



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

MAY 16, 2018
1:30 - 3:00 PM

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

AGENDA



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, May 16, 2018 1:30 p.m.
OTO Offices
Chesterfield Village
2208 W Chesterfield Boulevard, Suite 101
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the February 6, 2018 E-meeting and March 21, 2018 Meeting Minutes Tab 1
(1 minute/Juranas)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING
MINUTES**

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

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

E. Staff Report
(5 minutes/Fields)

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

F. MoDOT Update
(5 minutes/Miller)

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

G. Legislative Reports
(5 minutes/Legislative Staff)

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

II. New Business

A. Amendment Number Five to the FY 2018-2021 TIP Tab 3 (5 minutes/Longpine)

There are three changes requested to the FY 2018-2021 Transportation Improvement Program which are included for member review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2018-2021 TIP AMENDMENT NUMBER FIVE TO THE BOARD OF DIRECTORS

B. 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

C. FY 2019 DBE Program Goal Tab 5 (5 minutes/Cooper)

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

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

D. Additional Federal Funding Tab 6 (10 minutes/Fields)

An additional \$1.153 Million has been made available for the OTO area for FY 2018 and staff is proposing to award the additional funding for projects eligible through the TAP process in the fall of 2018.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND THE APPROVAL OF ADDITIONAL FUNDING FOR TAP PROJECTS.

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 7

IV. Adjournment

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, July 18, 2018 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Dan Smith, OTO Chairman
Ken McClure, City of Springfield Mayor
Senator McCaskill's Office
Senator Blunt's Office
Jeremy Pruet, 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 5/16/2018; ITEM I.C.

**February 6, 2018 E-Meeting Minutes
March 21, 2018 Meeting Minutes**

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the February 6, 2018 E-Meeting and the March 21, 2018 Technical Planning Committee meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the February 6, 2018 E-Meeting minutes and the March 21, 2018 Technical Planning Committee meeting minutes.”

OR

“Move to approve the February 6, 2018 E-meeting minutes and/or the March 21, 2018 Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES
February 6, 2018**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting at the scheduled time of 2:00 p.m.

Mr. Kirk Juranas, OTO Technical Planning Committee Co-Chairman, called the electronic meeting of the OTO Technical Planning Committee to order at 2:02 p.m., Tuesday, February 6, 2018. The item to be discussed is as follows:

I. Proposed Amendment Number Two to the UPWP

An amendment to the FY2018 Unified Planning Work Program is proposed to add \$25,000 to the regional trail investment study in order to study the alignment and cost of two additional trail corridors and to move funding in the amount of \$25,000 from FY 2018 (July 2017-June 2018) to FY 2019 (July 2018 -June 2019) for the joint purchase of aerial photography.

Mr. Jeff Roussell moved the Technical Planning Committee recommend approval of the Proposed Amendment Number Two to the UPWP to the Board of Directors. Mr. Kent Morris seconded the motion.

Mr. King Coltrin asked if this was included in the RFP. Mr. Roussell responded that since the time of the RFP, Nixa has acquired land in close proximity to existing trails and would like to be considered in the Trail Study.

With no additional questions from the Committee, Mr. Juranas called for a vote at approximately 3:02 p.m. The OTO received 14 votes in favor of the motion. The following members cast those electronic votes:

Aye: Morris, Roussell, Juranas, Johnson, Humphrey, Kromery, Artman, Gugel, Coltrin, Miller, Schaumburg, Wiesehan, Seiler, and Parsons.

Nay: None.

Abstain: None

Mr. Kirk Juranas, OTO Technical Planning Committee Co-Chairman, adjourned the electronic meeting of the OTO Technical Planning Committee at 4:50 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
March 21, 2018**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. The meeting was called to order at approximately 1:35 p.m. by Co-Chair Kirk Juranas.

