



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

MAY 15, 2019
1:30 - 3:00 PM

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



**Technical Planning Committee
Meeting Agenda
Wednesday, May 15, 2019 1:30 p.m.
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/O'Connor)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the March 20, 2019 Meeting and April 4, 2019 E-meeting Minutes Tab 1
(1 minute/ O'Connor)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

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

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. 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. TMC Technology Presentation

(15 minutes/Dancey and Lewis)

A presentation will be given to highlight the Technology used at the Transportation Management Center of the Ozarks.

B. Amendment Number Six to the FY 2019-2022 TIP Tab 3
(5 minutes/Longpine)

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2019-2022 TIP AMENDMENT NUMBER SIX TO THE BOARD OF DIRECTORS

C. Federal Funds Balance Report Tab 4
(10 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

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

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

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED FEDERAL FUNCTIONAL CLASS CHANGES TO THE BOARD OF DIRECTORS

E. FY 2020 Unified Planning Work Program..... Tab 6
(10 minutes/Fields)

The Draft Unified Planning Work Program is the document that outlines the work that will be completed by OTO during the next fiscal year.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FY 2020 UNIFIED PLANNING WORK PROGRAM TO THE BOARD OF DIRECTORS

F. Public Participation Plan Annual Evaluation..... Tab 7
(5 minutes/Faucett)

An annual evaluation of the Public Participation Plan is completed to examine the efforts and outcomes to obtain public input. Staff will present the findings.

NO ACTION REQUESTED – INFORMATIONAL ONLY

G. Transportation Impact Study Guidelines Tab 8
(10 minutes/Thomason)

A final draft of the Transportation Impact Study Guidelines is attached for your review and recommendation.

TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE TRANSPORTATION IMPACT STUDY GUIDELINES TO THE BOARD OF DIRECTORS

H. Additional Federal Funding Tab 9
(10 minutes/Fields)

An additional \$1.6 Million has been made available for the OTO area for FY 2019 and is available for obligation through September 30, 2022.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND THE USE OF
ADDITIONAL FEDERAL FUNDING.**

I. BUILD Grant TIP Certifications Tab 10
(5 minutes/Fields)

In order to submit an application for the Department of Transportation BUILD grant a TIP Certification is required as part of the submittal. There are two projects requesting a TIP Certification.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE BUILD
GRANT CERTIFICATIONS TO THE BOARD OF DIRECTORS**

J. MoDOT STIP Development Update
(5 minutes/Miller)

MoDOT will be providing an update of current and planned Statewide Transportation Improvement Projects.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements
(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review
(5 minutes/Technical Planning Committee Members)

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

C. Articles for Technical Planning Committee Member Information..... Tab 11

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, July 17, 2019 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

CC: Bob Dixon, OTO Chairman
Ken McClure, City of Springfield Mayor
Senator Hawley's Office
Senator Blunt's Office
Jeremy Pruett, Congressman Long's Office
Area News Media

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM I.C.

March 20, 2019 Meeting and April 4, 2019 E-Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the Technical Planning Committee March 20, 2019 meeting and April 4, 2019 e-meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to approve the Technical Planning Committee March 20, 2019 meeting and April 4, 2019 e-meeting minutes.”

OR

“Move to approve the Technical Planning Committee March 20, 2019 meeting minutes and April 4, 2019 e-meeting with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
March 20, 2019**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:30 p.m. by Chair David O'Connor.

The following members were present:

Ms. Paula Brookshire, City of Springfield (a)
Mr. King Coltrin, City of Strafford
Mr. Matt Crawford, City Utilities Transit
Ms. Dawne Gardner, City of Springfield (a)
Mr. Zeke Hall, MoDOT
Mr. Adam Humphrey, Greene County
Mr. Kirk Juranas, City of Springfield
Mr. John McCart, City of Ozark (a)
Mr. Frank Miller, MoDOT

Mr. Andrew Nelson, City of Republic (a)
Mr. David O'Connor, City of Willard (a), Chair
Mr. Jeremy Parsons, City of Ozark
Mr. Cole Pruitt, Missouri State University
Mr. Jeff Roussell, City of Nixa
Mr. David Schaumburg, Springfield/Branson Airport
Mr. Frank Schoneboom, City of Battlefield
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
Ms. Kristy Bork, Springfield/Branson Airport (a)
Mr. Joshua Bird, Christian County (a)
Mr. Randall Brown, City of Willard (Vice Chair)
Ms. Megan Clark, SMOG
Mr. Eric Claussen, City of Springfield (a)
Mr. John Caufield, BNSF
Mr. Doug Colvin, City of Nixa (a)
Ms. Brandie Fisher, City Utilities Transit
Mr. Martin Gugel, City of Springfield
Mr. Joel Keller, Greene County (a)

Ms. Mary Kromrey, Ozark Greenways
Mr. Kevin Lambeth, City of Battlefield (a)
Mr. Bradley McMahon, FHWA
Mr. Kent Morris, Greene County Planning
Mr. Jason Ray, SMOG (a)
Mr. Mark Schenkelberg, FAA Representative
Mr. Jeremiah Shuler, FTA Representative (a)
Ms. Mary Lilly Smith, City of Springfield
Mr. Garrett Tyson, City of Republic
Ms. Janette Vomund, MoDOT
Mr. Chad Zickefoose, MoDOT (a)

Others present were: Mr. Carl Carlson, Olsson; Mr. Garrett Brickner, City of Republic; Ms. Kate Heckemeyer, MoDOT; Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Mr. Andy Thomason, and Mr. Brad Williams, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Juranas moved approval of the Technical Planning Committee Meeting Agenda for March 20, 2019. Mr. Pruitt seconded the motion and it was unanimously approved.

C. Approval of the January 16, 2019, Meeting Minutes

Mr. Wiesenhan moved for approval of the minutes from the January 16, 2019 Technical Planning Committee Meeting. Ms. Voss seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report

Sara Fields stated the Highway Commission will be in town on April 2, 2019. She noted there will be a Community Leadership presentation from this area, which is scheduled to be at 8:30 am, but she had not yet seen an agenda. She added once she has the official agenda, she will distribute it to the Committee.

Ms. Fields stated the Traffic Impact Study had been distributed to some local engineers for review and comment. She said staff had received comments from three engineers and were in the process of reviewing them and would be distributing them once that process was completed.

Ms. Fields stated the rideshare program, Ozarks Commute, has a new user interface. This is the program that allows commuters to share rides to work or other similar locations.

Ms. Fields noted she had received an email that indicated the Willard 160 widening project is being delayed from an April Letting to a December letting. She added the new completion date is late Summer to early Fall of 2021, and attributed the delay to environmental clearance issues. She noted this has been an issue with many of the projects. Mr. Miller stated MoDOT is working with design and engineering to see if they can get this done sooner than the projected date.

Ms. Fields stated the Chamber conducted a Transportation education day for the State Legislature at the Capitol in Jefferson City. She said that they learned more information about the Governor's bridge plan and the proposal to fund \$345 million worth of projects. They also learned some do not support the Governor's plan and would like to fund transportation from General Revenue. She added they are proposing \$100 million over three years. She stated that it does not appear that either of these plans are moving very quickly through the process.

Ms. Fields reminded those present that Natasha Longpine had distributed an email stating the Transportation Improvement Program (TIP) is open and ready for the member entities

to update the status of their projects. She added if they did not receive the email, to contact Natasha

F. Legislative Reports

There were no legislative representatives present.

II. New Business

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

Ms. Natasha Longpine noted there were several changes that had been requested to the FY 2019-2022 Transportation Improvement Program. She reviewed the proposed changes that were being requested, which include one from OTO and three from MoDOT. She added the request from the OTO to use \$200,000 from STBG-Urban funds was approved by the Executive Committee. Ms. Longpine referred the Committee to the chart that had been included in the packet that delineates the impact on each jurisdiction.

With no questions from the Committee, Mr. Humphreys moved the Technical Planning Committee recommend the Board of Directors approve the proposed FY 2019-2022 Transportation Improvement Program Amendment Number Five. Mr. Parsons seconded the motion and it was unanimously approved.

B. OTO Growth Trends Report

David Faucett reviewed the Growth Trends Report that was current through December 2018. He noted that there was an increase in single family housing permits, which has steadily increased since 2011. He noted the exception to an increase was the City of Springfield, where single family housing permits were off-set by a number demolitions. He stated there is an increase in several building permit categories which he believes will translate to an increase in population. Mr. Faucett reviewed the various maps showing the housing units by census tract and by density map.

Mr. Faucett stated that Christian County is the fastest growing county in the OTO area based on percent. However, just based on numbers, Greene County has increased the most. He stated the growth in Springfield has outpaced the growth of all the other surrounding communities combined since 2010. Mr. Faucett stated the migration charts indicate there is a lot of movement between Greene County and Christian County, meaning that citizens move from Christian County to Greene County and vice versa.

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

This item was for informational purposes only and no action by the Committee was required.

C. Major Thoroughfare Plan Variance Request

Natasha Longpine noted the City of Ozark is requesting a variance from the Major Thoroughfare Plan design standards. A portion of 3rd Street in Ozark is primary arterial

which requires a higher right-of-way dedication. She added that after consulting with both the City of Ozark and MoDOT, it was deemed that 40' right-of-way was acceptable as opposed to the normal 55'.

With no questions, Mr. Wiesehan moved the Technical Planning Committee recommend the Board of Directors approve the Major Thoroughfare Plan variance request. Mr. Roussell seconded the motion and it was unanimously approved.

D. STIP Prioritization Criteria Review

Sara Fields stated staff has been reviewing with the Committee the criteria that is used in programming the Statewide Transportation Improvement Program (STIP) each year. She noted there are three remaining criteria are Safety, Multi-Modal, and Economic Development. She stated that regarding Safety, staff uses the information from MoDOT and does not calculate the accident rates. These rates are calculated by segments and by intersections and by type – accident, fatality, and injury. These are then compared to the average by roadway type, to ensure they are comparing accidents on freeways to accidents on freeways. She noted presently that staff uses a three-year rate to determine the scoring of a project.

Ms. Fields noted that each project is evaluated on the number of modes used, and one point is awarded for each mode. She added that five points are awarded to any project that is on a US Highway or route that connects another US route or interstate, as this is considered economic development.

Ms. Fields noted that staff is open to discussing all of the criteria and considering other factors in scoring a project. Ms. Fields stated staff is asking the Committee to review the criteria and let staff know if they would like to see other criteria considered when scoring projects.

This item was provided for informational purposes only and no action by the Committee was required.

E. TIP Subcommittee

Natasha Longpine stated that every year a Transportation Improvement Program (TIP) Subcommittee works with staff to review the submissions for the TIP and the financial projections. Staff is once again asking for volunteers to serve on this subcommittee. The following individuals volunteered to serve:

Andrew Nelson, Cole Pruitt, King Coltrin, Frank Miller, Eva Voss, and Kirk Juranas

Ms. Gardner moved the Technical Planning Committee appoint the above referenced members to the TIP Subcommittee. Mr. Schaumburg seconded the motion and it was unanimously approved.

F. MoDOT STIP Development Update

Mr. Frank Miller presented the update on the STIP Development. He stated MoDOT would be accelerating some bridge projects in 2020 as they had some additional monies from cost savings on other projects. He stated MoDOT is also looking for a possible ADA project to complete in 2020, as they have some enhancement funds that

need to be used in that year. He stated that in 2021, MoDOT is at its goal of 100%; with the 2022 goal at 94%.

Mr. Miller discussed the information regarding projects added for 2020 which had been shared with the STIP Committee, which includes a Chip & Seal project, possibly an ADA project which has been scoped, but still needs right-of-way and environmental, Decker Pierce project, a project to extend ITS to Nixa, add additional signage for 'wrong way' on freeways, add some six-laning on James River Freeway from National to Glenstone, which is also part of the Glenstone to Hwy 65 and the interchange of Hwy 65 and Route 60. He noted there are also some repair projects, some resurfacing projects, and some drainage projects. He briefly outlined the projects that are listed for 2021 and 2022, which also includes some bridge projects and resurfacing. Mr. Miller also briefly highlighted a few projects that are projected out to 2023 and 2024.

