OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

JANUARY 18, 2017

1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 101

2208 W. CHESTERFIELD BLVD., SPRINGFIELD

OZARKS TRANSPORTATION ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, January 18, 2017 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 November 16, 2016 Meeting Minutes.....Tab 1
(1 minute/Coltrin)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE NOVEMBER 16, 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 Three to the FY 2017-2020 TIP .....Tab 3
(5 minutes/Longpine)
There are three 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 THREE TO THE BOARD OF DIRECTORS

B. Administrative Modification Number One to the FY 2017-2020 TIP .....Tab 4
(5 minutes/Longpine)
There are two modifications that have been administratively approved by staff. Please see the attached materials for more information.

NO ACTION REQUESTED - INFORMATIONAL ONLY

C. Reasonable Progress Extension.....Tab 5
(5 minutes/Longpine)
The City of Ozark is requesting an extension to the Reasonable Progress Policy for Transportation Alternative Funding.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE REASONABLE PROGRESS EXTENSION

D. Amendment Number Three to the UPWP .....Tab 6
(5 minutes/Parks)
A UPWP amendment is requested in order to add Transportation Engineering Assistance Program funding for the City of Republic.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF UPWP AMENDMENT THREE TO THE BOARD OF DIRECTORS

E. Major Thoroughfare Plan Amendment .....Tab 7
(5 minutes/Longpine)
The City of Ozark is requesting an amendment to the Major Thoroughfare Plan. Please see attached for more information.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED MAJOR THOROUGHFARE PLAN AMENDMENT

F. Critical Urban Freight Corridors .....Tab 8
(10 minutes/Thomason)
The OTO will be consulting with MoDOT to designate additional critical urban freight corridors. Staff is asking for a recommendation as to identifying corridors for recommendation.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND DESIGNATION OF CRITICAL FREIGHT CORRIDORS

G. Congestion Management Process .....Tab 9
(10 minutes/Thomason)
The Congestion Management Subcommittee has developed a draft document which monitors congestion in the OTO area for review and approval.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF DRAFT CONGESTION MANAGEMENT PROCESS

H. Traffic Incident Management Plan .....Tab 10
(10 minutes/Thomason)
The Traffic Incident Management Subcommittee has developed a plan which is provided for informational purposes.

NO ACTION REQUIRED

I. Transit Asset Management Performance Measures .....Tab 11
(5 minutes/Longpine)
The OTO must adopt performance measures related to transit asset management. The proposed measures are included for review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED TRANSIT ASSENT MANAGEMENT PERFORMANCE MEASURES

J. FY 2018 UPWP Subcommittee and Project Proposals .....Tab 12
(5 minutes/Fields)
OTO is requesting the Technical Planning Committee appoint a subcommittee to prepare the FY 2018 Unified Planning Work Program. Please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2017- June 30, 2018).

TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT THE FY 2018 UPWP SUBCOMMITTEE

K. Major Thoroughfare Plan Subcommittee .....Tab 13
(2 minutes/Fields)
OTO is requesting the Technical Planning Committee appoint a subcommittee to serve on the Major Thoroughfare Plan Subcommittee. The Board of Directors has requested a review of proposed amendments.

TECHNICAL COMMITTEE ACTION REQUESTED TO APPOINT A MAJOR THOROUGHFARE PLAN SUBCOMMITTEE

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 14

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 15, 2017 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Ray Weter, Presiding Commissioner Christian 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

OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
November 16, 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. Randall Brown, City of Willard
Ms. Paula Brookshire, City of Springfield (a)
Mr. King Coltrin, City of Strafford (Chair)
Mr. Travis Cossey, City of Nixa
Ms. Dawn Gardner, City of Springfield (a)
Mr. Adam Humphrey, Greene County
Mr. Tom Johnson, Missouri State University
Mr. Kirk Juranas, City of Springfield (Vice-Chair)
Mr. Frank Miller, MoDOT
Mr. Jason Ray, SMCOG
Ms. Beth Schaller, MoDOT
Mr. Kelly Turner, City Utilities Transit
Ms. Eva Voss, MoDOT
Mr. Todd Wiesehan, Christian County

(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. Rick Artman, Greene County Highway
Mr. David Bishop, R-12 School District
Mr. Justin Coyan, Springfield Chamber of Commerce
Mr. Nicholas Konen, BNSF
Mr. Bradley McMahon, FHWA
Mr. Kent Morris, Greene County Planning
Mr. Jeremy Parsons, City of Ozark (a)
Mr. Mark Schenkelberg, FAA Representative
Mr. Frank Schoneboon, City of Battlefield
Mr. Andrew Seiler, MoDOT
Mr. Jeremiah Shuler, FTA Representative
Ms. Mary Lilly Smith, City of Springfield
Ms. Janette Vomund, MoDOT
Mr. Terry Whaley, Ozark Greenways

Others present were: Mr. David O'Connor, City of Willard; Mr. Dan Waddlington, Senator Blunt's Office; Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Andy Mueller, MoDOT; Mr. Carl Carlson, Olsson Associates; Mr. Dave Faucett, Ms. Sara Fields, and Ms. Debbie Parks, Ozarks Transportation Organization, Brenda Cirtin.

Mr. King Coltrin, Technical Planning Committee Chairman, called the meeting to order at 1:40 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Juranas moved to approve the November 16, 2016 meeting agenda. Mr. Cossey seconded the motion and it was unanimously approved.

C. Approval of the September 21, 2016 Meeting Minutes

Mr. Cossey moved to approve the September 21, 2016 meeting minutes. Mr. Wiesehan seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

Ms. Fields stated there were some public comments included with the Agenda for the Committee's review. There were no speakers present to address the Committee.

E. Staff Report

Ms. Fields noted that Andy Thomason with the OTO was not present at the meeting as he was attending a press event at the Traffic Management Center. The event is to advocate for Traffic Incident Management Week. She stated the Traffic Incident Management Sub-Committee devised a plan that discussed actions they would be working on to improve response times and clearance times. This would also include tracking information that would indicate now long a lane was blocked and how long it took to clear an accident scene. In addition, training would be provided so that all the different emergency responders could work well together.

F. MoDOT Update

Frank Miller updated the Committee on the Intersection Cost Share program, stating they are working on some agreements and hope to finalize them in the near future. He stated that the City of Springfield had requested some language regarding management of scope, so to ensure everyone has the same language, he is working to develop wording that addresses the concern and will be getting it out to the partners for their approval.

Eva Voss shared with the transitioning of the new Governor, MoDOT is planning on streamlining the TIP process so they will be asking the Governor for authority to approve the TIP and TIP Amendments. The Statewide Planning Partner meeting is tentatively scheduled for March 7, 2017. The agenda will be distributed at a later date. MoDOT is developing FAST lane applications for I-70 improvements and Merchant's Ridge.

G. Legislative Reports

Dan Waddlington (Senator Blunt's Office) reported that President-Elect Trump has advocated a couple of programs that Senator Blunt supports – one is repatriation of funds from overseas that would be used for transportation. He said the current administration liked this idea, but the two sides could never agree on how much money would be used. He does not believe this will be a stumbling block for the new Administration. The second program is a revolving loan fund that has a private sector segment included. Both would be used for highway, bridge, and transportation infrastructure that is expected to be passed next year. Mr. Waddlington indicated the new administration is going to be getting "stuff done." He said he expects the new House and Senate to take quick action in the first 100 days to provide programs that are currently long-term that may be faster in the future.

Ms. Fields asked if Mr. Waddlington thought the new program would be handled the way it was under the current administration. He responded these would not be shovel-ready

projects, but he would anticipate there would be more funds in the pipeline, but was not sure how quickly that would occur.

Jeremy Pruett (Representative Long's Office) indicated he did not believe he could add anything to what Mr. Waddlington had said; just that they are all anxious to get started.

Mr. Juranas asked Mr. Waddlington if he believed earmarks would come back. He responded he did not know; they would like to see them return, but is not sure as one of the Missouri Senator's is opposed to them.

II. New Business

A. Amendment Number Two to the FY 2017-2020 TIP

Ms. Fields noted there are twenty changes to the TIP. She reviewed the amendments for the Technical Committee that had been included in the agenda packet.

As there were no questions from the Committee, Mr. Juranas moved to recommend approval of FY 2017-2020 TIP Amendment Number Two to the Board of Directors. Mr. Humphrey seconded the motion and it was unanimously approved.

B. Annual Listing of Obligated Projects

Ms. Fields stated the OTO is required to publish a list of the obligated projects each year. She said this list must be published by December 1 and indicates the obligations for federal funding for the year. She said the federal fiscal year ends September 30, which is the reason this information was distributed at the meeting and not included in the agenda packet.

As there were no questions from the Committee, Mr. Cossey moved to recommend approval of the Annual Listing of Obligated Projects to the Board of Directors. Mr. Brown seconded the motion and it was unanimously approved.

C. Federal Fund Balance Report

Ms. Fields stated the OTO publishes the federal funds balance report twice a year so that everyone is aware of what the balance is. She noted one change this year is a name change for an existing program, but there does not appear to be any difference in funding. She indicated the Surface Transportation Program (STP) was renamed to the Surface Transportation Block Grant Program (STBG). The Bridge Rehabilitation and Maintenance Program (BRM) was ended by MoDOT, and this report is included. Once all monies had been allocated, it was determined there was a remaining balance of $18,000, so the OTO is working on a plan to utilize that. The Transportation Alternatives Program (TAP) is also included in this report, which contains all the allocated funding through September 30. Ms. Fields noted that a projection for 2017 is included, but to date Congress has only allocated partial funding.

Ms. Fields said no action was needed at this time, and asked the Committee to review this report and let staff know of any inaccuracies.

D. 2017 DBE Program Goal

Ms. Parks stated until 2014 MoDOT had set the OTO's Disadvantaged Business Goal (DBE). Beginning in 2015, the OTO began to set their own program as it receives in excess of $250,000 in federal funds. She said that as part of that program, we update our DBE goal annually. She reviewed the information included in the agenda packet regarding the methodology of establishing the goal and the rules that must be incorporated in the selection. Ms. Parks stated there is not a high percentage of businesses in the Springfield area that are minority-owned. She said the OTO is recommending the DBE goal be set at 0% for this year. She reminded the Board that this is not a change and fits in with the methodology that MoDOT uses. She also stated that the OTO tries to use minority businesses whenever possible. Ms. Parks distributed a listing of the DBE businesses in the Springfield area.

Mr. Brock moved to recommend approval of the proposed annual DBE goal to the Board of Directors. Mr. Juranas seconded the motion and it was unanimously approved.

E. Amendment Number Two to the FY 2017 UPWP

Ms. Fields stated that the OTO had received notice that MoDOT was offering funding to update the Human Services Transportation Coordination Plan. Ms. Fields said it had already been decided that this plan needed updating and therefore was adding this item. Ms. Fields brought the attention of the Committee to the revised handout that had been distributed. Ms. Fields noted the correct amount was $1,018,461. Ms. Fields said the plan is to conduct an assessment of human services transit that is available; conduct an assessment of the needs for citizens with low income; conduct all of the public participation for the development of the plan; and then update that plan for FAST Act compliance.

Mr. Ray (SMCOG) said that SMCOG had been notified by MoDOT of the potential for funding in this area and he hoped that the two plans could be consolidated or at least have some overlap with the use of demographic information.

Following a brief discussion, Mr. Turner moved to recommend approval of FY2017 UPWP Amendment Two to the Board of Directors. Mr. Juranas seconded the motion and it was unanimously approved.

F. 2018-2022 STIP Priorities

Ms. Fields said the OTO is recommending priorities to MoDOT for use in developing the 2018-2022 Statewide Transportation Improvement Program. She said we do not have funding estimates at this time, but may possibly have that information in January. She said that a subcommittee has been working on this for several months and this is the list of the recommended projects. She said first and foremost is taking care of the system and that MoDOT must ensure that the current system is adequately maintained prior to considering any other type of project. She indicated that the second priority is safety needs, such as guardrails and intersection improvements at high-accident sites.

Following a review of the projects, Mr. Brown moved to recommend approval of the proposed 2018-2022 STIP project prioritization to the Board of Directors. Ms. Voss seconded the motion and it was unanimously approved.

G. OTO Technical Committee 2017 Meeting Schedule

Ms. Fields noted the schedule of meetings for the Technical Planning Committee for 2017 was included in the Agenda packet and requested each member to put these meetings on their calendars.

III. Other Business

A. Technical Planning Committee Member Announcements

David Brock (Republic) noted that the City of Republic had recently completed a sidewalk inventory and had included it on the website for citizen review and comment.

Jeremy Pruett (Representative Long's Office) said that Sara Fields had asked a question in a previous meeting about the Riverside Bridge in Ozark. He noted that they have written legislation to put this into flood reauthorization which will be in the Spring of next year.

Kelly Turner (City Utilities) stated there was a graduate student from Missouri State University that was doing some work with Northwest Project and Fairbanks School and she would like to perform a study on transit ridership. She indicated she was going to collect about 30 surveys; CU asked her to do more than that and offered some assistance. She agreed and collected data from about 120 respondents. On another note, on Monday, November 21, 2016, CU will open bids on the old transfer station located west of Park Central Square.

Kirk Juranas (Springfield) stated they are having a public meeting on November 17, 2016 to discuss the Jefferson Avenue Footbridge. The meeting will be held at White River Brewing Company on Commercial Street. He noted there are five different options for which they are seeking public input.

B. Transportation Issues for Technical Planning Committee Member Review

Beth Schaller (MoDOT) noted that at the SMCOG meeting on November 16, 2016, they had placed the Hwy 60 and Hwy 125 intersection on their top priority list, but was unsure as to its exact ranking. Jason Ray (SMCOG) clarified that the number one priority was Route 60 from the OTO boundary to Monett; the interchange at Hwy 125 and Hwy 60 was number nine, which is right on the boundary. He said the second priority is a new interchange on I-44 at Marshfield.

Kirk Juranas (Springfield) said they are soliciting comments to send to MoDOT regarding their Hwy 65 project, which will be bid in March 2017, to replace pavement.

Frank Miller (MoDOT) clarified that MoDOT is going to rebuild the old lanes on Hwy 65; replacing the circuit 1969 concrete. MoDOT wants to resurface all the brand-new lanes along with the old lanes as it is not appropriate to asphalt some of Hwy 65 and not all of it. The decision was made to go back and replace the old concrete with new. This will shut down sections of Hwy 65 during this process. Mr. Juranas added this could take as much as two months for each direction; possibly starting with the north bound and then doing the south bound later in the season. The section being considered is from Kearney to Sunshine.

C. Articles for Technical Planning Committee Member Information

Mr. Coltrin noted several articles had been included in the agenda packet that staff believed would be of interest to the Committee.

Adjournment

With no additional business to come before the Committee, Mr. Juranas moved the meeting be adjourned at approximately 2:31 p.m. Mr. Johnson seconded the motion and it was unanimously approved.

TAB 2

No public comment was received

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 1/18/2017; ITEM II.A.

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

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Three changes are proposed for Amendment Number 3 to the FY 2017-2020 Transportation Improvement Program.

1. *New* Pedestrian Improvements on Route 14-Cedar Heights to Ellen (EN1708-17A3)
   MoDOT has requested to add a project for scoping pedestrian improvements on Mt. Vernon Street Route 14) from Cedar Heights Drive to Ellen for a total programmed amount of $4,000.

2. *New* Route MM Improvements – I-44 to Morning Star Lane (RP1703-17A3)
   MoDOT has requested to add scoping for roadway improvements on Route MM from I-44 to Morning Star Lane in Republic for a total programmed amount of $8,000.

3. *New* Route MM Railroad Crossing Improvements (RP1704-17A3)
   MoDOT has requested to add scoping for railroad crossing improvements on Route MM at BNSF railway in Republic for a total programmed amount of $8,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend FY 2017-2020 Transportation Improvement Program Amendment Number Three to the Board of Directors."

OR

"Move to recommend FY 2017-2020 Transportation Improvement Program Amendment Number Three to the Board of Directors with the following changes..."

J) Pending Amendment Section

TIP # EN1708-17A3 PEDESTRIAN IMPROVEMENTS ON ROUTE 14-CEDAR HEIGHTS TO ELLEN

Route 14
From Cedar Heights Drive
To Ellen Avenue
Location/Agency City of Nixa
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category STP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8P3104

Project Description
Scoping for pedestrian improvements on Mt. Vernon Street (Route 14) from Cedar Heights Drive to Ellen Avenue in Nixa.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	$1,600	$1,600	$0	$0	$3,200
MoDOT	State	ENG	$400	$400	$0	$0	$800
Totals			**$2,000**	**$2,000**	**$0**	**$0**	**$4,000**

Notes

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

J) Pending Amendment Section

TIP # RP1703-17A3 ROUTE MM IMPROVEMENTS - I-44 TO MORNING STAR LANE

Route MM
From I-44
To Morning Star Lane
Location/Agency City of Republic
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category STP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8S0836B

Project Description
Scoping for roadway improvements on Brookline Avenue (Route MM) from I-44 to Morning Star Lane in Republic.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	$1,600	$1,600	$1,600	$1,600	$6,400
MoDOT	State	ENG	$400	$400	$400	$400	$1,600
Totals			**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$8,000**

Notes

Prior Cost $0
Future Cost $0
Total Cost $8,000

J) Pending Amendment Section

TIP # RP1704-17A3 ROUTE MM RAILROAD CROSSING IMPROVEMENTS

Route MM
From Morning Star Lane
To Route ZZ
Location/Agency City of Republic
Federal Agency FHWA
Responsible Agency MoDOT
Federal Funding Category STP
MoDOT Funding Category Major Projects and Emerging Needs
AC Year of Conv.
STIP # 8S0836

Project Description
Scoping for railroad crossing improvements on Brookline Avenue (Route MM) at BNSF railway in Republic.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STP)	Federal	ENG	$1,600	$1,600	$1,600	$1,600	$6,400
MoDOT	State	ENG	$400	$400	$400	$400	$1,600
Totals			**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$8,000**

Notes

Prior Cost	$0
Future Cost	$0
Total Cost	$8,000

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**
EN1708-17A3	**$0**	**$1,600**	**$0**	**$0**	**$0**	**$400**	**0**	**$2,000**
MO1309	$0	$0	$0	$0	$0	$5,000	$20,000	**$25,000**
SUBTOTAL	$500,480	$675,400	$648,145	$495,000	$482,331	$297,600	$20,000	$3,436,220
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**
EN1708-17A3	**$0**	**$1,600**	**$0**	**$0**	**$0**	**$400**	**0**	**$2,000**
MO1309	$0	$0	$0	$0	$0	$5,000	$20,000	**$25,000**
SUBTOTAL	$0	$105,000	$0	$77,000	$0	$50,000	$20,000	$252,000
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	$914,000	$648,145	$872,000	$482,331	$456,000	$40,000	$4,230,220

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	STBG-U	STP	TAP	STAP	Local	MoDOT	MoDOT-AC	TOTAL
PRIOR YEAR								
Balance			$ 268,901					**$ 268,901**
FY 2017								
Funds Anticipated	$ 500,480	$ 675,400	$ 405,085	$ 495,000	$ 482,331	$ 297,600	$ 20,000	**$ 2,375,416**
Funds Programmed	$ (500,480)	$ (675,400)	$ (648,145)	$ (495,000)	$ (482,331)	$ (297,600)	$ (20,000)	**$ (2,618,476)**
Running Balance	**$ -**	**$ -**	**$ 25,841**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 25,841**
FY 2018								
Funds Anticipated	$ -	$ 105,000	$ 413,187	$ 77,000	$ -	$ 50,000	$ 20,000	**$ 665,187**
Funds Programmed	$ -	$ (105,000)	$ -	$ (77,000)	$ -	$ (50,000)	$ (20,000)	**$ (252,000)**
Running Balance	**$ -**	**$ -**	**$ 439,028**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 439,028**
FY 2019								
Funds Anticipated	$ -	$ 105,000	$ 421,450	$ 77,000	$ -	$ 50,000	$ 20,000	**$ 673,450**
Funds Programmed	$ -	$ (105,000)	$ -	$ (77,000)	$ -	$ (50,000)	$ (20,000)	**$ (252,000)**
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

	Federal										Local	Other	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
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	$896,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$224,000	$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**
NX1801-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$5,000**
OK1401-17A1	$520,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$130,000	$0	$2,000	$0	$0	**$652,000**
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**
OK1801-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$5,000**
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**
RP1703-17A3	**$0**	**$0**	**$1,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**	**$0**	**$0**	**$2,000**
RP1704-17A3	**$0**	**$0**	**$1,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**	**$0**	**$0**	**$2,000**
RP1801-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$5,000**
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	$754,424	$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	$5,294,400	$0	$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**
SP1605-17AM1	$0	$0	$0	$0	$0	$0	$1,001,069	$0	$0	$0	$250,267	$0	$0	$0	$0	**$1,251,336**
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

	Federal										Local	Other	State			
PROJECT	**FHWA (STBG-U)**	**FHWA (SAFETY)**	**FHWA (STP)**	**FHWA (I/M)**	**FHWA (130)**	**FHWA (NHS)**	**FHWA (BRM)**	**FHWA (BRO)**	**FHWA (NHPP)**	**FHWA (HPP)**	**LOCAL**	**OTHER**	**MoDOT**	**MoDOT-GCSA**	**MoDOT-AC**	**TOTAL**
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**
ST1801-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$5,000**
WI1301	$0	$0	$800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$1,000**
WI1701-17AM1	$76,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$19,000	$0	$0	$0	$0	**$95,000**
SUBTOTAL	$6,404,664	$6,873,500	$5,728,800	$3,594,600	$2,250,000	$1,339,200	$1,001,069	$320,000	$14,433,906	$0	$2,572,985	$343,000	$7,329,001	$750,000	$0	$53,035,725
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**
OK1401-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$2,000**
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**
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**
RP1703-17A3	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	$2,000
RP1704-17A3	$0	$0	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$400	$0	$0	$2,000
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**
WI1301	$0	$0	$800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$1,000**
WI1701-17AM1	$873,896	$0	$0	$0	$0	$0	$0	$0	$0	$0	$327,354	$0	$0	$0	$0	**$1,201,250**
SUBTOTAL	$1,204,896	$5,392,800	$16,762,300	$9,000	$0	$0	$0	$0	$11,320,000	$166,134	$410,104	$0	$7,906,600	$0	$0	$43,171,834

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	Other	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2019																
CC1601	$0	$58,600	$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	$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	$80,000	$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	$42,800	$0	$0	**$214,000**
GR1704	$0	$0	$668,000	$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	$68,800	$0	$0	**$344,000**
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**
MO1705	$0	$0	$1,600	$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	$4,000	$0	$0	**$40,000**
MO1711	$0	$0	$518,400	$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	$14,800	$0	$0	**$74,000**
MO1714	$0	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$400	$0	$0	**$2,000**
MO1717	$0	$0	$235,200	$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	$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	$4,000	$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	$400	$0	$0	**$2,000**
NX1705	$0	$0	$0	$0	$0	$0	$0	$0	$3,926,400	$0	$0	$0	$981,600	$0	$0	**$4,908,000**
OK1701	$0	$0	$2,528,800	$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	$1,526,200	$0	$0	**$7,631,000**
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	$162,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$40,600	$0	$0	**$203,000**
RP1703-17A3	**$0**	**$0**	**$1,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**	**$0**	**$0**	**$2,000**
RP1704-17A3	**$0**	**$0**	**$1,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**	**$0**	**$0**	**$2,000**
SP1401	$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**
SP1704	$0	$0	$0	$0	$0	$0	$0	$0	$434,400	$0	$0	$0	$108,600	$0	$0	**$543,000**
SP1705	$0	$0	$0	$0	$0	$0	$0	$0	$8,271,200	$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	$61,800	$0	$0	**$309,000**
SP1708	$0	$0	$0	$0	$0	$0	$0	$0	$2,400	$0	$0	$0	$600	$0	$0	**$3,000**
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	$2,400	$0	$0	$0	$600	$0	$0	**$3,000**
WI1301	$0	$0	$800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$1,000**
SUBTOTAL	$0	$121,600	$11,006,600	$9,000	$0	$0	$0	$0	$18,612,800	$0	$0	$0	$7,704,000	$0	$0	$37,454,000
2020																
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**
GR1502	$1,120,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$280,000	$0	$0	$0	$0	**$1,400,000**
GR1701	$0	$0	$373,600	$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	$2,000	$0	$0	**$20,000**
MO1105	$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	$40,800	$0	$0	**$204,000**
MO1711	$0	$0	$4,468,800	$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	$1,869,800	$0	$0	**$9,349,000**
MO1714	$0	$0	$0	$0	$0	$0	$0	$0	$33,600	$0	$0	$0	$8,400	$0	$0	**$42,000**
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	$18,400	$0	$0	$0	$4,600	$0	$0	**$23,000**
MO1723	$0	$0	$3,200	$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	$400	$0	$0	**$2,000**
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	$282,400	$0	$0	$0	$70,600	$0	$0	**$353,000**
RP1701	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$0	$0	$0	$2,000	$0	$0	**$10,000**
RP1703-17A3	**$0**	**$0**	**$1,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**	**$0**	**$0**	**$2,000**
RP1704-17A3	**$0**	**$0**	**$1,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**	**$0**	**$0**	**$2,000**
SP1401	$0	$0	$0	$0	$0	$0	$0	$0	$7,000	$0	$0	$0	$0	$0	$0	**$7,000**
SP1419	$0	$0	$0	$9,000	$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	$209,600	$0	$0	**$1,048,000**
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	$628,800	$0	$0	$0	$157,200	$0	$0	**$786,000**
WI1301	$0	$0	$800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$1,000**
SUBTOTAL	$1,120,000	$27,000	$5,034,800	$9,000	$0	$0	$0	$0	$9,371,800	$0	$280,000	$0	$3,885,400	$0	$0	$19,728,000
GRAND TOTAL	$8,729,560	$12,414,900	$38,532,500	$3,621,600	$2,250,000	$1,339,200	$1,001,069	$320,000	$53,738,506	$166,134	$3,263,089	$343,000	$26,825,001	$750,000	$0	$153,389,559

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	$6,404,664	$6,873,500	$5,728,800	$3,594,600	$2,250,000	$1,339,200	$1,001,069	$320,000	$14,433,906	$0	$41,945,739	$2,572,985	$8,079,001	$343,000	$6,648,603	**$59,589,328**
2018 Funds Programmed	$1,204,896	$5,392,800	$16,762,300	$9,000	$0	$0	$0	$0	$11,320,000	$166,134	$34,855,130	$410,104	$7,906,600	$0	$6,715,089	**$49,886,923**
2019 Funds Programmed	$0	$121,600	$11,006,600	$9,000	$0	$0	$0	$0	$18,612,800	$0	$29,750,000	$0	$7,704,000	$0	$6,782,240	**$44,236,240**
2020 Funds Programmed	$1,120,000	$27,000	$5,034,800	$9,000	$0	$0	$0	$0	$9,371,800	$0	$15,562,600	$280,000	$3,885,400	$0	$6,850,063	**$26,578,063**
Total	**$ 8,729,560**	**$ 12,414,900**	**$ 38,532,500**	**$ 3,621,600**	**$ 2,250,000**	**$ 1,339,200**	**$ 1,001,069**	**$ 320,000**	**$ 53,738,506**	**$ 166,134**	**$ 122,113,469**	**$ 3,263,089**	**$ 27,575,001**	**$ 343,000**	**$ 26,995,995**	**$180,290,554**

	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	$6,782,240	$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	$4,233,214	$2,740,398	$8,272,996	
Programmed State and Federal Funding		($59,589,328)	($49,886,923)	($44,236,240)	($26,578,063)	**($180,290,554)**
TOTAL REMAINING	**$17,300,705**	**$4,233,214**	**$2,740,398**	**$8,272,996**	**$31,661,726**	**$31,661,726**

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 1/18/2017; ITEM II.B.

Administrative Modification One to the FY 2017-2020 Transportation Improvement Program

Ozarks Transportation Organization
(Springfield, MO Area MPO)

DESCRIPTION:

There are two items included as part of Administrative Modification One to the FY 2017-2020 Transportation Improvement Program.

Changes in a project's programmed amount less than 15% (up to $2,000,00O):

- Mt. Vernon Street Bridge over Jordan Creek (SP1605-17AM1)
  - *Increasing the federal BRM funding to take advantage of the entire balance available to the OTO region, for a new total programmed amount of $1,251,336.*

- Miller Road Widening (WI1701-17AM1)
  - *Decreasing local funding for construction in FY 2018, maintaining more than the minimum 20 percent match, for a new total programmed amount of $1,296,250.*

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action requested. Informational only.

E) Roadways Section

TIP # SP1605-17AM1 MT. VERNON STREET BRIDGE OVER JORDAN CREEK

Route Mount Vernon
From
To
Location/Agency City of Springfield
Federal Agency FHWA
Responsible Agency City of Springfield
Federal Funding Category BRM
MoDOT Funding Category N/A
AC Year of Conv.
STIP #

Project Description
Replacement of the Mount Vernon Street Bridge over Jordan Creek.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (BRM)	Federal	ROW	$37,937	$0	$0	$0	$37,937
LOCAL	Local	ROW	$9,484	$0	$0	$0	$9,484
FHWA (BRM)	Federal	CON	$963,132	$0	$0	$0	$963,132
LOCAL	Local	CON	$240,783	$0	$0	$0	$240,783
Totals			**$1,251,336**	**$0**	**$0**	**$0**	**$1,251,336**

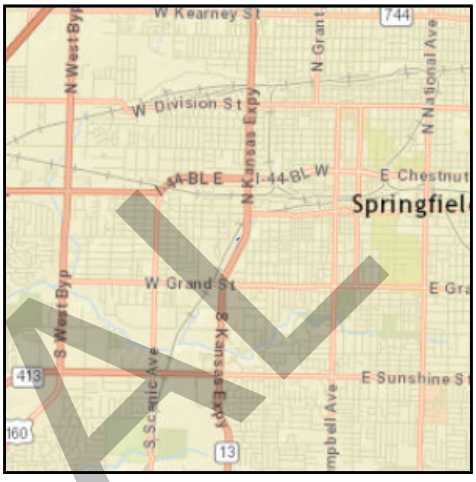
Notes
Source of Local Funding: Local transportation revenues.

Prior Cost	$0
Future Cost	$0
Total Cost	$1,251,336

E) Roadways Section

TIP # SP1605 MT. VERNON STREET BRIDGE OVER JORDAN CREEK

Route Mount Vernon
From
To
Location/Agency City of Springfield
Federal Agency FHWA
Responsible Agency City of Springfield
Federal Funding Category BRM
MoDOT Funding Category N/A
AC Year of Conv.
STIP #



Project Description
Replacement of the Mount Vernon Street Bridge over Jordan Creek.

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (BRM)	Federal	ROW	$40,000	$0	$0	$0	$40,000
LOCAL	Local	ROW	$10,000	$0	$0	$0	$10,000
FHWA (BRM)	Federal	CON	$942,905	$0	$0	$0	$942,905
LOCAL	Local	CON	$257,095	$0	$0	$0	$257,095
Totals			**$1,250,000**	**$0**	**$0**	**$0**	**$1,250,000**

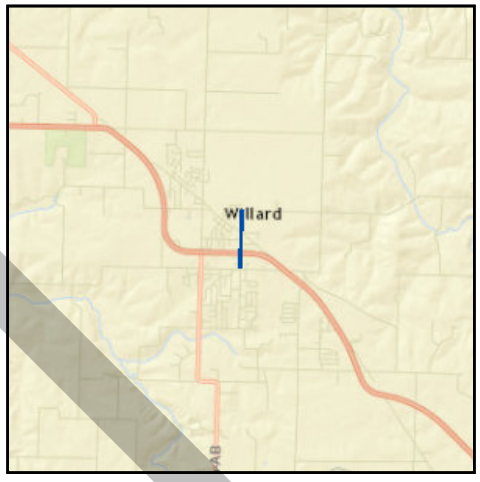
Notes
Source of Local Funding: Local transportation revenues.

Prior Cost	$0
Future Cost	$0
Total Cost	$1,250,000

E) Roadways Section

TIP # WI1701-17AM1 MILLER ROAD WIDENING

Route Miller
From Farm Road 84
To Kime/Highway O
Location/Agency City of Willard
Federal Agency FHWA
Responsible Agency City of Willard
Federal Funding Category STBG-U
MoDOT Funding Category N/A
AC Year of Conv.
STIP #



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

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STBG-U)	Federal	ENG	$76,000	$120,000	$0	$0	$196,000
LOCAL	Local	ENG	$19,000	$30,000	$0	$0	$49,000
FHWA (STBG-U)	Federal	UTIL	$0	$100,000	$0	$0	$100,000
LOCAL	Local	UTIL	$0	$25,000	$0	$0	$25,000
FHWA (STBG-U)	Federal	ROW	$0	$40,000	$0	$0	$40,000
LOCAL	Local	ROW	$0	$10,000	$0	$0	$10,000
FHWA (STBG-U)	Federal	CON	$0	$613,896	$0	$0	$613,896
LOCAL	Local	CON	$0	$262,354	$0	$0	$262,354
Totals			**$95,000**	**$1,201,250**	**$0**	**$0**	**$1,296,250**

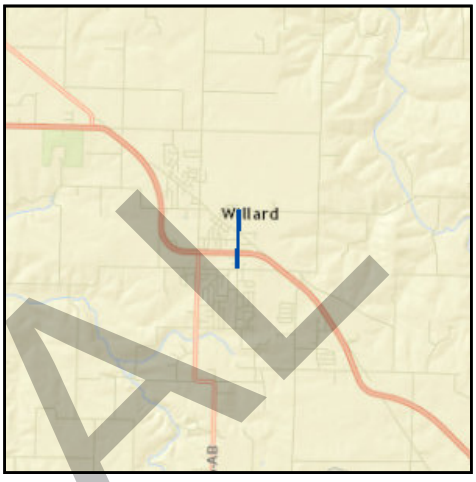
Notes
Source of Non-Federal Funds: City of Willard Revenue

Prior Cost	$0
Future Cost	$0
Total Cost	$1,296,250

E) Roadways Section

TIP # WI1701-17A1 MILLER ROAD WIDENING

Route Miller
From Farm Road 84
To Kime/Highway O
Location/Agency City of Willard
Federal Agency FHWA
Responsible Agency City of Willard
Federal Funding Category STBG-U
MoDOT Funding Category N/A
AC Year of Conv.
STIP #



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

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FHWA (STBG-U)	Federal	ENG	$76,000	$120,000	$0	$0	$196,000
LOCAL	Local	ENG	$19,000	$30,000	$0	$0	$49,000
FHWA (STBG-U)	Federal	UTIL	$0	$100,000	$0	$0	$100,000
LOCAL	Local	UTIL	$0	$25,000	$0	$0	$25,000
FHWA (STBG-U)	Federal	ROW	$0	$40,000	$0	$0	$40,000
LOCAL	Local	ROW	$0	$10,000	$0	$0	$10,000
FHWA (STBG-U)	Federal	CON	$0	$613,896	$0	$0	$613,896
LOCAL	Local	CON	$0	$491,104	$0	$0	$491,104
Totals			**$95,000**	**$1,430,000**	**$0**	**$0**	**$1,525,000**

Notes
Source of Non-Federal Funds: City of Willard Revenue

Prior Cost	$0
Future Cost	$0
Total Cost	$1,525,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	Other	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
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	$896,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$224,000	$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**
NX1801-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$5,000**
OK1401-17A1	$520,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$130,000	$0	$2,000	$0	$0	**$652,000**
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**
OK1801-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$5,000**
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**
RP1801-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$5,000**
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	$754,424	$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	$5,294,400	$0	$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**
SP1605-17AM1	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,001,069**	**$0**	**$0**	**$0**	**$250,267**	**$0**	**$0**	**$0**	**$0**	**$1,251,336**
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

	Federal										Local	Other	State			
PROJECT	**FHWA (STBG-U)**	**FHWA (SAFETY)**	**FHWA (STP)**	**FHWA (I/M)**	**FHWA (130)**	**FHWA (NHS)**	**FHWA (BRM)**	**FHWA (BRO)**	**FHWA (NHPP)**	**FHWA (HPP)**	**LOCAL**	**OTHER**	**MoDOT**	**MoDOT-GCSA**	**MoDOT-AC**	**TOTAL**
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**
ST1801-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000	$0	$0	**$5,000**
WI1301	$0	$0	$800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$1,000**
WI1701-17AM1	**$76,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,000**	**$0**	**$0**	**$0**	**$0**	**$95,000**
SUBTOTAL	$6,404,664	$6,873,500	$5,725,600	$3,594,600	$2,250,000	$1,339,200	$1,001,069	$320,000	$14,433,906	$0	$2,572,985	$343,000	$7,328,201	$750,000	$0	$53,031,725
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**
OK1401-17A1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000	$0	$0	**$2,000**
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**
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**
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**
WI1301	$0	$0	$800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$1,000**
WI1701-17AM1	**$873,896**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$327,354**	**$0**	**$0**	**$0**	**$0**	**$1,201,250**
SUBTOTAL	$1,204,896	$5,392,800	$16,759,100	$9,000	$0	$0	$0	$0	$11,320,000	$166,134	$410,104	$0	$7,905,800	$0	$0	$43,167,834

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	Other	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	TOTAL
2019																
CC1601	$0	$58,600	$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	$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	$80,000	$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	$42,800	$0	$0	**$214,000**
GR1704	$0	$0	$668,000	$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	$68,800	$0	$0	**$344,000**
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**
MO1705	$0	$0	$1,600	$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	$4,000	$0	$0	**$40,000**
MO1711	$0	$0	$518,400	$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	$14,800	$0	$0	**$74,000**
MO1714	$0	$0	$0	$0	$0	$0	$0	$0	$1,600	$0	$0	$0	$400	$0	$0	**$2,000**
MO1717	$0	$0	$235,200	$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	$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	$4,000	$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	$400	$0	$0	**$2,000**
NX1705	$0	$0	$0	$0	$0	$0	$0	$0	$3,926,400	$0	$0	$0	$981,600	$0	$0	**$4,908,000**
OK1701	$0	$0	$2,528,800	$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	$1,526,200	$0	$0	**$7,631,000**
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	$162,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$40,600	$0	$0	**$203,000**
SP1401	$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**
SP1704	$0	$0	$0	$0	$0	$0	$0	$0	$434,400	$0	$0	$0	$108,600	$0	$0	**$543,000**
SP1705	$0	$0	$0	$0	$0	$0	$0	$0	$8,271,200	$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	$61,800	$0	$0	**$309,000**
SP1708	$0	$0	$0	$0	$0	$0	$0	$0	$2,400	$0	$0	$0	$600	$0	$0	**$3,000**
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	$2,400	$0	$0	$0	$600	$0	$0	**$3,000**
WI1301	$0	$0	$800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$1,000**
SUBTOTAL	$0	$121,600	$11,003,400	$9,000	$0	$0	$0	$0	$18,612,800	$0	$0	$0	$7,703,200	$0	$0	$37,450,000
2020																
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**
GR1502	$1,120,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$280,000	$0	$0	$0	$0	**$1,400,000**
GR1701	$0	$0	$373,600	$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	$2,000	$0	$0	**$20,000**
MO1105	$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	$40,800	$0	$0	**$204,000**
MO1711	$0	$0	$4,468,800	$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	$1,869,800	$0	$0	**$9,349,000**
MO1714	$0	$0	$0	$0	$0	$0	$0	$0	$33,600	$0	$0	$0	$8,400	$0	$0	**$42,000**
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	$18,400	$0	$0	$0	$4,600	$0	$0	**$23,000**
MO1723	$0	$0	$3,200	$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	$400	$0	$0	**$2,000**
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	$282,400	$0	$0	$0	$70,600	$0	$0	**$353,000**
RP1701	$0	$0	$0	$0	$0	$0	$0	$0	$8,000	$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	**$7,000**
SP1419	$0	$0	$0	$9,000	$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	$209,600	$0	$0	**$1,048,000**
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	$628,800	$0	$0	$0	$157,200	$0	$0	**$786,000**
WI1301	$0	$0	$800	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200	$0	$0	**$1,000**
SUBTOTAL	$1,120,000	$27,000	$5,031,600	$9,000	$0	$0	$0	$0	$9,371,800	$0	$280,000	$0	$3,884,600	$0	$0	$19,724,000
GRAND TOTAL	$8,729,560	$12,414,900	$38,519,700	$3,621,600	$2,250,000	$1,339,200	$1,001,069	$320,000	$53,738,506	$166,134	$3,263,089	$343,000	$26,821,801	$750,000	$0	$153,373,559

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	$6,404,664	$6,873,500	$5,725,600	$3,594,600	$2,250,000	$1,339,200	$1,001,069	$320,000	$14,433,906	$0	$41,942,539	$2,572,985	$8,078,201	$343,000	$6,648,603	**$59,585,328**
2018 Funds Programmed	$1,204,896	$5,392,800	$16,759,100	$9,000	$0	$0	$0	$0	$11,320,000	$166,134	$34,851,930	$410,104	$7,905,800	$0	$6,715,089	**$49,882,923**
2019 Funds Programmed	$0	$121,600	$11,003,400	$9,000	$0	$0	$0	$0	$18,612,800	$0	$29,746,800	$0	$7,703,200	$0	$6,782,240	**$44,232,240**
2020 Funds Programmed	$1,120,000	$27,000	$5,031,600	$9,000	$0	$0	$0	$0	$9,371,800	$0	$15,559,400	$280,000	$3,884,600	$0	$6,850,063	**$26,574,063**
Total	**$ 8,729,560**	**$ 12,414,900**	**$ 38,519,700**	**$ 3,621,600**	**$ 2,250,000**	**$ 1,339,200**	**$ 1,001,069**	**$ 320,000**	**$ 53,738,506**	**$ 166,134**	**$ 122,100,669**	**$ 3,263,089**	**$ 27,571,801**	**$ 343,000**	**$ 26,995,995**	**$180,274,554**

	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	$6,782,240	$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	$4,237,214	$2,748,398	$8,284,996	
Programmed State and Federal Funding		($59,585,328)	($49,882,923)	($44,232,240)	($26,574,063)	**($180,274,554)**
TOTAL REMAINING	**$17,300,705**	**$4,237,214**	**$2,748,398**	**$8,284,996**	**$31,677,726**	**$31,677,726**

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 1/18/2017; ITEM II.C.

Reasonable Progress Extension

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The City of Ozark has requested a change to their Reasonable Progress Timeline as set forth in the awards of their 2015 Transportation Alternatives Program funding for EN1503, *Finley River Park Sidewalk Improvements* and EN1505, *McGuffey Park Sidewalk Improvements*. The OTO Reasonable Progress Policy allows for a one-time request to change this timeline, with the approval of the OTO Board of Directors. The following table outlines the proposed changes. A copy of the OTO Reasonable Progress Policy and the request letters are included with the agenda.

Phase	Maximum Time Frame	Current Schedule Latest Possible Date	EN1503	EN1505
			Ozark	Ozark
			9901811	9901813
Award Notification post TIP Amendment	0 Months	4/1/15	4/1/15	4/1/15
Programming Data Form	1 Months	5/1/15	4/29/15	4/29/15
Engineering Services Contract Approval	4 Months	8/1/15	4/9/15	4/9/15
Preliminary & Right-of-Way Plans Submittal	8 Months	12/1/15	12/1/15	12/1/15
Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	4/1/16	2/1/17	2/1/17
Plans, Specifications, & Estimate (PS&E) Approval	14 Months	6/1/16	3/1/17	3/1/17
Construction Contract Award	16 Months	9/1/16	5/1/17	5/1/17
Final Project Closeout	Variable	--	--	--

The proposed timeline to construction is approximately 8 months behind schedule.

The remaining federal funds for EN1503 are $104,525 and for EN1505 are $29,219. This schedule would obligate these funds in the current fiscal year. This project was among those awarded FY 2014-2016 Transportation Alternative Program funding. Three other projects have also received extensions. At this point, providing it remains on the new schedule, extending this project will not cause OTO to lose federal funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend to the Board of Directors that projects EN1503 and EN1505 be extended according to the proposed schedule."

OR

"Move to recommend that the Board of Directors consider the extension of projects EN1503 and EN1505 with the following considerations…"

City of Ozark, Missouri

Department of Public Works

November 8, 2016

Dear Ozarks Transportation Organization:

The City of Ozark would like to request a change in the Reasonable Progress Schedule as outlined in the Award letter for Finley River Park Sidewalk Improvements, TAP-9901(811). Please see the table below with the newly proposed dates. We understand this extension must be approved through the OTO Board of Directors.

Phase	Maximum Time Frame	Current Schedule Latest Possible Date	TAP-9901(811)	Proposed Schedule Latest Possible Date
Award Notification post TIP Amendment	0 Months	4/1/15	4/1/15	
Programming Data Form	1 Months	5/1/15	5/1/15	
Engineering Services Contract Approval	4 Months	8/1/15	8/1/15	
Preliminary & Right-of-Way Plans Submittal	8 Months	12/1/15		12/01/16
Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	4/1/16		02/01/17
Plans, Specifications, & Estimate (PS&E) Approval	14 Months	6/1/16		03/01/17
Construction Contract Award	16 Months	9/1/16		05/01/17
Final Project Closeout	Variable			

Thank you,

Jeremy Parsons
Planning Director
City of Ozark

P.O. Box 295, Ozark, Mo 65721
♦Phone: 417-581-1702, Ext. 1202 ♦Fax: 417-581-1708
♦engtech@ozarkmissouri.org ♦www.ozarkmissouri.com

City of Ozark, Missouri

Department of Public Works

November 8, 2016

Dear Ozarks Transportation Organization:

The City of Ozark would like to request a change in the Reasonable Progress Schedule as outlined in the Award letter for McGuffey Park Sidewalk Improvements, TAP-9901(813). Please see the table below with the newly proposed dates. We understand this extension must be approved through the OTO Board of Directors.

Phase	Maximum Time Frame	Current Schedule Latest Possible Date	TAP-9901(813)	Proposed Schedule Latest Possible Date
Award Notification post TIP Amendment	0 Months	4/1/15	4/1/15	
Programming Data Form	1 Months	5/1/15	5/1/15	
Engineering Services Contract Approval	4 Months	8/1/15	8/1/15	
Preliminary & Right-of-Way Plans Submittal	8 Months	12/1/15		12/01/16
Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	4/1/16		02/01/17
Plans, Specifications, & Estimate (PS&E) Approval	14 Months	6/1/16		03/01/17
Construction Contract Award	16 Months	9/1/16		05/01/17
Final Project Closeout	Variable			

Thank you,

Jeremy Parsons
Planning Director
City of Ozark

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Reasonable Progress Policy Enforcement

Transportation Alternatives Program

OTO has a reasonable progress policy for Transportation Alternatives Program (formerly transportation enhancements) funding that is included with the funding application. This policy is outlined below. The policy, which adheres to MoDOT's policy, has not been stringently enforced, resulting in FY 2012 and FY 2013 funding still remaining unobligated. According to MoDOT's funds lapse policy, funding for the projects using FY 2012 funding should have lapsed on September 30, 2014 (the last day of FY 2014). However, OTO's FY 2012 funds were a portion of a statewide funding category, not an OTO sub-allocated category. Therefore, MoDOT did not rescind the funds. Going forward, the Transportation Alternatives Program Funding will be OTO suballocated and will be subject to the funds lapse policy.

Therefore, the following guidelines will be used to enforce reasonable progress for OTO Transportation Alternatives Program funding for FY 2014 and beyond. This includes all projects awarded after January 1, 2015.

Reasonable Progress Enforcement Guidelines

An award letter will be sent which establishes the timeline for reasonable progress based upon the phasing outlined in the table included in the policy. The award letter will not be sent until final approval is received from the USDOT for project placement in the TIP. For this funding round, a date in April is expected. Projects will be evaluated with each phase as outlined in the Reasonable Progress Policy.

A first violation letter will be sent advising of the missed deadline for any phase.

A second violation letter will be sent advising of missed deadline for any additional phase, allowing the project to get back on track within 30 days.

If the project is not back on track within 30 days, a third letter will advise that funds have been rescinded and reallocated to another project. If federal funds were spent on any part of the project, they will be required to be repaid.

A one-time extension may be requested and approved by the OTO Board of Directors. This will result in a new timeline being established. This will not reset the number of violations. The request may be made prior to or after a reasonable progress violation. All requests will be considered in terms of the overall possible lapsing of funds for the OTO area.

Reasonable Progress Requirements

This policy is to ensure the State of Missouri is getting the maximum benefit of its federal transportation funds. Every project is required to progress according to the schedule shown.

It is not the responsibility of OTO or MoDOT to keep the entity informed as to the status of the project. The entity will keep MoDOT informed as to any delays and/or unforeseen conditions that may hinder the project's progress. Failure to provide the required documentation will cause the project to be withdrawn and the funds redistributed at the discretion of MoDOT or

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 1/18/2017; ITEM II.D.

FY 2017 Unified Planning Work Program (UPWP) Amendment Three

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 Three to the FY 2017 UPWP to include Traffic Engineering Assistance Program (TEAP) funding that has been awarded to the City of Republic. The City of Republic was awarded Traffic Engineering Assistance Program funding in the amount of $8,000 for project TEAP-6900(812), Intersection Analysis on Hines Street and Lynn Avenue. The total project cost is $8,000 with the City of Republic providing Local Match funding in the amount of $1,600.

In addition, the OTO has changed the name of the funding source from MoDOT FTA Planning Funds to FTA 5310 funds from the FY 2017 UPWP Amendment Number 2. The changes are found in red in the UPWP Task 5 and Financial Summary tables.

An amendment is needed to create UPWP Task 9 to allow expenses to be paid in FY 2017. The addition of the City of Republic Traffic Engineering Assistance Program funds will not require a revised Consolidated Planning Grant (CPG) Agreement with the Missouri Highway and Transportation Commission. There is no change to the amount of CPG funds that the OTO will receive for FY 2017. The proposed changes to the Task 9 – Traffic Engineering Assistance Program, as well as the proposed changes to Appendix A, and supplemental project information are included in the agenda.

Proposed Amendment 3 below:

	FY 2017	FY2017 Amended
OTO Consolidated FHWA/FTA PL Funds	$799,349.00	$799,349.00
FTA 5310 Funds	$15,420.00	$15,420.00
Local Jurisdiction Match Funds/In-Kind Match	$185,795.00	$185,795.00
MoDOT "Direct Costs" Match	$17,900.00	$17,900.00
Total OTO Revenue	$1,018,464.00	$1,018,464.00
City Utilities Transit (FTA 5307)/Local Match	$216,000.00	$216,000.00
City of Willard (TEAP)/Local Match		$8,000.00
	$1,234,464.00	$1,242,464.00

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"To make a recommendation to the Board of Directors on approving Amendment Number Three to the FY 2017 UPWP."

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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: December 15, 2016

AMENDMENT NUMBER THREE:

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

Funding Sources

Local Match Funds	$ 13,815	20%
MoDOT FTA Planning funds	$15,420	22%
Federal CPG Funds	$39,840	58%
Total Funds	**$ 69,075**	**100%**

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

Funding Sources		
Local Match Funds	$ 13,815	20%
FTA 5310 funds	$15,420	22%
Federal CPG Funds	$39,840	58%
Total Funds	**$ 69,075**	**100%**

Task 9 – TEAP Funding

The Traffic Engineering Assistance Program (TEAP) is a federally-funded program with the purpose of retaining private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational traffic problems on their non-state system streets and highways.

Work Elements **Estimated Cost**

Hines and Lynn Intersection Analysis Project $8,000
January to June
Consultant Contract
Responsible agency - City of Republic

- Intersection Analysis Project TEAP-6900(812) – Intersection Analysis on Hines Street and Lynn Avenue.

End Products for FY 17

- Analysis of Hines Street and Lynn Avenue Intersection. The study shall review Level of Service (LOS) and signal warrants conditions with previous evaluations.

Funding Sources

City of Republic Match Funds	$1,600	20.00%
Federal (Safety) Funds	$6,400	80.00%
Total Funds	**$8,000**	**100.00%**

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	$ 1,144,961
Minus City Utilities Transit (FTA 5307 Funding)	-$216,000
Actual Total Ozarks Transportation Organization Expenditures	$ 928,961
PLUS Value of Task 8 MoDOT Direct Costs Credit	+$89,500
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	$ 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	$ 185,792
Total Ozarks Transportation Organization Revenue	**$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	**$216,000**
TOTAL Budgeted Revenue for FY 2017 UPWP	**$ 1,234,461**

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	$388,730.11
	$490,841.56
FY 2016 Estimated CPG Funds allocation	$570,848.00
FY 2017 Estimated CPG Funds allocation**	$582,265.00
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.

Expenditure Summary by Work Task

	Local Funding				Federal Funding					
Task	Local Match	City Utilities	City of Republic	In-Kind	CPG	FTA 5310	SAFETY	5307	Total	Percent (%)
1	$28,400				$113,600				$142,000	12.32%
2	$29,200			$10,000	$156,800				$196,000	17.00%
3	$79,662				$318,648				$398,310	34.55%
4	$19,854				$79,416				$99,270	8.61%
5	$13,815				$39,840	$15,420			$69,075	5.99%
6		$43,200						$172,800	$216,000	18.73%
7	$4,861				$19,445				$24,306	2.11%
9			$1,600				$6,400		$8,000	0.69%
TOTAL	**$175,792**	**$43,200**	**$1,600**	**$10,000**	**$727,749**	**$15,420**	**$6,400**	**$172,800**	**$1,152,961**	**100.00%**
8	Value of MoDOT "Direct Cost"								$89,500	
Total of Transportation Planning Work									**$1,242,461**	

Federal Consolidated Planning Grant (CPG) Funding FY 2017 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-7 plus 9	$ 1,152,961
Minus City Utilities Transit (FTA 5307 Funding)	-$216,000
Minus City of Republic TEAP Funding	-$8,000
Actual Total Ozarks Transportation Organization Expenditures	$ 936,961
PLUS Value of Task 8 MoDOT Direct Costs Credit	+$89,500
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	$ 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
FTA 5310 Funds	$15,420
MoDOT "Direct Costs" Match	$17,900
Local Match to be Provided/In-kind Match	$ 185,792
Total Ozarks Transportation Organization Revenue	**$1,018,461**

City of Republic (TEAP funding for City of Republic)	Total Amount Budgeted
FHWA Safety Funds	$6,400
City of Republic Local Match	$1,600
Total City of Republic Revenue	**$8,000**

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	**$216,000**
TOTAL Budgeted Revenue for FY 2017 UPWP	**$ 1,242,461**

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	$388,730.11
	$490,841.56
FY 2016 Estimated CPG Funds allocation	$570,848.00
FY 2017 Estimated CPG Funds allocation**	$582,265.00
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.

APPENDIX A

Fiscal Year 2017

July 1, 2016 - June 30, 2017

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

Cost Category	*Approved Budgeted Amount FY17*	*Total Amount Budgeted FY17*	*Proposed Budgeted Amount FY17*	*Total Budget FY17*
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	$13,000.00		$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		$74,950.00		$74,950.00

Cost Category	*Budgeted Amount FY16*	*Total Amount Budgeted FY16*	*Budgeted Amount FY17*	*Total Amount Budgeted FY17*
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	$24,000		$24,000	
Regional Bicycle and Pedestrian Trail Investment Study	$150,000		$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		$247,600		$247,600
In-Kind Match, Donated				
Member Attendance at Meetings	$10,000		$10,000	$10,000
TOTAL OTO Expenditures		**$909,686**		**$909,686**
In-Kind Match, Direct Cost, Donated				
Direct Cost - MoDOT Salaries	$89,500		$89,500	
TOTAL OTO Budget		**$999,186**		**$999,186**
Direct Outside Grant				
CU Transit Salaries*	$216,000		$216,000	
TOTAL EXPENDITURES		**$1,215,186**		**$1,215,186**

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

ESTIMATED REVENUES

Cost Category	*Approved Budgeted Amount FY17*	*Total Amount Budgeted FY17*	*Proposed Budgeted Amount FY17*	*Total Budget FY17*
Ozarks Transportation Organization Revenue				
Consolidated FHWA/FTA PL Funds	$799,349		$799,349	
Local Jurisdiction Match Funds	$100,337		$100,337	
In-kind Match, Meeting Attendance**	$10,000		$10,000	
MoDOT Direct Service Match**	$89,500		$89,500	
Total Ozarks Transportation Organization Revenue		**$999,186**		**$999,186**
Direct Outside Grant				
City Utilities Transit Planning				
FTA 5307	$172,800		$172,800	
City Utilties Local Match	$43,200		$43,200	
City Utilities Transit Planning Total		**$216,000**		**$216,000**
City of Republic TEAP Project				
FHWA Safety Funding			$6,400	
City of Republic Local Match			$1,600	
City of Republic TEAP Project Total				**$8,000**
Total Direct Outside Grant		**$216,000**		**$224,000**
TOTAL REVENUE		**$1,215,186**		**$1,223,186**

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

Cost Category	*Budgeted Amount FY16*	*Total Amount Budgeted FY16*	*Budgeted Amount FY17*	*Total Budget FY17*
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 Bicyle 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**

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 1/18/2017; ITEM II.E.

Major Thoroughfare Plan Amendment

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The City of Ozark has requested a Major Thoroughfare Plan change to 19th/17th Street from Highway J to Highway 14, changing it from a Secondary Arterial to a Collector. The City of Ozark contends that the traffic volumes and proximity to US 65 will not necessitate a Secondary Arterial, and that a Collector will be sufficient.

The design service volume of a secondary arterial is 6,000 to 20,000 vehicles per day, while for a collector it is 1,500 to 8,000 vehicles per day. The OTO model shows a maximum 2012 volume along that route of just over 4,000 and a 2040 volume around 7,300.

Adoption of these changes will be seen as an amendment to *Transportation Plan 2040*.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

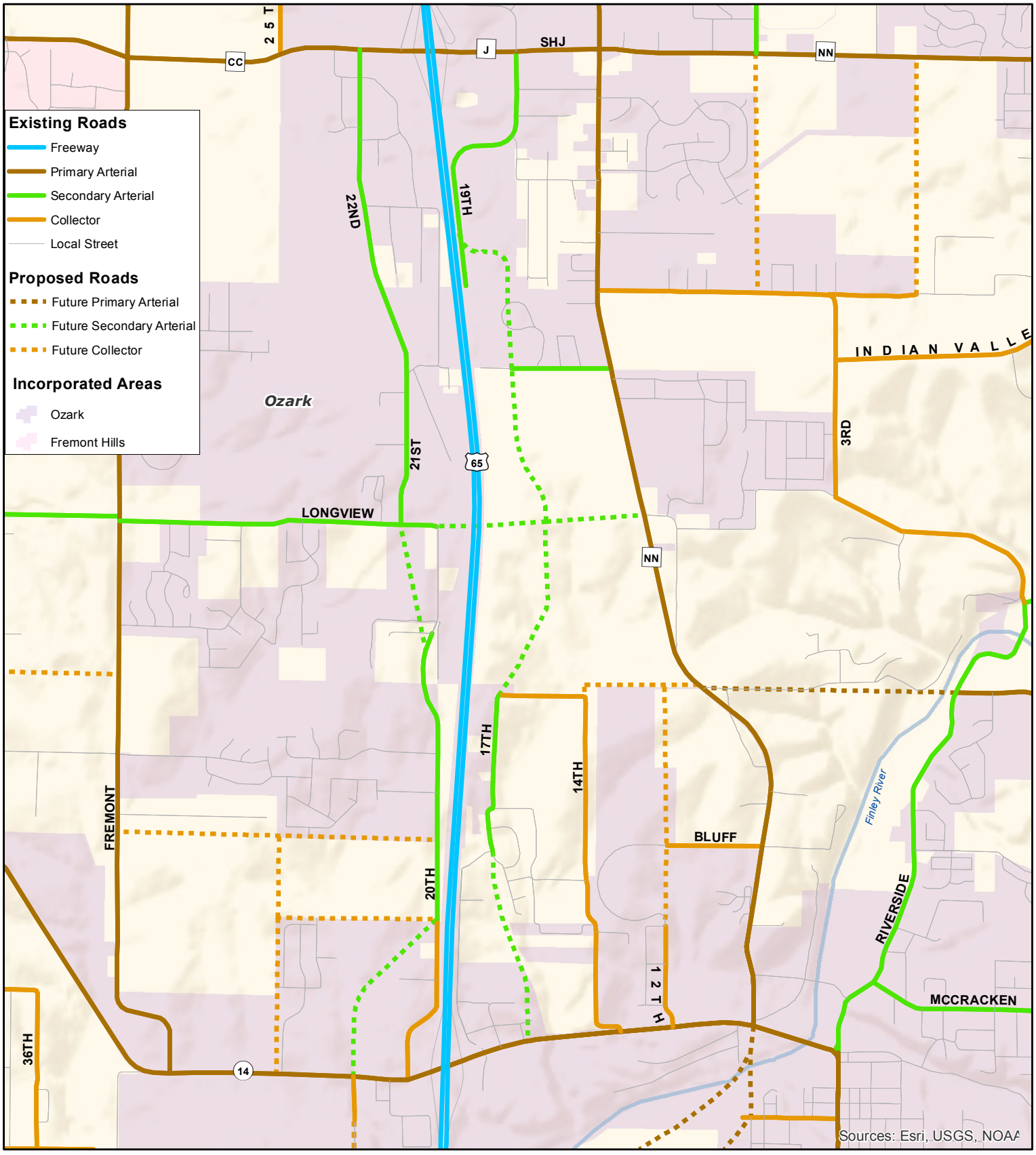
"Move to recommend the Board of Directors approve the Major Thoroughfare Plan Amendment to downgrade 19th/17th Street from Highway J to Highway 14 from a Secondary Arterial to a Collector."

