



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

NOVEMBER 16, 2016
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, November 16, 2016 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/Coltrin)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the September 21, 2016 Meeting Minutes Tab 1
(1 minute/Coltrin)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE SEPTEMBER 21,
2016 MEETING MINUTES**

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

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Staff Report
(5 minutes/Fields)

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. MoDOT Update
(5 minutes/Miller)

An update on any important information from MoDOT will be given.

G. Legislative Reports
(5 minutes/Legislative staff)

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

II. New Business

A. Amendment Number Two to the FY 2017-2020 TIP Tab 3 (5 minutes/Longpine)

There are twenty changes requested to the FY 2017-2020 Transportation Improvement Program which is included for member review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2017-2020 TIP AMENDMENT NUMBER TWO TO THE BOARD OF DIRECTORS

B. Annual Listing of Obligated Projects Tab 4 (5 minutes/Longpine)

Staff will present the annual listing of obligated projects in the OTO area as required under CFR §450.332.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE ANNUAL LISTING OF OBLIGATED PROJECTS TO THE BOARD OF DIRECTORS

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

An updated federal funds balance report is included. Members are requested to review the report and advise staff of any discrepancies.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. 2017 DBE Program Goal Tab 6 (5 minutes/Parks)

OTO reviews the disadvantaged business enterprise goal annually to ensure compliance with federal regulations. The goal is proposed to be zero based on possible contract types and availability of DBE firms to contract with.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED ANNUAL DBE GOAL TO THE BOARD OF DIRECTORS.

E. Amendment Number Two to the FY 2017 UPWP..... Tab 7 (5 minutes/Parks)

A UPWP amendment is requested in order to update the Human Services Transit Coordination Plan using additional MoDOT Transit Funding.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2017 UPWP AMENDMENT TWO TO THE BOARD OF DIRECTORS

F. 2018-2022 STIP Priorities Tab 8 (5 minutes/Fields)

A working committee of the Technical Committee has been working to recommend a prioritized list of projects for possible inclusion in the next Statewide Transportation Improvement Program. This information will be distributed at the meeting or via a separate email.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
THE PROPOSED 2018-2022 STIP PROJECT PRIORITIZATION**

- G. OTO Technical Committee 2017 Meeting Schedule Tab 9**
(2 minutes/Fields)

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles for Technical Planning Committee Member Information Tab 10

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, January 18, 2016 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Bob Cirtin, Presiding Commissioner Greene County
Bob Stephens, City of Springfield Mayor
Senator McCaskill's Office
Senator Blunt'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

TECHNICAL PLANNING COMMITTEE AGENDA 11/16/2016; ITEM I.C.

September 21, 2016 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the September 21, 2016 Technical Planning Committee meetings. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

“Move to approve the September 21, 2016 Technical Planning Committee Minutes.”

OR

“Move to approve the September 21, 2016 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 21, 2016**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

Mr. David Brock, City of Republic	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. Randall Brown, City of Willard	Mr. Brad McMahon, FHWA
Mr. King Coltrin, City of Strafford (Chair)	Mr. Frank Miller, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Jeremy Parsons, City of Ozark (a)
Mr. Martin Gugel, City of Springfield	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Adam Humphrey, Greene County	Mr. Kelly Turner, City Utilities Transit
Mr. Tom Johnson, Missouri State University	
Mr. Kirk Juranas, City of Springfield (Vice-Chair)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Mark Schenkelberg, FAA Representative
Mr. Rick Artman, Greene County Highway	Mr. Andrew Seiler, MoDOT
Mr. David Bishop, R-12 School District	Mr. Jeremiah Shuler, FTA Representative
Mr. Justin Cohan, Springfield Chamber of Commerce	Ms. Mary Lilly Smith, City of Springfield
Ms. Dawne Gardner, City of Springfield (a)	Ms. Janette Vomund, MoDOT
Mr. Nicholas Konen, BNSF	Ms. Eva Voss, MoDOT
Mr. Kent Morris, Greene County Planning	Mr. Todd Wiesehan, Christian County
Mr. Jason Ray, SMOG	Mr. Terry Whaley, Ozark Greenways

Others present were: Mr. John W. McCart, City of Ozark; Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Andy Mueller, MoDOT; Mr. Carl Carlson and Ms. Jane Earnhart, Olsson Associates; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, and Mr. Andy Thomason, Ozarks Transportation Organization.

Mr. King Coltrin, Technical Planning Committee Vice-Chair, called the meeting to order at 1:31 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Turner made the motion to approve the September 21, 2016 meeting agenda. Mr. Humphrey seconded and the motion was carried unanimously.

C. Approval of the July 20, 2016 Meeting Minutes

Mr. Gugel made the motion to approve the July 30, 2016 meeting minutes. Mr. Cossey seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

Ms. Fields noted a comment came in on the OTO Facebook page. It was placed in the agenda regarding a request for a sidewalk connection from Brentwood south to the Greenway Trail on Lonepine Avenue.

E. Staff Report

Ms. Fields stated that Dave Faucett was a new employee with the Ozarks Transportation Organization. He came from the Southwest Missouri Council of Governments. He has been working on GIS projects for the OTO.

She stated that the Governor is holding funding for the Missouri Moves Program. There is an email that will be sent out that MoDOT is officially suspending that program. It is not expected to be reinstated. The Governor has stated he was not expecting it to be reinstated and with the time crunch it would be difficult to move forward, not that it has been suspended. There had been six multimodal applications received for the Missouri Moves Program. There was a total of \$3.2 million in funding requested.

Ms. Fields stated that the OTO had received all the jurisdiction applications for the Intersection Cost Share Program. That will be discussed with the TIP amendment agenda item. The 2018 Intersection Cost Share projects are being added to the TIP at this time. 2020 projects will be added later. A TIP amendment for the full amount of those intersection cost share projects will be on the November agenda. The next big project is establishing priorities for the next round of STIP funding. The last round was really rushed in January and February to figure out the recommendations and what the priorities would be for the STIP. The subcommittee will be looking out to 2021, because the first couple years of the STIP have been programmed. The plan is to send out a meeting invitation to the entire TPC. Members who do not want to prioritize projects can decline. The first meeting will look at the list of projects. Staff have taken the priority projects of regional significance, which has established certain corridors and picked projects to prioritize. The subcommittee will look and see if these are the right projects and go forward with the scoring. There is scoring criteria in place from the long range transportation plan. The recommendation from the OTO is to add travel time criteria to that. The Wi-Fi units are up and running. Travel time information can be pulled for that. There should be data for every project. It is exciting to look at a congestion measure that has a lot of information behind it this time. Staff is proposing to add it and go forward. The scores are a starting point, the projects can be moved up and down and the committee can make some judgement calls. The hope is the process will be approved by the Board of Directors in December. There are no guarantees of funding, just looking at what the committee recommends for the next round of funding. Finally, City Utilities received a grant for \$3.8 million dollars for the replacement of eleven buses. That was really exciting to get that from FTA.

F. MoDOT Update

Mr. Miller stated that the Intersection Cost Share was not impacted by the Governors decision. That funding has already been programmed in the STIP. MoDOT has been working on an Asset Management Plan. The first edition of the plan was last completed this spring. The purpose of the plan is to look at the condition of the roads and bridges. Principally, along with the ADA Transition plan and getting the sidewalks that MoDOT is responsible for into compliance. Basically, to give the district a base line of what it takes to take care of the system, keep it in good condition and bring the sidewalk system into ADA compliance as well. The reason that this is significant is that for districts that have money left over after the system is taken care of and addresses ADA, then other types of projects can be done. The OTO gets an allocation of funding and it looks like there will be money left over to do some projects that were prioritized for the future. It looks like the cost estimates might be slightly higher than what was given last year, but along the same lines, the last STIP eliminated the Small-Urban Program and the On-System Bridge funding. That will make up for some of the gap that is needed to take care of the system. Moving year to year, when the suspended Cost Share Program funds are distributed that will bring some additional funds to the area. There are some projects that have been added that can look to address congestion or regional needs, based on what MoDOT is seeing so far. The Asset Management Plan will be finalized before October 1. The revenue forecasts will also be updated in the fall. It might actually depend on the election. That will set the tone for how much money that is projected to develop the next program, both at the state and metro level in the spring.

Ms. Fields added that Hillary Clinton has spoken on maybe another stimulus. Last time it ran through the STP-Urban program. Everyone needed a project ready to go really quickly. That should be in the back of the minds of the jurisdictions, if there was an influx of funds to be spent quickly, which may or may not have to be matched.

G. Legislative Reports

Mr. Pruett stated it was quiet in Washington D.C. right now. There is still work on appropriations and that discussion. The Continuing Resolution is not coming up. Congressman Long has been working directly with Senator Blunt's Office on the Table Rock Lake Shoreline Management Plan with the Army Corp of Engineers. If there are rumors, the Congressman and Senator are trying to introduce legislation to help with that.

Ms. Fields asked if there had been movement on trying to get the deed restriction for the Riverside Bridge in the City of Ozark removed. Mr. Pruett stated that as far as he had heard there had not been, but would check into that.

II. New Business

A. OTO Technical Planning Committee Chair Rotation

Ms. Fields stated that the Technical Planning Committee Chair rotation had been established in 2003. Every jurisdiction gets to serve as a chair. The City of Ozark had a resignation, and will not be able to fulfil the rest of the year. The idea was to go ahead and appoint the Chair and Chair-Elect for this year and the rest of next year. Mr. King Coltrin who was the Chair-Elect would be moved to the Chairmanship. Someone from the City of Springfield would be the Chairman-Elect for the rest of the year and next year. Mr. Juranas inquired if it could be split. Ms. Fields stated it was not prohibited in the Bylaws. Mr.

Juranas stated he would be the first Chair-Elect. Ms. Fields stated that Mr. Juranas would be the Chair the first six-months and Mr. Gugel would Chair the second six-months.

Mr. Brock made the motion to elect King Coltrin as the Technical Planning Committee Chair and Kirk Juranas as Chair-Elect for the remainder of this year and six-months of the next year. Mr. Gugel will be Chair-Elect for the second six-months. Mr. Brown seconded and the motion was carried unanimously.

B. Amendment Number One to the FY 2017-2020 TIP

Ms. Longpine stated that the TIP timeframe starts October 1 and there are some amendments. She outlined the projects included in the FY 2017-2020 TIP Amendment One.

Mr. Brock asked if it this was for the scoping on the Intersection projects and if there would be another TIP amendment as the projects move forward. Ms. Longpine stated that the goal is to come back in November with the TIP amendments.

Mr. Humphrey made the motion to recommend approval of FY 2017-2020 TIP Amendment to the Board of Directors. Mr. Turner seconded and the motion was carried unanimously.

C. Administrative Modification Number One to the FY 2017-2020 TIP

Ms. Longpine stated that staff is allowed to make administrative modifications to the TIP as prescribed in the public involvement process. There are several projects from the Enhancement funding that need to move forward to the new fiscal year. The projects are moving from the prior TIP to the next. It was thought the projects would be obligated by October 1, but with the end of the fiscal year that time frame is a little short. She outlined the projects included in the TIP Administrative Modification Number One.

D. Amendment Number One to the Long Range Transportation Plan

Ms. Longpine stated that in looking at the Bicycle and Pedestrian Facilities map in the long range transportation plan, it was noticed and through discussion that there were not sidewalk connections on Hwy CC and Hwy 14 between the City of Ozark and City of Nixa. Knowing that those are important economic corridors for both of those jurisdiction, staff needed to make sure that this was addressed and highlighted in the plan map. There is a map highlighting both of the corridors in the agenda. Hwy 14 has a smaller connection. Hwy CC goes all the way across. There are two priority sidewalk corridors being proposed to the bicycle and pedestrian map in the long range transportation plan.

Mr. Juranas made the motion to recommend approval of Amendment Number One to the Long Range Transportation Plan to the Board of Directors. Mr. Cossey seconded and the motion carried unanimously.

E. Performance Measures Report

Ms. Longpine stated that there were eleven measures that were adopted with *Journey 2035* and maintained with the *Transportation Plan 2040*. The Performance Measure Program will be reviewed as staff gets additional guidance and sets targets in partnership with MoDOT for those that were included in MAP-21 or the FAST ACT. These are the eleven measures that currently have targets. The Travel Delay Measure has not been updated in the past couple of years because it is part of the Congestion Management Process. There are new numbers. There are differences between how the calculations were done this time versus

the prior reports. This was previously done with Travel Time Runs, which is a person driving a car route one time on one day. This time the Acyclic Wi-Fi units were used and there is also access to Ritis data, which uses cell phone information that gets processed, so that was used for the freeways. Local units were used for the arterials. She presented the 2015 Performance Measures Infographic.

Mr. Coltrin asked if the Ozone level was going to be set or will the region continue to chase a target down until it is impossible to meet. Ms. Longpine stated that the EPA is required to review the science every 5-years. There is a committee that has a huge number of people. They review all the cases and reports, emergency room and environmental data, including emissions data. It is a very detailed process. That is how it is decided to be left the same or to lower it. It is doubtful it will move the other direction. It used to be 75 and the OTO was over 77. It dropped from 80 and the region was at 84, then the region dropped to 74. It is now set at 70 and the region is down to 61. A lot of credit goes to City Utilities for the emission changes made in the plants. A lot of technology and switching to natural gas. Mr. Coltrin stated that was the question, the emission curve from the utilities have gone down but the cases of asthma have gone up. There is not a direct correlation, but it appears that the EPA is trying to tie all of these things together.

Ms. Longpine stated that it does not take into account PM 2.5. It is thought that PM 2.5 might actually be a bigger issue for the area than ozone, because everyone likes their fireplaces in the winter and other things.

Mr. Juranas asked if it was credited to the reduction in coal use? Ms. Longpine said it was that and the weather. Mr. Turner stated it was not just eliminating coal, it is the environmental upgrades to the generation of the whole plant.

Mr. McMahon stated it was the EPA. Federal Highway and the FTA do not have a say in it. The agencies take what the EPA gives and works with everybody to catch up or maintain. Ms. Longpine stated that the weather is a huge part of it. Ozone is produced by heat in the afternoon, so the rainy afternoons help. Mr. McMahon stated that the OTO needs to be commended because there is one nonattainment and a maintenance area in Missouri. The St. Louis area puts a lot of work there. The OTO is not in a non-attainment area. The OTO's proactive approach to all this is really a great model to portray to the industry. Ms. Longpine stated that there is the Clean Air Alliance and the area is members of both the Ozone and PM Advance program with the EPA to get those numbers down. Next to Branson, the Springfield monitors are the lowest in the state. That is lower than background monitors. That is important to note for a populated area like this.

Mr. Brock asked what caused the 2 ½ minute change in the City of Willard's commute. Ms. Longpine stated that it was American Planning Survey Data which is self-reported in a small sample size and gets contributed to the community. The roadways have not necessarily changed. Mr. Brown stated that some of the people have figured out that because of the congestion on 160 to use the bypass route AB south to go to the James River Freeway.

F. Regional Trail Investment Study

Ms. Fields stated that every year the OTO region is allocated Transportation Alternative Program funding. MoDOT supplemented that with statewide money until fiscal year 2016. MoDOT did not have to do that but chose to. With the funding issues, MoDOT has chosen

to not to do that anymore. The allocation dropped from \$600,000 to \$400,000. With the last solicitation, the OTO intended to award FY 2015 and FY 2016, but everything was an estimate. It turns out because of the change in FY 2016, half of FY 2017 was awarded as well. The subcommittee initially thought of awarding the money for the remainder of FY 2017 and FY 2018. The discussion was instead to wait on awarding and instead do a regional trail study to see if there were some opportunities to do some larger trail projects instead of many small sidewalk projects. The recommendation was two-fold.

The first recommendation is to do the study and the second to hold off on releasing that application for this fiscal year and pick it back up this fall. There are some good ideas behind that. It is easier for an agency to administer fewer projects. Everyone knows that a federal aid project takes a lot of time and resources. A lot of small projects take a lot of time on the staff of OTO, the communities, and MoDOT administering the little projects. There also has not been a competitive TIGER Grant Project. This might give the region a project that could be competitive. There is not guarantee of funding in the future, there is no guarantee of emphasis areas but it would be nice to have a Regional Project to put forward. That is the idea. There is not really a problem to wait since there is only \$210,000 available this year. Staff made a map to look at what a regional trail system would look like. The solid lines are what are there already. The dashed lines are what are being proposed. The idea would be to have consultants look at the feasibility of the alignments as proposed and maybe propose a change if the location was not feasible. The second idea is to have the consultants come up with funding estimates. There are not good estimates on these sections to put together any type of grant application or what makes sense to focus on first.

The OTO is proposing to use planning funds, which the OTO uses for operations, but can also use for plans and studies. The OTO would match the planning funds with some of the OTO's reserve funds. The OTO is not asking for contributions at this time, but it is unsure how it might look in the future as far as if additional studies were needed. Right now there is the funding to do that.

Ms. Longpine stated that this map cannot look at every trail that has been proposed in the region. The darker lines highlight the proposed trails to be put in the study. Ms. Fields stated it highlights regional connections. Ms. Longpine stated that a lot of the discussion at the last Bicycle and Pedestrian Advisory Committee meeting was connecting main street to main street. Down in northwest Arkansas they talk about the square. Not everyone in the region has a square, but there are downtowns and that could be connected to the benefit of those regional trails.

Mr. Brock asked if there was a certain dollar amount that was associated with it. Ms. Fields stated hopefully \$150,000. It is unknown until after the solicitation if that will work. If it could not be done for that amount then the OTO would have to ask for help, but if it can be done then great.

Mr. Brock made a motion to recommend funding a Regional Trail Investment Study and Postpone awarding Transportation Alternatives funding until Fall of 2017 to the Board of Directors. Mr. Gugel seconded and the motion carried unanimously.

G. Amendment Number One to the UPWP

Ms. Parks stated that there is an amendment to the Unified Planning Work Program. This is for the current fiscal year. There are two parts. She outlined the reduction in the printing budget and increase in the professional services line items in the Appendix A. There is no change to the Consolidated Planning Grant funds as a result of this change. There is no longer the staff with expertise at the OTO to produce graphics. The OTO will outsource the graphic design needs. The OTO has moved to the electronic agendas so there is not a need for as high a printing budget.

The second part of the amendment is the Regional Trail Investment Study. It is going to increase by \$150,000. It is added to the UPWP document text under Task 3 and also the OTO Appendix A. It will increase the Consolidated Planning Grant reimbursement from \$799,349 compared to the previously approved amount of \$679,349. This is an increase of \$120,000 in CPG funding. The OTO has a carryover balance of federal funds in the amount of \$964,605. The proposal will utilize \$120,000 in CPG funds for the Regional Trail Investment Study and will bring the overall reserve balance down to \$844,605 in federal funds.

Mr. Cossey made the motion to recommend approval of the UPWP Amendment One to the Board of Directors. Mr. Brown seconded and the motion carried unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Turner mentioned the FTA grant award. It was a competitive discretionary pot of money. There was about \$211 million available for bus and bus facility for the whole country. There were \$1.6 billion in requests. City Utilities Transit knew it was a good application, but the odds were not in the favor of the application. He thanked MoDOT, OTO, the City of Springfield's Mayor MSU, the legislative offices and a lot of individuals who wrote letters of support on behalf of the CU Transit's behalf. Mr. Coltrin asked if there was something on the news recently about City Utilities Transit. Mr. Turner stated that there was a lot of discussion in the community where transit has come up due to the Zone One Blitz, the Impacting Poverty Commission and all those different initiatives. There was a task force that was a spinoff of the Impacting Poverty Commission that looked at what could be done for transportation for the under resourced.

The real charge of that commission was to consider public transportation but to look at what else could be done. It was recounted in the impacting poverty commission, someone had said that if City Utilities could be doing something, the utility would be doing it, what else could be done for transportation. There were some good things that came out of the commission.

B. Transportation Issues for Technical Planning Committee Member Review

C. Articles for Technical Planning Committee Member Information

IV. Adjournment

Mr. Juranas made the motion to adjourn the meeting at 2:25 p.m. Mr. Cossey seconded and the motion was carried unanimously.

TAB 2



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

We want to hear from you!

[HOME](#) [MAKE A COMMENT](#) [MAP IT](#) [ABOUT US](#) [CONTACT US](#)

Public Input: FY 2018-2021 Transportation Improvement Program

Posted on September 29, 2016 by admin in [Public Comment](#) | [2 Comments](#)

The FY 2018-2021 Transportation Improvement Program is currently being developed. The Transportation Improvement Program is a listing of projects proposed for federal, state and local funding over the next four years for the OTO area which includes seven cities and two counties. Funding is proposed for aviation, bicycle and pedestrian, roadway and transit projects. We are asking citizens to provide the OTO with comments and concerns about needed transportation projects in the next four years. The input will be shared with our member communities and our Board of Directors, documenting the transportation needs in the Springfield Metropolitan area.