Mr. Miller stated another issue MoDOT was considering involves the course of action if federal funding is not sustained. He noted MoDOT is looking at what projects will be delayed in this instance. Mr. Miller stated the two projects that would be delayed were the Route 160 corridor and the Kansas corridor and asked for input from the Committee. Following a brief discussion, it was the consensus that the Route 160 corridor should be delayed.

Following a continued review of the projects that would be delayed if the federal funding is not sustained, Mr. Miller asked the Committee to send him any comments or suggestions they might have.

Mr. Miller noted that if the Governor's proposed bridge program comes to fruition, the monies saved will be distributed according to the MoDOT flexible funds formula. This amount is anticipated to be about \$18.5 million.

This item was provided for informational purposes only and no action by the Committee was required.

I. Other Business

A. Technical Planning Committee Member Announcements

There were no announcements from members of the Committee.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues from members of the Committee.

C. Articles for Technical Planning Committee Member Information

Chair O'Connor noted there had been several articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time.

Adjournment

With no additional business to come before the Committee, the meeting was adjourned at approximately 2:30 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
April 4, 2019**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Thursday, April 4, 2019, to consider the Proposed Addition to FY 2019-2022 TIP Amendment Number Five.

Chair David O'Connor called the electronic meeting to order at approximately 2:00 p.m.

Mr. Martin Gugel moved the Technical Planning Committee recommend to the Board of Directors approve the Proposed Addition to FY 2019-2022 TIP Amendment Number Five. Mr. Jeff Roussell seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Jeremy Parsons, Garrett Tyson, Matt Crawford, Adam Humphrey, Eva Voss, Frank Miller, Ezekiel Hall, Martin Gugel, Kirk Juranas, David O'Connor, Dawn Gardner, and Kristy Bork.

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair O'Connor adjourned the electronic meeting at approximately 3:59 p.m.

TAB 2

**NO PUBLIC
COMMENT
RECEIVED**

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM II.B.

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

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

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Six to the FY 2019-2022 Transportation Improvement Program, requested by Missouri State University.

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee makes one of the following motions:

“Move to recommend that the Board of Directors approve Amendment 6 to the FY 2019-2022 Transportation Improvement Program.”

OR

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



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

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

Route N/A

From N/A

To N/A

Location City of Springfield

Federal Agency FHWA

Project Sponsor Missouri State University

Federal Funding Category STBG

MoDOT Funding Category N/A

Bike/Ped Plan? Yes EJ?

STIP #

Federal ID #

Project Description

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



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

Notes

Federal Funding Source: 100% Repurposed Federal Earmarks

-Demo ID MO250 - \$122,138.91

Demo ID MO203 - \$3,839.99

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

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

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

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

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

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

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

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

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM II.C.

Federal Funds Balance Report – March 31, 2019

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 2019

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

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

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

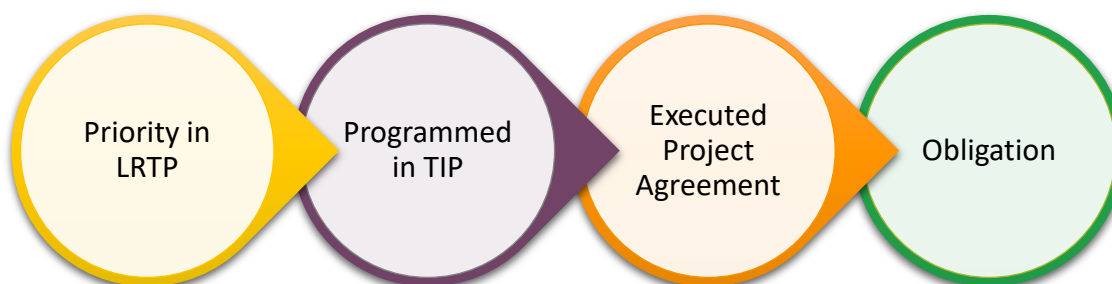
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban), as well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

Eligible Entities for OTO Suballocated Surface Transportation Funds

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

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

Obligating a Project



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

Program Balances

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

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

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

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

Through FY 2019 (3/31/2019)

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

Obligated vs. Programmed

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

Federal Funds Balance Report

Balance Summary

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

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

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

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

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

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

Bridge (BRM)

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

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

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

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary Lapse Potential

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

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

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary

Funds Available for Programming

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

Funds Balance Scenarios by Jurisdiction

Christian County

Lapse Potential

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

Christian County

Funds Available for Programming

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

Greene County

Lapse Potential

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

Greene County

Funds Available for Programming

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Lapse Potential

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Funds Available for Programming

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Nixa

Lapse Potential

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Nixa

Funds Available for Programming

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Ozark

Lapse Potential

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

**Advance Agreement on File

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

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Ozark

Funds Available for Programming

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Lapse Potential

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

**Advance Agreement on File

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Funds Available for Programming

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Springfield

Lapse Potential

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

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

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Springfield

Funds Available for Programming

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

Note:

Funds Balance Scenarios by Jurisdiction

City of Strafford

Lapse Potential

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Strafford

Funds Available for Programming

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Willard

Lapse Potential

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

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Willard

Funds Available for Programming

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

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

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

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

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

Notes:

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

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

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

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

Republic Small Urban FY 11-16 included in overall distribution

Small Urban Program Discontinued FY 17 and beyond

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

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

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM II.D.

Federal Functional Classification Change Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

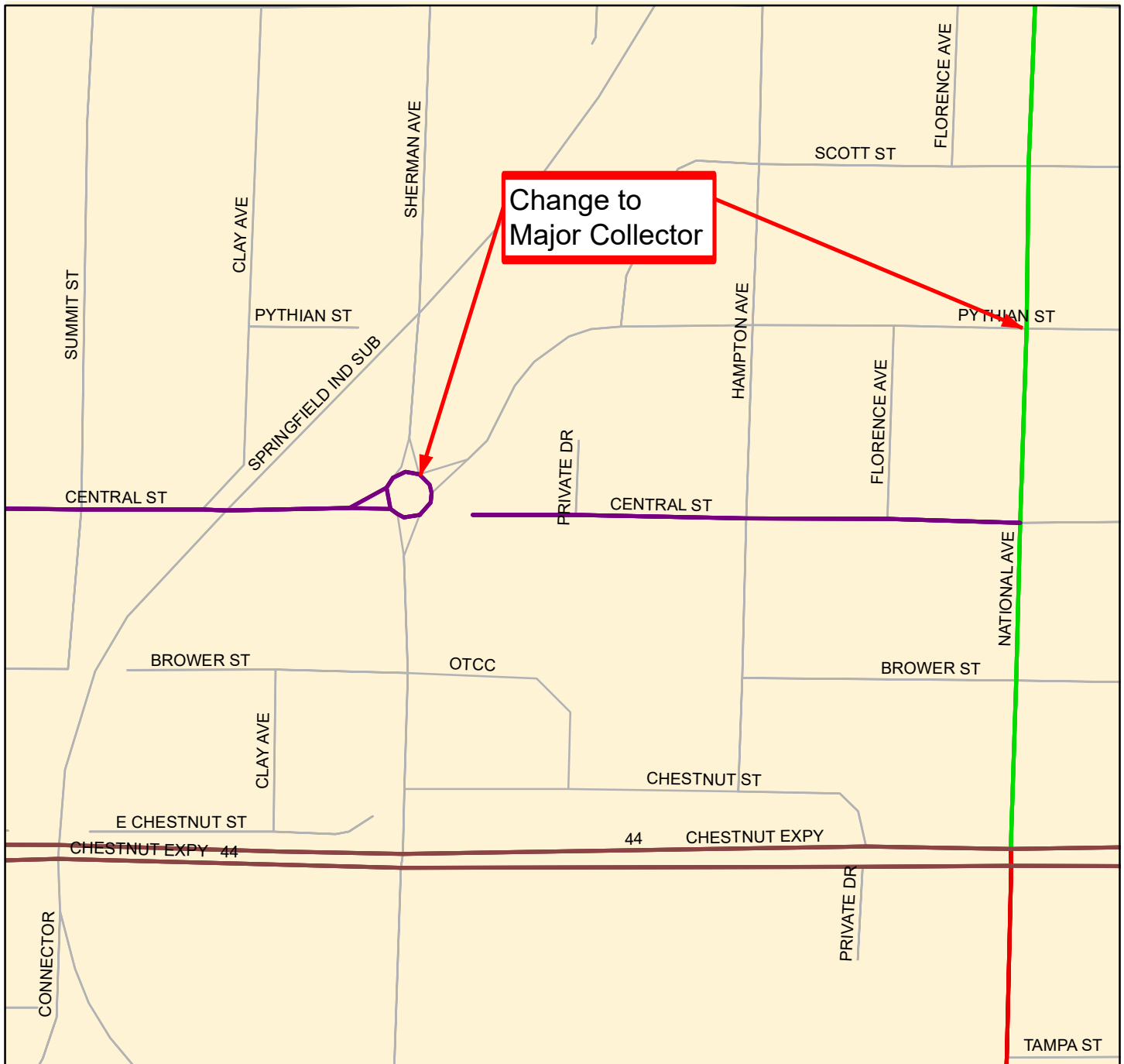
A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend approval of the Functional Classification Changes to the Board of Directors.”

OR

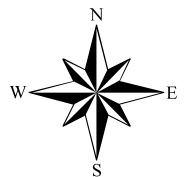
“Move to recommend approval of the Functional Classification Changes to the Board of Directors with the following changes...”

Pythian Street - Springfield Functional Classification

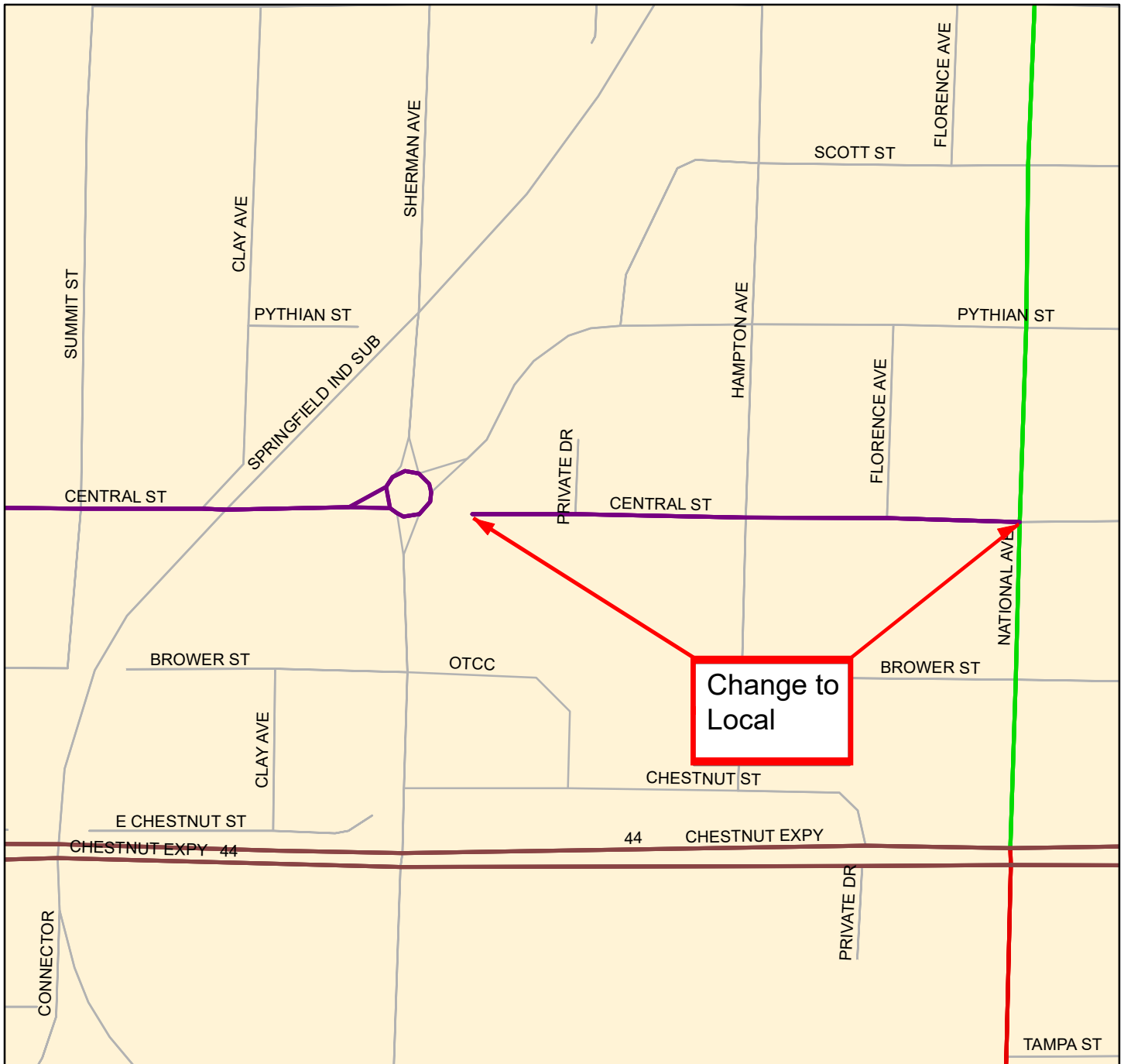


Functional Classification

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

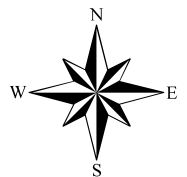


Central Street - Springfield Functional Classification



Functional Classification

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



April 3, 2019

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

Dear Ezekiel:

