at <https://www.transportation.gov/BUILDgrants/about>

BUILD GRANT INFORMATION:

Due Date: July 15, 2019

Award Size: \$5 Million minimum and \$25 Million maximum

Maximum 80% federally funded

Minimum 20% local funds

Maximum \$90 Million per state

Obligated by September 30, 2021

Included for member review is the request received by the City of Republic. The request from the City of Springfield will be provided at the meeting.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on May 15, 2019, the Technical Planning Committee recommended the Board of Directors certify that the listed project will appear in the TIP once awarded.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move for OTO to certify that the listed project will appear in the TIP once awarded.”

OR

“Move to...”



May 3, 2019

VIA: ELECTRONIC MESSAGE

Sara Fields
Executive Director
Ozarks Transportation Organization

Sara,

The City of Republic would like to request that the TIP be amended to include a project for a Pedestrian overpass of Highway 60 in Republic in the vicinity of Hines Street.

This project is an effort to alleviate major pedestrian safety concerns expressed by our citizens and the Republic Schools. We believe that a Pedestrian Overpass is the most effective way to address these concerns without causing further congestion and safety related issues on Highway 60. This will also provide a safe connection for the future trail network identified for Republic.

It is the City's intent to submit an application for a BUILD Grant in order to provide additional funding for this project. Currently we are reaching out to our local and transportation partners for support and advisement on project specifics.

Should you have any questions, please feel free to contact my office. We appreciate the continued partnership of the Ozarks Transportation Organization.

Sincerely,

Andrew Nelson
Public Works Director
City of Republic

ADMINISTRATIVE OFFICES

204 North Main
Republic, Missouri 65738-1472
Phone: (417) 732-3400 - Facsimile: (417) 732-3199

TAB 14

June 7, 2019

1:14 pm » Video Report: MoDOT Produces Multi-Lingual Safety Message

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

The House of Representatives Appropriations Committee issued a draft of its fiscal year 2020 Transportation, Housing and Urban Development, and Related Agencies or THUD funding bill (<https://docs.house.gov/meetings/AP/AP20/20190523/109560/BILLS-116--AP--TransHUD.pdf>) on May 22, which provides a total of \$86.6 billion in funds to the U.S. Department of Transportation – \$167 million above enacted FY 2019 funding and \$3.7 billion more requested in the President Trump's budget proposal issued back in March (<https://aashtojournal.org/2019/03/15/president-trumps-fy-2020-budget-envisions-changes-to-transportation-funding/>).

[Above photo via the Architect of the U.S. Capitol.]

The THUD appropriations subcommittee subsequently approved that draft by voice vote on May 23.

"This legislation not only provides much needed funding for roads, bridges, transit, rail, ports, and aviation, it robustly funds affordable housing programs and lays the groundwork to incorporate resiliency principles into community development planning, so we can build smarter and stronger," noted Rep. David Price, D-N.C., chairman of the THUD subcommittee, in a statement (<https://appropriations.house.gov/news/press-releases/appropriations-committee-releases-fiscal-year-2020-transportation-housing-and>). "It allocates new resources for aviation safety, highway accident prevention, and research into emerging technologies that are transforming our transportation system."



“This bill represents a forward-looking vision to making transportation and housing safer, improving and modernizing our infrastructure, expanding access to affordable housing and strengthening communities, protecting the most vulnerable, and enhancing America’s resilience to climate change,” added House Appropriations Committee Chairwoman Nita Lowey.

“With this bill, we are laying the foundations for sustained economic growth and expanded opportunity, so that every person has a better chance at a better life,” she said.

Specific transportation-related funding measures within the THUD bill include:

\$1 billion for national infrastructure investments via the Better Utilizing Investments to Leverage Development or BUILD grant program (<https://news.transportation.org/Pages/042718build.aspx>).


\$10 million to fund a new program, the Highly Automated Systems Safety Center of Excellence.