OR

"Move to recommend the Board of Directors review the request with the following considerations…"

Major Thoroughfare Plan

Ozark Amendment
Original

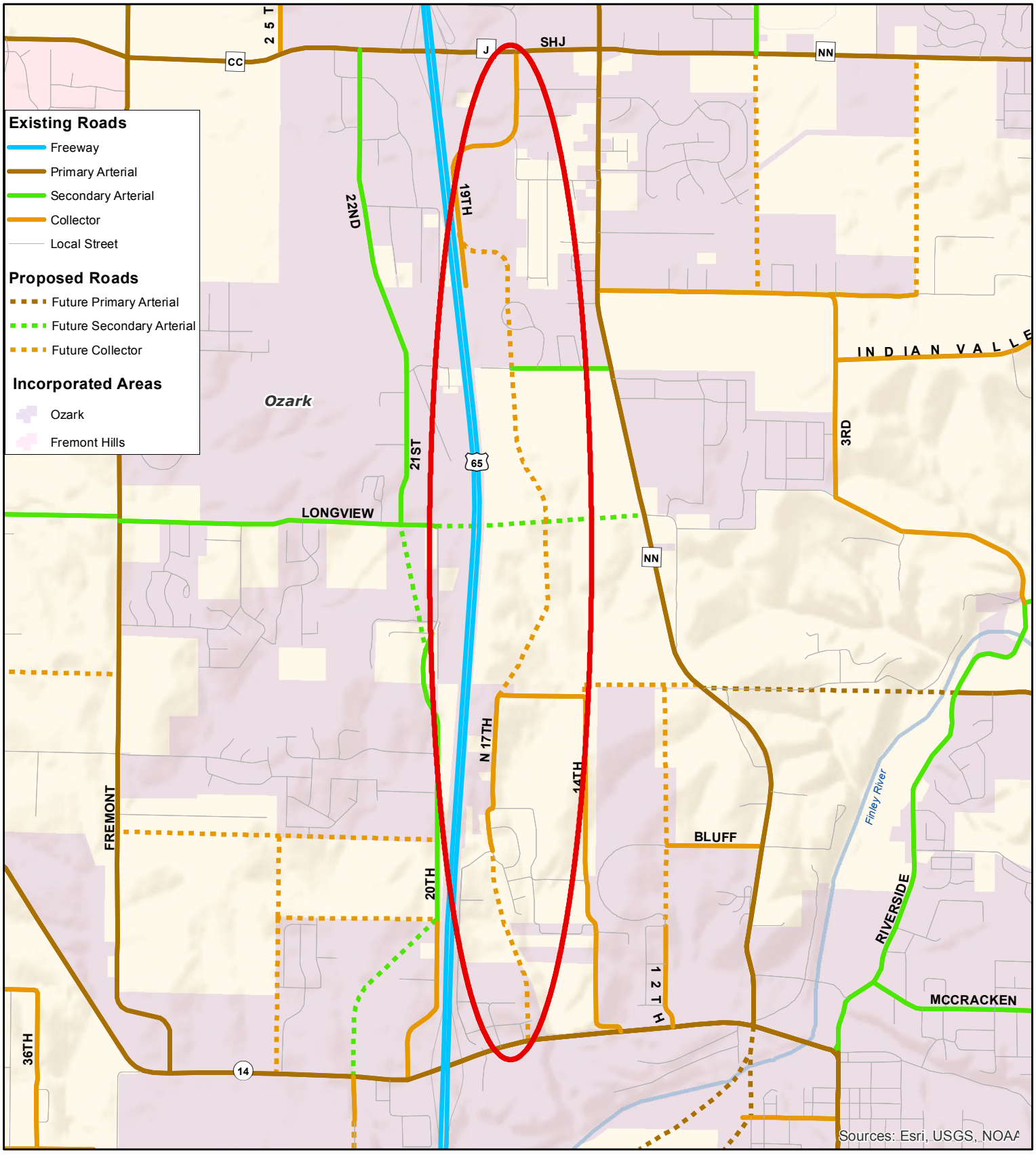


N

0 0.5 1 Miles

Major Thoroughfare Plan

Ozark Amendment
Proposed



TAB 8

TECHNICAL COMMITTEE AGENDA 1/18/17; ITEM II.F.

Critical Urban Freight Corridors

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The FAST Act established a National Highway Freight Network (NHFN). This network is made up of four types of roads:

- Primary Highway Freight System (PHFS) (41,518 centerline miles, 9.8% non-interstate)
- Interstate Routes not on the PHFS (~9,500 centerline miles)
- Critical Urban Freight Corridors (CUFC)
- Critical Rural Freight Corridors (CRFC)

The NHFN was created to strategically direct federal resources and policies towards improved freight performance in the US.

The OTO will play a role in the designation of CUFCs in the Springfield Urban Area. As an MPO with a population below 500,000, MoDOT, in consultation with the OTO, is responsible for designating CUFCs. A CUFC must:

- connect an intermodal facility to the PHFS, the Interstate System, or another intermodal facility
- provide a 'bypass' route for the PHFS (alternative route)
- serve a major freight generator, logistics center, or manufacturing and warehouse industrial land
- be important for freight movement in the region

The State of Missouri is limited to 102.33 miles of CUFC divided amongst the state's nine MPO urban areas.

CUFC will be designated during a session at MoDOT's Planning Partners Meeting in March. Representatives from the 9 MPOs work with MoDOT to identify the state's 102.33 miles of CUFC. OTO staff has attempted to identify enough routes to bargain with during this meeting. Staff does not how many miles of CUFC will be designated in the Springfield Urban Area.

Staff considered several factors when identifying 17.6 miles of potential CUFC in the Springfield Urban Area. First, staff assumed US-65/James River Freeway would be designated an Interstate soon. This designation would automatically place this important route on the NHFN. Secondly, staff did not consider deliveries to retail establishments to be freight traffic. Third, staff prioritized routes close to I-44, the region's only road on the NHFN. Finally, staff referred to two statements from FHWA guidance:

- to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land
- provide critical connectivity to the NHFN

Overall, staff focused designating connections between the industrial parks, and other industrial businesses, in northeast Springfield and I-44.

Staff also identified Rt-M in Republic, outside of the Springfield Urban Area, as possible CRFC. The industrial area served by this route has a great deal of growth potential. Improvements to this route were included in the OTO STIP priorities approved by the Board of Directors in December 2016.

The Critical Urban Freight Corridor Map will be used by staff during the negotiating process in Jefferson City. Staff will work to designate as many miles of CUFC as possible.

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 Critical Urban Freight Corridor Map as staff's guide for negotiating the designation of CUFCs in the Springfield Urban Area ."

Or

"Move to recommend that the Critical Urban Freight Corridor Map have the following revisions..."

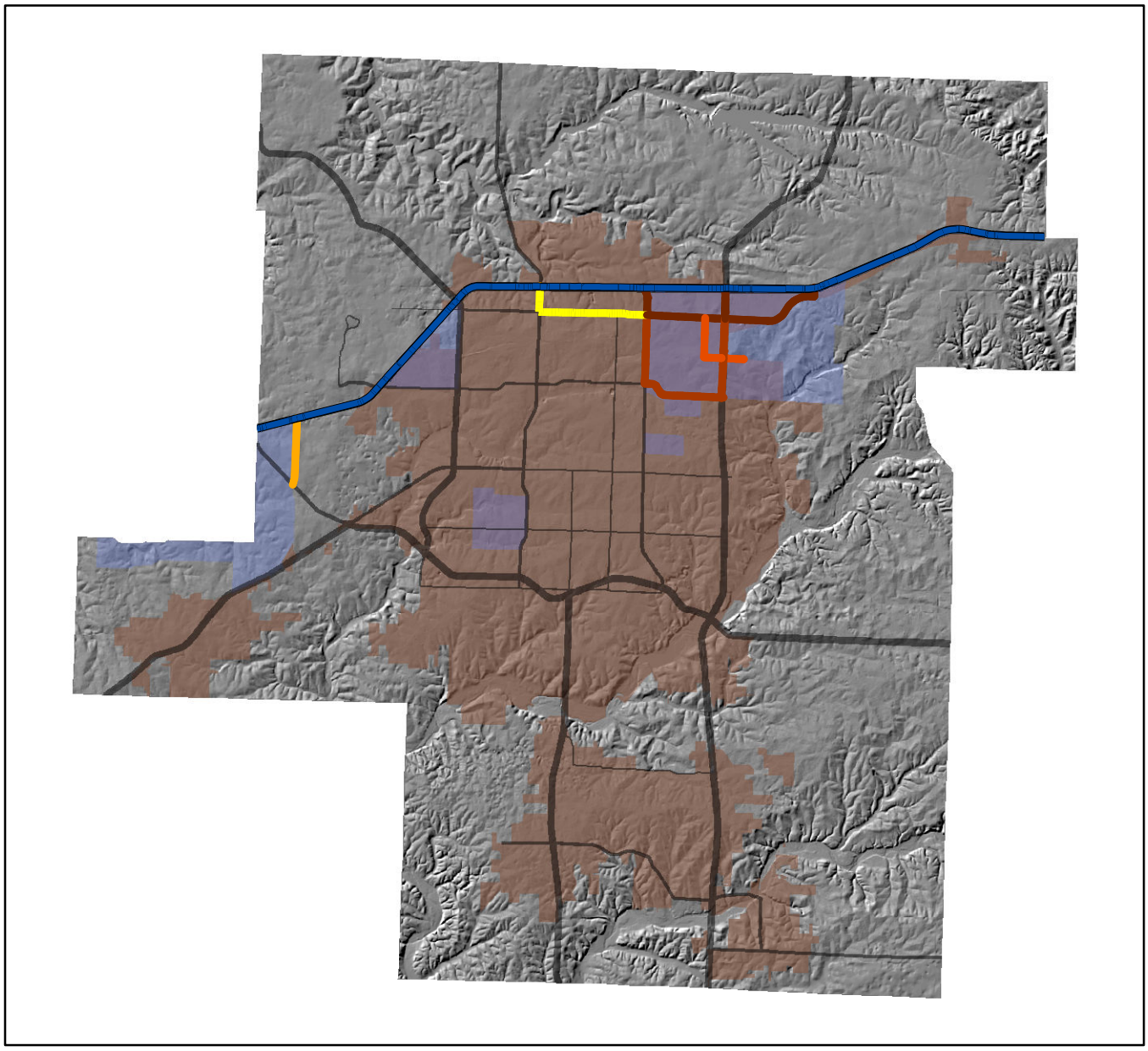
Critical Urban Freight Corridors

Springfield Urban Area

"to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land"

"provide critical connectivity to the NHFN"

- National Highway Freight Network
- Priority A 6.3 mi. US 65 (partial), MO 744 (partial), Glenstone (partial)
- Priority B 5.9 mi. US 65 (partial), Glenstone (partial), Chestnut (partial)
- Priority C 2.0 mi. Division (partial), Packer (partial)
- Priority D 1.7 mi. RT MM (CRFC)
- Priority E 3.4 mi. MO 744 (partial), Kansas (partial)
- Top Freight Generating Area in Missouri



TAB 9

TECHNICAL COMMITTEE AGENDA 1/18/17; ITEM II.G.

Congestion Management Process: Congestion Monitoring and Strategy Evaluation

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

All MPO's that serve a metropolitan area with a population greater than 200,000 are required by federal law to develop a Congestion Management Process (CMP). The CMP is a multi-phased program that examines ways in which MPOs can provide congestion relief without necessarily expanding roadway capacity.

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

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

Battlefield Road	
Campbell to Battlefield Mall	At Kansas Expressway
Chestnut Expressway	
Sherman Ave. to Boonville Ave.	
Glenstone Avenue	
I-44 to Division St.	Chestnut Expressway to Seminole
At EB I-44 Ramps	At Chestnut Expressway
At Sunshine	
Kansas Expressway	
Grand to Sunshine	Battlefield to Republic Rd.
National Avenue	
Battlefield to Republic Rd.	
US 160	
Route AA to Route CC	At Route CC
US 60	
At Route M/Route MM	
Route 14	
At US 160	At US 65

The CMP subcommittee generally felt the results of the study matched what drivers experienced on area roads. Congestion was only measured on area arterials; James River Freeway, US 65, and I-44.

Efforts to measure the effectiveness of completed projects was inconclusive. The analysis used GIS to statistically compare changes in congestion to the location of recent capacity or operations projects. Moving forward, the subcommittee believes the most effective method for measuring the success capacity or operational improvements will be measuring traffic flow before and after the project is implemented.

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

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 *Congestion Management Process: Congestion Monitoring and Strategy Evaluation,* dated February 2017."

Or

"Move to recommend that the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation*, dated February 2017, have the following revisions..."

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Congestion Management Process

Congestion Monitoring and Strategy Evaluation

Board of Directors Adoption: _____

DRAFT

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Report Highlights

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

The following are highlights found during the Congestion Monitoring Process.

Volume-to-Capacity Ratio

- 102 out of 180 road segments maintained acceptable Volume-to-Capacity ratios.
- The number of segments with acceptable Volume-to-Capacity ratios is 20 lower than in 2012.
- No noticeable improvements in historically problem areas, such as US 160, between Springfield and Nixa, and National, north of James River Freeway.

Accident Frequency

- 176 of the 218 signalized intersections have an acceptable frequency of accidents
- 10% of CMP mileage have accidents frequencies above the MPO average for a given road type
- The percentage of roads and intersections with above-average accident frequencies is similar to 2012.

Average Travel Speeds

- The average delay increased from 8.77 to 10.6 mph below posted speed limits since 2012.
- Eastbound travel has experienced growing delay. For the first time, two of the three slowest commutes are eastbound travel.
- The method used to calculate delay in 2016 represents a significant change from previous years

Intersection Level-of-Service

- 94% of intersections are providing acceptable Levels of Service in 2016
- More intersections experienced declines in service than experienced improvements
- Five of the eight intersections declining to LOS F are associated with the US 160 corridor between Springfield and Nixa

The following are considered Congested Facilities

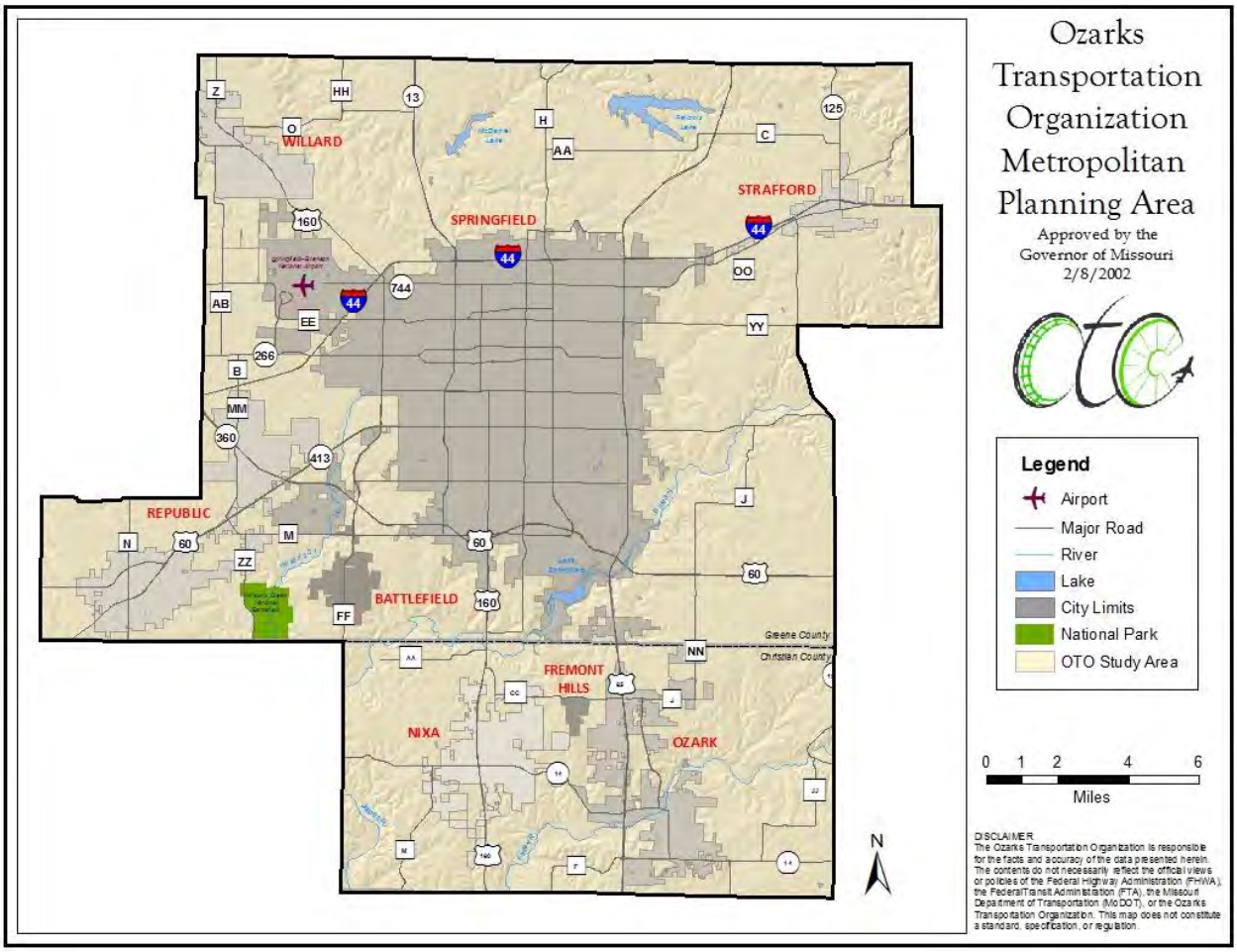
Battlefield Road	
Campbell to Battlefield Mall	At Kansas Expressway
Chestnut Expressway	
Sherman Avenue to Boonville Avenue	
Glenstone Avenue	
I-44 to Division Street	Chestnut Expressway to Seminole
At EB I-44 Ramps	At Chestnut Expressway
At Sunshine	

Continued following page

Kansas Expressway	
Grand to Sunshine	Battlefield to Republic Road
National Avenue	
Battlefield to Republic Road	
US 160	
Route AA to Route CC	At Route CC
US 60	
At Route M/Route MM	
Route 14	
At US 160	At US 65

Introduction

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



Map 1: Ozarks Transportation Organization Metropolitan Planning Area Map

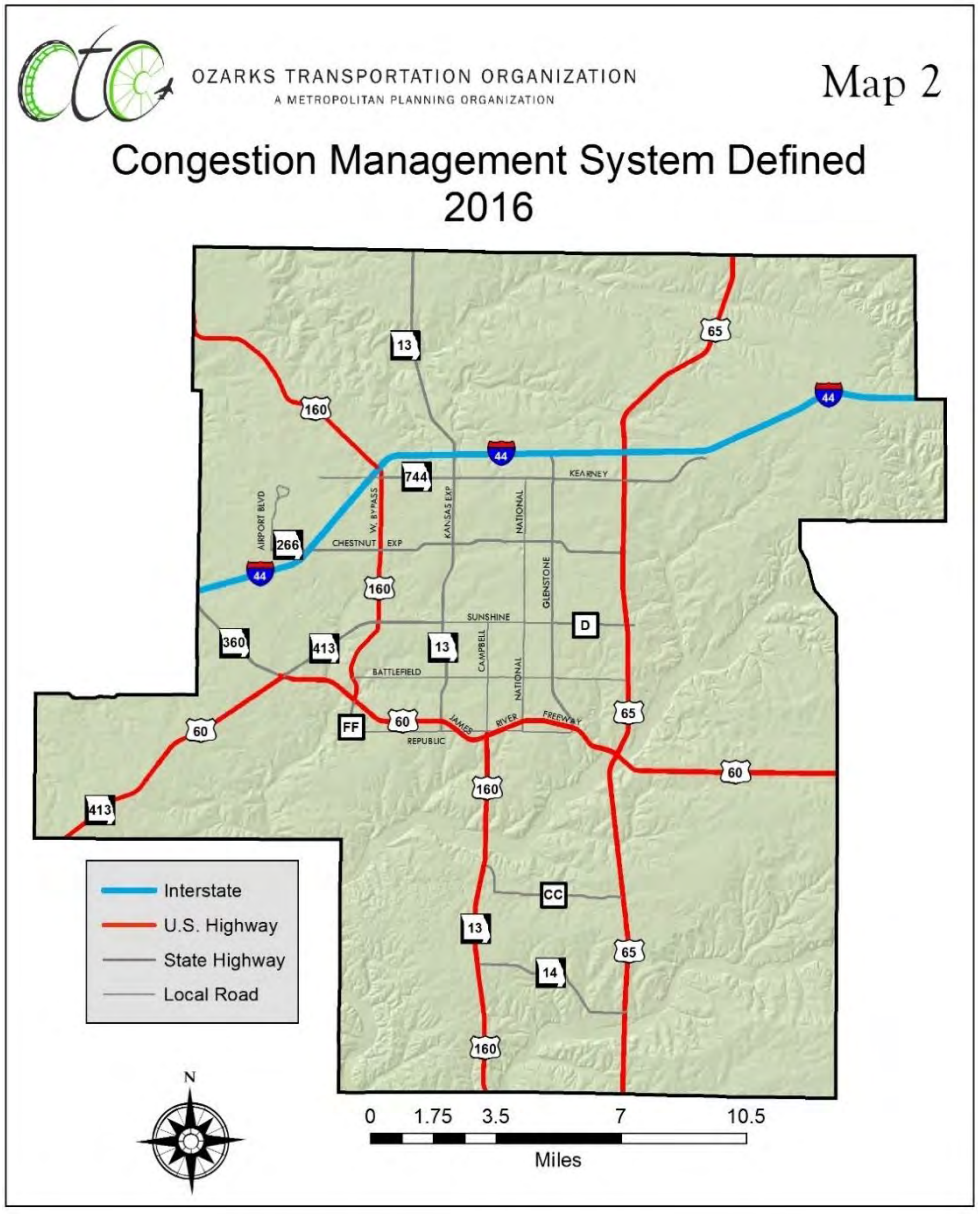
Overview of Previous Phases

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

identified locations, and if not, identify other strategies to alleviate congestion. This 2016 Congestion Monitoring report is an update to Phase III and should be updated every three to five years.

Network Redefined

Phase I and II of the CMP identified the CMP network as OTO-area roadways that are part of the National Highway System (NHS). With passage of MAP-21, the CMP network was expanded in Phase III to include the Enhance-NHS, the traditional NHS plus principal arterials. In addition, committee members chose to include segments of some principal arterials not included in the Enhanced-NHS, such as National north of Chestnut Expressway or Kearney west of I-44. These additional segments provide useful local information. No major changes were made in response to the passage of the FAST Act. The CMP network in 2016 can be seen in Map 2 below.



Congestion Monitoring

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

1. Volume-to-Capacity Ratio

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

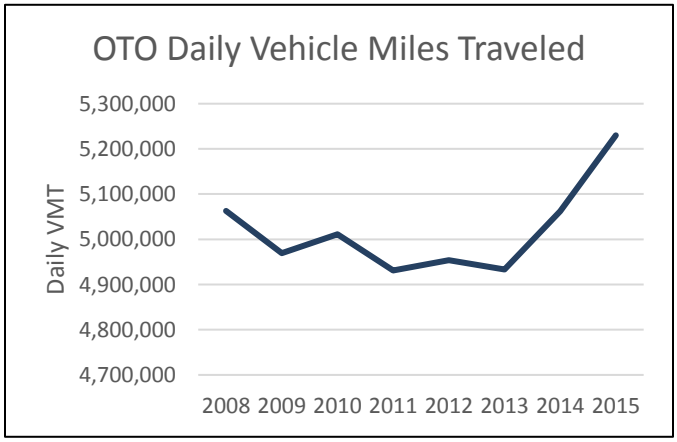
Daily Vehicle Miles Traveled (VMT)

Table 1 shows the VMT for the OTO area is reversing its downward trend of the 2008 to 2013 period. The recent increase is associated with a stronger national economy and lower energy costs. Data shows the VMT increase of 166,916 miles traveled or 3.30 percent of VMT from 2008 to 2016, a record high for the region. This table also shows a decline of VMT per capita of 0.91 miles during this time frame, or 5.37 percent, despite population growth of about 9.2 percent in the 7-year period. From 2013 to 2015, the network mileage sampled for VMT calculation declined 0.5%. The increase seen in VMT during this period is likely due to increases in traffic, not increases in lane mileage.

Table 1: OTO Daily Vehicle Miles Traveled

Year	VMT	OTO Population	VMT per Capita
2015	5,229,938	*326,321	16.03
2014	5,061,794	*323,031	15.67
2013	4,933,188	*320,259	15.40
2012	4,954,024	*316,298	15.66
2011	4,931,037	*312,126	15.80
2010	5,010,884	310,283	16.14
2009	4,969,336	*303,720	16.36
2008	5,063,022	*298,910	16.94

*Census Estimate



Volume-to-Capacity Ratio

Map 3.2 includes volume-to-capacity ratios broken into three categories: *below capacity*, *nearing capacity*, and *at or above capacity*. Segments with a volume-to-capacity ratio of 0 to 0.77 are I and offer an LOS of A, B, or C. Segments with a ratio of .78 to .86 are *nearing capacity* and offer a LOS of D. Ratios of 0.86 or above offer LOS E or F and are *at or above capacity*. For purposes of this study, LOS A, B, C, or D are acceptable. The volume-to-capacity ratio of 106 of the 203 segments surveyed in 2016 have stayed or improved to an acceptable level of service (LOS A, B, C, D). Data was missing or invalid for 32 segments. Changes can be seen in **Table 2** below

Table 2: Changes in Volume-to-Capacity Ratio, 2012-2016

Intersection	Segment North of:	Segment South of:	Segment East of:	Segment West of:
Battlefield and US 65 SBR*	*N/A*	*N/A*		
Battlefield and US65 NBR*	*N/A*	*N/A*		
Campbell and Battlefield				
Campbell and Plainview*			*N/A*	*N/A*
Campbell and Republic*			*N/A*	*N/A*
Campbell and Sunshine	*N/A*			
Campbell and Walnut Lawn			*N/A*	N/A
Chestnut and Grant	*N/A*	*N/A*		
Chestnut and I44	*N/A*	*N/A*		No Data
Chestnut and US65 NBR	*N/A*	*N/A*		
Chestnut and US65 SBR	*N/A*	*N/A*		
Glenstone and Battlefield*				
Glenstone and Chestnut				
Glenstone and Division			*N/A*	*N/A*
Glenstone and Grand			*N/A*	*N/A*
Glenstone and I44 EBR			*N/A*	*N/A*
Glenstone and I44 WBR			*N/A*	*N/A*
Glenstone and Kearney				
Glenstone and Sunshine				
Glenstone and US60 WB*			*N/A*	*N/A*
I44 and US65				
Kansas Expressway and Battlefield				
Kansas Expressway and Chestnut				
Kansas Expressway and Division			*N/A*	*N/A*
Kansas Expressway and Grand			*N/A*	*N/A*
Kansas Expressway and I44	*N/A*	*N/A*		

Key
Stayed LOS A,B,C,D
Improved to LOS A,B,C,D
Declined to LOS E,F
Stayed LOS E,F

Table 2: Changes in Volume-to-Capacity Ratio, 2012-2016				
Intersection	**Segment North of:**	**Segment South of:**	**Segment East of:**	**Segment West of:**
Kansas Expressway and US60 EBR	No Data	No Data	No Data	No Data
Kansas Expressway and US60 WBR			*N/A*	*N/A*
Kansas Expressway and Kearney				
Kansas Expressway and Norton Rd			*N/A*	*N/A*
Kansas Expressway and Republic Rd	No Data	No Data	No Data	No Data
Kansas Expressway and Sunshine				
Kansas Expressway and US44 EBR			*N/A*	*N/A*
Kansas Expressway and US44 WBR			*N/A*	*N/A*
Kearney and Barnes				
Kearney and US 65 NB	*N/A*	*N/A*		
Kearney and US 65 SB	*N/A*	*N/A*		
Kearney and US65			*N/A*	*N/A*
MO 13 and O	No Data	No Data	*N/A*	*N/A*
MO266 and Airport Blvd	No Data	No Data	No Data	No Data
MO266 and US44 WBR	*N/A*	*N/A*		
National and Battlefield*				
National and Chestnut				
National and Division			*N/A*	*N/A*
National and Grand			*N/A*	*N/A*
National and Republic*		*N/A*		
National and Sunshine				
Sunshine and US65	*N/A*	*N/A*		
US 160 and Hughs			*N/A*	*N/A*
US 160 and Hunt			*N/A*	*N/A*
US 160 and JRF EBR			*N/A*	*N/A*
US 160 and JRF WBR	No Data	No Data	*N/A*	*N/A*
US 160 and Plainview			*N/A*	*N/A*
US 160 and MO 14			*N/A*	*N/A*
US 160 and Northview			*N/A*	*N/A*
US 160 and RT CC				*N/A*
US 160 and South			*N/A*	*N/A*
US 160 and Tracker			*N/A*	*N/A*

Key
Stayed LOS A,B,C,D
Improved to LOS A,B,C,D
Declined to LOS E,F
Stayed LOS E,F

Table 2: Changes in Volume-to-Capacity Ratio, 2012-2016				
Intersection	**Segment North of:**	**Segment South of:**	**Segment East of:**	**Segment West of:**
US 160 and AA			*N/A*	*N/A*
US 60 and MO 125	*N/A*	*N/A*	No Data	No Data
US60 and RT M/ RT MM	*N/A*	*N/A*		
US60 and RT P/ RT N	*N/A*	*N/A*		
US65 SBR and MO14	*N/A*	*N/A*		
West Bypass and Republic Rd	No Data	No Data	No Data	No Data
West Bypass (US 160) and Battlefield				*N/A*
West Bypass (US 160) and Chestnut				
West Bypass (US 160) and Grand			*N/A*	*N/A*
West Bypass (US 160) and Kearney				
West Bypass (US 160) and Sunshine				
West Bypass and Division			*N/A*	*N/A*
MO-14 and Ridgecrest	*N/A*	*N/A*		
MO-14 and Cheyenne *	*N/A*	*N/A*		
MO-14 and Fremont	*N/A*	*N/A*		
James River Freeway and MO 413	*N/A*	*N/A*		No Data
James River Freeway at Campbell	*N/A*	*N/A*		
James River Freeway at Glenstone	*N/A*	*N/A*		No Data
US 65at MO 744		No Data	*N/A*	*N/A*
US 65 at MO 14			*N/A*	*N/A*
US 65 at US 60	No Data		*N/A*	*N/A*
US 65 at Battlefield	No Data		*N/A*	*N/A*
I 44 at Rt B	*N/A*	*N/A*	No Data	
I 44 at MO 266	*N/A*	*N/A*		No Data
I 44 at MO 13	*N/A*	*N/A*		No Data
I 44 at US 65	*N/A*	*N/A*	No Data	
Key				
Stayed LOS A,B,C,D				
Improved to LOS A,B,C,D				
Declined to LOS E,F				
Stayed LOS E,F				
**Recently improved.*				

One hundred and two of 180 segment with valid measurements have stayed acceptable from 2012 to 2016. Overall, the number of segments with acceptable Volume-to-Capacity Ratios has declined.

Volume-to-Capacity Level of Service Summary

Over the last 4 years, there has been a minor decline in utilization of traffic capacity in the OTO area. More segments have acceptable levels of service than unacceptable LOS in 2016, thought the number of acceptable segments is 20 lower than in 2012. The reduction in acceptable segments corresponds to the increase seen in VMT and VMT per capita since 2012. Also, we saw no noticeable improvements in historically problem areas, such as US 160, between Springfield and Nixa, and National, north of James River Freeway.

2. Accident Frequency

Accident frequency is important to consider because it affects the reliability of the transportation system. A fender bender may only cause traffic to back up for a few minutes, but for every 1 minute a lane is blocked, it takes four minutes for traffic to return to normal flows. This slow recovery helps contribute to congestion. Accident data used in this analysis is provided by the Missouri Highway Patrol and the Missouri Department of Transportation. In 2016, a new method was used to map and analyze accident rates. Previously, accident rates for intersections and along roadways were combined and compared to MPO average accident rates for arterials and freeways in 2005. In 2016, changes were made to the way accidents are combined and reported. First, accident frequencies for intersections and along roadways were separated. Intersection accident frequencies were compared to same year average accident frequencies for large intersections (*greater than 30,000 entering volume*) and small intersections (*less than 30,000 entering volume*) in the MPO. Range, or roadway, accident frequencies are compared to same year MPO accident frequencies for each type of road; such as freeway, expressway, 5-lane, or 3-lane. Similarly, accident frequencies, rather than accident rates, are used. The accident frequency is adjusted for segment length, but not traffic volumes. This change is shown in the maps made for 2012 and in 2016. This new method allows policy makers to better understand where accidents occur and where improvements are most needed. Data used for these new maps include data from 2009-2011 and 2012-2014.

Map 4.1 and **4.2** contains accident frequency information for both intersections and segments, for the OTO area and the City of Springfield respectively.

Range Accident Frequency

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

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

Below Average: A road segment is considered to have a low accident frequency if the frequency for that segment is 50.0 percent or less of the MPO average accident frequency for that type of road during the same period.

Average: A road segment is considered to have an average accident frequency if the frequency for that segment is between 50.1 percent and 150.0 percent of the MPO average accident frequency for that type of road during the same period.

Above Average: A segment of road is considered to have an above average accident frequency if the frequency for that segment exceeds 150.0 percent of the MPO average accident frequency for that type of road during the same period.

Tables 3, 4, 5, 6, and **7** show the change in accident frequencies along CMP road segments. Nine segments along five roads experienced decreased accident frequencies, and seven segments along six roads experienced increases.

Table 3: Range Accident Frequency INCREASED from Average (brown) to Above Average (red)	
Glenstone	
Chestnut to Bennett	
US 65	
Route CC/NN to Greene County Line	

Table 4: Range Accident Frequency INCREASED from Below Average (green) to Average (brown)	
Glenstone	
Seminole to Sunset	
Massey (US 160)	
Guin (RT AA) to Mt. Vernon	
I-44	
US 65 to Mulroy	
MO 413 (US 60)	
Route M/MM to Oakwood	
US 160	
Jackson to I-44	

Table 5: Range Accident Frequency DECREASED from Above Average (red) to Average (brown)	
Kansas Expressway (MO 13)	
Kearney to Division	
US 60	
US 65 to Farm Road 189	

Table 6: Range Accident Frequency DECREASED from Average (brown) to Below Average (green)	
Campbell (US 160)	
Farm Road 157 to Greene County Line	
Kansas Expressway (MO 13)	
Sunshine to Battlefield	
MO 413	
US60 (Oakwood) to Hines	
US 65	
Route CC/NN to Jackson (MO 14)	

Table 7: Range Accidents Frequency DECREASED from Above Average (red) to Below Average (green)	
Kansas Expressway (MO 13)	
Battlefield to Republic	Nichols to Walnut
Radio Lane to Norton	

Overall, 10% of CMP segment length have accidents frequencies above the MPO average. This amount is essentially unchanged from 2012, with 11% of segment length above average.

Intersection Accident Frequency

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

Formula for Accident Frequency (Intersection):

Intersection Crash Frequency = Number of Crashes (3yr)

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

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

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

Tables 8, 9, 10, 11, and **12** show the change in accident frequencies at CMP intersections. Fifteen intersections experienced increases in accidents, compared to MPO averages. Fourteen intersections experienced decreases in accidents. Overall, 176 of the 218 signalized intersections have an acceptable frequency of accidents.

Table 8: Intersection Accident Frequency INCREASED from Average (brown) to Above Average (red)	
Glenstone and Division	Glenstone and Cherry
Kansas Expressway and Walnut Lawn	Glenstone and Erie
Route 60 and MM/M	Sunshine and West Bypass

Table 9: Intersection Accident Frequency INCREASED from Below Average (green) to Average (brown)	
Chestnut and I 44 EBR	Kearney and US 65 NBR
Glenstone and St. Louis	Sunshine and Venture
US 160 and Jackson	Kansas Express (13) and I 44 EBR
Mt. Vernon and Ridgecrest	Kearney and LeCompte
Sunshine and Enterprise	

Table 10: Intersection Accident Frequency DECREASED from Above Average (red) **to Average** (brown)	
Glenstone and Barataria (Mall)	Massey (US160) and Kathryn
MO 413 and MO 174	Sunshine and Marion

Table 11: Intersection Accident Frequency DECREASED from Average (brown) **to Below Average** (green)	
Glenstone and Cherokee	Jackson (MO 14) and 18th St
Kansas Expressway and Walnut	Kearney (MO744) and Neergard
Republic and Kansas Expressway*	South (BU 65) and 3rd/Selmore
Sunshine and Bedford	Sunshine and Blackman

Table 12: Intersection Accidents Frequency DECREAESD from Above Average (red) **to Below Average** (green)	
Campbell (US 160) and Plainview*	US 160 and Guin (Route AA)

*Recently Improved

Overall, 19% of intersections have above average accident frequency. This is the same percentage as in 2012.

Accident Frequency Summary

Within the OTO area, increasing numbers of intersection accidents is concerning. Fifteen intersections saw an increase in accidents, compared to only five road segments with increased accident frequencies. However, only 42 of the 218 (19%) signalized intersections on the CMP network are above average accident frequencies. The increasing number of accidents could be the result of increased VMT per capita from 2012 to 2016. These accidents are also negatively impacting the experienced level of service at the affected intersections.

3. Average Travel Speed

Historical data collected through real-time traffic monitoring programs Acyclica© and HERE© was used to calculate travel speeds along the CMP network in 2016. Data from the morning rush, 7:00am to 8:59am, and evening rush, 4:00pm to 5:59pm, was collected for four work weeks in April 2016. Samples ranged from several hundred travel times to several thousand, depending on the corridor and time of day. To better represent the range in delay experienced, 25th percentile speeds were used in delay calculations.

For previous years, travel time runs were conducted on all roadways comprising of the CMP network utilizing Global Positioning System (GPS) units. These units collected data to determine the average time it takes to travel a corridor. This data was used to determine segments in which the average speed was at least 20 mph below the posted speed limit. These segments are identified in red as AM peak time and PM peak time on **Maps 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7** and **5.8.**

Average Travel Speed Scale:

(Green) Above the speed limit to 4.9 mph
(Yellow) 5.0 to 9.9 mph below the speed limit
(Orange) 10.0 to 19.9 mph below the speed limit
(Red) 20.0 + mph below the speed limit

It should be noted, the method used to calculate delay is 2016 represents a significant change from previous years. Delay for 2016 is calculated from major intersection to major intersection. Delay for previous years was calculated based on a series of small segments, often just a few blocks long. The previous analyzes were more detailed. For example, the 2012 analysis of National from Chestnut Expy. to Grand revealed delay 'mid-block', along the university, but little delay near Grand or Chestnut. From this analysis, traffic engineers could meaningfully target improvements along the corridor. The 2016 analysis, only reveals 'orange' delay along the entire corridor. Traffic engineers cannot say if this delay is caused by a few problem areas or if delay is evenly experienced along the corridor.

Table 13 identifies the average peak hour travel time delays in miles per hour by direction of travel. It is important to note that the CMP was expanded in 2008 to include additional arterials and would have an effect on the 2008 data. In 2008, the average mph below the posted speed limits was 9.09. This number decreased to 8.77 in 2012. In 2008 and 2012, the greatest delay was in the PM Northbound and Southbound directions. PM Southbound continues to be an issue in 2016, though PM Eastbound traffic has surpassed PM Northbound as the most delayed time and direction. In fact, Eastbound traffic is the most delayed and third most delayed direction in 2016, PM and AM respectively.

Table 13: Average Delay-MPH Below the Posted Speed Limit

Peak Hour / Direction	2005	2008	2012	2016
	Average Delay	Average Delay	Average Delay	Average Delay
AM Eastbound	5.69	5.03	7.86	11.7
AM Westbound	5.73	8.23	7.26	8.7
AM Northbound	6.51	9.93	7.06	9.3
AM Southbound	7.58	8.62	7.68	8.8
PM Eastbound	6.31	8.43	8.76	12.7
PM Westbound	6.57	8.87	8.53	10.9
PM Northbound	9.11	12.42	11.89	10.2
PM Southbound	9.95	11.21	11.14	12.2
Average	7.19	9.09	8.77	10.6

Source: Data from OTO Travel Time Runs, Acyclica and HERE Data Analysis

Travel Speed Summary

The change in traffic time calculations make it difficult to draw conclusions related to changes in travel speed over the CMP period. Data for 2016 does indicate eastbound travel, considering both AM and PM peak periods, experiences more delay than any direction. PM southbound speeds are also a problem. As

future monitor reports are completed, a larger set of Acyclica© and HERE© data will be assembled. Trends can then be identified from new set of data.

4. Intersection Level of Service (LOS)

Intersection level of service is a function of delay. Accordingly, an intersection with LOS A would have a shorter delay than an intersection with LOS F. The longer traffic is delayed at an intersection, the lower/worse the level of service for that intersection. **Maps 6.1, 6.2, 6.3** and **6.4** show an improved LOS at many intersections. Intersection upgrades have been made throughout the CMP system showing an overall improvement to the system.

Level OF Service Scale:
LOS A, B, C (Green)
LOS D (Yellow)
LOS E (Orange)
LOS F (Red)

Table 14 and **Table 15** contains key changes to intersection LOS across the CMP network from 2012-2016. The table does not contain the LOS of every intersection. It simply contains those intersections where improvements or declines occurred. The largest category change occurred as 28 intersections declined to LOS D. During this time, 21 intersections improved to LOS A, B, C.

Overall, 94% of intersections are providing acceptable Levels of Service in 2016. This is down from 96% in 2012.

Intersection LOS Summary

Overall, OTO's intersections are providing acceptable service. On the margin, more intersections experienced declines in service than experienced improvements. These declines could be due to increased VMT per capita from 2012 to 2016. Five of the eight intersections declining to LOS F are associated with the US 160 corridor between Springfield and Nixa. This corridor continues to be a problem area.

Table 14: Acceptable Intersection LOS: Key Changes Across CMP Study Area	
LOS A, B, C in 2016	
Improved to LOS A, B, C	
During **AM** Peak	During **PM** Peak
↑ Chestnut Expressway & Grand	↑ Campbell & James River Frwy EBR*
↑ Kansas Expressway & Walnut Lawn	↑ Chestnut Expressway & Barnes
↑ MO 413 & Scenic	↑ Chestnut Expressway & College
↑ National & Republic*	↑ Chestnut Expressway & Haseltine
↑ West Bypass & Chestnut Expressway	↑ MO-413 & Scenic
↑ Route J & Route NN	↑ National & Cherry
↑ Route J & 17th St.	↑ National & Republic*
↑ West Bypass & Mt. Vernon	↑ Sunshine & Fremont
	↑ West Bypass & Battlefield
	↑ National & Montclair
	↑ Route J & 17th St.
	↑ Route J & Route NN
	↑ West Bypass & Chestnut Expressway
LOS D in 2016	
Improved to LOS D	
During **AM** Peak	During **PM** Peak
	↑ Glenstone & Seminole
	↑ Campbell & Walnut Lawn
Declined to LOS D	
During **AM** Peak	During **PM** Peak
↓ Glenstone & Independence	↓ Battlefield & Kansas Expressway
↓ US 65 & Battlefield SB Ramp	↓ US 65 & Division NB Ramp
↓ Chestnut Expressway & Jefferson	↓ Battlefield & Jefferson
↓ Battlefield & Ingram Mill	↓ Chestnut Expressway & Belcrest
↓ Chestnut Expressway & College	↓ Glenstone & Barataria
↓ Glenstone & Cherry	↓ Glenstone & I-44 WB Ramp
↓ Glenstone & Chestnut Expressway	↓ Glenstone & Independence
↓ Glenstone & Kearney	↓ Kearney & Grant
↓ Kansas Expressway & Chestnut Expressway	↓ National & Division
↓ National & Division	↓ West Bypass & Mount Vernon
↓ Sunshine & Deeswood	↓ US 160 & Route AA
↓ West Bypass & Kearney	↓ US 160 & Tracker
↓ US 160 & Route AA	↓ US 160 & Wasson
↓ Chestnut Expressway & Benton	
↓ West Bypass & Sunshine	

*Recently Improved

Table 15: Congested Intersection LOS: Key Changes Across CMP Study Area	
LOS E in 2016	
Declined to LOS E	
During **AM** Peak	During **PM** Peak
↓ US 65 & Division SB Ramp	↓ Chestnut Expy & Benton
↓ US 65 & Chestnut Expressway NB Ramp	↓ Glenstone & Chestnut Expy
↓ US 65 & Chestnut Expressway SB Ramp	↓ Glenstone & Sunshine
↓ Battlefield & Kansas Expressway	↓ West Bypass & Sunshine
LOS F in 2016	
Declined to LOS F	
During **AM** Peak	During **PM** Peak
↓ US 65 & Division NB Ramp	↓ Sunshine & Deeswood
↓ Campbell & Plainview	↓ US 160 & Route CC
↓ Glenstone & I-44 EB Ramp	↓ US 160 & Aldersgate/Kathryn
↓ US 160 & Aldersgate/Kathryn	
↓ US 160 & Tracker	

Congested Facilities

Maps 7.1 and 7.2 identify facilities in which three congestion indicators were met. These facilities are considered to be "congested" and are identified in the **Map 7.1** and **Map 7.2**.

Map 7.1 evaluates the congested facilities specific to "Accident Rate Higher than 150% of the MPO Average", along with *V/C Ratio* and *Average Travel Speed*.

Congested facilities include:

Table 16: Congested Facilities with Method 1	
Battlefield Road	
Campbell to Battlefield Mall	
Chestnut Expressway	
Sherman Avenue to Boonville Avenue	
Glenstone Avenue	
I-44 to Division Street	Chestnut Expressway to Seminole
Kansas Expressway	
Grand to Sunshine	Battlefield to Republic Road
National Avenue	
Battlefield to Republic Road	
US 160	
Route AA to Route CC	
US 60	
At Route M/Route MM	
Route 14	
At US 160	At US 65

There are more facilities identified as congested in 2016 than in 2012 using this method. Several north/south routes south of Battlefield are now congested, along with portions of Battlefield. Additional congestion has developed along Sunshine/MO-413.

Map 7.2 evaluates the congested facilities specific to "Intersections Level of Service (LOS) E of F" along with *V/C Ratio* and *Average Speed*.

Congested facilities include:

Table 17: Congested Facilities using Method 2	
Glenstone and EB I-44 Ramps	Glenstone and Chestnut Expressway
Glenstone and Sunshine	Battlefield and Kansas
US 160 and Route CC	

The same number of intersections are considered congested in 2016 as in 2012. However, there is no overlap between the 2012 and 2016 intersections.

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Strategies for Recurring Congestion Mitigation

Phase I of the adopted Congestion Management Process outlined 5 main strategies on which to focus the OTO Congestion Management Process. Strategies which have been implemented between 2008 and 2016 are listed below along with system improvements, policy changes and encouragements to reduce demand at peak travel times.

Strategy #1: Improve Roadway Operations

- **Intersection Geometric Improvements:** The following interchange and intersection improvements were made to improve overall efficiency and operation.

Interchange Improvements

- Chestnut Expressway at US 65 new diverging diamond interchange
- Glenstone Avenue at James River Freeway (US 60) relocated eastbound ramp signal to Harvard Street
- Kansas Expressway at I-44 new diverging diamond interchange
- MO 125 at I-44 north outer road in Strafford signal improvements and turn lanes
- MO 14 at US 65 relocated signal and improved interchange capacity
- National Avenue at James River Freeway (US 60) converted to diverging diamond interchange
- US 60 at US 65 eliminated at-grade R/R crossing and added directional flyover and flyover ramp
- JRF ramp improvements between Kansas and Campbell, and Campbell and National
- US and Battlefield Rd new diverging diamond interchange
- Kansas and James River Freeway
- James River Freeway and US 65

Intersection Improvements

- Campbell Avenue at El Camino Alto Drive/Cardinal Street intersection widening to 6-lanes
- Campbell Avenue at Lakewood Avenue intersection widening to 6-lanes
- Campbell Avenue and Plainview Road intersection improvements
- Campbell Avenue and Primrose intersection improvements
- Chestnut Expressway and Sherman intersection improvements
- Glenstone Avenue at Battlefield Road added turn lane storage
- Glenstone Avenue at Republic Court widened to 3 lanes northbound and southbound
- Glenstone Avenue at Valley Water Mill added turn lane
- Kansas Expressway at Division Street replaced R/R overpass w/ minor intersection improvements
- Kansas Expressway at Norton Road diverging diamond interchange improvements
- Kansas Expressway at Sunset Street left turn lane extension
- Kansas Expressway at Walmart/Golden Plaza

- Kearney and Mulroy intersection improvements
- MO 14 at 20th Street intersection widening
- MO 14 at Route NN new turn lane added
- MO 14 at US 65 ramp intersection widening
- National Avenue and East Trafficway intersection improvements
- National Avenue and Grand Street intersection improvements
- National Avenue and Seminole Street intersection improvements
- National Avenue and Republic Road intersection improvements
- Sunshine Street and Fort Avenue intersection improvements
- Sunshine Street and Fremont Avenue intersection improvements
- Sunshine Street at Eastgate Street intersection realignment / turn lane improvements
- US 160 at Division Street upgraded to offset left turn lane
- West Bypass and Mount Vernon Street intersection improvements
- Mount Vernon and Orchard Crest intersection improvements (Off-CMP)
- Primrose and Kings intersection improvements (Off-CMP)
- Oak Grove and Catalpa intersection improvements (Off-CMP)
- Walnut Lawn and Maryland constructed Roundabout (Off-CMP)
- Kimbrough Avenue and Walnut Street intersection improvements (Off-CMP)
- US 60 and Oakwood
- US 160 and MO 14

Turn Lanes

- Battlefield at Glenstone added westbound right turn lane
- Battlefield at Campbell improved eastbound right turn lane
- Campbell Avenue at Sunset Street added northbound right turn lane
- Eastgate Avenue at Sunshine Street added eastbound right turn lane
- Glenstone Avenue at Battlefield Road added eastbound turn lane storage
- Glenstone Avenue at McClernon Street turn lane improvement
- Glenstone Avenue at Peele Street added right turn lane
- Glenstone Avenue at Valley Water Mill added turn lane
- Grand at Campbell added eastbound right turn lane (Off-CMP)
- Grant at Chestnut Expressway added southbound right turn lane
- Jefferson at Sunshine added northbound drop off lane
- Kansas Avenue and Battlefield Road northbound left turn lane
- Kansas Expressway and Norton Road westbound dual left turn lanes
- Kansas Expressway and Republic Road eastbound dual left turn lanes
- Kansas Expressway and Republic Road added dual southbound right turn lanes
- Kansas Expressway at Sunset Street left turn lane extension
- Kimbrough and Grand added northbound right and left turn lanes (Off-CMP)
- MO 14 at Route NN new turn lane added
- Mount Vernon Street and West Bypass southbound right turn lane and northbound left turn lane extension, eastbound separate right turn lane, extended the left turn lane.
- National Avenue and Primrose Street dual left turn lanes plus channelized right turns all directions

- National Avenue and Monroe Street eastbound dual left turn lanes, eastbound channelized right turn lane
- National Avenue and Walnut Lawn Street added eastbound right turn lane
- Sunshine Street and Fort Avenue added westbound right turn lane, northbound separate left and right turn lanes, and southbound separate left turn lane
- US 160 at Gregg Road added turn lane improvement
- US 160 at Mt Vernon Street added turn lane improvement
- Walnut Lawn Street at National Avenue added eastbound right turn lane

Acceleration Lanes

- On SB Kansas Expressway at Broadmoor

- **Intersection Signalization Improvements:** Improving signal operations through re-timing signal phases, adding signal actuation, etc.

Signal Improvements

- Route P and US 60 in Republic
- Elm and US 60 in Republic
- Hines and US in Republic
- MO 174 and US 60
- Adaptive Signal System along US 60 in Republic (Oakwood, Hamilton, MO 174/Independence, Hines, Elm, Route P/Main)

New Signals (Off CMP Network)

- Route EE at Alliance Avenue
- Route M at Route ZZ

New Signals (On CMP Network)

- Glenstone Avenue at Commercial Street added pedestrian signal
- Glenstone Avenue at I-44
- Glenstone Avenue at I-44
- Glenstone Avenue at Valley Water Mill signal improvement
- Kansas Expressway at Atlantic Avenue upgraded signal detection equipment
- Kansas Expressway at Bennett Street changed signal to protected left turn phasing
- Kansas Expressway at Elfindale Street
- Kansas Expressway at Evergreen
- Kansas Expressway at Grand Street changed signal to protected left turn phasing
- MO 14 at 18th Street
- MO 14 at 25th Street
- MO 14 at 3rd Street
- US 160 at Jackson Street in City of Willard
- US 60 at Oakwood Avenue

Signal Phasing/Actuation Changes

City of Springfield network phasing changes, removed protected permissive from:

- Chestnut Expressway at Airport Boulevard change left turn phasing
- Chestnut Expressway at Cedarbrook Avenue change left turn phasing
- Chestnut Expressway at I-44 change left turn phasing
- Chestnut Expressway at Patterson Avenue change left turn phasing
- College Street westbound
- Grand Street and Holland Avenue removed the split phasing
- Grant Avenue westbound
- Kansas Expressway and Republic Road installed protected dual left turn lanes
- Kimbrough Avenue northbound and southbound
- National Avenue at Kearney Street changed left turn signal phasing
- Trafficway Street northbound and southbound
- US 160 At M/FF changed left turn signal phasing
- US 160 at Mt Vernon Street signal improvement
- US 160 at Northview Road change signal phasing- remove split phasing
- US 160 at Tracker Road Change signal phasing – remove split phasing
- US 60 at Hamilton Street changed signal phasing

Time Plans – Off CMP Network

All timing plans including: AM Peak, AM Off, Noon, and PM Peak and Off Peak Early & Late, the following have been retimed for Springfield:

- Central Street
- Division Street
- Grand Street
- Grant Avenue
- Kimbrough Avenue
- Republic Road

Weekend and holiday timing plans were implemented in the Battlefield Retail Area. These timing plans encompass the entire weekend and holiday plans were in place on the weekends from Black Friday through Christmas Day. This plan includes:

- Fremont Avenue
- Primrose Street
- Primrose Street and Delaware Traffic Signal Installation

Timing Plans – On CMP Network

Implemented new AM off, noon, school dismissal timing, the AM off period occurs between 8:30 AM and 11:00 PM. The noon timing plan begins at 11:00 AM and ends at 2:00 PM, the school dismissal timing plan is in place from 2:00 PM until 3:45 p.m.:

- Battlefield Road
- Campbell Avenue
- Chestnut Expressway
- Glenstone Avenue
- Kansas Expressway

- Kearney Street
- National Avenue
- Sunshine Street

Weekend and holiday timing plans were implemented in the Battlefield Retail Area. These timing plans encompass the entire weekend and holiday plans were in place on the weekends from Black Friday through Christmas Day for Springfield. This plan includes:

- Battlefield Road
- Campbell Avenue
- Glenstone Avenue
- National Avenue

- **Coordinated Intersection Signals:** Improve traffic signal progression along identified corridors. The following signalized corridors were improved by installing new fiber optic connections between signal controllers to obtain better progression along the arterial system.

Signal Retiming

- Battlefield Road and Kansas Avenue signalization
- Division Street and Packer Road signalization
- MO 14 at 25th Street to route NN-new time of day plans
- MO 14 at from Gregg Road-new timing plan
- National Avenue and Cherry Street signal improvements
- National Avenue and Monroe Street signal installation
- Re-timed nighttime signal flashing operations city-wide
- US 160 from route AA (Guin Rd) to South Street-new time of day plans

Signal Removed

- Chestnut Expressway at Fremont Avenue eliminated median mounted signal pole
- Jefferson Avenue and Saint Agnes Cathedral pedestrian crossings
- Kimbrough Avenue and McDaniel Street
- Sunshine Street and Delaware Avenue

Fiber Optic Connections

- Installed conduit and fiber from the Busch Municipal Building to the new Greene County Public Safety Center (PSC) to provide network connection between the Transportation Management Center of the Ozarks (TMC) and the Public Safety Center (PSC).
- Installed interconnect conduit and fiber on Campbell Avenue from a point north of Battlefield Road to the Cherokee Street intersection and brought onto the Ozarks Traffic Network.
- Installed interconnect fiber on Battlefield Road from Stewart Avenue to Moulder Avenue, through the existing CenturyTel Conduit and Fiber Sharing Agreement, and brought onto the Ozarks Traffic Network.

- **Incident Management - Detection, Response & Clearance**: Utilize traveler radio, travel alert notification (via e-mail, fax, text, etc.), and public outreach to enhance incident-related information dissemination. MoDOT has provided the list below of their incident management activities:
  - Assist in opening roadways for traffic flow with as few delays as possible.

- Assist with snow removal operations.
- Help in traffic control operations during emergency situations and keep traffic flowing as smoothly as possible during periods of non-emergency.
- Help with emergency situations such as flooding, tornadoes, and other emergencies where the Incident Coordinator needs our assistance.
- Inspect end terminal guardrail heads for damage, visibility and post attachment, notify the proper inspector for replacement if necessary
- Keep the roadways clear of any objects that may interfere with traffic flow
- Monitor all routes every day for any situations that could interfere with a smooth motoring experience
- Monitor traffic flows, volumes, and tendencies to assure a safe driving experience
- Aid the motoring public with vehicle breakdowns
- Repair and replace delineators along the I-44 corridor and various routes in the Springfield Metropolitan area
- Repair and replace mile marker signs along the I-44 corridor
- Repair and replace signs on the I-44 corridor at emergency turnaround points
- Repair guard cable hits along the I-44 corridor and outer roads
- Respond to all incidents and emergencies on the I-44 corridor and other routes as instructed by the Incident Coordinator for MoDOT's Southwest District
- Trim grass and weeds around both permanent and movable message boards so good visibility is maintained for the motoring public
- Utilize our equipment to repair guardrail hits where there is only minor damage, thereby avoiding the need for complete guardrail replacement

- **Bus Turnout Construction:** Currently there are 36 bus turnouts on the CU transit system. The CU Transit services utilize these turnouts 55 times on scheduled routes. All turnouts were constructed prior to 2009 except for 1 new location at Orchard Crest Avenue and Chestnut Expressway location (Northbound constructed Feb 10, 2010). The City Utilities has discontinued the construction of future turnouts due to transit service delays caused by reentry of buses into traffic flow.

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

- **Land Use Policies/Regulations:** The following land use policies and regulations are in place to encourage more efficient patterns of commercial and residential development and to decrease both the total number of trips and overall trip lengths, as well as making transit use, bicycling, and walking more viable:
  - All OTO jurisdictions have implemented future land use plans to encourage more efficient growth patterns.
  - All OTO jurisdictions have implemented regulations that require the construction of sidewalks in new subdivisions.
  - Greene County has adopted a new zoning district that allows for lots as small as 6,000 square feet. Previously the smallest lot size was 10,000 square feet.
  - OTO jurisdictions utilize developer incentives to encourage infill development.
  - The City of Nixa has decreased the minimum lot size for residential development.
  - The City of Ozark has decreased the minimum lot size for residential development.

- The City of Springfield has developed regulations that allow for and encourage higher density infill developments including Planned Unit Development Ordinances and Zoning Overlay Districts.
- The Republic School District has built a new high school in a location that discourages traffic within the City of Republic.

- **Employer Flextime Benefits/Compressed Work Week:** Encouraging employers to consider allowing employees to maintain a flexible schedule - thus allowing the employee the option to commute during non-peak hours.
  - MoDOT allows flextime
  - OTO allows flextime
  - Greene County allows for a compressed work week
  - City of Springfield allows for a compressed work week
  - City Utilities allows flextime
  - Area school districts offset starting times to utilize the same buses for different schools
  - Hospital shifts area set as off-peak times

Strategy #3: Shift Trips from Automobile to Other Modes

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

- **Fleet Expansion/Bus Service Expansion:**
  - Bus service expansions and modifications include the following:

October 4, 2010: Line 8 was extended on west Kearney Street to serve Expedia. Line 6 inline transfer point was changes to Grand Street and Scenic Avenue and Saturday service to Catalpa Street was discontinued.

January 3, 2011: Line 1 was extended one time per hour north to the Fulbright Springs development, this was discontented on May 3, 2011

January 18, 2011: Line 14 was extended one time per hour south to Calhoun Street near Drury University, this was discontinued on May 23, 2011

May 2011: Line 12 was changed to travel north on Jefferson Avenue between Powell Street and Battlefield Road, instead of Campbell Avenue

July 2011: Line 10 and 15 morning peak service was reduced from 30-minute service to 60-minute service making these routes 60-minute service all day

October 8, 2012: Line 1 was extended north to Fulbright Springs development on a trial basis at 7:12 AM, 7:42 AM, 3:42 PM and 4:12 PM

October 31, 2012: Line 5 inbound to Transfer Station, at Kimbrough Avenue continue west on St. Louis Street left on Jefferson Avenue, and right on McDaniel Street

October 31, 2012: Line 5 at Harvard Avenue and Independence Street turn left to Glenstone Avenue and continue north on Glenstone Avenue on regular route

November 23, 2012: Line 1 extension to Fulbright Springs Development was discontinued due to lack of ridership

January 7, 2013: Line 16 was put into service and Line 1 was reconfigured into lines 14 and line 2.