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

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

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

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

Sincerely,



Dan Smith, P.E.
Public Works Director

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



Missouri Department of Transportation

Functional Classification Request Form

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

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

1. Local name of roadway E Central Street

2. Termini of roadway

From N National Avenue

To Dead end at roundabout

Length (miles) 0.27 mile

3. Type of area Rural X Urban

4. Existing or planned roadway X Existing Planned

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

Date

5. Current functional classification Major Collector

6. Requested functional classification Local

7. Local consultation occurred X Yes No

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

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

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

8. Traffic volume (AADT) 503

9. Existing roadway characteristics

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

10. Justification

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

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

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

n/a

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

n/a

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

Central Street is no longer a through street.

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

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

Missouri Department of Transportation

Functional Classification Request Form

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

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

1. Local name of roadway E Pythian Street

2. Termini of roadway

From N Sherman Avenue

To National Avenue

Length (miles) 0.32 mile

3. Type of area Rural X Urban

4. Existing or planned roadway X Existing Planned

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

Date

5. Current functional classification Local

6. Requested functional classification Major Collector

7. Local consultation occurred X Yes No

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

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

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

8. Traffic volume (AADT) n/a

9. Existing roadway characteristics

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

10. Justification

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

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

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

n/a

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

n/a

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

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

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

n/a

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM II.E.

FY 2020 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

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

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

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

	<i>FY 2019</i>	<i>Proposed FY 2020</i>
OTO Consolidated FHWA/FTA PL Funds	\$818,475	\$558,554
Surface Transportation Block Grant	\$0	\$200,000
Local Jurisdiction Match Funds/In-Kind Match	\$42,619	\$139,638
In-Kind Match (Member Attendance)	12,000	30,000
MoDOT "Direct Costs"	\$150,000	\$20,000
Total OTO Revenue	\$1,023,094	\$948,192

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

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

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

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

The UPWP Subcommittee met and voted to recommend the Draft FY 2020 UPWP to the Technical Planning Committee.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend approval of the FY 2020 UPWP to the Board of Directors.”

OR

“Move to return to the UPWP Subcommittee to consider...”



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

DRAFT

Unified Planning Work Program

Fiscal Year 2020

(July 1, 2019 – June 30, 2020)

APPROVED BY OTO BOARD OF DIRECTORS: TBD

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

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

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

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

The preparation of this report was financed in part by Metropolitan Planning Funds from the Federal Transit Administration and Federal Highway Administration, administered by the Missouri Department of Transportation. Its contents do not necessarily reflect the official views or policies of the U.S. DOT.

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Introduction

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

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

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

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

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

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

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

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

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

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

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

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

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

Anticipated Consultant Contracts

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

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

Items to be purchased that exceed \$5,000

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

Task 1 - OTO General Administration

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

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

1.1 Financial Management	\$35,822
--------------------------------	----------

July to June

Responsible Agency – OTO

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

1.2 Financial Audit	\$4,600
---------------------------	---------

August to December

Consultant Contract

Responsible Agency – OTO

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

1.3 Unified Planning Work Program (UPWP)	\$9,500
--	---------

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

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

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

July to June

Responsible Agency – OTO

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

1.6 Electronic Support for OTO Operations \$34,320

July to June

Responsible Agency – OTO

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

End Products for FY 2020

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

Tasks Completed in FY 2019

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

Training Attended in FY 2019

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

Funding Sources

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

Task 2 – OTO Committee Support

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

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

2.1 OTO Committee Support	\$145,000
---------------------------------	-----------

July to June

Responsible Agency – OTO

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

2.2 Community Committee Participation	\$15,000
---	----------

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agencies – OTO and Member Jurisdictions

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

End Products for FY 2020

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

Tasks Completed in FY 2019

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

Funding Sources

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

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

Task 3 – General Planning and Plan Implementation

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

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

3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i>	\$38,000
---	-----------------

July to June

Responsible Agency – OTO

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

3.2 Performance Measures	\$23,000
---------------------------------	-----------------

July to June

Responsible Agency – OTO

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

3.3 Congestion Management Process Implementation	\$12,500
---	-----------------

July to December

Responsible Agency – OTO

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

3.4 Federal Functional Classification Maintenance and Updates	\$5,300
--	----------------

July to June

Responsible Agency – OTO

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

3.5 Bicycle and Pedestrian Plan Implementation	\$15,000
---	-----------------

July to June

Responsible Agency – OTO

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

Pedestrian Trail Investment Study.

3.6 Freight Planning \$9,500

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

- Continued Implementation of the Traffic Incident Management Action Plan.

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

July to June

Responsible Agency – OTO

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

3.9 Hazard Environmental Assessment \$6,000

July to December

Responsible Agency – OTO

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

3.10 Demographics and Future Projections \$17,400

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

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

December to June

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

- Cooperatively Purchase Aerial Photography with the City of Springfield, City Utilities and other local jurisdictions. 100% of the OTO portion will be used for regional transportation planning.

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

Responsible Agency – OTO

- Scope, Cost and Timeline for Plan Update

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

End Products for FY 2020

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

Tasks Completed in FY 2019

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

Funding Sources

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

Task 4 – Project Selection and Programming

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

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

4.1 FY 2020-2023 Transportation Improvement Program (TIP).....	\$13,000
--	----------

July to August

Responsible Agency – OTO

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

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

October to June

Responsible Agency – OTO

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

4.3 Project Programming.....	\$21,500
------------------------------	----------

July to June

Responsible Agency – OTO

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

4.4 Federal Funds Tracking	\$11,200
----------------------------------	----------

July to June

Responsible Agency – OTO

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

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

July to June

Consultant Contract

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

End Product(s) for FY 2020

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

Tasks Completed in FY 2019

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

Funding Sources

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

Task 5 – OTO Transit Planning

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

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

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

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO

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

End Products for FY 2020

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

Tasks Completed in FY 2019

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

Funding Sources

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

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

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

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

Responsible Agencies – City Utilities

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

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

Responsible Agencies – City Utilities

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

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

Responsible Agencies – City Utilities and Ozarks Transportation

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

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

Responsible Agencies – City Utilities

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

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

Responsible Agencies – City Utilities

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

End Products for FY 2020

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

- Program Management Plan
- Data Collection & Analysis

Tasks to be Completed in FY 2019

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

Funding Sources

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

Task 7 – Special Studies and Projects

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

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

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

Responsible Agency – OTO

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

7.2 Grant Applications	\$6,500
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July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

7.4 Travel Sensing & Travel Time Service Project	\$3,000
---	----------------

July to June

Responsible Agency – OTO

- Ongoing maintenance of WiFi travel time units.

End Products for FY 2020

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

Tasks Completed in FY 2019

- ITS Coordination (Completed June 2019).

Funding Sources

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

Task 8 – Transportation Demand Management

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

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

Coordinate Employer Outreach Activities	\$4,000
---	---------

July to June

Responsible Agencies – OTO, City of Springfield

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

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

July to June

Responsible Agency – OTO

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

End Product(s) for FY 2020

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

Funding Sources

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

Task 9 – MoDOT Transportation Studies & Data Collection**Work Elements** **Estimated Cost****MoDOT Transportation Studies and Data Collection \$20,000***July to June* MoDOT Southwest District - \$20,000

Responsible Agency – MoDOT Southwest District

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

Employee	Title	FY18	FY19
Pearce	Sr Technician	20%	10%
Leporte	Is Specialist	10%	5%
Lewis	TMC Manager	20%	1%
Nelson	Traffic Spec	15%	7%
Porter	Traffic Spec	1%	1%
Little	Traffic Spec	20%	0%

End Products for FY 2020

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

Tasks Completed in FY 2019

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

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

Expenditure Summary by Work Task

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

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

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

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

Budgeted Revenue for Actual Costs FY 2020 UPWP

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

Total Available Federal Revenue for FY 2020 UPWP Work Activities

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

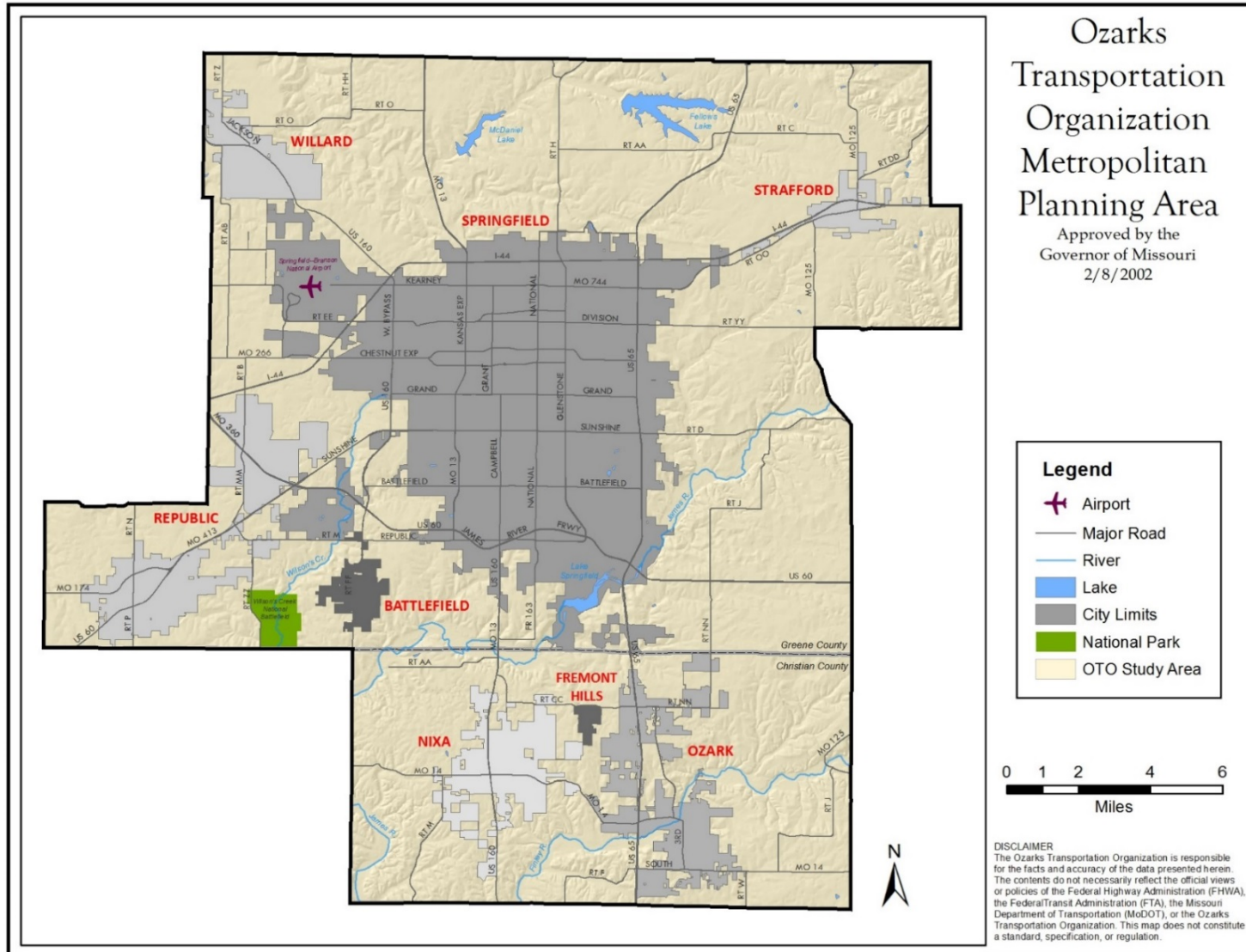
*Previously allocated, but unspent CPG Funds through 12/31/2018.