\$48.9 billion for the Federal Highway Administration, which is \$404 million below FY 2019 but \$1.7 billion above the president’s budget request.

\$1.75 billion for discretionary Highway Infrastructure Programs, which is \$1.5 billion below FY 2019 but \$1.45 billion above the president’s budget request.

\$13.5 billion for the Federal Transit Administration, which is \$60 million above FY 2019 and \$1.1 billion above the president’s budget request.

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June 7, 2019

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

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

On May 20, the American Association of State Highway and Transportation Officials sent a letter co-signed by 30 other transportation associations and groups to both Democrat and Republican Congressional leaders calling for the repeal of a \$7.6 billion rescission in Federal-aid highway contract authority scheduled to occur in July 2020.

"Section 1438 of the Fixing America's Surface Transportation Act rescinds \$7.6 billion in unobligated Federal-aid program contract authority on July 1, 2020," the letter said.

"If the FAST Act rescission is allowed to execute, it will virtually wipe out all remaining contract authority available to states nationwide in the programs subject to the rescission," it noted. "In addition, if allowed to take place, the rescission will significantly reduce the budget baseline for surface transportation programs beginning in fiscal year 2021."

AASHTO's letter follows on the heels of one sent by members of the House of Representatives Committee on Transportation and Infrastructure on May 8 that also called upon Congressional leadership of both parties to repeal the rescission.




"Regardless of the amount rescinded from each state, the rescission will significantly limit the flexibility of all states and impact the ability to plan and execute highway and bridge projects," the House T&I committee leaders said in their letter (<https://transportation.house.gov/imo/media/doc/05-07-2019;%20Bipart%20to%20Leadership%20Budget%20Letter.pdf>). "These


projects are necessary in order to grow the U.S. economy, create jobs, and ensure the nation's global competitiveness. We therefore request that the rescission be repealed as part of any budget agreement.”

AASHTO and its co-signatories made a similar point in their May 20 letter.

“Canceling the FAST Act rescission is necessary to ensure and enhance the benefits of our surface transportation programs including job creation, economic competitiveness, personal mobility, efficient movement of goods, and improved quality of life,” they said. “The rescission will result in real cuts to transportation funding and cause delays in project construction at a time that both Congress and the Administration are looking to increase transportation investments.”

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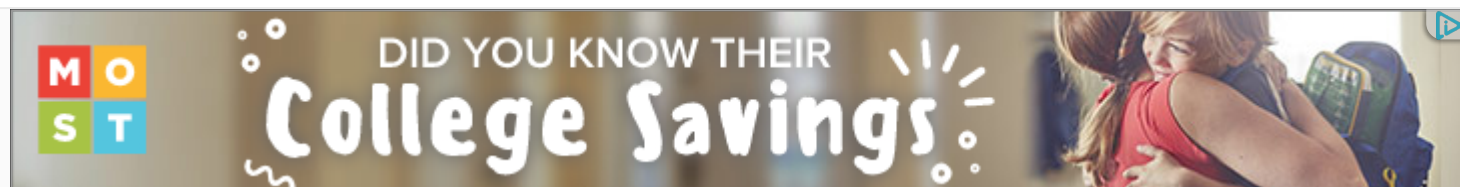
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BUSINESS NEWS

MAY 21, 2019 / 5:08 AM / 21 DAYS AGO

Self-driving trucks begin mail delivery test for U.S. Postal Service

Heather Somerville



(Reuters) - The U.S. Postal Service on Tuesday started a two-week test transporting mail across three Southwestern states using self-driving trucks, a step forward in the effort to commercialize autonomous vehicle technology for hauling freight.





The TuSimple self-driving truck is pictured in this undated handout photo obtained by Reuters May 20, 2019.
TuSimple/Handout via REUTERS

San Diego-based startup TuSimple said its self-driving trucks will begin hauling mail between USPS facilities in Phoenix and Dallas to see how the nascent technology might improve delivery times and costs. A safety driver will sit behind the wheel to intervene if necessary and an engineer will ride in the passenger seat.