April 7, 2013: Line 11 will begin at 8:56 AM and end at 5:25 PM; Line 9 will have an extra hour of 30-minute service in the afternoon until 6:00 PM; lines 4 and 13 will have 30-minute service from 2:35 until 5:05 PM; line 16 will be in service an extra hour on weekdays until 6:45 PM at the Battlefield Mall

June 2013: Line 3 E. Division was added to see how the route would perform, however the official start date will be July 7, 2013 for Line 3.

July 2014: The Line 3 was discontinued before July 2014.

July 2014 – May 2016: There were no substantial changes made between July 2014 and May 2016.

May 8, 2016: All lines were adjusted around downtown for entry and departure to the new Transit Center located west of the square at 211 N. Main.

- Line 2 was left relatively unchanged.
- Line 3 was added to the system as a combination of Lines 4 & 10. It runs hourly on weekdays.
- Line 5 was redesigned with Line 12 and runs south on Glenstone to Peele, Harvard and Independence. Line 5 now heads west on Independence, north on Weller, east on Bradford Parkway, north on Delaware, east on Primrose and north on National. Its inbound pattern is Elm to Campbell to College to Main.
- Line 6 was extended northbound on Scenic to Mt. Vernon west, bypassing the Madison to Golden route. When Line 6 approaches West Bypass, it goes south to Sunshine, making a stop in the Wal-Mart parking lot and then continuing north on West Bypass and picks up the regular route westbound on Mt. Vernon. Travelling westbound on Chestnut Expressway, Line 6 continues to College east to Scenic south, bypassing the Golden to Walnut path.
- Line 7 was left relatively unchanged.
- Line 9 was extended east on Battlefield to Jefferson, south to Walnut Lawn westbound to regular route. Line 9 runs hourly on weekdays.
- Line 12 was redesigned with Line 5 and runs regular route to southbound on Fremont continuing south to Battlefield, west to National, south to Primrose, east to Fremont, south to Independence, east to Glenstone, north to St. Louis, west into the Transit Center.
- Line 14 was left relatively unchanged.
- Line 22 was left relatively unchanged. Line 22 runs hourly on nights and Sundays and runs twice an hour all day on Saturdays.
- Line 25 was left relatively unchanged. Line 25 runs hourly on nights and Sundays and runs twice an hour all day on Saturdays.

- Line 26 was left relatively unchanged. Line 26 runs hourly on nights and Sundays and runs twice an hour all day on Saturdays.
- Line 27 was essentially designed to run in an opposite direction. It was extended south on Campbell to the Library Center following the path of the Line 7. It was extended west on Bennett to Scenic, bypassing the Kansas Expressway to Catalpa path. Line 27 runs hourly on nights and Sundays and runs twice an hour all day on Saturdays.
- Line 31 was created as a partial combination of Lines 11 and 16. Line 31 starts on Sunshine at Mercy Hospital heading eastbound to Neighborhood Market's parking lot, north on Blackman, west on Sunshine, south on Ingram Mill, west on Battlefield, north on Luster, west on Barataria, south on Glenstone, west on Republic Rd, north on Fremont, west on Primrose, north on South, east on Powell, north on Jefferson, east on Battlefield, north on Fremont, west on Seminole, north on National to Sunshine. Line 31 runs hourly on weekdays and nights through 10 p.m. and hourly on Saturdays from 8 a.m. – 5 p.m.
- Line 36 was created as a partial combination of Lines 11 and 16. Line 36 starts on Sunshine at Mercy Hospital heading eastbound to Fremont, south to Seminole, west to National, south to Republic Rd. west to Golden, north to Battlefield, east to Scenic, north to Sunshine, west to Sunshine and West Bypass stopping in the Wal-Mart parking lot. Line 36 then continues east on Sunshine returning to Mercy Hospital. Line 36 runs hourly on weekdays and nights through 10 p.m. and hourly on Saturdays from 8 a.m. – 5 p.m.
- Line 38 was created as a partial combination of Lines 8 and 13. Line 38 starts at Wal-Mart at Kearney and Glenstone, heading west on Kearney, north on Glenstone, west on McClernon, west on Norton, south on Grant, west on Kearney, north on Kansas, turning around behind Casey's, continuing south on Kansas, west on Nichols, north on Hutchinson, east on Calhoun, north on Glenn, east on Division, north on Campbell, east on Court, south on Boonville, east on Division, north on National, east on Evergreen, south on Fremont, east on North, south on Delaware, east on Kearney to Wal-Mart. Line 38 runs hourly on weekdays and nights through 10 p.m. and hourly on Saturdays from 8 a.m. – 5 p.m.
- Line 35 was created as a combination of the Line 15 and the west end of the Line 8. Line 35 starts at Wal-Mart at Kansas and Kearney, heads west on Kearney, south on Kansas, east on Turner, east on Kearney, north on Partnership Blvd, east on Mustard Way, West on Kearney, south on Alliance, east on Division, north on Golden, east on Kearney to Wal-Mart. Line 35 is an express route with limited stops serving both Partnership Industrial Centers hourly between 6:30-9:30 a.m. and 3:30-6:30 p.m. on weekdays
- Lines 4, 8, 10, 11, 13, 15 and 16 were discontinued and absorbed by other routes.

June 14, 2016: Line 27 heading west on El Camino Alto turns north on Campbell, bypassing the Cardinal path.

June 24, 2016: Line 12 was extended south on National past Primrose, using Cox South Hospital's drive to the west, outer road to the south, under the bridge to the east, picking up Bradford Parkway east to Fremont where it continued regular route to the south.

June 30, 2016: Line 2 was moved from Mill street onto Olive street on both its inbound and outbound paths.

July 14, 2016: Line 31 was extended westbound on Primrose to Campbell, north to Battlefield, west to continue regular route. Line 9 was adjusted outbound from the Transit Center south on Main, west on College, south on Grant to continue regular route. It was also adjusted inbound north on South, west on Walnut, north on Campbell, west on College, north on Main to the Transit Center. Line 27 was adjusted westbound on Bennett to go north on Kansas Expressway, west on Catalpa and continue regular route on northbound Scenic.

August 22, 2016: Line 3 and 22 share an inbound pattern that was adjust as part of the street improvement project at OTC. When each route is westbound on Pythian, they continue west to the roundabout and then continue west on Central. This pattern bypasses Fremont to Central. Line 3 eastbound on Central was adjusted to take eastbound Pythian out of the roundabout to National northbound. Line 6 was rerouted around Preferred Employment. Traveling eastbound on College continuing to Olive, westbound to southbound on Scenic.

September 12, 2016: Line 9 eastbound on Battlefield was adjusted to turn south on Campbell and pick up regular route on westbound Walnut Lawn.

November 14, 2016: Line 12 eastbound on Bradford turns north on Kickapoo, east on Primrose, north on Glenstone to regular route.

November 28, 2016: Line 6 & 36 changed path on westbound Sunshine, north on Zimmer Rd, west on Springfield Plaza Dr, north on McCurry, east on Sunshine to respective regular routes. Line 31 will not extend to Neighborhood Market between 3-6 p.m. on weekdays and 3-5 p.m. on Saturdays, instead the eastbound pattern on Sunshine will turn south on Ingram Mill during these times.

- **Improved/Expanded Bicycle Network:**
  - The following improvements have been made to the bicycle network:
    - Miles of street marked with bicycle facilities

	Goal	2011	2012	2013	2014	2015
Newly Marked This Year						
Bike Lanes		2.6	6.8	1.4	0.3	3.1
Shared lanes		1.1	7.8	1.3	1.6	13.7
Total Marked	10	3.7	14.6	2.7	1.9	16.8
Cumulative						
Bike Lanes		5.7	12.5	13.9	14.2	17.3
Shared lanes		1.5	9.3	10.6	12.2	25.5
Total Marked		7.2	21.8	24.5	26.4	42.8

- The City of Springfield has signed more than 60 miles of designated bike routes and is enhancing the system with additional pavement markings and signs.

- 46.5 miles of street were restriped with bike lanes including:

- Benton Avenue from Commercial Street to Central Street
- Boonville Avenue from Division Street to Chestnut Expressway
- Division Street from Lyon Avenue to Benton Avenue was restriped to include bike shared-lane symbols in the outside lane
- Division Street from Broadway Avenue to Lyon Avenue
- Austin Avenue from Sunset Street to Battlefield Road
- Bennett Street from Barnes Avenue to Glenstone Avenue
- Cherry Street from Dysart Avenue to west of Barnes Avenue
- Fort Avenue from Broadmoor Street to Battlefield Road
- Fremont Avenue from Chestnut Expressway to Saint Louis Street
- Grant Avenue from Walnut Street to Grand Street
- Ingram Mill Avenue from Battlefield Road to Greeley Street
- Jefferson Avenue from Woodland Street to Montclair Street
- National Avenue from Talmage Street to Evergreen Street
- Stewart Avenue and St. Louis Street from East Trafficway to Dysart Avenue
- Sunset Street from Austin Avenue to west of Fort Avenue

- John Q. Hammons Parkway from East Trafficway to Harrison Street (0.55 mile) was signed and marked for the Link including signs and markings for bike shared lanes

- Streets with bike lanes were resurfaced and markings restored including:
  - Bennett St from Weller Av to Glenstone Av
  - Sunset St from Austin Av to Kansas Expwy
  - Austin Av from Sunset St to Battlefield Rd

- Streets with bicycle shared lane markings were resurfaced and markings restored including:
  - 0.78 miles on Grant Av from Grand St from Portland St
  - 0.16 mile of Broadmoor St from Fort Av to Weaver Av
  - 0.09 mile on Fort Av from south of Sunshine St to Washita St

- Street were marked with bicycle shared-lane decals including:
  - A route on and near Fort Avenue from Weaver Avenue at Seminole Street to Deerfield Street at Kansas Avenue
  - Broadway Avenue from Nichols Street to Grant Avenue
  - Grant Avenue from Grand Street to Fassnight Trail
  - Main Avenue from Grand Street to Fassnight Trail
  - Normal Street from Grand Street to Fassnight Trail
  - Sunset Street from Grant Avenue to west of Fort Avenue
  - Talmage Avenue from Summit Avenue to National Avenue
  - Tampa Street from Nichols Street to Grant Avenue
  - The Link from Summit Avenue at Kearney Street to Sherman Avenue at Central Street
  - High St, Albertha Av, and Atlantic St from Clifton Av to Kansas Expwy
  - West Av from Division St to Nichols St
  - Fort Av from Portland St to Washita St
  - Grant Av from Normal St to Portland St
  - Kimbrough Av from East Trafficway to Walnut St
  - South Av from McDaniel St to Madison St

- Madison St and Holland Av from Grant Av to Briggs Transitway at Holland Av
- Bob Barker, Clay Av, and Chestnut St from Sherman Av to Jordan Creek Trail
- Normal St, Dollison Av, Catalpa St, Clay Av, Bennett St, Holland Av, and University St from Missouri State University path to Kimbrough Av at University St
- Kimbrough Av, Cherokee St, and Holland Av from Sunshine St to South Creek Trail
- Kimbrough Av from Sunset St to Battlefield Rd
- Nichols St from Kansas Expwy to Grant Av
- Walnut St from Grant Av to Weller Av
- Commercial St and Nias Av from Washington Av to Blaine St at Nias Av
- Talmage St from Grant Av to Robberson Av
- Edgewood St and Grant Av from Fort Av to South Creek Trail at Grant Av
- Washita St, Kansas Av, Wayland St, Westwood Av, and Broadmoor St from Fort Av at Washita St to Fort Av at Broadmoor St
- Fremont Av from Commercial St to Division St
- Intersection signal detector markings at 26 intersections
- Other streets on the signed bike route system

- Completion of gaps on The LINK with installation of HAWK signalized crosswalk on Sunset Street with 0.13 mile new trail on The LINK connecting South Creek to Kimbrough Avenue and passage under Chestnut Expressway as part of 0.18 mile new trail on North Jordan Creek Trail from existing trail north of Chestnut Street to Sherman Avenue south of Chestnut Expressway

- **Bicycle Storage Systems:** The following improvements have been made regarding bicycle storage systems, 30 bike racks 66 bicycle parking spaces were installed including:
  - 6 in bike corral on South Avenue south of Walnut Street (12 bike parking and five motorcycle / motor scooter parking spaces)
  - 17 additional bike racks on Park Central Square, Park Central East and Park Central West
  - 4 racks and 6 lockers at Busch Municipal Building
  - 3 new racks at 233 Commercial Street (at Drury University design facility)
  - 3 bike racks and 6 bicycle parking spaces were installed, one new racks at 233 Commercial Street (at Drury University design facility)
  - 2 new bike racks on southeast corner of Walnut Street and Jefferson Avenue

- **Improved/Expanded Pedestrian Network:** The following sidewalk and greenway trail improvements have been made:

<u>Greenway Trails</u>

Other sustainable transportation programs include the completion of 105 miles of greenways, 15 streetscape projects in the Center City that provide improved pedestrian and bicycle linkages, a road diet program that reduced the number of automobile lanes to provide for bicycle lanes

- Fassnight Creek Trail between Grant Avenue and Campbell Avenue including grade-separated crossings at Grant Avenue and Campbell Avenue constructed as part of storm drainage project
- Wilson's Creek south of Hattiesburg Hills consists of one mile of Wilson's Creek Trail from Farm Road 150 to Farm Road 156

- South Dry Sac Trailhead consists of a parking lot in David Murray Park and 0.41 miles of trail from David Murray Park to Ritter Springs Park
- Wilson's Creek Trail from Farm Road 156 to South Creek at Kauffman Avenue includes 1.52 mile new trail connecting two shorter segments to create a six-mile trail segment from Rutledge-Wilson Farm Park to Republic Road and a trailhead on Kauffman Av
- Wilson's Creek Trail from Farm Road 156 to South Creek at Kauffman Avenue includes 1.52 mile new trail connecting two shorter segments to create a six-mile trail segment from Rutledge-Wilson Farm Park to Republic Road and a trailhead on Kauffman Av
-

Sidewalks

The City of Springfield has constructed more than 40 miles of sidewalks to elementary schools based on priorities submitted by each school and has identified a goal of having a sidewalk on at least one side of every street within a half-mile of elementary schools

- Bennett Street from Kimbrough Avenue to Jefferson Avenue
- Boonville Avenue from Court Street to Division Street
- Campbell Avenue from Cherokee Street to Battlefield Road
- Campbell Avenue from Olive Street to Mill Street
- Commercial Street from Campbell Avenue to Lyon Avenue
- Holland Avenue from Portland Street to Sunshine Street
- Near Delaware Avenue and High Street
- Near Turner Street and Prospect Avenue
- Portland Street from National Avenue to Kimbrough Avenue
- Summit Avenue west side of Washington Park
- Walnut Street from Kimbrough Avenue to John Q. Hammons Parkway
- Walnut Street from Market Avenue to Campbell Avenue
- (2.5 miles) was signed and marked for the Link including signs and markings for bike shared lanes and sidewalk construction. Summit Avenue, Dale Street, Washington Avenue, Calhoun Street, and Sherman Avenue from Kearney Street to East Trafficway

- New sidewalk included in the Republic Road widening project between Chase Card Services driveway and Fremont Avenue
- Republic Road from Quail Creek Av to Kansas Av (north) is under construction for five motor traffic lanes, bike lanes, and sidewalks
- Campbell Av from South Av to north of Primrose St and Primrose St from west of Campbell Av to South Av is under construction for 7 traffic lanes and sidewalk on Campbell Av and 5 traffic lanes, bike lanes, and sidewalk on Primrose St

MoDOT and the City of Springfield collaborated to:

- Kearney Street: address sidewalk gaps from Kansas Expressway to Glenstone
- Glenstone Ave: address sidewalk gaps from Evergreen to Sunset
- Sunshine St: address sidewalk gaps on south side of street from Glenstone

Sidewalk Construction and Reconstruction

- New and reconstructed sidewalk under sidewalk maintenance contract including
  - 4406 S Reed Rd

- Both sides Central St from National Av to Prospect Av
- North side 1501 E. Walnut St
- Both sides Weller Av from Walnut St to Cairo St
- Both sides College St from Lexington Av to Park Av
- Both sides Johnston Av from Turner St to High St
- Both sides Johnston Av from Kearney St to Turner St
- East side Fort Av from Kearney St to Turner St

Miles of new sidewalk:

	Goal	2009	2010	2011	2012	2013	2014	2015
This Year	5				8.8	10.1	4.8	2.6
Cumulative				642.4	651.2	661.3	666.1	668.7

Miles of off-street path in Springfield

	Goal	2009	2010	2011	2012	2013	2014	2015
This Year	0.5	0.0	0.0	0.57	0.0	0.43	1.08	0.51
Cumulative		17.36	17.36	17.93	17.93	18.36	19.44	19.95

Miles of off-street path in Springfield vicinity

	Goal	2009	2010	2011	2012	2013	2014	2015
This Year	1.0	0.0	0.50	1.65	0.40	0.43	1.91	0.51
Cumulative		44.91	45.41	47.06	47.46	47.89	49.80	50.31

- Removal of accessibility barriers including ramp construction/reconstruction and sidewalk repair on MoDOT routes Kearney Street from Glenstone Av to LeCompte Av, Chestnut Expressway from Glenstone Av to Belcrest Av, various sections of Kansas Expwy and West Kearney St and intersection of Sunshine St with Scenic Av

<u>Safety</u>

- Boonville Avenue near Webster Street and near Nichols Street ramps and crosswalk improvement
- Fremont Avenue and Battlefield Mall Entrance ADA pedestrian improvements
- National Avenue and Woodland Street ADA pedestrian improvements
- Ramps and crosswalk on Boonville Avenue near Webster Street and near Nichols Street
- Replaced regulatory and warning signs to meet new federal requirements for retro reflectivity
- Sherwood Elementary – Beacons on Scenic Avenue adjacent to the school
- Sunshine Elementary – Beacons on Jefferson Avenue adjacent to the school
- Installation of HAWK signalized crosswalk on Sunset Street for The Link

Grade separated crossings on off-street path

	Goal	2009	2010	2011	2012	2013	2014	2015
This Year	1	0	2	3	1	0	3	4
Cumulative		19	21	24	25	25	28	32

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

- **Rideshare Matching Services:** On April 17, 2009, the Ozarks Transportation Organization implemented a web-based rideshare matching program (www.ozarkscommute.com) where commuters can register and search for commuting partners. The Ozarks Transportation Organization manages the web portal and phone line. Since the development of this program there have been a total of 578 registered users. The City of Springfield has accepted responsible for public awareness through promotional material distributed at local events. At these events registered users have reported that once a carpool is established the carpooling service is rarely accessed until an open seat becomes available.

- **Vanpool/Employer Shuttle Programs:** Several area employers and multifamily housing complexes have implemented vanpool or shuttle programs. Examples include: St. Johns Medical Center, TLC Properties, Missouri State University, and Prime Trucking.

- **Improved/Increased Park-and-Ride Facilities & Capital Improvement**s: There two known parking areas within the OTO area. A private truck parking facility and a MoDOT park-and-ride lot which is currently underutilized. Accordingly, expansion is not planned at this time.
  - 17 space overnight truck parking facility at East Evergreen Street in the City of Strafford
  - 50 space commuter parking at US 65 and Evans Road

Strategy #5: Add Capacity

- **Capacity Expansion:** The following capacity improvements have been completed:

<u>On CMP Network Capacity Improvements</u>

Campbell Avenue/US 160 from South Avenue to Plainview Road
- Added third northbound lane
- Added third southbound lane south of Melbourne

Glenstone Avenue from US 60 to Battlefield
- Added 3rd northbound and southbound lane along corridor
- Peele Street added right turn lane

James River Freeway
- Added auxiliary lane (6 lane freeway) from Campbell Avenue to National Avenue
- Added auxiliary lane (6 lane freeway from Kansas Expwy to Campbell Avenue

US 65
- Improved to 6 lane freeway from the I-44 and US 65 interchange to the US 60 and US 65 interchange

Republic Road
- Five lane expansion from National Avenue to James River Bridge

National Avenue

- Additional southbound lane south of Walnut Lawn to Primrose

Route 14

- Widened to 5-lane between Jackson and Church.

Off CMP Network Capacity Improvements

- Fremont Avenue widening from Sunshine Street to Cherokee Street
- Packer Road added three lane expansion from railroad tracks to Division
- Constructed three-lane section from West Bypass to Suburban
- LeCompte- Three lane expansion from RR crossing to Kearney

Effectiveness Analysis, 2008-2016

The objective of this analysis aimed to determine congestion management strategies that are most effective in reducing congestion in the OTO region. The period of 2008 to 2016 was chosen because VMT and VMT per capita was abnormally low in 2012 due to the national recession. The longer time period makes the analysis more difficult but the data is better representative of the OTO region. Several GIS-based methods were explored to identify a connection between capacity improvement strategies and reductions in congestion using hypothesis testing with inferential statistics. Various methods were explored to capture a distance attribute from areas of changes in congestion to congestion management improvement projects and compare for statistically significant differences between areas of change in congestion from 2008 to 2016 and types of congestion management strategies.

Data

Spatial data for the exploration of methodologies was derived from the identification of congested facilities in Maps 7.1 and 7.2, the congestion measures found in Maps 3.1 through 6.4, and the data contained in Implementation Strategies starting in page 15. Congested facilities were categorized into three groups:

- Areas where congestion had improved from 2008 to 2016,
- areas with no change in congestion from 2008 and 2016, and
- areas with new or emerging congestion in 2016.

In addition to the listings in the Implementation Strategies section, completed improvement projects from TIP years FY2006 through FY2015 were mapped. To simplify analysis, all projects were classified by CMP strategy category, i.e. operations or capacity. Also, year of completion was included for each project.

Methods

The analysis primarily relied on two methods for exploring the data: (1) drive time service areas and (2) hex bins. These methods allowed the relationship between congestion and implemented projects to be measured. The *drive time service areas* allowed for the inclusion of the road network into the analysis, while the *hex bins* allowed for more sophisticated analysis.

Drive Time Service Areas

One method was to create drive time service area polygons using the Network Analyst extension in ArcGIS for Desktop. A network dataset for the OTO region was used to model drive time in minutes along the road network from areas of congestion change. The number of capacity and operations improvements within one-, two-, three-, four- and five-minute drive times to improved, no change, and emerging congestion areas were counted, as shown in **Map 8.1** and **Map 8.2**. The proportion of capacity to operations improvements in proximate drive times from the three congestion areas were compared

to the total proportion of capacity and improvement projects for the entire OTO area from TIP years FY2006 through FY2015. A one-sample t-test for proportions was used as the test statistic.

Hex Bins

An alternate method was used to explore correlations between changes in congestion measures and distance to nearest capacity and operations improvement projects from areas of congestion change. A matrix of hexagonal polygons 1,320 feet in width was constructed covering the entire OTO area. Changes in volume to capacity, accident rate, am travel delay, and pm travel delay from CMP years 2008 and 2016 were spatially joined to coincident hexes that intersected with the CMP network. This method captured changes in these measures along the entire network regardless of whether it met the congested threshold. The near tool in ArcGIS for Desktop was used to capture the distance to the nearest capacity project and the nearest operations project for each hex in the OTO area. These distance measures were then used in conjunction with changes in congestion measures using the Pearson's correlation coefficient as the test statistic. This method of analysis is included in Map 8.3, Map 8.4

Results

Preliminary results utilizing these methodologies were mixed. Though statistically significant relationships were found, they do not lead to any meaningful conclusions about the effectiveness of OTO's congestion mitigation strategies.

Drive Time Service Areas

There appears to be a larger number of capacity-adding projects near changes in congestion, as compared to operations related projects. A statistically significant higher proportion of capacity projects are within a one-minute drive time from areas of improvement in congestion. Additionally, a significantly higher proportion of capacity projects was detected within one-minute drive times from areas with no change in congestion. Although there was a significant proportion of capacity projects within one-minute drive times from both these areas, the Z-statistic was far greater in for areas of improving congestion than areas of no change in congestion.

Several statistical relationships were found with the middle drive time ranges, though they reveal few insights. A significantly higher proportion of operations projects were detected in all three areas of congestion change in the middle drive time ranges. Both emerging and improving areas had a higher proportion in the two-to-three-minute drive time polygon and the no change areas had a higher proportion in the three-to-four-minute drive time polygon than the total project population. These middle drive time relationships do not reveal anything truly insightful about the effectiveness of OTO's congestion mitigation strategies.

Hex Bins

Results from the hex bin correlation approach yielded moderate to weak relationships between changes in congestion measures and proximity to the nearest capacity or improvement project. Relationships

were found between capacity projects and the volume to capacity ratio, and between travel delay and operations related projects. The results can be seen in tables 5, 6, 7, and 8.

Summary of Pearson's Correlation Coefficient Hexes

Table 5: All Hexes with values along CMP Segments 2008 and 2016

	AM Travel	PM Travel	VC Ratio	Accident Rate
Capacity distance r	0.043	-0.024	0.011	-0.032
Operations Distance r	0.046	-0.030	-0.010	-0.044

Table 6: Improved Congestion Hexes

	AM Travel	PM Travel	VC Ratio	Accident Rate
Capacity Distance r	0.022	0.020	0.425	-0.111
Operations Distance r	0.136	0.099	-0.035	-0.174

Table 7: No Change Congestion Hexes

	AM Travel	PM Travel	VC Ratio	Accident Rate
Capacity Distance r	0.202	0.113	0.280	-0.312
Operations Distance r	0.234	0.150	-0.025	-0.247

Table 8: Emerging Congestion Hexes

	AM Travel	PM Travel	VC Ratio	Accident Rate
Capacity Distance r	0.126	0.202	0.046	-0.177
Operations Distance r	0.288	0.382	0.142	-0.330

The strongest relationship found was a positive one between distance to the nearest capacity project and change in volume to capacity ratio at 0.425, as shown in table 6. This value can be interpreted as further distances to capacity projects in improved congestion areas correspond with higher increases in volume to capacity ratios for these areas. This relationship decreases for areas of no change and emerging congestion at .280 and .046 respectively, table 7 and 8.

Two relationships were found between operations projects and travel times. Overall, the second strongest relationship is a positive one between the distance to the nearest operations project and change in PM travel delay at .382 for emerging areas of congestion, as seen in table 8. This suggest that in emerging areas of congestion further distances to operations projects corresponds with increases in PM travel delay. A similar but slightly weaker relationship was detected for AM travel delay in these same areas. A positive relationship between these variables was detected in areas of improved congestion although it is considerably weaker.

The preliminary results from this method may indicate that capacity projects are more effective at reducing the volume to capacity congestion measure and operations projects are more effective at reducing travel delays measured during peak traffic flows.

Possible Improvements

Although the results from both of spatial analyses of congestion management strategy have produced some interesting results, these approaches can both be improved.

- There was no accounting for the year of project completion over the eight-year timeframe for improvement projects.
- Some projects in the improvements database had not been completed
- Better data collection and classification of improvement types are needed
- Annual tracking of congestion measures could yield greater significance
- Network datasets can be improved to model completed improvements and travel times in the region
- An origin/destination matrix to calculate proximity to completed projects would be a better measure than the distance to the nearest project
- There was no accounting for projects of greater length as all projects in the analysis were represented as points with no weighting

These methods and data will continue to be evaluated and improved in future years. Other factors should be considered and included, such as signals and driveways per mile, changes in population and development, and changes in employment centers.

Project specific analysis might be more effective than a system-wide analysis. Since improvements in congestion and capacity/operations projects can only occur on the region's road network, the data exhibits a degree a dependency. This dependency makes typical statistical analysis less reliable. Focusing on a sample of different congestion mitigation project types may yield more meaningful results. The constant flow of data available through the Acyclica Sensors will make project specific analysis more feasible moving forward.

Action Plan

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

Strategies for Recurring Congestion Mitigation

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

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

Strategy #1: Improve Roadway Operations

The OTO will continue to target ITS and corridor specific projects to address problem areas. For example, the OTO has prioritized specific ITS and corridor projects in preparation for the 2018-2021 Transportation Improvement Plan. The US 160 corridor between Springfield and Nixa is being evaluated for signalized and non-signalized intersection improvements. These improvements should result in improved intersection LOS along this corridor. Additionally, the OTO has prioritized the installation of fiber connections between Springfield and Republic, Nixa, and Ozark. These new connections allow for the synchronization of signals along the US 60, US 160 and US 65 corridors. The goal of these actions is to improve roadway operations in the OTO area.

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

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

Strategy #3: Shift Trips from Automobile to Other Modes

The OTO will continue to pursue policies that encourage and facilitate alternative modes of transportation. For example, the OTO is working towards the completion of a Bike and Pedestrian Trail

Investment Study. This study will help the OTO complete an integrated network of trails connecting OTO communities. This trail network will provide a viable alternative to autos for regional intercity travel. The OTO has also prioritized sidewalk construction with all MoDOT sponsored projects. The OTO wants to see sidewalks built along side road projects. The OTO is also involved with *Let's Go Smart*, a community partnership designed to encourage residents to consider their transportation choices every day. The organization encourages walking, biking, riding the bus, and other forms of active transportation. Additionally, CU has updated its bus routes and implemented a 'Where's my Bus?' app to make bus travel more convenient and predictable. The City of Springfield's Sustainability Office helps coordinate city activities related to environmental sustainability, including the sustainability of transportation choices. This office is involved with many area transportation initiatives. These actions all make it easier for OTO residents to shift to other modes of travel.

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

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

Strategy #5: Add Capacity

The OTO recognizes that added roadway capacity is often not a long-term fix for a congestion problem. Induced demand and the continuation of existing development patterns often result in increased traffic volumes. However, additional capacity is often needed to serve growing traffic volumes. The OTO has prioritized additional travel lanes along US 60/James River Freeway, MO 14, US 160 towards Willard, and Business 65 in Ozark. For James River Freeway, MoDOT will study existing travel patterns to determine which segments should be expanded first. Over a longer time horizon, the OTO recognizes a need to add capacity to I-44. This added capacity will ensure efficient movement within and across the region.

Evaluation of Current Congestion Measurement

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

Conclusion

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

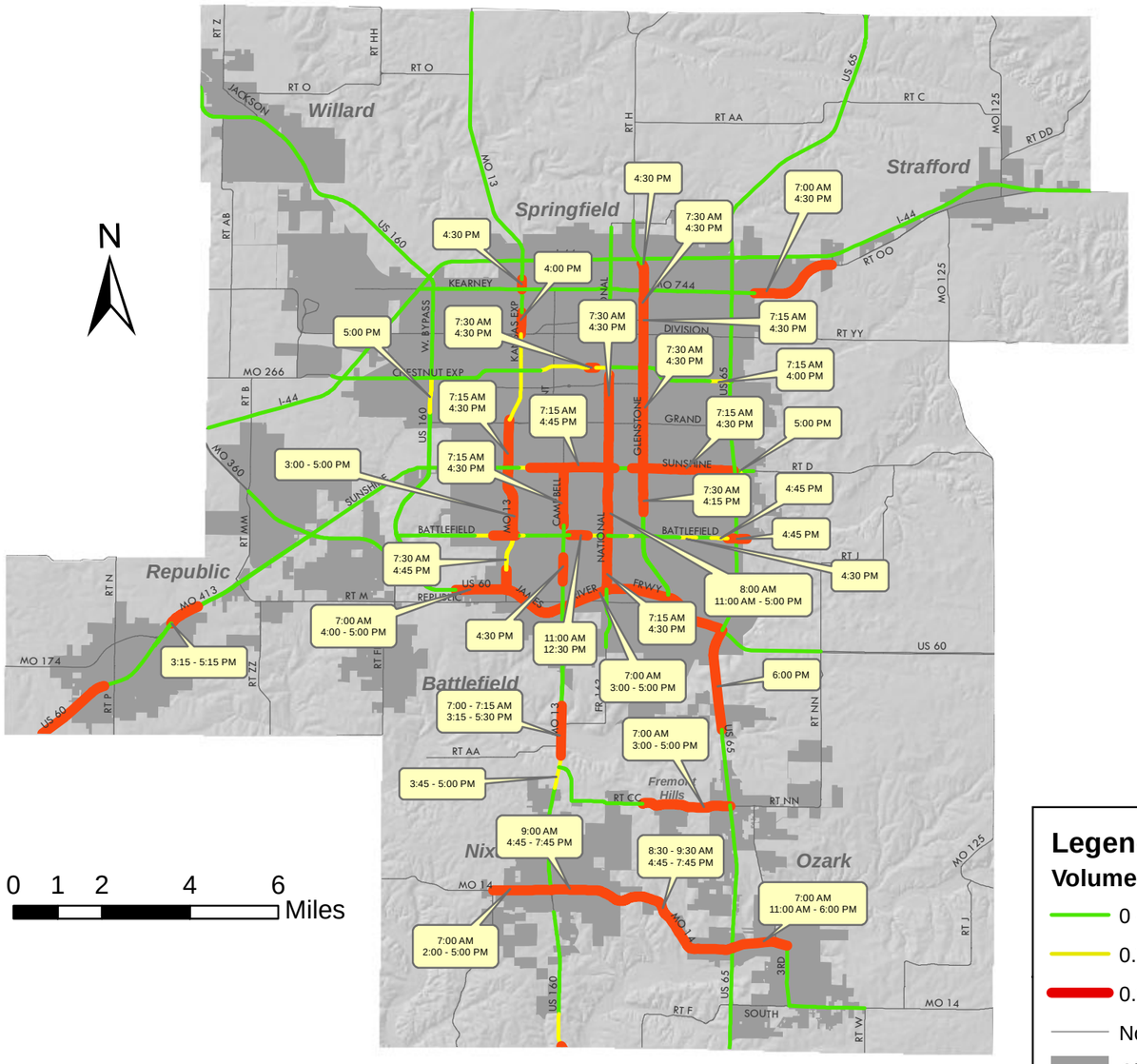
Four indicators of congestion were used to identify areas of significant congestion. The volume to capacity ratio indicated a moderate decline in the overall number of segments that exceeded capacity, though the overall system has adequate capacity. The accident frequencies showed little change in percentage terms from 2012. However, the increase in the size of the CMP network means an increase in absolute numbers of above average accident frequency intersections and segments. The growth of average delay per lane mile indicated an overall reduction in speeds. The intersection level of service ratings relatively unchanged. Ninety four percent of intersections offer acceptable levels of service. The number of LOS E and LOS F intersections did increase from 2012 to 2016.

An analysis of congestion mitigation measures and changes in congestion revealed only limited statistically significant relationships between implemented improvements and reductions in congestion. Some relationships were expected, for example between capacity projects and improvement in the volume/capacity ratio, while others didn't reveal anything insightful, for example the high number of operations projects in the middle drive time zones from all three congestion zones. A different approach to measuring the effectiveness of congestion mitigation projects will be used during the next update.

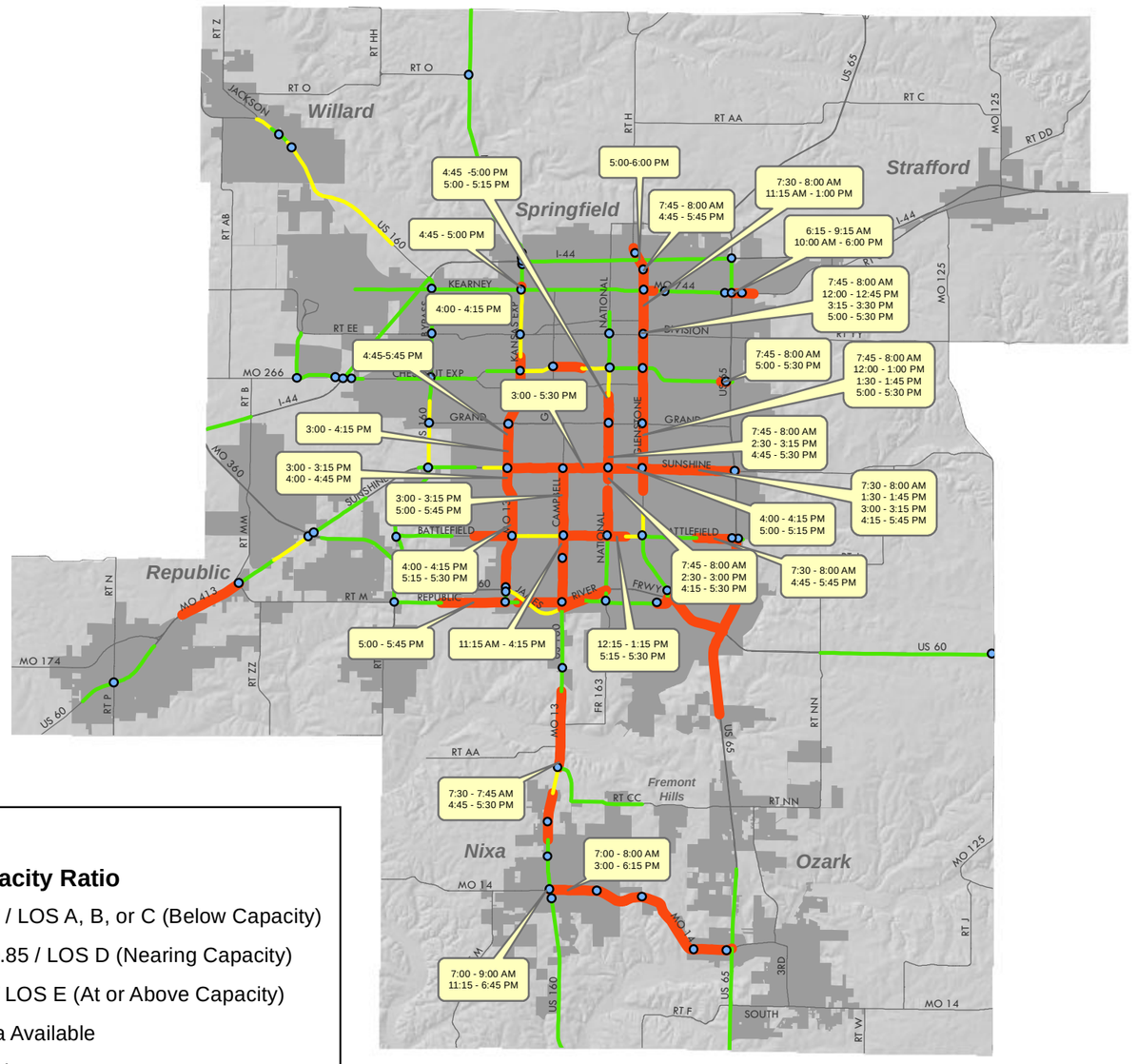
The OTO will continue to pursue the five strategies for recurring congestion mitigation. The strategies include important engineering and behavior solutions for congestion. Early priorities for the 2018-2021 TIP include several projects drawing from these strategies. As the OTO fully implements the new performance management requirements, it will reevaluate how it measures congestion. Calculating annual performance measurements may provide useful data that can be substituted into the CMP.

This update of the CMP has revealed congestion is not a widespread issue in the OTO area. Capacity, accidents, and intersection LOS are all adequate in most area of the region. This analysis did confirm congestion remains in certain problem areas, such as along US 160 between Springfield and Nixa and in the southeastern part of Springfield. Some physical improvements are possible along US 160, but changes in transportation behavior are required to improve traffic within the city.

Volume to Capacity Ratio



2012



2016

Legend

Volume/Capacity Ratio

- 0 - 0.77 / LOS A, B, or C (Below Capacity)
- 0.78 - 0.85 / LOS D (Nearing Capacity)
- 0.86 + / LOS E (At or Above Capacity)
- No Data Available
- City Limits
- MPO Area

Source: City of Springfield
Missouri Dept. of Transportation

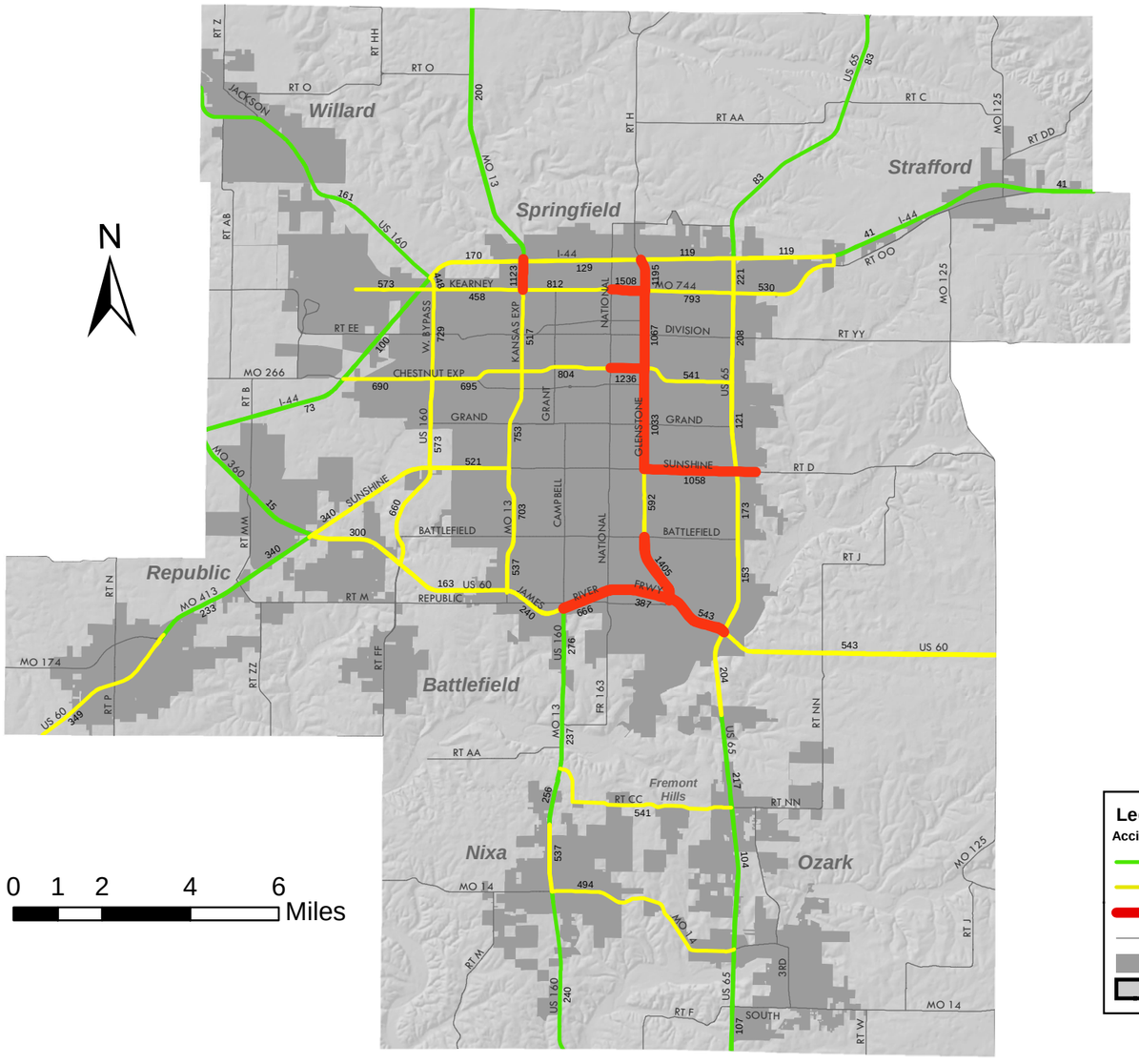
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What facilities are congested during the peak hour?

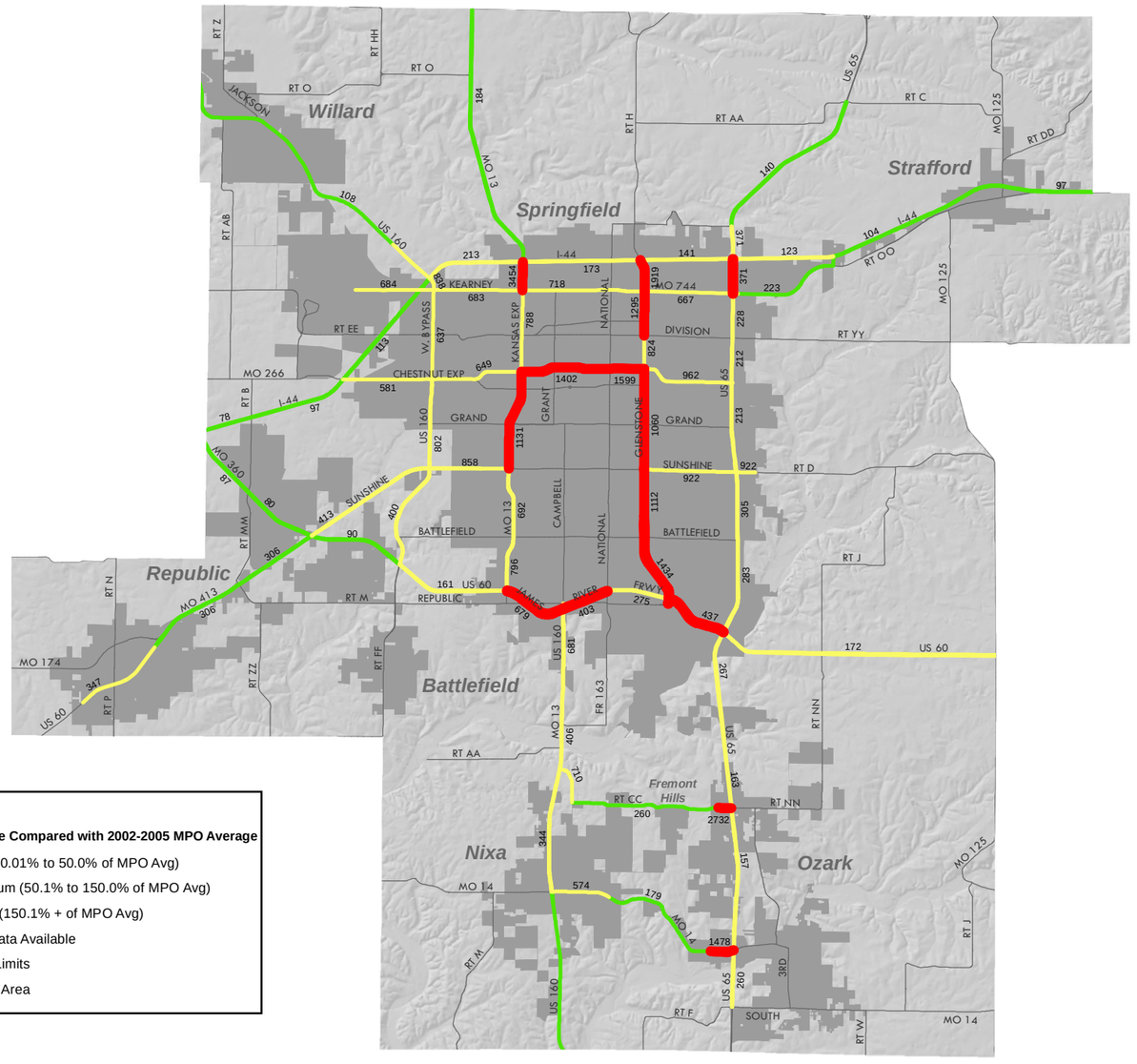
Map 3.2

Traffic Volumes and Roadway Capacities

Accident Rates



2005



2008

Legend

Accident Rate Compared with 2002-2005 MPO Average

- Low (0.01% to 50.0% of MPO Avg)
- Medium (50.1% to 150.0% of MPO Avg)
- High (150.1% + of MPO Avg)
- No Data Available
- City Limits
- MPO Area

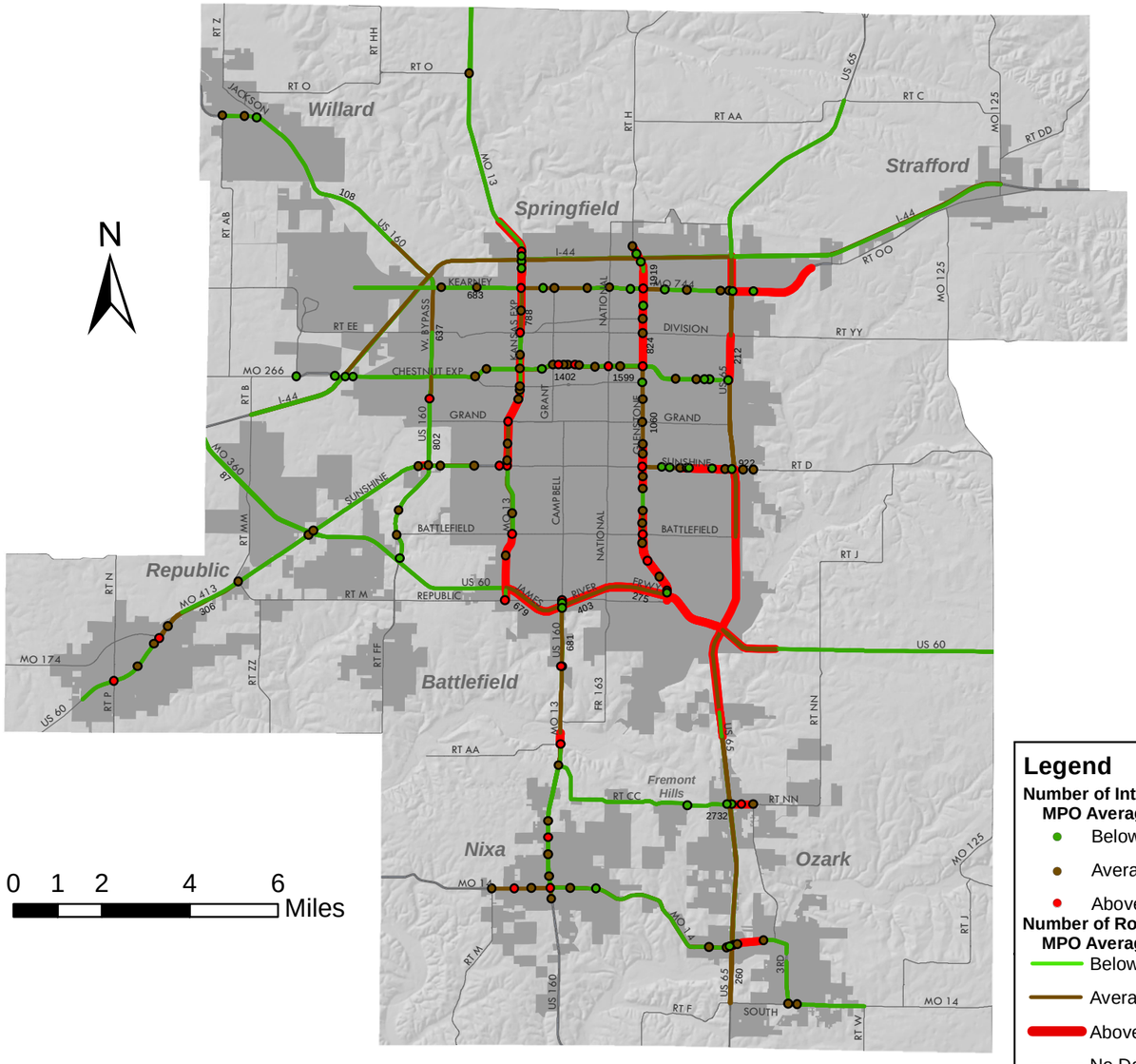
Source: Missouri Dept. of Transportation

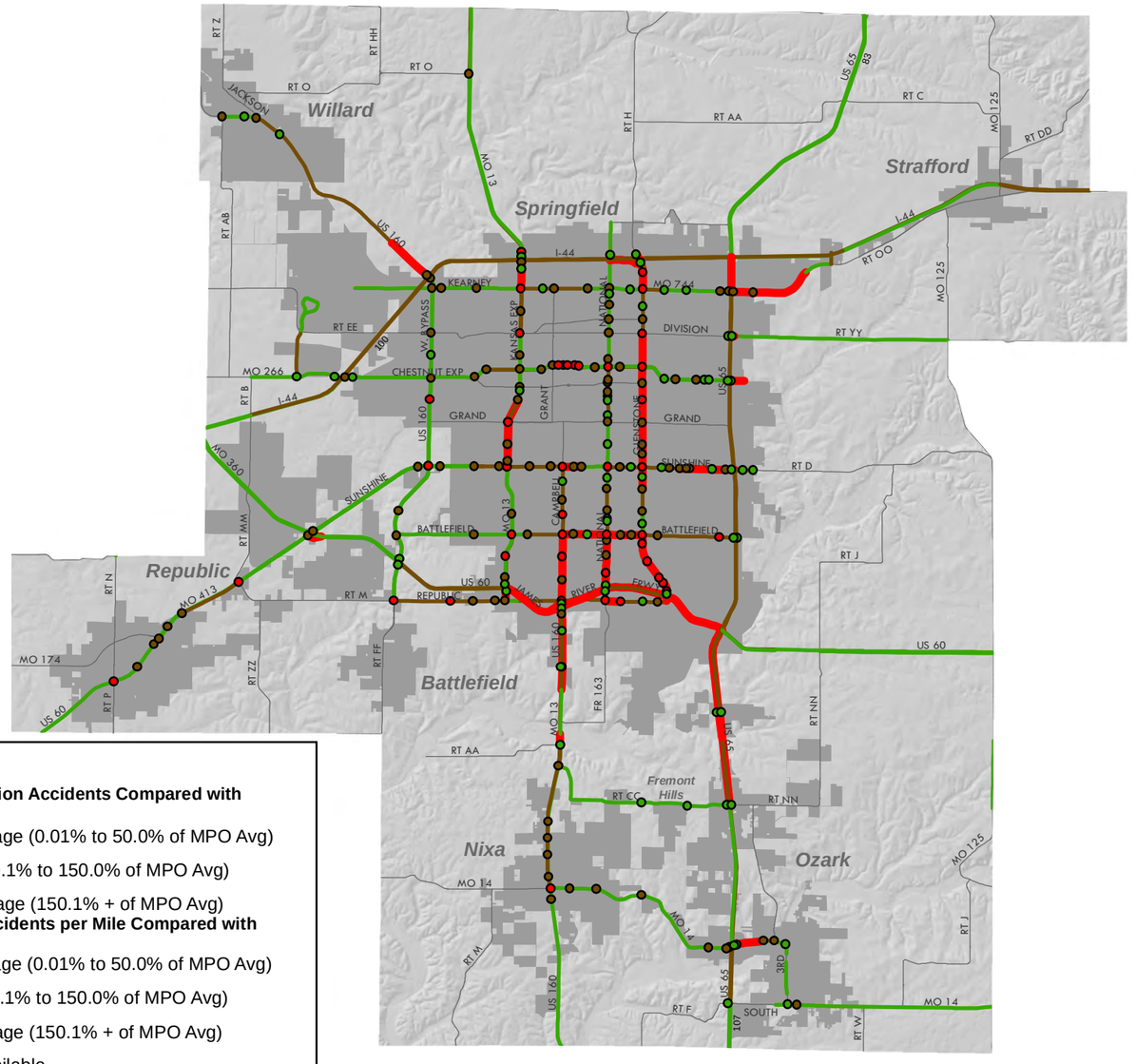
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What is the impact of accidents on congestion?

Map 4.1
Accident Rates

Accident Frequency





Legend

Number of Intersection Accidents Compared with MPO Average

- Below Average (0.01% to 50.0% of MPO Avg)
- Average (50.1% to 150.0% of MPO Avg)
- Above Average (150.1% + of MPO Avg)

Number of Road Accidents per Mile Compared with MPO Average

- Below Average (0.01% to 50.0% of MPO Avg)
- Average (50.1% to 150.0% of MPO Avg)
- Above Average (150.1% + of MPO Avg)
- No Data Available
- City Limits
- MPO Area

2012

2016

Source: City of Springfield
Missouri Dept. of Transportation

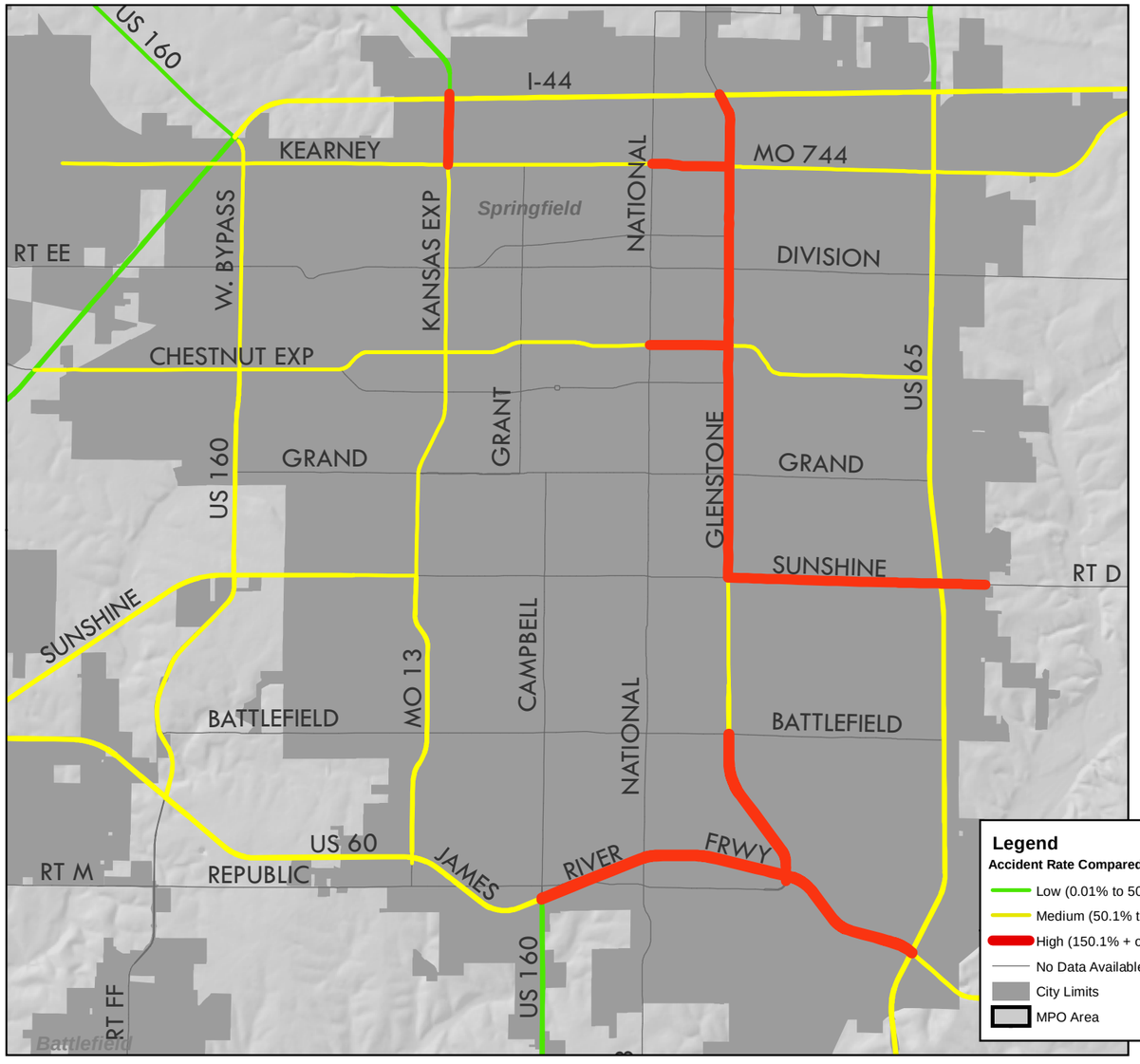
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What is the impact of accidents on congestion?