The following members were present:

Mr. Rick Artman, Greene County	Mr. Frank Miller, MoDOT
Mr. Randall Brown, City of Willard (Vice Chair)	Mr. Andrew Nelson, City of Republic (a)
Ms. Megan Clark, SMCOG	Mr. Jeff Roussell, City of Nixa
Mr. Eric Claussen, City of Springfield (a)	Mr. Kelly Turner, City Utilities Transit
Ms. Dawn Gardner, City of Springfield (a)	Mr. Garrett Tyson, City of Republic
Mr. Martin Gugel, City of Springfield (Co-Chair)	Ms. Eva Voss, MoDOT
Mr. Adam Humphrey, Greene County	
Mr. Joel Keller, Greene County (a)	
Mr. Kirk Juranas, City of Springfield (Co-Chair)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Kent Morris, Greene County Planning
Mr. Rick Artman, Greene County	Mr. David O'Connor, City of Willard (a)
Mr. Joshua Bird, Christian County (a)	Mr. Jeremy Parsons, City of Ozark (a)
Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Jason Ray, SMOG (a)
Ms. Paula Brookshire, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. John Caufield, BNSF	Mr. David Schaumburg, Springfield/Branson Airport
Mr. King Coltrin, City of Strafford	Mr. Mark Schenkelberg, FAA Representative
Mr. Doug Colvin, City of Nixa (a)	Mr. Frank Schoneboom, City of Battlefield
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. Jeremiah Shuler, FTA Representative (a)
Ms. Mary Kromrey, Ozark Greenways	Ms. Mary Lilly Smith, City of Springfield
Mr. Rick Emling, R-12 School District (a)	Ms. Janette Vomund, MoDOT
Mr. Tom Johnson, Missouri State University	Mr. Todd Wiesehan, Christian County
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Chad Zickefoose, MoDOT
Mr. Bradley McMahon, FHWA	

Others present were: Travis Cossey, City of Nixa; Jeremy Pruett, Congressman Billy Long's Office; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Mr. Kirk Juranas, Technical Planning Committee Co-Chair, called the meeting to order at approximately 1:35 pm.

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. Turner moved approval of the Technical Planning Committee Meeting Agenda for March 21, 2018. Mr. Humphrey seconded the motion and it was unanimously approved.

C. Approval of the January 17, 2018, Meeting Minutes

Mr. Tyson moved for approval of the minutes from the January 17, 2018, Technical Planning Committee Meeting. Mr. Artman 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 she had gone to Jefferson City with the Springfield Area Chamber of Commerce to learn about what bills being proposed would impact transportation. She noted there is a fuel tax increase on a tax reform bill in the Senate and a user fee increase on the tax reform bill in the House. She added both bills are currently working their way through the miscellaneous Chambers.

Ms. Fields stated the Nixa Trail Study was added to the contract with Alta and they are hopeful to be done by the end of our fiscal year, which is June 30, 2018. This will be for two additional trails in Nixa.

Ms. Fields stated she and Natasha Longpine visited the Future of Transportation Conference in Jefferson City. She noted there was a lot of discussion regarding funding needs. She added that MoDOT has changed their number one priority to I-270 in St. Louis due to congestion issues and a bridge they have that is causing them serious problems. She said the OTO had believed that I-70 was the number one priority and was surprised to learn that it is now I-270. She stated that much of the conference was focused on automated vehicles and how many of the manufacturers are planning to have them online by 2020 or 2022.

Ms. Fields stated that MoDOT and OTO have been conducting a freeway study. She said there are some preliminary results of this study. She noted the OTO had asked for some projects so that staff could begin developing cost estimates. She added the number one priority is the Hwy(s) 125 and 60E proposed interchange. She said there are some significant safety issues and accident rates at this location. She stated James River Freeway between Glenstone and Hwy 65 is another project that is being looked at. Traffic slows down in this area and there have been some serious accidents as well. The third and final project is the adding of three lanes on I-44. This is very expensive as the bridges will not accommodate a third lane and will have to be torn out and replaced.

Co-Chair Juranas stated he had attended the Transportation Day at the Capitol as well and found it interesting that Representative Scott Fitzpatrick wanted to save money and build it up to match the monies the Federal government will be sending.

F. MoDOT Update

Frank Miller stated MoDOT is updating the Transportation Plan and it will be available for public comment after the April Commission meeting. He said this update allowed for public comment to be submitted online as well. He added the four existing goals are being kept and a fifth goal was developed which deals with congestion relief and system reliability. The plan also looks at vehicle technology and how Missouri can be positioned to take advantage of that technology as it comes online.

G. Legislative Reports

Jeremy Pruett, Congressman Billy Long's Office, stated the most pressing issue in Washington at this time is the finances and the possible government shut-down. He added that infrastructure discussions have been pulled back and is currently 'on the back burner'.

II. New Business

A. Administrative Modification Numbers Three and Four to the FY 2018-2021 TIP

Natasha Longpine stated the above reference modifications have been made since the last Technical Planning Committee meeting. She reviewed the two modifications, noting that modification number 3 involved accelerating the annual on-call guardrail and guard cable program to 2018, from 2019 and 2020. Modification number four is the moving funds from FY 2019 Construction to FY 2018 Right-of-Way.