If successful, it would mark an achievement for the autonomous driving industry and a possible solution to the driver shortage and regulatory constraints faced by freight haulers across the country.

The pilot program involves five round trips, each totaling more than 2,100 miles (3,380 km) or around 45 hours of driving. It is unclear whether self-driving mail delivery will continue after the two-week pilot.

“The work with TuSimple is our first initiative in autonomous long-haul transportation,” USPS spokeswoman Kim Frum said. “We are conducting research and testing as part of our efforts to operate a future class of vehicles which will incorporate new technology.”

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Financing for a purpose



TuSimple and the USPS declined to disclose the cost of the program, but Frum said no tax dollars were used and the agency relies on revenue from sales of postage and other products. TuSimple has raised \$178 million in private financing, including from chipmaker Nvidia Corp and Chinese online media company Sina Corp.

The trucks will travel on major interstates and pass through Arizona, New Mexico and Texas.

“This run is really in the sweet spot of how we believe autonomous trucks will be used,” said TuSimple Chief Product Officer Chuck Price. “These long runs are beyond the range of a single human driver, which means today if they do this run they have to figure out how to cover it with multiple drivers in the vehicle.”

The goal is to eliminate the need for a driver, freeing shippers and freight-haulers from the constraints of a worsening driver shortage. The American Trucking Associations estimates a shortage of as many as 174,500 drivers by 2024, due to an aging workforce and the difficulty of attracting younger drivers.

A new safety law requiring truck drivers to electronically log their miles has further constrained how quickly and efficiently fleets can move goods.

City Mobility Platforms



TuSimple's tie-up with the USPS marks an achievement for the fledgling self-driving truck industry, and follows Swedish company Einride's entry into freight delivery using driverless electric trucks on a public road, announced last week.

The developments contrast with retrenching efforts by robotaxi companies such as General Motors Co unit Cruise, Uber Technologies Inc and startup Drive.ai, which have stumbled in building self-driving cars that can anticipate and respond to humans and navigate urban areas, an expensive and technologically challenging feat.

Price said self-driving trucks have advantages over passenger cars, including the relative ease of operating on interstates compared with city centers, which reduces mapping requirements and safety challenges involving pedestrians and bicyclists.

Reporting by Heather Somerville in San Francisco; Editing by Lisa Shumaker

Business

Hundreds of Barges Stalled as Floods Hinder Midwest Supplies

By [Brian K Sullivan](#), [Shruti Singh](#), and [Mario Parker](#)

June 8, 2019, 6:00 AM CDT

Updated on June 10, 2019, 6:54 AM CDT

-
- ▶ Relentless rains deter flow of farm supplies in, crops out
 - ▶ Mississippi transport plans change daily in push to beat rains
-



Barges sit along the shores of the Mississippi River *Photographer: Daniel Acker/Bloomberg*