Map 4.1

Accident Rates

Accident Rates



Legend

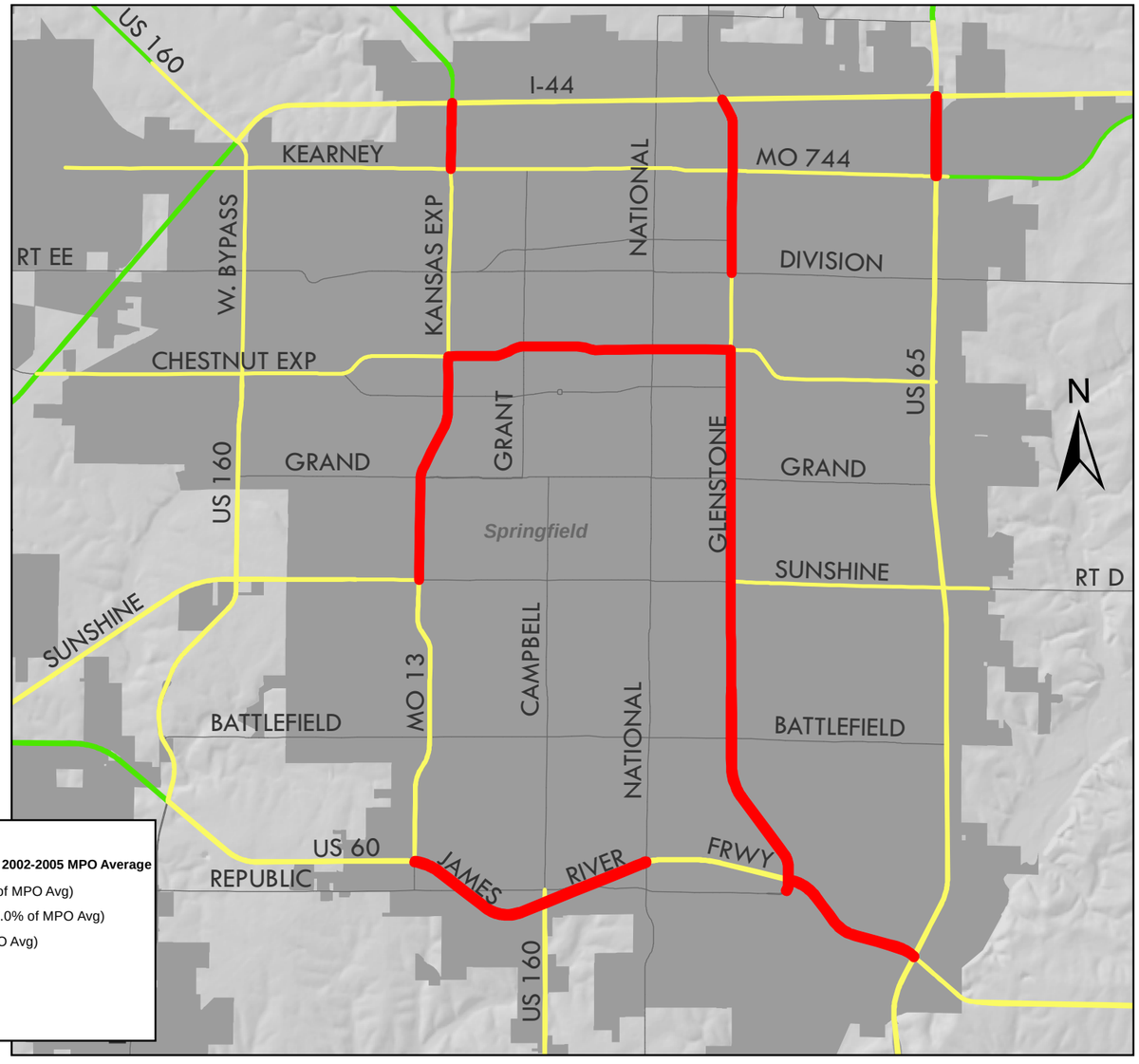
Accident Rate Compared with 2002-2005 MPO Average

- Low (0.01% to 50.0% of MPO Avg)
- Medium (50.1% to 150.0% of MPO Avg)
- High (150.1% + of MPO Avg)
- No Data Available
- City Limits
- MPO Area

2005

0 0.5 1 2 3

Miles



2008

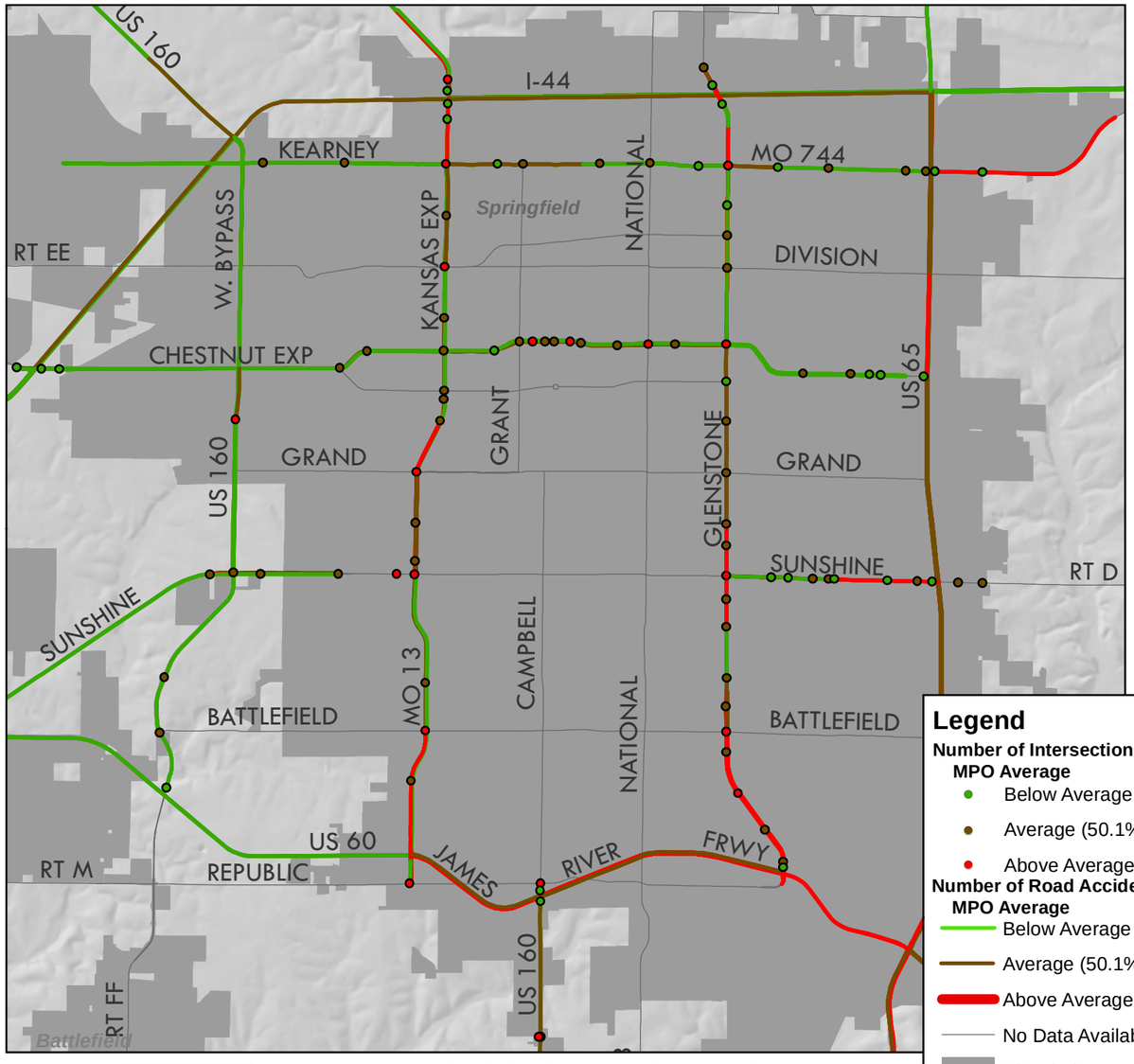
Source: City of Springfield
Missouri Dept. of Transportation

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

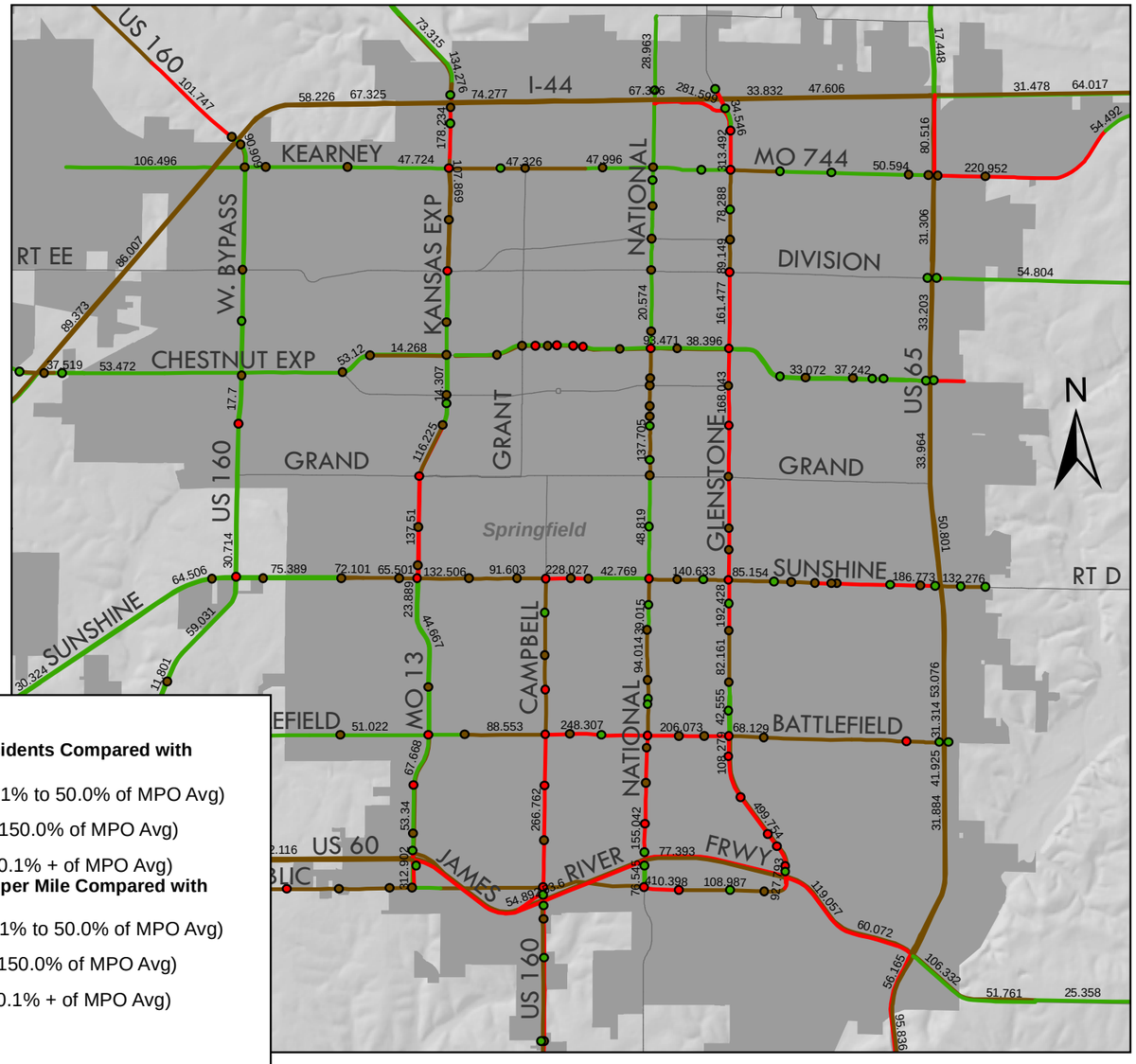
What is the impact of accidents on congestion?

Map 4.2
Accident Rates

Accident Frequency



2012



2016

Legend

Number of Intersection Accidents Compared with MPO Average

- Below Average (0.01% to 50.0% of MPO Avg)
- Average (50.1% to 150.0% of MPO Avg)
- Above Average (150.1% + of MPO Avg)

Number of Road Accidents per Mile Compared with MPO Average

- Below Average (0.01% to 50.0% of MPO Avg)
- Average (50.1% to 150.0% of MPO Avg)
- Above Average (150.1% + of MPO Avg)
- No Data Available
- City Limits
- MPO Area

Source: City of Springfield
Missouri Dept. of Transportation

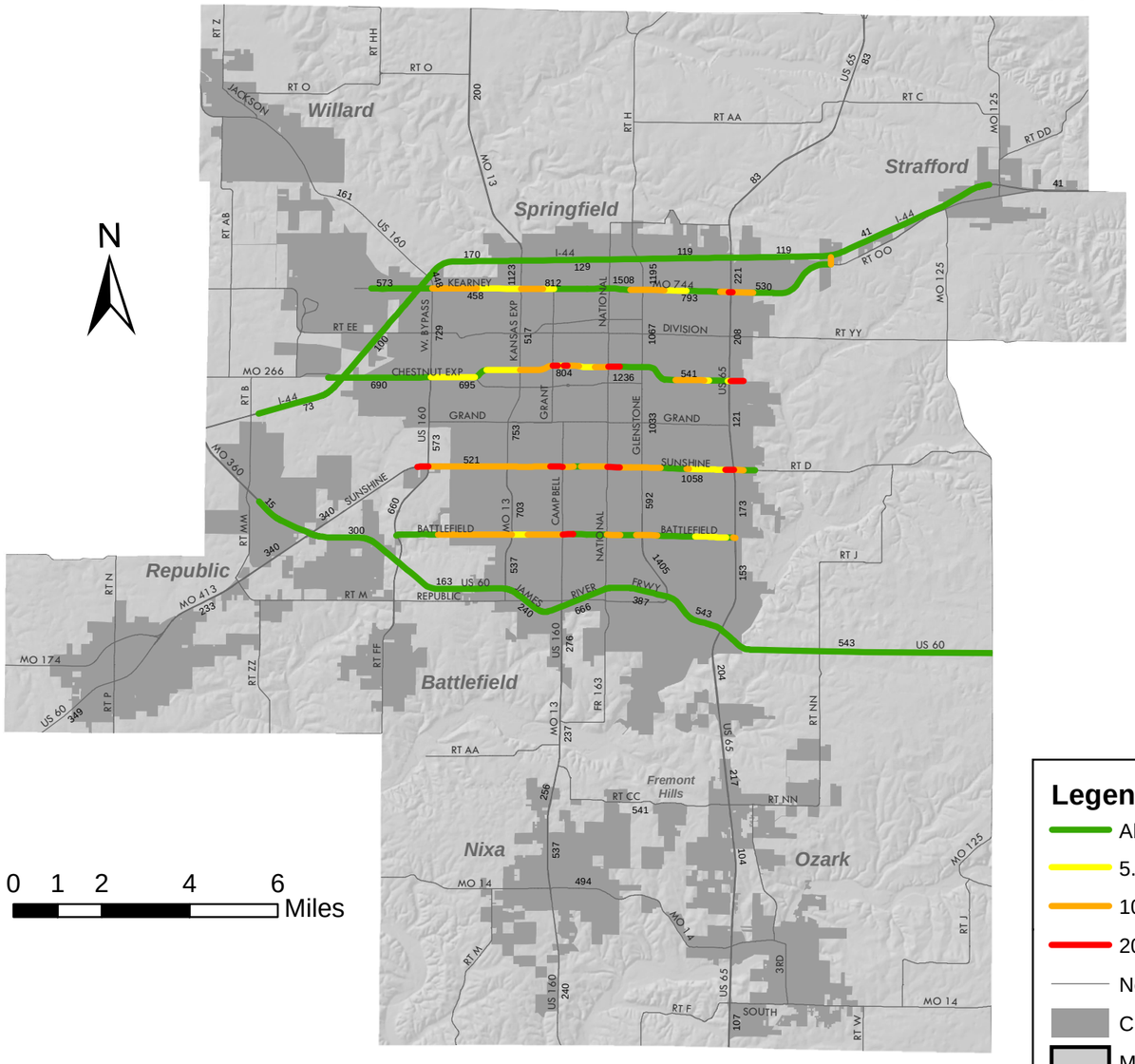
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What is the impact of accidents on congestion?

Map 4.2

Accident Rates

Average Travel Speeds
AM Peak Hour - Eastbound Lanes



Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area

2005

2008

Source: CJW Transportation Consultants LLC

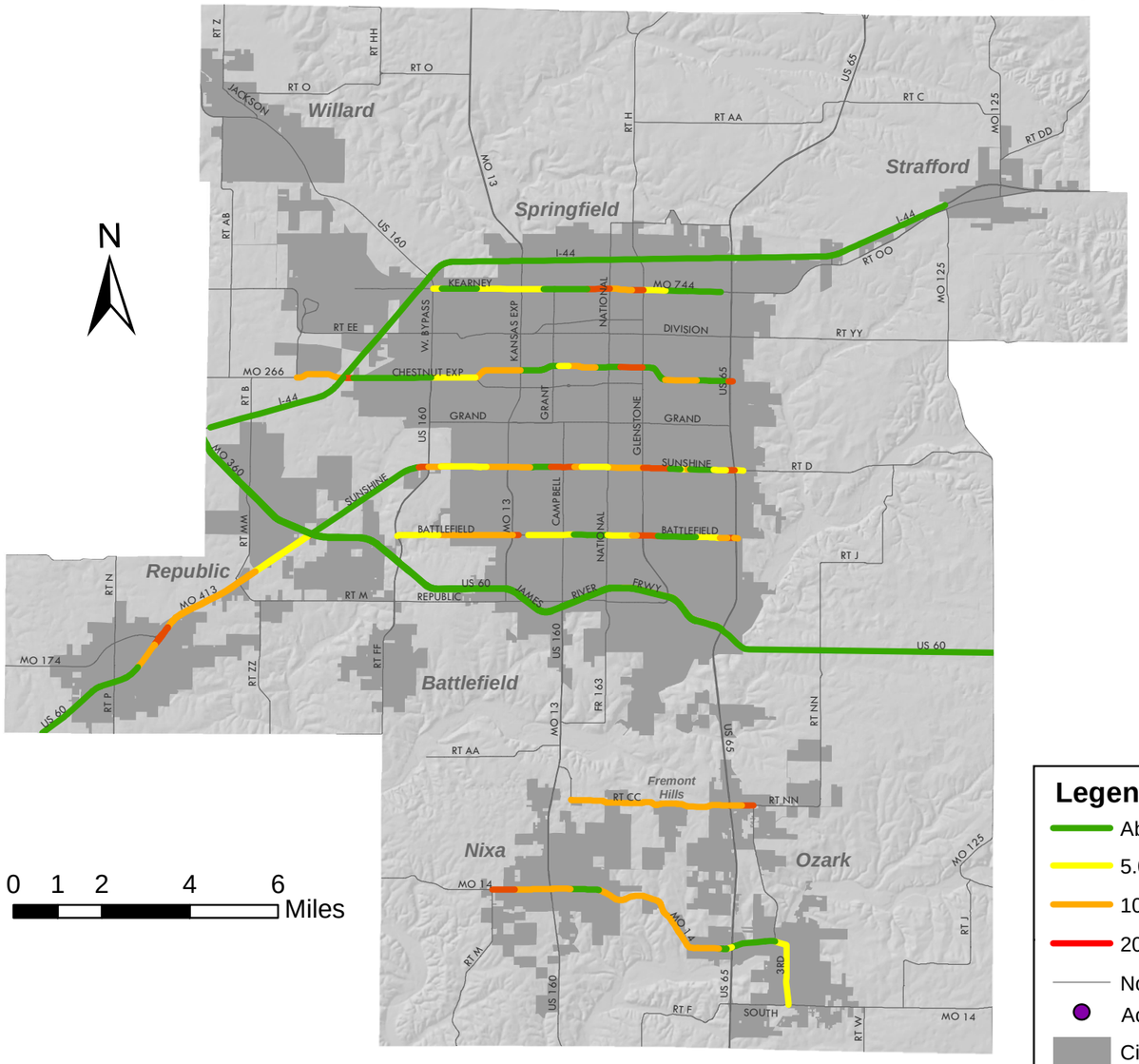
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

How badly are travelers delayed?

Map 5.1

Average Travel Speeds
AM Peak Hour - Eastbound Lanes

Average Travel Speeds
AM Peak Hour - Eastbound Lanes

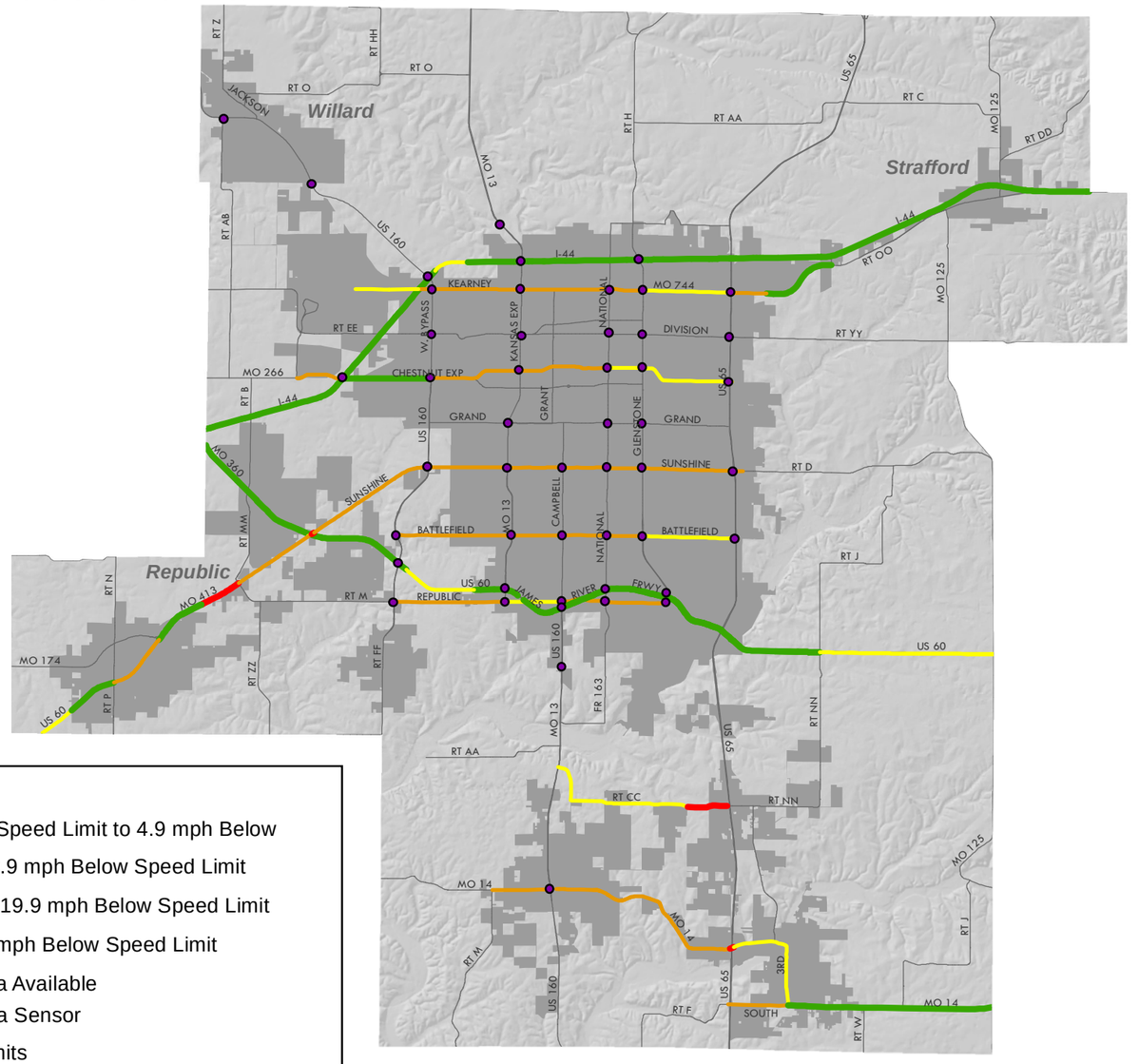


0 1 2 4 6 Miles

Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- Acyclica Sensor
- City Limits
- MPO Area

2012



2016

Source: CJW Transportation Consultants LLC

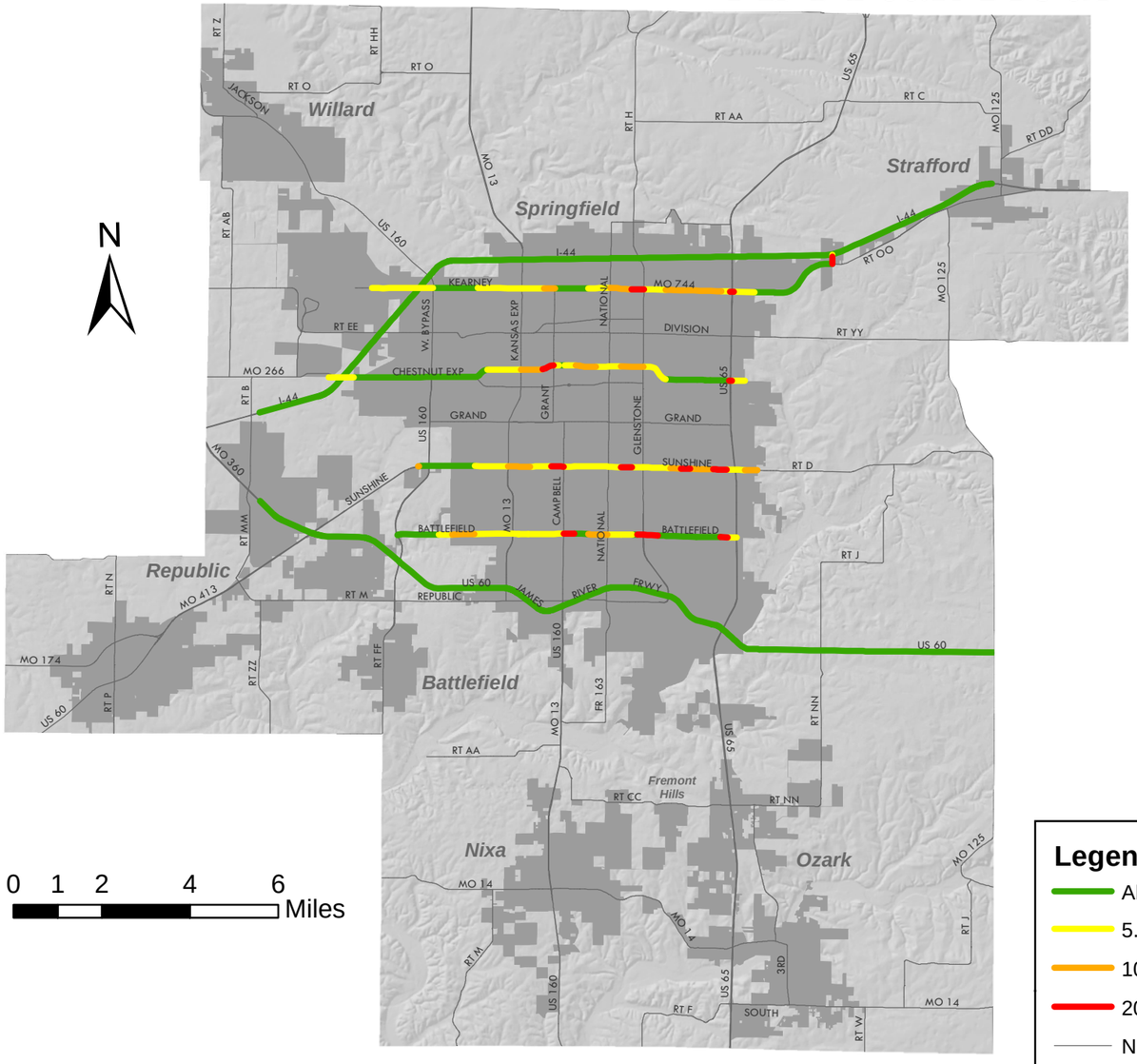
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

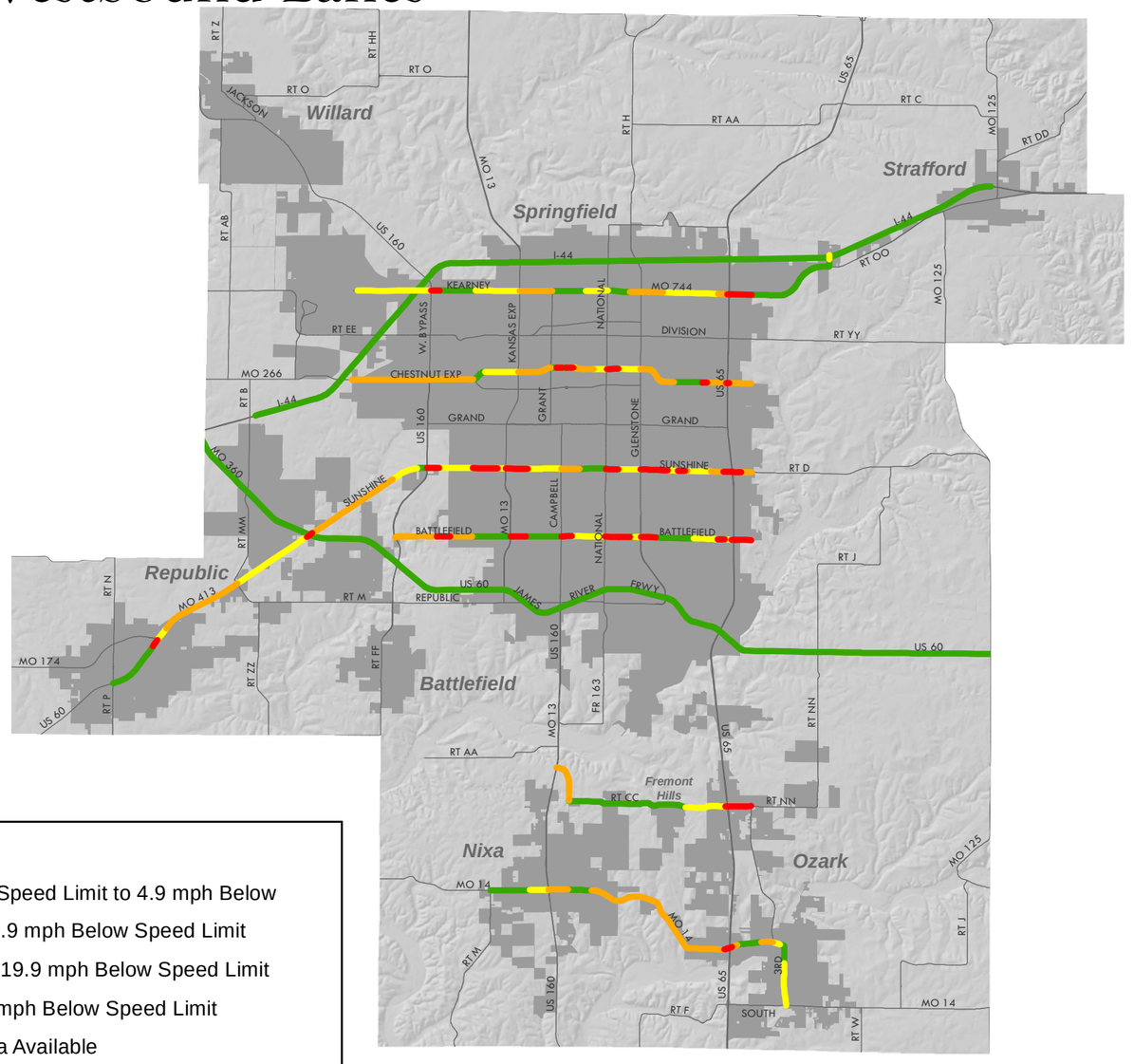
How badly are travelers delayed?

Map 5.1

Average Travel Speeds
AM Peak Hour - Eastbound Lanes

Average Travel Speeds
AM Peak Hour - Westbound Lanes





Legend

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- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area

2005

2008

Source: CJW Transportation Consultants LLC

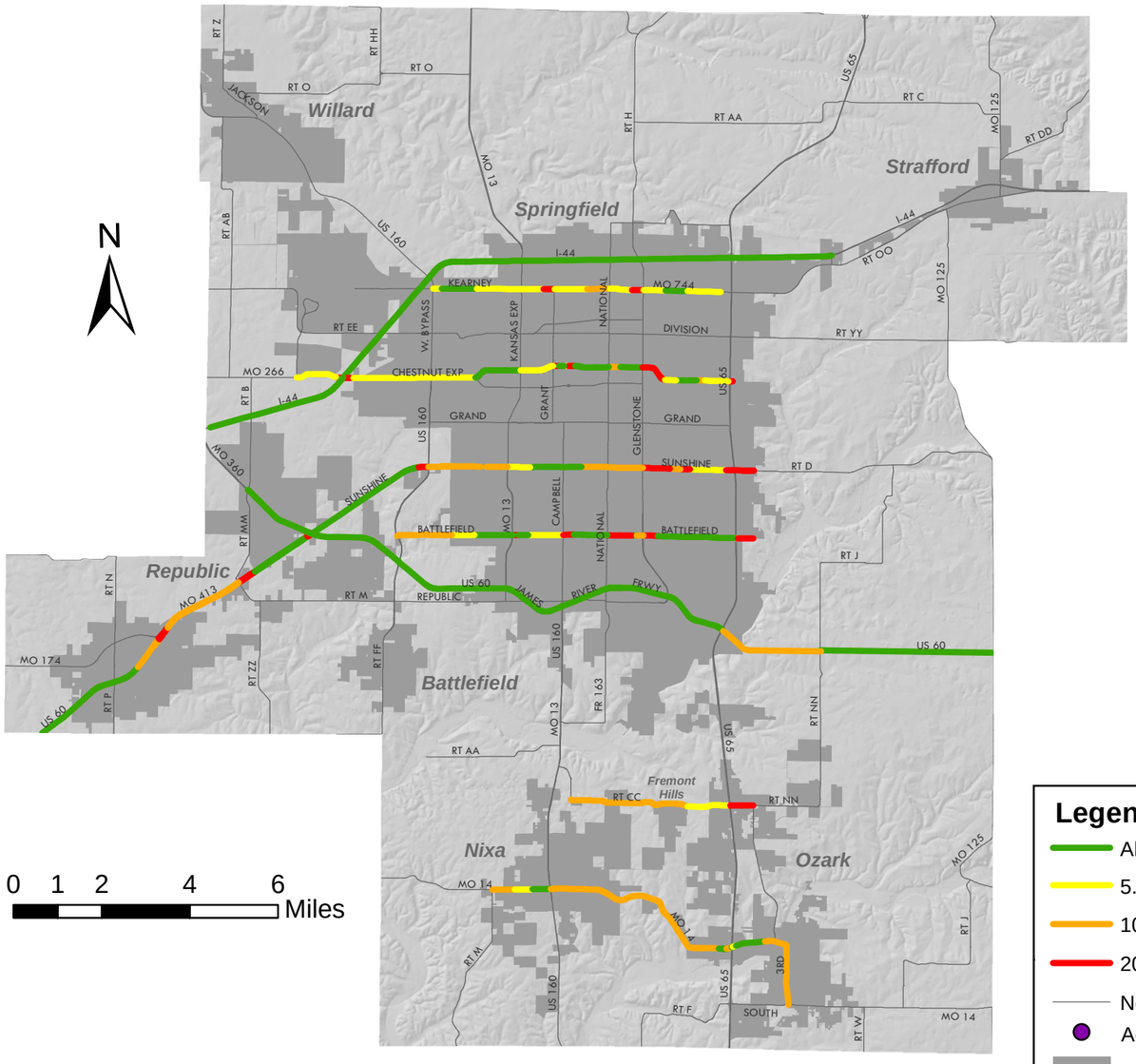
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

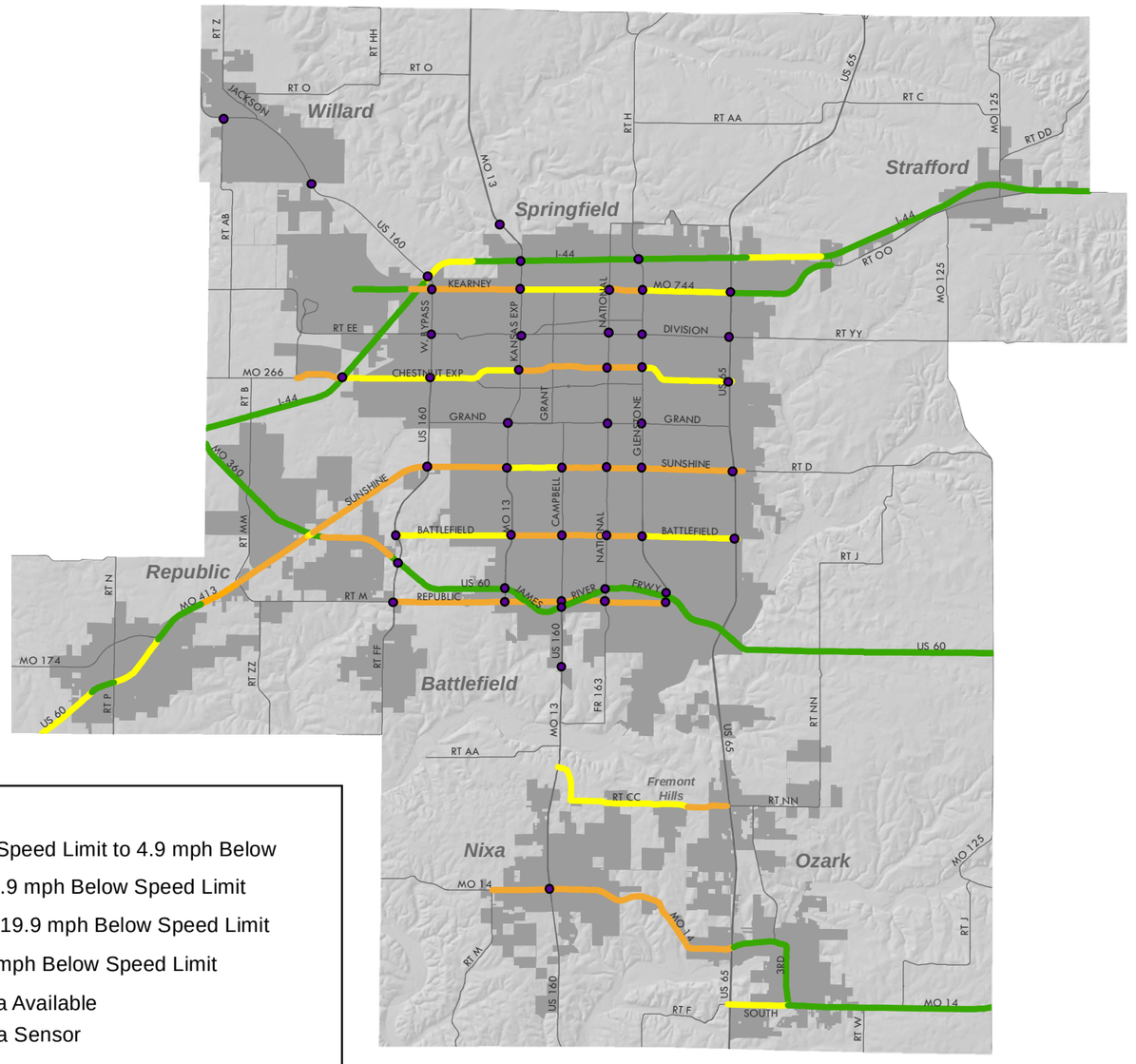
How badly are travelers delayed?

Map 5.2

Average Travel Speeds
AM Peak Hour - Westbound Lanes

Average Travel Speeds
AM Peak Hour - Westbound Lanes





Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- Acyclica Sensor
- City Limits
- MPO Area

2012

2016

Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

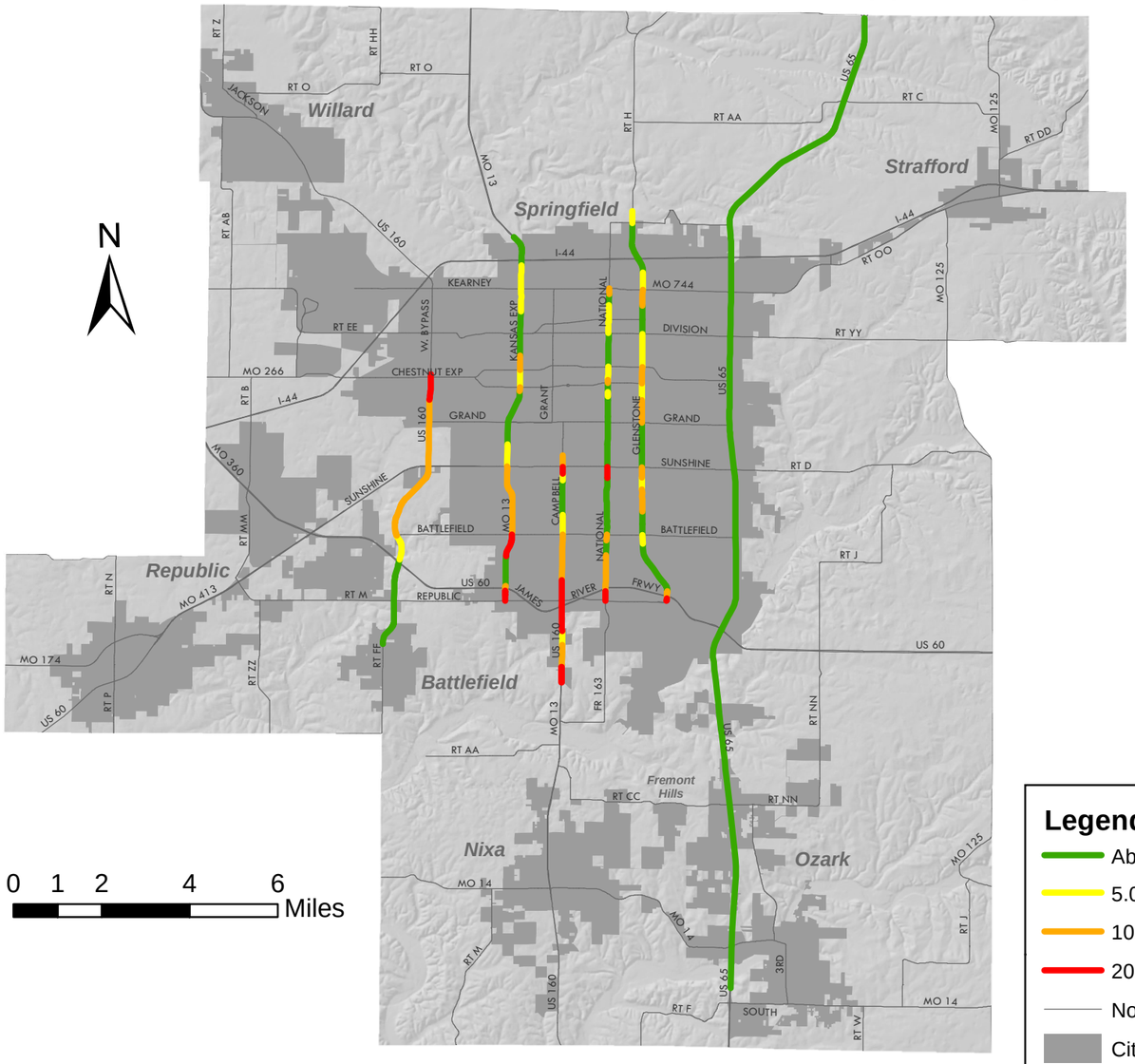
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

How badly are travelers delayed?

Map 5.2

Average Travel Speeds
Am Peak Hour - Westbound Lanes

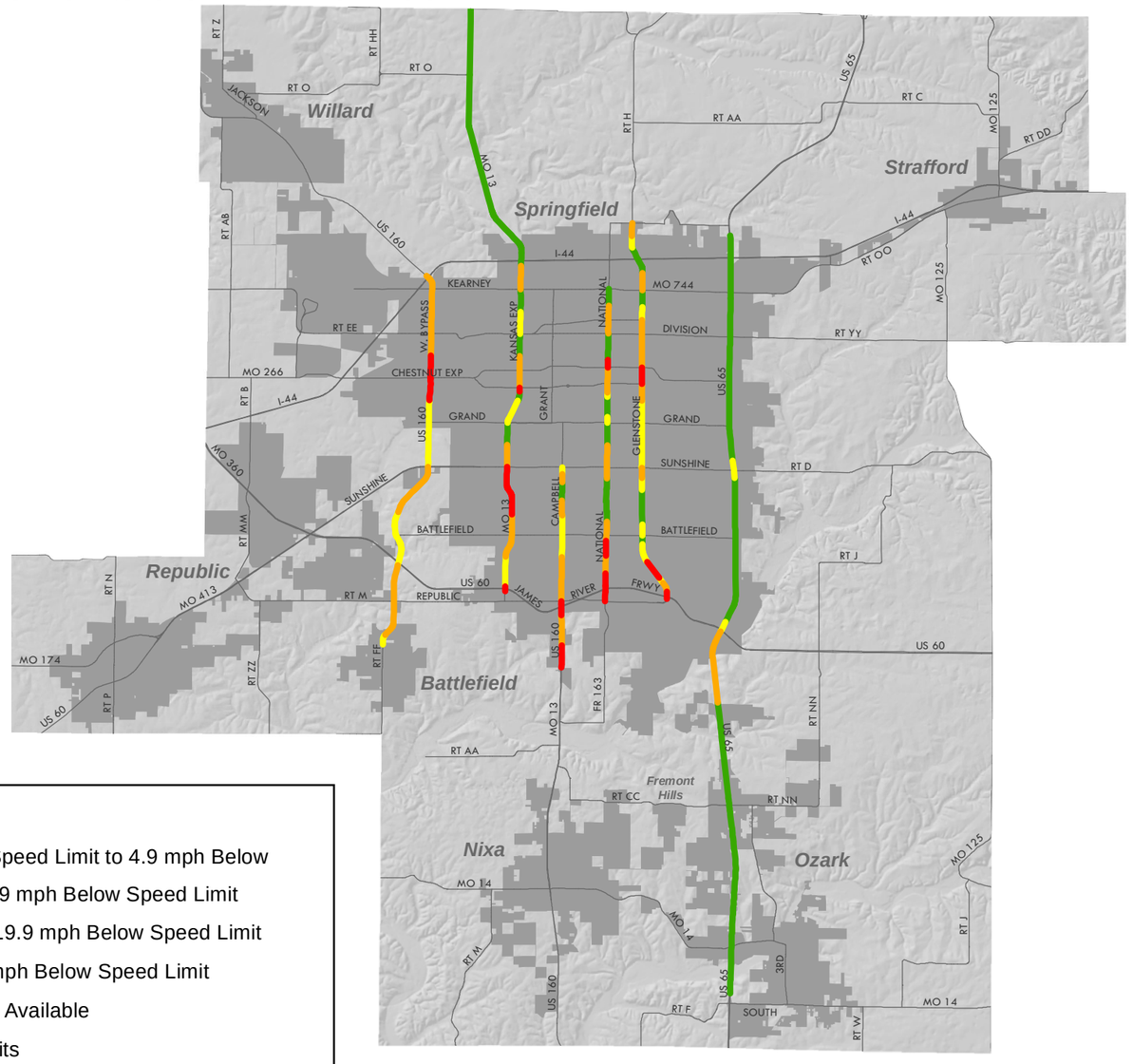
Average Travel Speeds
AM Peak Hour - Northbound Lanes



Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area

2005



2008

Source: CJW Transportation Consultants LLC

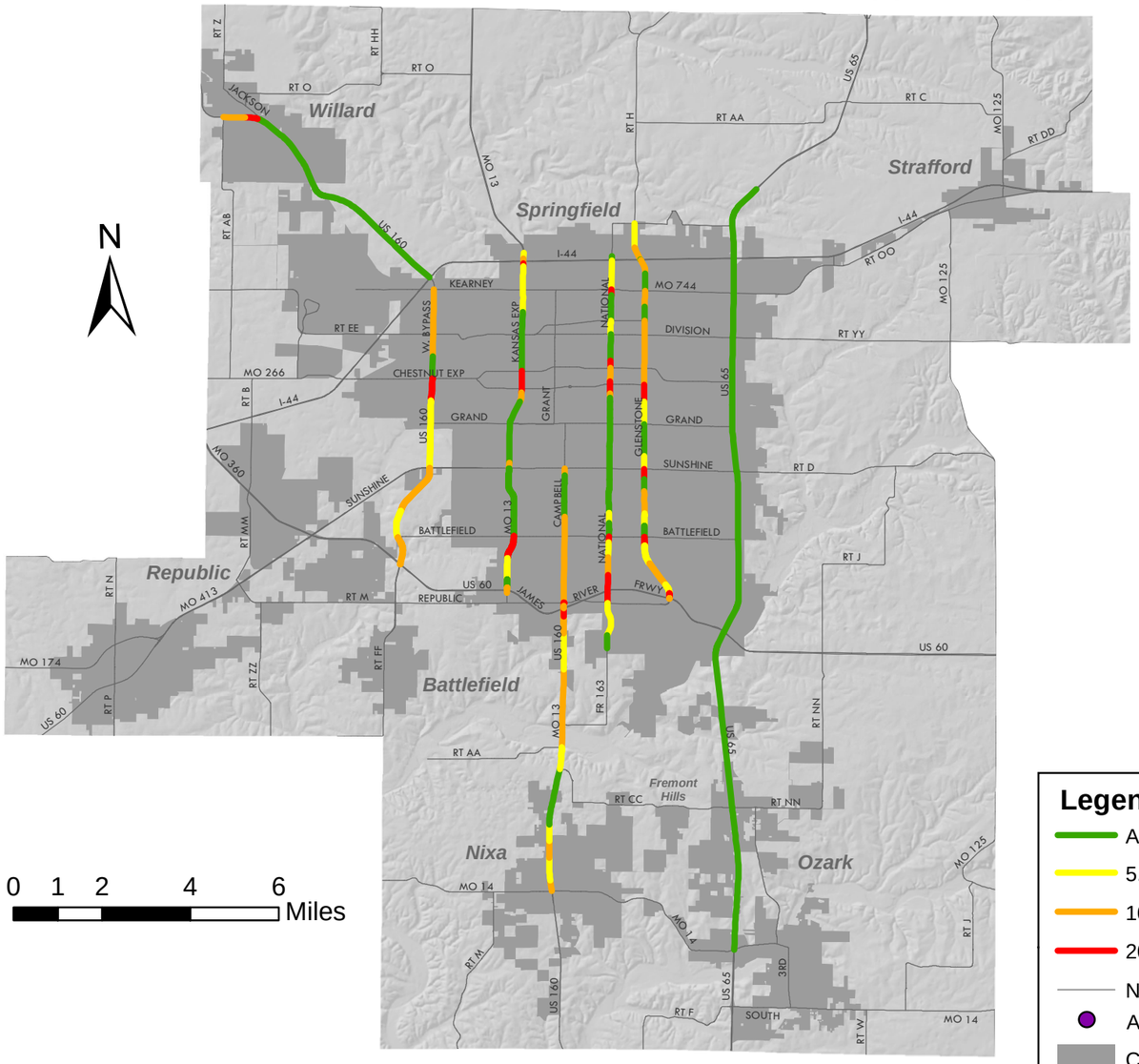
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

How badly are travelers delayed?

Map 5.3

Average Travel Speeds
AM Peak Hour - Northbound Lanes

Average Travel Speeds
AM Peak Hour - Northbound Lanes



Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- Acyclica Sensor
- City Limits
- MPO Area

2012

2016

Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

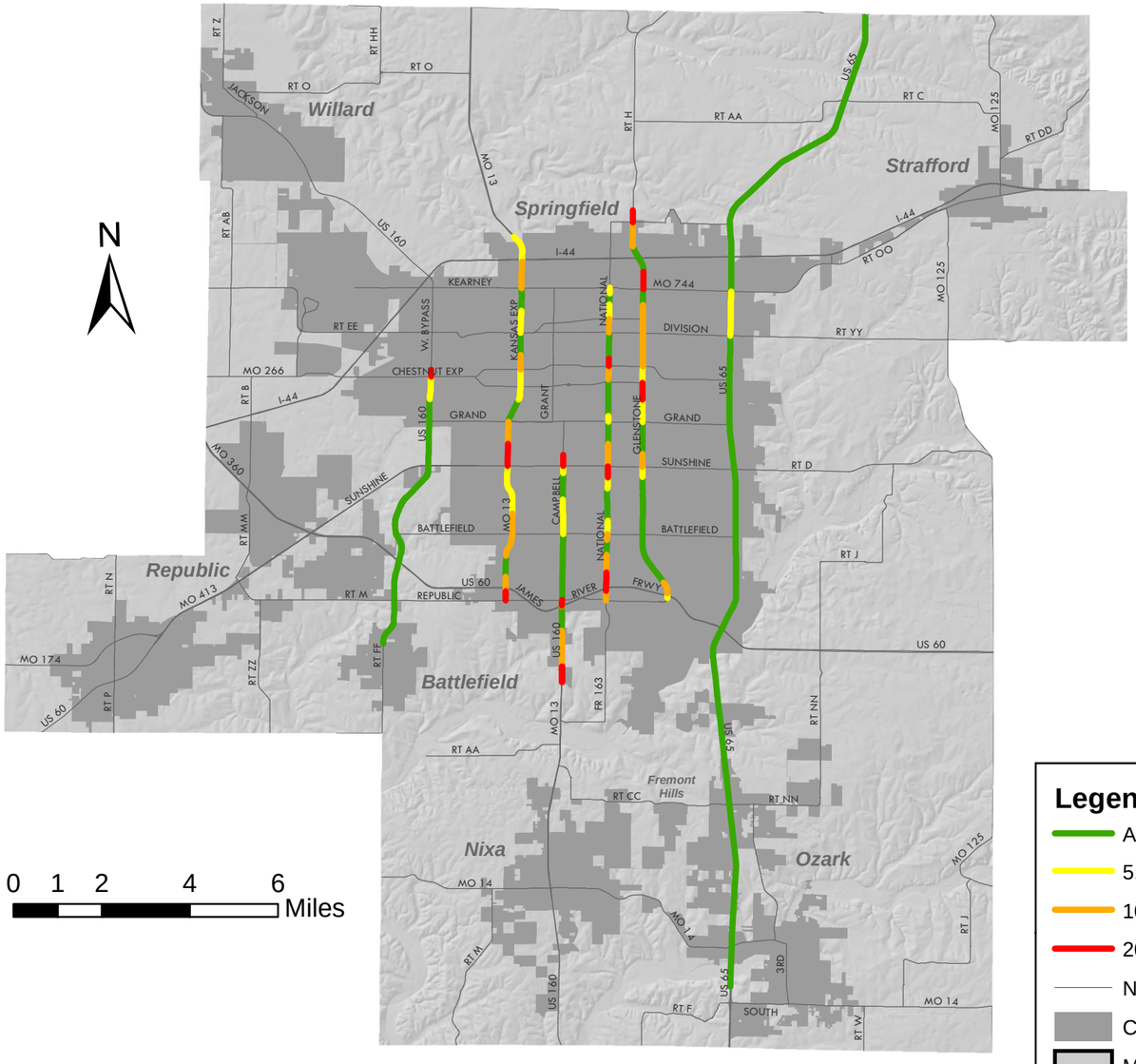
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

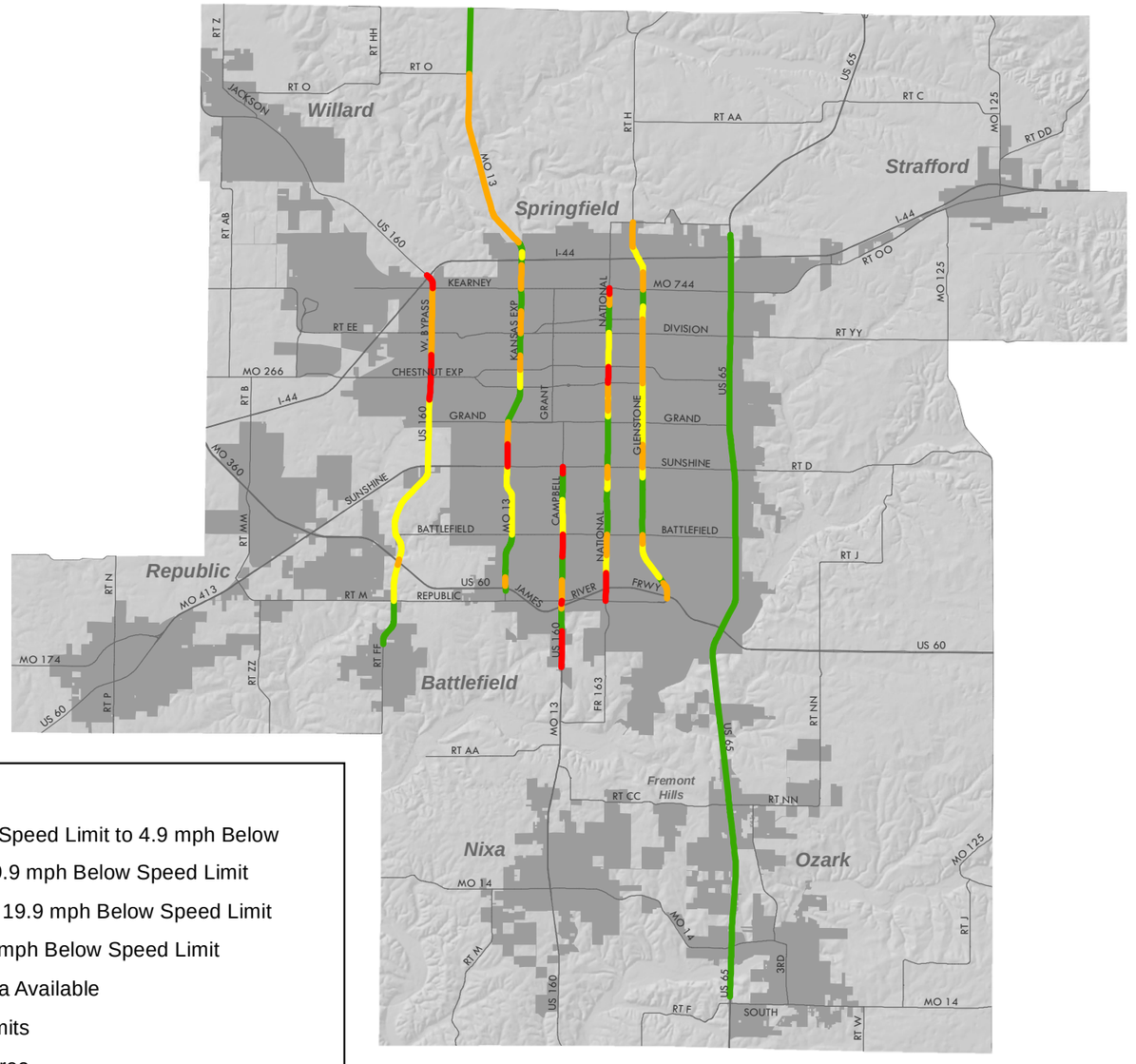
How badly are travelers delayed?

Map 5.3

Average Travel Speeds
AM Peak Hour - Northbound Lanes

Average Travel Speeds
AM Peak Hour - Southbound Lanes





Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area

2005

2008

Source: CJW Transportation Consultants LLC

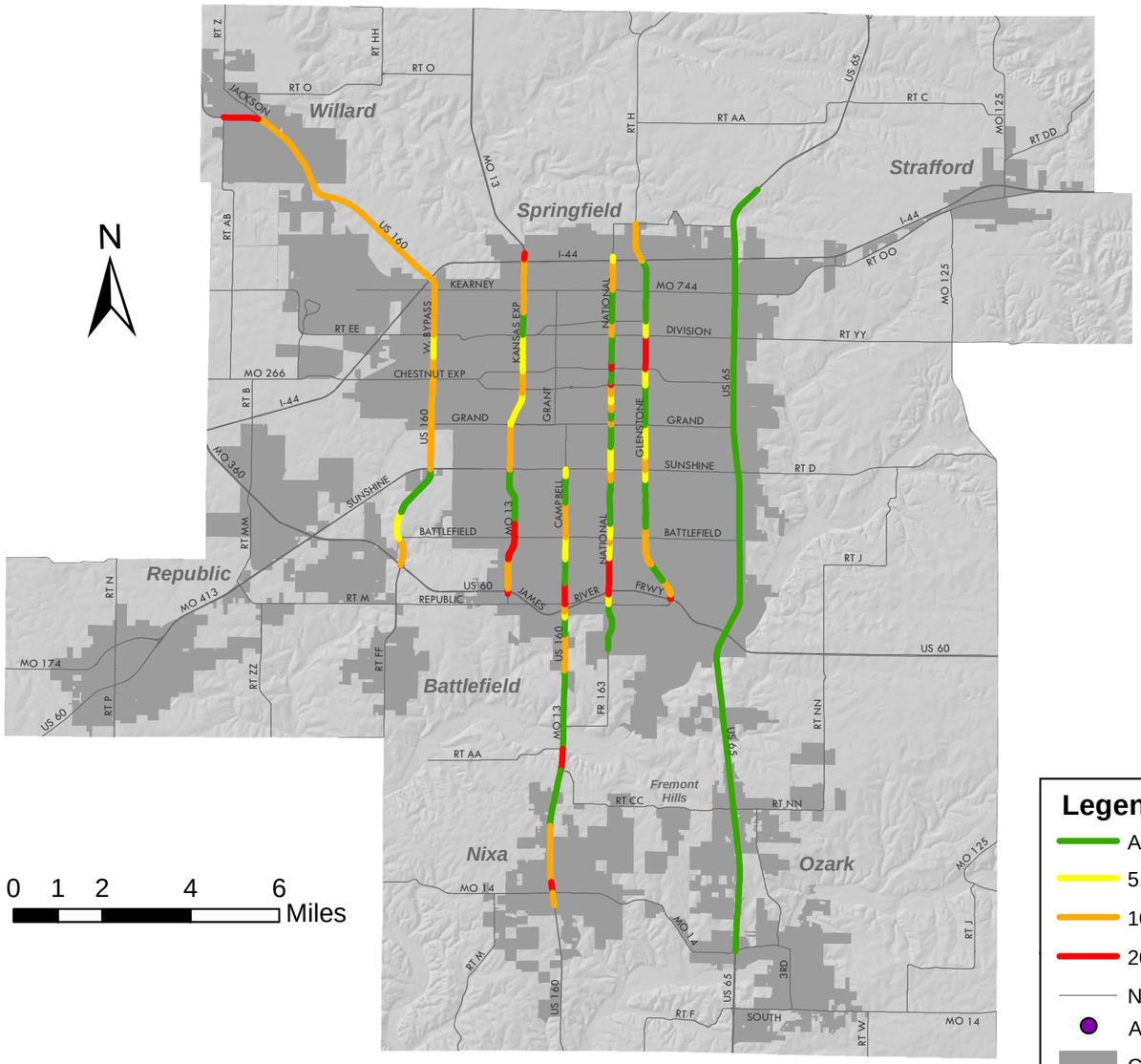
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

How badly are travelers delayed?