This comment by October 31, 2016 with comments or concerns regarding transportation needs in the region.

[← Previous post](#)

[Next post →](#)

2 Comments on Public Input: FY 2018-2021 Transportation Improvement Program



Nancy J. Edson // October 13, 2016 at 3:23 pm // Reply

Please move the US60 freeway project up the prioritization list. With the Rogersville portion nearly completed and an interchange at NN/J nearly completed, we need to work to complete the requisite interchanges/outer roads in between. As Rogersville is not in OTO, we have limited ability to lobby OTO, but would appreciate your support.



admin // October 14, 2016 at 3:53 pm // Reply

Thank You for your comments. They will be shared with the OTO Board of Directors.

Recent Posts

Public Comment: Amendment to the Unified Planning Work Program – Proposed Regional Trail Investment Study

Public Comment: Amendment to the Long Range Transportation Plan, Transportation Plan 2040

Public Comment: FY 2017-2020

Transportation Improvement Program Amendment

Public Input: FY 2018-2021 Transportation Improvement Program

National Competition Honors Diverging Diamond Project in Springfield

Categories

[Cost Share](#)

[General](#)

[Long Range Transportation Plan](#)

[PPP](#)

[Public Comment](#)

[TMC](#)

[Uncategorized](#)

MoDOT Southwest District

MoDOT TRAFFIC ALERT! One Westbound Lane of I-44 CLOSED "Round the Clock West of Mount Vernon Nov. 7-18

Route 65 Six-Laning Project - Springfield Update for Week of November 7, 2016
Route 160-13 at Route 14 Intersection Widening in Nixa Update for Week of November 7, 2016

Useful Links

[Ozarks Transportation Organization](#)
[MoDOT](#)

Comment

From: Sara Fields
Sent: Wednesday, November 02, 2016 9:22 AM
To: Comment
Subject: FW: comments

From: Sara Fields
Sent: Wednesday, November 02, 2016 9:21 AM
To: 'brendarantz@nixaschools.net' <brendarantz@nixaschools.net>
Cc: 'skleinsmith@nixaschools.net' <skleinsmith@nixaschools.net>
Subject: RE: comments

Mrs. Rantz,

Thanks for your comments. We appreciate your input. Here is an update on the priorities that you have identified:

- 1) Right now we are planning to focus on the intersections on US160 to try to improve the congestion and to reduce the number of accidents. The City of Nixa is partnering with MoDOT to make improvements at Tracker and Northview as well.
- 2) CC is currently not on the priority list for widening. However, we are planning to revisit the priority list in the next year. I am hopeful that MoDOT will be looking at improvements to the intersection of CC and 160 in the next year. Please let us know as plans are becoming more certain in siting the new K-6 school. We are interested in knowing the projected number of staff and students in order to make some preliminary projections. We would also need an exact location to determine if there would be other roads serving the school. In addition, I would personally be interested in serving on a committee for site selection and/or site design. We have had success in recent years maximizing site design to best accommodate traffic on nearby roadways.
- 3) Highway 14 is planned for widening in the Nixa area from Nicholas to Ridgecrest. The remainder is on the priority list.
- 4) MoDOT has agreed to partner with the City of Nixa to provide sidewalks along portions of Highway 14.
- 5) We have arrived at an alignment for the extension of Kansas (Expressway). MoDOT will not agree to partner on the route. This means that is up to the Cities and Counties to fund this project. Greene County and the City of Springfield have agreed to a phased plan that begins at Republic Road and ends on Cox Road across from the River Cut subdivision. The plans are to construct a two lane road until demand warrants expansion. This is a 7 to 10 year plan using local and federal funding that is sub allocated to them by OTO. The Major Thoroughfare Plan has been amended to use Nicholas Road as the alignment. Unfortunately, other options are closing rapidly as new construction is occurring. The cost for environmental work will be reduced greatly by expanding an existing corridor instead of building a new road. I believe that it will be quite some time until the Christian County portion is improved. However, as part of the Highway 14 expansion project, the intersection with Nicholas is being improved. I am hopeful that this will relieve the immediate concern at the intersection.

Please continue to provide comments. I hope this has provided some insight to the projects you are interested in. Please contact me with any questions.

Sincerely,

Sara Fields AICP

Executive Director
sfields@ozarkstransportation.org

2208 W. Chesterfield Blvd. Suite 101
Springfield, MO 65807
417-865-3042 ext. 102



OZARKS
TRANSPORTATION
ORGANIZATION

From: Comment

Sent: Tuesday, November 01, 2016 1:27 PM

To: Sara Fields <sfields@ozarkstransportation.org>; Natasha Longpine <nlongpine@ozarkstransportation.org>

Subject: FW: comments

From: Brenda Rantz [<mailto:brendarantz@nixaschools.net>]

Sent: Tuesday, November 01, 2016 1:24 PM

To: Comment <comment@ozarkstransportation.org>

Subject: comments

Regarding your letter dated 9/26/16, Nixa Public Schools would like to provide the following input:

Priorities from the school district perspective:

1. 6 lane expansion from 14 to Plainview Rd
2. 4 lane of HwyCC from 65 to Main
3. 4 lane of Hwy14 from 65 to Nicholas Rd
4. Sidewalk along Nicholas Rd from HS to 14
5. Opening of additional North to South, Nixa to Springfield Route

Thank you!

Brenda Rantz

Executive Director of Finance
Board of Education Treasurer

NiXa Public Schools

Faught Administration Center

301 South Main Street

Nixa MO 65714

Phone: 417 875 5400

Fax: 417 449-3190

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 11/16/2016; ITEM II.A.

Amendment Number Two to the FY 2017-2020 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Twenty changes are proposed for Amendment Number 2 to the FY 2017-2020 Transportation Improvement Program. Projects 14, 15, 16, 17, and 19 are resulting from the OTO/MoDOT Intersection Cost Share Program.

1. ***Revised* Bus Enhancements (CU1709-17A2)**

Rather than purchase a bus as described in the original project, this funding will be used for bus equipment for a total programmed cost of \$520,000, using local and statewide FTA 5339 funding.

City Utilities was the sole applicant for FTA 5307 funding for FY 2018 through FY 2020. Projects 2 through 13 are the results of that award.

2. ***New* FY 2018 Operating Assistance – Fixed Route (CU1800-17A2) > \$3,226,974 Total Programmed**
3. ***New* FY 2018 Preventative Maintenance (CU1801-17A2) > \$1,125,177 Total Programmed**
4. ***New* FY 2018 Transit Planning – FTA 5307 (CU1804-17A2) > \$165,467 Total Programmed**
5. ***New* FY 2018 Transit Security – FTA 5307 (CU1805-17A2) > \$33,094 Total Programmed**
6. ***New* FY 2019 Operating Assistance – Fixed Route (CU1900-17A2) > \$3,294,299 Total Programmed**
7. ***New* FY 2019 Preventative Maintenance (CU1901-17A2) > \$1,149,032 Total Programmed**
8. ***New* FY 2019 Transit Planning – FTA 5307 (CU1904-17A2) > \$168,975 Total Programmed**
9. ***New* FY 2019 Transit Security – FTA 5307 (CU1905-17A2) > \$33,795 Total Programmed**
10. ***New* FY 2020 Operating Assistance – Fixed Route (CU2000-17A2) > \$3,363,106 Total Programmed**
11. ***New* FY 2020 Preventative Maintenance (CU2001-17A2) > \$1,363,713 Total Programmed**
12. ***New* FY 2020 Transit Planning – FTA 5307 (CU2004-17A2) > \$172,557 Total Programmed**
13. ***New* FY 2020 Transit Security – FTA 5307 (CU2005-17A2) > \$34,512 Total Programmed**

14. ***Revised* 160/Tracker and 160/Northview Intersections (NX1801-17A2)**

Adding construction for intersection improvements at Tracker and Northview with Route 160. The total programmed amount is \$2,317,000.

15. ***Revised* Intersection Improvements at Jackson and NN (OK1401-17A2)**

Adding construction for intersection improvements at Jackson and NN with a total programmed amount of \$3,440,964.

16. ***Revised* South and Third in Ozark (OK1801-17A2)**

Adding construction for intersection improvements at South and Third in Ozark. The total programmed amount is \$4,294,450.

17. ***Revised* Republic Road and Repmo Drive/FR103 Intersection (RP1801-17A2)**

Adding construction for intersection improvements at Republic Road and Repmo Drive/Farm Road 103 near the Republic High School. The total programmed amount is \$1,965,700.

18. ***New*** Springfield Kansas Extension (SP1714-17A2)

The City of Springfield has requested to add a project to purchase right-of-way for the portion of the Kansas Extension inside the city limits. The total programmed amount is \$2,000,000.

19. ***Revised*** I-44 and Route 125 Improvements (ST1801-17A2)

Adding construction for improvements to ramp intersections on the I-44 and Route 125 Interchange. The total programmed amount is \$397,000.

20. ***New*** Scoping for Route 160 Safety and Capacity Improvements (WI1001-17A2)

This project is new to the current TIP and adds funding for scoping of Route 160 between Willard and Springfield. The total programmed amount is \$20,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee make one of the following motions:

“Recommend FY 2017-2020 Transportation Improvement Program Amendment Number Two to the Board of Directors.”

OR

“Recommend FY 2017-2020 Transportation Improvement Program Amendment Number Two to the Board of Directors with the following changes...”



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1709-17A2 BUS ENHANCEMENTS

Route

From N/A

To N/A

Location/Agency City Utilities

Federal Agency FTA

Responsible Agency City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

Purchase bus enhancements such as bus cameras and software system, latest technology in wheelchair restraints, and upgraded ITS equipment for the buses.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5339)	Federal	CAPITAL	\$416,000	\$0	\$0	\$0	\$416,000
LOCAL	Local	CAPITAL	\$104,000	\$0	\$0	\$0	\$104,000
Totals			\$520,000	\$0	\$0	\$0	\$520,000

Notes

Source of Non-Federal Funds: CU Farebox, Advertising, and Ratepayers
FYI: \$170,000 of FTA 5339 funding is suballocated from MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$520,000



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1709 PURCHASE FIXED ROUTE BUS

Route

From N/A

To N/A

Location/Agency City Utilities

Federal Agency FTA

Responsible Agency City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

AC Year of Conv.

STIP #



Project Description

To purchase one new, 35 foot, low-floor bus each fiscal year with Section 5339 grant funding or discretionary grant funding that may become available.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5339)	Federal	CAPITAL	\$416,000	\$0	\$0	\$0	\$416,000
LOCAL	Local	CAPITAL	\$73,412	\$0	\$0	\$0	\$73,412
Totals			\$489,412	\$0	\$0	\$0	\$489,412

Notes

Source of Non-Federal Funds: CU Farebox, Advertising, and Ratepayers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$489,412



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1800-17A2 **FY 2018 OPERATING ASSISTANCE - FIXED ROUTE**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2018

STIP #



Project Description

Operating assistance up to 75% of apportionment to operate public transit service.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	OPER	\$0	\$1,588,487	\$0	\$0	\$1,588,487
LOCAL	Local	OPER	\$0	\$1,588,487	\$0	\$0	\$1,588,487
MoDOT	State	OPER	\$0	\$50,000	\$0	\$0	\$50,000
Totals			\$0	\$3,226,974	\$0	\$0	\$3,226,974

Notes

Local share does not include farebox revenue, depreciation, or amortization. Congress passed legislation to allow CU to spend a portion of 5307 funds up to 75% for operating expenses.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$3,226,974



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1801-17A2 **FY 2018 PREVENTIVE MAINTENANCE**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2018

STIP #



Project Description

Subsidy of preventive maintenance expenses for existing public transit service.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	MAINT	\$0	\$900,142	\$0	\$0	\$900,142
LOCAL	Local	MAINT	\$0	\$225,035	\$0	\$0	\$225,035
Totals			\$0	\$1,125,177	\$0	\$0	\$1,125,177

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,125,177



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1804-17A2 **FY 2018 TRANSIT PLANNING - FTA 5307**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2018

STIP #



Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	OPER	\$0	\$132,374	\$0	\$0	\$132,374
LOCAL	Local	OPER	\$0	\$33,093	\$0	\$0	\$33,093
Totals			\$0	\$165,467	\$0	\$0	\$165,467

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$165,467



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1805-17A2 **FY 2018 TRANSIT SECURITY - FTA 5307**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2018

STIP #



Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	CAPITAL	\$0	\$26,475	\$0	\$0	\$26,475
LOCAL	Local	CAPITAL	\$0	\$6,619	\$0	\$0	\$6,619
Totals			\$0	\$33,094	\$0	\$0	\$33,094

Notes

CU is required to spend at least 1% on capital security projects per Section 5307 security requirements.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$33,094



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1900-17A2 **FY 2019 OPERATING ASSISTANCE - FIXED ROUTE**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2019

STIP #



Project Description

Operating assistance up to 75% of apportionment to operate public transit service.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$1,622,136	\$0	\$1,622,136
LOCAL	Local	OPER	\$0	\$0	\$1,622,163	\$0	\$1,622,163
MoDOT	State	OPER	\$0	\$0	\$50,000	\$0	\$50,000
Totals			\$0	\$0	\$3,294,299	\$0	\$3,294,299

Notes

Local share does not include farebox revenue, depreciation, or amortization. Congress passed legislation to allow CU to spend a portion of 5307 funds up to 75% for operating expenses.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$3,294,299



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1901-17A2 **FY 2019 PREVENTIVE MAINTENANCE**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2019

STIP #



Project Description

Subsidy of preventive maintenance expenses for existing public transit service.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	MAINT	\$0	\$0	\$919,226	\$0	\$919,226
LOCAL	Local	MAINT	\$0	\$0	\$229,806	\$0	\$229,806
Totals			\$0	\$0	\$1,149,032	\$0	\$1,149,032

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,149,032



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1904-17A2 **FY 2019 TRANSIT PLANNING - FTA 5307**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2019

STIP #



Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$135,180	\$0	\$135,180
LOCAL	Local	OPER	\$0	\$0	\$33,795	\$0	\$33,795
Totals			\$0	\$0	\$168,975	\$0	\$168,975

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$168,975



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1905-17A2 FY 2019 TRANSIT SECURITY - FTA 5307

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2019

STIP #



Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	CAPITAL	\$0	\$0	\$27,036	\$0	\$27,036
LOCAL	Local	CAPITAL	\$0	\$0	\$6,759	\$0	\$6,759
Totals			\$0	\$0	\$33,795	\$0	\$33,795

Notes

CU is required to spend at least 1% on capital security projects per Section 5307 security requirements.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$33,795



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2000-17A2 **FY 2020 OPERATING ASSISTANCE - FIXED ROUTE**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2020

STIP #



Project Description

Operating assistance up to 75% of apportionment to operate public transit service.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$0	\$1,656,553	\$1,656,553
LOCAL	Local	OPER	\$0	\$0	\$0	\$1,656,553	\$1,656,553
MoDOT	State	OPER	\$0	\$0	\$0	\$50,000	\$50,000
Totals			\$0	\$0	\$0	\$3,363,106	\$3,363,106

Notes

Local share does not include farebox revenue, depreciation, or amortization. Congress passed legislation to allow CU to spend a portion of 5307 funds up to 75% for operating expenses.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$3,363,106



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2001-17A2 **FY 2020 PREVENTIVE MAINTENANCE**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2020

STIP #



Project Description

Subsidy of preventive maintenance expenses for existing public transit service.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	MAINT	\$0	\$0	\$0	\$425,000	\$425,000
LOCAL	Local	MAINT	\$0	\$0	\$0	\$938,713	\$938,713
Totals			\$0	\$0	\$0	\$1,363,713	\$1,363,713

Notes

CU will be requesting preventive maintenance funding for FY 2020 on our Section 5307 grant application.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,363,713



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2004-17A2 **FY 2020 TRANSIT PLANNING - FTA 5307**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2020

STIP #



Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	OPER	\$0	\$0	\$0	\$138,046	\$138,046
LOCAL	Local	OPER	\$0	\$0	\$0	\$34,511	\$34,511
Totals			\$0	\$0	\$0	\$172,557	\$172,557

Notes

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$172,557



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2005-17A2 **FY 2020 TRANSIT SECURITY - FTA 5307**

Route N/A

From N/A

To N/A

Location/Agency

Federal Agency

Responsible Agency City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

AC Year of Conv. 2020

STIP #



Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5307)	Federal	CAPITAL	\$0	\$0	\$0	\$27,609	\$27,609
LOCAL	Local	CAPITAL	\$0	\$0	\$0	\$6,903	\$6,903
Totals			\$0	\$0	\$0	\$34,512	\$34,512

Notes

CU is required to spend at least 1% on capital security projects per Section 5307 security requirements.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$34,512



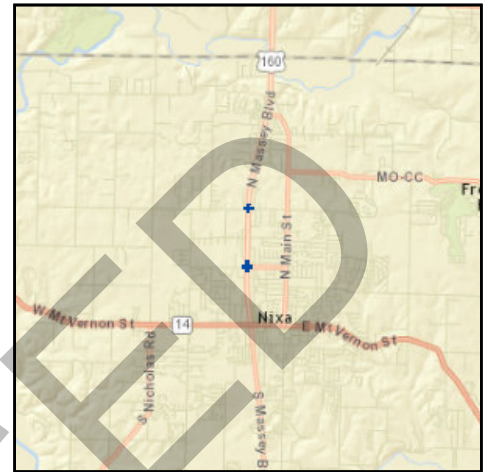
Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NX1801-17A2 160/TRACKER AND 160/NORTHVIEW INTERSECTIONS

Route 160
From at Tracker Road
To at Northview Road
Location/Agency City of Nixa
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8P3088B



Project Description

Intersection improvements on Massey Boulevard at Tracker Road and Northview Road in Nixa.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (NHPP)	Federal	ENG	\$230,400	\$199,200	\$0	\$0	\$429,600
MoDOT	State	ENG	\$57,600	\$49,800	\$0	\$0	\$107,400
FHWA (NHPP)	Federal	ROW	\$68,000	\$0	\$0	\$0	\$68,000
MoDOT	State	ROW	\$17,000	\$0	\$0	\$0	\$17,000
FHWA (NHPP)	Federal	CON	\$0	\$453,114	\$0	\$0	\$453,114
FHWA (STBG-U)	Federal	CON	\$0	\$902,886	\$0	\$0	\$902,886
LOCAL	Local	CON	\$0	\$225,721	\$0	\$0	\$225,721
MoDOT	State	CON	\$0	\$113,279	\$0	\$0	\$113,279
Totals			\$373,000	\$1,944,000	\$0	\$0	\$2,317,000

Notes

Source of Non-Federal Funds: State Transportation Revenues and City of Nixa Transportation Revenues. Cost Share Project. Previously expended funds by City of Nixa of \$59,786.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,317,000



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NX1801-17A1 160/TRACKER AND 160/NORTHVIEW INTERSECTIONS

Route 160
From at Tracker Road
To at Northview Road
Location/Agency City of Nixa
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8P3088B



Project Description

Scoping for intersection improvements on Massey Boulevard at Tracker Road and Northview Road in Nixa.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
MoDOT	State	ENG	\$5,000	\$0	\$0	\$0	\$5,000
Totals			\$5,000	\$0	\$0	\$0	\$5,000

Notes

Source of Non-Federal Funds: State Transportation Revenues and City of Nixa Cost Share

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$5,000



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # OK1401-17A2 **INTERSECTION IMPROVEMENTS AT JACKSON AND NN**

Route Rte. 14 (Jackson)

From Rte. 14

To at Rte. NN

Location/Agency City of Ozark

Federal Agency FHWA

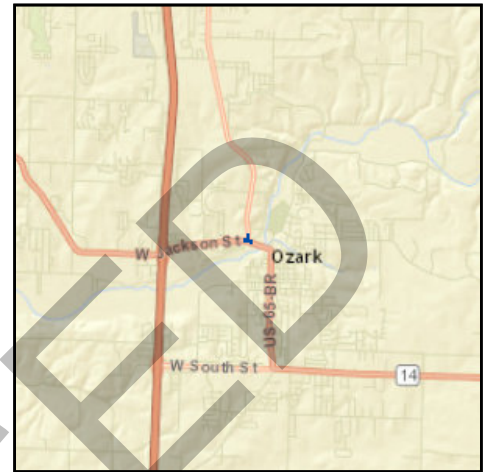
Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2017, FY 2018, FY 2019