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

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

Justification for Carryover Balance

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



OTO Organization Chart

Membership of the Ozarks Transportation Organization Region Metropolitan Planning Organization

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

Ozarks Transportation Organization Planning Staff

100% Dedicated to Transportation Planning

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

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

APPENDIX A

Fiscal Year 2020

July 1, 2019 - June 30, 2020

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

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

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

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

ESTIMATED REVENUES

Ozarks Transportation Organization Revenue

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

Direct Outside Grant

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

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

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

APPENDIX B

FY 2019

July 1, 2019 - June 30, 2020

ANTICIPATED CONSULTANT USAGE

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

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM II.F.

Public Participation Plan 2018 Annual Evaluation

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

AGENDA DESCRIPTION:

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Information only. No action required.

Public Participation Plan
2018
Annual Evaluation



OZARKS
TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 1, 2019

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

Introduction

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

Goal

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

Previously Designated Action Items

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

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

Performance Measures

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

Facebook Participation

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

Facebook Participation by Location

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

Twitter Participation

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

Number of Meetings Open to the Public

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

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit

Bicycle and Pedestrian Advisory Committee

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

Meetings Held Annually

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

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

Press Releases Sent

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

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

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

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

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

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

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

Media Coverage of OTO

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

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

Events Attended by OTO Staff in 2018

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

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

Website Statistics

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

Analytics for the OTO website

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

Legal Ads

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

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

Giveusyourinput.org

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

Giveusyourinput.org Site Data

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

Public Comment Log

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

The log maintains the individuals:

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

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

Action Items for 2019

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

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

Summary

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

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

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

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

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM II.G.

Transportation Impact Study Model Guidelines

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

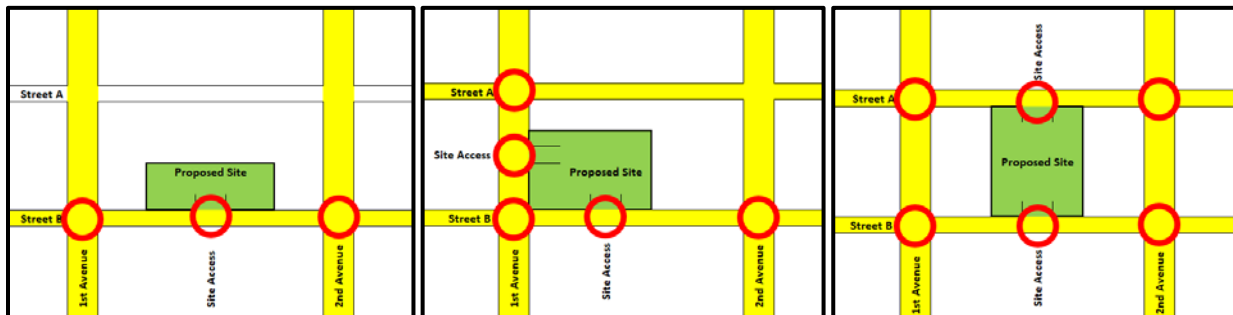
Questions from local jurisdictions led to the development of this policy. City staff reached out to OTO staff with questions regarding the assumptions and recommendations of Traffic Impact Studies the cities had received. A consultant, Spack Consulting, was hired to develop a framework for a regional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

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

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

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

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



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

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend approval of the Model Transportation Impact Study Guidelines to the Board of Directors.”

OR

“Move to recommend approval of the Model Transportation Impact Study Guidelines to the Board of Directors with the following changes...”

¹ Functional Classification of collector or higher.



Technical Memorandum

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

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

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

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

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

Goal and Definition of a Transportation Impact Study

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

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



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

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

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

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

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

Transportation Impact Study Tier Descriptions

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

Initial Submittal

Preliminary Transportation Assessment*

*Optional

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



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

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

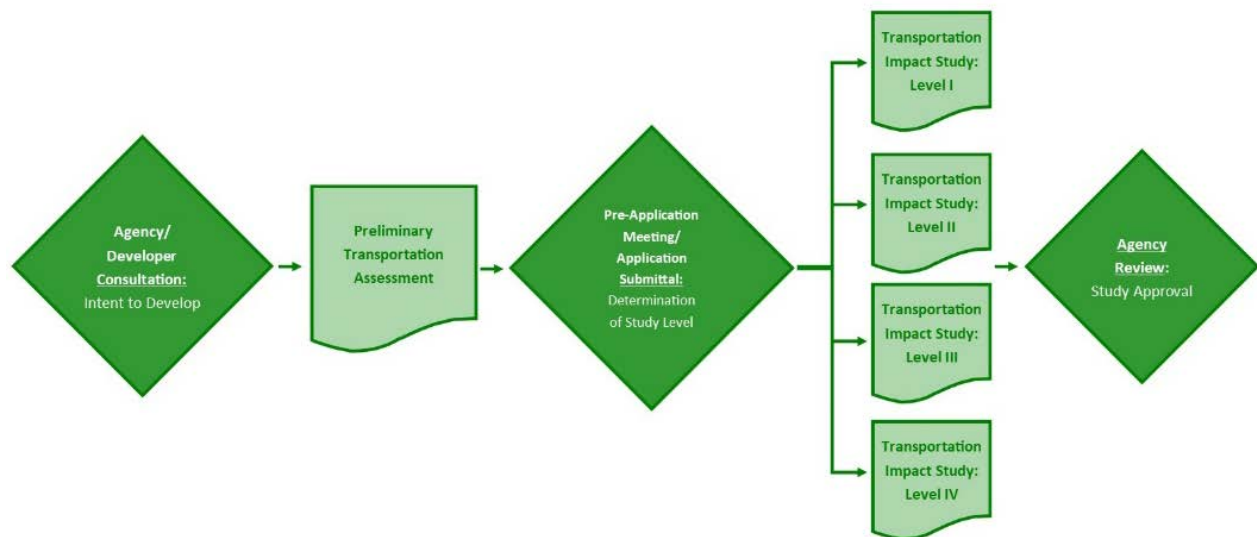


Illustration of TIS Process with the Optional Preliminary Transportation Assessment

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

Preliminary Transportation Assessment- Optional

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



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

The components of this initial study are:

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



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

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

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

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

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

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

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

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



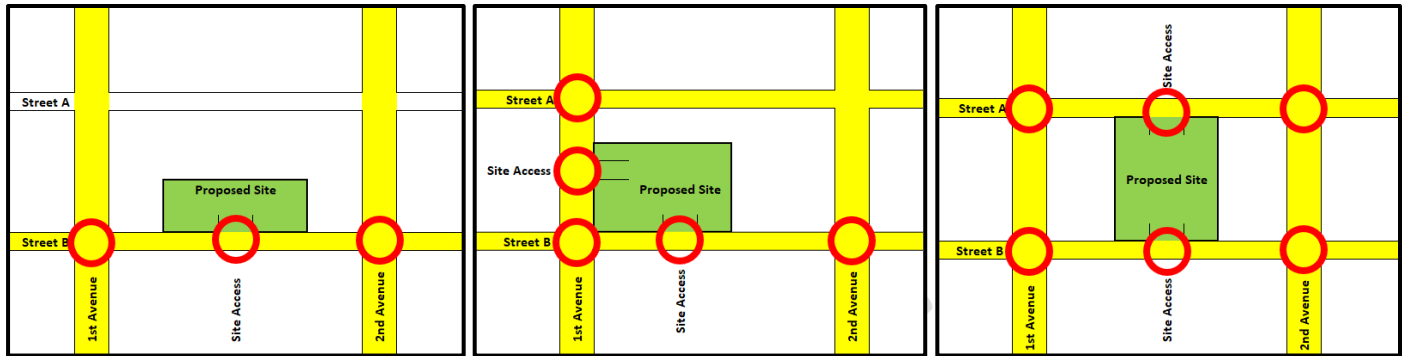
Transportation Impact Study: Level I

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

Transportation Impact Study: Level II

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

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



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

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

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

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

Transportation Impact Study: Level III

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



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

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

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

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

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

Transportation Impact Study: Level IV

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

¹ Functional Classification of collector or higher.

² Functional Classification of collector or higher.



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

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

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

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

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

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

The TIS report outline should generally contain the following:

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

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

- Site plan.
- Collected turning movement counts.



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

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

Executive Summary

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

Introduction

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

Development Site

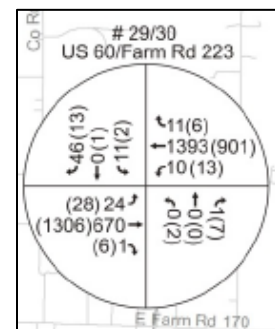
This section must list the location, existing land uses, current and proposed zoning, proposed land uses and sizes, access locations, parking, and other key information about the site and development. The study scenarios should also be described.

Existing Conditions

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

Forecasts

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



Graphical Representation of Trip Data

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



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

Relationship to Area Plan(s)

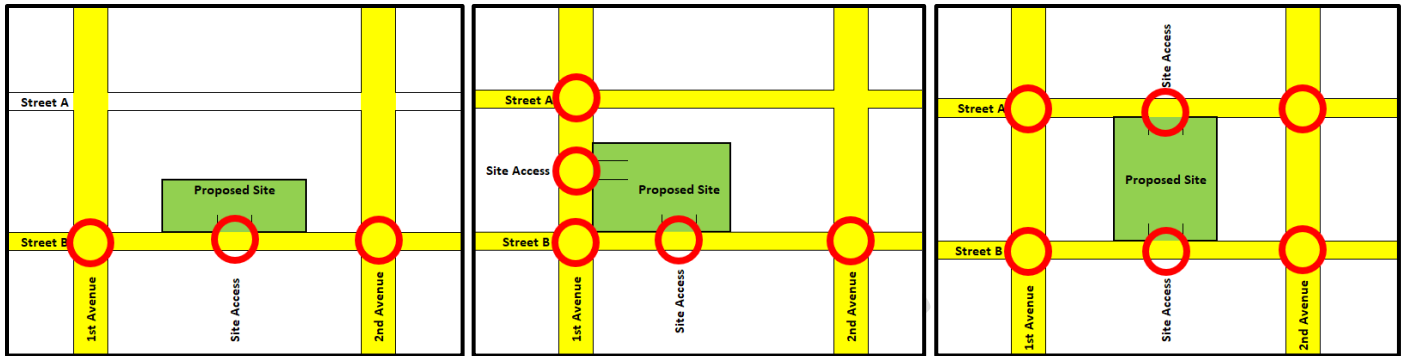
A site will sometimes be covered under a community's comprehensive, transportation, major thoroughfare, or small-area plan. These plans will have an initial assumption about the land use planned for this site as well as potential future improvements needed. Conformity to local and OTO thoroughfare plans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

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

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

Traffic Evaluation

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



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

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

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

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

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

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

³ Functional Classification of collector or higher.



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

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

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

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

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

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

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

Demand-side mitigation includes:

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



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

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

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

Parking Evaluation

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

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

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

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

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

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



Multi-modal Evaluation

The multi-modal evaluation element of the model TIS policy is highly individualized. Given a TIS can be required at multiple points in the development process, a complete site plan may not be available. The intent is to review what is available, to the degree possible. Reviewers will seek to determine if multi-modal transportation options have been considered in the design and conceptualization of the development. This section of the study could be further sub-divided to examine transit, bicycle, and pedestrian facilities separately. The transit evaluation examines any stops in or adjacent to the proposed development. Consider the type of facility provided and how people will travel between the stop and the front door(s) of the proposed development. If the transit stop is one or more blocks away, review the facilities on the adjacent blocks even if beyond the study area identified for the traffic analysis. Where transit is not currently provided, the analysis could explore whether the proposed development is of sufficient size to add a stop.