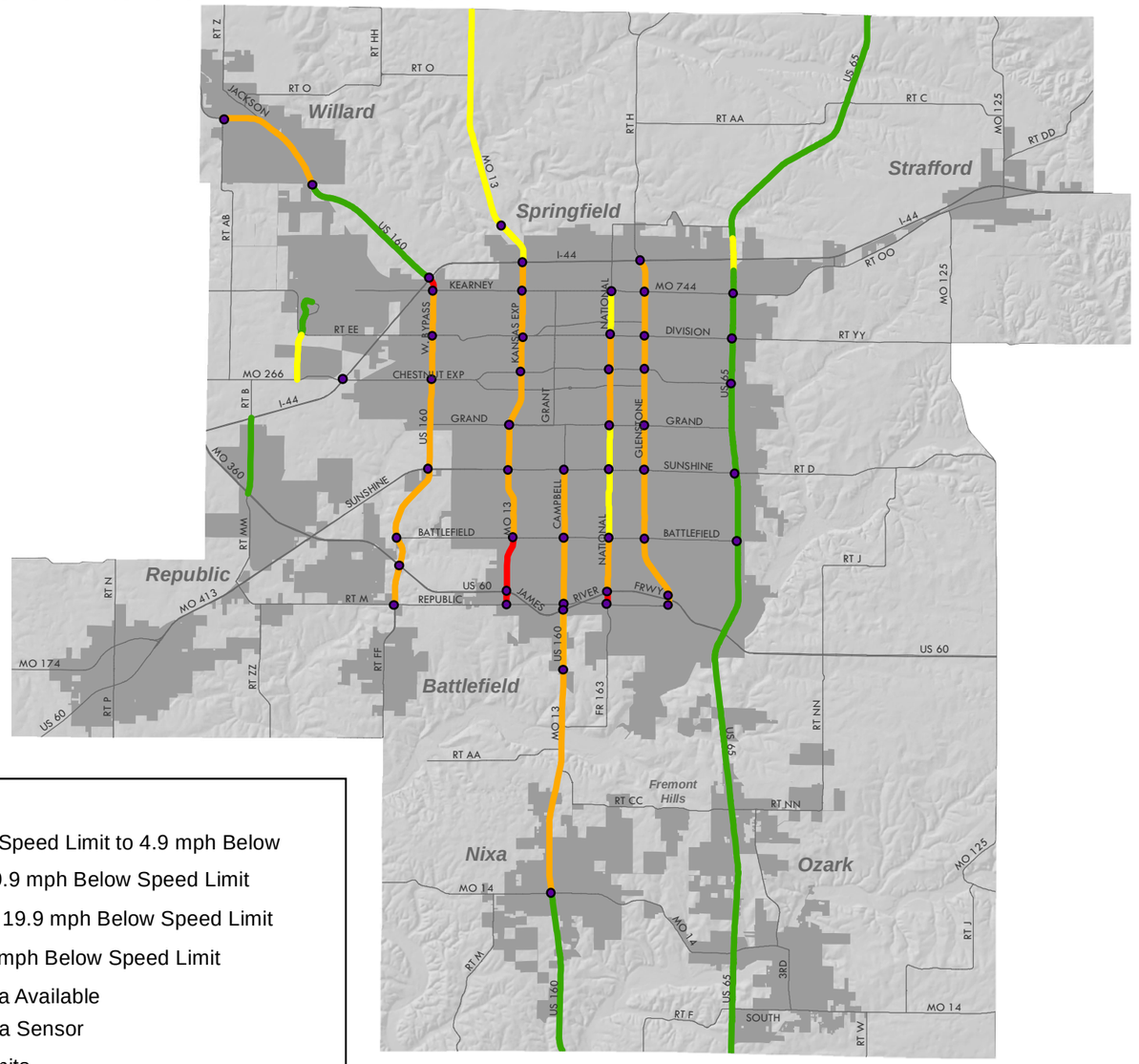
Map 5.4

Average Travel Speeds
AM Peak Hour - Southbound Lanes

Average Travel Speeds
AM Peak Hour - Southbound Lanes



2012



2016

Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- Acyclica Sensor
- City Limits
- MPO Area

Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

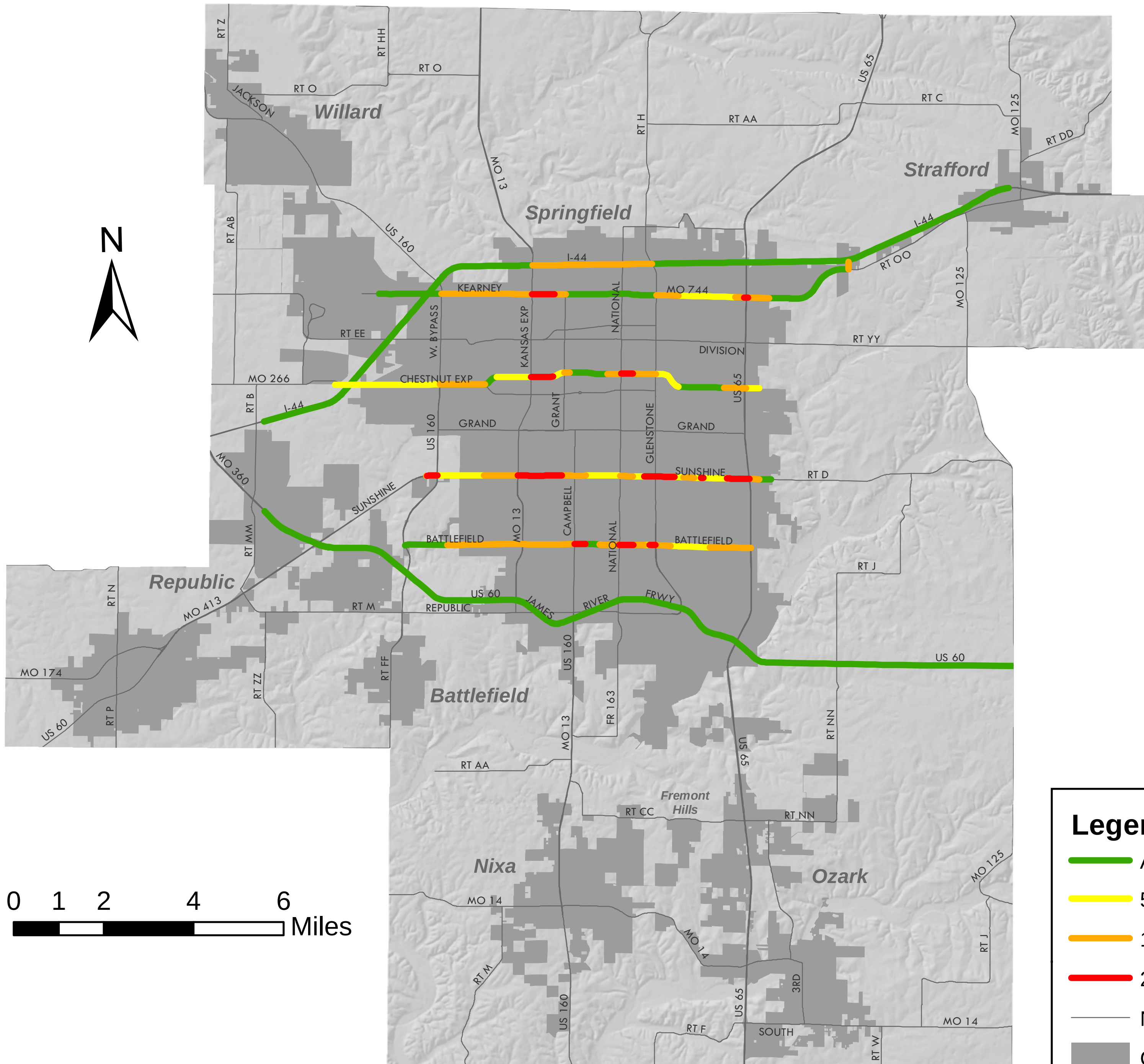
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

How badly are travelers delayed?

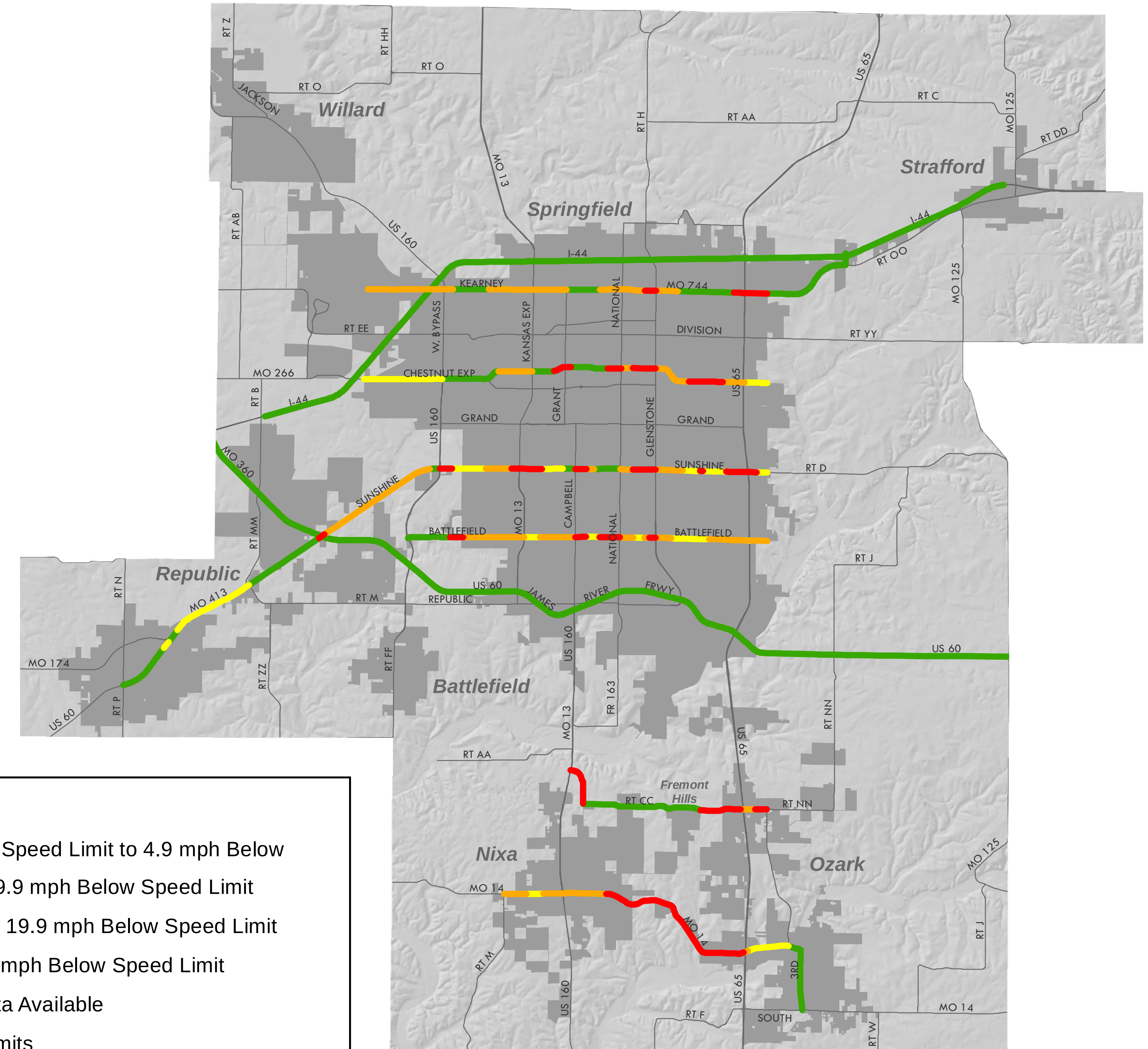
Map 5.4

Average Travel Speeds
AM Peak Hour - Southbound Lanes

Average Travel Speeds
PM Peak Hour - Eastbound Lanes



2005



2008

Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area

Source: CJW Transportation Consultants LLC

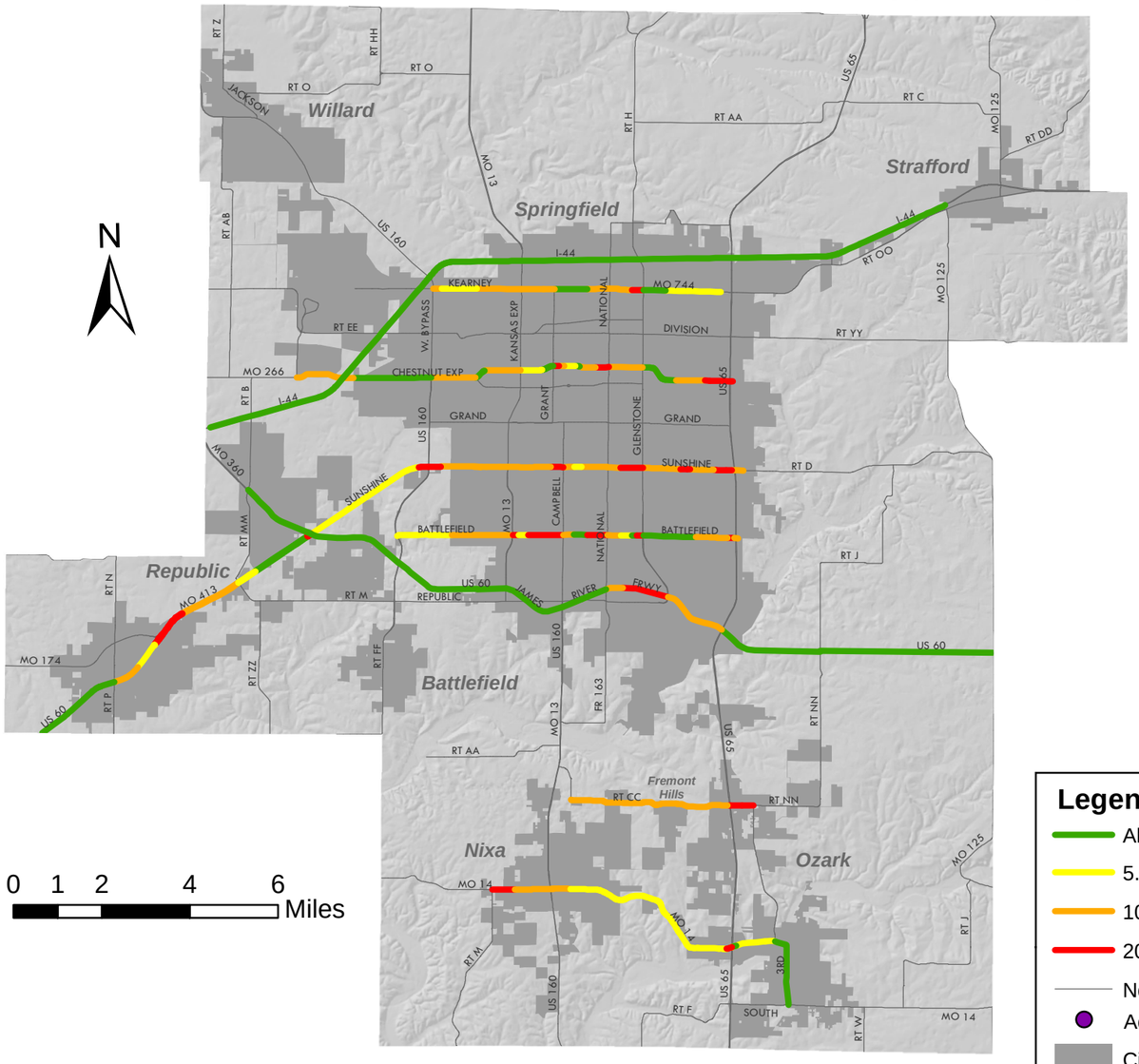
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

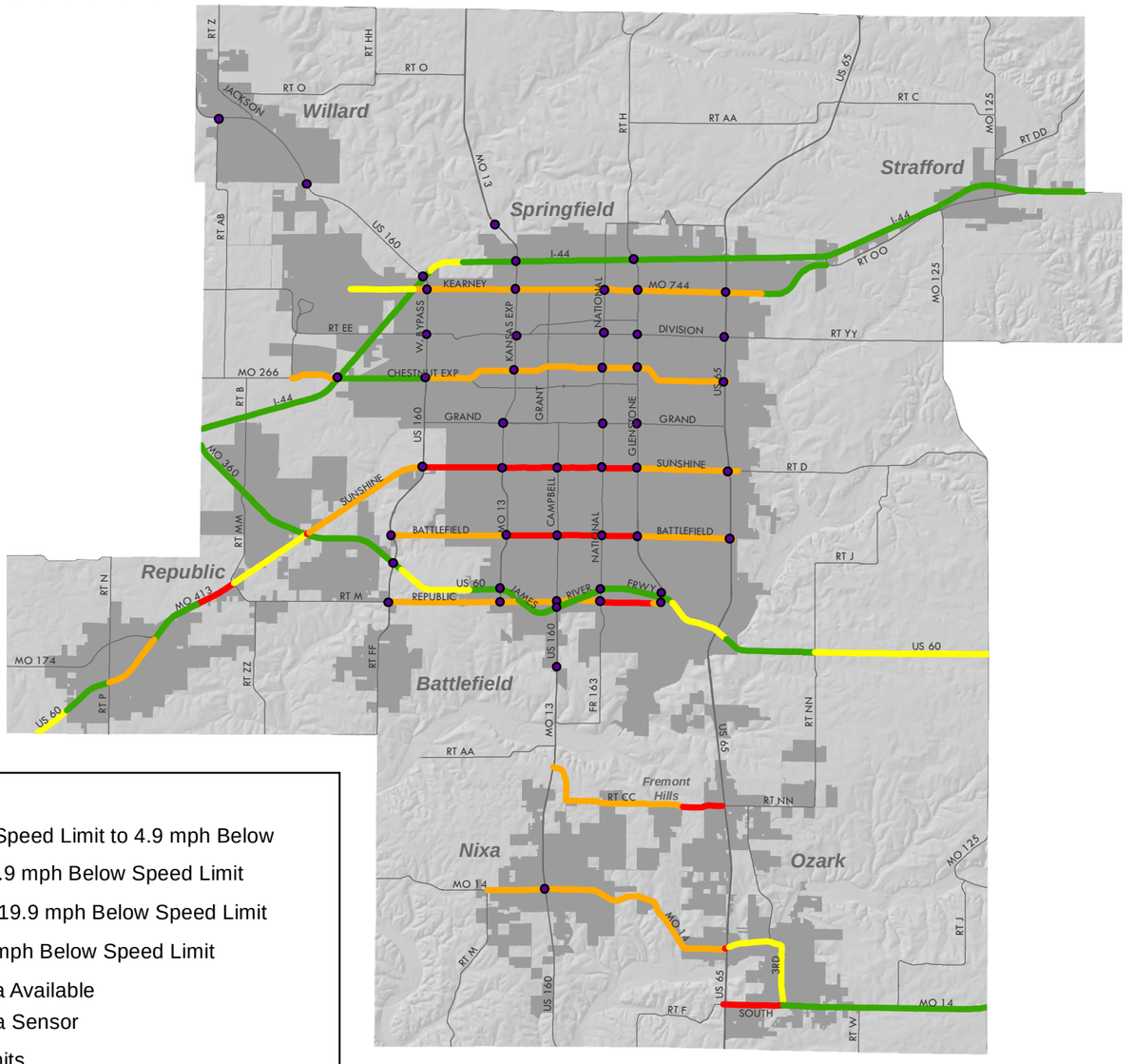
How badly are travelers delayed?

Map 5.5

Average Travel Speeds
PM Peak Hour - Eastbound Lanes

Average Travel Speeds
PM Peak Hour - Eastbound Lanes





Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- Acyclica Sensor
- City Limits
- MPO Area

2012

2016

Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

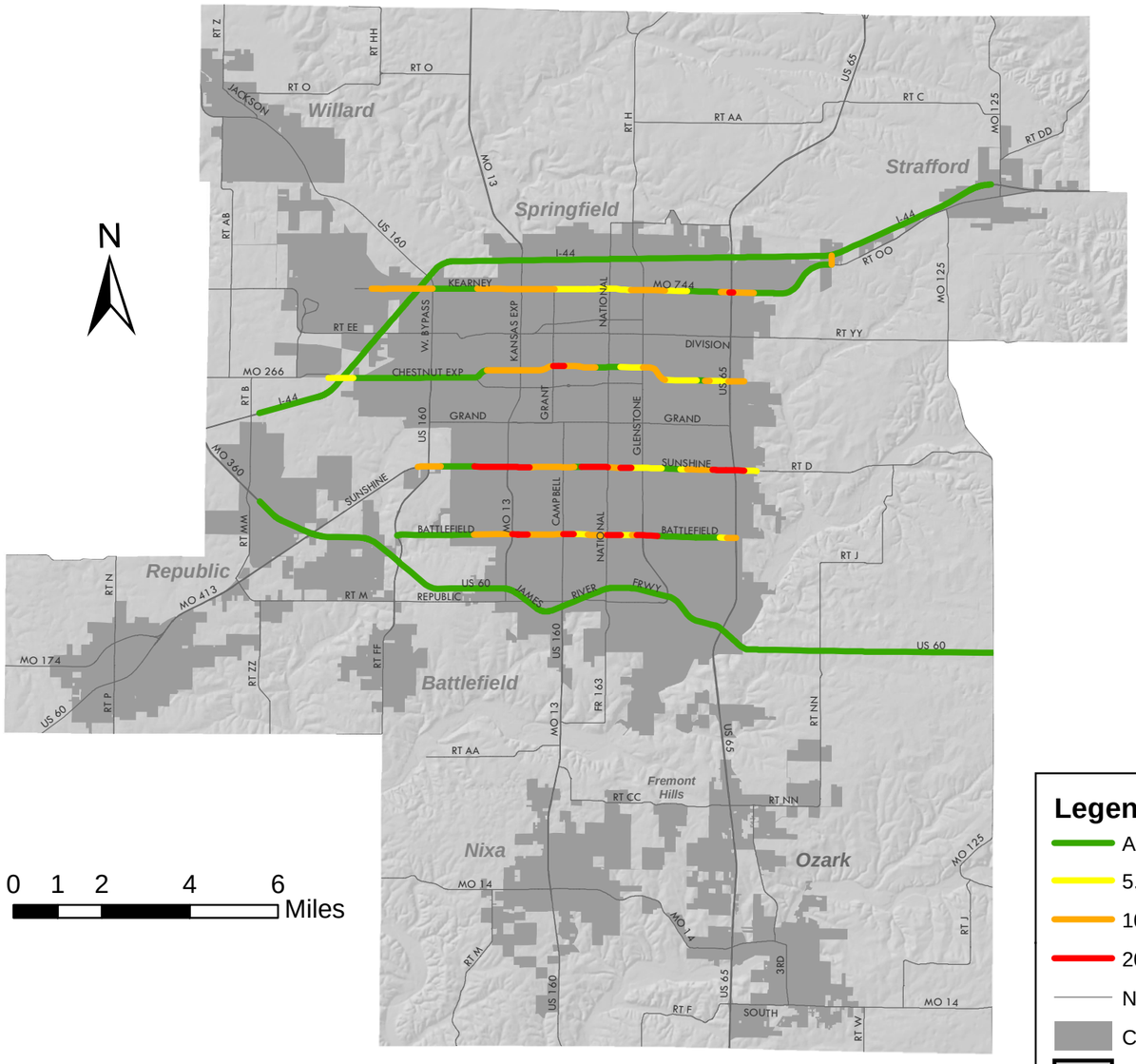
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

How badly are travelers delayed?

Map 5.5

Average Travel Speeds
PM Peak Hour - Eastbound Lanes

Average Travel Speeds
PM Peak Hour - Westbound Lanes



Legend

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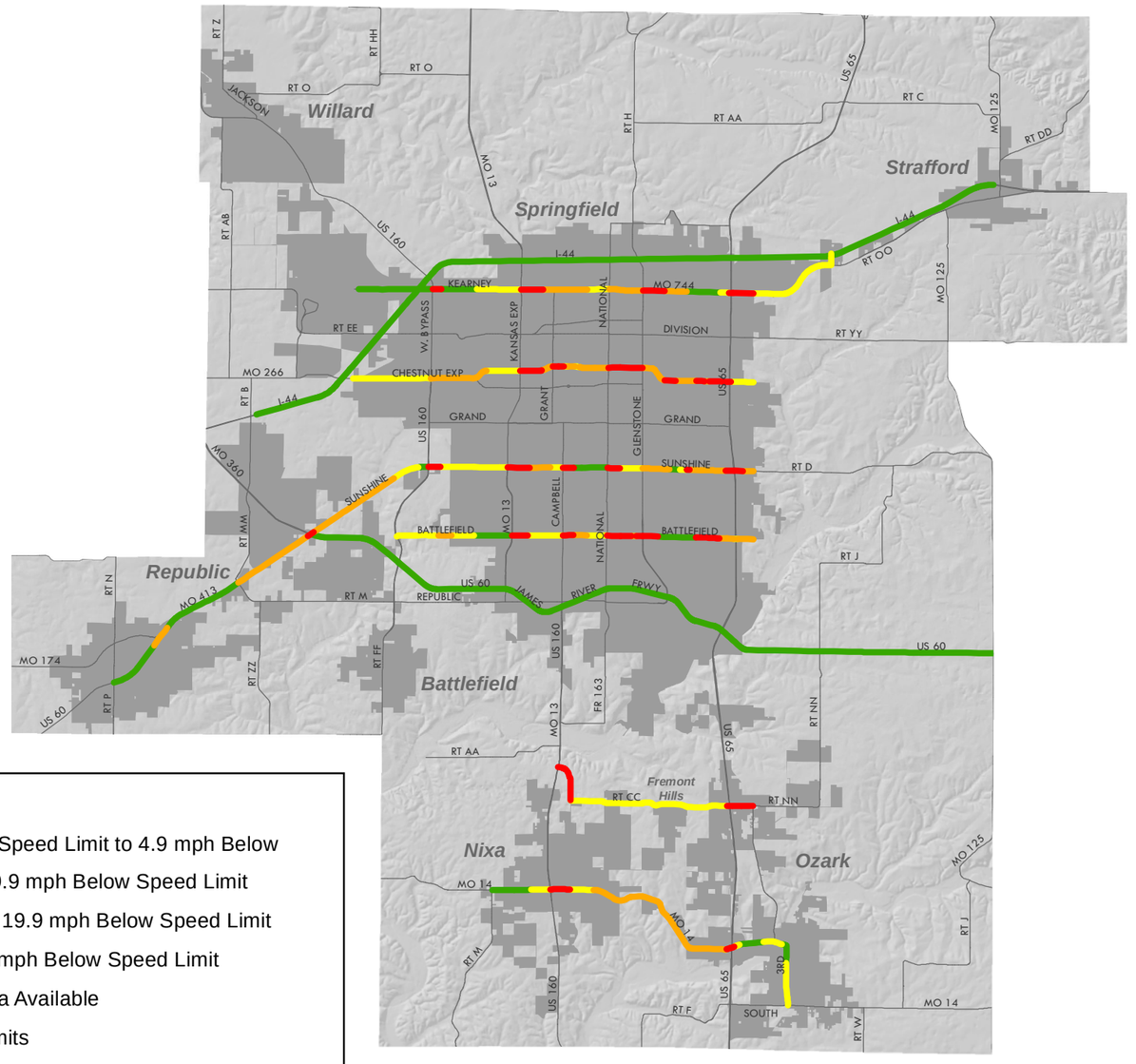
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area



2005

2008

Source: CJW Transportation Consultants LLC

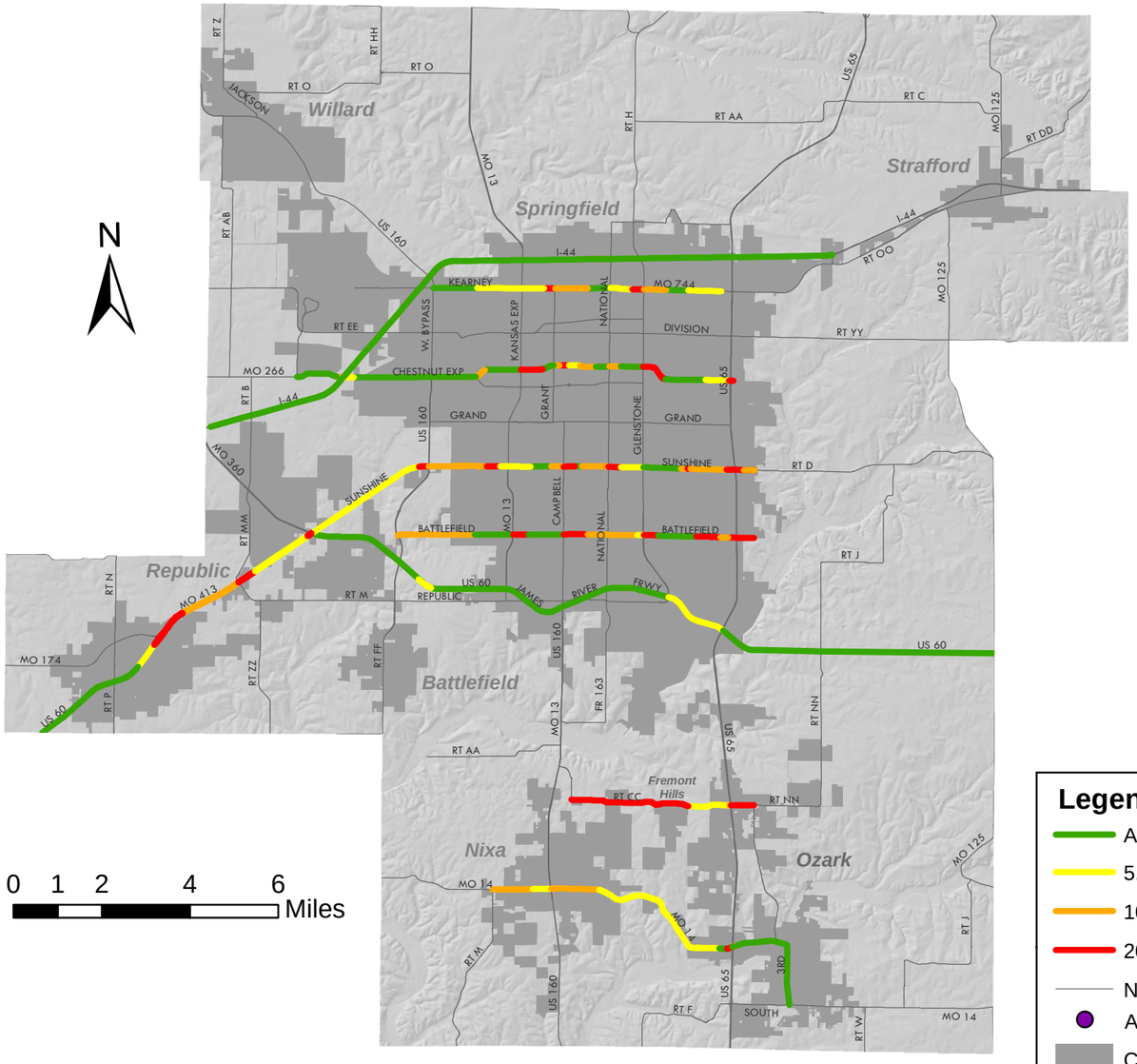
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

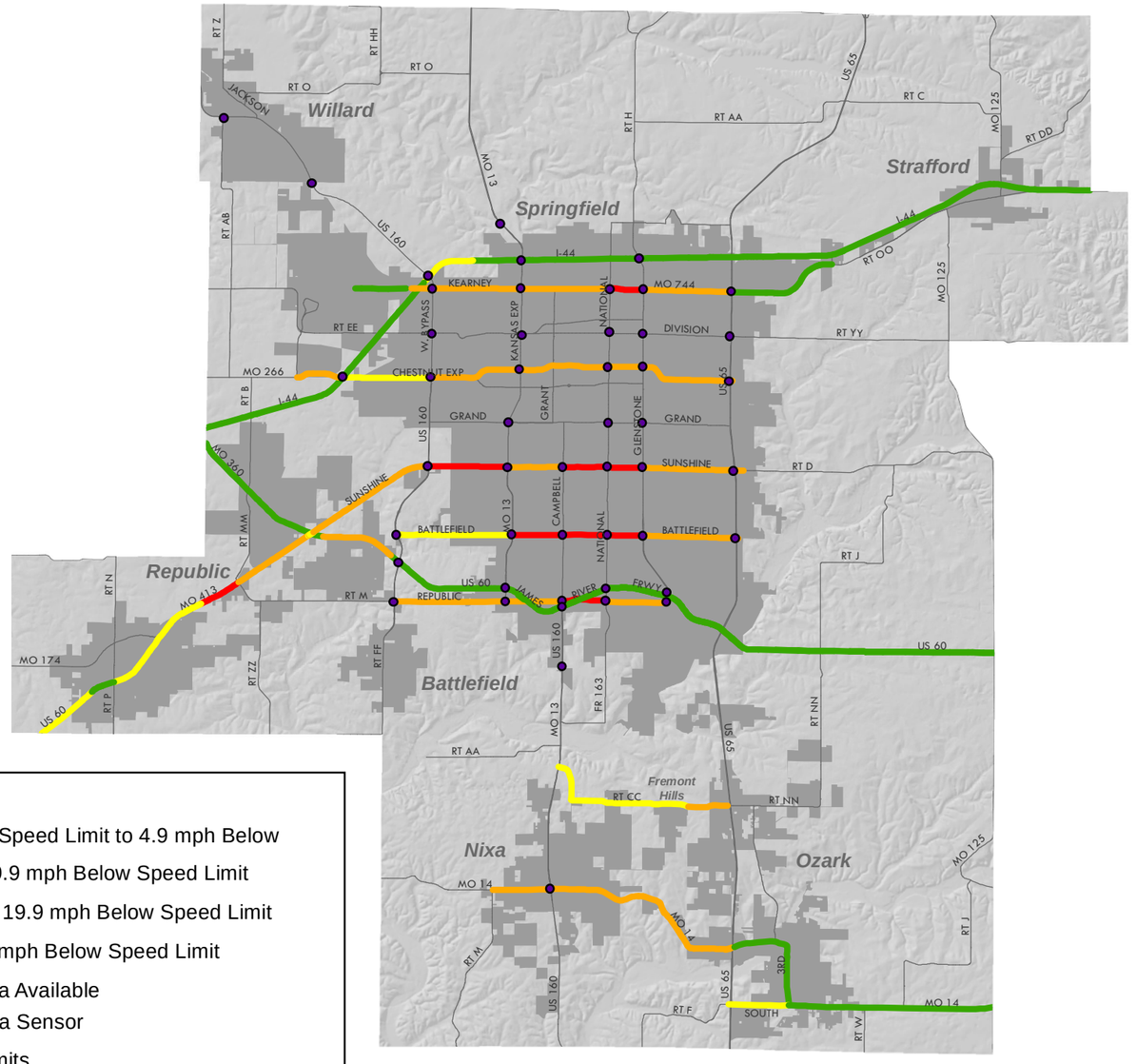
How badly are travelers delayed?

Map 5.6

Average Travel Speeds
PM Peak Hour - Westbound Lanes

Average Travel Speeds
PM Peak Hour - Westbound Lanes





Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- Acyclica Sensor
- City Limits
- MPO Area

2012

2016

Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

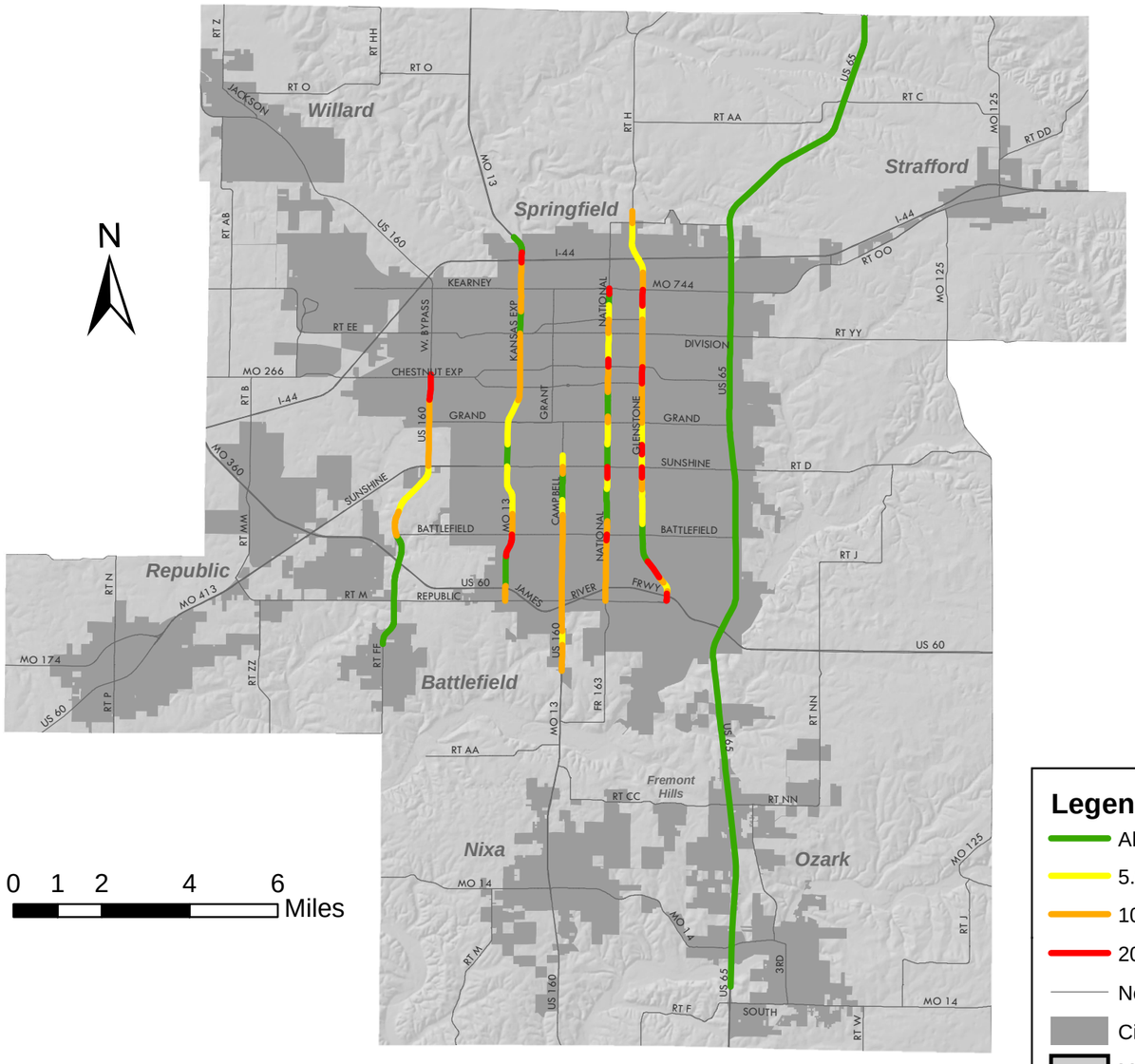
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

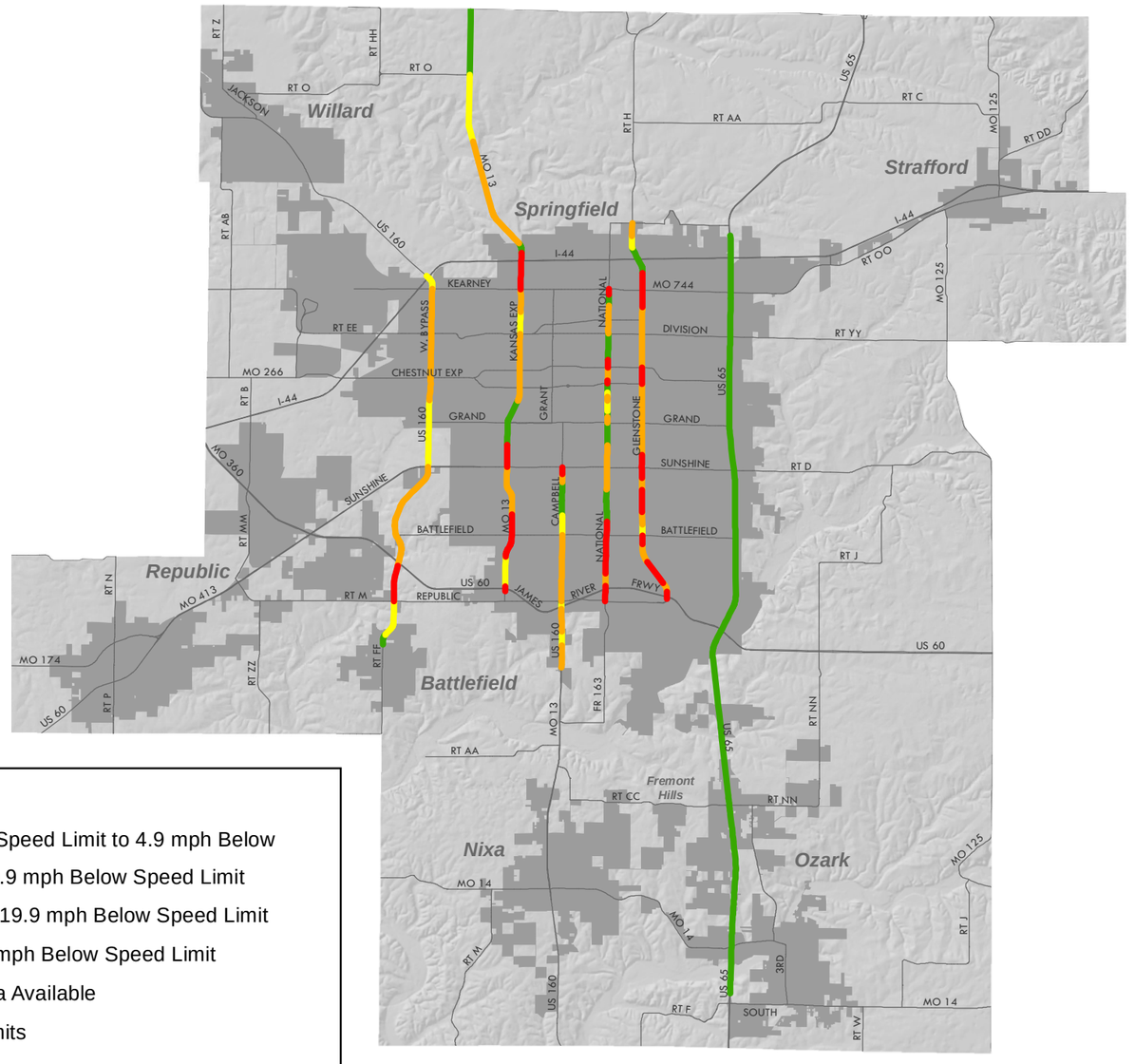
How badly are travelers delayed?

Map 5.6

Average Travel Speeds
PM Peak Hour - Westbound Lanes

Average Travel Speeds
PM Peak Hour - Northbound Lanes





Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area

2005

2008

Source: CJW Transportation Consultants LLC

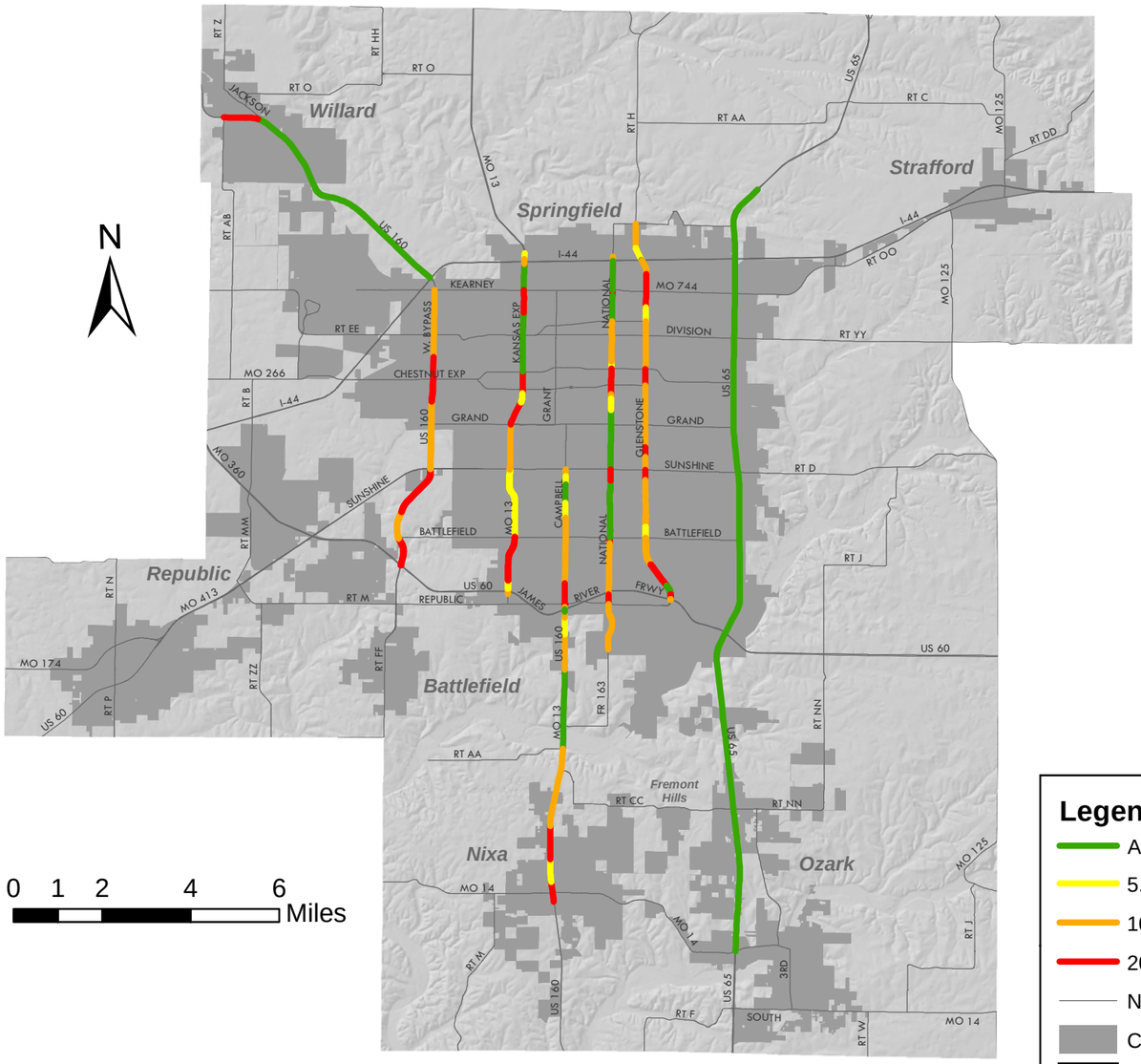
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

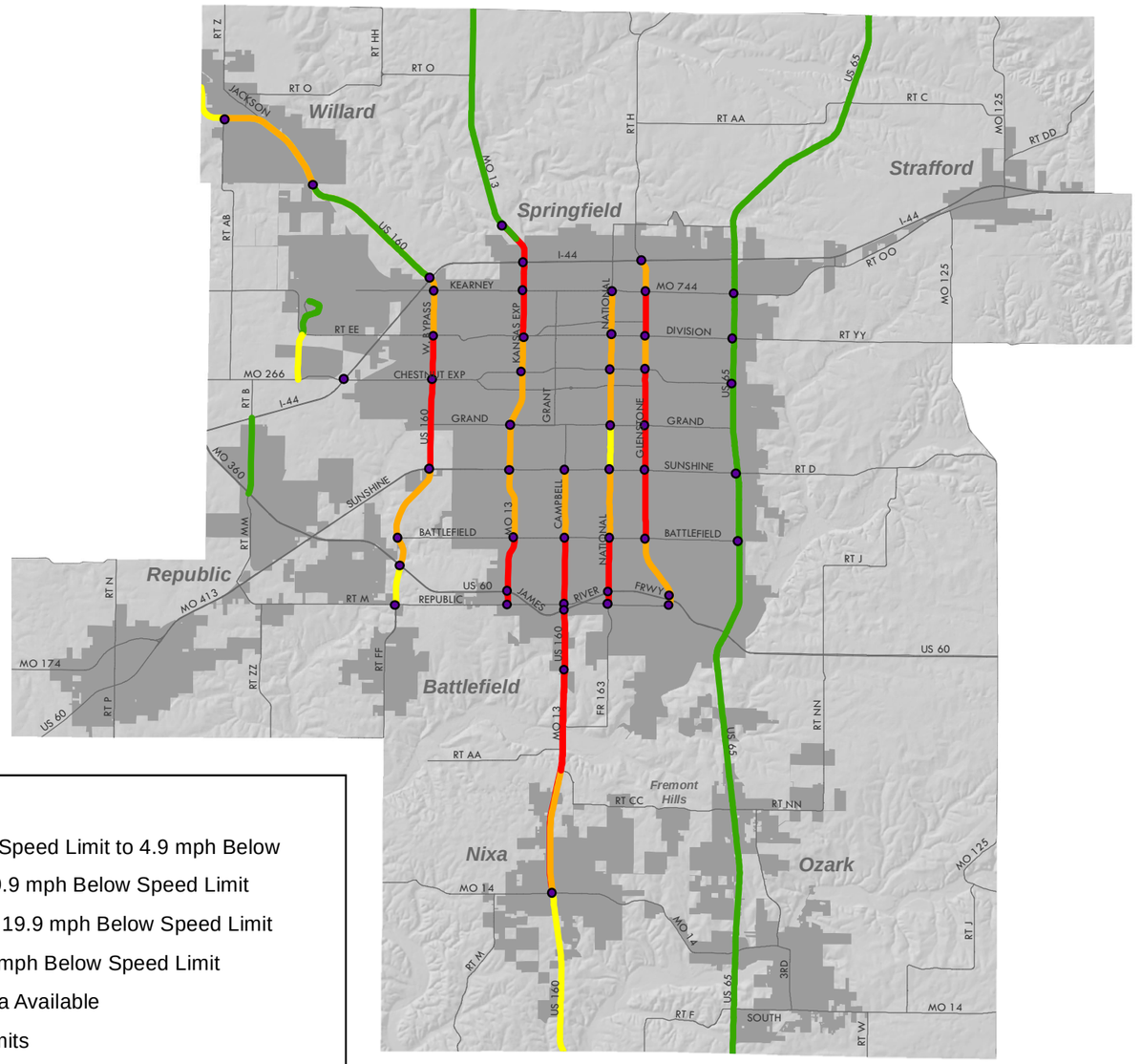
How badly are travelers delayed?

Map 5.7

Average Travel Speeds
PM Peak Hour - Northbound Lanes

Average Travel Speeds
PM Peak Hour - Northbound Lanes





Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area

2012

2016

Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

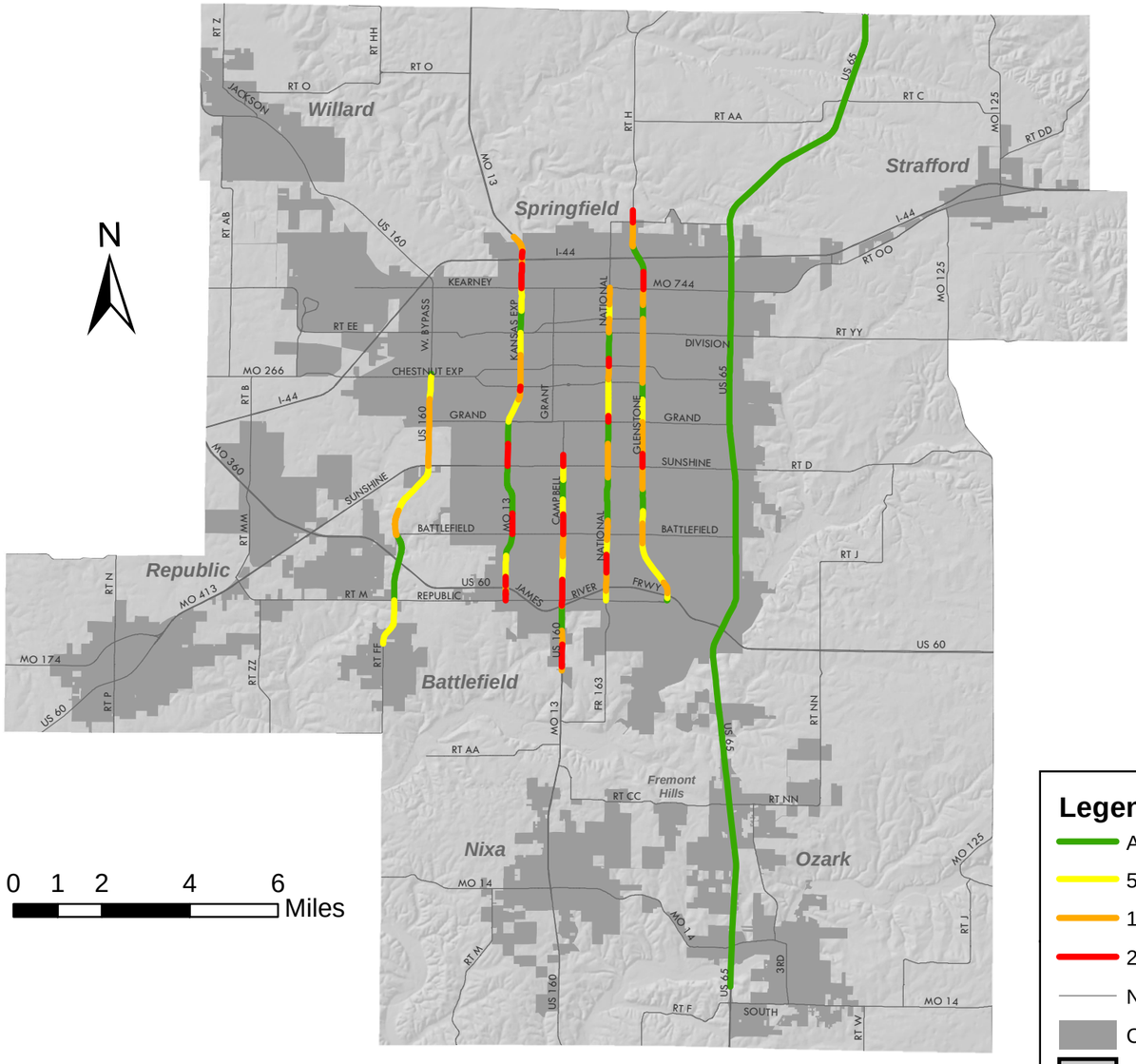
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

How badly are travelers delayed?

Map 5.7

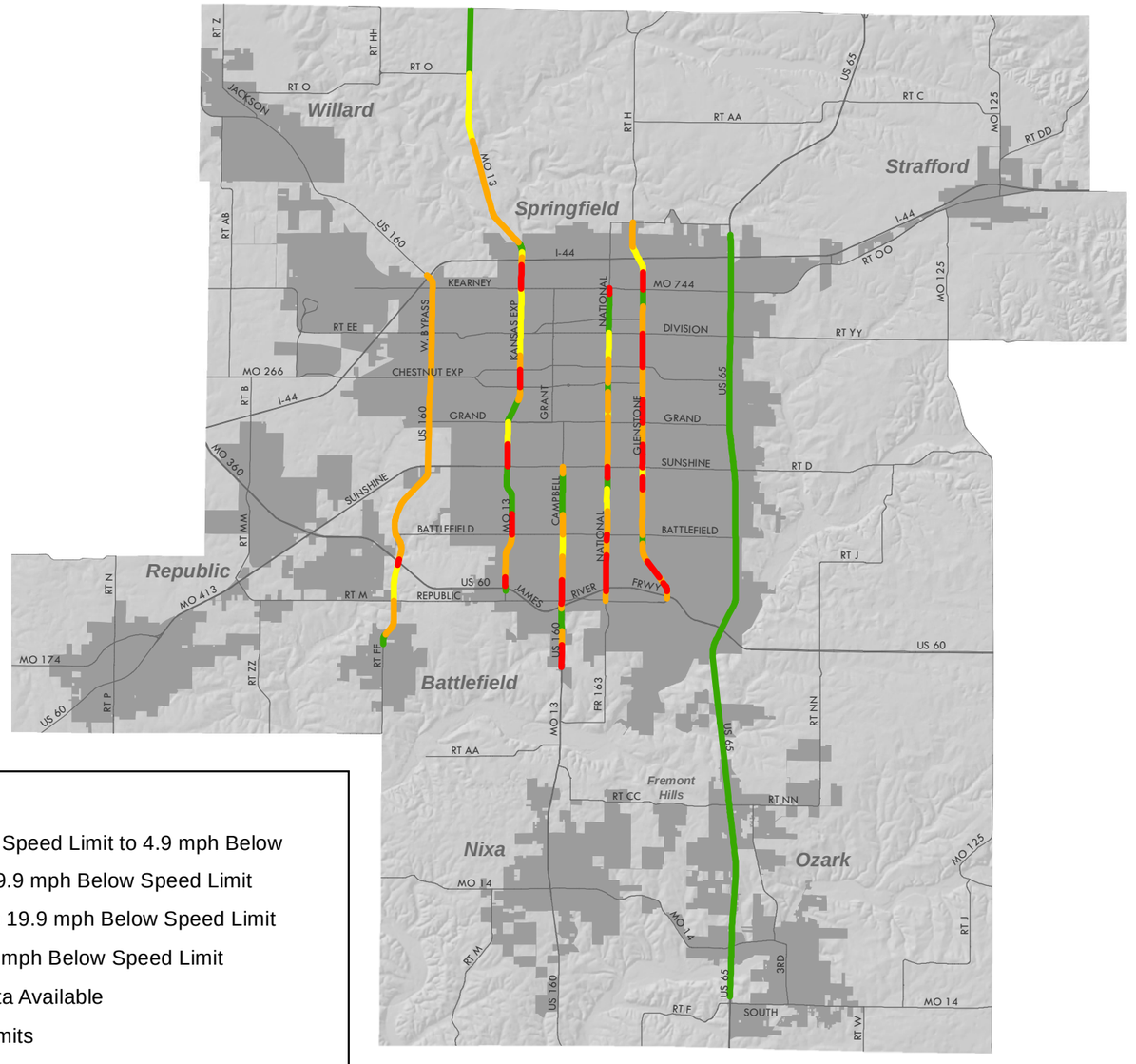
Average Travel Speeds
PM Peak Hour - Northbound Lanes

Average Travel Speeds
PM Peak Hour - Southbound Lanes



Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- City Limits
- MPO Area



2005

2008

Source: CJW Transportation Consultants LLC

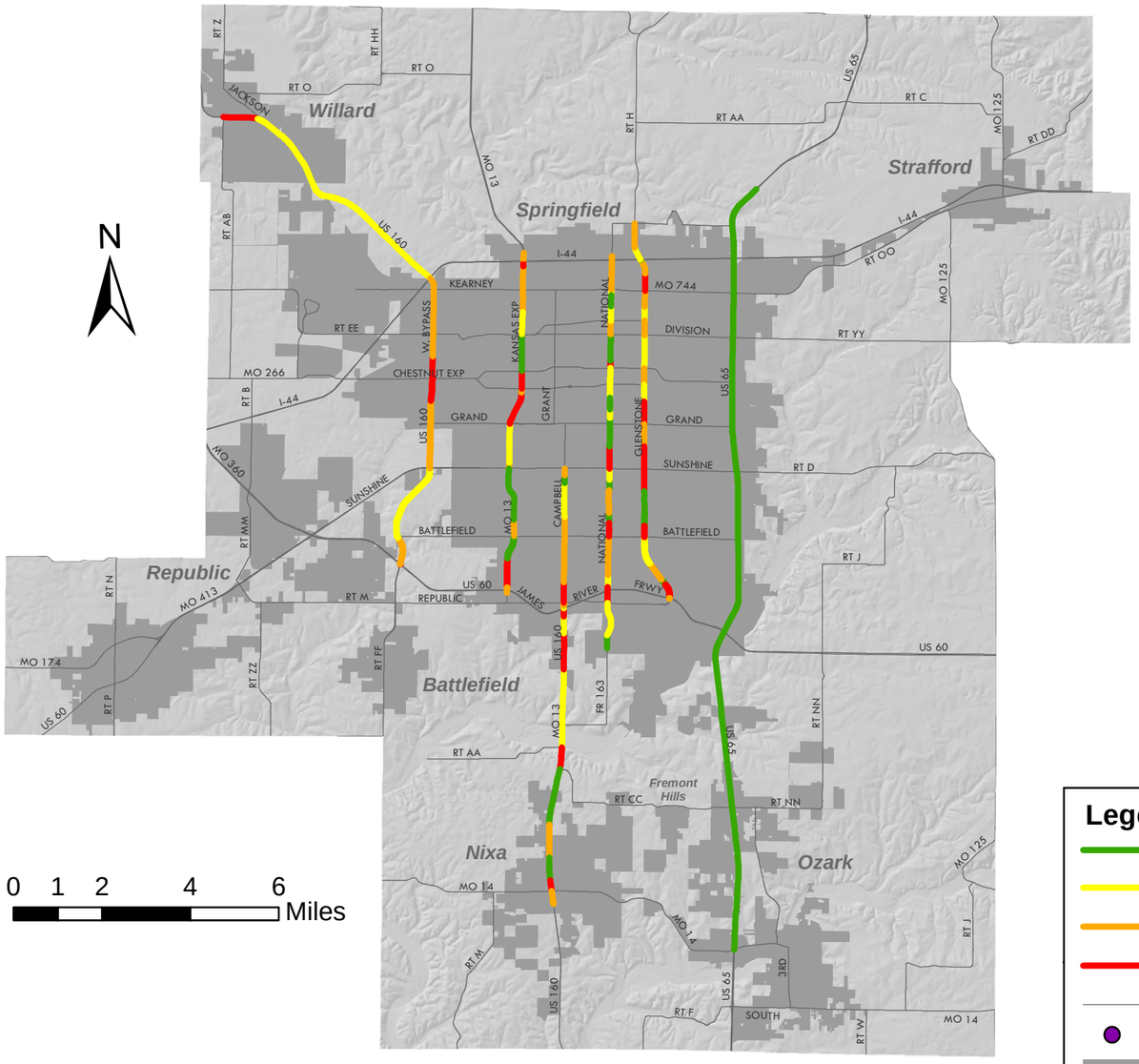
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

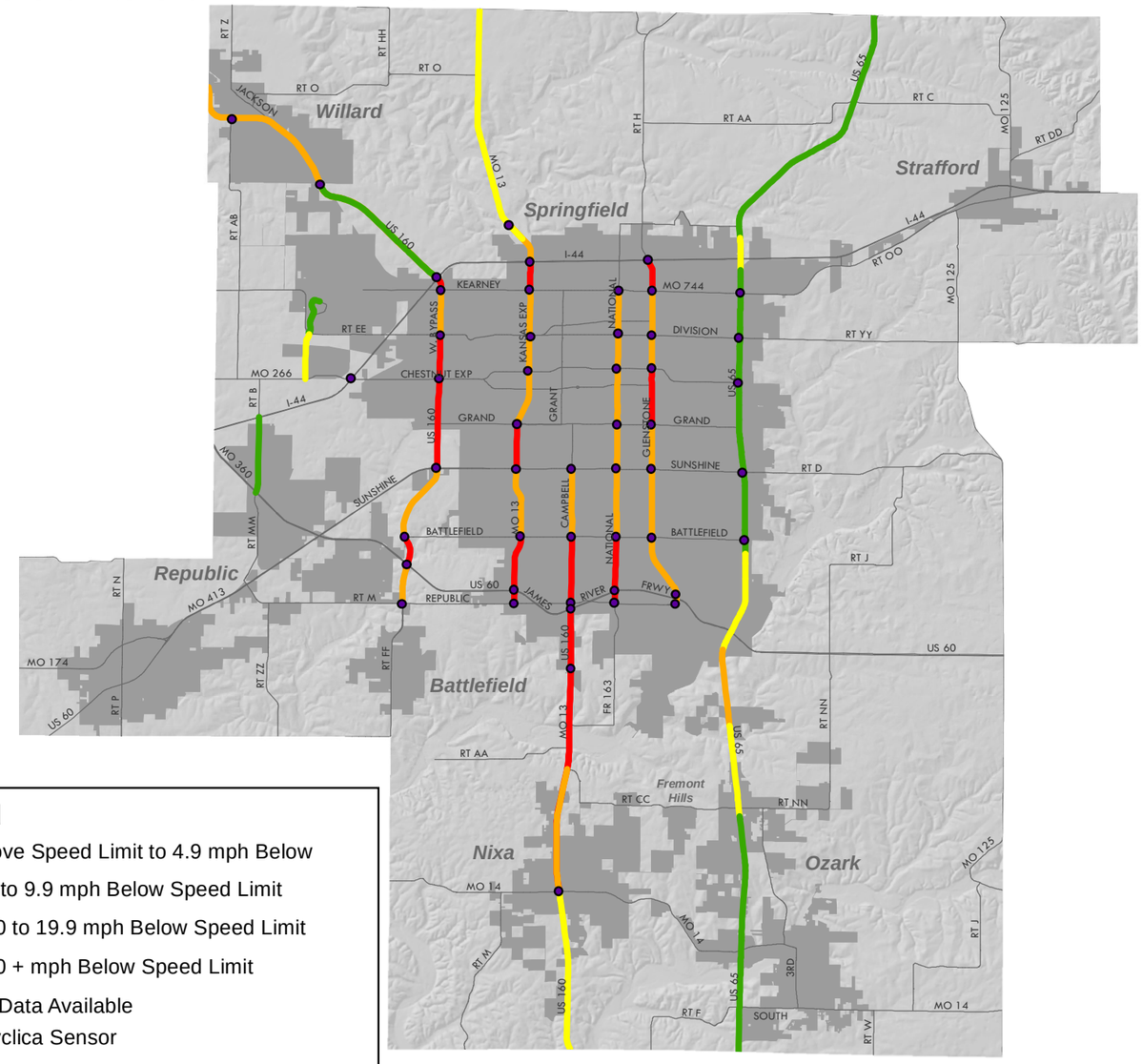
How badly are travelers delayed?