STIP # 8P3015



Project Description

Intersection improvements at Jackson Street and Rte. NN in Ozark.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	\$98,400	\$110,400	\$204,800	\$0	\$413,600
MoDOT	State	ENG	\$24,600	\$27,600	\$51,200	\$0	\$103,400
FHWA (STBG-U)	Federal	ROW	\$280,000	\$0	\$0	\$0	\$280,000
FHWA (STP)	Federal	ROW	\$51,248	\$0	\$0	\$0	\$51,248
LOCAL	Local	ROW	\$70,000	\$0	\$0	\$0	\$70,000
MoDOT	State	ROW	\$12,812	\$0	\$0	\$0	\$12,812
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$1,101,726	\$0	\$1,101,726
FHWA (STP)	Federal	CON	\$0	\$0	\$906,198	\$0	\$906,198
LOCAL	Local	CON	\$0	\$0	\$275,431	\$0	\$275,431
MoDOT	State	CON	\$0	\$0	\$226,549	\$0	\$226,549
Totals			\$537,060	\$138,000	\$2,765,904	\$0	\$3,440,964

Notes

Non-Federal Funding Source: State Transportation Revenues and City of Ozark
Local Funding

Prior Cost	\$16,000
Future Cost	\$0
Total Cost	\$3,456,964



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # OK1401-17A1 **INTERSECTION IMPROVEMENTS AT JACKSON AND NN**

Route Rte. 14 (Jackson)

From Rte. 14

To at Rte. NN

Location/Agency City of Ozark

Federal Agency FHWA

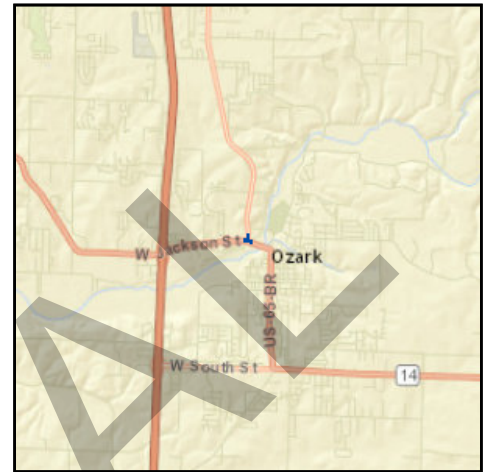
Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv. FY 2017, FY 2018, FY 2019

STIP # 8P3015



Project Description

Scoping for intersection improvements at Jackson Street and Rte. NN in Ozark.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STBG-U)	Federal	ENG	\$240,000	\$0	\$0	\$0	\$240,000
LOCAL	Local	ENG	\$60,000	\$0	\$0	\$0	\$60,000
MoDOT	State	ENG	\$2,000	\$2,000	\$0	\$0	\$4,000
FHWA (STBG-U)	Federal	ROW	\$280,000	\$0	\$0	\$0	\$280,000
LOCAL	Local	ROW	\$70,000	\$0	\$0	\$0	\$70,000
Totals			\$652,000	\$2,000	\$0	\$0	\$654,000

Notes

Non-Federal Funding Source: State Transportation Revenues and City of Ozark
Local Funding

Prior Cost	\$16,000
Future Cost	\$0
Total Cost	\$670,000

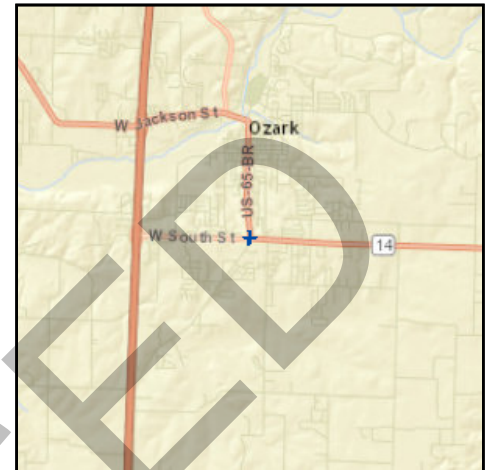


Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # OK1801-17A2 **SOUTH AND THIRD IN OZARK**
Route 14
From Bus. 65
To Rte. 14
Location/Agency City of Ozark
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category STP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8P3088C



Project Description

Scoping for intersection improvements at the South Street (Business Rte. 65) and Third Street (Rte. 14) intersection in Ozark.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	\$345,080	\$268,000	\$0	\$0	\$613,080
MoDOT	State	ENG	\$86,270	\$67,000	\$0	\$0	\$153,270
FHWA (STP)	Federal	ROW	\$318,400	\$0	\$0	\$0	\$318,400
MoDOT	State	ROW	\$79,600	\$0	\$0	\$0	\$79,600
FHWA (STBG-U)	Federal	CON	\$0	\$1,716,720	\$0	\$0	\$1,716,720
FHWA (STP)	Federal	CON	\$0	\$787,360	\$0	\$0	\$787,360
LOCAL	Local	CON	\$0	\$429,180	\$0	\$0	\$429,180
MoDOT	State	CON	\$0	\$196,840	\$0	\$0	\$196,840
Totals			\$829,350	\$3,465,100	\$0	\$0	\$4,294,450

Notes

Source of Non-Federal Funding: State Transportation Revenues and City of Ozark Cost Share. City previously expended funds of \$2,650.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$4,294,450

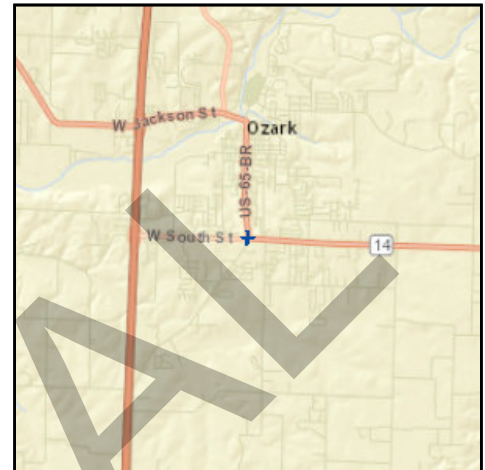


Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # OK1801-17A1 **SOUTH AND THIRD IN OZARK**
Route 14
From Bus. 65
To Rte. 14
Location/Agency City of Ozark
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category STP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8P3088C



Project Description

Scoping for intersection improvements at the South Street (Business Rte. 65) and Third Street (Rte. 14) intersection in Ozark.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
MoDOT	State	ENG	\$5,000	\$0	\$0	\$0	\$5,000
Totals			\$5,000	\$0	\$0	\$0	\$5,000

Notes

Source of Non-Federal Funding: State Transportation Revenues and City of Ozark Cost Share

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$5,000



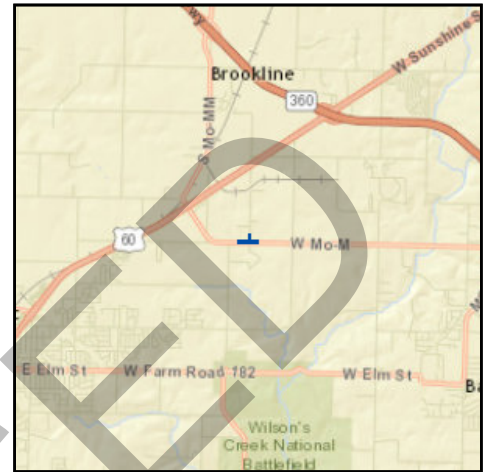
Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # RP1801-17A2 REPUBLIC ROAD AND REPMO DRIVE/FR103 INTERSECTION

Route M
From Route M
To FR 103/Repmo Drive
Location/Agency City of Republic
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category Safety
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8P3088D



Project Description

Roundabout on Republic Road (Rte. M) and Farm Road 103/Repmo Drive in Republic.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	\$153,600	\$135,200	\$0	\$0	\$288,800
MoDOT	State	ENG	\$38,400	\$33,800	\$0	\$0	\$72,200
MoDOT	State	ROW	\$30,140	\$0	\$0	\$0	\$30,140
FHWA (STBG-U)	Federal	CON	\$0	\$772,160	\$0	\$0	\$772,160
FHWA (STP)	Federal	CON	\$0	\$0	\$391,040	\$0	\$391,040
MoDOT	State	CON	\$0	\$290,800	\$0	\$0	\$290,800
FHWA (STP)	Federal	ADMIN	\$120,560	\$0	\$0	\$0	\$120,560
Totals			\$342,700	\$1,231,960	\$391,040	\$0	\$1,965,700

Notes

Source of Non-Federal Funds: State Transportation Revenues, City of Republic, and Republic R-3 School District Cost Share

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,965,700



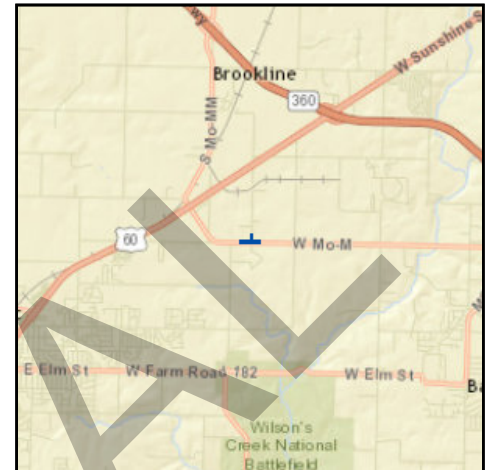
Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # RP1801-17A1 **REPUBLIC ROAD AND REPMO DRIVE/FR103 INTERSECTION**

Route M
From Route M
To FR 103/Repmo Drive
Location/Agency City of Republic
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category Safety
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8P3088D



Project Description

Scoping for a roundabout on Republic Road (Rte. M) and Farm Road 103/Repmo Drive in Republic.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
MoDOT	State	ENG	\$5,000	\$0	\$0	\$0	\$5,000
Totals			\$5,000	\$0	\$0	\$0	\$5,000

Notes

Source of Non-Federal Funds: State Transportation Revenues, City of Republic, and Republic R-3 School District Cost Share

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$5,000



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1714-17A2 **SPRINGFIELD KANSAS EXTENSION**

Route Kansas Expressway
From Republic Road
To City Limits on FR 145 just north of Caleb Ct
Location/Agency City of Springfield
Federal Agency FHWA
Responsible Agency City of Springfield
Federal Funding Category STBG-U
MoDOT Funding Category N/A
AC Year of Conv. 2017
STIP #



Project Description

Right of way acquisition for the Kansas Expressway extension south of Republic Road. Project is currently under design by Greene County and is designated as TIP #GR1501.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STBG-U)	Federal	ROW	\$1,600,000	\$0	\$0	\$0	\$1,600,000
LOCAL	Local	ROW	\$400,000	\$0	\$0	\$0	\$400,000
Totals			\$2,000,000	\$0	\$0	\$0	\$2,000,000

Notes

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



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # ST1801-17A2 **I-44 AND ROUTE 125 IMPROVEMENTS**

Route 125

From I-44

To I-44

Location/Agency City of Strafford

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv.

STIP # 8P3088E



Project Description

I-44 interchange ramp intersection improvements at Rte. 125 in Strafford.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	\$40,000	\$40,000	\$0	\$0	\$80,000
MoDOT	State	ENG	\$10,000	\$10,000	\$0	\$0	\$20,000
FHWA (STBG-U)	Federal	CON	\$0	\$158,800	\$0	\$0	\$158,800
FHWA (STP)	Federal	CON	\$0	\$78,800	\$0	\$0	\$78,800
LOCAL	Local	CON	\$0	\$39,700	\$0	\$0	\$39,700
MoDOT	State	CON	\$0	\$19,700	\$0	\$0	\$19,700
Totals			\$50,000	\$347,000	\$0	\$0	\$397,000

Notes

Source of Non-Federal Funding: State Transportation Revenue and City of Strafford Cost Share

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$397,000



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # ST1801-17A1 I-44 AND ROUTE 125 IMPROVEMENTS

Route 125

From I-44

To I-44

Location/Agency City of Strafford

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Major Projects and Emerging Needs

AC Year of Conv.

STIP # 8P3088E



Project Description

Scoping for I-44 interchange ramp intersection improvements at Rte. 125 in Strafford.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
MoDOT	State	ENG	\$5,000	\$0	\$0	\$0	\$5,000
Totals			\$5,000	\$0	\$0	\$0	\$5,000

Notes

Source of Non-Federal Funding: State Transportation Revenue and City of Strafford Cost Share

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$5,000



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # WI1001-17A2 **SCOPING FOR ROUTE 160 CAPACITY AND SAFETY IMPROVEMENTS**

Route Rte. 160

From Rte. 123

To I-44

Location/Agency Greene County

Federal Agency FHWA

Responsible Agency MoDOT

Federal Funding Category STP

MoDOT Funding Category Flexible and Other

AC Year of Conv.

STIP # 8P0601



Project Description

Scoping for capacity and safety improvements on Rte. 160 from Rte. 123 in Willard to I-44 in Springfield.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	\$4,000	\$4,000	\$4,000	\$4,000	\$16,000
MoDOT	State	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
Totals			\$5,000	\$5,000	\$5,000	\$5,000	\$20,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$99,000
Future Cost	\$5,000
Total Cost	\$124,000

FINANCIAL SUMMARY

Aviation

YEARLY SUMMARY

	Federal	Local	
PROJECT	FAA (AIP)	LOCAL	TOTAL
FY 2017			
NA1200	\$2,790,000	\$310,000	\$3,100,000
NA1206	\$855,000	\$95,000	\$950,000
NA1701	\$1,620,000	\$180,000	\$1,800,000
SUBTOTAL	\$5,265,000	\$585,000	\$5,850,000
FY 2018			
NA1200	\$2,790,000	\$310,000	\$3,100,000
NA1202	\$900,000	\$100,000	\$1,000,000
NA1300	\$180,000	\$20,000	\$200,000
NA1501	\$720,000	\$80,000	\$800,000
NA1503	\$1,170,000	\$130,000	\$1,300,000
NA1602	\$900,000	\$100,000	\$1,000,000
NA1603	\$765,000	\$85,000	\$850,000
NA1803	\$855,000	\$95,000	\$950,000
SUBTOTAL	\$8,280,000	\$920,000	\$9,200,000
FY 2019			
NA1200	\$2,790,000	\$310,000	\$3,100,000
NA1203	\$5,400,000	\$600,000	\$6,000,000
NA1301	\$405,000	\$45,000	\$450,000
NA1601	\$292,500	\$32,500	\$325,000
NA1801	\$4,950,000	\$550,000	\$5,500,000
NA1802	\$1,350,000	\$150,000	\$1,500,000
NA1901	\$630,000	\$70,000	\$700,000
NA1902	\$2,430,000	\$270,000	\$2,700,000
NA1903	\$3,780,000	\$420,000	\$4,200,000
NA1904	\$360,000	\$40,000	\$400,000
NA1905	\$4,950,000	\$550,000	\$5,500,000
SUBTOTAL	\$27,337,500	\$3,037,500	\$30,375,000
FY 2020			
NA1200	\$2,790,000	\$310,000	\$3,100,000
SUBTOTAL	\$2,790,000	\$310,000	\$3,100,000
GRAND TOTAL	\$43,672,500	\$4,852,500	\$48,525,000

FINANCIAL CONSTRAINT

Aviation

	Federal Funding		
	AIP	Local	TOTAL
FY 2017			
Funds Anticipated	\$ 5,265,000	\$ 585,000	\$ 5,850,000
Funds Programmed	\$ (5,265,000)	\$ (585,000)	(\$5,850,000)
Balance FY 2017	\$0	\$0	\$0
FY 2018			
Funds Anticipated	\$ 8,280,000	\$ 920,000	\$ 9,200,000
Funds Programmed	\$ (8,280,000)	\$ (920,000)	(\$9,200,000)
Balance FY 2018	\$0	\$0	\$0
FY 2019			
Funds Anticipated	\$ 27,337,500	\$ 3,037,500	\$ 30,375,000
Funds Programmed	\$ (27,337,500)	\$ (3,037,500)	(\$30,375,000)
Balance FY 2019	\$0	\$0	\$0
FY 2019			
Funds Anticipated	\$ 2,790,000	\$ 310,000	\$ 3,100,000
Funds Programmed	\$ (2,790,000)	\$ (310,000)	(\$3,100,000)
Balance FY 2020	\$0	\$0	\$0

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal				Local	State		
PROJECT	FHWA (STBG-U)	FHWA (STP)	FHWA (TAP)	FHWA (STAP)	LOCAL	MoDOT	MoDOT-AC	TOTAL
FY 2017								
EN1503-17A1	\$0	\$0	\$104,525	\$0	\$26,132	\$0	0	\$130,657
EN1504-17A1	\$0	\$0	\$120,066	\$0	\$30,017	\$0	0	\$150,083
EN1505-17A1	\$0	\$0	\$29,219	\$0	\$7,305	\$0	0	\$36,524
EN1506	\$0	\$0	\$205,465	\$0	\$130,042	\$0	\$0	\$335,507
EN1507-17A1	\$0	\$0	\$192,680	\$0	\$48,170	\$0	0	\$240,850
EN1508	\$0	\$0	\$250,000	\$0	\$179,000	\$0	\$0	\$429,000
EN1513	\$500,480	\$0	\$0	\$0	\$125,119	\$0	\$0	\$625,599
EN1701	\$0	\$237,600	\$0	\$128,000	\$0	\$91,400	\$0	\$457,000
EN1702	\$0	\$343,200	\$0	\$212,000	\$0	\$138,800	\$0	\$694,000
EN1703	\$0	\$65,000	\$0	\$155,000	\$0	\$55,000	\$0	\$275,000
EN1704	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$23,000
EN1705	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN1706	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$500,480	\$673,800	\$648,145	\$495,000	\$482,331	\$297,200	\$20,000	\$3,434,220
FY 2018								
EN1704	\$0	\$21,400	\$0	\$77,000	\$0	\$24,600	\$0	\$123,000
EN1705	\$0	\$73,200	\$0	\$0	\$0	\$17,800	\$0	\$91,000
EN1706	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$11,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$103,400	\$0	\$77,000	\$0	\$49,600	\$20,000	\$250,000
FY 2019								
EN1705	\$0	\$116,800	\$0	\$300,000	\$0	\$104,200	\$0	\$521,000
EN1706	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$11,000
SUBTOTAL	\$0	\$125,600	\$0	\$300,000	\$0	\$106,400	\$0	\$532,000
FY 2020								
EN1706	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
GRAND TOTAL								
	\$500,480	\$910,800	\$648,145	\$872,000	\$482,331	\$455,200	\$40,000	\$4,226,220

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

					Local	MoDOT	MoDOT-AC	TOTAL
	STBG-U	STP	TAP	STAP				
PRIOR YEAR								
Balance			\$ 268,901					\$ 268,901
FY 2017								
Funds Anticipated	\$ 500,480	\$ 673,800	\$ 405,085	\$ 495,000	\$ 482,331	\$ 297,200	\$ 20,000	\$ 2,373,416
Funds Programmed	\$ (500,480)	\$ (673,800)	\$ (648,145)	\$ (495,000)	\$ (482,331)	\$ (297,200)	\$ (20,000)	\$ (2,616,476)
Running Balance	\$ -	\$ -	\$ 25,841	\$ -	\$ -	\$ -	\$ -	\$ 25,841
FY 2018								
Funds Anticipated	\$ -	\$ 103,400	\$ 413,187	\$ 77,000	\$ -	\$ 49,600	\$ 20,000	\$ 663,187
Funds Programmed	\$ -	\$ (103,400)	\$ -	\$ (77,000)	\$ -	\$ (49,600)	\$ (20,000)	\$ (250,000)
Running Balance	\$ -	\$ -	\$ 439,028	\$ -	\$ -	\$ -	\$ -	\$ 439,028
FY 2019								
Funds Anticipated	\$ -	\$ 103,400	\$ 421,450	\$ 77,000	\$ -	\$ 49,600	\$ 20,000	\$ 671,450
Funds Programmed	\$ -	\$ (103,400)	\$ -	\$ (77,000)	\$ -	\$ (49,600)	\$ (20,000)	\$ (250,000)
Running Balance	\$ -	\$ -	\$ 860,478	\$ -	\$ -	\$ -	\$ -	\$ 860,478
FY 2020								
Funds Anticipated	\$ -	\$ 8,000	\$ 429,879	\$ -	\$ -	\$ 2,000	\$ -	\$ 439,879
Funds Programmed	\$ -	\$ (8,000)	\$ -	\$ -	\$ -	\$ (2,000)	\$ -	\$ (10,000)
Running Balance	\$ -	\$ -	\$ 1,290,357	\$ -	\$ -	\$ -	\$ -	\$ 1,290,357