Bicycle facility review should include the method of travel on the adjacent transportation system (bike lanes, trails, etc.) as well as the bicycle parking on the site and the connection between the two. Other amenities, if provided by the proposed development, should also be detailed to show how the bicycle system is improved or maintained. Amenities could include outdoor features, like a stationary bicycle maintenance station, or indoor features, like long-term bicycle storage for apartment residents.

Pedestrian facilities can be focused on the site and the connections around the site. The report should consider how people move from a parked vehicle to the entrance and back, connections between adjacent sidewalks/trails and the front door, and connections between entrances of different buildings or land uses. External facilities around the site are also important to review including crosswalk locations, ADA-compliant domes, and pedestrian signal timing. There should be some correlation between this analysis and the Site Review component of the study.

If discounts for trip generation or parking demand are used in the traffic or parking evaluations, the reasons for those discounts can be further detailed in this section. It is also possible that no facilities are necessary due to the site location or other reasons. This section can document that decision and consider whether right-of-way should be reserved for future amenities.

Sight Distance Review

The intersection sight distance is an important component to maintain safety at each access driveway intersection. The latest version of the AASHTO *A Policy on Geometric Design of Highways and Streets* provides the requirements for this evaluation. The time gap and time adjustment factors for intersection sight distances are detailed in this manual.

If collecting this data, a sufficient number of surveys shall occur to provide a reasonable average and range of results to compare against the threshold required. Providing sight triangles or straight-line distances on the site plan can also convey the necessary information but may not account for vertical deflection. Sufficient sight distance is required at each access driveway intersection.

Depending upon the level of development, this section may expand upon the Preliminary Transportation Assessment or provide completely new information.



Site Review

The site review element of the model TIS policy is highly individualized. Given a TIS can be required at multiple points in the development process, a complete site plan may not be available. The intent is to review what is available, to the degree possible. Reviewers will seek to determine if transportation has been considered in the design and conceptualization of the development. Generally, this element of the study evaluates the site's internal operations, which can be sub-divided into three categories: requirements, circulation, and conflicts. These three areas are described below.

Requirements are those items dictated by the Manual on Uniform Traffic Control Devices (MUTCD), the American with Disabilities Act, or other similar manuals. The report should note areas that do not meet the requirements and how to move into compliance with those manuals.

Circulation is the ability of people and vehicles to safely move around the site. This evaluation should consider how everyday motorists, delivery trucks, bicyclists, and pedestrians travel around the site.

Conflict areas are important because they directly reflect on the safety of the site. Related to the circulation, conflicts include those areas within the site where car, truck, bicycle, pedestrian, or other types of travel interact and cross.

Policy makers acknowledge the challenges associated with this review. The element is intended to determine to what extent has transportation been considered in the design and conceptualization of the development.

Supporting Materials

Key information used in the evaluation should be provided in an Appendix or available upon request, including:

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

The supporting materials should be sufficient to recreate the analysis performed during the creation of the Transportation Impact Report.

Review Guidance

This model policy provides guidance for the consistent creation of Transportation Impact Reports, and it provides guidance for the consistent review of these reports. These reports will be reviewed by a range of staff throughout the OTO region. The guidance below should create consistent expectations across the region's seven cities and two counties. Each component of the report is discussed. The discussion includes the overall importance of each component and includes specific content that should be found in each component. A checklist for developers based on this information is included with the supporting materials.



If a Preliminary Transportation Assessment was submitted, the reviewer is limited to ensuring the agreed to intersections and segments are included. If a Transportation Impact Study is submitted without an initial Preliminary Transportation Assessment, the reviewer has discretion to require additional intersections or segments be included in the final report. Limited justification, not including developer buy-in, is needed to require intersection and segments that are within the study area outlined for the study tier. Strong justification, and buy-in from the developer, is required to add intersections that lie outside the outlined study area. The initial submittal review process is designed to avoid this situation.

Executive Summary

The overall quality of the executive summary should not impact the review of the Transportation Impact Study. Glaring omissions, such as the exclusion of key findings, can be considered.

Table of Contents/List of Figures/Charts/Tables

The overall quality of the Table on contents should not impact the review of the Transportation Impact Study. Missing components can be considered.

Introduction

The overall quality of the introduction should not impact the review of the Transportation Impact Study. Glaring omissions, such as the omission of key corridors, can be considered.

Development Site

Reviewers should consider if the description matches the description included in the Preliminary Transportation Assessment, if completed. The description should specifically note if changes to the development have occurred since the review of the Preliminary Transportation Assessment. The reviewer should also consider if the description includes accurate information on existing land uses and current zoning. The reviewer should also ensure the study scenarios are appropriate for the tier and for any planned phasing.

Existing Conditions

The reviewer should consider the accuracy of the information included in the existing conditions section. If the report is missing important existing conditions, the final recommendations may be flawed. Ensure accurate information on available transit and bicycle/pedestrian infrastructure is included. The lack of existing transit or bicycle/pedestrian infrastructure should not impact the review of the study.

The reviewer should verify the traffic volumes. The appropriateness of the selected peak hours should also be evaluated, both for surrounding roadways and site access.

Forecasts

The reviewer should focus on the quality of the site-specific traffic forecasting and of the non-site-specific forecasting. The review of site-specific data should focus on the appropriateness of trip generation estimates and of the trip distribution. Specifically, the reviewer should consider the following questions:

- Is the most correct Land Use Code used?
- Are owner-supplied estimates in line with corresponding Land Use Code estimates?
- Does the trip distribution make sense given existing development patterns?
- Are the pass-by and multi-use reductions reasonable?



The review on non-site-specific data should focus on the assumptions made in the forecasts and the supporting data included in the appendix. Specifically, the reviewer should consider the following questions:

- Do the forecast assumptions match city expectations for traffic?
- Do the site specific and non-site-specific traffic estimates total the future build scenario estimates for traffic?
- Are the 5 build and no-build scenarios included?

Relationship to Current Plans

The reviewer should focus on the compatibility of the proposed development with existing planning efforts.

- Does the study reference all relevant plans?
- Does the study reference applicable Major Thoroughfare Plans, including local and OTO?
- Does the proposed development advance the transportation related objectives in citywide and regionwide plans?
- Does the proposed development mesh with the future vision for the area, if current plans specifically address the area surrounding the development site?
- Do the planned driveways conform with local, or OTO, design standards?
- If the proposed development is not in line with current plans, does the study offer compelling reasoning for why the development is appropriate for the area?
- Does the study describe efforts to apply for amendments or exceptions?

Traffic Evaluation

The reviewer should focus on determining if the traffic evaluation is reasonable. If the evaluation is determined reasonable, the reviewer should consider the feasibility of the proposed mitigations. No consideration should be made concerning who is responsible for the proposed mitigations.

Attention should be paid to both the corridor and intersection analyses. Generally, the review should verify:

- the latest version of the Highway Capacity Manual was used,
- that micro-simulations are used if a special situation exists that precludes the HCM, such as intersections well over capacity or traffic control options are mixed in a corridor, or visualization is needed to accurately communicate the project to public officials.

For the corridor analysis, the reviewer should verify:

- the correct capacities were used,
- that the reported V/C ratio relates to existing condition,
- the reasonableness of the results for any future year scenarios.

For the intersection analysis, the reviewer should verify:

- that the intersections were accurately modeled,
- that the appropriate number of turning movement counts were conducted,
- that 7-day ADT counts are included for study segments,
- the reported current LOS data matches drivers' experiences,
- that side street stop-controlled intersections are analyzed using a queue-length analysis, and



- the reasonableness of the results for any future year scenarios.

Finally, the reviewer should also make sure that intersection and corridor analyses are compatible. For example, a highly congested corridor should not have several intersections with minimal delay.

When reviewing the mitigation analysis, special attention should be appropriateness of each mitigation.

- Are mitigation measures proposed for all corridors with a V/C ratio over 0.85 or an intersection with a LOS of E or less?
- Do the mitigation measures seem to address the identified problem?
- Does the report recommend the lowest cost options?
- Do the mitigation measures comply with local design and spacing standards?
- Does the report contain tables and charts showing how the mitigation measures impact LOS, V/C, or queue length?

Parking Evaluation

The reviewer should verify the report includes:

- the number of planned automobile parking spaces,
- an accurate description of the community's automobile parking requirements,
- automobile parking demand information for the appropriate land use codes,
- a justification for the provision of fewer parking spaces than provided in the code, especially referencing any site-specific features that might encourage alternative modes of travel and reduce parking demand,
- a discussion of planned bicycle parking and the community's bicycle parking requirements

Special attention should be paid to any situation where planning automobile parking greatly exceeds city parking requirements or expected parking demand. Efforts should be made to reduce the supply of parking.

The reviewer should also expect to see provision of bicycle parking for developments near the region's greenway trails or many marked bike routes. There should be some correlation between this evaluation and the bicycle component of the multi-modal evaluation.

Multi-modal Evaluation

The multi-modal evaluation may be brief, depending on where in the region the development is located. Fixed-route transit services are only available in one community. Many industrial areas in the region are not located in areas adjacent to residential developments, where bicycle and pedestrian connections are critically important. However, many developments will happen in areas where transit, bicycle, and pedestrian facilities are needed. The reviewer must pay close attention to where a proposed site is located. Reviewers should seek to determine if transportation was considered in the design and conceptualization of the development.

Major transit analysis will only apply to developments within communities that offer fixed-route services. However, OATS, Inc. is constantly expanding its community-based employment services, so some consideration for cutaway-bus access may be applicable. For developments within communities with fixed-route services, the reviewer should verify service availability.



Reviewers should look for ways the development will improve bicycle access on, and around, the site. This may include:

- widening sidewalks into multi-use trails,
- providing marked facilities within the development, or
- providing bicycle parking

Existing roads may have limited bicycle facilities, but that does not preclude people accessing the site via bicycle. There should be some correlation between this evaluation and the bicycle parking evaluation.

Reviewers should look for clearly defined pedestrian facilities within the development site. These facilities should connect to surrounding facilities, should they exist. If no surrounding facilities exist, the reviewer should consider if the internal system could easily be connected in the future. Attention should also be paid to issues related to ADA-compliance. Also, there should be some correlation between this analysis and the Site Review component of the study.

Sight Distance Review

The reviewer should look for evidence of sufficient sight distance. Since the guidance specifically references the time-based methodology, the reviewer should look for this first. The reviewer should ensure that:

- several time-based sight distance evaluations were completed, and
- the threshold time accounts for any proposed use of the intersection by heavy truck traffic.

If site triangles or straight-line distances are provided, the reviewer should look for any vertical deflection that might reduce visibility. The reviewer should also look for any signs or landscaping that might impeded sight distances. If impediments are identified, the reviewer should work with the developer to have the design altered in such a way as to maintain sight distances.

Site Review

The site review element is highly individualized. Given a TIS can be required at multiple points in the development process, a complete site plan may not be available. The intent is to review what is available, to the degree possible. Reviewers should seek to determine if transportation was considered in the design and conceptualization of the development.

The reviewer should evaluate the internal operations of the development by looking for compliance with standard requirements, evidence of safe circulation, and minimal points of conflicts. These areas are highlighted in the report requirements. Depending on the exact land use and unique characteristics of the site, the reviewer may also consider other elements, as outlined in the report requirements. Reviewers may consider drive-through stacking sufficiency or the location of tanker truck when refilling gas stations, amongst many others.

Many standard policy guides, such as the MUTCD or the Americans with Disabilities Act, could be employed during the compliance review of the site plan. Striping and signing are key features that should be checked for compliance. For example, the site plan should contain, or the report have identified deficiencies related to, accessible paths and clear directional signage. The reviewer should be familiar with all standards they are applying in his or her review.



Beyond strict compliance to standard requirements, the reviewer should look for evidence of a safe and efficient circulation system in the site plan. The report should describe how cars, trucks, buses, bikes, and pedestrians will interact within the site, and what efforts have been made to separate these users. There should be evidence of some critical review of the site plan by the report's authors. Design compromises are nearly always required in the creation of the site plan, and those compromises should be described in the report. The goal of this review is to limit foreseeable issues before they are permanently constructed on the site.

The reviewer should explicitly look for potential conflicts when reviewing the site plan's circulation. The reviewer should look for evidence that the conflicts are managed appropriately, such as the inclusion of clearly signed crosswalks or points of pedestrian refuge.