Map 5.8

Average Travel Speeds
PM Peak Hour - Southbound Lanes

Average Travel Speeds
PM Peak Hour - Southbound Lanes





Legend

- Above Speed Limit to 4.9 mph Below
- 5.0 to 9.9 mph Below Speed Limit
- 10.0 to 19.9 mph Below Speed Limit
- 20.0 + mph Below Speed Limit
- No Data Available
- Acyclica Sensor
- City Limits
- MPO Area

2012

2016

Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

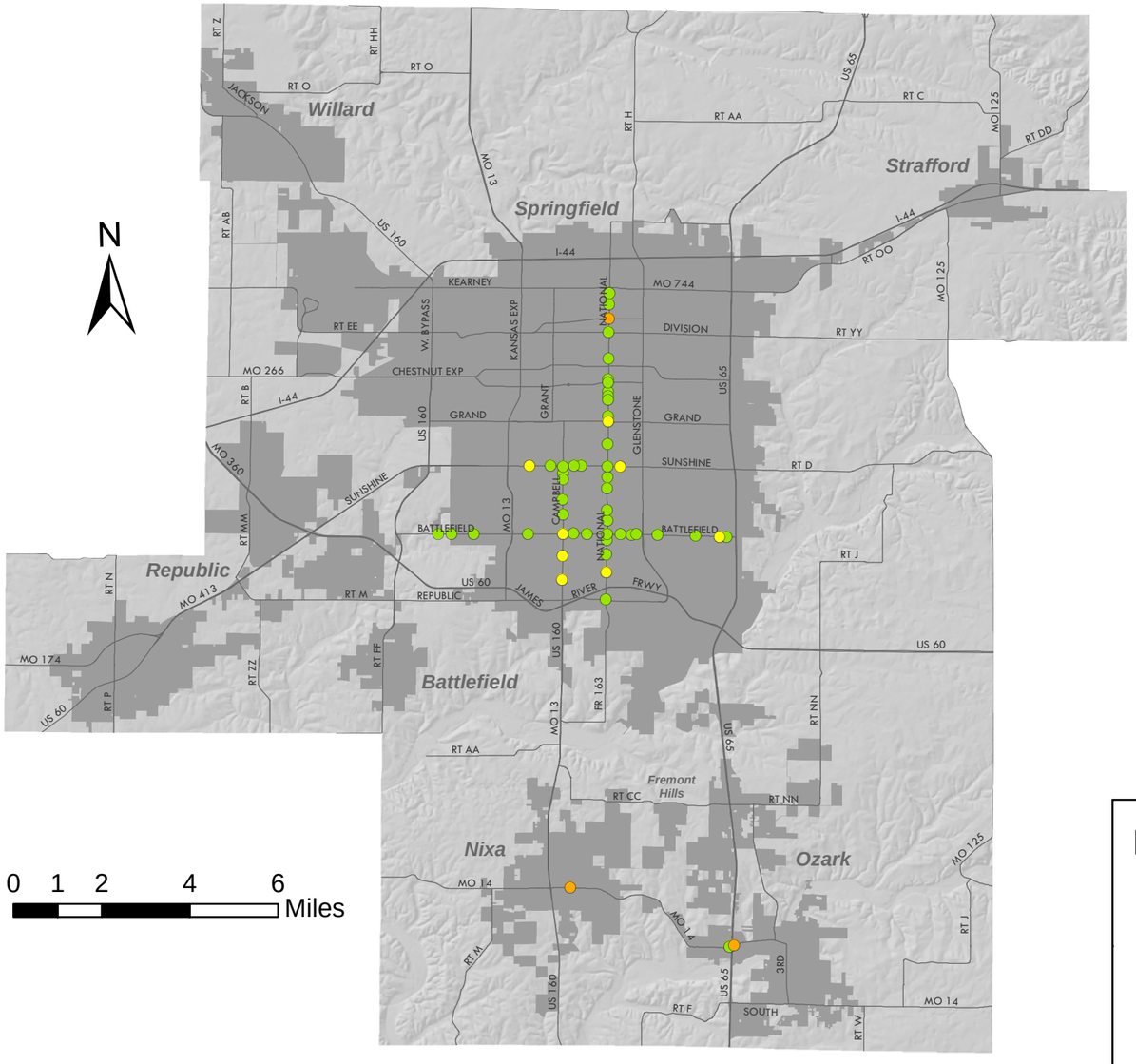
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

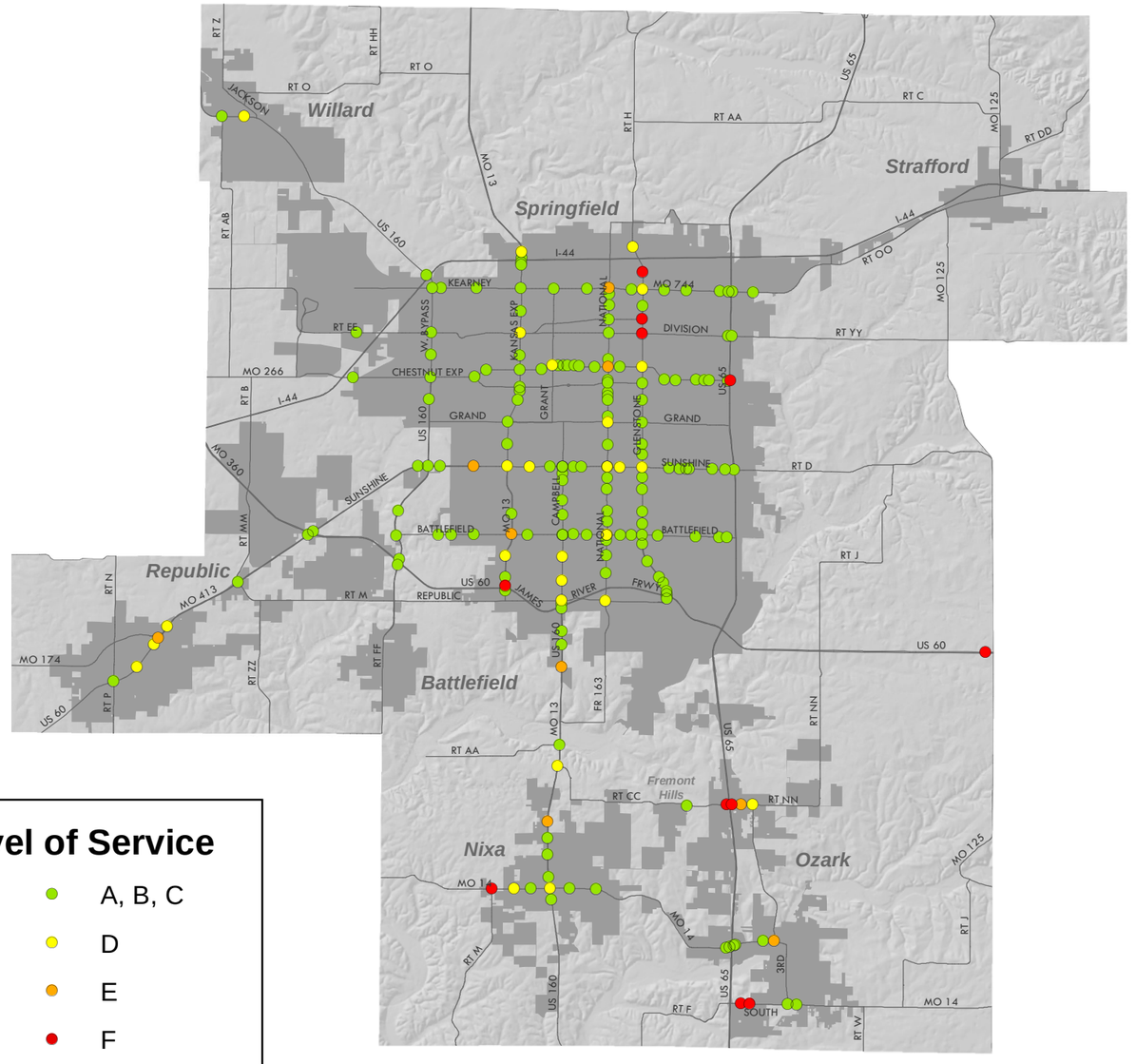
How badly are travelers delayed?

Map 5.8

Average Travel Speeds
PM Peak Hour - Southbound Lanes

Intersection Level of Service
AM Peak





Level of Service

- A, B, C
- D
- E
- F

2005

2008

Source: City of Springfield
Missouri Dept. of Transportation

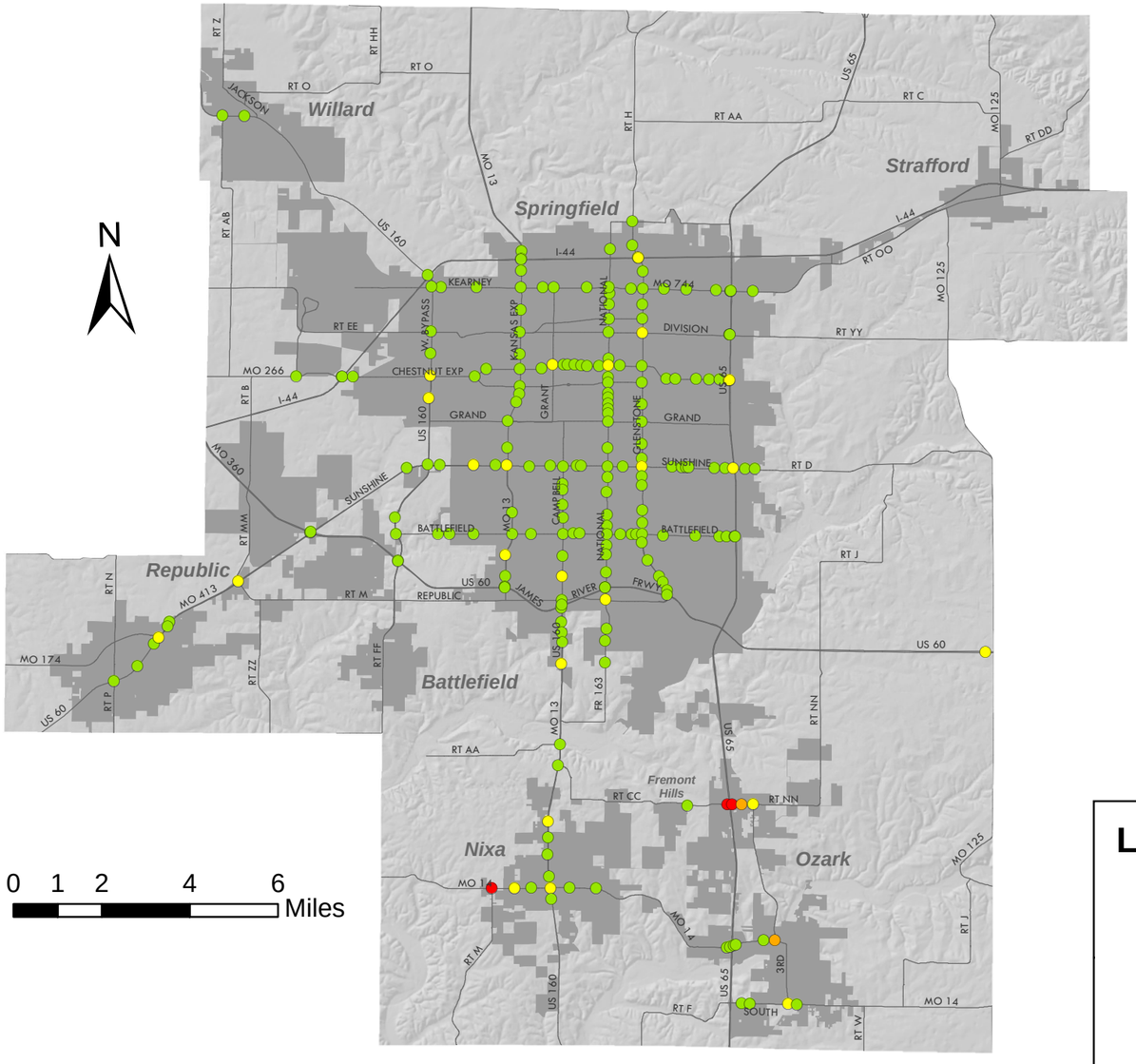
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What impact does intersection/interchange level-of-service play in determining regional congestion problems?

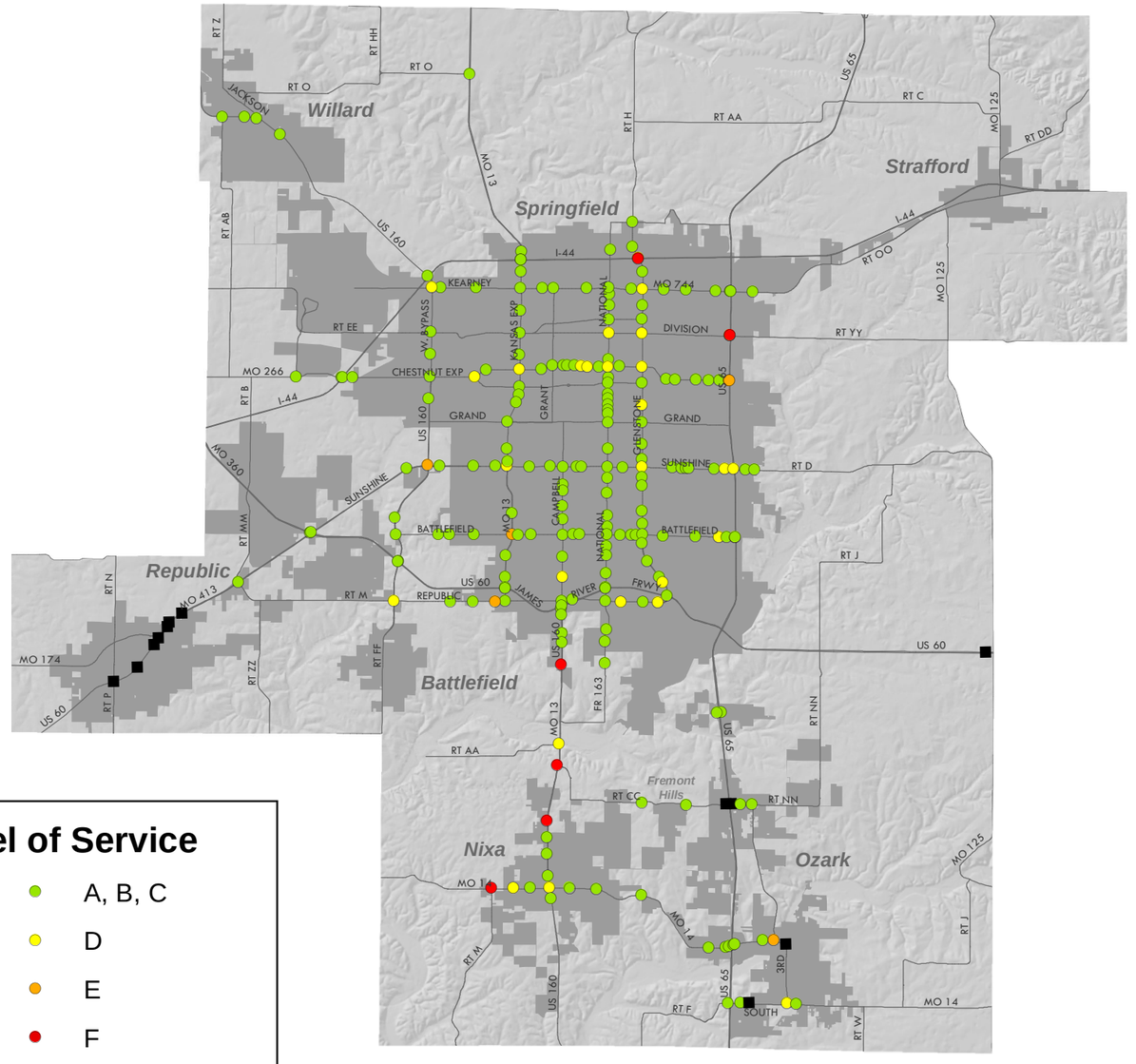
Map 6.1

Intersection Level of Service
AM Peak

Intersection Level of Service
AM Peak



2012



2016

Level of Service

- A, B, C
- D
- E
- F
- No Data

Source: City of Springfield
Missouri Dept. of Transportation

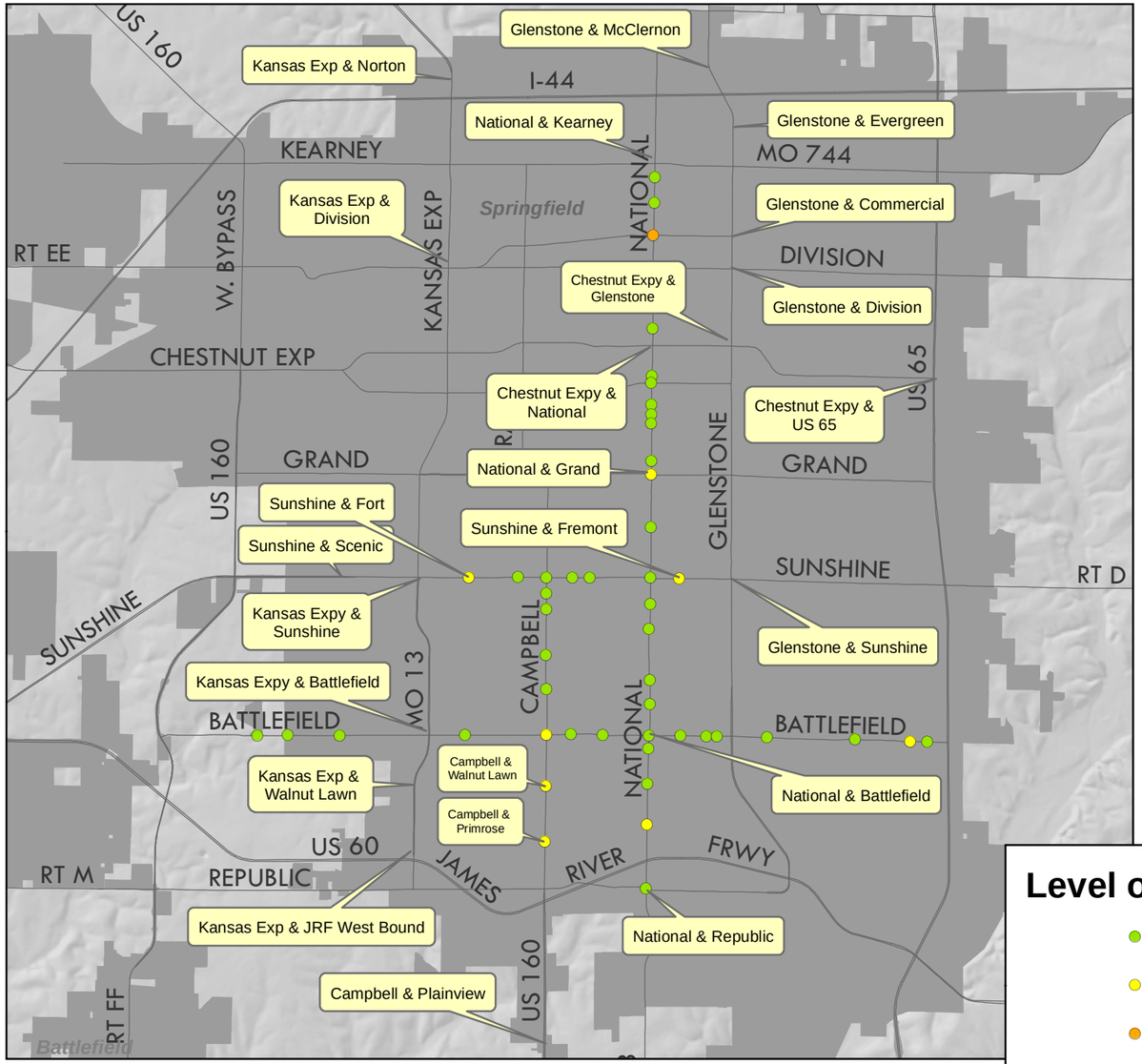
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What impact does intersection/interchange level-of-service play in determining regional congestion problems?

Map 6.1

Intersection Level of Service
AM Peak

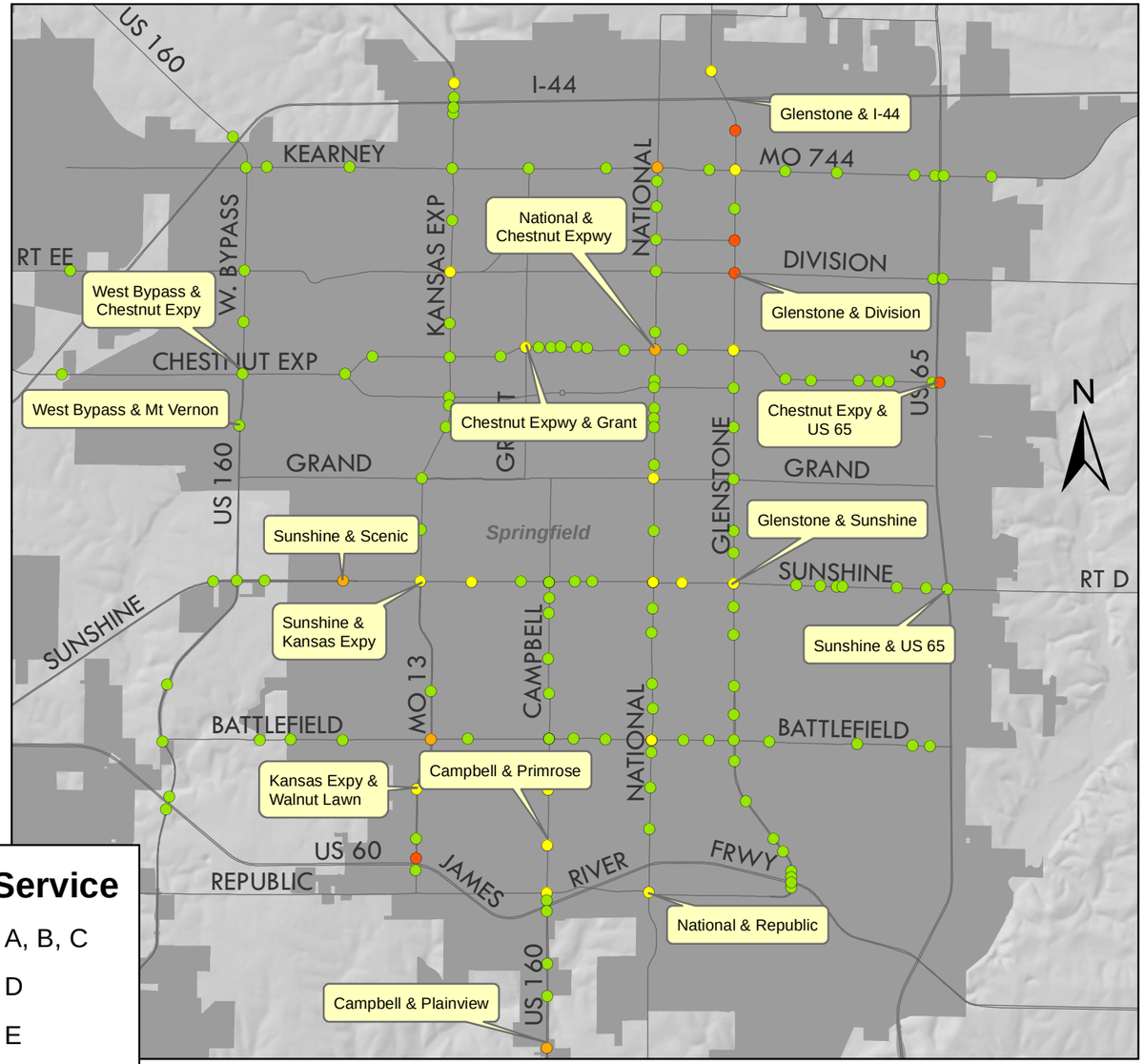
Intersection Level of Service
AM Peak



2005

0 0.5 1 2 3

Miles



2008

Level of Service

- A, B, C
- D
- E
- F

Source: City of Springfield
Missouri Dept. of Transportation

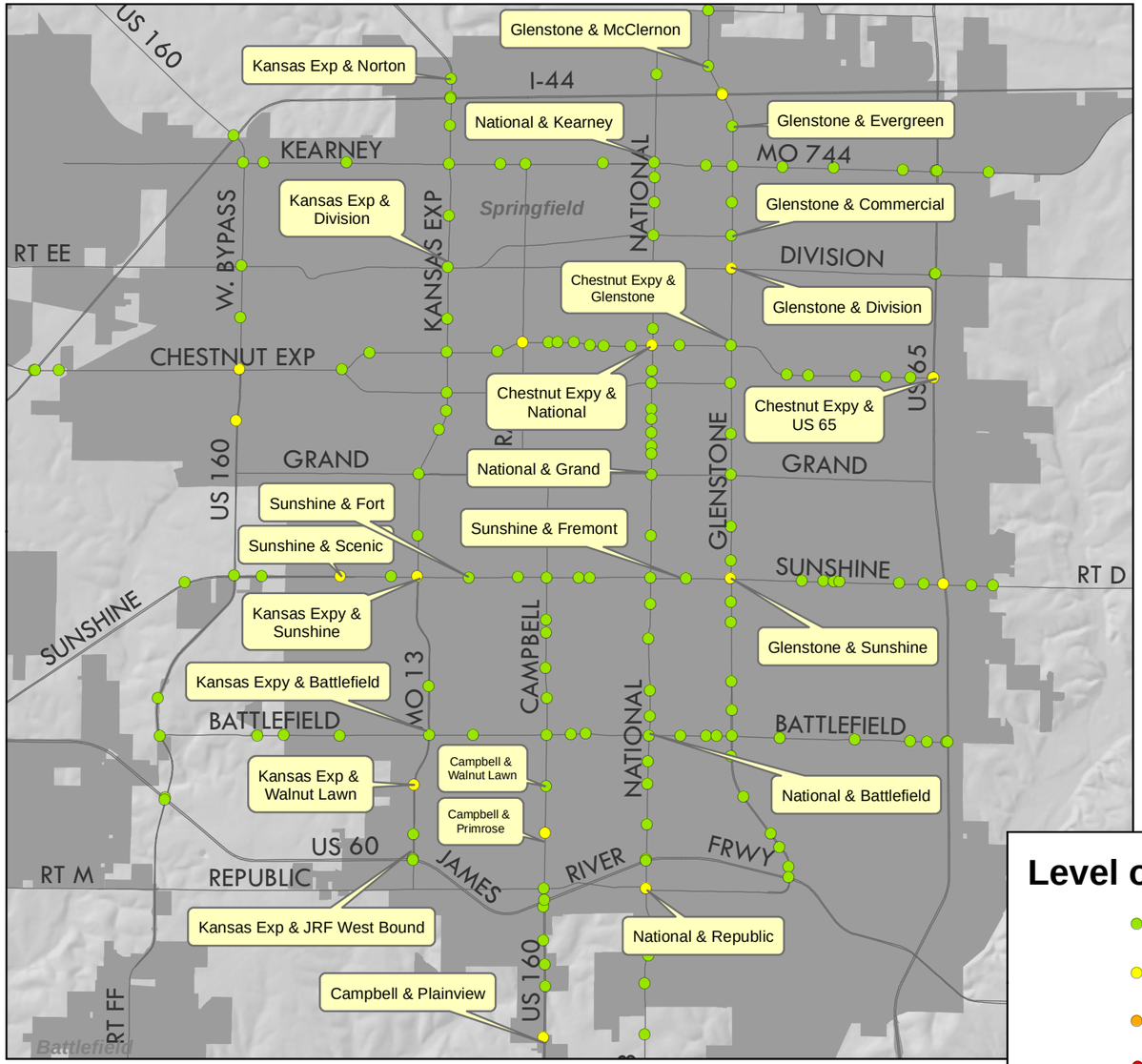
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What impact does intersection/interchange level-of-service play in determining regional congestion problems?

Map 6.2

Intersection Level of Service
AM Peak

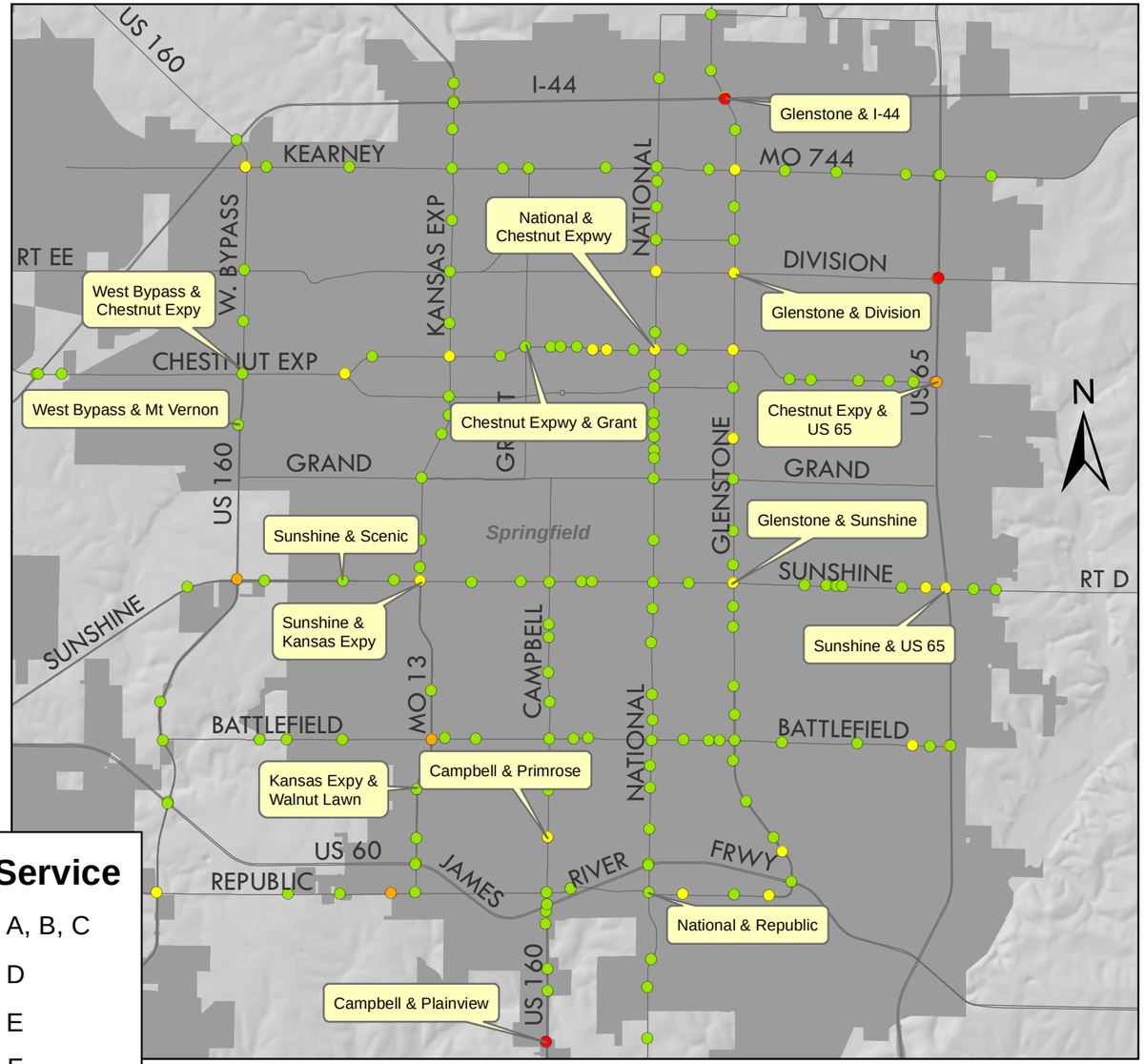
Intersection Level of Service
AM Peak



2012

0 0.5 1 2 3

Miles



2016

Level of Service

- A, B, C
- D
- E
- F
- No Data

Source: City of Springfield
Missouri Dept. of Transportation

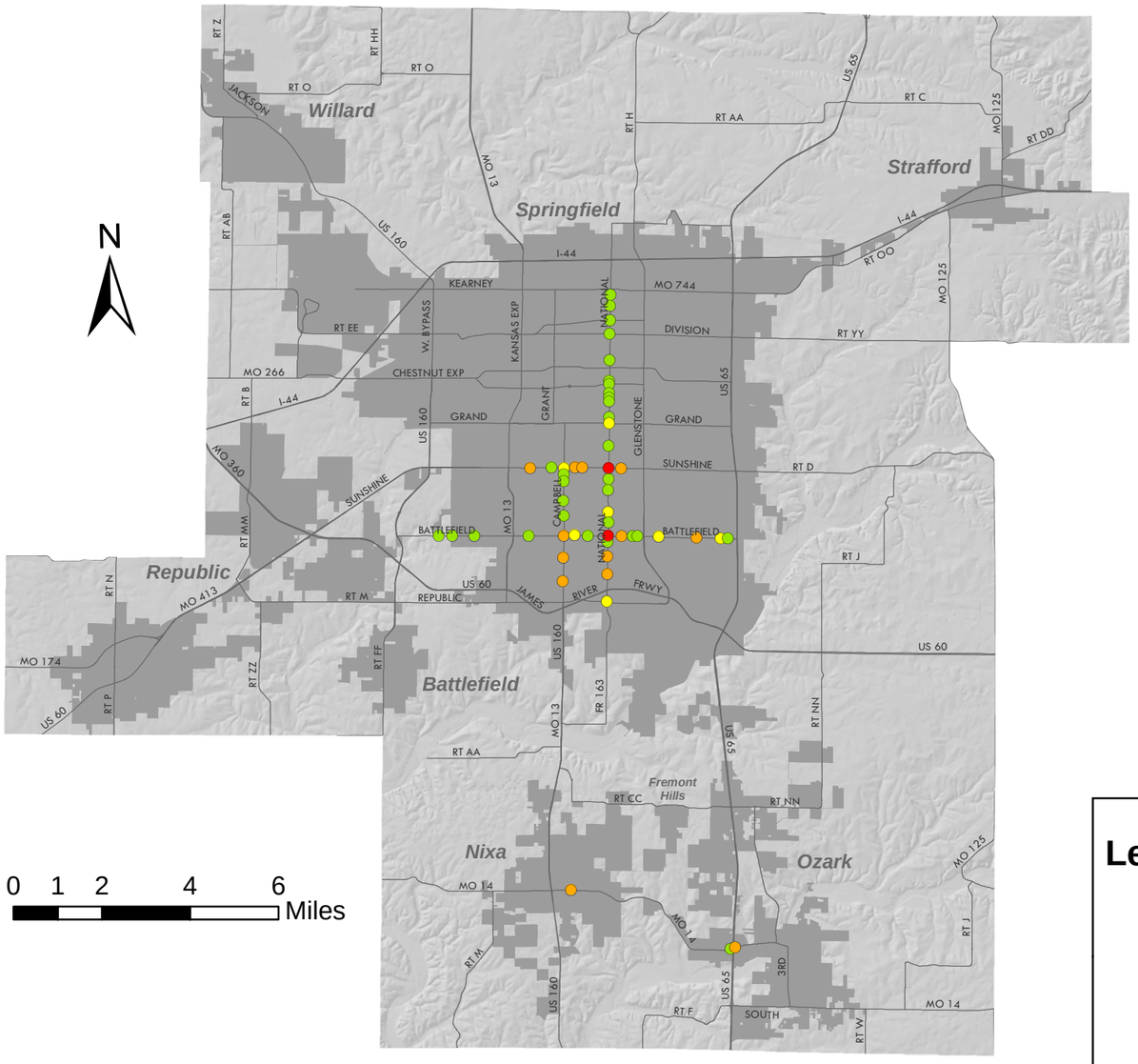
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What impact does intersection/interchange level-of-service play in determining regional congestion problems?

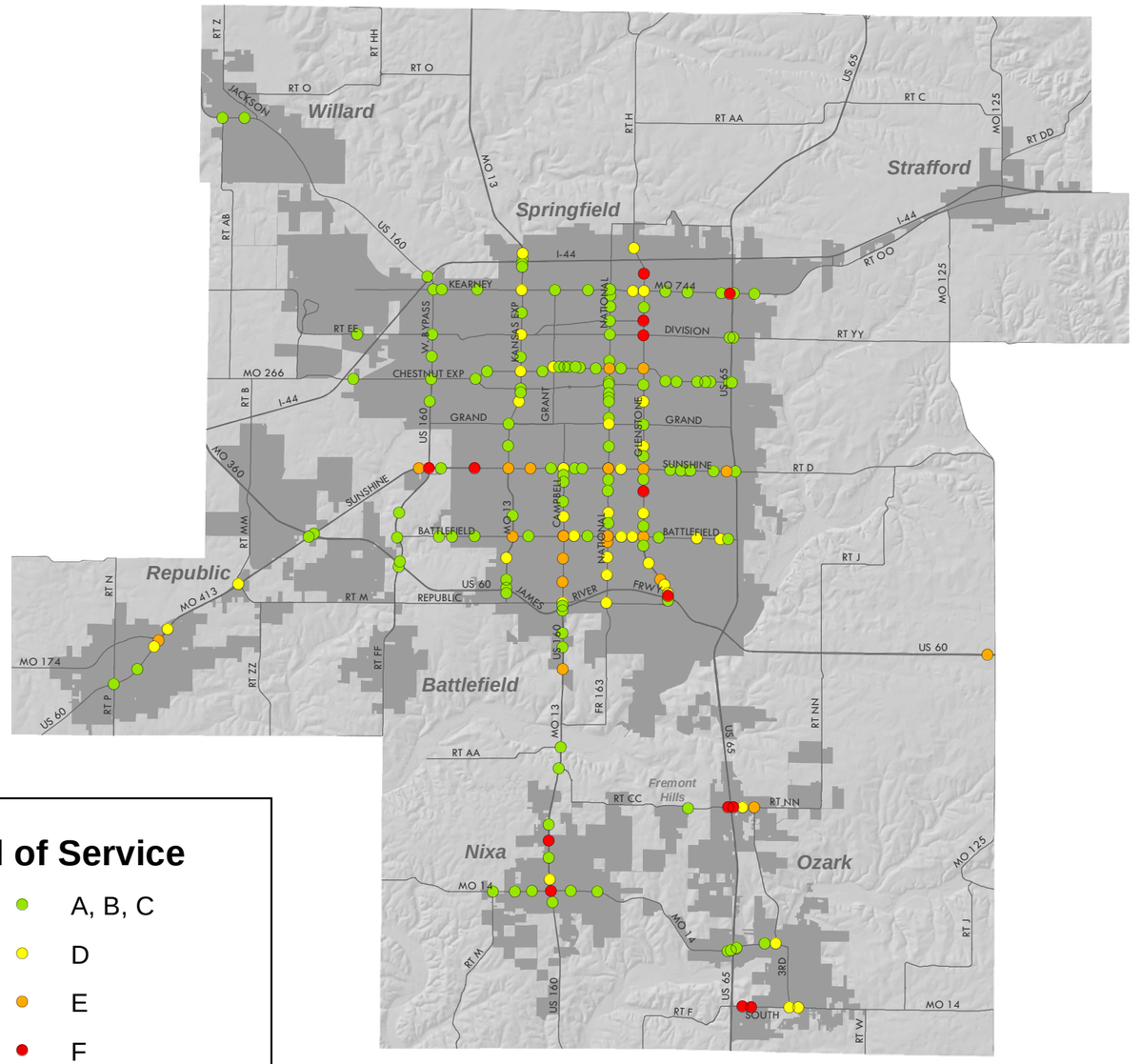
Map 6.2

Intersection Level of Service
AM Peak

Intersection Level of Service
PM Peak



2005



2008

Level of Service

- A, B, C
- D
- E
- F

Source: City of Springfield
Missouri Dept. of Transportation

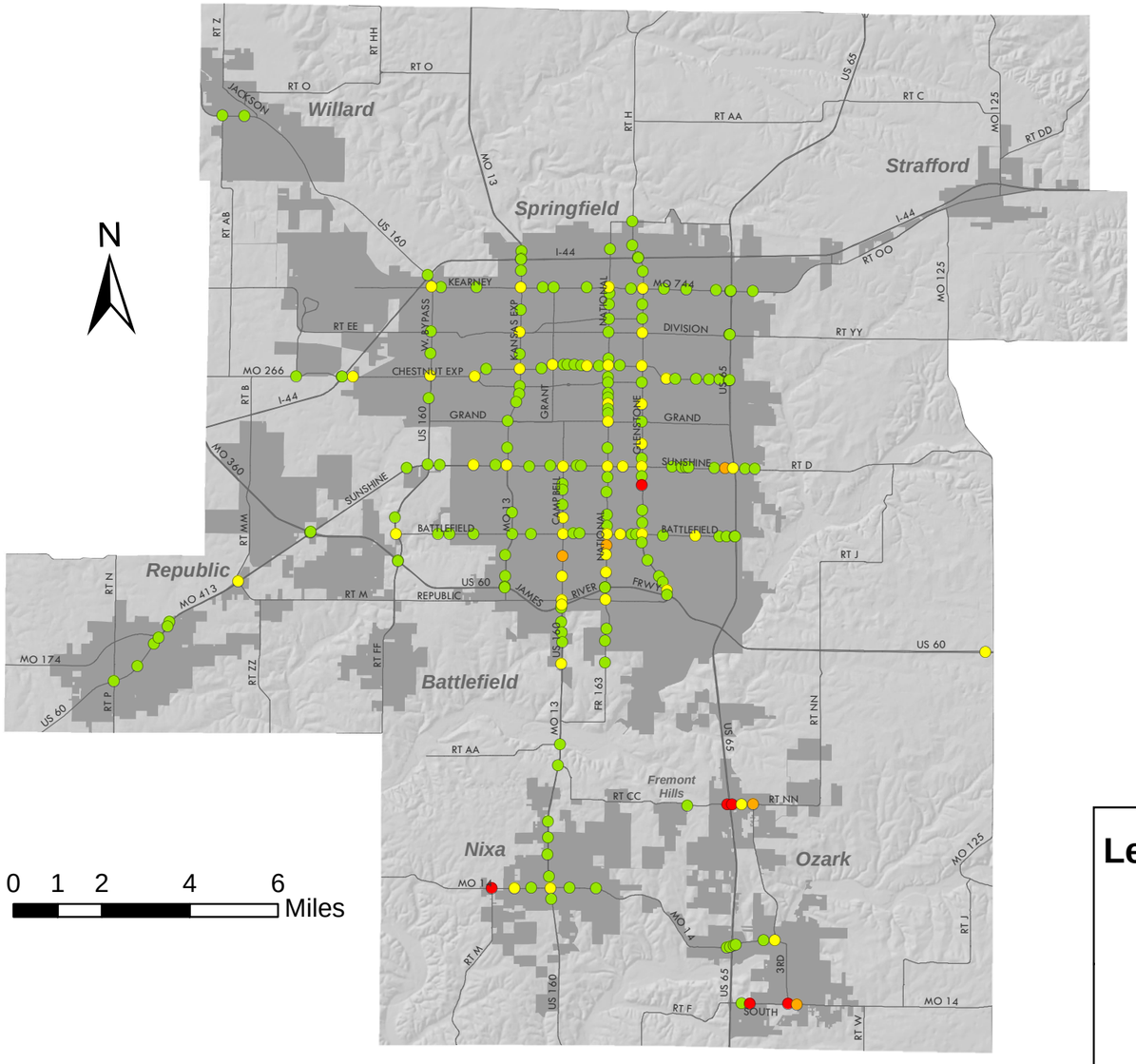
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

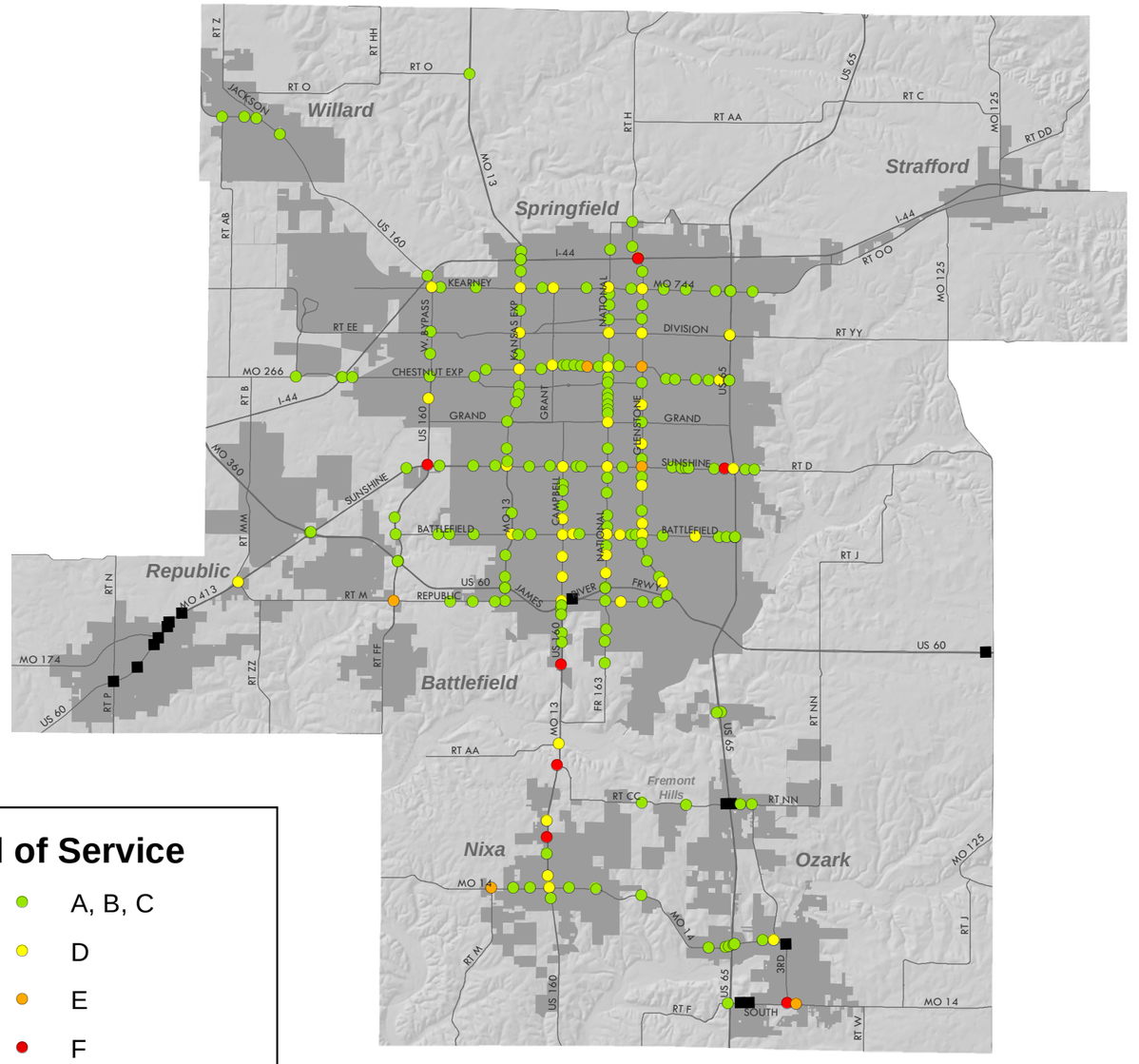
What impact does intersection/interchange level-of-service play in determining regional congestion problems?

Map 6.3

Intersection Level of Service
PM Peak

Intersection Level of Service
PM Peak





Level of Service

- A, B, C
- D
- E
- F
- No Data

2012

2016

Source: City of Springfield
Missouri Dept. of Transportation

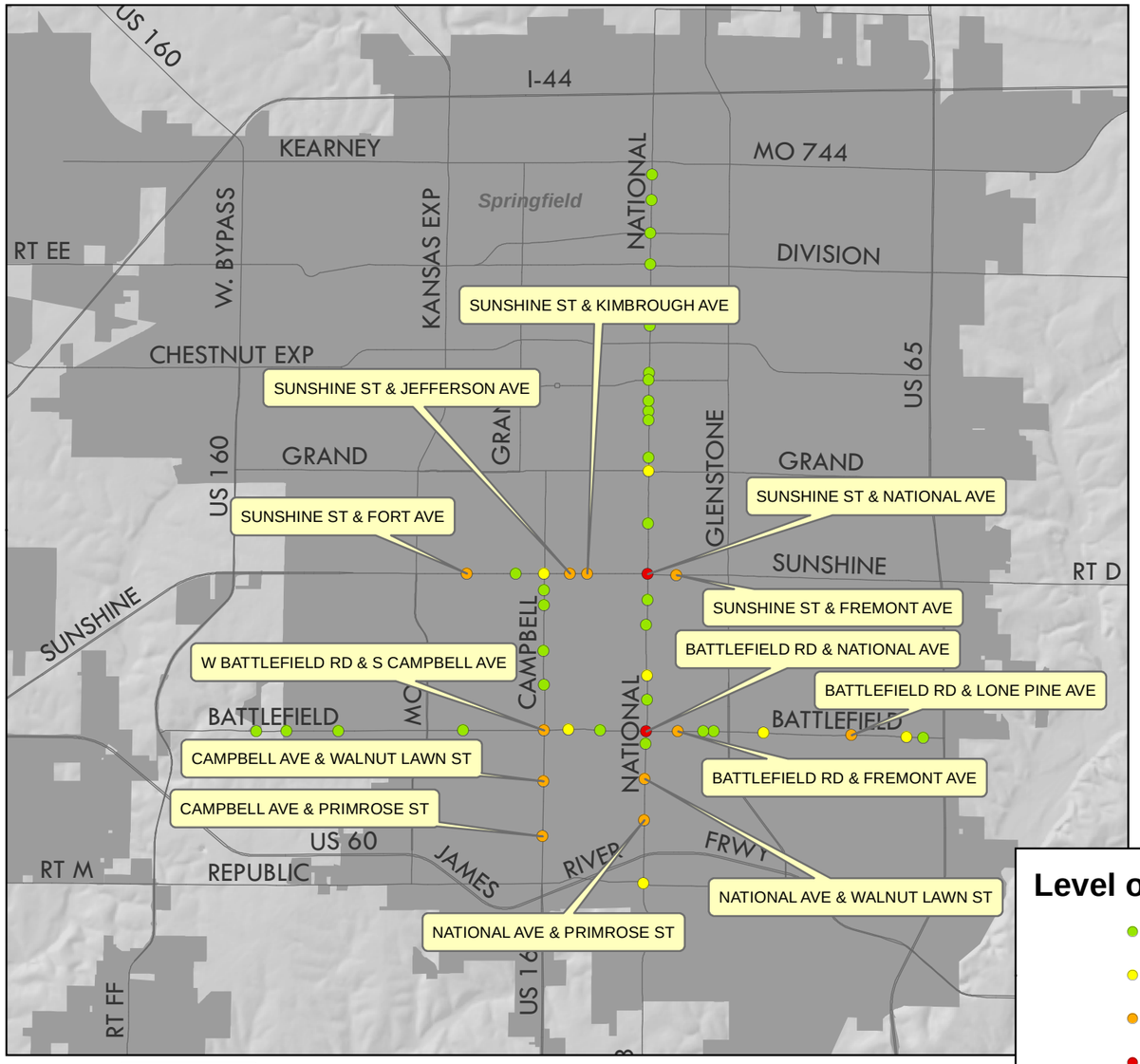
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What impact does intersection/interchange level-of-service play in determining regional congestion problems?

Map 6.3

Intersection Level of Service
PM Peak

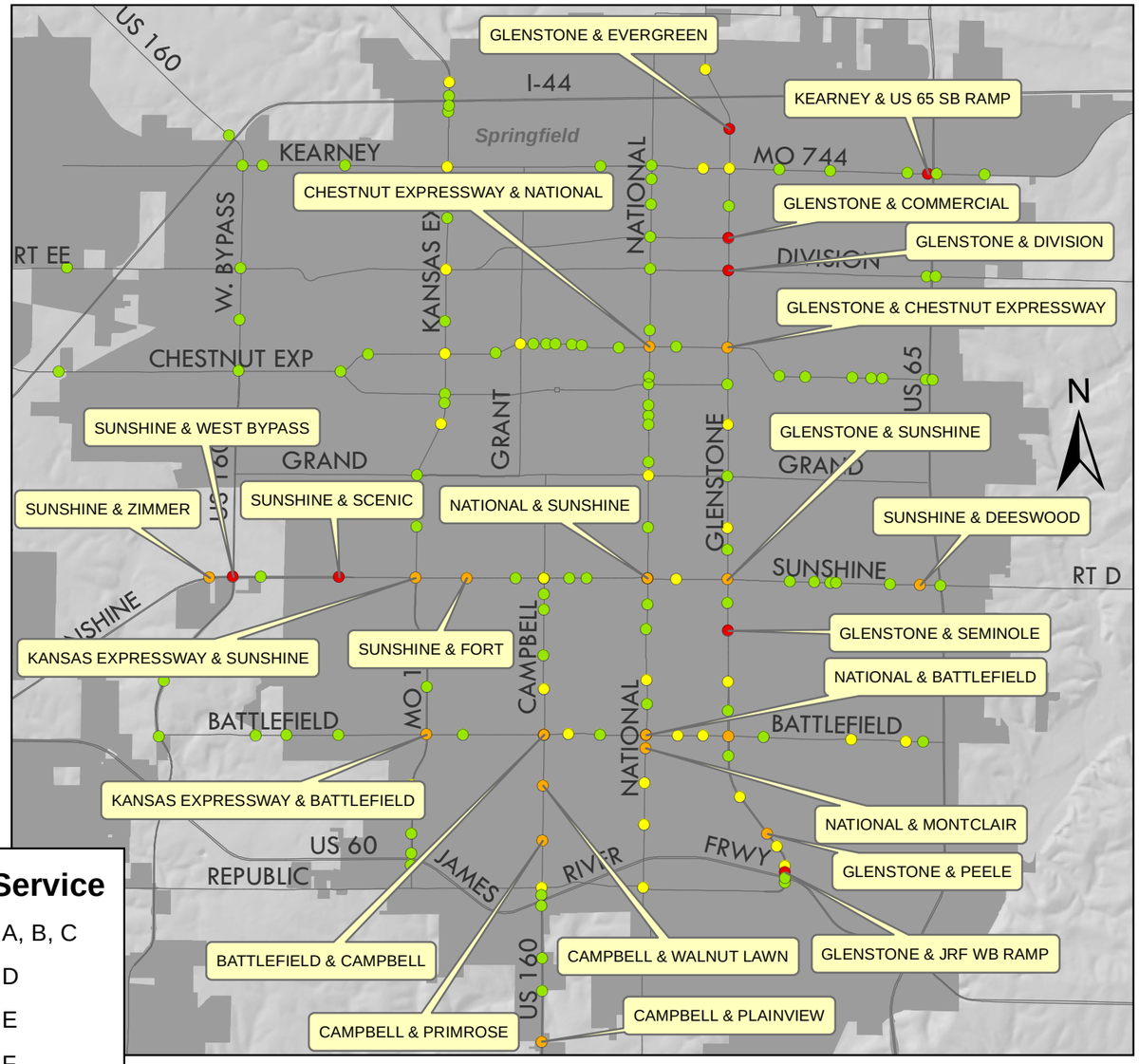
Intersection Level of Service
PM Peak



2005

Level of Service

- A, B, C
- D
- E
- F



2008

Source: City of Springfield
Missouri Dept. of Transportation

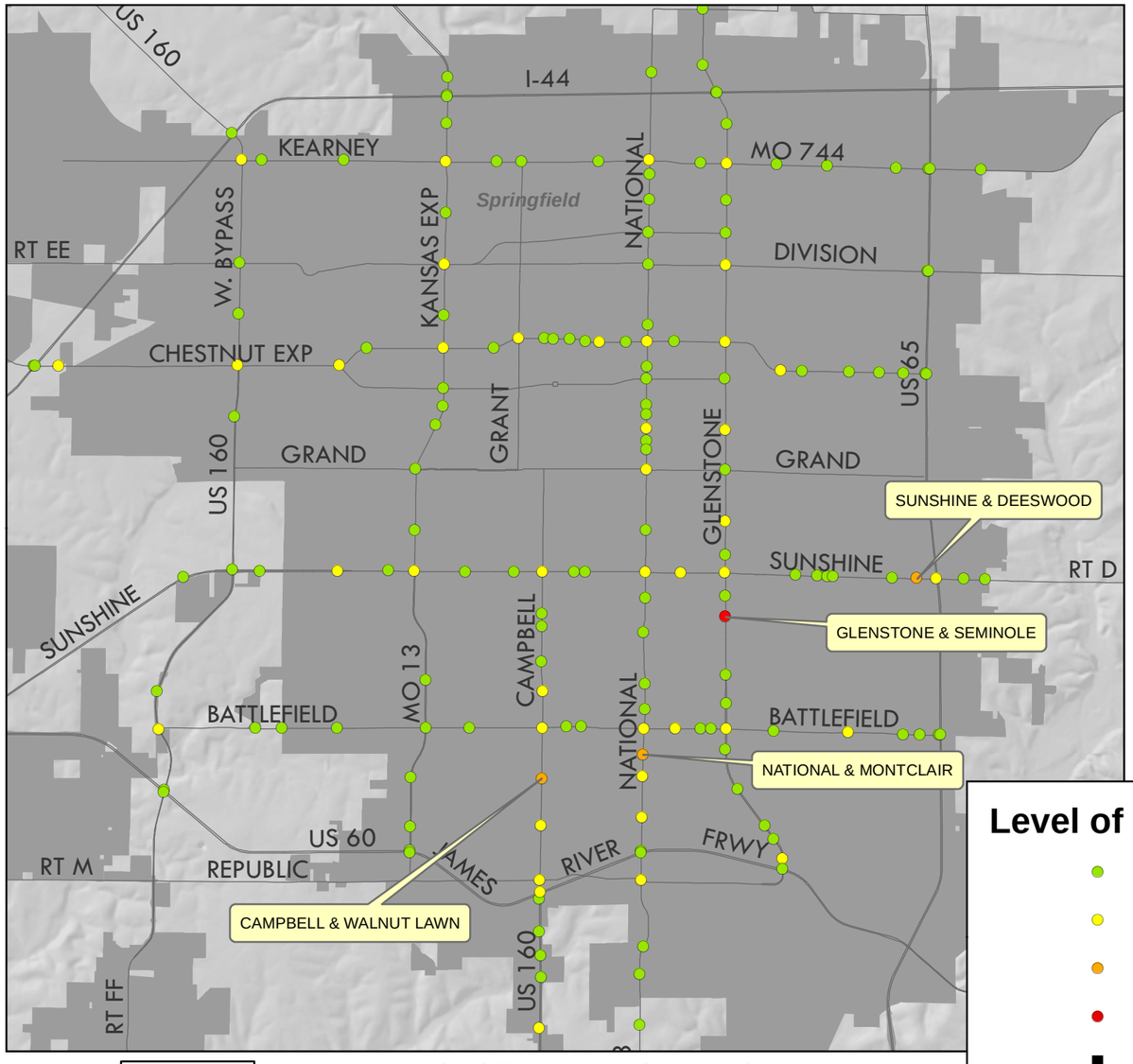
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

What impact does intersection/interchange level-of-service play in determining regional congestion problems?