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2017																
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$1,679,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$419,982	\$0	\$0	\$0	\$0	\$2,099,909
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$400,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,900	\$0	\$0	\$0	\$38,100	\$0	\$0	\$381,000
GR1603	\$0	\$51,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700	\$0	\$0	\$57,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,000	\$0	\$0	\$95,000
GR1703	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1704	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1608	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,800	\$0	\$0	\$0	\$365,200	\$0	\$0	\$1,826,000
MO1613	\$0	\$0	\$489,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$612,000
MO1614	\$0	\$0	\$596,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$1,120,000
MO1615	\$0	\$0	\$728,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$182,200	\$0	\$0	\$911,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,600	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
MO1617	\$0	\$3,082,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,500	\$0	\$0	\$3,425,000
MO1618	\$0	\$1,792,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,200	\$0	\$0	\$1,992,000
MO1619	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$797,600	\$0	\$0	\$0	\$199,400	\$0	\$0	\$997,000
MO1701	\$315,000	\$0	\$234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$0	\$58,600	\$0	\$0	\$686,750
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710	\$0	\$0	\$448,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$0	\$560,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1715	\$0	\$1,822,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,300	\$0	\$0	\$2,025,000
MO1716	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,600	\$0	\$0	\$0	\$21,400	\$0	\$0	\$214,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
NX1702	\$0	\$0	\$1,277,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$319,400	\$0	\$0	\$1,597,000
NX1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1801-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$298,400	\$0	\$0	\$0	\$74,600	\$0	\$0	\$373,000
OK1401-17A2	\$280,000	\$0	\$149,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$37,412	\$0	\$0	\$337,060
OK1701	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
OK1702	\$0	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$450,000
OK1703	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
OK1801-17A2	\$0	\$0	\$663,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,870	\$0	\$0	\$829,350
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1801-17A2	\$0	\$0	\$274,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,540	\$0	\$0	\$342,700
SP1106	\$706,330	\$0	\$1,073,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,670	\$0	\$268,400	\$0	\$0	\$2,621,000
SP1109	\$391,612	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$3,017,698	\$0	\$0	\$343,000	\$750,424	\$750,000	\$0	\$7,506,734
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$167,000
SP1122	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000
SP1209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,155	\$0	\$0	\$0	\$0	\$3,155
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,304,708	\$0	\$271,823	\$0	\$326,177	\$0	\$0	\$2,992,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,294,400	\$0	\$0	\$1,323,600	\$0	\$0	\$6,618,000
SP1604	\$0	\$57,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$64,000
SP1605	\$0	\$0	\$0	\$0	\$0	\$0	\$982,905	\$0	\$0	\$0	\$267,095	\$0	\$0	\$0	\$0	\$1,250,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,800	\$0	\$0	\$0	\$102,200	\$0	\$0	\$511,000
SP1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,800	\$0	\$0	\$0	\$95,200	\$0	\$0	\$476,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000

FY 2017 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2017 Continued																
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1706	\$0	\$0	\$0	\$3,585,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0	\$0	\$967,800	\$0	\$0	\$4,839,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423,200	\$0	\$0	\$0	\$105,800	\$0	\$0	\$529,000
SP1712	\$0	\$0	\$0	\$0	\$0	\$1,339,200	\$0	\$0	\$0	\$0	\$0	\$0	\$334,800	\$0	\$0	\$1,674,000
SP1713	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270,210	\$0	\$0	\$0	\$0	\$270,210
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
ST1801-17A2	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
WI1001-17A2	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701-17A1	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$0	\$95,000
SUBTOTAL	\$7,764,664	\$6,877,500	\$6,852,888	\$3,594,600	\$2,250,000	\$1,339,200	\$982,905	\$320,000	\$14,732,306	\$0	\$2,929,813	\$343,000	\$7,663,623	\$750,000	\$0	\$56,495,499
2018																
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$417,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,400	\$0	\$0	\$522,000
CC1702	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$825,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505	\$0	\$0	\$617,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,400	\$0	\$0	\$771,700
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,467,200	\$0	\$0	\$0	\$616,800	\$0	\$0	\$3,084,000
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710	\$0	\$0	\$4,305,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076,400	\$0	\$0	\$5,382,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$5,328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$592,000	\$0	\$0	\$5,920,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1716	\$331,000	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$0	\$58,800	\$0	\$0	\$707,750
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424,000	\$0	\$0	\$0	\$356,000	\$0	\$0	\$1,780,000
NX1702	\$0	\$0	\$4,727,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,800	\$0	\$0	\$5,909,000
NX1703	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
NX1801-17A2	\$902,886	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$652,314	\$0	\$225,721	\$0	\$163,079	\$0	\$0	\$1,944,000
OK1401-17A2	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$138,000
OK1701	\$0	\$0	\$201,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
OK1702	\$0	\$0	\$4,983,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,245,800	\$0	\$0	\$6,229,000
OK1703	\$0	\$0	\$340,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,200	\$0	\$0	\$426,000
OK1801-17A2	\$1,716,720	\$0	\$1,055,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$0	\$263,840	\$0	\$0	\$3,465,100
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1801-17A2	\$772,160	\$0	\$135,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$324,600	\$0	\$0	\$1,231,960
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,127,200	\$166,134	\$0	\$0	\$781,800	\$0	\$0	\$4,075,134
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0	\$0	\$186,400	\$0	\$0	\$932,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$394,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,944,800	\$0	\$0	\$0	\$736,200	\$0	\$0	\$3,681,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$5,800	\$0	\$0	\$29,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
ST1801-17A2	\$158,800	\$0	\$118,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,700	\$0	\$29,700	\$0	\$0	\$347,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701-17A1	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$556,104	\$0	\$0	\$0	\$0	\$1,430,000
SUBTOTAL	\$4,755,462	\$5,392,800	\$18,182,860	\$9,000	\$0	\$0	\$0	\$0	\$11,972,314	\$166,134	\$1,333,455	\$0	\$8,713,619	\$0	\$0	\$50,525,644

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	Other	State		TOTAL		
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA		MoDOT-AC	
2019																	
CC1601	\$0	\$58,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$66,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
GR1703	\$0	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,800	\$0	\$0	\$214,000
GR1704	\$0	\$0	\$668,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$835,000
GR1705	\$0	\$0	\$275,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$344,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1709	\$0	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$40,000
MO1711	\$0	\$0	\$518,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,600	\$0	\$0	\$648,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,200	\$0	\$0	\$0	\$0	\$14,800	\$0	\$0	\$74,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1717	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,812,000	\$0	\$0	\$0	\$1,453,000	\$0	\$0	\$7,265,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,926,400	\$0	\$0	\$0	\$0	\$981,600	\$0	\$0	\$4,908,000
OK1401-17A2	\$1,101,726	\$0	\$1,110,988	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,431	\$0	\$0	\$277,749	\$0	\$0	\$2,765,904
OK1701	\$0	\$0	\$2,528,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632,200	\$0	\$0	\$3,161,000
OK1703	\$0	\$0	\$6,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,526,200	\$0	\$0	\$7,631,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$162,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,600	\$0	\$0	\$203,000
RP1801-17A2	\$0	\$0	\$391,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,040
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,400	\$0	\$0	\$0	\$0	\$108,600	\$0	\$0	\$543,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,271,200	\$0	\$0	\$0	\$0	\$2,067,800	\$0	\$0	\$10,339,000
SP1707	\$0	\$0	\$247,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,800	\$0	\$0	\$309,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$1,101,726	\$121,600	\$12,509,438	\$9,000	\$0	\$0	\$0	\$0	\$18,612,800	\$0	\$275,431	\$0	\$0	\$7,981,949	\$0	\$0	\$40,611,944
2020																	
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
GR1701	\$0	\$0	\$373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,400	\$0	\$0	\$467,000
GR1706	\$0	\$0	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$20,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$163,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,800	\$0	\$0	\$204,000
MO1711	\$0	\$0	\$4,468,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117,200	\$0	\$0	\$5,586,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,479,200	\$0	\$0	\$0	\$0	\$1,869,800	\$0	\$0	\$9,349,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$0	\$8,400	\$0	\$0	\$42,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	\$0	\$70,600	\$0	\$0	\$353,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$838,400	\$0	\$0	\$0	\$0	\$209,600	\$0	\$0	\$1,048,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$628,800	\$0	\$0	\$0	\$0	\$157,200	\$0	\$0	\$786,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$1,120,000	\$27,000	\$5,035,600	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$280,000	\$0	\$0	\$3,885,600	\$0	\$0	\$19,729,000
GRAND TOTAL	\$14,741,852	\$12,418,900	\$42,580,786	\$3,621,600	\$2,250,000	\$1,339,200	\$982,905	\$320,000	\$54,689,220	\$166,134	\$4,818,699	\$343,000	\$28,244,791	\$750,000	\$0	\$0	\$167,362,087

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	STP	I/M	130	NHS	BRM	BRO	NHPP	HPP	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2017 Funds Programmed	\$7,764,664	\$6,877,500	\$6,852,888	\$3,594,600	\$2,250,000	\$1,339,200	\$982,905	\$320,000	\$14,732,306	\$0	\$44,714,063	\$2,929,813	\$8,413,623	\$343,000	\$6,648,603	\$63,049,102
2018 Funds Programmed	\$4,755,462	\$5,392,800	\$18,182,860	\$9,000	\$0	\$0	\$0	\$0	\$11,972,314	\$166,134	\$40,478,570	\$1,333,455	\$8,713,619	\$0	\$6,715,089	\$57,240,733
2019 Funds Programmed	\$1,101,726	\$121,600	\$12,509,438	\$9,000	\$0	\$0	\$0	\$0	\$18,612,800	\$0	\$32,354,564	\$275,431	\$7,981,949	\$0	\$6,782,240	\$47,394,184
2020 Funds Programmed	\$1,120,000	\$27,000	\$5,035,600	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$15,563,400	\$280,000	\$3,885,600	\$0	\$6,850,063	\$26,579,063
Total	#####	\$ 12,418,900	\$ 42,580,786	\$ 3,621,600	\$ 2,250,000	\$ 1,339,200	\$ 982,905	\$ 320,000	\$ 54,689,220	\$ 166,134	\$ 133,110,597	\$ 4,818,699	\$ 28,994,791	\$ 343,000	\$ 26,995,995	\$194,263,082

	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Available State and Federal Funding	\$0	\$34,680,775	\$35,872,220	\$37,063,664	\$37,075,338	\$144,691,997
Available Operations and Maintenance Funding	\$0	\$6,648,603	\$6,715,089	\$6,762,240	\$6,850,063	\$26,995,995
Available Suballocated Funding	\$17,300,705	\$5,192,459	\$5,806,798	\$5,922,934	\$6,041,392	\$40,264,288
TOTAL AVAILABLE FUNDING	\$17,300,705	\$46,521,837	\$48,394,107	\$49,768,838	\$49,966,793	
Prior Year Funding		\$17,300,705	\$773,440	(\$8,073,186)	(\$5,698,532)	
Programmed State and Federal Funding		(\$63,049,102)	(\$57,240,733)	(\$47,394,184)	(\$26,579,063)	(\$194,263,082)
TOTAL REMAINING	\$17,300,705	\$773,440	(\$8,073,186)	(\$5,698,532)	\$17,689,198	\$17,689,198

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
2017						
CU1514	\$0	\$51,880	\$0	\$12,970	\$0	\$64,850
CU1700	\$1,700,000	\$0	\$0	\$1,750,000	\$50,000	\$3,500,000
CU1701	\$447,792	\$0	\$0	\$111,948	\$0	\$559,740
CU1702	\$255,000	\$0	\$0	\$64,826	\$0	\$319,826
CU1704	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
CU1705	\$25,930	\$0	\$0	\$6,482	\$0	\$32,412
CU1707	\$0	\$206,076	\$0	\$51,519	\$0	\$257,595
CU1709-17A2	\$0	\$0	\$416,000	\$73,412	\$0	\$489,412
CU1711-17A1	\$0	\$0	\$3,870,960	\$967,740	\$0	\$4,838,700
MO1506	\$0	\$419,470	\$0	\$104,867	\$0	\$524,337
MO1507	\$0	\$46,608	\$0	\$0	\$0	\$46,608
MO1724	\$0	\$41,643	\$0	\$10,411	\$0	\$52,054
MO1725	\$0	\$26,392	\$0	\$6,598	\$0	\$32,990
MO1726-17A1	\$0	\$104,000	\$0	\$26,000	\$0	\$130,000
MO1727	\$0	\$61,572	\$0	\$15,394	\$0	\$76,966
MO1728	\$0	\$32,383	\$0	\$0	\$0	\$32,383
MO1729	\$0	\$136,783	\$0	\$34,196	\$0	\$170,979
SUBTOTAL	\$2,588,722	\$1,126,807	\$4,286,960	\$3,276,363	\$50,000	\$11,328,852
2018						
CU1800-17A2	\$1,588,487	\$0	\$0	\$1,588,487	\$50,000	\$3,226,974
CU1801-17A2	\$900,142	\$0	\$0	\$225,035	\$0	\$1,125,177
CU1804-17A2	\$132,374	\$0	\$0	\$33,093	\$0	\$165,467
CU1805-17A2	\$26,475	\$0	\$0	\$6,619	\$0	\$33,094
SUBTOTAL	\$2,647,478	\$0	\$0	\$1,853,234	\$50,000	\$4,550,712

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
2019						
CU1900-17A2	\$1,622,136	\$0	\$0	\$1,622,163	\$50,000	\$3,294,299
CU1901-17A2	\$919,226	\$0	\$0	\$229,806	\$0	\$1,149,032
CU1904-17A2	\$135,180	\$0	\$0	\$33,795	\$0	\$168,975
CU1905-17A2	\$27,036	\$0	\$0	\$6,759	\$0	\$33,795
SUBTOTAL	\$2,703,578	\$0	\$0	\$1,892,523	\$50,000	\$4,646,101
2020						
CU2000-17A2	\$1,656,553	\$0	\$0	\$1,656,553	\$50,000	\$3,363,106
CU2001-17A2	\$425,000	\$0	\$0	\$938,713	\$0	\$1,363,713
CU2004-17A2	\$138,046	\$0	\$0	\$34,511	\$0	\$172,557
CU2005-17A2	\$27,609	\$0	\$0	\$6,903	\$0	\$34,512
SUBTOTAL	\$2,247,208	\$0	\$0	\$2,636,680	\$50,000	\$4,933,888
GRAND TOTAL	\$10,186,986	\$1,126,807	\$4,286,960	\$9,658,800	\$200,000	\$25,459,553

FINANCIAL CONSTRAINT

Transit

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
FY 2017						
Funds Anticipated	\$ 2,588,722	\$ 1,126,807	\$ 4,286,960	\$ 3,276,363	\$ 50,000	\$11,328,852
Funds Programmed	(\$2,588,722)	(\$1,126,807)	(\$4,286,960)	(\$3,276,363)	(\$50,000)	(\$11,328,852)
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0
FY 2018						
Funds Anticipated	\$ 2,647,478	\$ 273,197	\$ 252,962	\$ 1,892,523	\$ 50,000	\$5,116,160
Funds Programmed	(\$2,647,478)	\$ -	\$ -	(\$1,853,234)	(\$50,000)	(\$4,550,712)
Running Balance	\$0	\$273,197	\$252,962	\$39,289	\$0	\$565,448
FY 2019						
Funds Anticipated	\$ 2,703,578	\$ 278,989	\$ 259,691	\$ 1,892,523	\$ 50,000	\$5,184,781
Funds Programmed	(\$2,703,578)	\$ -	\$ -	(\$1,892,523)	(\$50,000)	(\$4,646,101)
Running Balance	\$0	\$278,989	\$259,691	\$0	\$0	\$1,104,128
FY 2020						
Funds Anticipated	\$ 2,247,208	\$ 284,903	\$ 266,564	\$ 2,636,680	\$ 50,000	\$5,485,355
Funds Programmed	(\$2,247,208)	\$ -	\$ -	(\$2,636,680)	(\$50,000)	(\$4,933,888)
Running Balance	\$0	\$284,903	\$266,564	\$0	\$0	\$1,655,595

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 11/16/2016; ITEM II.B.

Annual Listing of Obligated Projects (ALOP)

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

AGENDA DESCRIPTION: Ozarks Transportation Organization is required by federal law to publish an Annual Listing of Obligated Projects:

§ 450.332 Annual listing of obligated projects. (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. (b) The listing shall be prepared in accordance with § 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under § 450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

The Ozarks Transportation Organization Federal Fiscal Year 2016 Annual Listing of Obligated Projects will be available at the meeting for member consideration and review. Please note that Federal fiscal year 2016 includes the time period from October 1, 2015 to September 30, 2016.

Staff is requesting each jurisdiction review the report for any inaccuracies and advise staff. Please note that this is required to be published by December 30, 2016.

TECHNICAL COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

"Move to recommend that the Board of Directors accept of the Annual Listing of Obligated Projects."

OR

"Move to recommend that the Board of Directors accept of the Annual Listing of Obligated Projects with the following corrections..."

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 11/16/2016; ITEM II.C.

Federal Funds Balance Report – September 30, 2016

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Funds Balance Report, ending September 30, 2016, will be available at the meeting for member review.

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

OTO has elected to sub-allocate the STBG-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2017.

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.

In 2009, \$3.5 million in STBG-Urban funding was rescinded when SAFETEA-LU expired, though it was restored nine months later. 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.

TECHNICAL PLANNING COMMITTEE 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.

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 11/16/2016; ITEM II.D.

OTO 2017 DBE PROGRAM GOAL

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The U.S. Department of Transportation's (USDOT) Disadvantaged Business Enterprise (DBE) Program is designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by DOT financial assistance programs. The program also helps small non-minority owned businesses participate in contracting opportunities. The three major DOT operating administrations involved in the DBE Program are the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), and the Federal Transit Administration (FTA).

Among other things, DBE regulations require recipients of USDOT financial assistance to establish goals for the participation of disadvantaged entrepreneurs. OTO is required by the USDOT to have a DBE Program because it is a FHWA/FTA recipient that receives federal planning funds and will award prime contracts.

OTO's DBE calculation:

- OTO proposed 2017 DBE Goal – 0%
- OTO current 2016 DBE Goal – 0%

As a requirement to receive and expend federal funds for third party contracts, USDOT requires OTO to establish a DBE goal based on methods established by USDOT. The DBE Program relates to efforts that support OTO's non-discrimination requirements under Title VI. There were no Title VI complaints for OTO in 2016.

The OTO 2017 DBE goal will be out for public comment until December 14, 2016.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

“Move to recommend that the Board of Directors approve the 2017 DBE Program Goal and Appendix D to the Disadvantaged Business Enterprise Program.”

Or

“Move to recommend that the 2017 DBE Program Goal have the following revisions...”

DBE Goal Methodology

OTO submits its overall goal to USDOT annually beginning with the base year 2015. In accordance with Federal Regulations CFR 49§26.45, OTO employs a two-step process to calculate its DBE Program Goal.

OTO 2017 DBE GOAL = 0%

Step 1

Involves determining a “base figure” for the relative availability of DBEs in the area. The base figure is a percentage calculated as the ratio of available DBEs. The data sources used to derive available DBEs is as follows:

1. “Available DBEs” is derived from the total number of certified DBEs in the Missouri Regional Certification Committee (MRCC)¹ DBE directory with the North American Industry Classification (NAICS) Codes of 23 - Construction; 54 - Professional, Scientific, and Technical Services; 56 – Administrative and Support; and 42 - Wholesale Trade for the (5) counties within the Metropolitan Statistical Area (MSA).

Step one Formula:
$$\frac{\text{Number of Springfield MSA DBE listed by the MoDOT MRCC Directory}}{\text{Number of Springfield MSA business establishments listed by the US Census}} = DBE\ Goal$$

Appendix D indicates there are 12 companies listed in the MRCC Directory within the Springfield MSA.

2. “All available companies” is derived from the total number of companies with the NAICS codes above found in the Census Bureau’s County Business Patterns (CBP) database in the five (5) counties within the Metropolitan Statistical Area (MSA).

Appendix D indicates there are 3,234 businesses listed by the US Census in the MSA

$$\frac{12}{3,234} = .003780$$

Step 2

The second step involves examining available evidence to determine what adjustment, if any is needed to the base figure in order to arrive at the overall goal that reflects as accurately as possible the DBE participation OTO would expect in the absence of discrimination.

- A. Proposed OTO 2017 Goal
- B. OTO 2016 Goal
(A X B)/2 = Goal Adjustment

¹ MRCC – regional certification committee is the Missouri “one stop” DBE certification group. The Committee (MoDOT, KCMO, KCATA< Metro and Lambert Airport St. Louis, EWGCC, and MARC) is the statewide DBE certification certifiers. If certified by one of these agencies your certification is good throughout MO.

To determine what types of adjustments, if any are needed to the base figure, additional sources of evidence was examined:

1. The current capacity of DBEs to perform work in OTO's DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
2. Review of the last three (2) year bi-annual reports (years 2014 through 2016) of DBE participation (0%) reported to FTA.