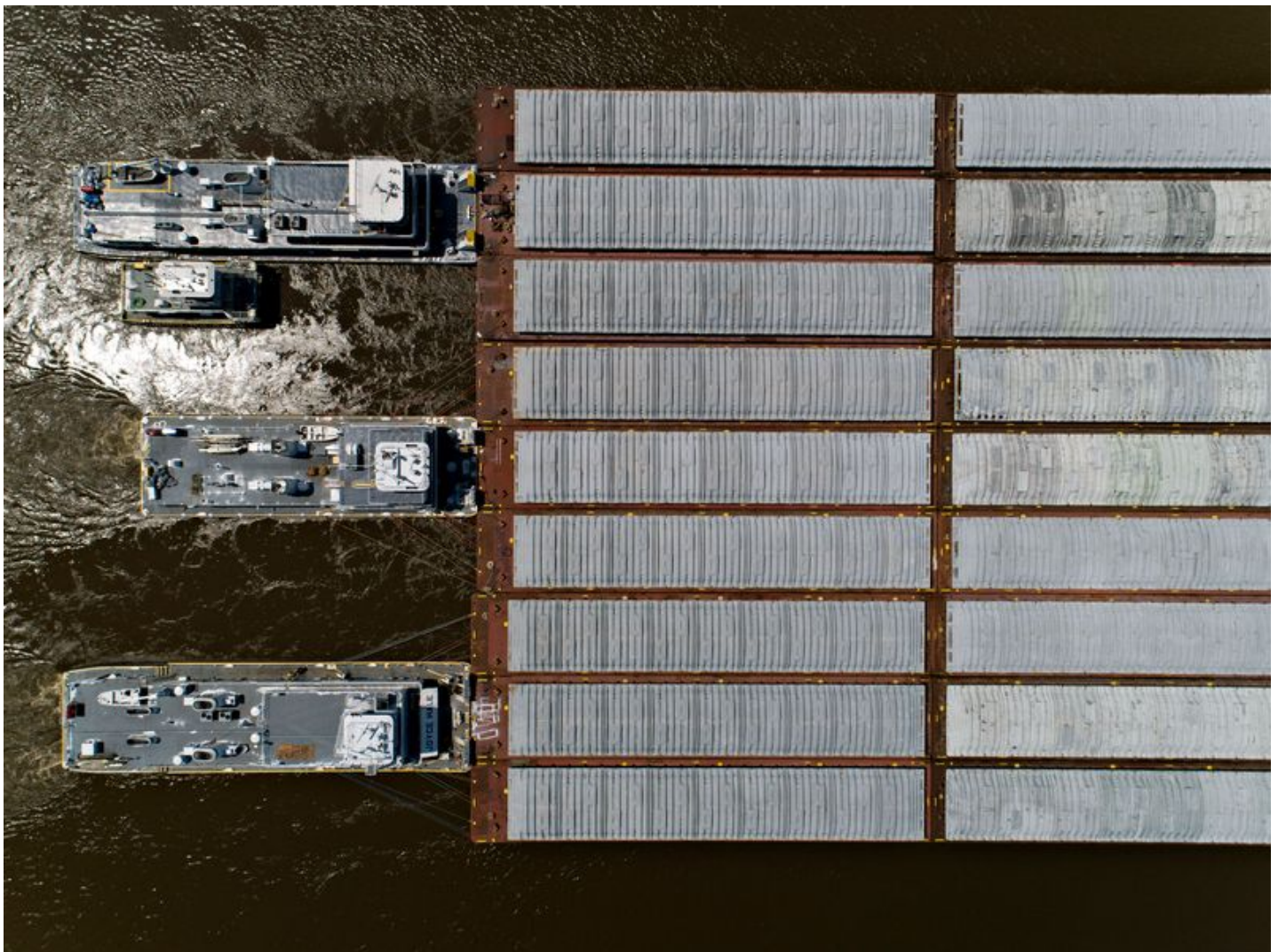
Hundreds of barges are stalled on the Mississippi River, clogging the main circulatory system for a farm-belt economy battered by a relentless, record-setting string of snow, rainstorms and flooding.

Railways and highways have been closed as well, keeping needed supplies from farmers and others, and limiting the crops sent to market. For Chris Boerm, who manages transportation for [Archer-Daniels-Midland Co.](#), one of the nation's largest agricultural commodities dealers, the weather is an unyielding, ever-changing challenge.

[Learn more](#)

He and his co-workers spend time carefully planning out the quickest way to get supplies to the people that need them, he said. But it's tough staying ahead of the drenching rain.

"It's sort of like Mike Tyson's quote, everybody's got a plan until you get punched in the face, right?" Boerm said by telephone. "Every day we come in and we've got a plan. But then it rains three inches somewhere overnight where it wasn't expected, and the plan changes."