Map 6.4

Intersection Level of Service
PM Peak

Intersection Level of Service
PM Peak



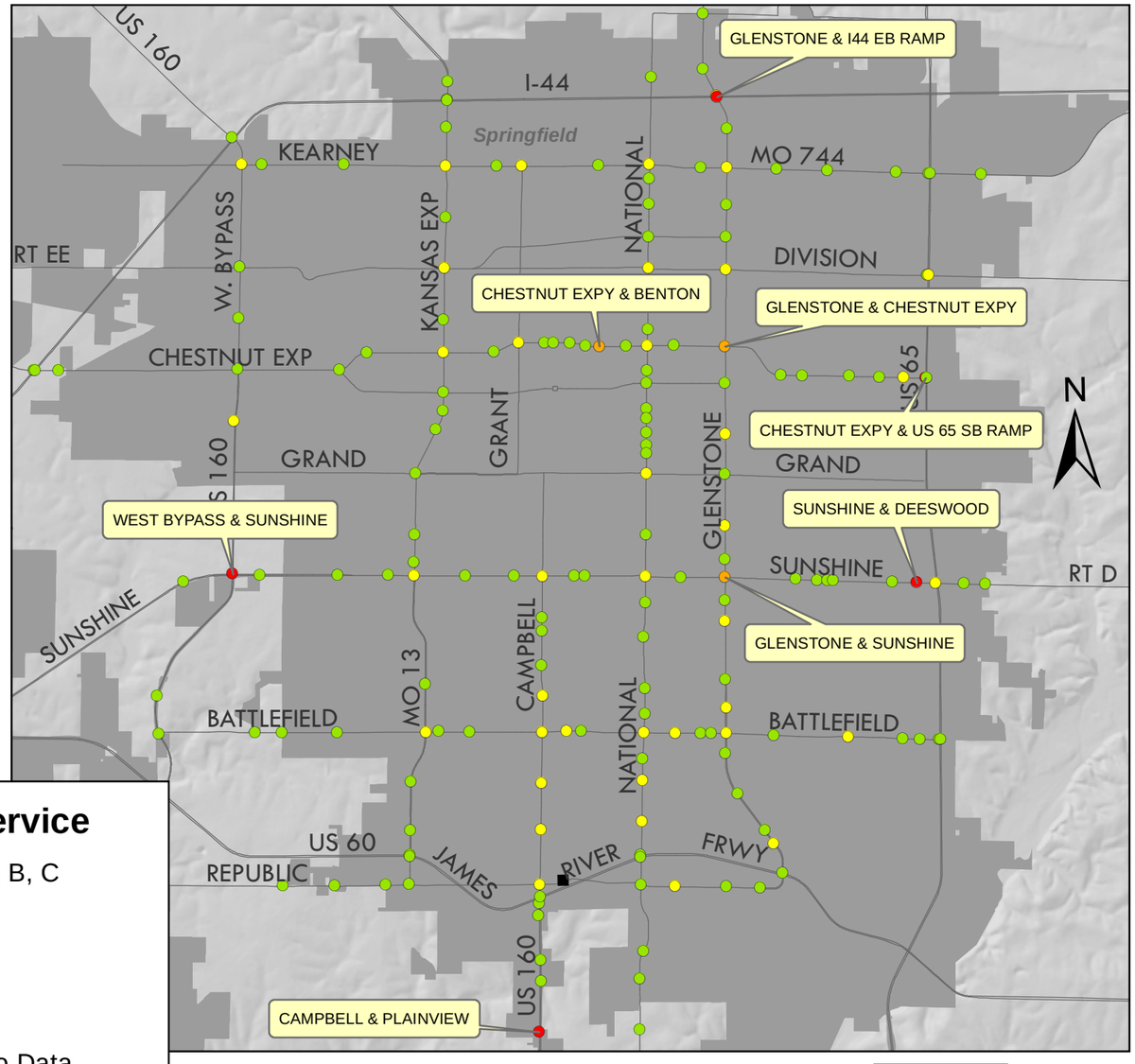
2012

0 0.5 1 2 3

Miles

Level of Service

- A, B, C
- D
- E
- F
- No Data



2016

Source: City of Springfield
Missouri Dept. of Transportation

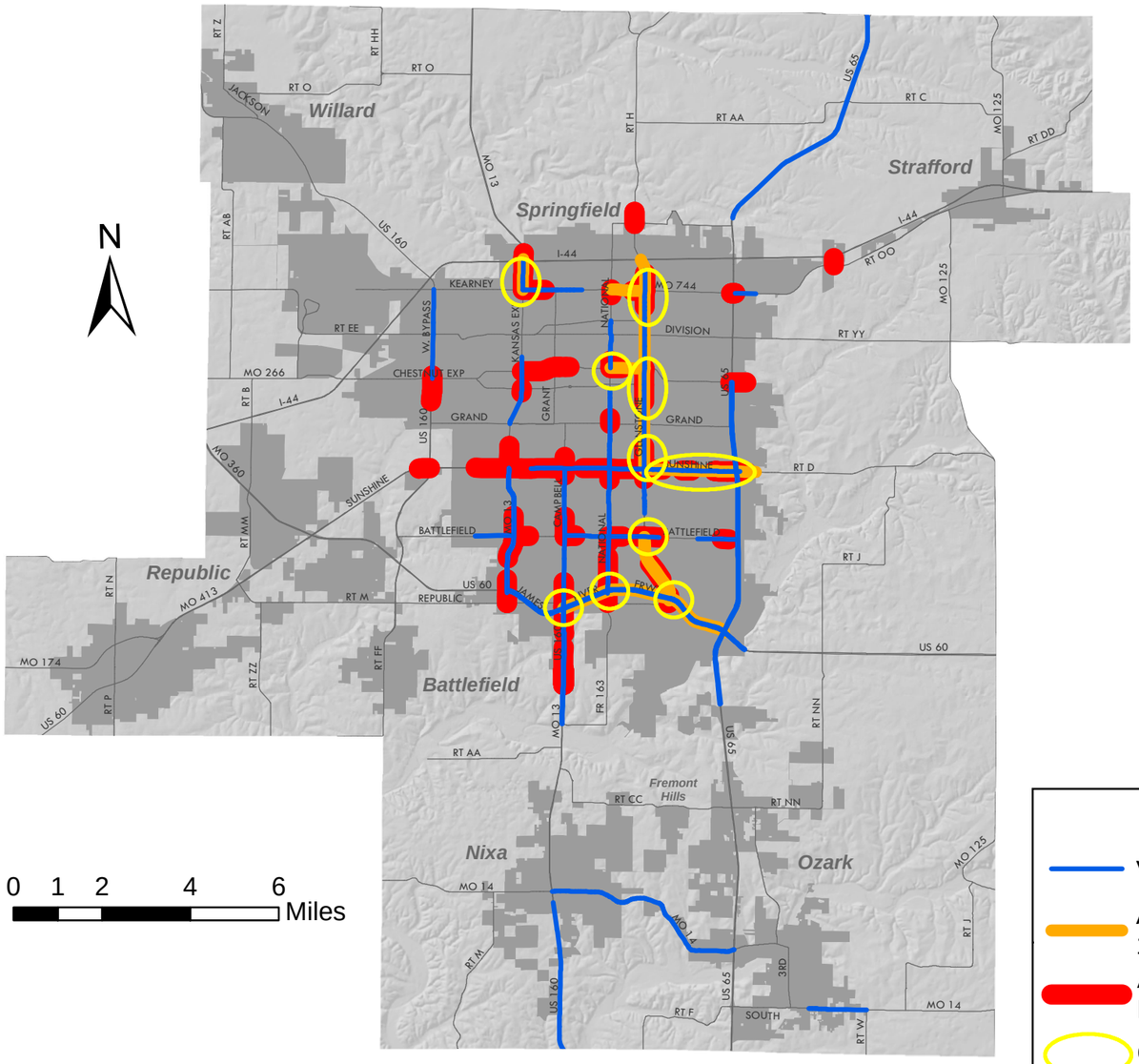
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

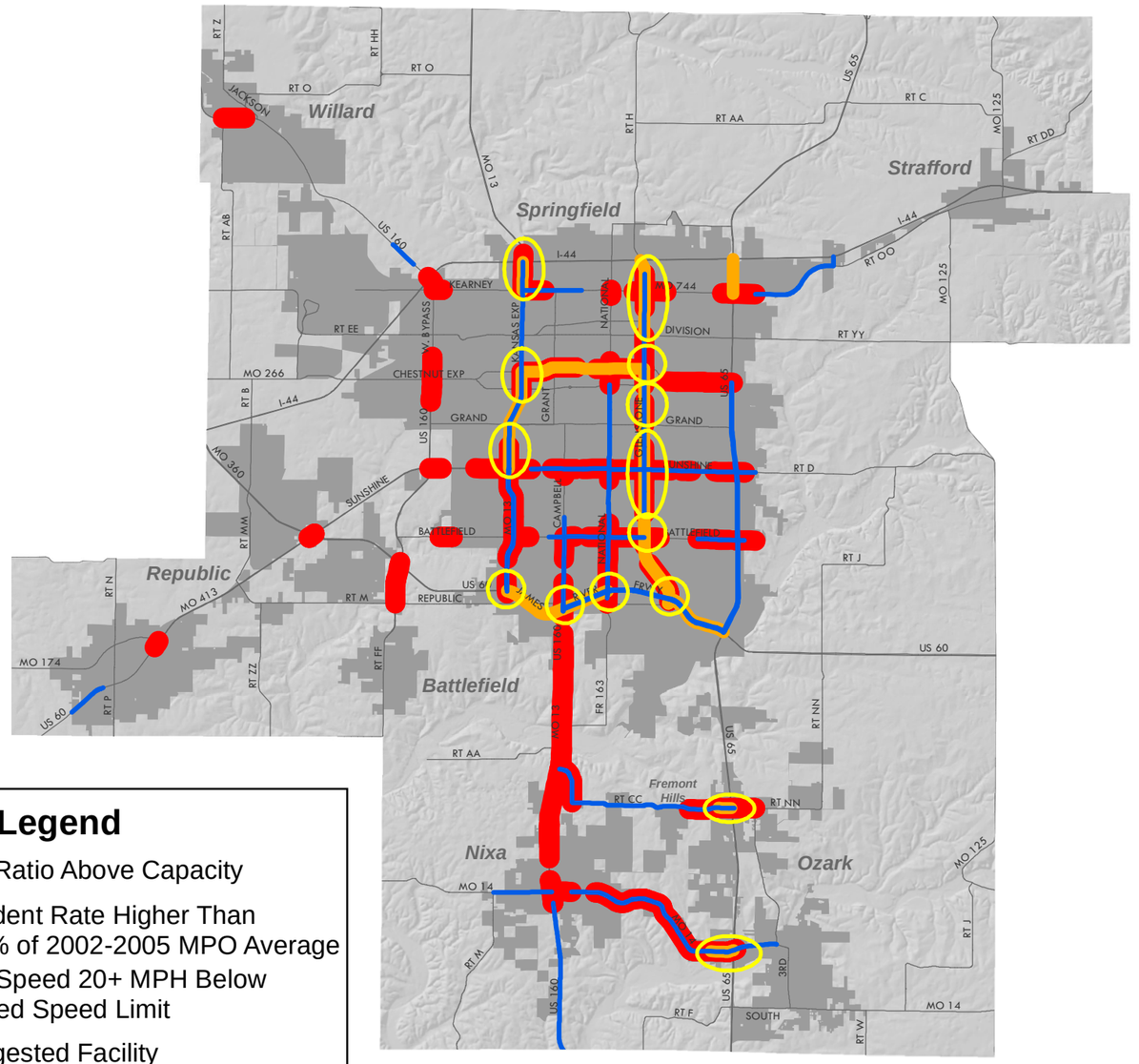
What impact does intersection/interchange level-of-service play in determining regional congestion problems?

Map 6.4

Intersection Level of Service
PM Peak

Congested Facilities I





Legend

- V/C Ratio Above Capacity
- Accident Rate Higher Than 150% of 2002-2005 MPO Average
- Avg Speed 20+ MPH Below Posted Speed Limit
- Congested Facility

2005

2008

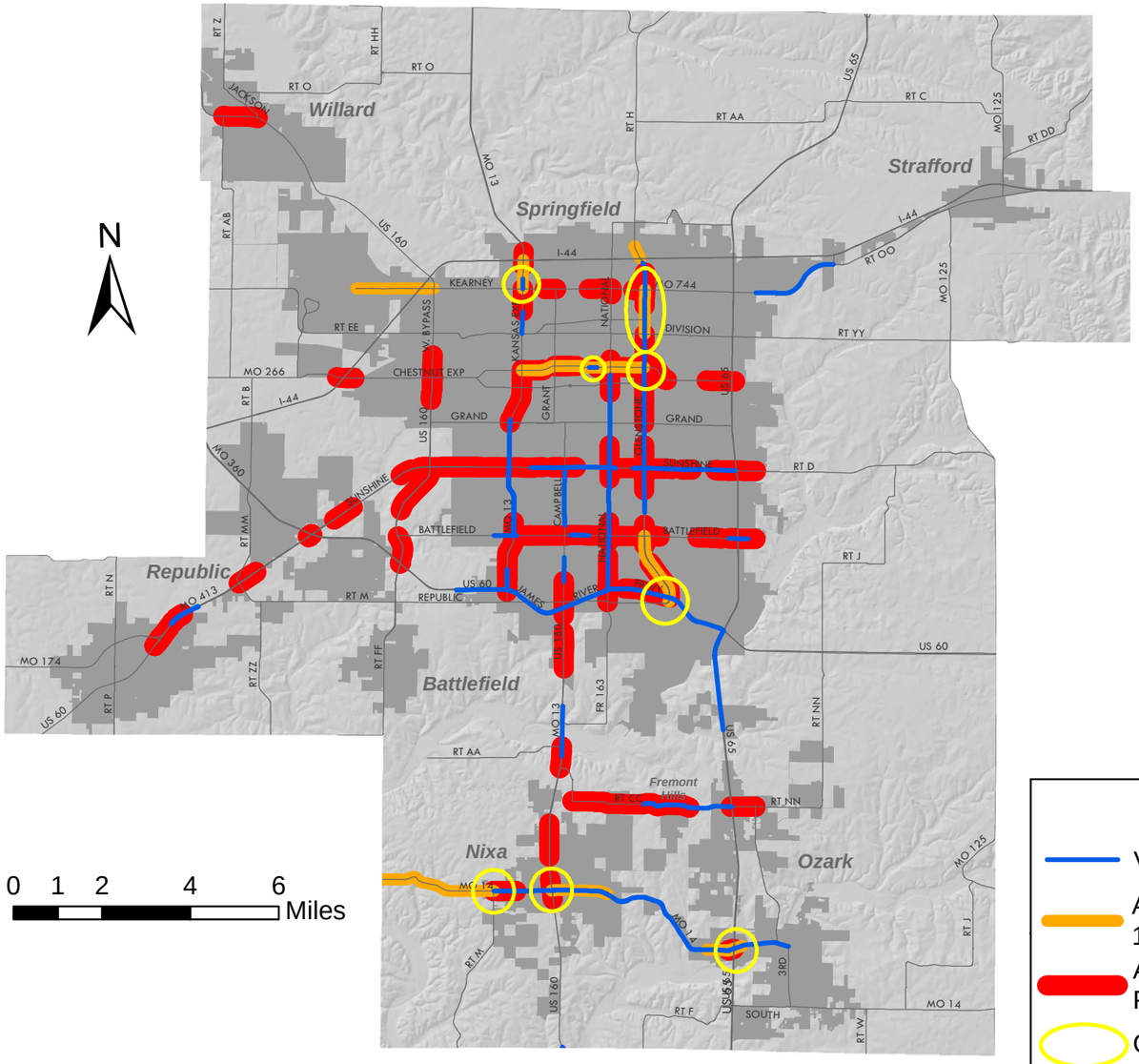
Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

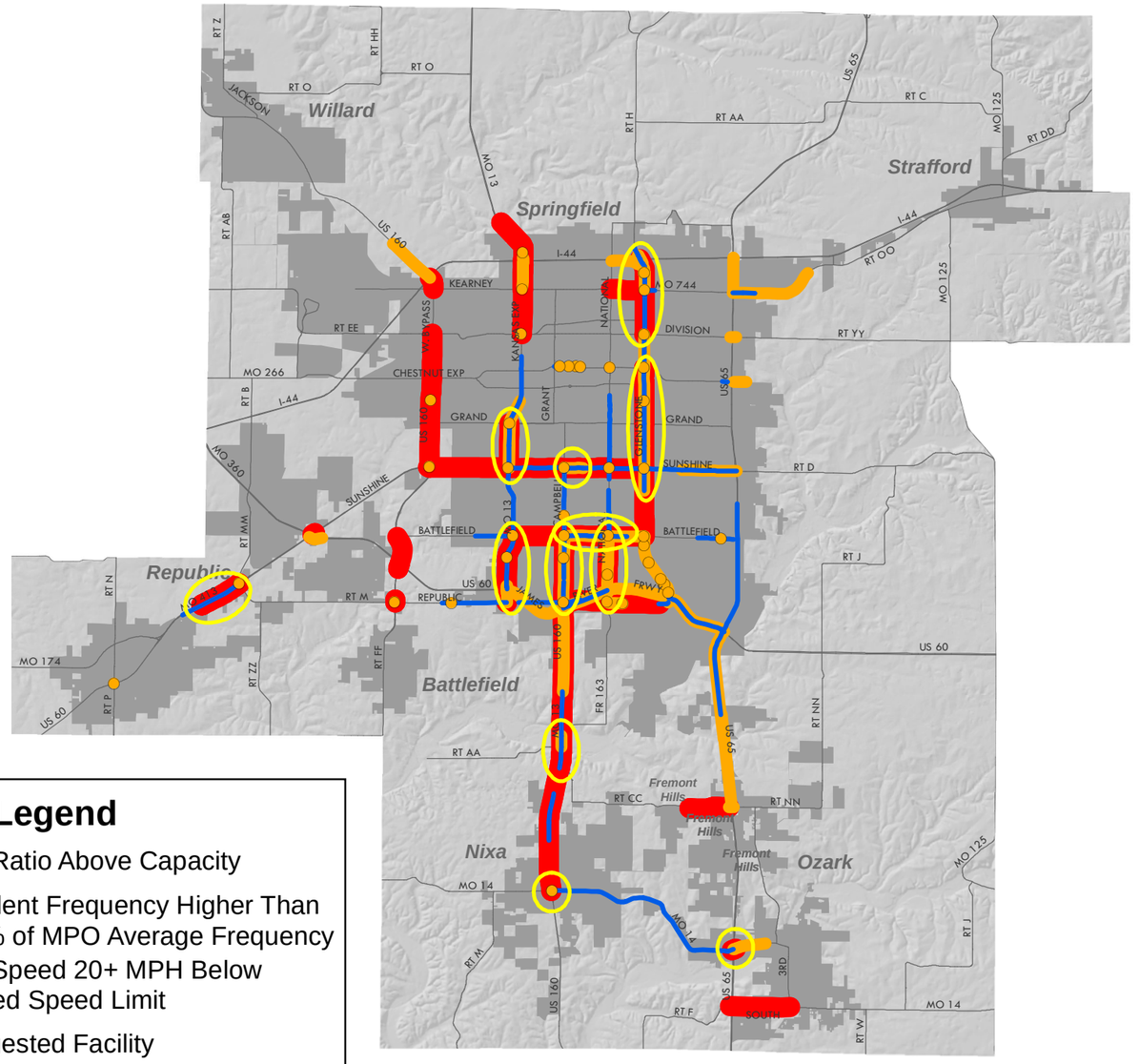
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Roadways which have a significant travel delay, level of service E+ and high accident rate

Map 7.1
Congested Facilities I

Congested Facilities I





Legend

- V/C Ratio Above Capacity
- Accident Frequency Higher Than 150% of MPO Average Frequency
- Avg Speed 20+ MPH Below Posted Speed Limit
- Congested Facility

2012

2016

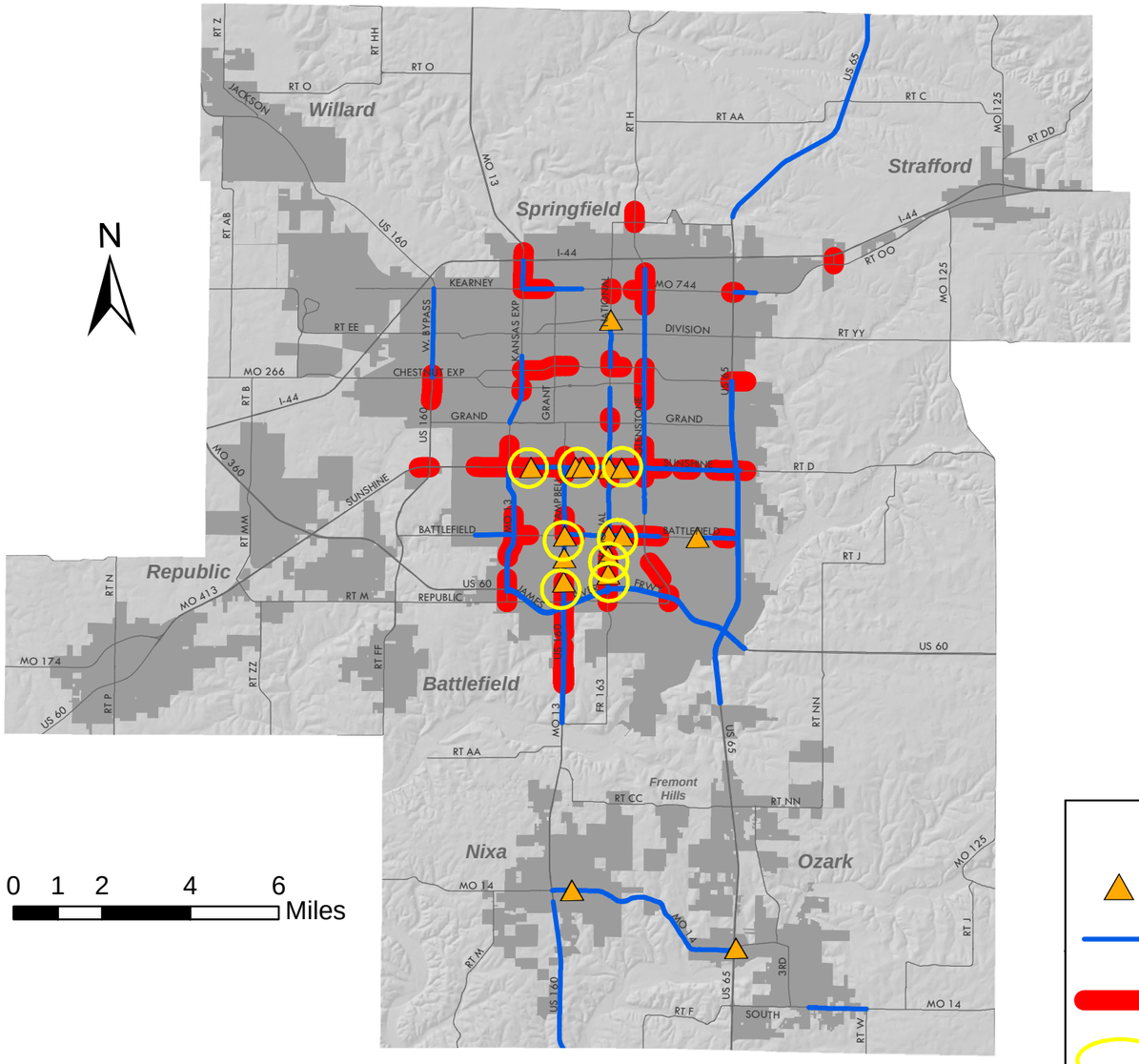
Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

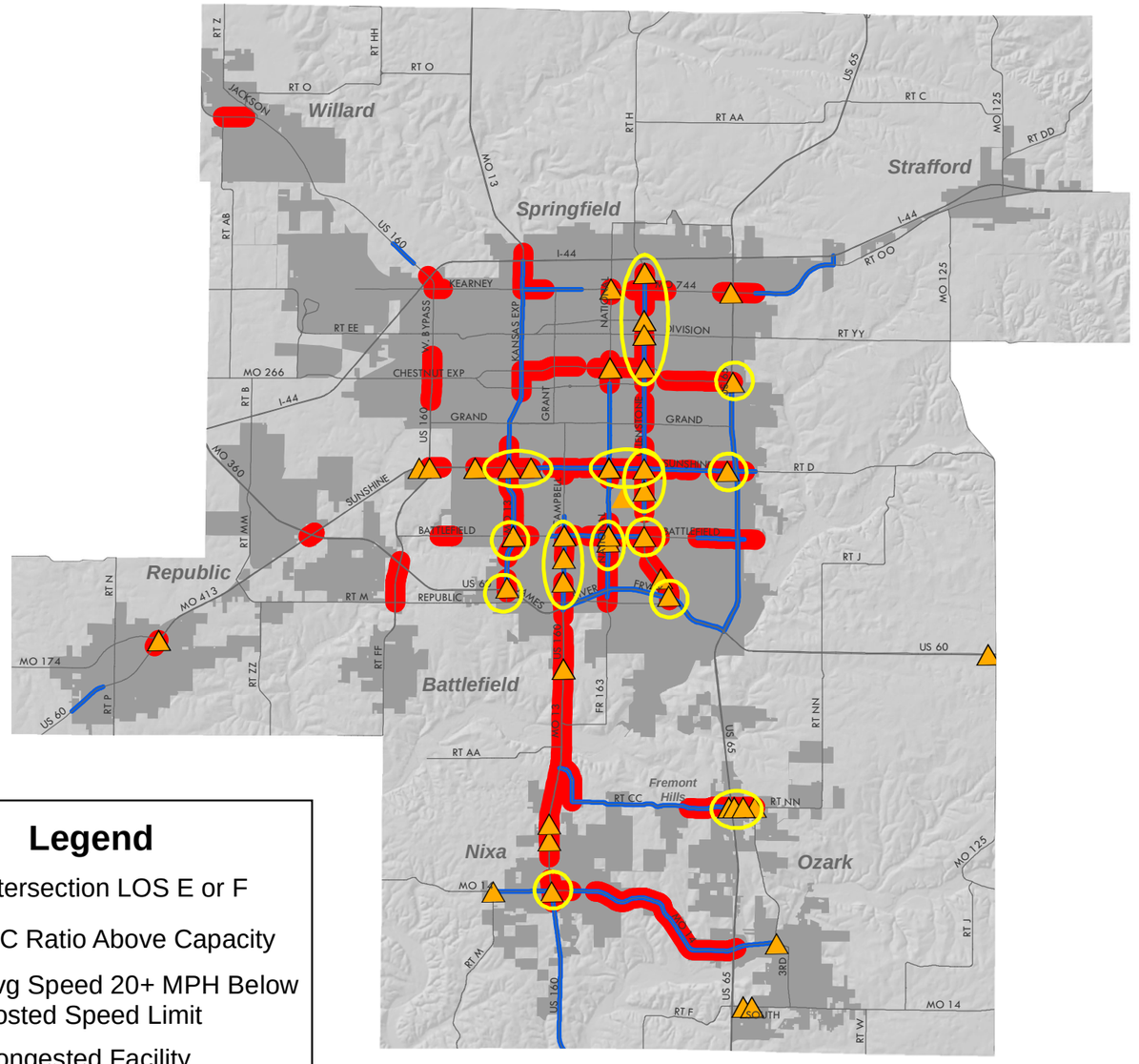
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Roadways which have a significant travel delay, level of service E+ and high accident rate

Map 7.1
Congested Facilities I

Congested Facilities II





Legend

- Intersection LOS E or F
- V/C Ratio Above Capacity
- Avg Speed 20+ MPH Below Posted Speed Limit
- Congested Facility

2005

2008

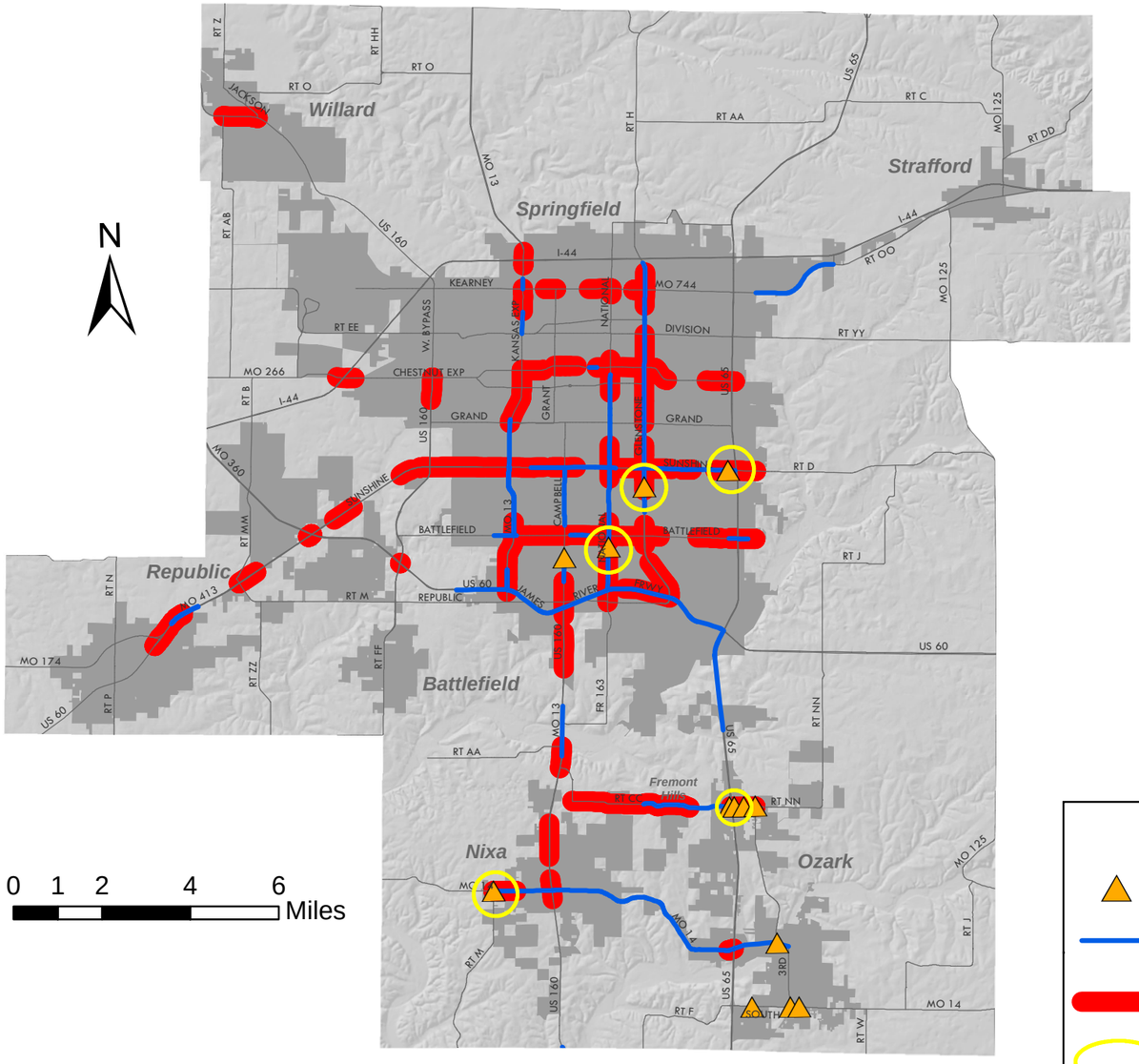
Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

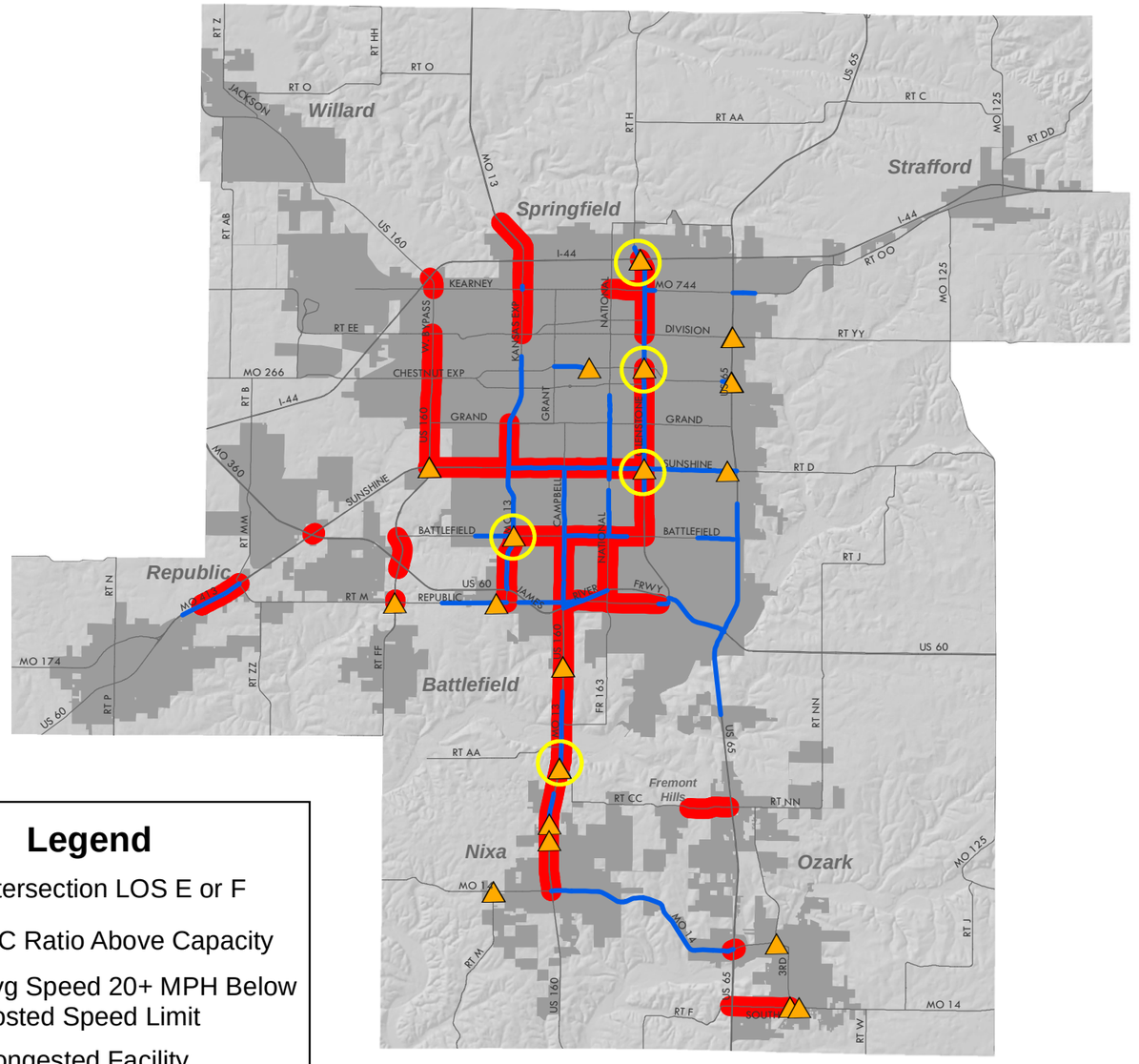
OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Roadways which have a significant travel delay, level of service E+ and intersection level of service E+

Map 7.2
Congested Facilities II

Congested Facilities II





Legend

- Intersection LOS E or F
- V/C Ratio Above Capacity
- Avg Speed 20+ MPH Below Posted Speed Limit
- Congested Facility

2012

2016

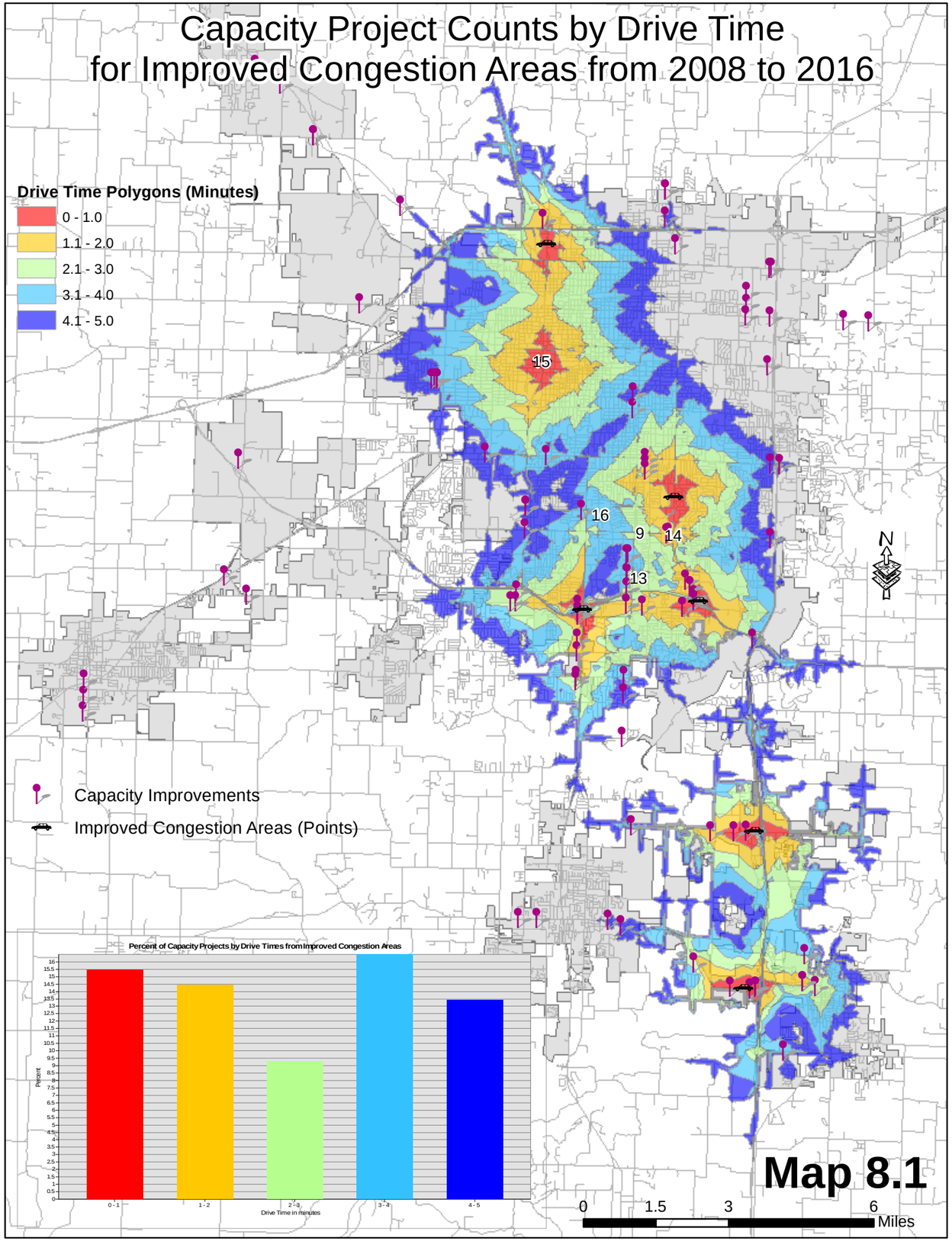
Source: City of Springfield
Missouri Dept. of Transportation
CJW Transportation Consultants LLC

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Roadways which have a significant travel delay, level of service E+ and intersection level of service E+

Map 7.2
Congested Facilities II

Capacity Project Counts by Drive Time for Improved Congestion Areas from 2008 to 2016



Capacity Project Counts by Drive Time for No Change Congestion Areas from 2008 to 2016

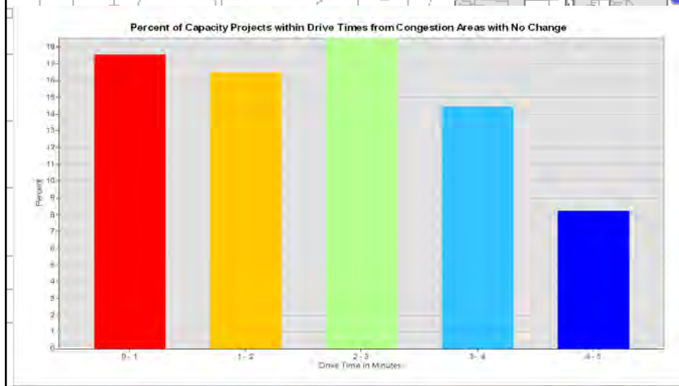
Drive Time Polygons (Minutes)

- 0 - 1.0
- 1.1 - 2.0
- 2.1 - 3.0
- 3.1 - 4.0
- 4.1 - 5.0

17
14
18
16
8

Capacity Improvements

No Change in Congestion Areas (Points)



0 1.5 3 6 Miles

Capacity Project Counts by Drive Time for Emerging Congestion Areas in 2016

Drive Time Polygons (Minutes)

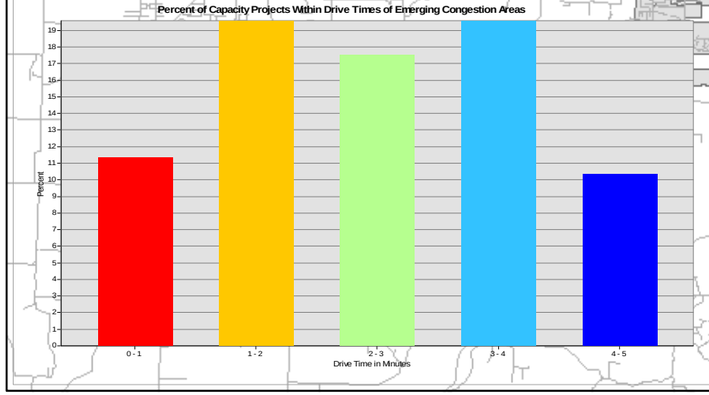
- 0 - 1.0
- 1.1 - 2.0
- 2.1 - 3.0
- 3.1 - 4.0
- 4.1 - 5.0

10
19
11
17

N

Capacity Improvements

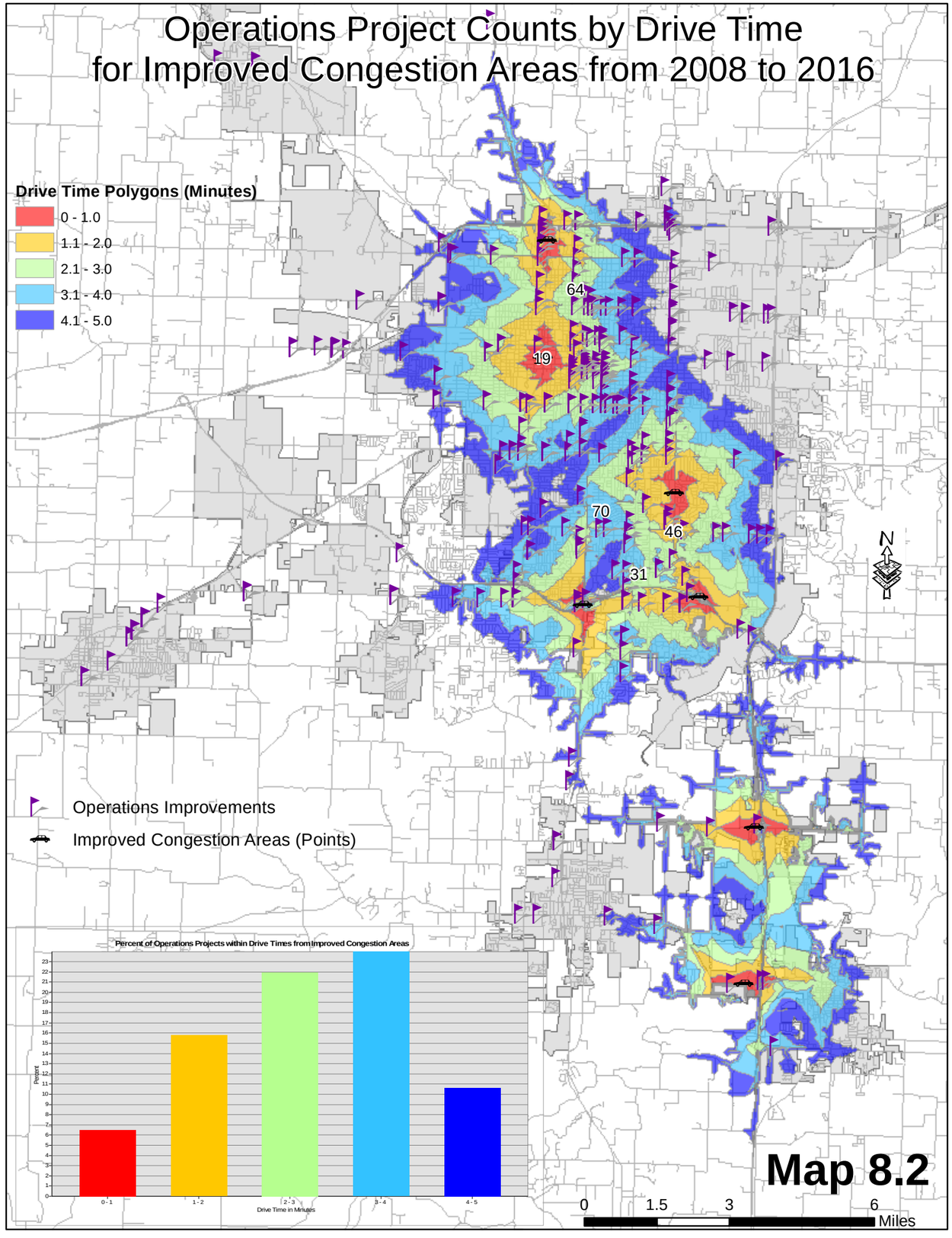
Emerging Congestion Areas (Points)



Map 8.1

0 1.5 3 6 Miles

Operations Project Counts by Drive Time for Improved Congestion Areas from 2008 to 2016



Operations Project Counts by Drive Time for Areas with No Change in Congestion from 2008 to 2016

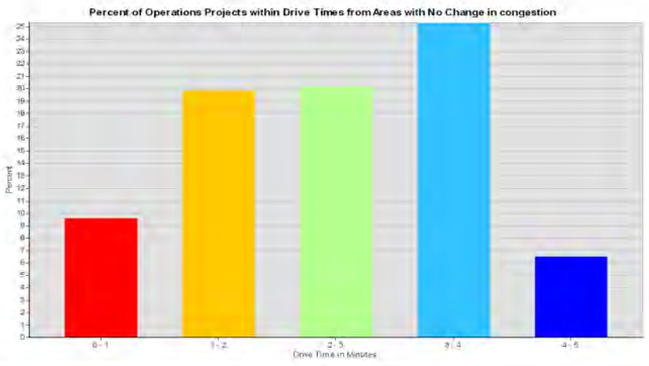
Drive Time Polygons (Minutes)

- 0 - 1.0
- 1.1 - 2.0
- 2.1 - 3.0
- 3.1 - 4.0
- 4.1 - 5.0

74
59
28
58
19

Operations Improvements

No Change in Congestion Areas (Points)



0 1.5 3 6 Miles

Operations Project Counts by Drive Time for Emerging Congestion Areas in 2016

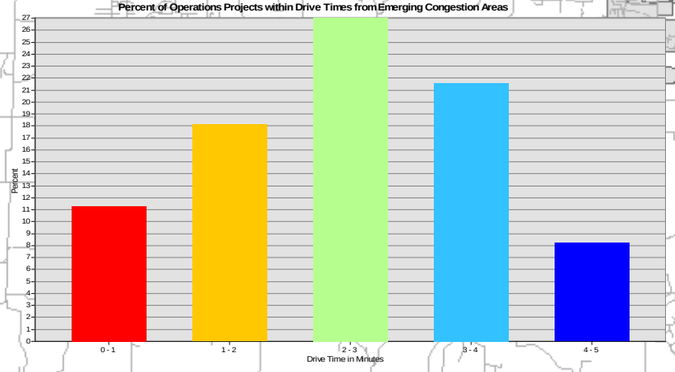
Drive Time Polygons (Minutes)

- 0 - 1.0
- 1.1 - 2.0
- 2.1 - 3.0
- 3.1 - 4.0
- 4.1 - 5.0

24
53
63
33
79

Operations Improvements

Emerging Congestion Areas (Points)

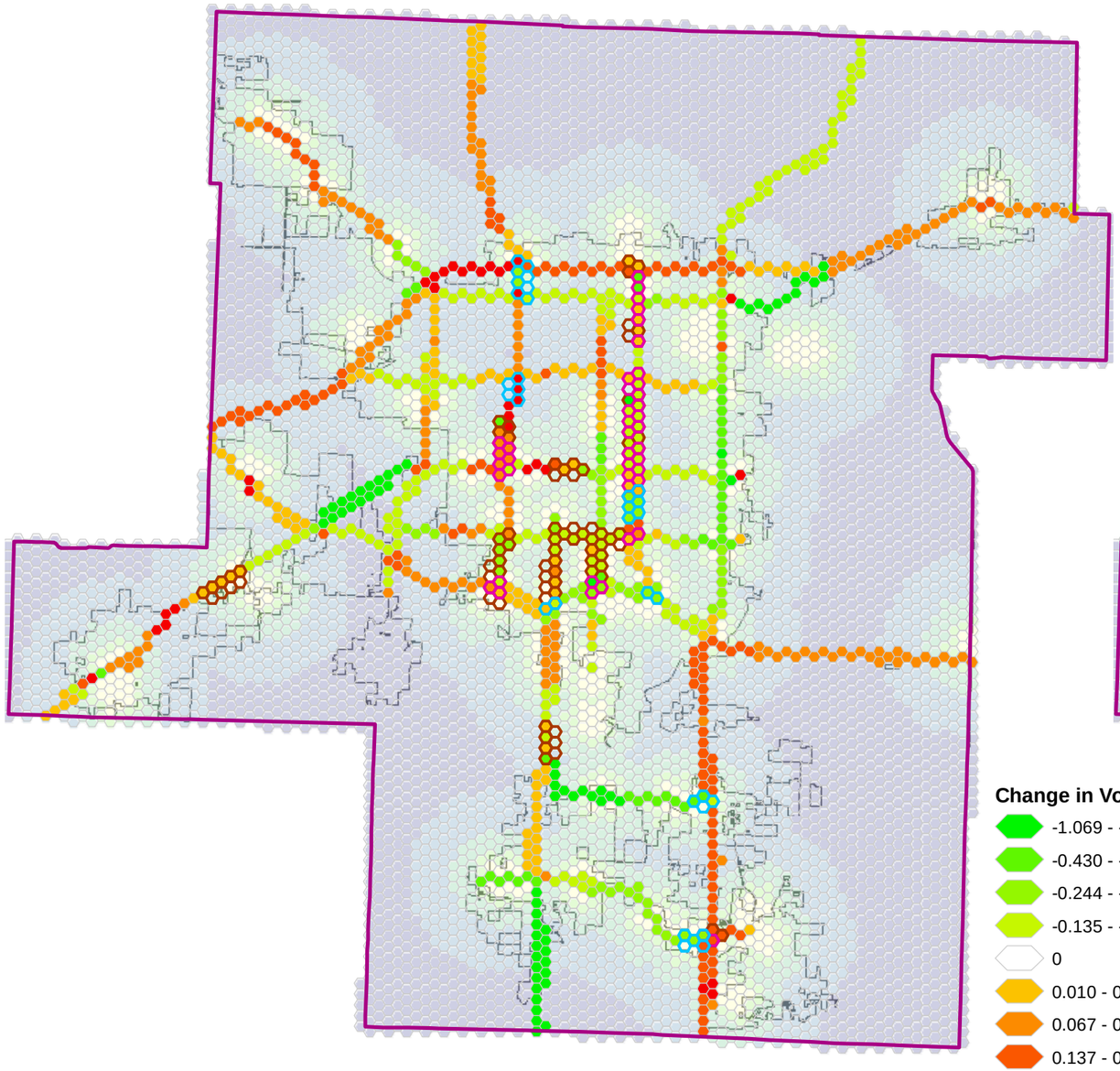


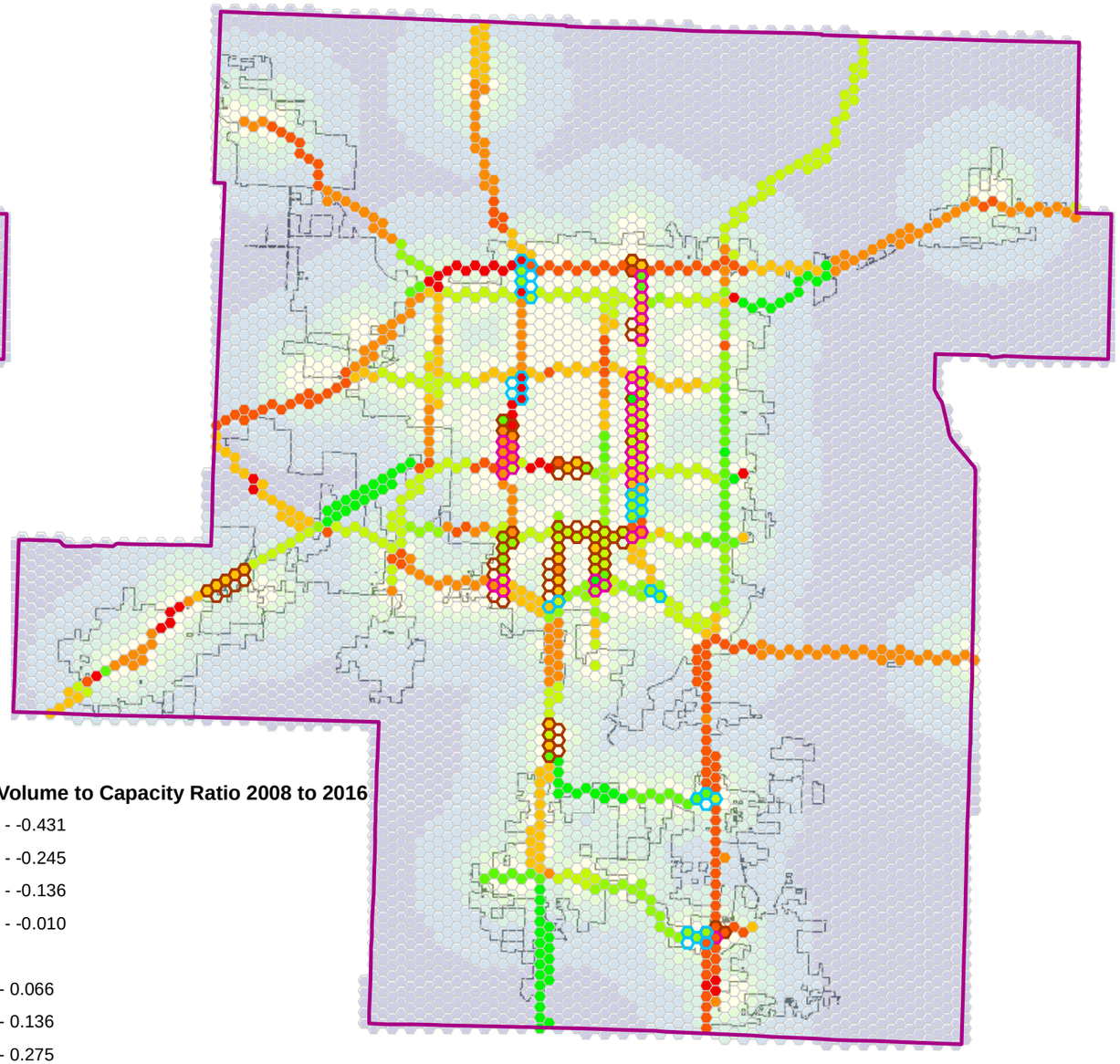
0 1.5 3 6 Miles

Map 8.2

Change in Volume to Capacity Ratio from 2008 to 2016 and Proximity to Nearest Capacity Improvement

Change in Volume to Capacity Ratio from 2008 to 2016 and Proximity to Nearest Operations Improvement





Change in Volume to Capacity Ratio 2008 to 2016

- -1.069 - -0.431
- -0.430 - -0.245
- -0.244 - -0.136
- -0.135 - -0.010
- 0
- 0.010 - 0.066
- 0.067 - 0.136
- 0.137 - 0.275
- 0.276 - 1.143

Nearest Capacity Project Distance (ft)

- 0 - 1,320
- 1,321 - 2,640
- 2,641 - 5,280
- 5,281 - 10,560
- 10,561 - 30,866

N

- Inproved Congestion Hex
- No Change Congestion Hex
- Emerging Congestion Hex

- OTO Boundary
- City Limits

0 1.25 2.5 5 Miles

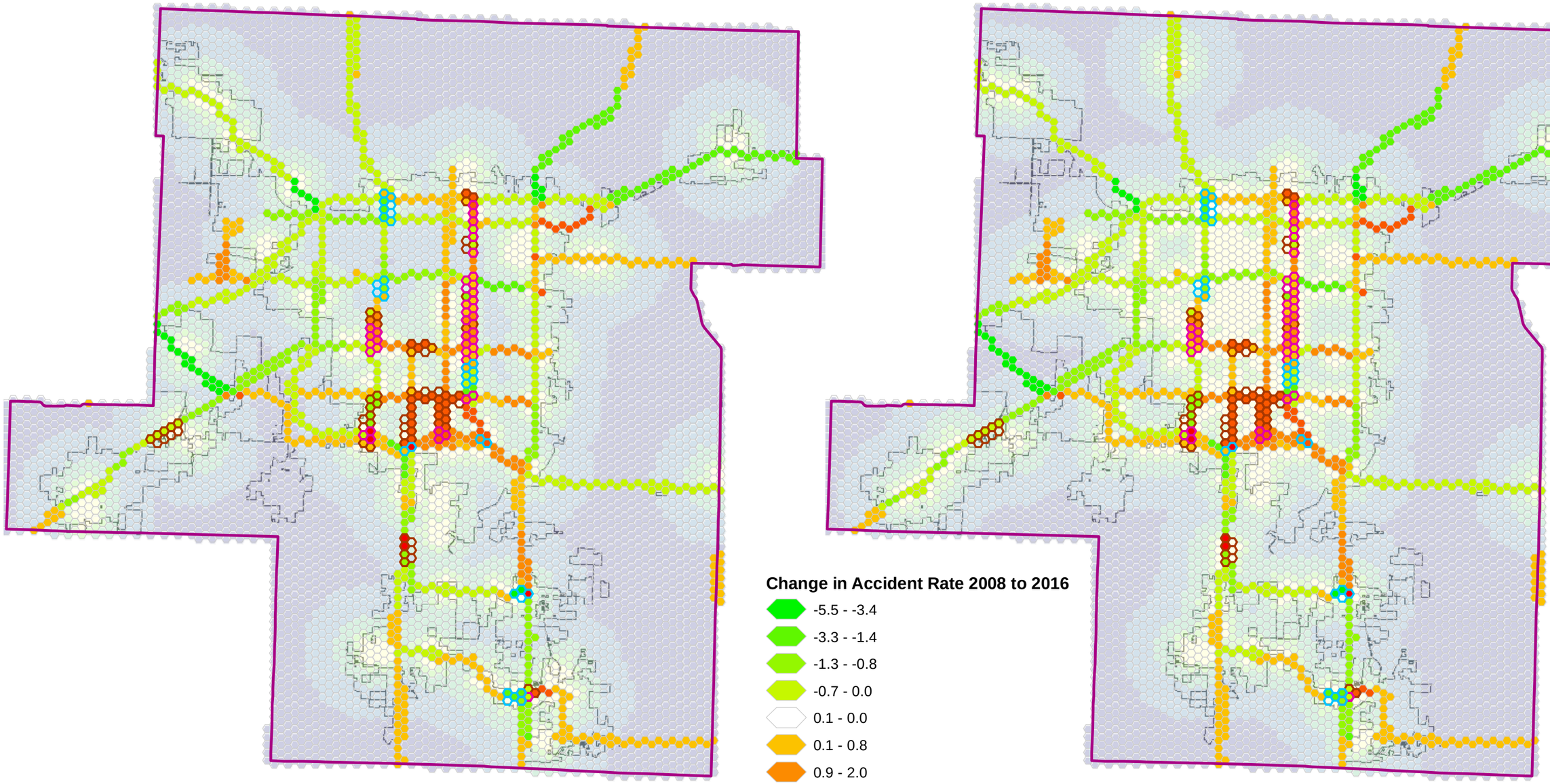
Nearest Operations Project Distance (ft)