Last 2 Years	Goal	Achieved Goal
2014	0% - goal set by MoDOT	0%
2015	0% - OTO 2015 Goal	0%
2016	0% - OTO 2016 Goal	0%

To calculate the DBE goal, OTO averaged the base figure calculation 0% with the median of the volume of work DBEs performed in recent years (0%), thus providing the average of the two measures.

There were no adjustments needed since OTO's 2016 goal was 0%.

APPENDIX D – OVERALL 2017 DBE GOAL 49 CFR §26.45

OTO uses the two step process outlined in 49 CFR §26.45. OTO utilizes the MRCC Directory to establish the base figure in step one. *The MSA area includes Christian, Dallas, Greene, Polk and Webster counties.*

STEP ONE – DBE Calculation

Step one Formula:
$$\frac{\text{Number of Springfield MSA DBE listed by the MoDOT MRCC Directory}}{\text{Number of Springfield MSA business establishments listed by the US Census}} = \text{DBE Goal}$$

OTO Step one: Formula:
$$\frac{12}{3,234} = 0.003710 = \text{rounds to } 0 = \text{Goal of } 0$$

Number of DBE business in the MSA*													Total Activity by NAICS
DBE Companies in MSA	NAICS	Description	Type 1 NAICS	Type 2 NAICS	Type 3 NAICS	Type 4 NAICS	Type 5 NAICS	Type 6 NAICS	Type 7 NAICS	Type 8 NAICS	Type 9 NAICS		
Company 1	23	Construction	238110	237310								2	
Company 2	23	Construction	238990									1	
Company 3	54	Professional, Scientific, and Technical Services	541219									1	
Company 4	54	Professional, Scientific, and Technical Services	541370	541330								2	
Company 5	54 & 48	Professional, Scientific, and Technical Services; Transportation and Warehousing	541990	484220								2	
Company 6	54,71,23	Professional, Scientific, and Technical Services; Arts, Entertainment, and Recreation; Construction	541611	711510	237310							3	
Company 7	23	Construction; Administrative and Support	238110	238990	237310	561730	237990					5	
Company 8	56,23	Administrative and Support; Construction	561730	237310								2	
Company 9	23,54	Construction; Professional, Scientific, and Technical Services	236220	541310								2	
Company 10	42,23,54	Wholesale Trade; Construction; Professional, Scientific, and Technical Services	423310	424690	425120	238330	238340	238390	541611	541613	541614	9	
Company 11	54	Professional, Scientific, and Technical Services	541310									1	
Company 12	54	Professional, Scientific, and Technical Services	541310									1	
Total Activity by types			12	8	3	2	2	1	1	1	1	31	
*MSA includes: Christian, Dallas, Green, Polk and Webster County													
http://contribute.modot.mo.gov/business/contractor_resources/External_Civil_Rights/mrcc.htm													

*MSA includes: Christian, Dallas, Green, Polk and Webster County

http://contribute.modot.mo.gov/business/contractor_resources/External_Civil_Rights/mrcc.htm

**NAICS Type is the specific line of business a company conducts in an industry. For example, NAICS Code 23 is Construction. Company 1 located in the Springfield MSA specializes in two different types of construction: #238110 - Poured Concrete Foundation and structure Contractors & #237310 - Power and Communication Line and Related Structures Construction.

Number of Business identified by NAICS Code in the MSA		
NAICS Code	Primary Business Category	Total Establishments in the MSA
23	Construction	987
54	Professional, Scientific, and Technical Services	1,065
56	Administrative and Support	589
42	Wholesale Trade	593
Total		3,234
* NAICS Indicates 3,234 established Small Businesses by relevant sectors.		
http://censtats.census.gov/		

STEP TWO – Review for Needed Adjustments

Step two involves examining available evidence, determining what adjustments to the base figure are needed, if any.

- OTO utilizes the MRCC database.

No adjustments needed. OTO's 2016 goal was 0.

- OTO records and takes into consideration the DBE activities performed in DOT assisted contracts.

No DBE activities performed in the DOT assisted contracts, so no additional consideration required for 2017.

No adjustments needed.

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 11/16/2016; ITEM II.E.

Amendment Number Two to the FY 2017 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 OTO is proposing Amendment Number Two to the FY 2017 UPWP.

Task 5

The OTO has become eligible for a MoDOT grant for FTA Planning funds to conduct an update of the Human Services Transportation Coordination Plan. The OTO has requested \$15,420 in grant funds. There is a twenty percent local match requirement of \$3,855. The following work element has been added to Task 5 of the UPWP to incorporate this new MoDOT grant.

Human Services Transportation Coordination Plan

- Conduct an assessment of Human Service Transit services available in the area.
- Conduct an assessment of transportation needs for people with low incomes.
- Conduct all the public participation for the development of the plan.
- Update the current Transit Coordination Plan for FAST Act Compliance.

The UPWP contains the proposed budget for FY 2017. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2017 and the proposed FY 2017 Amendment are shown below:

	Approved FY 2017	Proposed FY 2017
OTO Consolidated FHWA/FTA PL Funds	\$799,349.00	\$799,349.00
MoDOT FTA Planning Funds		\$15,420.00
Local Jurisdiction Match Funds/In-Kind Match	\$110,337.00	\$114,192.00
<u>MoDOT "Direct Costs"</u>	<u>\$89,500.00</u>	<u>\$89,500.00</u>
Total OTO Revenue	\$999,186.00	\$1,048,461.00

The changes to the FY 2017 UPWP are shown in red. The new budget is shown in Appendix C.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

That a member of the Technical Planning Committee makes one of the following motions:

"Move to recommend approval of Amendment Number Two to the FY 2017 UPWP to the Board of Directors."

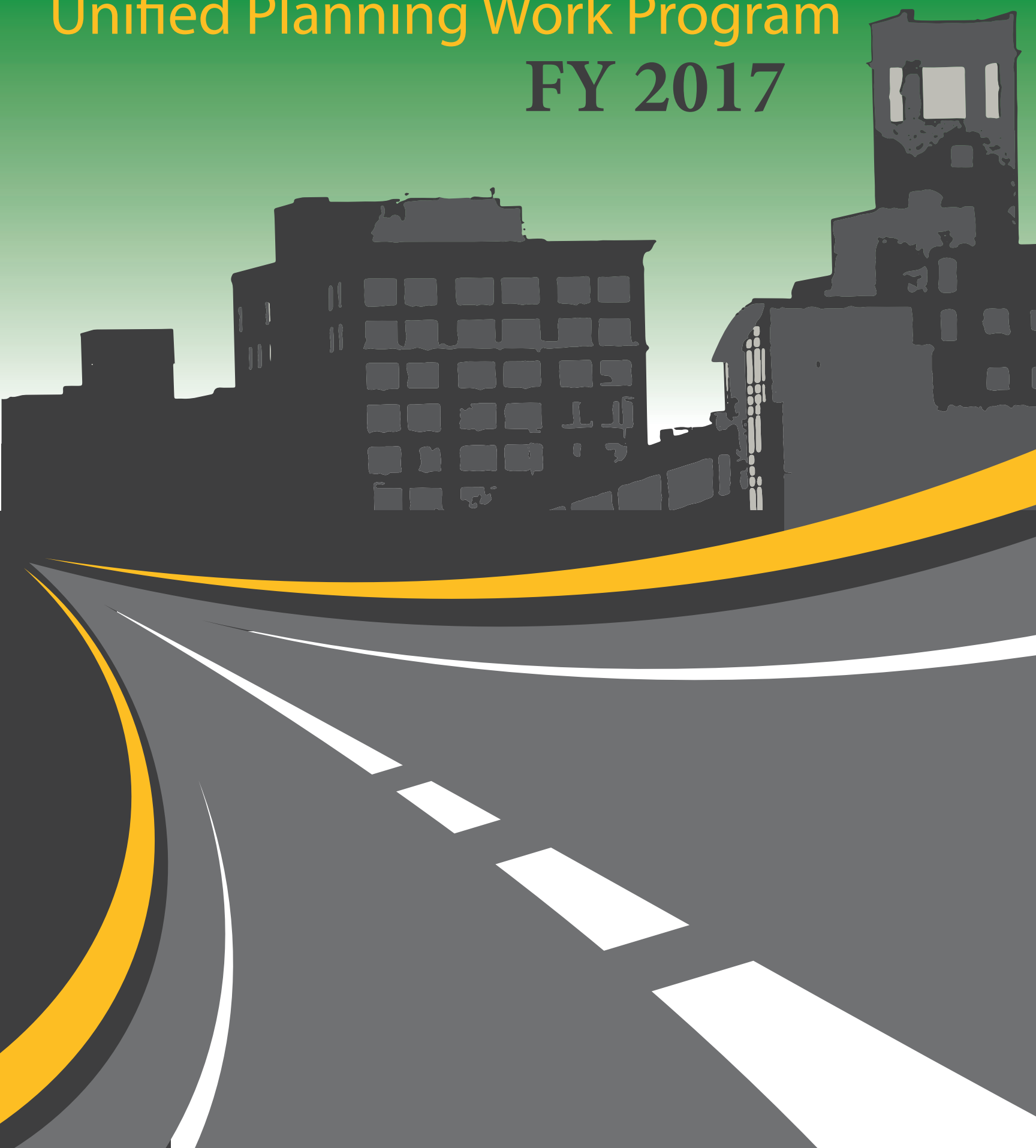
OR

"Move to recommend approval of Amendment Two to the FY 2017 UPWP to the Board of Directors with the following changes ..."

Ozarks Transportation Organization

Unified Planning Work Program

FY 2017





Unified Planning Work Program
Fiscal Year 2017
(July 1, 2016 – June 30, 2017)

APPROVED BY OTO BOARD OF DIRECTORS: April, 21, 2016

APPROVED BY USDOT: May 3, 2016

ADMINISTRATIVE MODIFICATION NUMBER ONE: June 16, 2016

AMENDMENT NUMBER ONE: October 20, 2016

AMENDMENT NUMBER TWO:

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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 on the basis of 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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Table of Contents

Table of Contents.....	i
Introduction.....	1
Task 1 – OTO General Administration	4
Task 2 – OTO Committee Support	7
Task 3 – General Planning and Plan Implementation	9
Task 4 – Project Selection and Programming	14
Task 5 – OTO Transit Planning	16
Task 6 – City Utilities Transit Planning (Direct Outside Grant)	19
Task 7 – Special Studies and Projects.....	22
Task 8 – MoDOT Transportation Studies and Data Collection	23
Financial Summary.....	24
OTO Boundary Map	27
OTO Organization Chart.....	28
Appendix A	29

Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2017 (July 2016 - June 2017). 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://www.ozarkstransportation.org/Documents/OTO_PPP_Rev_A_BOD_approved041615.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.

The economy is recovering and traffic volumes are increasing, leading to slower commute times and increasing travel delay. Increased congestion means increased reliability issues. Traffic Incident Management is a new activity for OTO. A new subcommittee has been formed to examine this mounting concern. More on this can be seen in Task 2.

With the passage of the Fixing American’s Surface Transportation (FAST) Act, funding over the next five years will be more stable than in the past. Through the goals of the long range metropolitan plan, OTO is working in partnership with MoDOT and the OTO member jurisdictions to determine how that funding can be best programmed. OTO will be updating the Transportation Improvement Program this year, which will reflect these priority projects, as seen in Task 4.

Performance measurement is becoming more integrated into the OTO planning process, though guidance on the National Performance Goals and how to implement them locally is still forthcoming. Current estimates put that information at July or later this year and as soon as it is available, OTO will work in coordination with MoDOT to set measures for the region. This work will fall into Task 3 and will continue in future years.

OTO continues to track air quality in the region and participate on the regional Ozarks Clean Air Alliance. Currently, OTO remains in attainment for both PM_{2.5} and Ozone, even with the recent tightening of the standards. With the recovering economy and increased traffic, however, OTO understands that this is still a concern that requires constant awareness. Air quality activities can be seen in Task 3, which participation on the OCAA is in Task 2.

OTO’s work program for FY 2017 is poised to tackle existing and forthcoming transportation planning issues. Continued staff training and public outreach, as well as improved data collection and planning efforts, ensures the region can prepare for the ever-changing future.

Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the 2017 Fiscal Year. Most of the contracts listed below are carryover multi-year contracts. The Audit, Online TIP Tool Software, and professional services may require new contracts.

<i>Cost Category</i>	<i>Budgeted Amount FY 2017</i>
Audit	\$7,000
Professional Services Fees	\$24,000
Data Storage/Backup	\$4,500
IT Maintenance Contract	\$9,000
Online TIP Tool Maintenance	\$9,600
Online TIP Tool Software	\$25,000
Travel Data Collection	\$12,000
Travel Model Scenarios	\$20,000
Regional Bicycle and Pedestrian Trail Investment Study	\$150,000
Total Consultant Usage	\$261,100

Items to be purchased that exceed \$5,000

Audit – \$7,000
IT maintenance Contract – \$9,000
Online TIP Tool Software – \$25,000
Professional Services – \$24,000
Regional Bicycle and Pedestrian Trail Investment Study – \$150,000
Travel Data Collection – \$12,000
Travel Model Scenarios – \$20,000

Task - 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	\$34,000
--------------------------------	----------

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	\$7,000
---------------------------	---------

August to December

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2016 and report to Board of Directors.
- Implement measures as suggested by audit.

1.3 Unified Planning Work Program (UPWP)	\$7,000
--	---------

January to June

Responsible Agency – OTO

- Modifications to the FY 2017 UPWP as necessary.
- Development of the FY 2018 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	\$39,000
-------------------------------	----------

July to June

Responsible Agency – OTO

- Travel to meetings both regionally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees.
Possible training includes:
 - Transportation Research Board (TRB) Conference
 - Association of MPOs Annual Conference
 - ESRI User Conference
 - Missouri GIS 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
 - Employee Educational Assistance

- Provide Other OTO Member Training Sessions, as needed and appropriate

1.5 General Administration and Contract Management..... \$25,000

July to June

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.
- Prepare contract and Memorandums of Understandings Addendums.

1.6 Electronic Support for OTO Operations \$30,000

July to June

Responsible Agency – OTO

- Maintain and update website www.ozarkstransportation.org.
- Maintain and update website www.giveusyourinput.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 2017

- 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 2016 Audit Report.
- The FY 2018 Unified Planning Work Program approved by OTO Board of Directors and MoDOT.
- FY 2017 Unified Planning Work Program Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly updates of websites.
- Social media postings.
- Graphics for documents.
- OTO websites revisions.

Tasks Completed in FY 2016

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2016).
- Quarterly Financial Reporting to the Board of Directors (Completed June 2016).
- Dues calculated and mailed statements for FY 2017 (Completed April 2016).
- FY 2015 Audit Report (December 2015).
- FY 2017 UPWP approved by OTO Board of Directors and MoDOT (Completed June 2016).
- Staff attended various conferences and training (Completed June 2016).
- Monthly websites maintenance (Completed June 2016).
- DBE Report submitted to MoDOT (Completed October 2015 and April 2016).

- DBE Annual Goal Approved (Completed October 2016).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2015 and February 2016).
- Title VI Annual Survey submitted to MoDOT (Completed February 2016).

Training Attended Included in FY 2016

- 2015 Conference on Freight
- MoVITE Conference
- FHWA CMP Reliability Workshop
- Association of Metropolitan Planning Organizations Annual Conference
- Urban Transportation Systems Analysis Class
- Python Scripting Tutorials
- OCITE Training
- Missouri GIS Conference
- Spatial Analyst Extension Training
- Transportation System Management & Operations Training
- MoDOT Planning Partner Meetings
- Federal Grants Management Training
- American Planning Associate Annual Conference

Funding Sources

Local Match Funds	\$28,400	20.00%
Federal CPG Funds	\$113,600	80.00%
Total Funds	\$142,000	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	\$135,000
--	------------------

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 meetings and Traffic Incident Management.
- Respond to individual committee requests.
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year.

2.2 Community Committee Participation	\$11,000
--	-----------------

July to June

Responsible Agency – OTO

- Participate in and encourage collaboration among various community committees directly related to transportation. Committees include:
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Governments Board and Transportation 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
 - Missouri Safe Routes to School Network
 - Ozark Safe Routes to School Committee
 - Local Safe Routes to School
 - CU Fixed Route Advisory Committee
 - City of Springfield Traffic Advisory Board
 - Other committees as needed

2.3 OTO Policy and Administrative Documents	\$5,000
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July to June

Responsible Agency – OTO

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

2.4 Public Involvement.....	\$35,000
------------------------------------	-----------------

July to June

Responsible Agency – OTO

- Maintain www.GiveUsYourInput.org with public comments posted by work product.
- Publish public notices and press releases.

- Comply with Missouri Sunshine Law requirements, including record retention.
- Update the OTO Public Participation Plan (PPP), consistent with federal guidelines (as required)

2.5 Member Attendance at OTO Meetings..... \$10,000*July to June*

Responsible Agencies – OTO and Member Jurisdictions

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

End Products for FY 2017

- 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 MO Coalition of Roadway Safety SW District.
- Update of Public Participation Plan (PPP) and implementation of PPP through website and press release.

Tasks Completed in FY 2016

- Conducted Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, and Technical Planning Committee meetings (Completed June 2016).
- Conducted Congestion Management Process, Long Range Transportation Plan, Major Thoroughfare Plan, Traffic Incident Management, and Unified Planning Work Program subcommittee meetings (Completed June 2016).
- Prepared agendas and minutes (Completed June 2016).
- Documented meeting attendance for in-kind reporting (Completed June 2016).
- Staff participated in multiple community committees (Completed June 2016).
- Bylaw amendment to add additional Citizen-At-Large Representative to the Board of Directors (Completed October 2015).
- Annual Evaluation of Public Participation Plan (PPP) and implementation of PPP through website and press releases (Completed June 2016).
- Public input tracked and published (Completed June 2016).
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects (Completed June 2016).

Funding Sources

Local Match Funds	\$29,200	14.90%
In-kind Services*	\$10,000	5.10%
Federal CPG Funds	\$156,800	80.00%
Total Funds	\$196,000	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. MAP-21 and FAST Act guidance will continue to be incorporated as it becomes available.

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

3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i>	\$65,500
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July to June

Responsible Agency – OTO

- Adoption of LRTP Update Draft, which is due by 12/2016. Board approval anticipated in Summer/Fall 2016. Includes development of an executive summary.
- Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.
- Assist jurisdictions with adoption and compliance with the Major Thoroughfare Plan.
- Bicycle/Pedestrian/Roadway Design Guidelines Brochure Printing.
- Finalize Major Thoroughfare Plan with adoption with the Long Range Plan Update. Special attention will be given to the East/West and North/South Arterials connecting cities, modes, and major highways.
- LRTP – Five-Year Implementation Plan.

3.2 Performance Measures.....	\$16,500
-------------------------------	----------

July to June

Responsible Agency – OTO

- Coordinate with MoDOT on efforts to address national performance measures 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 performance measures.

3.3 Congestion Management Process Implementation	\$10,780
--	----------

July to December

Responsible Agency – OTO

- Coordinate data collection efforts for FY 2017.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.
- Produce CMP Update in calendar year 2016.

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..... \$15,500*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.

3.6 Freight Planning \$5,500*July to June*

Responsible Agency – OTO

- Designate critical urban freight corridors in partnership with MoDOT.
- Participate in the Southwest Missouri Freight Advisory Committee.

3.7 Traffic Incident Management Planning..... \$5,530*July to June*

Responsible Agency – OTO

- Traffic Incident Management Action Plan.

3.8 Air Quality Planning..... \$5,000*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 Demographics and Future Projections..... \$13,000*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.

3.10 Geographic Information Systems (GIS) \$21,500*July to June*

Responsible Agency – OTO

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

3.11 Mapping and Graphics Support for OTO Operations \$16,500*July 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.

3.12 Support for Jurisdictions Plans \$5,200*July to June*

Responsible Agency – OTO

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

3.13 Studies of Parking, Land Use, and Traffic Circulation \$12,000*July to June*

Responsible Agency – OTO

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

3.14 OTO Travel Demand Model Scenarios \$20,000*July to June*

Consultant Contract

Responsible Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan implementation.

3.15 Travel Time Runs and Traffic Counts..... \$12,000*June to July*

Consultant Contract

Responsible Agency – OTO

- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.

3.16 Civil Rights Compliance \$18,500*July to June*

Responsible Agency – OTO

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA).
- Review and update the Limited English Proficiency Plan (LEP) if needed.
- Review and update the Title VI/ADA Program.
- Meet MoDOT established DBE goals.
- 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 Regional Trail Bicycle and Pedestrian Investment Study..... \$150,000*November to June*

Consultant Contract

Development of a regional trail investment study to provide cost estimates and determine location feasibility.