Tug boats idle along the shores of the Mississippi River as they wait to push barges north, on June 7. *Photographer: Daniel Acker/Bloomberg*

That means supplies they plan to move on one river may need to be rerouted to a different waterway, or offloaded onto a rail car or a truck, with the hope they won't be delayed by the weather as well. For instance, when water reaches the wheel bearings on a freight car in a siding, it can't be hauled long distances without an inspection, yet another potential delay.

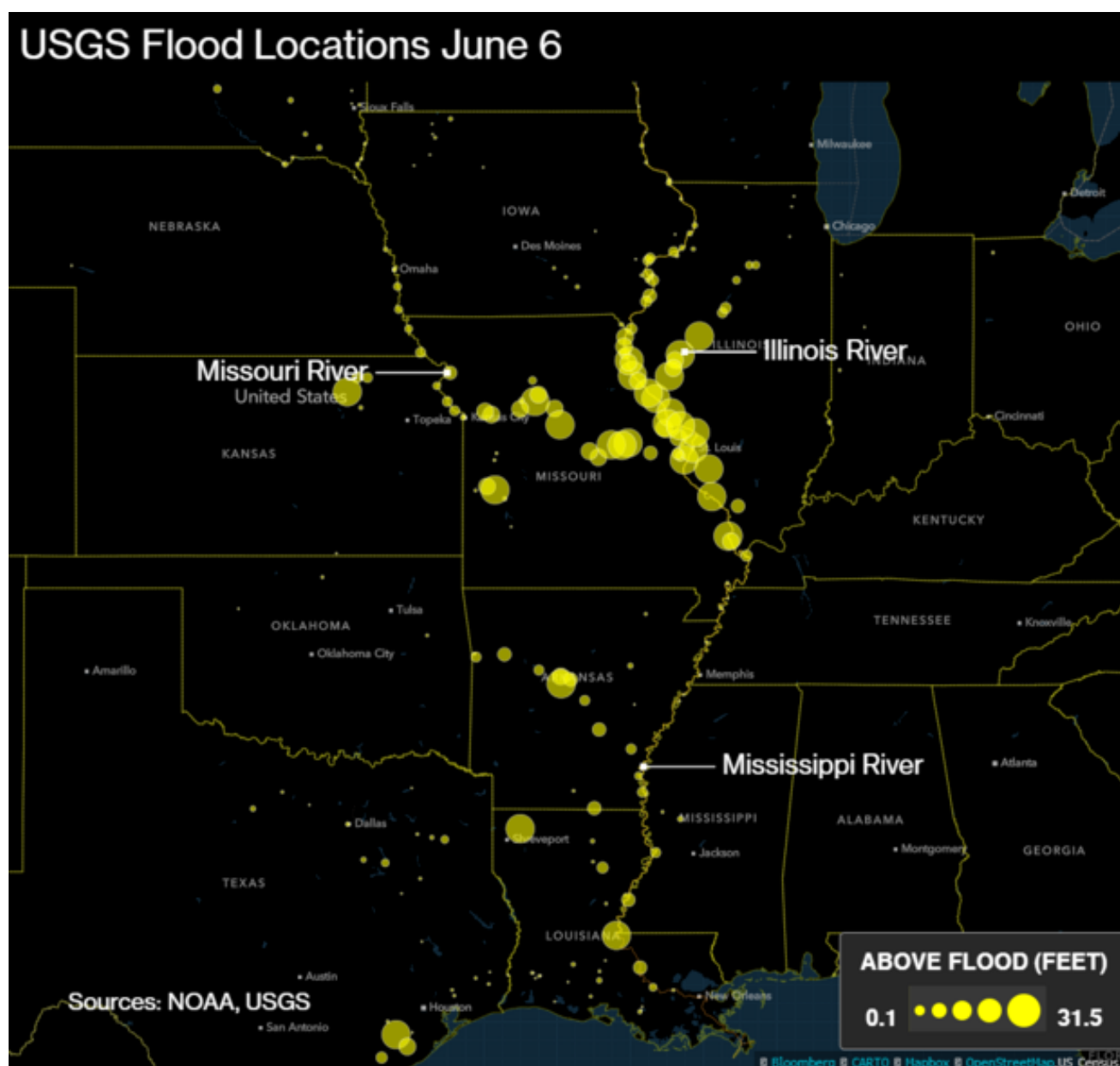
At just two locks along the upper Mississippi, almost 300 barges are being held in place as a result of high water and fast currents, according to Waterways Council Inc., which tracks barge movements. And hundreds more are waiting in St. Louis, Cairo, Illinois and Memphis, Tennessee, said Deb Calhoun, the council's senior vice president.