Conclusions and Recommendations

The intent of this review is to ensure that key findings and recommendations from throughout the report are accurately summarized. The reviewer should ask the report's author to add any key finds or recommendation that is left out.

Supporting Materials

The reviewer should verify all necessary supporting materials are included. These materials include the information required to recreate the analyses performed during the creation of this Transportation Impact Study, such as site plans, detailed trip and parking generation information, turning movement counts, capacity results print-outs.

Possible MoDOT Requirements

This policy outlines requirements placed on developers by the seven cities and two counties comprising the OTO. MoDOT may require additional studies or documentation. This may include a crash analysis for a period of five full years, a Highway Safety Analysis for proposed improvements, or an Access Justification Report for new access to the interstate system. Developers are responsible for ensuring their Transportation Impact Study satisfies the requirements of the local community and the state.

Period of Study Acceptability

Transportation impact studies reflect the conditions at the time of study and the future projections based on those existing conditions. In general, Transportation Assessments and Transportation Impact Studies are valid for two years once the final report is accepted by the overseeing agency. Changes in the proposed development (land use type or size, access, etc.), the traffic volumes in the study area, or the area conditions could require a new study of the proposed development.

Within the two-year timeframe, the agency is responsible for identifying significant changes in the area traffic volumes or conditions that would impact the results of a TIS. Examples of significant changes could include new development to account for in the study area, changes to the study area road or intersection geometry, changes to the study area traffic control, or an updated long-range plan for the area that significantly changes the previous planning. The overseeing agency has the authority to determine what it considers significant changes to call for a new study. An example of a TIS addendum is included in the supporting materials.



Beyond two years, or if the proposed development has changes in access or land use type and size, the developer is responsible to justify the acceptability of the TIS. An Update or Revision Memorandum is an option to show that acceptability. This type of Memorandum can generally follow similar guidelines to the Preliminary Transportation Assessment, noting the differences or lack thereof, between the study conditions and those of the current situation. For instance, if the land use type or size changes, the trip generation table could show the previous and current data. If the change is minor, the results of the current TIS should still be valid without the need to re-do the study.

The agency still has the ability to require a new study if they believe the changes are significant and will impact the results (regardless of what the developer has prepared). However, the agency could decide only one or more sections of a study need to be revised. For instance, if the traffic volumes and development trip generation remain similar, the Traffic Evaluation could be re-used without changes while the rest of the document is updated.

Discussions between the developer and agency are important when an update or revision occurs. The goal is to provide the best analysis of the situation, not provide an update 'just because'. These discussions should help outline what areas, if any, need an update or revision and the best methodology to accomplish it (i.e. new study, update memorandum, etc.). While the developer is encouraged to present their information and reasoning, the agency will make the final determination of necessary updates or revisions.

Attachments

Process Flow Chart

Submittal Checklist

Example of Preliminary Transportation Assessment

Example of Transportation Impact Study: Level I

Example of Transportation Impact Study: Level II

Example of Transportation Impact Study: Level III

Example of Transportation Impact Study: Level IV

Example of Addendum Memo for TIS: Level IV

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM II.H.

Additional Federal Funding

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

There are several options available for this funding:

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

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

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

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

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

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

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

There is no recommended single project currently recommended to spend \$1.6 million federal resulting in a total \$2 million project.

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend to the Board of Directors that the additional \$1,625,285 in available funding is awarded through the Transportation Alternatives Program grant process.”

OR

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

OR

“Direct staff to consider the following... and place on the next agenda”

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 5/15/2019; ITEM II.I.

Build Grant Certifications

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

AGENDA DESCRIPTION:

As part of the BUILD grant requirements, applicants are required to obtain a certification from the MPO that once awarded the project will appear in the TIP. Further information on the BUILD grant can be obtained at <https://www.transportation.gov/BUILDgrants/about>

BUILD GRANT INFORMATION:

Due Date: July 15, 2019

Award Size: \$5 Million minimum and \$25 Million maximum

Maximum 80% federally funded

Minimum 20% local funds

Maximum \$90 Million per state

Obligated by September 30, 2021

Included for member review are the requests received by the City of Ozark and the City of Republic.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

A member of the Technical Planning Committee is requested to make one of the following motions:

“Move to recommend to the Board of Directors that OTO certify that the listed projects will appear in the TIP once awarded.”

OR

“Move to...”



May 3, 2019

VIA: ELECTRONIC MESSAGE

Sara Fields
Executive Director
Ozarks Transportation Organization

Sara,

The City of Republic would like to request that the TIP be amended to include a project for a Pedestrian overpass of Highway 60 in Republic in the vicinity of Hines Street.

This project is an effort to alleviate major pedestrian safety concerns expressed by our citizens and the Republic Schools. We believe that a Pedestrian Overpass is the most effective way to address these concerns without causing further congestion and safety related issues on Highway 60. This will also provide a safe connection for the future trail network identified for Republic.

It is the City's intent to submit an application for a BUILD Grant in order to provide additional funding for this project. Currently we are reaching out to our local and transportation partners for support and advisement on project specifics.

Should you have any questions, please feel free to contact my office. We appreciate the continued partnership of the Ozarks Transportation Organization.

Sincerely,

Andrew Nelson
Public Works Director
City of Republic

ADMINISTRATIVE OFFICES

204 North Main
Republic, Missouri 65738-1472
Phone: (417) 732-3400 - Facsimile: (417) 732-3199



City of Ozark

Department of Public Works

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

May 7, 2019

VIA: ELECTRONIC MESSAGE

Sara Fields
Executive Director
Ozarks Transportation Organization

Sara,

The City of Ozark is requesting that the Ozarks Transportation Organization (OTO) amend the Transportation Improvement Program (TIP) to include an additional interchange in the general vicinity of the intersection of Longview Road and U.S. HWY 65.

This project establishes an east-west connection with the construction of a Secondary Arterial and an Interchange that will provide multi-modal access from HWY NN in eastern Ozark to Main Street in Nixa. The project will also include a dedicated Bike/Ped crossing for the proposed OTO Trail Link known as the Chadwick Flyer Trail, as outlined in the OTO Trail Investment Study.

It is the City of Ozark's desire to submit an application for the BUILD Grant in an effort to provide additional opportunities for cost-sharing and overall project funding. This proposed interchange is identified on the City of Ozark's Major Thoroughfare Plan and will serve as a catalyst for economic development and further enhance the quality of life in Northern Christian County.

Please feel free to contact my office if you have any questions or concerns related to this project or any of our ongoing transportation planning efforts. We greatly value our relationship with the Ozarks Transportation Organization and we look forward to working with you and your staff on this exciting endeavor.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jeremy Parsons", is written over a horizontal line.

Jeremy Parsons
Public Works Director

TAB 11

Bike, Walk & Wheel Week --- Presented by Hy-Vee --- May 12-17



Where Will Your Route Take You?

Which mode will you choose that week to go to work, school, lunch, the store, to meetings, visit friends, or to explore a trail? Whether you're a beginner or experienced using Springfield's active modes, plan to join us by using an active mode to go somewhere at least once that week - whether it's biking, walking, taking the bus, carpooling, using a wheelchair, or any combination. Individuals and teams welcome! Schools can participate a week early if preferred.

Be a Cheerleader for Bike, Walk & Wheel Week

Share our [Event Flyer](#) and videos: [Old Timey Video](#) / [The Link Video](#) / [Cartoon](#). Join us on [Facebook](#) for give-aways all week! Encourage friends, family, employees, and students with reminder emails, internal incentives, creating a team, sharing advice, and even having fun competition. We love photos, so post yours on our social media with hashtags: #OzarkGreenways #BikeWalkWheelWeek

Log Your Participation Here by June 7 for Prizes!

- 1) Let us know you (or your team) are participating at Lori@ozarkgreenways.org (417)864-2015.
- 2) **LOG BY CLICKING HERE!** Log your day(s) and mode(s) during or after event. Participants can log as an individual or as a team. **Log by June 7, in order to receive prizes.**
- 3) Using any active mode that week counts - walk to lunch, bike to work, bus to a friend's house, carpool to a meeting. Everyone who logs at least one active outing here will receive a voucher from OG for a **free Panera smoothie!** We'll have give-aways all week on social media - including tshirts, stickers, Hy-Vee gift cards, weekend stays for two at the DoubleTree, Houlihan's gift cards, and Alamo Drafthouse movie passes! See below free activities that week as well.

Plan Ahead & Use Designated Routes

Springfield has a network of 80+ miles of on-street bike routes and 70+ miles of greenways. This event allows us to show them off! Find out how easy it can be to leave the car behind once in a while or regularly. Use our [route & greenway maps](#) and the [City Utilities bus map](#), as well as tips from [Let's Go Smart](#) and the [League of American Bicyclists](#). Here's how to [wear your helmet properly](#) and how to [bike around town properly](#). And check out Springfield's [12 cool bike aide stations](#).

Free City Bus for Bicyclists

City Utilities will give [free city bus rides](#) all week to those traveling with a bike! Each bus has an easy-to-use bike rack on the front. The friendly bus drivers will happily help you with the rack or your route. For bus questions, call (417) 831-8782.

Free Activities That Week --- Follow us [on Facebook](#) All Week

Sunday, May 12 (2-4pm) --- Enjoy Mother's Day with a casual [History & Art Bike Walk Tour](#).

Mon-Fri, May 13-17 (5:50am-7:30am) --- [Sunrise Coffee & Bicycle Club](#) will meet for coffee by bike.

(Mon: Panera on Elm / Tues: Kingdom Coffee / Wed: Panera on Sunshine / Thurs: Coffee Ethic / Fri: Eurasia Cafe)

Thursday, May 16 (7-9pm) --- Movie [Bikes vs. Cars](#) at the [Springfield Art Museum](#) with discussion.

Friday, May 17 --- [Bike Walk to School Day](#) hosted by [Springfield Greene Co. Health Dept.](#)

Friday, May 17 (6-9pm) --- Join Mother's Brewing Co. for their [Ale Trail brewery-to-brewery](#).

Bike Month Bingo

Download our [Bike Month Bingo page](#). If you get Bingo, take a photo with your page and post to social media to win a prize! If you're not on social media, [email to Lori](#). Use hashtags: #OzarkGreenways #BikeWalkWheelWeek

Advocacy

Springfield Public Works is conducting a [6-month public survey called Rules of the Road](#) until August 2019. Test your knowledge of bicycle traffic laws! If you'd like to join the Let's Go Smart Transportation Collaborative, email [Justin Lockhart](#) at Community Partnership.

Curriculum

There are lots of resources for teaching bicycle safety. If you'd like more information, [let us know](#)! Here are a couple things to start with: [Word Search](#) and [Word Scramble](#) and [Helmet Safety](#).

Sponsors of Springfield's BWW 2019

Thank you! Ozark Greenways couldn't do what we do without the financial support of individuals, businesses, organizations, and agencies. Sponsor by [emailing Lori](#) or call (417) 864-2015.

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Study shows most drivers not stopping at Springfield crosswalks



By Taylor Frost | Posted: Wed 9:38 PM, Apr 17, 2019 | Updated: Wed 10:19 PM, Apr 17, 2019

SPRINGFIELD, Mo. -- After months of testing, those with the city of Springfield found only 25 percent of Springfield drivers yield to pedestrians at crosswalks. Signs are now posted the intersections of Glenstone Ave. and Division St., as well as Campbell Ave. and Walnut Lawn St.

"A staff member in plain clothing would approach the crosswalk at a speed that they would stop at the edge of the curb," Traffic Safety Professional Mandy Buettgen said. "When the approaching vehicle would be about 200-feet away. That gives the driver enough time to respond and break."

This test was repeated six different times from January through March. Each site was watched for around an hour, counting 100 to 150 cars.

"With these studies, we can really educate people what these laws are," Buettgen said. "Just how few people are really taking the time to yield to pedestrians. As we put that out there, people in the community will grow more pedestrian friendly and will make more of a conscious effort to stop for pedestrians."

Aubrey Albert, student, believes the signs placed through town could make a difference. She has seen cars speeding and not keeping an eye out for pedestrians on Walnut Lawn St.

"There's a lot of speeding," Albert said. "The speed limit I think is 35 and a lot of people reach like 45, 50 mph."