End Products for FY 2017

- Adopted Long Range Transportation Plan (LRTP) Update.
- Amendments to the LRTP as necessary.
- LRTP Five-Year Implementation Plan.
- LRTP Executive Summary.
- Bicycle/Pedestrian/Roadway Design Guidelines Brochure Printed.
- Continued implementation of Bicycle and Pedestrian Plan with report documenting accomplishments.
- Traffic Incident Management Action Plan.
- Continued monitoring of attainment status.
- Congestion Monitoring Report.
- Demographic Report.
- Annual Transportation Report Card to monitor the Performance Measures
- Performance Measures Report.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Designate critical urban freight corridors.
- Additional Travel Demand Model Scenarios as needed.
- Traffic Counts as needed.
- Other projects as needed.
- Semiannual DBE reporting submitted to MoDOT.
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT.
- LEP Update.
- Title VI/ADA Program Update.
- Assist City of Springfield in implementing Field Guide 2030.
- Regional Bicycle and Pedestrian Trail Investment Study.

Tasks Completed in FY 2016

- Approved changes to Federal Functional Classification System (Completed June 2016).
- Purchase and installation of Travel Time Collection Units (Completed December 2015).
- Transportation planning aerial photography (Completed April 2016).
- Travel Demand Model Scenarios (Completed June 2016).
- Draft Long Range Transportation Plan update (Completed June 2016).
- Draft Major Thoroughfare Plan Update (Completed June 2016).
- One amendment to the Major Thoroughfare Plan (Completed June 2016).
- Maintenance of GIS System Layers (Completed June 2016).
- Continued Monitoring of Attainment Status (Completed June 2016).
- Performance Measure Report (Completed June 2016).
- CMP Data Collection Summary (Completed June 2016).
- Annual Traffic Report Card (completed in June 2016)

Funding Sources

Local Match Funds	\$ 79,662	20.00%
Federal CPG Funds	\$ 318,648	80.00%
Total Funds	\$ 398,310	100.00%

Task 4 – Project Selection and Programming

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

<u>Work Elements</u>	<u>Estimated Cost</u>
-----------------------------	------------------------------

4.1 FY 2017-2020 Transportation Improvement Program (TIP).....	\$15,000
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July to August

Responsible Agency – OTO

- Complete and publish the 2017-2020 TIP.
 - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

4.2 FY 2018-2021 Transportation Improvement Program (TIP).....	\$30,000
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March to June

Responsible Agency – OTO

- Begin development of the 2018-2021 TIP.
- Conduct the Public Involvement Process for the TIP (March-August).
- Work with the TIP subcommittees (June).
- Complete Draft document.

4.3 Project Programming.....	\$15,500
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July to June

Responsible Agency – OTO

- Process all modifications to the FY 2015-2018 and the FY 2017-2020 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for projects.
- Award funding and program projects.

4.4 Federal Funds Tracking	\$4,170
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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 STP-Urban, Small Urban, TAP, and bridge balances.
- Track area cost-share projects.
- Track reasonable progress on project implementation following programming.

4.5 Online TIP Tool Maintenance	\$9,600
--	----------------

July to June

Consultant Contract

Responsible Agency – OTO

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

4.6 Online TIP Tool Software \$25,000*July to June***Consultant Contract**

Responsible Agency – OTO

- Develop Request for Proposals and conduct review for possible new contract for online searchable database for projects.

End Product(s) for FY 2017

- TIP amendments, as needed.
- Draft of the FY 2018-2021 Transportation Improvement Program.
- Approved FY 2017-2020 Transportation Improvement Program.
- Annual Listing of Obligated Projects.
- Federal Funds Balance Reports.
- Online searchable database of TIP projects.
- Award funding and program projects.

Tasks Completed in FY 2016

- Amended the FY 2015-2018 TIP numerous times (Completed June 2016).
- Annual Listing of Obligated Projects (Completed December 2015).
- Maintained fund balance information (Completed June 2016).
- Maintained online searchable database of TIP projects (Completed June 2016).
- Solicited and selected FTA 5310 and FTA 5339 projects for FY 2014, FY 2015, and FY 2016 (Completed December 2015).

Funding Sources

Local Match Funds	\$19,854	20.00%
Federal CPG Funds	\$79,416	80.00%
Total Funds	\$99,270	100.00%

Task 5 – OTO Transit Planning

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

Work Elements	Estimated Cost
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5.1 Operational Planning.....	\$6,000
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July to June

Responsible Agencies – OTO

- 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.

5.2 Competitive Contract Planning	\$1,000
---	---------

July to June

Responsible Agencies – OTO

- 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.

5.3 Transit Coordination Plan Implementation.....	\$10,300
---	----------

July to June

Responsible Agencies – OTO, Human Service Transit Providers

- Transit Coordination Plan Implementation.
- 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.

5.4 Human Services Transportation Coordination Plan Update	\$19,275
--	----------

*December to June*Responsible Agencies – OTO, Human Service Transit Providers

- Assessment of available services.
- Assessment of transportation needs of people with low incomes.
- Conduct Public Participation.
- Update the current Transit Coordination Plan for FAST Act compliance.

5.4 Program Management Plan	\$5,000
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July to June

Responsible Agencies – OTO

- Review and/or update the existing program management plan to ensure compliance with MAP-21 and FAST ACT.

5.5 Data Collection and Analysis.....	\$10,500
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July to June

Responsible Agencies – OTO

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes.
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts.

5.6 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.

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

Responsible Agencies – OTO

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

5.8 Transit Signal Priority Committee..... \$5,000*July to June*

Responsible Agencies – OTO

- OTO will form a subcommittee to investigate giving Transit Signal Priority at major intersections.

5.9 Origin and Destination Information for Marketing CU Transit \$4,000*July to June*

Responsible Agencies – OTO

- OTO staff assistance in providing necessary origin and destination data for marketing CU Transit.

End Products for FY 2017

- Transit agency coordination
- Solicit for FTA funding, rank applications and program projects for FY 2017-2020 TIP.
- Special Studies
- Transit Coordination Plan Implementation.
- Human Services Transportation Coordination Plan Update.
- LCBT agendas, minutes, and meetings.
- Transit Survey.
- CU Transit ADA/Title VI Appeals processed.
- Transit Signal Priority Committee.
- Origin and Destination Data.

Tasks Completed in FY 2016

- Transit Coordination Plan Implementation.
- Solicit for FTA funding, rank applications and program projects for FY 2015-2018 TIP amendments (Completed December 2015).

- LCBT agenda, minutes, and meetings (Completed June 2016).
- Transit agency coordination
- Regional paratransit coordination

Funding Sources

Local Match Funds	\$9,960 <u>13,815</u>	20%
MoDOT FTA Planning funds	<u>\$15,420</u>	22%
Federal CPG Funds	\$39,840	80 <u>58</u> %
Total Funds	\$49,800 <u>69,075</u>	100%

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

Work Elements	Estimated Cost
6.1 Operational Planning.....	\$100,000
<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.....	\$20,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants. 	
6.3 Transit Fixed Route and Regional Service Analysis Implementation	\$10,000
<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	\$30,000
<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 VII service planning. 	
6.5 Financial Planning	\$30,000
<i>July to June</i>	
Responsible Agency – City Utilities	
<ul style="list-style-type: none"> • CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources. 	

6.6 Competitive Contract Planning \$2,000*July to June*

Responsible Agencies – City Utilities

- CU Transit will study opportunities for transit cost reductions through the use of third-party and private sector providers.

6.7 Safety, Security and Drug and Alcohol Control Planning..... \$10,000*July to June*

Responsible Agencies – City Utilities

- Implementation of additional safety and security policies as required by MAP-21.

6.8 Transit Coordination Plan Implementation..... \$6,000*July to June*

Responsible Agencies – City Utilities

- 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 \$4,000*July to June*

Responsible Agencies – City Utilities

- Review the existing program management plan to ensure compliance with MAP-21 and future reauthorization. Depending on final federal guidance Section 5339 grants may require a Program Management Plan.

6.10 Data Collection and Analysis \$4,000*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.

End Products for FY 2017

- Operational Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning

Tasks Completed in FY 2016

- Operational Planning
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning

Funding Sources

CU Match Funds	\$43,200	20%
FTA 5307 Funds	\$172,800	80%
Total Funds	\$216,000	100%

Task 7 – Special Studies and Projects

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

Work Elements**Estimated Cost****7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems
\$8,306**

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 to support Livability/Sustainable Planning \$6,500

July to June

Responsible Agency – OTO

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

**7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan
\$9,500**

July to June

Responsible Agency – OTO

- Studies relating to projects in the Long Range Transportation Plan.

End Products for FY 2017

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

Tasks Completed in FY 2016

- ITS Coordination (Completed June 2016).
- Worked with Springfield's Impacting Poverty Group (Completed June 2016).
- Developed analysis of transit options for northwest Springfield (Completed December 2015).

Funding Sources

Local Match Funds	\$4,861	20.00%
Federal CPG Funds	\$19,445	80.00%
Total Funds	\$24,306	100.00%

Task 8 – MoDOT Transportation Studies & Data Collection**MoDOT Transportation Studies and Data Collection \$89,500**

MoDOT Southwest District - \$89,500

July to June

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.

Source of Eligible MoDOT Match

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Center Manager	\$68,364	\$44,682	\$24,859	\$137,905	15	\$20,685
Traffic Study Specialist	\$44,400	\$29,019	\$16,145	\$89,564	30	\$26,869
Information Systems Specialist	\$39,156	\$25,592	\$14,238	\$78,986	10	\$7,898
Senior Traffic Studies Technician	\$37,800	\$24,705	\$13,745	\$76,250	45	\$34,312
Total Eligible Match						\$89,764
Total Match Requested						\$89,500

End Products for FY 2017

- 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 2016).
- Annual crash data (Completed June 2016).
- Speed Studies (Completed June 2016).
- Installation of the travel time collection units (Completed December 2015).

Value of MoDOT Direct Costs	\$89,500
	<u>X 80%</u>

Page | 25

Expenditure Summary by Work Task

	Local Funding				Federal Funding				
Task	Local Match	City Utilities	SAFETY	In-Kind	CPG	MoDOT FTA Planning	5307	Total	Percent (%)
1	\$28,400				\$113,600			\$142,000	12.40%
2	\$29,200			\$10,000	\$156,800			\$196,000	17.12%
3	\$79,662				\$318,648			\$398,310	34.79%
4	\$19,854				\$79,416			\$99,270	8.67%
5	\$13,815				\$39,840	\$15,420		\$69,075	6.03%
6		\$43,200					\$172,800	\$216,000	18.87%
7	\$4,861				\$19,445			\$24,306	2.12%
TOTAL	\$175,792	\$43,200	\$0	\$10,000	\$727,749	\$15,420	\$172,800	\$1,144,961	100.00%
8	Value of MoDOT "Direct Cost"							\$89,500	
Total of Transportation Planning Work								\$1,234,461	

Federal Consolidated Planning Grant (CPG) Funding FY 2017 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-7	\$1,125,686 \$1,144,961
Minus City Utilities Transit (FTA 5307 Funding)	-\$216,000
Actual Total Ozarks Transportation Organization Expenditures	\$909,686 \$928,961
PLUS Value of Task 8 MoDOT Direct Costs Credit	+\$89,500
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$999,186 \$1,018,461
Federal Pro-Rata share	80%*

Federal CPG Funding Eligible

\$799,349

*Federal Funding as a percentage of total OTO actual transportation planning costs is actually 87.8% (\$799,349/\$909,686). The value of MoDOT Direct Costs allows the OTO to include an additional \$71,600 in Federal CPG funding.

Budgeted Revenue FY 2017 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds (CPG Funds)	\$799,349
MoDOT FTA Planning Funds	\$15,420
MoDOT "Direct Costs" Match	\$17,900
Local Match to be Provided/In-kind Match	\$181,937 \$185,792
Total Ozarks Transportation Organization Revenue	\$999,186 \$1,018,461
CU Revenue (FTA 5307 Funding for City Utilities)	Total Amount Budgeted
City Utilities Transit Planning – FTA 5307 Funding	\$172,800
City Utilities Local Match	\$43,200
Total CU Revenue	\$216,000
TOTAL Budgeted Revenue for FY 2017 UPWP	\$1,215,186 \$1,234,461

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Total Available Federal Revenue for FY 2017 UPWP Work Activities

FY 2014 and FY 2015 (MO-81-0013) CPG Fund Balance as of 12/31/2015*	\$879,571.67
Less remaining CPG funds to be spent FY 2016	<u>\$388,730.11</u>
	\$490,841.56
 FY 2016 Estimated CPG Funds allocation	 \$570,848.00
FY 2017 Estimated CPG Funds allocation**	<u>\$582,265.00</u>
 TOTAL Estimated CPG Funds Available for FY 2017 UPWP	 \$1,643,954.56
 TOTAL CPG Funds Programmed for FY 2017	 (\$799,349)
Remaining Unprogrammed Balance****	\$844,605.56

*Previously allocated, but unspent CPG Funds through 12/31/15.

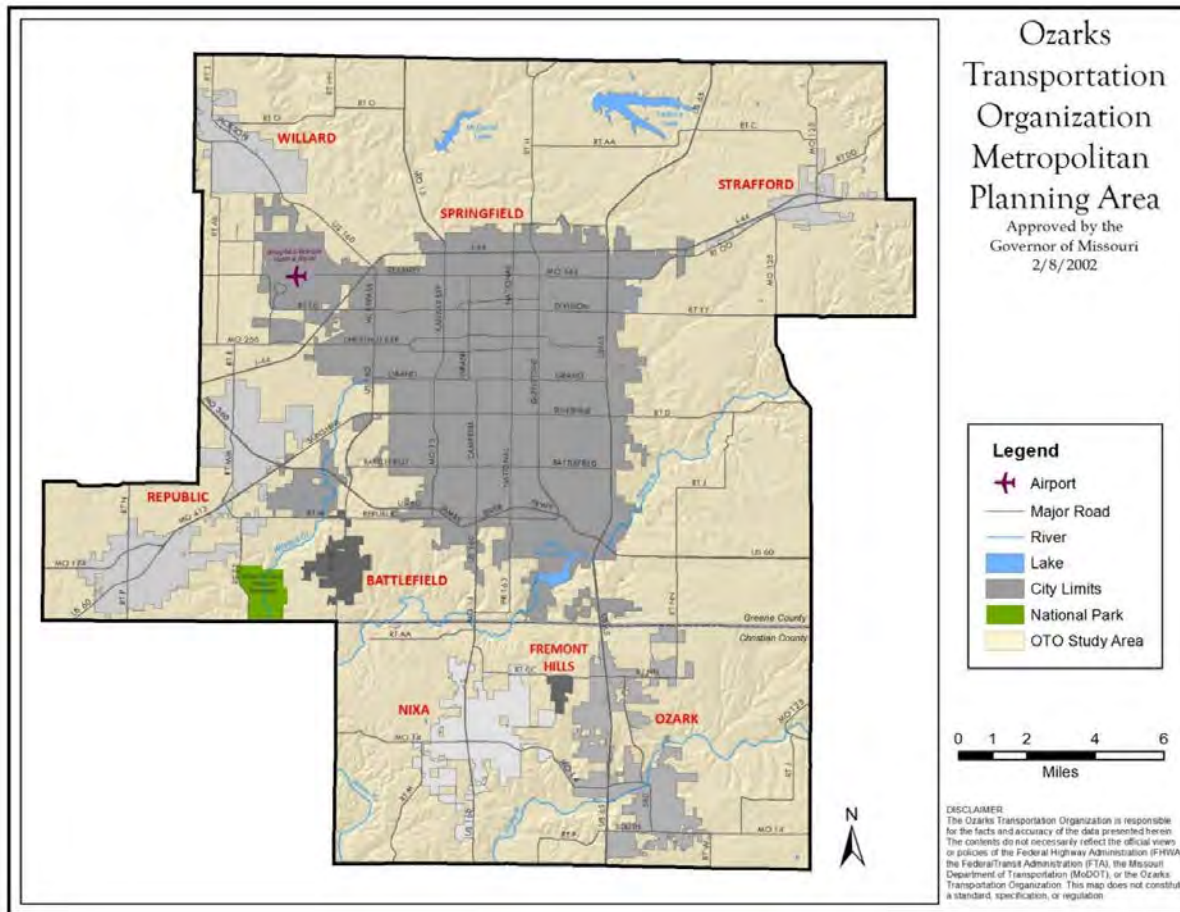
**The 2017 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill.

****Previously allocated but unprogrammed CPG funds.

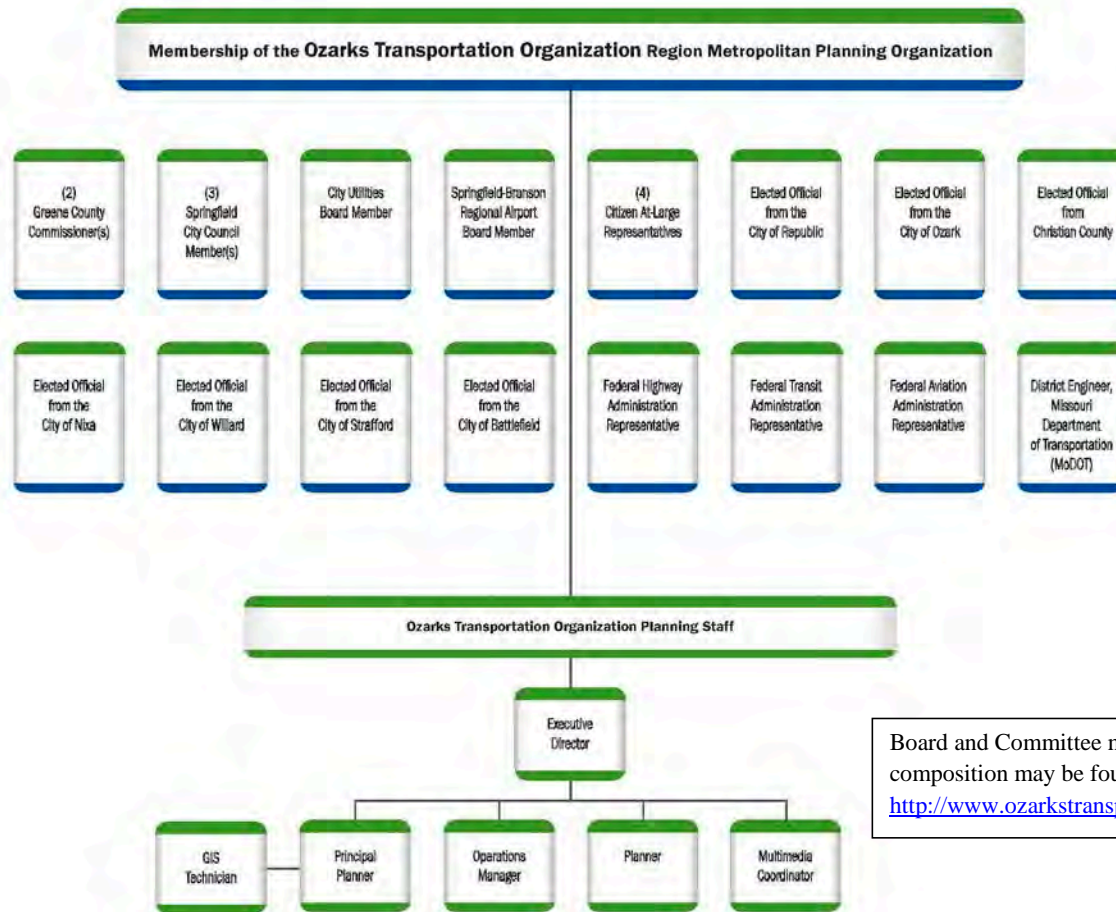
Justification for Carryover Balance

The projected carryover balance of \$844,605.56 represents approximately 1.48 years 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. While Federal Highway funds are available upon Congressional authorization, Federal transit funds are not available until Congressional appropriation. In FY 2016, Congress delayed the full appropriation until after the beginning of the OTO fiscal year. The full combined FHWA/FTA grant amount was not known until March 2016. Therefore, MoDOT as a general rule, does not allow for FY 2017 amounts to be available until the next OTO budget year, FY 2018. Therefore, OTO must always maintain a balance of at least one years' worth of funding. The remaining carryover balance of approximately six months' worth of funding is reserved for special studies and projects.