"It's a big bottleneck," Calhoun said.

The contiguous U.S. had its wettest January to May on records dating back to 1895, according to the U.S. National Centers for Environmental Information in Asheville, North Carolina. Nebraska, Kansas and Missouri had their rainiest May on record, the center's data shows, while Arkansas, Oklahoma, South Dakota, Wisconsin and Illinois were all in the top 10.

While the rain will ease in the next few days across the central U.S. the deluge will get started again next week, Don Keeney, senior agricultural meteorologist at Maxar in Gaithersburg, Maryland, said in a telephone interview.

As of Monday, 203 points along U.S. rivers were at flood stage, the majority of those on the Mississippi, Arkansas, and Missouri Rivers and their tributaries, according to the National Weather Service. The Mississippi at Baton Rouge is forecast to rise about another foot this week, withing less than two feet of its record crest in 1927.



While high waters stop barge traffic, they also carry other dangers. Flood waters have closed off Interstate highways on a number of occasions and water itself. That overwhelms farm fields, sewer and septic systems and industrial plants along its banks, which can become quite toxic as it flows away from the river beds.

"We dealt with a wet fall, and then record snowfall in many places," said Tim Eagleton, senior engineering specialist for FM Global, an industrial insurer. "Of course, all that melts and comes down the Mississippi. Not only that, but we have had 200%-plus rainfall over a large part of that basin for months, and then a record-wet May in a lot of places."

The bottom line, according to Eagleton: "Very long duration flooding on the Mississippi River that can really start to wear on people." Almost 200 miles of the Mississippi has been shut down, he said.

Farmers are definitely feeling the crunch.

Iowa corn farmer Bob Hemesath, whose farm is about 35 miles west of the Mississippi River in Decorah, had planned to deliver about 20,000 bushels of corn to a Bunge Ltd. facility in McGregor in March and April. Instead, he ended up sending the grain to a local ethanol plant because the facility was closed due to high water levels and still remains shuttered.

Waiting to Send Crops

He knows neighboring soybean farmers who are waiting to send their crops down the river as well. U.S. farmers still hold a lot of crops in their silos from their 2018 harvest because selling hasn't made financial sense during the U.S.-China trade war, slow demand and slumping prices. Now, with northbound and southbound river traffic stalled, Hemesath is worried about what the barge backlog is going to look like this fall.

"We are going to be missing almost three months of river traffic, I don't even know how we will get caught up," he said. "If the river facilities don't have barges that are caught up on old crop they won't be able to ship new crop. It's another stress for farmers."

Among Boerm's worries is that with the water levels so high -- and for so long -- there isn't a lot of visibility yet on what the long-term impact to the waterways may be.

Boerm was an ADM manager in 1993, when more than 17 million acres were flooded across nine states in June through August. He recalls working with the Red Cross in Hardin, Illinois, sandbagging the bloated waterways and helping evacuate homes. The recent flooding is just as formidable a beast, he said.

'93 Flood

"In '93, the flood was really kind of concentrated in Iowa and the Upper Midwest," Boerm said. "This has been much more expansive, getting all the inland rivers," affecting the entire Mississippi, the Arkansas River, the Illinois River and the Ohio River.