These signs are part of the SGF Yields Safety Campaign. For more information, visit:

www.springfieldmo.gov/3519/Pedestrian-Safety---SGF-Yields



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Missouri House briefly considers gas tax to help repair infrastructure

May 9th, 2019 | by [Joe Gamm](#) | in Local News | Read Time: 3 mins. |



A man pumps gas Tuesday at a Jefferson City station.

Photo by Mark Wilson /News Tribune.

Missouri representatives briefly considered adding a 1-cent gas tax early Wednesday afternoon to a small omnibus taxation bill, but the amendment's author withdrew the idea before it came to a vote.

The proposed amendment, by state Rep. Steve Butz, D-St. Louis, to the House version of Senate Bill 174, titled "Taxation of Income" — would have added 1 cent to Missouri's current fuels tax of 17 cents.

SB 174 already would reauthorize the Public Safety Officer Surviving Spouse tax credit until

Related Article



Dec. 31, 2027; change taxation rules for specific older aircraft; exempt interest received on deposits held at federal reserve banks from adjusted gross income; change some definitions for transportation corporations; prohibit penalties for certain late 2018 income tax payments; change rules concerning telecommunications fee charges; and allow Higginsville, Odessa, Lexington and Springfield to submit to voters a transient guest tax.

Missouri GOP lawmaker pitches alternative road repair plan

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The proposed gas tax would have helped pay for debt that our children are going to be faced with, Butz said.

Butz said freshman lawmakers should go back and look at the 21st Century Missouri Transportation System Task Force, whose study evaluated the conditions of the state's transportation system and outlined challenges to the state's transportation funding. The task force released its report to the state in January 2018.

ADVERTISING



A possible solution to some of the state's transportation woes the task force looked at was the return of about 7,000 miles of roads to counties, which turned them over to the state in the 1950s.

The task force found Missouri's current transportation system — the highways and bridges — cost \$55 billion in user fees over the years and would cost more than \$125 billion to replace.

The report repeats the key Missouri Department of Transportation (MoDOT) facts that Missouri's state-owned highway system, at 33,884 miles, is the nation's seventh-largest state system, and its 10,394 bridges is the sixth largest.

It's a busy system, carrying Missourians and visitors to the state more than 50 billion miles per year.

The proposed 10-cents-per-gallon gas tax increase over five years that voters rejected last year came from recommendations by the task force.

The House-Senate budget conference committee has modified Gov. Mike Parson's bonding plan to repair 250 mostly rural bridges around Missouri. Under the proposal, the state would spend \$50 million from general revenue to repair or replace 35 of those bridges, then sell bonds to pay for the work on the other 215.

State Rep. Kip Kendrick, R-Columbia, a member of the Conference Committee on Budget, said during debate over the 1-cent tax Wednesday that it would help pay a debt the bonds would leave for the next generation. Down the road, when the bonds need to be paid, that money would likely come out of education funding, he said.

"We have the ability to make sure we're collecting this (tax) not just from Missourians, which will happen," Kendrick said. "We have the ability here to increase our gasoline tax — a user fee — and make sure we are collecting them from people who are passing through this state."

All of the tractor-trailers that pass through the state and damage the roads are necessary. The state needs the truck traffic, he said.

The tax would help repair infrastructure.

"This is a very good way to pay for it," he said. "There will be an economic downturn. Higher education and K-12 education will likely take the hit to pay for the bonds."

During Tuesday's Conference Committee discussion of highway funding issues, some lawmakers complained MoDOT can't even study whether toll roads would be a good alternative for transportation funding. Others on the committee said budget language would allow for such a study but would prevent MoDOT from trying to design or build a toll road.

MoDOT Director Patrick McKenna told the News Tribune: "We don't have either the statutory or constitutional authority to impose tolls in the state of Missouri. So, with so many needs out there — while I certainly do agree that tolling is a legitimate option to solve specific problems in transportation infrastructure — I don't see a lot of study in our immediate future, when I need to deploy that money on projects that I can produce (and) are in our constitutional bonds today."

News Tribune reporter Bob Watson contributed information to this article.

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Mom Surprised Daughter By Showing Up To Her Dorm Unannounced, Then Made Humiliating Mistake [↗](#)

BY UPBEAT NEWS

Mom wanted to surprise her daughter by showing up to her dorm room unannounced and well, what a terrible mistake that was!

Come 4/20, Missouri plans to 'crack down' on drivers high from marijuana

[Gregory J. Holman](#), Springfield News-Leader

Published 3:30 p.m. CT April 17, 2019

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The intersection of Glenstone Avenue and Sunshine Street — used by 25 million vehicles per year — is shown in a recent News-Leader photo. MoDOT announced that Missouri will crack down on drugged driving on April 19 and 20, 2019, in an effort to head off marijuana-impaired drivers celebrating the annual "4/20" cannabis holiday. (Photo: Nathan Papes/News-Leader)

Using the slogan "Drive High, Get a DUI," the Missouri Department of Transportation [announced a campaign](#) Monday that will "crack down on drugged-driving offenders."

The department said Missouri law enforcement will be on the roads in force on April 19 and 20. Meanwhile, the Missouri State Highway Patrol plans at least one press conference around that time, intended to draw attention to the issue of impaired driving.

April 20, also known as "4/20," is well-recognized in U.S. cannabis culture as a holiday celebrating marijuana. [Time magazine reports](#) that the "most credible" origin story of the holiday comes from Marin County, California. In 1971, five high school students regularly met at 4:20 p.m. near a campus statue where they consumed marijuana.

Jon Nelson, a MoDOT assistant to the state highway safety and traffic engineer, told the News-Leader Tuesday morning that last year was the first time the department took on an "organized mobilization" of this kind.

In its news release, MoDOT cited preliminary data from 2018 indicating that 78 people were killed and 142 people were seriously injured in Missouri traffic crashes in which at least one driver was drug-impaired.

How many of those drivers were high on marijuana? That's not clear.

Lt. Collin Stosberg with the Highway Patrol's public information and education department said that crash data do not record the proportions of impaired people who consumed alcohol, cannabis, opioids or other drugs before trying to drive a car. He said 22 to 30 percent of fatal traffic crashes involve impaired driving and that there were about 7,000 arrests for impaired driving in Missouri last year.

Stosberg added that all officers are trained in recognizing signs of driver impairment, while a smaller group of officers are designated drug recognition experts, or DREs.

Nelson, with MoDOT, said that law enforcement has processes in place to watch for drugged driving, "sort of like field sobriety tests for alcohol."

He estimated there are about 200 DRE officers in Missouri. Depending on the circumstances in the field, DRE officers may be called in to identify impaired drivers when a professional opinion is especially needed.

"We're not seeing too much of that," Stosberg said when the News-Leader asked whether drivers who get pulled over are trying to claim innocence under Missouri's Amendment 2 medical marijuana system. (Missouri [will not take applications for qualifying patient cards until July 4](#), and there is no indication that a qualifying patient cannabis card could somehow exempt a person from following driving safety laws.)

Stosberg noted, "we have zero tolerance when it comes to impaired driving, whether it's alcohol or drug impairment. We're out 365 days a year arresting impaired drivers. Sadly, far too many people are killed."

Medical-grade cannabis, particularly in edible and extract forms, can have very high levels of THC, with correspondingly significant psychophysical effects, Stosberg said.

Marijuana is now legal as medicine or a recreational substance in 33 states and the District of Columbia. [Missouri voters approved Amendment 2](#), allowing medical marijuana to treat a list of health conditions, in November 2018. The Missouri Department of Health and Senior Services [is currently implementing the program](#).

Driving while high on cannabis has been an issue in other states, and governments are struggling to address it in part because scientifically quantifying what constitutes "too high to drive" is difficult.

Late last month, the USA TODAY Network in Michigan reported that after two years of study, a state commission [decided not to recommend a limit on the amount of THC](#) present in someone's blood while driving.

Instead, the committee recommended that officers continue to use roadside sobriety tests to determine whether a driver is impaired.

Michigan adopted medical marijuana in 2008 and in 2018 added full adult-use marijuana, often called "recreational."

What's worst: alcohol, cannabis or smartphone-impaired driving?

"None of them are good when you're behind the wheel of a car," said Nelson, with MoDOT. "They all impair your judgment and detract from your ability to do the task at hand."

In its news release, MoDOT invited the public to learn more by visiting a Missouri Coalition for Roadway Safety website, savemolives.com.

May 9, 2019

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

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

The Federal Highway Administration issued \$2 million “quick release” Emergency Relief funds to the Missouri Department of Transportation on May 3 to help repair roads damaged by widespread flooding back in March (<https://aashtojournal.org/2019/03/29/state-dots-across-the-midwest-grappling-with-damage-inflicted-by-floods/>) that affected several states throughout the Midwest.


[Above photo by the Missouri DOT.]


The FHWA noted in a statement (<https://www.fhwa.dot.gov/pressroom/fhwa1910.cfm>) that snow, wind, and rain from several storms in March crippled communities across South Dakota, Iowa, Nebraska, Minnesota, and Missouri. Flooding caused by the storm hit northwest and southeast

Missouri the hardest, particularly along the Missouri and Mississippi rivers, and lasted well into April, the agency said.

In Missouri alone, the flooding prompted 215 road closures in 55 counties, FHWA noted, including US-36, US-136, US-59, US-159, and I-29 between Kansas City and the Iowa state line. As of last week, 46 roads remained closed and the Missouri DOT estimates the flooding caused damage in excess of \$10 million, FHWA added.

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May 9, 2019

1:00 pm » President Trump, Democrat Congressional Leadership Plan \$2T Infrastructure Package

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

Rep. Doug LaMalfa, R-Calif., and Rep. Collin Peterson, D-Minn., introduced H.R. 2381 (<https://www.congress.gov/bill/116th-congress/house-bill/2381/text?r=1&s=1>), the *Modern, Clean, and Safe Trucks Act of 2019*, on April 30 that would repeal the current 12 percent federal excise tax or FET on heavy commercial trucks and trailers. Though monies generated by the FET tax goes into the Highway Trust Fund, Rep. LaMalfa called that revenue “unreliable” since the high price of new trucks and trailers makes sales “inconsistent” year-to-year.

[Above photo by the Arizona Department of Transportation.]

On average, he said the FET adds between \$12,000 to \$22,000 to the final sale price of a new truck.

“Most heavy-duty truck owners can’t afford a \$20,000 tax bill per new truck, so they don’t buy them,” he said in a statement (<https://lamalfa.house.gov/media-center/press-releases/lamalfa-peterson-introduce-bill-to-repeal-federal-excise-tax-on-heavy>). “They’re far more likely to purchase used or older trucks with older technology that are not as fuel-efficient or don’t achieve the air quality goals the government demands. The FET – the highest percentage-based tax that Congress imposes on any product – limits truck replacement, the associated economic growth, and needs to be repealed.”



Rep. Doug LaMalfa

Rep. Peterson added that “the FET is an outdated burden to small businesses looking to invest in our transportation industry. Repealing this tax would encourage new, and cleaner fuel-efficient vehicles on our roads.”



Rep. Collin Peterson


Previous analysis of Highway Trust Fund revenues showed that revenue from retail truck taxes reached only \$3.117 billion in fiscal 2017, down by 27 percent or \$1.148 billion; a drop that was more than enough to offset the relatively small gains from motor fuel user fees.


Those numbers reflect the volatility that stems from such revenue streams as equipment sales, which can fluctuate sharply based on market demand or changes in interest rates for high-cost purchases, noted Joung Lee, policy director for the American Association of State Highway and Transportation Officials, in a 2017 interview (<https://news.transportation.org/Pages/102717excisetax.aspx>).

“Congress and the nation cannot depend on the trust fund’s current mix of fees to even keep growing year to year, depending on market conditions, and it continues to generate far less than Congress has authorized the trust fund to spend,” he explained.

Rep. LaMalfa added that the original purpose of the FET – introduced at a rate 3 percent over 100 years ago to help pay for the costs of military intervention in World War I – has long expired, making it “outdated and unnecessary.”

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May 9, 2019

2:15 pm » In Memoriam: President George H. W. Bush, ISTEA, and Transportation

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

A potential \$2 trillion infrastructure spending package is in the works following an April 30 meeting between President Trump and the Democratic leaders from the Senate and House of Representatives. However, the main hurdle facing such a package is how to pay for it, which will be the subject of a follow-up meeting.