- 0 - 1,320
- 1,321 - 2,640
- 2,641 - 5,280
- 5,281 - 10,560
- 10,561 - 29,636

Map 8.3

Change in Accident Rate from 2008 to 2016 and Proximity to Nearest Capacity Improvement

Change in Accident Rate from 2008 to 2016 and Proximity to Nearest Operations Improvement



Change in Accident Rate 2008 to 2016

- -5.5 - -3.4
- -3.3 - -1.4
- -1.3 - -0.8
- -0.7 - 0.0
- 0.1 - 0.0
- 0.1 - 0.8
- 0.9 - 2.0
- 2.1 - 5.1
- 5.2 - 18.5

Nearest Capacity Project Distance (ft)

- 0 - 1,320
- 1,321 - 2,640
- 2,641 - 5,280
- 5,281 - 10,560
- 10,561 - 30,866

N

- Inproved Congestion Hex
- No Change Congestion Hex
- Emerging Congestion Hex

- OTO Boundary
- City Limits

0 1.25 2.5 5 Miles

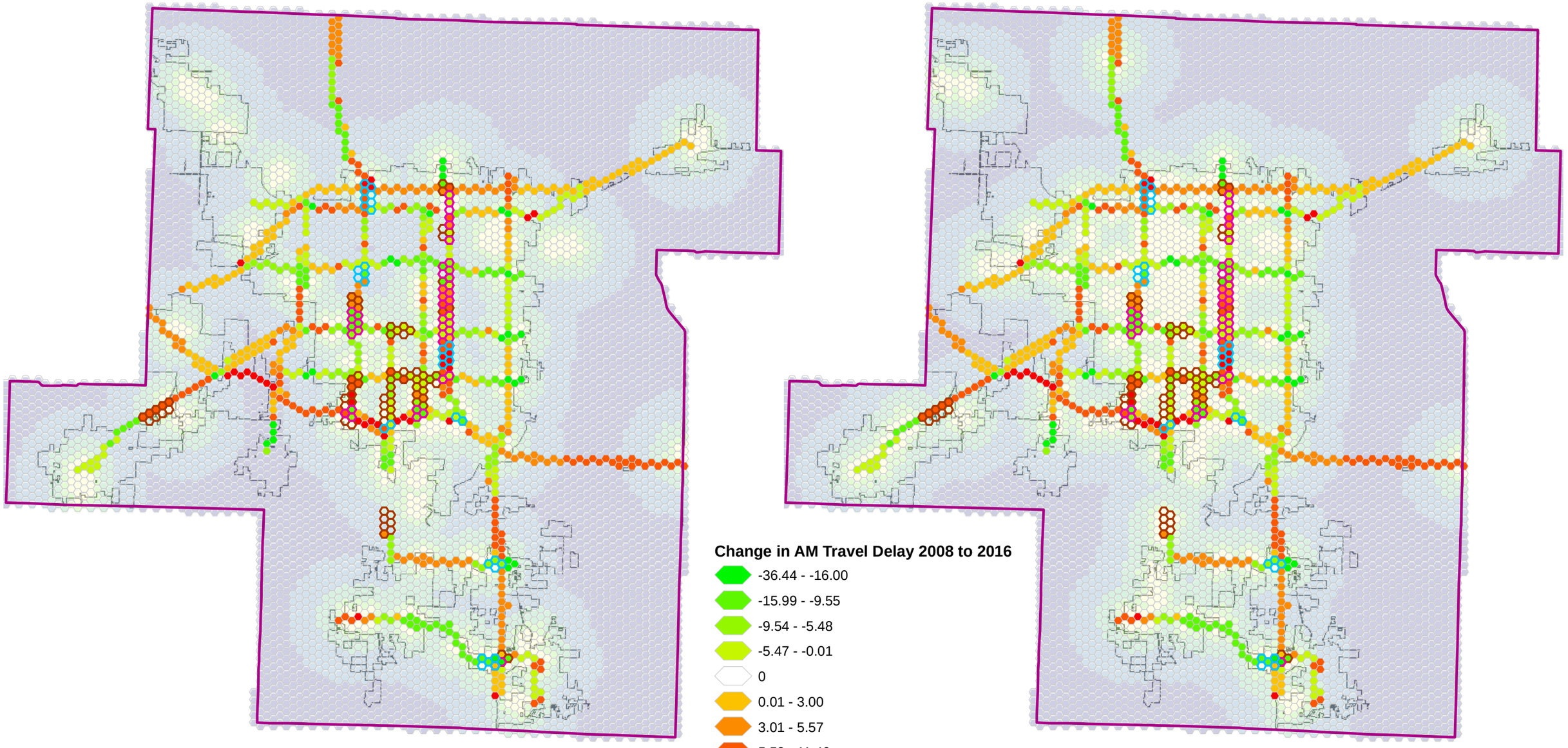
Nearest Operations Project Distance (ft)

- 0 - 1,320
- 1,321 - 2,640
- 2,641 - 5,280
- 5,281 - 10,560
- 10,561 - 29,636

Map 8.4

Change in AM Travel Delay from 2008 to 2016 and Proximity to Nearest Capacity Improvement

Change in AM Travel Delay from 2008 to 2016 and Proximity to Nearest Operations Improvement



Change in AM Travel Delay 2008 to 2016

- -36.44 - -16.00
- -15.99 - -9.55
- -9.54 - -5.48
- -5.47 - -0.01
- 0
- 0.01 - 3.00
- 3.01 - 5.57
- 5.58 - 11.40
- 11.41 - 32.50

Nearest Capacity Project Distance (ft)

- 0 - 1,320
- 1,321 - 2,640
- 2,641 - 5,280
- 5,281 - 10,560
- 10,561 - 30,866

N

- Inproved Congestion Hex
- No Change Congestion Hex
- Emerging Congestion Hex

- OTO Boundary
- City Limits

0 1.25 2.5 5 Miles

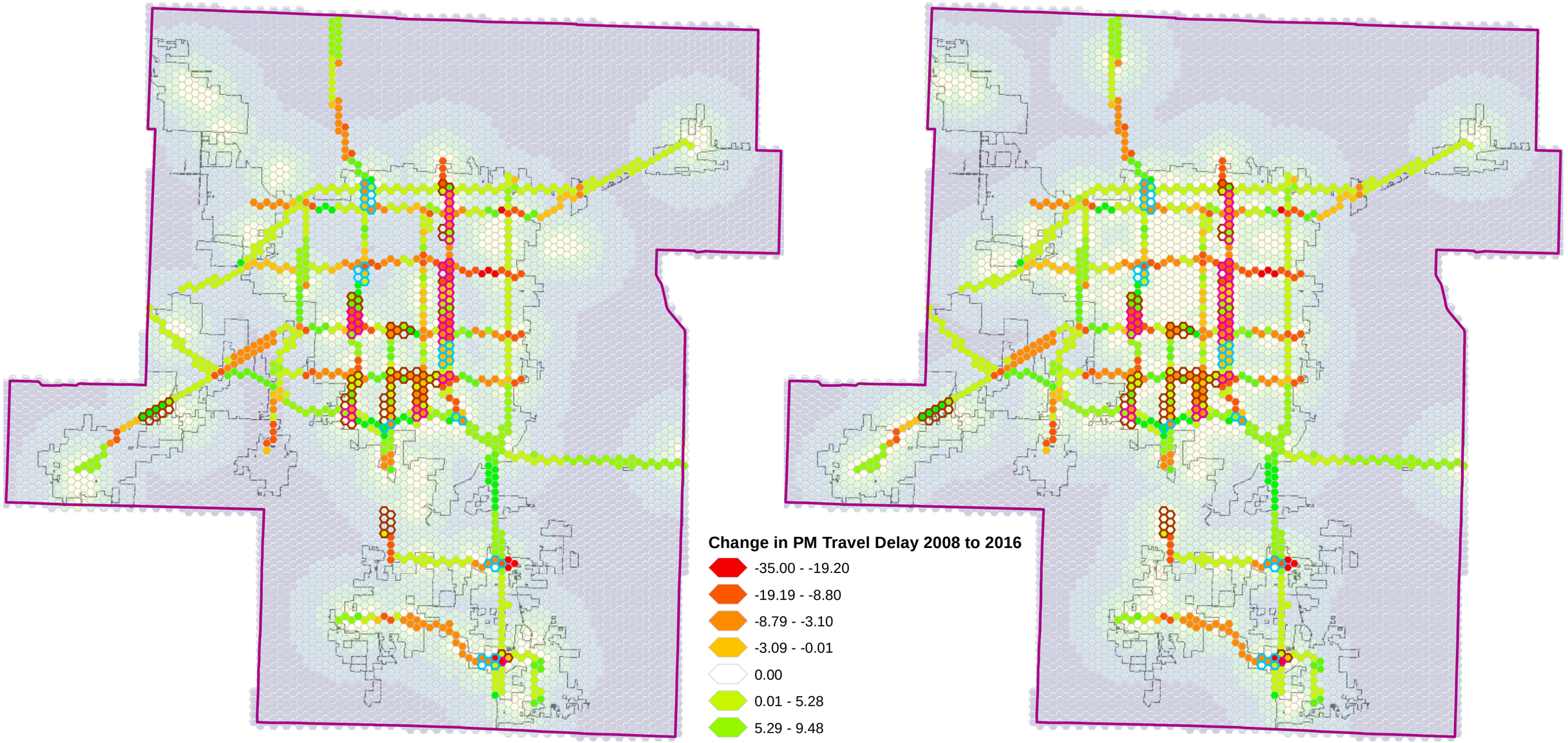
Nearest Operations Project Distance (ft)

- 0 - 1,320
- 1,321 - 2,640
- 2,641 - 5,280
- 5,281 - 10,560
- 10,561 - 29,636

Map 8.5

Change in PM Travel Delay from 2008 to 2016 and Proximity to Nearest Capacity Improvement

Change in PM Travel Delay from 2008 to 2016 and Proximity to Nearest Operations Improvement



Change in PM Travel Delay 2008 to 2016

- -35.00 - -19.20
- -19.19 - -8.80
- -8.79 - -3.10
- -3.09 - -0.01
- 0.00
- 0.01 - 5.28
- 5.29 - 9.48
- 9.49 - 16.20
- 16.21 - 35.80

Nearest Capacity Project Distance (ft)

- 0 - 1,320
- 1,321 - 2,640
- 2,641 - 5,280
- 5,281 - 10,560
- 10,561 - 30,866

N

- Inproved Congestion Hex
- No Change Congestion Hex
- Emerging Congestion Hex

- OTO Boundary
- City Limits

0 1.25 2.5 5 Miles

Nearest Operations Project Distance (ft)

- 0 - 1,320
- 1,321 - 2,640
- 2,641 - 5,280
- 5,281 - 10,560
- 10,561 - 29,636

Map 8.6

TAB 10

TECHNICAL COMMITTEE AGENDA 01/18/17; ITEM II.H.

Traffic Incident Management Strategic Plan: Phase 1

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO hosts a regional Traffic Incident Management (TIM) Subcommittee. The committee was formed in partnership with MoDOT. Currently, membership includes law enforcement, EMS, fire, emergency management, towing, MoDOT, trucking, and local news media representatives. The committee works to (1) decrease the time it takes to detect, respond to, and clear traffic incidents and (2) ensure responder safety. On November 7, 2016, the TIM Subcommittee adopted a Strategic Plan outlining 13 action items for the next 24 months.

The plan's 13 actions are divided into three priority levels. These levels include *Organizational and Operational* actions, *Evaluational* actions, and *Advancing the State of Practice* actions. The subcommittee wants to draft by-laws, adopt response procedures, develop a prioritized needs list, promote TIM, and standardize secondary crash reporting during the first 12 months of the plan. Additional action items include developing performance measures, creating an online after action survey, and conducting a regional towing inventory.

SUBCOMMITTEE ACTION: The TIM subcommittee adopted the strategic plan as its guiding document on November 7, 2016.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:
No action required. Informational only.

Traffic Incident Management Strategic Plan

Phase 1

A Strategic Plan for Developing and Implementing a TIM Program within the *Ozarks Transportation Organization* Region

November 2016

OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Acknowledgements

TIM Subcommittee:

Mr. Bruce Pettus, MoDOT

Mr. Brian Doubrava, City of Springfield

Chief David Hall, Springfield Fire Department

Mr. Don Louzader, KTTS News

Mr. JR Webb, City of Springfield

Mr. Adam Pennington, Affordable Towing

Mr. Bob Patterson, Mercy

Mr. Marc Lewis, MoDOT

Mr. Matt Henry, Henry's Towing

Mr. Mike Dawson, Cox Healthcare

Lt. Stacy Parton, Springfield Police Department

Mr. Tom Dancey, City of Springfield

Mr. Tom Vanderburg, Greene County

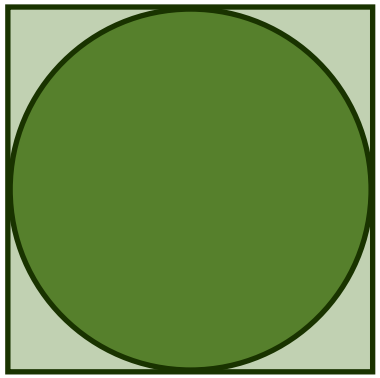
Cpl. Truman Isbell, Ozark Police Department

Mr. David Oheim, Prime, Inc.

OTO Staff:

Andy Thomason, TIM Planner

Sara Fields, Executive Director



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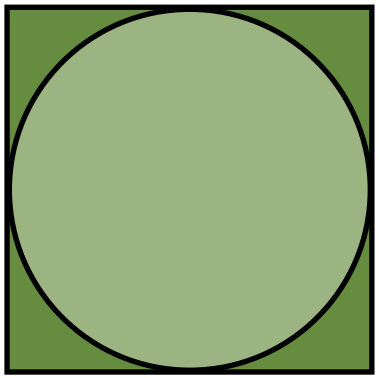

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Introduction

Traffic incidents, including crashes, disabled vehicles, and debris on the road, create unsafe driving conditions; put motorists and responder lives at risk; and account for approximately 25 percent of all traffic delays.

For each minute that a freeway travel lane is blocked during peak use, an estimated 4 minutes of delay result after the incident is cleared. This estimate accounts for 4.2 billion hours per year in delays nationally. Additionally, the U.S. Department of Transportation Strategic Plan Fiscal Year (FY) 2010 – FY2015 reports that Americans burn more than 2.8 billion gallons of gasoline every year while stuck in incident-related traffic.

Traffic Incident Management consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. In order to be effective, TIM teams must have involvement from a wide range of stakeholders, as shown in the table below. Meaningful TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders. A "good" TIM program is one in which responders go home every time, roadways are blocked for the minimum amount of time, and secondary crashes are reduced or eliminated.

Table 1: Traffic Incident Management Stakeholders

Traditional Responders	Special Circumstance Responders	Incident Information Providers	Transportation System Providers and Users
Law Enforcement	Hazardous Materials Contractors	Public Safety Communications	Traveling Public
Fire and Rescue	Coroners and Medical Examiners	Traffic Media	Trucking Industry
Emergency Medical Services	Emergency Management Agencies	Traveler Information Services	Insurance Industry
Towing and Recovery	Environmental/ Natural Resources/ Health Departments	Transportation Agencies	Public Transportation Providers
Transportation Agencies			Motorist Organizations

Source: 2010 Traffic Incident Management Handbook Update

Why this is important…

Responders are being struck and killed at traffic incidents in the U.S. on average:

- 5 Firefighters each year
- 1 Law Enforcement Officer each Month
- 1 Tow Truck Operator each week

Introduction

OTO Mission:

To Provide A Forum For Cooperative Decision Making In Support Of An Excellent Regional Transportation System

Within the greater Springfield Missouri area, the Traffic Incident Management group has developed within the *Ozarks Transportation Organization* (OTO), the MPO for Springfield. The mission of the OTO is to provide a forum for cooperative decision making in support of an excellent regional transportation system. The regional focus held by OTO provides an excellent platform on which to build a multi-disciplinary TIM team. The team functions as a subcommittee of the OTO Technical Planning Committee.

This *TIM Strategic Plan* represents Phase I of the development and implementation of the OTO TIM Subcommittee. Actions included will establish organizational structure, basic operating procedures, a regional needs list, and assemble data on ongoing TIM activities within the region. Future phases of this strategic plan will further develop training opportunities, build interoperable communication capabilities, integration of technology, and advanced early warning.

The OTO TIM Traffic Incident Management Strategic Plan, Phase I, is divided into the following sections:

- Introduction
- Regional Performance
- Goals
- Action Plan

The introduction describes TIM and the OTO Subcommittee. The regional performance section includes a brief description of ongoing TIM activities. Goals for the nation and for the region will be discussed in the goals section. Finally, implementation actions for the next 12-24 months will be outlined in the Action Plan. This plan will updated in 24 months.

OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Image 1: OTO Logo

Regional Performance

According to the July 2016 *Missouri Department of Transportation Tracker*, there were four traffic impacting incidents along I-44 in the second quarter of 2016. These incidents cost drivers time and delays freight flows. As regional leaders implement effective traffic incident management procedures, delay costs borne by regional residents and business are being reduced. MoDOT, the Ozark Police Department, and the Highway Patrol and Springfield Police Academies are all working to implement TIM actions.

The Missouri Department of Transportation has deployed two traveler assist vehicles to patrol major roads in southwest Missouri, including I-44, James River Freeway, and US-65. These vehicles assist stranded motorists, manage traffic at major incidents, and can assist in moving inoperable vehicles off on the road. The vehicles carry chains, brooms, cones, road signs, gas cans, and have large traffic alert flashers. This MoDOT public service is a vital component of TIM in the Ozarks.

Image 2: MoDOT Traveler Assist Vehicles

The Missouri Highway Patrol Academy has fully integrated traffic incident management curriculum. Cadets receive a full four hours of SHRP2 TIM Responder training. The Springfield Police Academy has worked to incorporate elements of TIM curriculum into every new officer's training. This training helps ensure that today's patrol officers and tomorrow's leadership are aware of the regional importance of TIM.

Image 3 & 4: Police Shields for Ozark, MO and Springfield, MO

What is SHRP2 TIM Responder Training?

A training program developed by the second Strategic Highway Research Program (SHRP2) that offers a set of practices and standards to enable safer and faster clearance times. The training includes all aspects of incident response, including correct positioning of response vehicles, creating a safe work area using traffic control devices, and final scene clearance.

Regional Performance

PURPOSE

Build regional relationships in an effort to fully integrate TIM throughout the OTO area for the benefit of travelers and incident responders

The Ozark Police Department has committed to the principles of TIM. As a result of the change in operating procedures, the department's road clearance times have fallen by 50%. This decrease allows traffic to return to normal flows quicker and reduce costly delay. The success experienced by Ozark is not indicative of every community's potential success, but does highlight the gains that can be made.

The Missouri Department of Transportation Southwest District has also pursued grant funding to purchase additional cones, and incident warning signs. The commitment to TIM demonstrated by the successful grant application is significant. District leaders recognizes a unmet need existed and sought a way to meet that need.

Agencies operating within the OTO boundaries have a strong history with TIM practices. The purpose of this plan is to build regional connections that will allow TIM to be fully integrated throughout the OTO area.

Goals

The OTO TIM Subcommittee will work to further the *National Unified Goal (NUG)* of:

- Responder Safety;
- Safe, quick clearance; and
- Prompt, reliable interoperable communications.

The three-objective goal guides national policy, training, and promotion related to Traffic Incident Management. The *National Traffic Incident Management Coalition* has identified 18 strategies to achieve the NUG. The subcommittee has committed to drawing from these 18 strategies as it identifies an action plan for the next 12-24 months.

Image 5: National Traffic Incident Management Logo

The NUG serves as an important guide to the OTO TIM subcommittee. This Phase 1 Strategic Plan serves as an organizing effort for the Subcommittee. The group does not yet have the structure to fully consider and adopt its own goals. The NUG serves a great stand-in for local goals until the committee is completely established.

The NUG strategies are divided into cross-cutting strategies and 3 objectives. The three objectives correspond to the 3 parts of the NUG. The TIM Subcommittee has drawn from the cross-cutting strategies and from two of the three strategies. No Responder Safety strategies were directly implementable by the subcommittee. The OTO TIM Action Plan contains actions from nine of the 18 strategies, *as shown in **bold** in the graphic to the right*. Including half of the NUG strategies is a good start for the subcommittee.

National Strategies

1. ***TIM Partnerships***
2. ***Multidisciplinary NIMS and TIM Training***
3. ***Goals for Performance and Progress***
4. ***TIM Technology***
5. *Effective TIM Policies*
6. ***Awareness and Education Partnerships***
7. *Recommended Practices for Responder Safety*
8. *Move Over/Slow Down Laws*
9. *Driver Training and Awareness*
10. ***Multidisciplinary TIM Procedures***
11. ***Response and Clearance Time Goals***
12. *24/7 Availability*
13. ***Multidisciplinary Communications Practices and Procedures***
14. *Prompt, Reliable Responder Notification*
15. *Interoperable Voice and Data Networks*
16. *Broadband Emergency Communication Systems*
17. *Prompt Reliable Traveler Information Systems*
18. ***Partnerships with News Media and Information Providers***

***Bold:** Implemented in this Plan*

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Action Plan

The TIM Action Plan, which contains 12 actions, is organized into three priority groups, A, B, and C. The priority groups represent common themes and do loosely correspond with implementation importance . Priority A actions help establish the subcommittee and create operational procedures over the next 12 months. Priority B actions create processes to evaluate TIM activities, both regional-wide and incident-specific. Actions included in Priority C advance the state of TIM practice in the OTO area. Priority B and C actions will be implemented of the next 12-24 months.

The Action Plan will result in eight deliverables. They include:

- Response Procedures
- Performance Targets
- By-Laws
- AAR Survey
- Workzone Checklist
- Training Census
- Medical Examiner MOU
- Towing Inventory Framework

These deliverables represent important steps towards a unified TIM program.

Priority 'A' Actions

Organizational and Operational

0-12 Months

Draft By-Laws	The By-Laws should establish the following: • Representation • Committee Size • Meeting Schedule • Purpose	NUG Strategy 1 & 18
	By-Laws Working Group, OTO	

TIM Response Procedures	Collaboratively draft and adopt by MOU a manual/standard procedures for TIM Activities.	NUG Strategy 10 & 13
	Entire Subcommittee, OTO	

Prioritized Needs List	An annually updated list of equipment, technology, and training will be created.	NUG Strategy 4
	Priorities Working Group, OTO	

Promote TIM	OTO, and all other participating organizations, regularly discuss TIM and its benefits with relevant boards, councils, and general public.	NUG Strategy 1 &18
	Entire Subcommittee, OTO	

Standardize Secondary Crash Reporting	Development uniform method for categorizing and reporting secondary crashes.	NUG Strategy 10
	Law Enforcement, OTO	

Action Plan

Priority 'B' Actions

Evaluational

12-24 months

B

Establish Performance Targets	A few broad performance targets should be established to measure TIM implementation, including targets for which data does not yet exist.	NUG Strategy 3 & 11
	TIM Subcommittee, OTO	

Online After Action Report	Create an opportunity to share feedback and lessons learned on intermediate and major incidents	NUG Strategy 10
	AAR Working Group, OTO	

Inventory Training Venues	Identify and contact venues that offer EMS, fire fighter, or police training to offer TIM training	NUG Strategy 2
	TIM Subcommittee, OTO	

Training Census	Create and implement a procedure to track and monitor completed training for all responders within the OTO region	NUG Strategy 2
	OTO,	

Action Plan

Organized Funding List	Identify and organize a list of potential funding sources, containing important, basic information on each opportunity	NUG Strategy 14
	OTO	

Regional Towing Inventory	Conduct annual inventory of Towing Industry assets in the OTO area.	NUG Strategy 10
	OTO, Towing Industry	

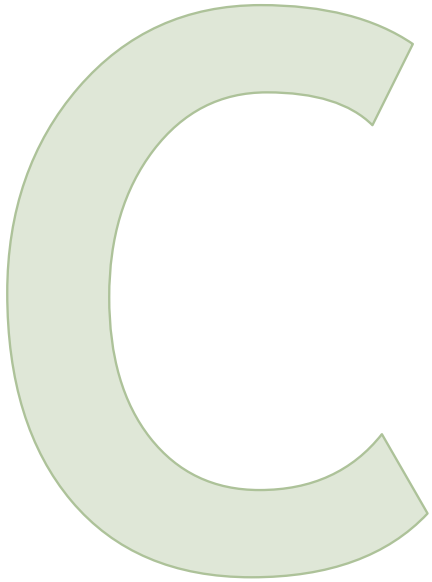
Medical Examiner MOU	Establish operating and communication procedure with medical examiners with the OTO area.	NUG Strategy 4
	ME Working Group, MEs, OTO	

Checklist for Work Zones	A standard policy should be adopted by key agencies to govern the consideration and accommodation of TIM in planned road work and work zones	NUG Strategy 10
	TIM Subcommittee, MoDOT, OTO	

Priority 'C' Actions

Advancing the State of Practice

12-24 months



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OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

TAB 11

TECHNICAL PLANNING COMMITTEE AGENDA 1/18/2017; ITEM II.I.

Transit Asset Management Performance Measures

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy, "Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming"[§1203; 23 USC 150(a)].

With this, seven national performance goals were established for the Federal-aid highway program. From these seven goals, fifteen performance measures were developed for which states, MPOs, and transit agencies are required to set targets and monitor progress. Transit Asset Management is the first performance measure for which targets must be set. Additional targets will be developed by OTO as required. Targets must be established within 180 days of the date targets are set by the State.

City Utilities is partnering with the State of Missouri on their Transit Asset Management Plan. State and CU targets for the Plan were required by January 1, 2017. MoDOT collected and evaluated existing buses and facilities to be included in the Plan and used this information to set targets, which will be evaluated on an annual basis as inventory changes. The following targets have been set by the State and CU. OTO recommends the same targets for the region, as this will be consistent with City Utilities.

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend the Board of Directors accept the Transit Asset Management Targets as set forth by MoDOT and City Utilities."

OR

"Move to recommend further consideration by OTO staff, keeping in mind targets must be adopted by OTO by June 30, 2017."

MoDOT

105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

1.888.ASK MODOT (275.6636)

December 30, 2016

Mr. Mokhtee Ahmad, Regional Administrator
Federal Transit Administration – Region VII
901 Locust Street – Room 404
Kansas City, MO 64106

Re: State Transit Asset Management Initial Performance Measure Targets

Dear Mr. Mokhtee:

This letter is in regards to the initial State Transit Asset Management (TAM) Plan performance measure targets to be established by January 1, 2017.

State TAM Plan Participants:
- City of Cape Girardeau
- City of Springfield – City Utilities
- All 5311 recipients
- No 5310 recipients are required since they are all closed service

Developing TAM Plan with own targets:
- City of Columbia
- City of Lee's Summit – falls under KCATA
- City of Jefferson
- City of Joplin
- City of St. Joseph

Based on data provided the initial targets established for the State TAM plan are as follows:

Equipment	**State TAM Plan initial TARGETS (% met or exceeded FTA ULB Benchmarks)**
Non-revenue support-service and maintenance vehicles (exceeding $50,000 at purchase)	**50%**
Rolling Stock *Revenue vehicles by mode* VN, AO, MV (8 year ULB) CU (10 year ULB) BU, BS (14 year ULB)	 **50%** **50%** **50%**

Infrastructure Only rail fixed-guideway, track, signals and systems	**Not Applicable**
Facilities Maintenance and administrative facilites; and passenger stations (buildings) and parking facilities	**25% with condition rating below 3.0 on FTA TERM Scale**

Evaluation of these initial targets will be completed yearly with changes documented and submitted to FTA.

If you or the FTA Region VII staff has any questions, comments or concerns about these initial performance measure targets, please contact me.

Sincerely,

Dion Knipp

Dion Knipp
Administrator of Transit
Multimodal Operations

cc: Michelle Teel - MO
William Kalt, FTA Region VII
Mark Bechtel, FTA Region VII
Jeremiah Shuler, FTA Region VII
Shannon Graves, FTA Region VII
Karen Miller, TP

TAB 12

TECHNICAL PLANNING COMMITTEE AGENDA 1/18/2017; ITEM II.J.

FY 2018 Unified Planning Work Program Subcommittee

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO staff is requesting a Unified Planning Work Program Subcommittee of the Technical Planning Committee be formed to prepare the FY 2018 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

The UPWP Subcommittee will make a recommendation to the Technical Planning Committee (TPC) and the TPC will make a recommendation to the Board of Directors on adopting the work program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Staff recommends the Technical Planning Committee appoint a FY 2018 UPWP Subcommittee consisting of three or five members.

TAB 13

TECHNICAL PLANNING COMMITTEE AGENDA 1/18/2017; ITEM II.K.

Major Thoroughfare Plan Subcommittee

Ozarks Transportation Organization
(Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Staff is requesting the appointment of a subcommittee to review proposed changes to the Major Thoroughfare Plan. A request has been made for an interchange to be added on US60 at the Highland Springs Country Club. Currently, the plan does not show an interchange at that location. The plan includes no interchanges between US65 and NN/J along US60.

The Board of Directors specifically asked for the Technical Committee to evaluate how an interchange on US60 might be incorporated into the overall network in conjunction with a proposed interchange between the 60/65 and the Battlefield Interchanges on US65.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Staff recommends the Technical Planning Committee appoint a Major Thoroughfare Plan Subcommittee

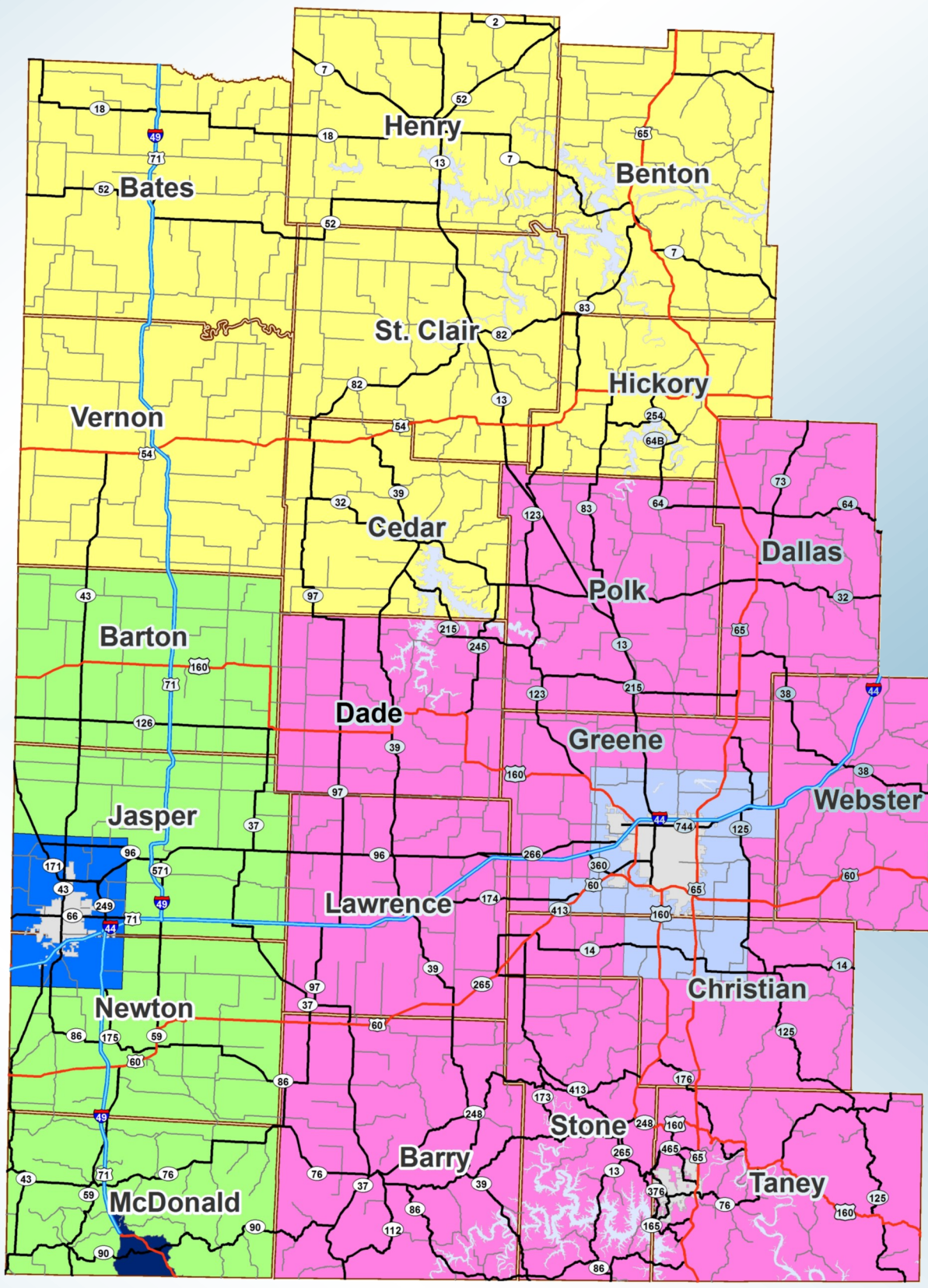
TAB 14

Area Engineers

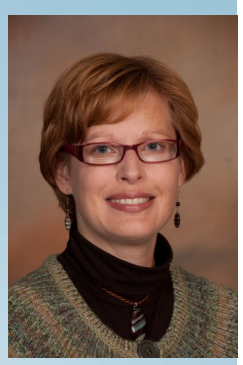
To ensure MoDOT's mission of exceptional customer service, four engineers have been designated to be MoDOT's local connection within the communities they serve.

Darin Hamelink,
Area Engineer:
(417) 766-3238
Darin serves as the area engineer for Bates, Vernon, Henry, St. Clair, Cedar, Benton and Hickory counties. He is headquartered in Nevada.

Laurel McKean, Assistant District Engineer:
(417) 829-8036
Laurel serves in the area engineer capacity for Barton, Jasper, Newton, and McDonald counties. She is headquartered in Springfield, but works frequently from MoDOT's Joplin Regional Office.



Andy Mueller, Assistant District Engineer
(417) 895-7685
Andy serves in the area engineer capacity for the Ozarks Transportation Organization which covers parts of Greene and Christian counties. He is headquartered in Springfield.



Beth Schaller,
Area Engineer:
(417) 529-4120
Beth serves as the area engineer for Dade, Polk, Dallas, Lawrence, Webster, Barry, Stone, Taney and parts of Christian and Greene counties. She is headquartered in Branson.

For Southwest District Road Work and Traffic Information:

www.modot.org/southwest, (417) 895-7600
1-888-ASK-MODOT (888-275-6636)

MoDOT.Southwest

@MoDOT_Southwest

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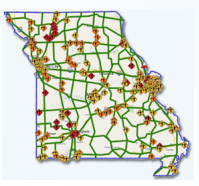
Visit Our Traveler Information Map



MoDOT's Traveler Information Map provides a view of road conditions for major Missouri highways. The map shows work zone locations, flooding information, weather-related road conditions and incidents that affect travel.

Commercial drivers can view information on oversized/over-weight loads, vertical clearance and commercial zones.

A weather radar image and links to road condition maps for surrounding states are also available on the Traveler Information Map at *www.modot.org*.

Welcome to the Southwest District:

I'm Travis Koestner, District Engineer. I oversee MoDOT's operations in the 21-county Southwest District. I've assigned two Assistant District Engineers and two Area Engineers to cover different sections of the district and provide direct interaction with all communities. This structure will help ensure good communication and outstanding customer service across the district. (See map on reverse side.)

- Travis Koestner, P.E.

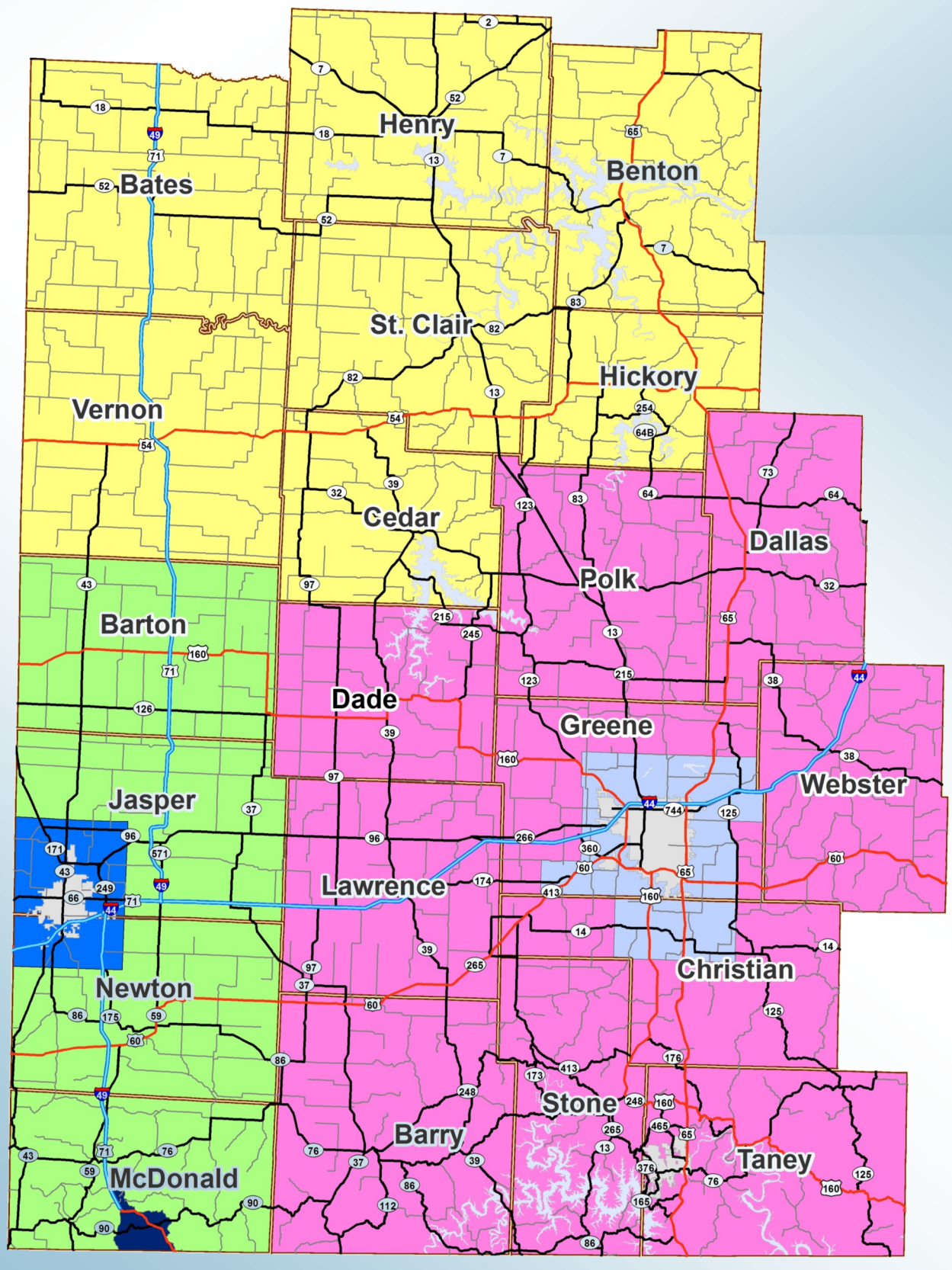
Southwest District Fast Facts

SW District Facts:
- 21 counties
- 6,533 miles of roadway
- Population: 926,656
- 13,000 square miles

SW District Facilities:
- District Office – Springfield
- Regional Office – Joplin
- Maintenance Buildings – 29
- Construction Offices – 5

State Facts:
- Population: 5,842,713
- Licensed drivers: 4.25 million
- Missouri: 7th nationally in highway miles

SW District Road Maintenance:
- Snow removal — $3.8 million/9500 tons of salt used
- Mowing — $3.8 million/44,000 shoulder miles
- Pavement striping — $4 million/14,000 line miles
- Large patching operations — $9 million/100,000 tons of asphalt used
- Pavement sealing with rock & oil — $3 million/150 lane miles



Transportation Management Center, Springfield:
- MoDOT/City of Springfield partnership project
- Provides "real time" oversight of the MoDOT/City of Springfield traffic signal system
- Honored by the Institute of Transportation Engineers with the "Transportation Achievement Award for Facilities"
- Monitors 250 traffic signals
- Uses 42 traffic-monitoring cameras
- Operators can view I-44 cameras
- Is nerve center for Advance Traffic Management System (under construction), providing 27 additional cameras, 16 permanently-mounted electronic message signs and 32 traffic detection locations

Roadways Statewide:
- Cost to build one mile of four-lane highway – from $3 million to $12 million
- Tons of salt used per winter – 221,432 (three-year average)
- Cost for MoDOT to pick up litter – $6 million annually
- Cost for MoDOT to mow – $18.1 million annually

MoDOT Values:
- Safety — Be safe
- Service — Be accountable; Be respectful; Be inclusive
- Stability — Be Bold; Be Better; Be One Team

MoDOT Tangible Results:
- Keep Customers and Ourselves Safe
- Provide Outstanding Customer Service
- Deliver Transportation Solutions of Great Value
- Use Resources Wisely
- Keep Roads and Bridges in Good Condition
- Operate a Reliable and Convenient Transportation System
- Advance Economic Development

www.modot.org/southwest, (417) 895-7600
1-888-ASK-MODOT (888-275-6636)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

17 high priority road projects identified in Greene and Christian counties

Alissa Zhu , DZHU@NEWS-LEADER.COM 9:06 p.m. CST December 26, 2016

(Photo: Website screenshot)

If some much-needed federal transportation funding fell in your lap, how would you spend it to keep traffic flowing in the Springfield area?

Local transportation officials approved a list earlier this month for just that situation. The Ozarks Transportation Organization Board of Directors, which helps plan transportation projects in Greene and Christian counties, approved a priority project list for 2018 to 2022 that could be funded if the Missouri Department of Transportation is able to come up with additional money.

"It is expected there will be funding to add projects to state fiscal year 2021 and 2022," the release said. "It is important to note that needs are much greater than anticipated funding and that no more than a few of these projects will be able to be considered."

The Ozarks Transportation Organization helps prioritize federal transportation dollars that come into the region. The organization helps bring entities like the Missouri Department of Transportation, Springfield and Greene County to the table to establish and implement a long-term plan for road construction projects.

The priorities will be forwarded to MoDOT for consideration, according to the release. The next step is for the state to develop and adopt something called the Missouri Statewide Transportation Improvement Program. The program is prepared annually and outlines specific construction projects that the department of transportation will undertake in the next five years.

The following is the list of priority projects identified locally:

1. Intelligent Transportation Systems fiber signal connections to Republic, Nixa and Ozark — $1.5 million
2. Interstate 244 loop improvements on U.S. 65, U.S. 60 and Interstate 44 — cost unknown
3. Sidewalk improvements to Missouri Department of Transportation corridors — $1 million
4. Capacity and pedestrian improvements to Route 14 from Fremont Road to west of 32nd Street — $6.2 million
5. Intersection and safety improvements to U.S. Route 160 from Plainview Road to Route 14 — $5 million
6. Capacity improvements to U.S. 160 from Farm Road 94 to State Highway AB — $7 million
7. Intersection improvements at 6th Avenue and Route 14 — $5 million
8. Capacity improvements to State Highway MM from Interstate 44 to James River Freeway — $15 million
9. Capacity and pedestrian improvements to Route 14 from Ridgecrest Avenue to 32nd Street — $21 million
10. Capacity improvements to U.S. 60 from U.S. 65 to Kansas Expressway — $28 million
11. Build outer road system to support U.S. 60 from U.S. 65 to Farm Road 213 — cost unknown
12. Capacity improvements to U.S. 65 from Route CC to Route 14 — $12 million
13. Capacity improvements to U.S. 65 from Route 14 to State Highway F — $22 million
14. Capacity improvements to Route 14 from 3rd Street to State Highway W — $20 million
15. Evans Road interchange on U.S. 65 — cost unknown
16. Railroad overpass U.S. 60 on State Highway MM — $12 million
17. Intersection improvements on State Highway MM at Sawyer Road — $2 million

Read or Share this story: http://sgfnow.co/2hlD2n1

Prioritize transit, deliver jobs

Kimberly Cella Published 12:03 a.m. CT Jan. 10, 2017 | **Updated 16 hours ago**

(Photo: file)

As we examine Missouri's economic future, it's important to realize funds to develop infrastructure are key. Now is the time for our newly elected state leaders to commit to developing and implementing a total transportation package that includes investment in public transit. Investments in transit drive economic growth — improving access to opportunity, attracting talent and creating thousands of jobs. Unfortunately, our state is currently spending just 17 cents per capita on transit, and that's not enough to keep Missouri moving forward.

Growth and development patterns are greatly impacted by our decisions on how and where to invest in our transportation infrastructure. For example, public transit dollars invested in mature communities are playing a key role in urban revitalization and redevelopment. This can be seen in Kansas City, where more than $1.7 billion in development has occurred along the recently opened Streetcar alignment. Meanwhile, in rural communities, investment in transit is providing greater access to jobs, education and quality health care.

At this time, Missouri transit purveyors provide more than 67 million trips annually. But as these providers deal with the effects of chronic underinvestment in capital assets and infrastructure improvements, many are being forced to drastically cut back on services they offer, leaving residents without access to critical employment, educational and health care services.

Missouri residents need well-resourced, well-operated transit options, and our newly elected leaders have the opportunity to help secure the future of both the state's public transit system and its bottom line.

Kimberly Cella is the executive director of the Missouri Public Transit Association representing more than 30 transit providers across the State of Missouri.

Read or Share this story: http://sgfnow.co/2iddRUc

CC Links to provide countywide transport

By: Hanna Smith, Reporter HannaS@CCHeadliner.com @hannasCCHN | Posted: Tuesday, January 3, 2017 6:00 pm

CCHN

Effective Jan. 3, Christian County will have an employment-priority transportation system courtesy of CC Links and OATS. CC Links Executive Director Andrea Swope announced the news to commissioners Dec. 29. The service, she said, will provide rides for Christian County residents, regardless of age or income, throughout the county. The goal of the system, however, is to help home-bound or disabled individuals get to and from work — and those type of riders get preference for bus rides.

Swope said transportation is the No. 1 problem for individuals with disabilities who are seeking jobs. CC Links, located in Ozark, provides employment opportunities for these individuals. Previously, the company provided transportation for its employees through OATS, however the new agreement will expand services to the entire county.

“We hit the right connection with OATS,” Swope said. “We are really excited. This is great news not just for our folks, but for the entire county.”

The program is provided through a matching-fund grant made available to OATS, OATS Regional Director Jeff Robinson said. The entire transportation service will cost just over $46,000. Half is covered by the federal grant and the other half is paid for by CC Links. A $2 travel fare will help offset the cost for CC Links.

“CC Links may not cover the other 50 percent and, in this case, they don’t,” Robinson said. “The riders’ fares will cover a small portion also.”

The $2 fare covers an entire day of transport — so riders can go to multiple locations for one daily cover charge, Swope said. The buses will transport anywhere in Christian County and to the Greene County Library Center on the south side of Springfield. From there, the riders can connect to the Greene County bus system.

Swope said the service will also help home-bound residents socialize more, which is vital for a healthy lifestyle.

“To me that helps folks because it provides community inclusion,” she said.

CC Links is growing in other ways, too, Swope said. The organization recently expanded its current building. As of Jan. 3, there will be 13 CC Links employees.

“I think we will continue to grow with the option of transportation,” she said.

Eastern Commissioner Sue Ann Childers commended Swope and the other CC Links staff members for the services they provide.

“All I’ve got is praise for you,” she said.

AASHTO Journal

Trump Reportedly Eyeing 'Task Force' to Implement Infrastructure Investment Plans

President-elect Donald Trump looks to create an infrastructure "task force," the Washington Post reported, to help implement the major infrastructure investment program he has vowed to pursue when he takes office in January.

The Post, citing several sources briefed on the plans, said senior Trump team members are in discussions on the initiative. The story said key members include Trump's "son-in-law Jared Kushner, senior counselor Stephen K. Bannon, senior adviser Stephen Miller and Gary Cohn, whom Trump has tapped to head the National Economic Council."

The report came as some observers had begun to wonder if Trump was moving the infrastructure investment initiative lower on his priority list of goals to achieve early in his administration.

It also arrived near the 25th anniversary of another major piece of transportation legislation, the Intermodal Surface Transportation Efficiency Act that President George H.W. Bush signed into law on Dec. 18, 1991. That six-year measure, which Congress passed after states had largely built out the initial map of the Interstate Highway System, authorized funding for highway projects, highway safety and transit programs but also provided a sweeping restructuring of federal surface transportation program.

ISTEA devoted more funding to multimodal projects and gave more authority to states and local planning agencies to spend Highway Trust Fund dollars on what they saw as the best mix of transportation projects regardless of the travel modes involved. It mandated installation of airbags in new passenger vehicles, authorized funds for a number of nonmotorized trails and intelligent highway systems, allowed private entities to own toll roads and called for designation of up to five high-speed passenger rail corridors.

After signing the far-reaching bill into law, Bush met the same day in Dallas with the Policy Committee of the American Association of State Highway and Transportation Officials at the Hyatt Regency Hotel in Dallas. "This law will make a huge difference for all of us," he told the group. "It will help young fathers rush their wives to a delivery room. It will enable buses to ferry children safely and swiftly to school. It will help just-in-time manufacturers receive the parts they need when they need them. It will keep America where it belongs – in the passing lane."

To put his own mark on transportation with a historic-sized investment program, Trump could reportedly find common ground with many congressional Democrats but might need to overcome reluctance among Republican majority

members who either worry about how to pay for it or who want to avoid backing a big new spending plan.

But the Post report said Trump's team has spoken with potential candidates to head the task force, which would operate below the Cabinet level to coordinate among federal, state, local officials and private investors.

AASHTO Executive Director Bud Wright said that organization and state department of transportation officials around the country are ready to help the Trump transition team and the reported task force develop its plans, in order to tackle the major investment needs throughout the transportation system.

Wright said that 25 years ago, "Congress and the president through the ISTEA law were able to craft major transportation legislation that still represents a shining example of what Washington can accomplish to build a stronger economy and a more mobile society."

He added: "We look forward to Washington doing so again, to begin truly investing at the levels needed to fix our aging networks and to curb the time-wasting congestion people face each day. And we look forward to seeing President Trump fulfill his jobs-creating infrastructure promise, and sign into law next year a measure that really fixes the Highway Trust Fund, provides sustainable funding across travel modes and meets the transportation needs of America. That would be a historic legacy for any president."

Questions regarding this article may be directed to editor@aashtojournal.org. December 22, 2016

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AASHTO Journal

Ryan, Shuster See Infrastructure Investment Plan Emerging in Spring Budget Proposals

Key lawmakers said they see a Republican infrastructure investment package coming this spring with broader budget proposals, which would put it after the initial first months of the Trump administration but give policymakers more time to determine its shape and cost.

And in a series of news interviews, congressional GOP leaders made clear they expect incoming President Trump to continue to press for a major program of infrastructure improvements.

House Speaker Paul Ryan, R-Wis., told radio show host Hugh Hewitt Jan. 4 that that he expects to address the infrastructure package in a "spring budget."

Asked how large it will be, Ryan said, "I don't know the answer to that, yet. No one knows the answer to that, yet." The Speaker said its size would partly be a function of budget planning and partly of regulatory reforms Republicans want to implement "so that the transportation dollars stretch as far as possible."

Ryan said the package "also will be focused on leveraging private sector dollars so that it's not just the public sector taxpayer, the taxpayer that's on the hook."

The Hill newspaper reported that House Transportation and Infrastructure Committee Chairman Bill Shuster, R-Pa., said Congress will work on finding ways to pay for the infrastructure plan in the first few months after Trump becomes president Jan. 20, and that the broader package is likely to come together later in the spring.

"We're going to start to work on it, but first of all, you've got to figure out the pay-fors, which will come, I believe, in the first 100 days," Shuster told the publication Jan. 4. "Then in the next second 100 days is when we'll put together a big infrastructure package."

Sen. John Thune, R-S.D., who now chairs the Commerce, Science and Transportation Committee that oversees the Department of Transportation and its budget, told reporters that Trump officials "want to have a pretty ambitious agenda in terms of infrastructure."

Thune scheduled a nomination hearing on Jan. 11 for Elaine Chao, the former labor secretary and past USDOT official who is Trump's pick to be transportation secretary and who would administer much of any new infrastructure program. Chao's husband, Senate Majority Leader Mitch McConnell, R-Ky., would also play a key role in getting an infrastructure bill through the Senate.

Bud Wright, executive director of the American Association of State Highway and Transportation Officials, said since the Trump administration and Congress could soon push through a historic investment package state DOT officials will work in the next few months to make sure policymakers hear their views.

Wright said those state agencies can best deliver projects if the administration and Congress provide new funding through established allocation formulas that let states decide where to apply the money to best meet their regional and local needs.

"People throughout the country clearly see the need for stronger investments in transportation projects that go well beyond the levels current programs provide," he told the AASHTO Journal. "They want better highways, bridges, transit services, bike and walk paths, intercity rail, waterways and airports. To get them, we welcome more private investment and regulatory changes that speed projects along, but the nation simply needs more new funding as well to tackle a huge backlog of important mobility projects."

Wright also said the broad support for an infrastructure package presents an opportunity to permanently bolster the government's largest transportation investment pool so that it does not run dry every few years.

"We'd love to see President Trump and Congress seize this chance to finally fix the Highway Trust Fund and find a sustainable revenue stream for road, transit and multimodal projects," he said. "Then we could do away with the risk of new funding crises erupting every few years that disrupt construction programs."

Questions regarding this article may be directed to editor@aashtojournal.org. January 06, 2017

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New report from MoDOT shows pedestrian fatalities on the rise

POSTED 6:46 AM, DECEMBER 29, 2016, BY ROB COLLINS

KANSAS CITY, Mo. -- A new report from MoDOT shows pedestrian fatalities are rising across the Show Me State.

Many folks choose not to drive on New Year's Eve given the potential for dangerous consequences, but those walking are also at risk.

MoDOT says to 89 pedestrians have been killed in traffic crashes this year, that's about 10 percent of all statewide traffic fatalities with 72 percent of them happening at night.

According to MoDOT, lifestyle choices are leading to more people traveling by foot. Other factors include those who don't have access to a vehicle, some aren't physically capable of driving, or some simply decide not to get a license.

The report shows that failure to yield is the leading contributor to driver caused fatalities, while walking on roadways is the top pedestrian action leading to death.

To bring down those numbers, the Missouri Coalition for Roadway Safety named pedestrian safety as one of its five focus areas for the next four years.

"We are just looking to enhance our roadways and improve the signage for pedestrians, more pavement markings so that pedestrians cross at appropriate locations and our drivers see those locations," said Carrie Wolken, MoDOT's pedestrian program safety coordinator.

The Missouri Coalition for Roadway Safety offers the following tips to help eliminate these tragic deaths.

- Always stay inside a disabled vehicle if it is safe to do so, so the vehicle can protect you. The vehicle is much more visible to oncoming traffic than a pedestrian standing in the roadway.
- Never walk distracted by texting, talking or using headphones.
- Make yourself visible to motorists by wearing light-colored clothing, and always make eye contact with drivers when possible.
- Always use designated crosswalks and obey crosswalk signals when available.
- Motorists should slow down and move over for any vehicles stopped on the shoulder, and assume someone may be walking near that vehicle.
- Use extra caution and expect the unexpected.

Secretary Foxx Releases Beyond Traffic 2045 Final Report on Future of Transportation

DOT Designates 18 "Beyond Traffic Innovation Centers" to Study Transportation Challenges

WASHINGTON – U.S. Transportation Secretary Anthony Foxx today released the final *Beyond Traffic 2045* report highlighting transportation challenges the United States will face over the next three decades. The report finds that the U.S. transportation system, and the current planning and funding mechanisms, will not meet the demands presented by trends including population growth, climate change, and new technologies like driverless cars.

"Beyond Traffic started a long overdue conversation about whether our transportation infrastructure will keep pace with our changing country," said Secretary Foxx. "The final report again shows that if we do not invest in our infrastructure, we will let conditions move us backwards."

Beyond Traffic 2045 was the product of more than two years of research and study by the U.S. Department of Transportation (USDOT). A draft of the report, published in February 2015, was downloaded over 500,000 times from the USDOT website, and the agency received thousands of comments from the public through workshops, webinars, and online feedback. Secretary Foxx and USDOT leaders also held public meetings in eleven cities across the country in late 2015 to explore the challenges facing each of the emerging megaregions.

The report is a comprehensive study of the major trends that will shape our nation's transportation system over the next thirty years. The report looks at broader trends, such as population growth and increasing freight volume, as well as issues of economic opportunity, transportation funding, and emerging technologies, to identify the key transportation challenges that the United States will face.

Questions and trends explored in *Beyond Traffic 2045* include:

- How we move – America's population is expected to grow by 70 million by 2045, and by 2050, three-quarters of Americans could live in eleven emerging megaregions – larger geographic clusters in spanning multiple cities and communities.
- How we move things – Freight volume is expected to increase by more than 40 percent, partly driven online shopping, adding extra demand to our transportation networks.
- How we adapt – Predicted rises in global temperatures and mean sea levels, and more frequent and intense storm events, could drastically affect highways, bridges, public transportation, coastal ports, and waterways.
- How we move better – Automation and robotics will affect all modes of transportation, improving infrastructure maintenance and travel safety, and enabling the mainstream use of autonomous vehicles.
- How we grow opportunity – Middle- and low-income American households spend, on average, nearly 20 percent of their income on transportation and 40 percent on housing—higher shares than for wealthier Americans.
- How we align decisions and dollars – Federal gasoline-tax revenues have failed to keep up with our transportation needs and could decline further as vehicle fuel efficiency improves, and inflation further erodes purchasing power.

As the title suggests, one of the key issues examined in *Beyond Traffic 2045* is the cost of increasing traffic congestion. It finds that the average American driver in a city or a suburb will spend an entire work week sitting in traffic, the annual cost of congestion delays and lost fuel is $160 billion, and that truck congestion alone will cost $28 billion in wasted time and fuel this year.

In his introduction to the report, Secretary Foxx outlines three strategies that need to be employed to ensure that America is able to meet the challenges of the next thirty years: take better care of our legacy transportation systems to keep our roads, bridges, and ports in good repair; fund and prioritize new projects based on future projections, not outdated models of how people moved in the past; and use technologies and better design approaches that will allow us to maximize the use of our old and new transportation assets.

DOT Designates Beyond Traffic Innovation Centers

In conjunction with the release of *Beyond Traffic 2045*, Secretary Foxx today designated 18 Beyond Traffic Innovation Centers across the country to lead research on the transportation challenges outlined in the report. The centers are non-profit institutions of higher education and non-profit organizations which convene leaders and other key decision-makers in each of eleven megaregions around the United States, as well as in rural communities, to discuss these challenges and coordinate related research, curriculum, outreach, and other activities.

The Beyond Traffic Innovation Centers are:

- Cascadia/Pacific Northwest megaregion: University of Washington
- Florida megaregion: Florida International University
- Front Range megaregion: University of Denver
- Great Lakes/Midwest megaregion: Center for Neighborhood Technology, Ohio State University and University of Michigan
- Gulf Coast megaregion: Texas Southern University
- Northeastern megaregion: Northeastern University and Rutgers University
- Mid-Atlantic megaregion: University of Virginia
- Northern California megaregion: University of California, Berkeley
- Southern California megaregion: California State University, San Bernardino
- Piedmont/Southern megaregion: Clemson University
- Sun Corridor megaregion: University of Arizona
- Texas Triangle megaregion: University of Texas, Austin
- Centers serving rural areas: Montana State University, University of Alaska-Fairbanks, and Michigan Tech University

The full list of Beyond Traffic Innovation Centers and more information about *Beyond Traffic 2045* is available at: www.transportation.gov/beyondtraffic.

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Monday, January 9, 2017

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Team Spirit is now TRACTION

Dec 19 2016

December 19, 2016 – for immediate release

Team Spirit is now TRACTION
Youth Traffic Leadership Training has a new name.

JEFFERSON CITY, MO –The Missouri Department of Transportation's Highway Safety Division has announced the rebranding of their Youth Traffic Safety Leadership Training program. The TEAM SPIRIT program will now be called TRACTION -Teens Taking Action to Prevent Traffic Crashes. While this is a new look for the program, it will remain consistent with the program's goals and implementation.

"The program has been in existence for over 20 years. It will have a new look, but the traffic safety messages will remain the same," said MoDOT's Director of Highway Safety Bill Whitfield.

Traffic crashes remain one of the leading causes of death and serious injury for Missouri teens. TRACTION is designed to empower youth to take an active role in decreasing unsafe driving habits like driver inattention, the use of alcohol and other drugs that can cause impaired driving, and encouraging all teens to buckle up.

TRACTION seeks to accomplish this mission by providing youth and their adult advisors with the motivation, information, skills and support necessary to develop a plan of action that addresses unsafe driving habits. It also promotes safety belt usage through events and activities they implement within their schools and communities.

Approximately 100 students and 20 advisors will be selected to attend each of our training conferences. Over 15 high school and college students serve as facilitators for the school teams. The training is educational, high energy, and an opportunity to make a difference and save lives in Missouri. Conference dates are July 23 -25, 2017 in Cape Girardeau, and July 27-29, 2017 in Columbia.

Please make plans to be a part of this life saving effort by attending one of our summer conferences. You school can be a part of making a difference and saving lives!

For more information please check us out at MoTRACTION.com.