It's impossible to know the full fallout until the waters recede, Boerm added.

That could take some time, according to Jeff Grascel, service coordination hydrologist with the Lower Mississippi River Forecast Center in Slidell, Louisiana. "A lot of locations since December to January have been above flood levels, and they probably will be in June to July," he said. "We have another month or two before we can get some of these areas to go below flood."

Waterways near Baton Rouge, Louisiana, Natchez, Mississippi and Cairo, Illinois, have all set records for the length of the flood by weeks, Grascel said.

Economic Repercussions

The repercussions will ripple through the economy for the rest of the year, said Jon Davis, chief meteorologist with RiskPulse, a weather analytics firm in Chicago. When crops that have been sowed late in the season to start moving to market, barge, truck and train traffic will soon be stretched thin, he said.

Corn and soybean planting lags the five-year average, and grain shipments on the Mississippi, Arkansas and Ohio Rivers have already dropped well below last year and the three-year averages, according to the U.S. Department of Agriculture.

– With assistance by Michael Hirtzer, and Kevin Varley

(Adds forecast for rain ahead, and flood stage levels on Monday in the 9th and 10th paragraphs.)

In this article

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June 7, 2019

10:21 am » Utah DOT 'Field Trip' Entices Students to Explore Transportation Careers

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

In dramatic fashion, President Trump walked out of a planning follow-up meeting with Congressional leaders on May 22 at the White House that aimed to discuss how to pay for a \$2 trillion infrastructure spending package (<https://aashtojournal.org/2019/05/03/president-trump-democrat-congressional-leadership-plan-2t-infrastructure-package/>) proposed on May 3.

With discussions over a \$2 trillion infrastructure package apparently dead in the water, Rep. Peter DeFazio, D-Ore. – chair of the House of Representatives Committee on Transportation and Infrastructure – said he will now focus on reauthorizing the Fixing America's Surface Transportation or FAST Act (<https://www.fhwa.dot.gov/fastact/>) before it expires in September 2020.

"After our initial meeting at the White House several weeks back, I was hopeful we were seeing the first signs of political courage that is so badly needed to make progress and turn a campaign trail talking point into real action," Rep. DeFazio said in a statement (<https://transportation.house.gov/news/press-releases/chair-defazio-statement-on-second-white-house-infrastructure-meeting/>).

"Even if a transformative deal with the White House remains elusive in the near term, I will continue to use my position ... to work with Republicans to move individual pieces of legislation that will make a difference," he added. "I will



Rep. DeFazio

continue to work on a surface transportation reauthorization bill and I will continue putting in the legwork to make the improvements to our nation's infrastructure that Americans expect and deserve."

Jim Tymon

In some respects, that shift in focus can be viewed as a positive development, noted Jim Tymon, executive director of the American Association of State Highway and Transportation Officials.

"There obviously isn't a lot of optimism right now about getting a \$2 trillion infrastructure deal," he explained during the AASHTO's annual spring meeting, held this year in Park City, UT. "But now there is more focus on [surface transportation funding] reauthorization – the House and the Senate are making it a priority to get legislation out there sometime this year; maybe by June and July."

Patrick McKenna, director of the Missouri Department of Transportation and AASHTO's 2018-2019 vice president, echoed that sentiment.

"We understand there's a lot of emotion right now around this issue – and that's not unexpected," he explained during AASHTO's spring meeting.

Patrick McKenna

"But now it folds very much into the work plan we set out last year," McKenna noted.

"What we are finding out is that the House and the Senate are now both focusing on reauthorization – that matches up with what we are doing," he said. "What we are also finding on the Washington front that as the House T&I Committee redirects its efforts towards reauthorization, it is calling for changes and upgrades to existing programs – especially where [infrastructure] resilience is concerned. That's a very good thing."

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