OTO Map



OTO Organization Chart



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

APPENDIX A

Fiscal Year 2017

July 1, 2016 - June 30, 2017

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Approved Amendment One Amount FY17</i>	<i>Total Budget FY17</i>
Building				
Building Lease	\$64,492		\$64,492	
Utilities	\$5,400		\$5,400	
Office Cleaning	\$3,300		\$3,300	
Parking	\$0		\$0	
Total Building		\$73,192		\$73,192
Commodities				
Office Supplies/Furniture	\$12,000		\$12,000	
Publications	\$550		\$550	
Public Input Promotional Items	\$2,000		\$2,000	
Total Commodities		\$14,550		\$14,550
Information Technology				
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$6,000	
Data Backup/Storage	\$4,500		\$4,500	
GIS Licenses	\$5,000		\$5,000	
IT Maintenance Contract	\$9,000		\$9,000	
Software	\$3,000		\$3,000	
Webhosting	\$800		\$800	
Total Information Technology		\$28,300		\$28,300
Insurance				
Board of Directors Insurance	\$5,000		\$5,000	
Errors & Omissions	\$2,900		\$2,900	
Liability Insurance	\$1,300		\$1,300	
Workers Comp	\$1,200		\$1,200	
Total Insurance		\$10,400		\$10,400
Operating				
Copy Machine Lease	\$3,000.00		\$3,000.00	
Dues/Memberships	\$8,000.00		\$8,000.00	
Education/Training/Travel	\$25,000.00		\$25,000.00	
Food/Meeting Expense	\$4,500.00		\$4,500.00	
Legal/Bid Notices	\$6,000.00		\$6,000.00	
Postage/Postal Services	\$5,000.00		\$5,000.00	
Printing/Mapping Services	\$25,000.00		\$13,000.00	
Public Input Event Registrations	\$1,500.00		\$1,500.00	
Staff Mileage Reimbursement	\$3,300.00		\$3,300.00	
Telephone/Internet	\$5,650.00		\$5,650.00	
Total Operating		\$86,950.00		\$74,950.00

<i>Cost Category</i>	<i>Budgeted Amount FY16</i>	<i>Total Amount Budgeted FY16</i>	<i>Approved Amendment One Amount FY17</i>	<i>Total Amount Budgeted FY17</i>
Personnel				
Salaries & Fringe	\$445,294		\$445,294	
Mobile Data Plans	\$2,700		\$2,700	
Payroll Services	\$2,700		\$2,700	
Total Personnel		\$450,694		\$450,694
Services				
Aerial Photos	\$0		\$0	
Audit	\$7,000		\$7,000	
Professional Services	\$12,000		\$24,000	
Regional Bicycle and Pedestrian Trail Investment Study	\$0		\$150,000	
TIP Tool Maintenance	\$9,600		\$9,600	
TIP Tool Software	\$25,000		\$25,000	
Travel Time Collection Units	\$0		\$0	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
Total Services		\$85,600		\$247,600
In-Kind Match, Donated				\$899,686
Member Attendance at Meetings	\$10,000		\$10,000	\$10,000
TOTAL OTO Expenditures		\$759,686		\$909,686
In-Kind Match, Direct Cost, Donated				
Direct Cost - MoDOT Salaries	\$89,500		\$89,500	
TOTAL OTO Budget		\$849,186		\$999,186
Direct Outside Grant				
CU Transit Salaries*	\$216,000		\$216,000	
TOTAL EXPENDITURES		\$1,065,186		\$1,215,186

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

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Approved Amendment One Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
Ozarks Transportation Organization Revenue				
Consolidated FHWA/FTA PL Funds	\$679,349		\$799,349	
Local Jurisdiction Match Funds	\$70,337		\$100,337	
In-kind Match, Meeting Attendance**	\$10,000		\$10,000	
MoDOT Direct Service Match**	\$89,500		\$89,500	
Total Ozarks Transportation Organization Revenue		\$849,186		\$999,186
Direct Outside Grant				
City Utilities Transit Planning				
FTA 5307	\$172,800		\$172,800	
City Utilities Local Match	\$43,200		\$43,200	

Total Direct Outside Grant	\$216,000	\$216,000
TOTAL REVENUE	\$1,065,186	\$216,000

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 2016

July 1, 2015 - June 30, 2016

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Budgeted Amount FY16</i>	<i>Total Amount Budgeted FY16</i>	<i>Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
Aerial Photos	\$0		\$0	
Audit	\$7,000		\$7,000	
Professional Services Fees	\$12,000		\$24,000	
Data Storage/Backup	\$4,500		\$4,500	
IT Maintenance Contract	\$9,000		\$9,000	
Online TIP Tool	\$9,600		\$9,600	
Online TIP Tool Software	\$25,000		\$25,000	
Regional Bicycle and Pedestrian Trail Investment Study	\$0		\$150,000	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
Total Consultant Usage		\$99,100.00		\$261,100.00

APPENDIX C

Fiscal Year 2017

July 1, 2016 - June 30, 2017

OTO UPWP DETAIL

Utilizing MoDOT FTA Planning Funds

HUMAN SERVICE TRANSPORTATION COORDINATION PLAN BUDGET - TASK 5

CURRENT PLAN EXPIRATION DATE 30-Mar-17

Estimated Expenditures			
Cost Category	<u>Total Cost</u>	<u>Federal (80%)</u>	<u>Local (20%)</u>
Salaries	\$13,000	\$10,400	\$2,600
Fringe Benefits	\$2,575	\$2,060	\$515
Indirect Cost	\$0	\$0	\$0
Other Direct:			
Supplies	\$100	\$80	\$20
Survey Tools - QuestionPro (Spanish & English version)	\$1,000	\$800	\$200
Mileage - User Field Survey Collection	\$150	\$120	\$30
Printing - survey (including large print & braille)	\$1,000	\$800	\$200
Postage - 3 or 4 mailings	\$350	\$280	\$70
Advertising - Display Ad	\$1,000	\$800	\$200
Subcommittee Meetings - approximately 6	\$100	\$80	\$20
Total:	\$19,275	\$15,420	\$3,855

Ozarks Transportation Organization's local match will come from the OTO's Operating Reserve.

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 11/16/2016; ITEM II.F.
2018-2022 STIP Priorities
Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MoDOT is expected to develop funding estimates for use in the 2018-2022 Statewide Transportation Improvement Program in the beginning of 2017. Once those estimates are developed there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects in the event there is funding available for new projects. Projects will only be considered after the consideration of an asset management plan ensuring that pavement and bridges are kept in good condition.

The expectation is that there will be funding to add projects to state fiscal year 2021 and 2022 (July 2020 through June 2022). Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects would be considered in the order that the Ozarks Transportation Organization prioritizes them.

Please be aware that if the number one project cannot be ready or costs more the funding available in the first year, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. The convenience to the traveling public must also be considered by not having one corridor under construction for long periods of time and not have a corridor and the deter route both under construction together. This list serves as our request, not a final expected listing of projects.

There are many different project needs in the STIP. The first and foremost is taking care of the system. MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. This category includes pavement repair and rehabilitation, ITS operations, signal maintenance, ADA improvements, etc. The next set of needs are safety related. This includes guardrail and guard cable maintenance, site distance issues, and possibly intersection improvements at which accidents are very high. Finally, any remaining funding would go to fund the projects that are being prioritized

A working group of the Technical Planning Committee has met twice to review a list of projects and to determine priority. After scoring the projects per the criteria from Transportation Plan 2040, which was slightly modified to include travel time, the group recommended the order as shown in the attached spreadsheet based on many factors including time to be ready for construction and whether the scoring was reflective of the conditions that were experienced.

FUTURE STEPS

1. OTO Board makes recommendation to MoDOT SW District
2. MoDOT refines project cost estimates and proposes projects for programming in the STIP
3. OTO TPC and Board review the proposed STIP and make recommendation for approval to MoDOT

4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes a recommendation to the Board of Directors to adopt the 2018-2022 STIP Priorities.

OTO 2017 Priority Projects

Priority	County	Route	Description	Cost Rough Estimate
1	GR/Christian	Various	ITS fiber signal connections to Republic, Nixa and Ozark	\$ 1,500,000.00
2	Greene	65/60/I-44	I-244 Interstate Loop Improvements	Unknown
3	GR/Christian	Various	Sidewalk Improvements to MoDOT Corridors	\$ 1,000,000.00
4	Christian	14	Capacity and Pedestrian Improvements, Fremont to W of 32nd	\$ 6,200,000.00
5	Gr/Ch	160	Intersection and Safety Improvements Plainview to 14	\$ 5,000,000.00
6	Greene	160	Capacity Improvements from FR 94 to AB	\$ 7,000,000.00
7	Christian	14	Intersection Improvements at 6th	\$ 5,000,000.00
8	Greene	MM	Capacity improvements, I-44 to JRF	\$ 15,000,000.00
9	Christian	14	Capacity and Pedestrian Improvements from Ridgecrest to 32nd	\$ 21,000,000.00
10	Greene	60	Capacity improvements from US 65 to Kansas	\$ 28,000,000.00
11	Greene	60	Build outer road system to support freeway (65 to 213)	Unknown
12	Christian	65	Capacity Improvements, Route CC to 14	\$ 12,000,000.00
13	Christian	65	Capacity Improvements from Route 14 to South/F	\$ 22,000,000.00
14	Christian	14	Capacity improvements, 3rd st. to Rte. W	\$ 20,000,000.00
15	Greene	65	Evans Road Interchange	Unknown
16	Greene	MM	Railroad overpass w/o Rte. 60	\$ 12,000,000.00
17	Greene	MM	Intersection Improvements at Sawyer	\$ 2,000,000.00

Issues requesting further evaluation

Greene	60	Study to evaluate best freeway design from US 65 to 125
Greene	I-44	Capacity improvements, Glenstone to 65
Greene	I-44	Capacity improvements, Kansas to Glenstone

OTO Priority Projects with Scores

Priority	Total Points	County	Route	Description	Priority Project	CR Rate	Safety Concern	RR Crossing	V/C Current	V/C Ratio Future	MTP		Env Justice	NumMod es	Trip Reduction	Freight Access	Travel Time	Cost Rough Estimate
						Priority Score					Access Mgmt	ITS_Reg						
1	N/A	GR/Christian	Various	ITS fiber signal connections to Republic, Nixa and Ozark														\$ 1,500,000.00
2	N/A	Greene	65/60/I-44	I-244 Interstate Loop Improvements														Unknown
3	N/A	GR/Christian	Various	Sidewalk Improvements to MoDOT Corridors														\$ 1,000,000.00
4	73	Christian	14	Capacity and Pedestrian Improvements, Fremont to W of 32nd	25	15	5	0	7	5	0	0	4	2	0	5	5	\$ 6,200,000.00
5	65	Gr/Ch	160	Intersection and Safety Improvements Plainview to 14	25	15	5	0	0	5	0	0	2	1	0	5	7	\$ 5,000,000.00
6	53	Greene	160	Capacity Improvements from FR 94 to AB	25	5	0	0	7	5	0	0	0	1	0	5	5	\$ 7,000,000.00
7	48	Christian	14	Intersection Improvements at 6th	25	10	5	0	0	5	0	0	2	1	0	0	0	\$ 5,000,000.00
8	46	Greene	MM	Capacity improvements, I-44 to JRF	25	5	0	0	0	5	0	0	0	1	0	5	5	\$ 15,000,000.00
9	54-63	Christian	14	Capacity and Pedestrian Improvements from Ridgecrest to 32nd	25	5	5	0	0	5	0	0	2	2	0	5	5	\$ 21,000,000.00
10	56-63	Greene	60	Capacity improvements from US 65 to Kansas	25	15	0	0	7	5	0	0	4	1	0	5	0	\$ 28,000,000.00
11	53	Greene	60	Build outer road system to support freeway (65 to 213)	25	5	5	0	0	5	3	0	2	1	0	5	2	Unknown
12	43	Christian	65	Capacity Improvements, Route CC to 14	25	5	5	0	0	0	0	0	2	1	0	5	0	\$ 12,000,000.00
13	50	Christian	65	Capacity Improvements from Route 14 to South/F	25	10	5	0	0	0	0	0	4	1	0	5	0	\$ 22,000,000.00
14	48	Christian	14	Capacity improvements, 3rd st. to Rte. W	25	10	5	0	0	5	0	0	2	1	0	0	0	\$ 20,000,000.00
15	46	Greene	65	Evans Road Interchange	25	5	0	0	7	5	0	0	3	1	0	0	0	Unknown
16	41	Greene	MM	Railroad overpass w/o Rte. 60	25	0	0	5	0	0	0	0	0	1	0	5	5	\$ 12,000,000.00
17	41	Greene	MM	Intersection Improvements at Sawyer	25	5	0	0	0	0	0	0	0	1	0	5	5	\$ 2,000,000.00
Issues requesting further evaluation																		
	N/A	Greene	60	Study to evaluate best freeway design from US 65 to 125														
	50	Greene	I-44	Capacity improvements, Glenstone to 65	25	5	5	0	0	5	0	0	4	1	0	5	0	
	62	Greene	I-44	Capacity improvements, Kansas to Glenstone	25	10	5	0	7	5	0	0	4	1	0	5	0	

FY 2018-2022 STIP Project Prioritization Glossary

1. Priority Projects

1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

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

2. Safety

2.1. Crash Rate Index for Project Segments and Intersections

Crash rates for all segments and intersections were calculated using a weight for accidents according to severity. The MoDOT Accident data from the 3-year period from 2012 to 2014 were used in crash rate index calculations. Each type of accident was weighted using the corresponding value:

Fatality (F) = 9

Disability (D) = 6

Minor Injury (MI) = 2

Property Damage Only (PDO) = 1

*The weighted accidents along project **segments** were summed and multiplied by 100,000,000 and divided by the 3-year period times the number of days in a year, the average daily traffic volume, and the length of the segment in miles:*

$$\frac{((F*9) + (D*6) + (MI*2) + (PDO*1)) * 100,000,000}{3 [\text{yrs}] * 365[\text{days}] * [\text{AADT}] * [\text{Length}]}$$

*The weighted accidents at **intersections** were summed and multiplied by 1,000,000 and divided by the 3-year period times the number of days in a year, the average daily volume of vehicles entering the intersection:*

$$\frac{((F*9) + (D*6) + (MI*2) + (PDO*1)) * 1,000,000}{3 [\text{yrs}] * 365[\text{days}] * [\text{ENTERING_VOLUME}]}$$

Each roadway in the OTO region is classified to Roadway Type. A combined severity weighted crash rate was calculated for each Roadway Type. The crash rates by Roadway Type were classified into quartiles representing percentile ranks. This same rate for an individual project's roadway was compared to the rate by roadway type and given the following value depending on its rank among the quartile ranges:

0 – 25% = 0

25.1% - 50% = 5

50.1% - 75% = 10

75.1% - 100% = 15

2.2. Safety Concern

Yes = 5 Points

No = 0 Points

The MoDOT Southwest District maintains a list of locations with safety needs and concerns. This list was referenced to determine if a project was a safety concern. If a project appeared in the Southwest District 2016 Safety Plan, it received a value of five points.

2.3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

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

3. Congestion Management

3.1. Volume-to-Capacity Ratio

Current greater than or equal to 0.86 = 7 Points

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

A volume-to-capacity ratio for roadways in the OTO region was calculated using 2015 Average Annual Daily Traffic totals obtained from MoDOT and was compared to roadway capacities stored in the travel demand model. This volume-to-capacity ratio is used for the "Current" V/C scoring. In addition, the travel demand model includes a future no-build scenario. The no-build scenario is for 2040, but also includes projects committed through 2018. The projected volume to capacity ratio for the 2040 no-build scenario is used for the "Future" V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).

A project along a roadway receives the 7 points if it's volume-to-capacity ratio is greater than or equal to 0.86. The project receives five points if it is along a roadway that is also at 0.86 in the 2040 No-Build Scenario. Volume-to-capacity ratios were calculated for individual lanes. A project was awarded points based on the highest lane value intersecting the project road segment or intersection/interchange.

3.2. Complies with Major Thoroughfare Plan Access Management

Yes = 3 Points

No = 0 Points

The OTO maintains a Major Thoroughfare Plan with Design Standards, which directs how roadways in the region should be designed and built. Projects which are described as improving access management and building to the standard, as well as new projects which will be built with access management, receive the total point value.

3.3. Included in Regional ITS Architecture

Yes = 5

No = 0

The Regional ITS Architecture is a plan which includes Intelligent Transportation System improvements needed throughout the region. If a project includes ITS technologies, it receives the total point value.

4. Environmental Justice

4.1. Environmental Justice Tracts

The Plan describes how environmental justice areas are determined. There are four categories specifically addressed – Minority (including Hispanic persons), Elderly (ages 65 and over), Low-Income (below poverty level), and Disabled. Each of these categories has been mapped by Census Tract. If the value for one of these categories is greater than the average for the MPO area as a whole, it is considered an EJ (environmental justice) tract. If a project intersects with one or more EJ Tract categories, it receives points based on the following scale.

Intersecting 4 EJ Tracts = 5 points

Intersecting 3 EJ Tracts = 4 points

Intersecting 2 EJ Tracts = 3 points

Intersecting 1 EJ Tract = 2 points

Intersecting 0 EJ Tracts = 0 points

5. Multi-Modal

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

Connects more than 2 modes or services = 7 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 5 points

No intermodal potential = 0 points

A project can receive the total point value of 7 points if it connects more than 2 modes, but if it only connects to one or two additional modes, then it can only receive 5 points. A single-mode project does not receive points in this category.

5.2. Vehicle Trip Reduction

Project encourages reduction of trips/discourages SOV use = 3 points

No trip reduction = 0 points

SOV means single-occupancy vehicle. If a project includes bicycle and/or pedestrian accommodations, it receives the total point value.

6. Economic Development

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

Yes = 5

No = 0

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

6.2. Local Priority Project

Defined leadership and strong political support = 10

Unknown or no leadership or no political support = 0

Each jurisdiction was asked to identify priority projects. Identified projects received the total point value.

7. Travel Time

- 7.1. The OTO employs Acyclica wifi sensors to develop travel time analytics at locations along roadways in the region. In addition OTO has access to HERE data which utilizes mobile signals. This data is used to calculate travel time and delay information during peak travel times. This data is used in the Congestion Management Process (CMP) to identify factors indicating congested areas on OTO region roadways. Points are awarded according to the length of travel time at locations during AM or PM peak travel times on the following scale:

Above the Speed Limit to 4.9 mph Below = 0

5.0 to 9.9 mph Below the Speed Limit = 2

10.0 to 19.9 mph Below the Speed Limit = 5

20.0 mph or more Below the Speed Limit = 7

TAB 9



Technical Planning Committee 2017 Meeting Schedule

Meetings are held every other month on the third Wednesday from
1:30 to 3:30 P.M. in the Ozarks Transportation Organization's Conference Room:
2208 W. Chesterfield Blvd., Suite 101, Springfield, MO

January 18, 2017

March 15, 2017

May 17, 2017

July 19, 2017

September 20, 2017

November 15, 2017

Please provide request for agenda items 2 weeks prior to meeting date.

TAB 10

Cab company not Uber-excited about ride sharing services coming to Springfield



Posted: Wed 10:57 PM, Nov 02, 2016 | Updated: Wed 10:59 PM, Nov 02, 2016

SPRINGFIELD, Mo. The city may be in the final mile on the road toward welcoming Uber to town. After months of discussions, city leaders are set to vote on removing restrictions that have dissuaded ride-sharing services like Uber and Lyft from coming to the area.

Supporters of such ride services say they make getting around easier. Other, like Yellow Cab Company, say the services may amount to unfair competition.

"It is going to be tough," said Bill Hartsell, a dispatcher and longtime driver with Yellow Cab Company. "We have to take it and go with it. But it is going to be tough on the guys that are driving."

The final roadblock that may soon be removed has to do with background checks. Right now, to be a taxi driver, you have to go through special licensing and a city-mandated background check and fingerprinting. Uber relies on a quick online check of criminal databases before approving drivers, and no fingerprint checks.

In two weeks, Springfield City Council will vote to transfer responsibility of those checks from a city system to the individual companies.

"I would say we will still have our loyal customers and they will stay with us, Hartsell stated. "That is just about it...just play it by ear and see what happens."

The city council vote is set for Monday, November 14th.

Apple's App Store Has a Counterfeit Problem

Some fake apps are filled with pop-up ads, while others contain malware or can steal credit card and other personal inf...



Apple's App Store Has a Counterfeit Problem



Twitter Bots Have Had A Lot To Say This Election

States, counties, cities vote on \$250 billion in transportation initiatives



Bart Jansen, USA TODAY

7:36 p.m. EST November 7, 2016



(Photo: JEWEL SAMAD, AFP/Getty Images)

Besides choosing candidates Tuesday, voters nationwide will face at least 232 city, county and state ballot initiatives to decide whether to raise a potential \$250 billion for road and bridge construction.

One of the smallest measures is a \$5,308-a-year property-tax measure for road maintenance in Williamsburg, Colo. That is one of 11 proposals in Colorado.