[Official White House photo above by Tia Dufour.]

“The United States has not come even close to properly investing in infrastructure for many years, foolishly prioritizing the interests of other countries over our own,” the president said in a statement following the meeting. “We have to invest in this country’s future and bring our infrastructure to a

level better than it has ever been before. We will have another meeting in three weeks to discuss specific proposals and financing methods.”

“We came to this meeting with an understanding that there is great need in our country for building our infrastructure, for the recognition that we stand in a pivotal place in terms of building infrastructure for the future,” said House Speaker Rep. Nancy Pelosi, D-Calif., in comments (<https://pelosi.house.gov/news/press-releases/pelosi-remarks-at-media-stakeout-following-white-house-meeting-on-infrastructure>) following the discussion at the White House. “We are very excited about the conversation we had with the president to advance an agenda of that kind.”



Rep. Nancy Pelosi and Sen. Chuck Schumer

Sen. Chuck Schumer, D-N.Y., added that “we agreed on a number, which was very, very good: \$2 trillion for infrastructure. We talked about a number of things we would do. Obviously, the roads and the bridges and the highways. Obviously, water, but also a big emphasis on broadband, that every American home, we believe, needs broadband. An emphasis on the power grid so that we can bring clean energy from one end of the county to the other, and several other issues.”

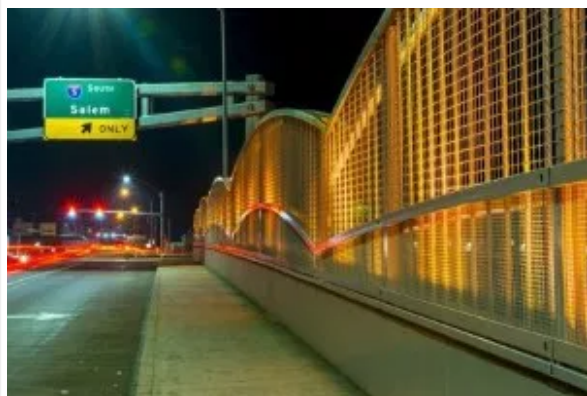


Photo by Oregon DOT

He added that funding is “going to be the crucial point in my opinion. So, where does he propose that we can fund this? Because certainly in the Senate, if we don’t have him on board, it’ll be hard to get the Senate to go along. [So] we said that we would meet in three weeks and he would present to us some of his ideas on funding.”

Sen. Schumer noted that “this was a very, very good start. And we’ll see – we hope that it will go to a constructive conclusion.”

Rep. Peter DeFazio, D-Ore., chair of the House Committee on Transportation and Infrastructure, characterized the meeting as a “step in the right direction” in a separate statement (<https://transportation.house.gov/news/press-releases/chair-defazio-statement-on-white-house-infrastructure-meeting>).

“Two trillion dollars is a significant federal investment that could make a real difference in communities across this country, whether we’re talking roads, bridges, and transit systems, or harbors, airports and wastewater systems, just to name a few areas that would get a real boost from a bipartisan deal,” DeFazio said. “I’m encouraged to hear the widespread agreement on the need to act on infrastructure – and to act soon.”

Rep. DeFazio added in comments made during the House T&I Committee’s Member Day hearing that his “personal speculation” is that generating funds for the proposed \$2 trillion infrastructure package will focus on “bonds and user fees.”



Rep. Peter DeFazio



Photo by Wisconsin DOT

Yet Rep. DeFazio emphasized at that hearing (<https://transportation.house.gov/news/press-releases/chair-defazio-statement-from-members-day-hearing->) that he “made clear to the President that taking action to address our infrastructure needs is not optional – letting our roads, bridges, airports, transit systems, ports, and water systems crumble amounts to a national crisis. Every day that we wait to act also means the price tag to fix our infrastructure goes up,” adding that “we have let our infrastructure – and our infrastructure funding streams – stagnate to the point

where we now need to invest hundreds of billions of dollars to make up for past neglect and plan for the future. There is no way around this reality if we expect improvement.”

The infrastructure agreement hammered out at the White House this week also garnered support from a variety of organizations.

“We applaud President Trump, Speaker Pelosi and Senator Schumer for recognizing the importance and urgency behind enacting common sense, bipartisan infrastructure legislation,” said Thomas Donohue, president and CEO of the U.S. Chamber of Commerce, in a statement (<https://www.uschamber.com/press-release/us-chamber-statement-white-house-infrastructure-meeting>). “This is not a partisan issue, it’s an American priority. And now is the time for action.”



Jim Tymon

Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, noted in a statement



Tom Donohue

(<http://aashtonews.wpengine.com/2019/05/01/aashto-statement-on-bipartisan-support-for-infrastructure-investment/>) that “we applaud the bipartisan acknowledgement that America’s transportation system needs additional federal investment. The people and businesses who

rely on our nation’s multimodal transportation network understand that despite the best efforts of state departments of transportation and their local and regional counterparts, they cannot keep up with growing demand and a deepening backlog of maintenance.”

Dave Bauer, president and CEO of the American Road & Transportation Builders Association added that while “common ground has always been there for the taking when it comes to making major new infrastructure investments” the “foundational pillar” of any long-term infrastructure package is a sustainable, growing, user-fee based revenue stream for the Highway Trust Fund.

“It remains the linchpin for any final and meaningful deal between the Trump administration and Congress,” he said.

And the benefits from a “final and meaningful” infrastructure would be broad, argued Stephen Sandherr, CEO of the Associated General Contractors of America.


“Once enacted, these infrastructure improvements will cut commuting times, lower shipping costs, support new economic development projects and allow our businesses to remain globally competitive for years to come,” he said in a statement (<https://www.agc.org/news/2019/04/30/quick-action-needed->




Photo by Arkansas DOT

agreement-between-president-trump-and-top-democrats-pass-2). “Congress and the administration need to act quickly to convert this bipartisan agreement into a comprehensive infrastructure measure that will fund significant upgrades to our aging and over-burdened infrastructure.”

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TOP STORY

Missouri's humorous highway signs

By Mark Zinn News-Press Now Apr 28, 2019

If you were traveling through the state over the Easter holiday you may have encountered one of a handful of themed messages from the Missouri Department of Transportation: “Buckle up your peeps” or “Some bunny loves you.”

The humorous messaging is part of a MoDOT effort to better utilize the roughly 250 digital signs that are planted along interstates and highways throughout the state.

“The signs were initially put up to give drivers information for traffic accidents or construction,” said Chris Redline, district engineer for MoDOT’s Northwest District. “But there were a lot of times where we really weren’t providing much information to the public and we got thinking, ‘what else can we use these boards for to help.’”

Redline, who spent time on the committee charged with developing the crafty messages, said the focus was on how to get the conversation started regarding distracted driving and the age-old reminder to buckle up.

“There’s a monthly team at MoDOT that gets together and they look at what’s coming up,” Redline said. “Like we’re getting into the graduation season so that will probably be an upcoming focus.”

In addition to seasonally themed messages, MoDOT often displays more evergreen content like, “Did you run out of blinker fluid?” and “Buckle up windshields hurt.”

The department started the alternative sign displays in 2014, a year that brought an exceptional spike in traffic fatalities. Since then, the number of crash-related deaths hasn't dropped off much. In 2018, there were 921 fatalities on Missouri roads. So far this year, 203 people have died on Missouri roadways.

As for some of his favorite signs, Redline said there are too many to count.

"I think 'Get your head out of your apps' got the most discussion," he said. "Which is great because that's what we are after: we need people to put down their darn phones and drive."

The department usually changes the "fun" messages every week, in addition to constantly changing them to provide real-time information regarding hazards and drive times ahead.

"The priority is always real-time information," said Redline. "The other messages go up when we don't have the need for the real-time information."

MoDOT isn't exclusively taking ideas from internal sources. The department accepts ideas for sign messages online at www.modot.org through the "Contact Us" link at the top of the page.

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A bridge on the Pennsylvania Panhandle Trail, which would be part of the new cross-country route.

Milo Bateman / Rails-to-Trails Conservancy

Picture it: A car-free route across the country.

It's been a dream since the 1980s, when the nonprofit Rails-to-Trails Conservancy was founded. And for decades it was just that — a dream.

Now, the group says, there has been enough progress in terms of trail construction that a cross-country route is actually viable. The group announced [the planned route](#) at a press conference in front of the U.S. Capitol — mile zero for the new cross-country trail.

From the Capitol, the 3,743.9 mile route would wind its way across 12 states, ending at the Pacific Ocean, west of Puget Sound. D.C.'s 7.5 mile portion of the route would travel along the National Mall, the Potomac and then follow the C&O Canal into Western Maryland. D.C. and Maryland are the only two jurisdictions where the route is already 100% complete, using trails that have been in operation for years.



3,743.9 miles of pure fun (and sweat and broken spokes and flat tires).

Rails-to-Trails Conservancy

Currently, about half of the route follows already completed trails. The group spent about a year looking at different route options, using its database of abandoned rail lines and 34,000 miles of current trails. The group also analyzed more than 300 state and local bike plans to see where trails are already planned or in the works. Some parts of the country were more challenging than others.

“You do have to get over the Rocky Mountains at some point,” says Kevin Mills, vice president of policy for the conservancy. “But the railroads had to face the same challenge.” The chosen route crosses the Rockies in Wyoming, Idaho and Montana. Those states have some of the largest gaps in the existing trail network.



The Capital Crescent Trail in D.C. and Maryland will connect to the new cross-country route.

Hung Tran / Rails-to-Trails Conservancy

In Wyoming, the route is only 1.6% complete, with 500 miles that need to be built. In Montana, there are 344 unbuilt miles. Mills says officials in all 12 states (plus D.C.) are supportive of the plan. In Wyoming, for example, the Great American Rail-Trail is already part of the state's trail plan. Mills says one of the reasons states are excited about the plan is its potential to spur tourism and economic growth. He points to [a 2014 study](#) that found a 24-mile-long trail in Pennsylvania had an economic impact of more than \$8 million that year, with more than 600,000 users.



The Trail of the Coeur d'Alenes, along the former Union Pacific Railroad in Idaho.

Of course, plenty of people already bike across the country every year, and there are [several established road-based routes](#). Eric Brenner, of Silver Spring, made the trip in 1987.

“It was just me and my wife and a bunch of maps and a tent,” he says. “There still is a world for that. You don’t want everybody on the trails,” Brenner says. He welcomes a new trail option, and says it will make the trip possible for many more riders.

Trails can be crowded and restrictive (and boring, for some riders!), but they have clear advantages.

“One very straightforward advantage is that it’ll be safe,” says Ryan Chao, president of the conservancy. “One can bike and walk and be separated from vehicular traffic.” Another advantage of the new cross-country trail — it will be rideable for more people. “Most of the route will be on rail-trails, which are inherently quite gentle — no more than 3% grade, based on how a train would have traveled through,” Chao explains.



Palouse to Cascades State Park Trail runs 110 miles through Washington State.

Washington State Parks

The completed trail is likely decades off, but it could be partially rideable much sooner. “I won’t be surprised that people right off the bat are going to be saying, ‘How do I use as much of it as possible in the cross-country trip I’m planning to do tomorrow?’” says Mills.

He says there’s no price tag on the project yet, but funding will likely come from a combination of public investment from the federal government, state and local governments, as well as private funds.

It could be just the beginning. Dennis Markatos-Soriano is executive director of the [East Coast Greenway Alliance](#). The greenway is a vision for a north-south trail route running from Canada to Key West, Florida. The route crosses the Great American Rail-Trail in D.C. Martkatos-Soriano says dozens of people already ride the route each year. It’s currently about 35% trail, with the rest following roads.

Mills compares the announcement of the Great American Rail-Trail route with the ground-breaking for one of the first highways in the United States — Route 66, which was established in 1926.

“This is going to be an iconic American landmark,” he says.

Who knows — in a few decades, there could be a bicycle analog to the U.S. interstate highway system, with interconnecting trail routes crisscrossing the country.

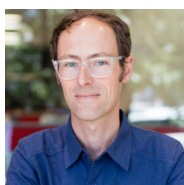
“We’re trying to change the way people move in America,” says Markatos-Soriano.



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Jacob Fenston

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