California has the most at stake, with 26 initiatives worth more than a combined \$140 billion over 40 years. Michigan has a slew of more than 50 proposals for property taxes among its villages, townships, cities and counties.

"This really is a record year in terms of the number of initiatives," said Alison Premo Black, who tabulated the measures as chief economist for the [American Road and Transportation Builders Association \(ARTBA\)](#), a trade group for contractors and officials. "It seems like every little town in Michigan has an initiative."

The local Michigan proposals come after 80% of voters rejected a statewide ballot measure in May 2015 to raise taxes \$2 billion per year that wouldn't have all been dedicated to road repairs. The legislature later adopted a \$1.2 billion per year package for road in November 2015.

This year's state and local initiatives come after Congress refused to increase the federal gas tax in December 2015, while approving a \$305 billion highway bill spanning five years. The federal tax of 18.4 cents per gallon was set in 1993 and hasn't kept pace with construction demands because of inflation and more fuel-efficient cars.

"I think the states have really been taking the reins because of inaction at the federal level," said Michael Sargent, a research associate focused on transportation at the Heritage Foundation, a conservative think tank. "States have increasingly been looking to Washington and realizing that the federal taxpayers are not going to come to the rescue."



USA TODAY

[Congress reaches \\$305B highway compromise](#)

[\(http://www.usatoday.com/story/news/2015/12/01/congress-reaches-highway-compromise/76618472/\)](http://www.usatoday.com/story/news/2015/12/01/congress-reaches-highway-compromise/76618472/)

The lack of additional federal funding, combined with a loss of property-tax revenue after the 2008 recession, has spurred local ballot initiatives Tuesday, including at least 98 to raise property taxes, 58 for sales or income taxes and 26 for gas taxes.

"We're seeing a growing trend where people are willing to vote in their state or local areas," Black said.

So far, state lawmakers are seeing few repercussions. Eight states — Iowa, South Dakota, Utah, Idaho, Georgia, Nebraska, Washington and Michigan — approved a gas-tax increase in 2015. Six of those states had a Republican governor and Republican-majority legislature. But 98% of the lawmakers won their primaries, ARTBA found.

"Voters are willing to send politicians back," Black said.



USA TODAY

[These states will hike gas taxes ahead of record 4th of July travel](#)

[\(http://www.usatoday.com/story/news/2016/06/29/state-gas-tax-changes/86485006/\)](http://www.usatoday.com/story/news/2016/06/29/state-gas-tax-changes/86485006/)

Advocates contend that residents see the benefits of local construction funding. Already this year, voters approved 75 transportation-funding initiatives out of 81 proposals nationwide.

“They do see those results directly,” Black said.

The largest of the transportation proposals would increase the sales tax in Los Angeles County by an estimated \$120 billion over 40 years. Other sales-tax proposals would give San Diego County \$18 billion over 40 years and Contra Costa County \$2.86 billion over 30 years.

But those California proposals each need a two-thirds majority for adoption, so they might not maintain the 75% approval rate that ARTBA has tracked over the past decade.

“That might be a tall order this time,” Black said.

Read or Share this story: <http://usat.ly/2fxl7Y8>





MoDOT Cites Dwindling Funds for State's Poor Infrastructure

November 7, 2016 7:49 AM

Filed Under: [bridge](#), [gas tax](#), [infrastructure](#), [Interstate](#), [Missouri](#), [Missouri Department of Transportation](#), [MoDOT](#), [poor condition](#), [revenue](#), [road](#), [toll](#)



(Roberto Machado Noa/LightRocket via Getty Images)

ST. LOUIS (KMOX) – The [director](#) of the Missouri Department of Transportation (MoDOT) says there are some major needs facing the state in the near future.



Patrick McKenna knows a lot of Missouri residents are not happy with the state's infrastructure.

2

"We have [economic](#) development and safety needs all across the state, ones that each community has a series of priorities that we have been unable to address."

So why haven't these issues been addressed? Lack of revenue.

MoDOT's [budget](#) has \$500 million less than it did in 2010. It costs about \$200 million a year to pay for infrastructure plus another \$300 million a year in enhancements.

The lack of [funds](#) means much-needed improvements can't happen.

For example, McKenna says there are 866 "poor condition" bridges in Missouri. There's also an additional 1,200 bridges that have structural

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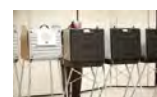
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Voters Report Problems at the Polls

issues.

The bridges are still safe to drive and are inspected more frequently once they are in the “poor condition” category. However, they can’t be repaired until MoDot has the money to fix them.

McKenna says possible options to generate revenue include raising the gas tax as well as adding a lane on the interstates and tolling that lane.

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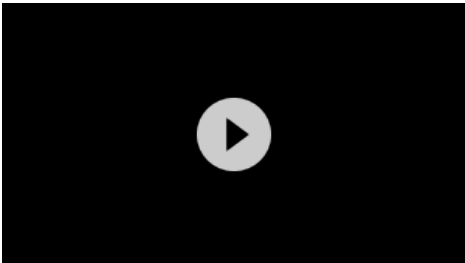
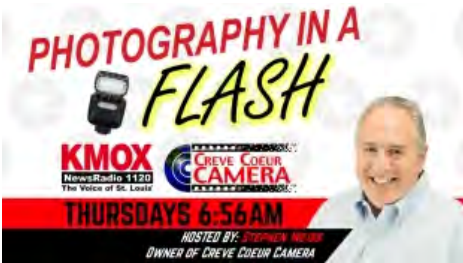
GOAL ONE: Stay Active

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News

FHWA 56-16

Thursday, November 3, 2016

Contact: Doug Hecox

Tel.: (202) 366-0660

Federal Highway Administration Unveils National 'Alternative Fuel and Electric Charging' Network

New effort will help drivers find alternative fuels and vehicle charging stations nationwide

WASHINGTON – The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced 55 routes that will serve as the basis for a national network of "alternative fuel" corridors spanning 35 states. Though the network is nearly 85,000 miles long, more miles will be added in the future to accommodate electric, hydrogen, propane and natural gas vehicles as additional fueling and charging stations are built.

"Alternative fuels and electric vehicles will play an integral part in the future of America's transportation system," said U.S. Transportation Secretary Anthony Foxx. "We have a duty to help drivers identify routes that will help them refuel and recharge those vehicles and designating these corridors on our highways is a first step."

Those corridors designated as "sign-ready," meaning routes where alternative fuel stations are currently in operation, will be eligible to feature new signs alerting drivers where they can find fuel for their alternative fuel vehicles. These signs are similar to existing signage that alerts drivers to gas stations, food, and lodging. The designation of these corridors fulfills a directive in the "Fixing America's Surface Transportation" (FAST) Act.

In July, Secretary Foxx called on states to nominate national plug-in electric vehicle (EV) charging and hydrogen, propane and natural gas fueling corridors along major highways. The specific fuels were designated by Congress in the FAST Act.

In 2015, the United States pledged to reduce greenhouse gas (GHG) emissions by 80 percent or more by 2050. By supporting lower-emission vehicles, alternative fuel corridors will help to reduce transportation emissions, the leading source of U.S. GHG emissions. According to new FHWA data, U.S. drivers consumed nearly 72 billion gallons of gasoline in the first half of 2016 – a 3 percent increase over the same period a year earlier and the largest percentage increase in nearly two decades – and drove more than 3.15 trillion miles last year.

“Identifying where alternative fueling stations can be found will help the public in many ways,” said Federal Highway Administrator Gregory Nadeau. “This initial designation sets the stage for the next round of nominations early next year and begins a conversation with stakeholders about developing and implementing a vision to enable coast to coast travel using alternative fuels.”

The new alternative fuel corridor signs were designed to be easily recognizable. The new signs, and a list of the new sign-ready corridors, can be found on the FHWA website at http://www.fhwa.dot.gov/environment/alternative_fuel_corridors.

#

[FHWA Press Releases](#)

Page posted on November 3, 2016.



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http://www.newspressnow.com/news/local_news/mckenna-details-modot-challenges/article_bb9dd66e-f28c-546d-946d-5d291e3aa6f0.html

TOP STORY

McKenna details MoDOT challenges

By Ray Scherer St. Joseph News-Press Updated 9 hrs ago



Patrick McKenna

Buy

Missouri's highway department doesn't exist for itself, but rather to serve the state's residents and visitors who rely on all forms of transportation.

That was a key theme on Monday for the St. Joseph Chamber of Commerce, which heard Missouri Department of Transportation Director Patrick McKenna talk about the agency's financial woes. The occasion was St. Joe Rising, a quarterly networking program created by the chamber for a discussion of topical issues in the community. The event was held at Stoney Creek Hotel & Conference Center and drew 90 guests.

McKenna told the chamber his message included clearing up misconceptions about MoDOT's mission. The agency, he said, exists to serve its residents rather than itself.

"What we're talking about is investing in Missouri," McKenna said.

A grasp of the funding is vital before solutions to long-term woes can be pursued, he added. To that end, MoDOT has prepared a draft of a citizens' guide to transportation. The document is expected to appear on the department's website, www.modot.org, in the next two weeks.

The guide will explain spending for road and bridge work, debt service and multimodal forms of transportation such as aviation. The information also will relate revenue sources, which McKenna said totaled just under \$2.4 billion for fiscal year 2015. Meanwhile, spending amounted to \$2.5 billion.

It's estimated that transportation system replacement costs, including what's needed for maintenance, operations and reconstruction, will rise to \$125 billion.

McKenna took over as MoDOT director in December and has been working to comprehend its problems.

"What you have is an agency that is challenged for resources," he said.

He praised the employees, saying the work force's efforts should not be characterized as resulting in inefficiency.

"We're 1,200 people fewer today than in 2010," he said of staff reductions.

Thirteen percent of MoDOT workers are eligible for public assistance, according to McKenna.

"That's not right," he told the audience. "It needs to be fixed. That's something we need to talk about in public policy."

Yet transportation's revenues have been picking up lately.

"People are driving more," McKenna said. "There's economic activity going on."

A transportation calculator has been created to help Missourians decipher how much investment they provide, in taxes such as those linked to motor fuels and fees like driver's licenses, for the state's network.

Approximately \$200 million annually is needed just to take care of the transportation system, while \$300 million is needed each year for major interstate reconstruction.

Increasing the state's gas tax alone will not solve the funding crisis, McKenna said. Motor vehicle registrations and license fees have not risen since 1984, and the gas tax's ability to bring its full funding power to bear has been eroded in half by inflation since 1996.

"I think it has to be multifaceted," he said of the approach to locating adequate funds, such as instituting tolls for Interstate 70. "We have to kind of put all those things in the hopper."

Voter approval of Proposition A, a measure on the Nov. 8 ballot that would boost cigarette taxes and raise money for MoDOT projects, would act as one of the aids, he added.

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Ray Scherer

What Others Are Reading

MoDOT to Winter Test Run This Week

Published 11/07 2016 04:53AM Updated 11/07 2016 04:53AM SPRINGFIELD, Mo. -- The Missouri Transportation Department is gearing up for winter by staging a test run Wednesday to gauge its preparedness.

During the drill, all of MoDOT's 3,200 employees involved in winter operations will respond to a simulated forecast of snow for the entire state. Emergency operations centers will activate and maintenance employees will be deployed.

MoDOT's Linda Wilson-Horne says this means residents will likely see snow plows driving down the road on what could be a dry day with fair weather. "Of course their blades will be up and they won't be spreading anything" said Wilson-Horne. "But it's important for our crews to actually drive their routes and be familiar with them. For some, it'll be the same route they drove last year, and for others they might have a new route, or they might be a new employee."

The state has 1,500 plows that'll be traveling the 34,000 miles of road it's charged to maintain Wednesday. The drill will encompass everything from interstate highways to lettered county roads. Typically, during a snowstorm the 3,200 employees will each do 12 hour shifts to allow plows to be on the road 24 hours a day.

Wilson-Horne says practice runs are essential in the preparation for snowstorms. "The main point is for them to go and drive their route, get a feel for that on a nice day as opposed to it being on the first snow day. The public expects us to clear the roads when we have a snow day. So we need to practice in advance of that."

One piece of equipment which won't be part of the drill is the tow plow. Wilson-Horne notes employees practice with tow plows in MoDOT yards. "It is an additional plow that is towed behind the initial truck" said Wilson-Horne. "When that plow is extended to the side of the truck, one truck can plow two lanes at a time."

A MoDOT employee invented the tow plow, which is increasingly being used in other states as well. In Missouri, tow plows are mostly deployed in the metro Kansas City and St. Louis areas where highways are often three to five lanes wide on one side.

In addition to the one day drill, MoDOT employees complete an annual winter skills training which is used as a refresher course for plowing snow. The agency says it's a precautionary measure to make sure employees are properly operating machinery and using safety measures in the job. MoDOT says every piece of equipment is inspected to ensure it's operational.

The department also claims to be well stocked to treat roads during snowstorms. Wilson-Horne says 220,000 tons of salt is being stored across the state ready to be used, while most years about 137,000 tons is needed. "During a typical winter we spend about 3 million gallons of salt brine and 500,000 gallons of beet juice. All of those supplies are ready." Wilson-Horne says the chemical nature of beets actually works well in treating roads for snow, depending on the temperature.

(Jason Taylor, Missourinet) (<http://www.missourinet.com>)

When every car is a sensor...

Snow-covered roads, potholes, broken road signs... all can now be mapped accurately in real time using onboard sensors. How can this data be put to good use? **Tom Stone** and **Max Glaskin** report on new software being developed by Michigan DOT to harness the power of connected vehicles

If all the data acquired by all the sensors on all the vehicles on a road network is sent to the state DOT and combined with more information about weather, incidents, safety and events, what have you got? A mountain of data that, processed by the right software, could tell you almost everything about every inch of blacktop, in near real time. Then, if you quickly transmit that wealth of knowledge to DOT teams, you can optimize asset management, design, construction, maintenance and operations. If only...

Now wake up and smell the coffee, because this concept is becoming real in Michigan, home to one of the first connected vehicle (CV) testbeds in the world – the Ann Arbor Connected Vehicle Test Environment, and its associated Smart Corridor. As you read this, Michigan DOT is taking the next leap, to use CVs for the next generation of traveler information systems. Its Data Use Analysis and Processing (DUAP) program combines



Sensors on new cars can tell if a road is slippery. If the car is also connected to the cloud, everyone can benefit from this data

data gathered directly from vehicles with that from 'traditional' static sources, to generate richer and more pertinent live information on traffic, road conditions, weather and assets.

"The beauty of DUAP is it takes in everything from all different sources, processes it together, and sends it back out in a form our applications can use," says Matt Smith, MDOT statewide ITS program manager. "It will take in data from onboard devices in CVs, from legacy devices such as roadside weather units or track counters, and from elsewhere. When processed, the information is available for the DOT to use."

To achieve this, many technologies must work in concert. The DUAP system is able to understand different kinds of data received from many sources, synthesize it and pump it out. Robust communications, integrated with CVs, have been developed to gather and transmit this information. Finally, user-friendly interfaces have been developed so the







relevant information is available to DOT teams in easily accessible ways.

"We can take pavement condition information from instrumented vehicles in near real time, combine it with information that's not real time, from other sources, process it together and get a profile for what the pavement looks like," says Smith, "We can do the same for weather: take information in from instrumented vehicles or vehicle systems, pull in more from roadside weather units and even the national weather service, process it all, and then send it back out to the vehicle. The key part is sending this information back out to vehicles."

Technological evolution

Currently DUAP is evolving in Southeast Michigan with a plethora of data sources, including the Ann Arbor CV test environment, where there are around 30 connected roadside units collecting 'true' connected vehicle data. More real-time data about location, speed and heading is gathered from the basic safety messages of CVs, 300 instrumented snowplows and cellular signals.

Yet that's only part of the network. "We have another fleet of 15 light-duty vehicles that's instrumented with Vehicle-based Information Data Acquisition System (VIDAS)," says Collin Castle, connected vehicle specialist for MDOT and project manager for DUAP. "VIDAS is a small field computer that enables us to use whatever sensors are on the vehicle to collect pretty much any information

Road weather and asset conditions can be monitored in real time using connected vehicle technology



about our freeway network, such as defects, surface condition and real-time weather. They also have DSRC connectivity. The idea there is that these are high-mileage vehicles that cover the system on a regular basis. So, now we're not relying on some guy in a maintenance truck who's out there doing something very specific. This could just be people doing their day job and they're out there collecting data without even having to think about it."

When DUAP matures, the number of data sources could grow exponentially. "Right now, the basic safety message is valuable to a certain extent for mobility applications, knowing how fast the roadway is moving, things like that," says Castle, looking to the future. "But these vehicles are just rolling computers that have tons of sensors on them that could eventually be really valuable to us. We know, for example, that a number of OEMs have a wealth of data from their diagnostic fleet and we've been



"We can take pavement condition information from instrumented vehicles in near real time

Matt Smith, statewide ITS program manager, MDOT



trying to figure out a way we can create a relationship where we can access some of that data.

"The thought is that in the future there will be tons of probes out there collecting tons of information that will give us an unbelievable amount of data to enable us to do our job more effectively," says Castle. It could also provide highly detailed information for travelers.

Partnering is going to be important for the full potential of DUAP to be realized. One example is when a company testing automated vehicles was using video analytics for lane keeping, and contacted Castle. "They said, 'You know what, we have a better idea of the condition of your pavement than you do because our vehicles are out there collecting data all the time,'" Castle recalls. "We could partner with people like that or just be a consumer of data we purchase. There are a lot of great opportunities for us out there and we have to figure them out."

Making data useful

However the data is acquired and processed, it has to then be made easily available to DOT operatives in a useful format. The chosen interface is web based and protected by passwords. The data is displayed on

maps with associated reports that can be either real-time or historic. "We have a handful of applications built today, but the real concept is that we have the foundation built, so we can continue to build and mine the data in different ways, which we've never done in the past," says Castle.

Currently DUAP is seen as a decision-support tool for DOT operators. "For example, we can use weather data to identify an affected area and say there's something occurring," says Castle. "Then our operations center can use that information to get more accurate messages out to the public and then our maintenance staff can use it to make better decisions about winter maintenance activity. That's a real-time application."

"Another application that's more historically driven is for pavement defects," continues Castle. "Our design folks can look at two pavement segments side by side, for example, and ask why they are acting differently, even though they were designed and laid in the same way."

Integrating data from so many sources has its risks but, to minimize those, an external consultancy was brought in to engage with all of the many stakeholders. Mixon Hill of Overland Park, Kansas, has been involved with ITS since the early days of the USDOT's VII and IntelliDrive programs. For MDOT, it has listened to all the parties to understand how they would use DUAP,

Right: Michigan's Smart Corridor is growing
Below: DUAP's graphical user interface



The rebirth of Willow Run

How a World War II bomber factory is getting a new lease of life as a center for testing and certification of connected and autonomous vehicles

When R&D facilities run out of capacity, two things are evident. The first is that the programs underway have momentum. The second is that bigger facilities are needed. So now that the Mcity proving ground for autonomous cars at Ann Arbor has become oversubscribed, MDOT is involved in planning a resource 10 times bigger – using the 311 acre Willow Run site in Southeast Michigan.

The facility being constructed is known as the American Center for Mobility (ACM). "This new site will be able to move forward with testing and certifications of connected and automated vehicles," says Kevin Kerrigan, senior automotive adviser to the State of Michigan, with the Michigan Economic Development Corporation (MEDC). "We've been speaking to NHTSA about it."

The site has a distinguished history. Ford constructed a plant at Willow Run to build B24 Liberator bombers in World War II. At the time it was the biggest in the world and produced one

airplane every 55 minutes. Later, GM turned it into a powertrain plant. Now MEDC has bought the property for US\$1.2m to test and certify next-generation vehicles. Users will include private industry, academia and government.



“We can use the information to get more accurate messages out to the public... and make better decisions about winter maintenance

Collin Castle, connected vehicle specialist, MDOT



and then designed and built the system accordingly. "Mixon Hill has done all the development, housed all the servers, operated and maintained it for us," says Castle. "We have a long-term contract relationship with them. It allows for them to take advantage of their intellectual property, but also allows MDOT to receive benefit in return for all the time and energy that we've put in."

Bringing in other DOTs

Although the future of DUAP is by no means certain, the plan is that it will spread in two ways – in its capability to use data and in its geographical coverage. "The concept is that it's only ever going to get better," says Castle. "What often happens in DOTs is that you have a specific problem and a specific amount of money, so a specific solution is developed, which is very rigid and doesn't allow you to make other connections between data. With this program you can start to make interactions and ingest data and analyze it in ways that haven't been done before. Our goal is to make it scalable for other DOTs. It's great we built something of value to MDOT, but if others could contribute to it, develop it and build its functionality, it would be worth so much more." ○