Frank Miller said MoDOT typically programs guardrail projects every other year and renew the contract. The contract was not renewed this year and MoDOT wishes to ensure they can maintain the guardrail as needed and asked to accelerate the project for this year.

Mr. Miller stated MoDOT had requested Administrative Modification Number 4 for the intersection improvements at Jackson and NN in Ozark.

Co-Chair Juranas noted this item was for information purposes only and no action by the Committee was required.

B. Amendment Number Four to the 2018-2021 TIP

Natasha Longpine said Amendment Number Four to the 2018-2021 TIP was for two proposed changes. The first is a revision by adding Right-of-Way, Utilities and Construction to the Engineering already programmed for the cost-share project at Campbell and Republic Road intersection. She noted this is showing the entirety of the project and directed the Committee to the revised packet that had been distributed at their places. She stated the revised packet shows the project total to be an estimated \$4.7 million.

The next project is new to the TIP and it is the widening of Republic Road from Chase to Campbell. She added this project will be approximately \$1.5 million.

Frank Miller stated he had an additional correction on the Campbell and Republic Road project. He stated the City's local engineering needs to be split between FY 2018 and FY 2019. He noted the construction engineering should be included in the same fiscal year as construction.

Mr. Tyson moved to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Four to the Board of Directors. Mr. Humphrey seconded the motion and it was unanimously approved.

C. Transportation Performance Management Planning Agreement

Natasha Longpine stated the proposed is an agreement that will be signed between the OTO, City Utilities, and MoDOT. She added the FAST-Act implemented performance measures, and required an agreement between everyone responsible for setting and meeting the targets, coordinating how the data is gathered, reporting the setting and meeting of targets, etc. The proposed agreement is rather general in content and utilizes the template that many MPOs in the State are using. She noted this agreement may need to be refined in the future as additional guidance is released by the Federal Highway Administration and Federal Transportation Administration. She added the OTO is also asking that after the initial approval of the agreement, the Executive Director be given the authority to sign modifications to this agreement.

Mr. Humphrey moved to recommend approval of the Transportation Performance Management Agreement to the Board of Directors and to allow the Executive Director to administratively approve minor changes. Mr. Brown seconded the motion and it was unanimously approved.

Mr. Turner thanked the OTO staff for their hard work in helping to draft and review this document.

D. FY 2019 Unified Planning Work Program

Sara Fields stated the Unified Planning Work Program (UPWP) is the basis for the agreement for the federal funding for the operations of the OTO. She noted the OTO has chosen to categorize the funding by tasks, of which there are nine. She briefly reviewed the nine different tasks that are included in the UPWP. She commended the Committee for being faithful to attend the meetings and sign-in. She added this allows the OTO to receive an approximate 93.7% match, as opposed to an 80%. She added the OTO expects to have approximately \$500,000 in planning funds at the end of the fiscal year.

Ms. Fields highlighted some of the projects that were included in the FY 2019 UPWP, which includes aerial photography, an online TIP tool, and a website redesign, among other items. Ms. Fields stated another item was the changing of the signs for the Ride Share program. She stated this is all being done online and that citizens need to be directed to the website for registering, as opposed to calling the offices of the OTO.

Mr. Gugel moved to recommend approval of the FY2019 Unified Planning Work Program to the Board of Directors. Mr. Miller seconded the motion and it was unanimously approved.

E. OTO Growth Trends Report

David Faucett presented highlights from the 2017 Growth Trends Report. He noted this report is based on the most recent census data and building permit information that was collected from the area jurisdictions.

He noted this report includes single-family residences, multi-family residences, and demolition of residences. The net total is derived by subtracting the demolitions from the permits for new construction of single- and multi-family residences.

Mr. Faucett reviewed the PowerPoint presentation, which included several maps and charts that displayed the changes in demographics. (Attached)

Kelly Turner asked if the OTO and the Springfield Area Chamber worked together to acquire/coordinate this type of data. Ms. Fields responded that this information is sent to the Chamber for their use. Mr. Faucett noted that the OTO does not project growth, but simply provides this information for its member jurisdictions.

Co-Chair Juranas noted this item was provided for informational purposes only and no action by the Committee was required.

F. Public Participation Plan Annual Evaluation

David Faucett stated the OTO updated the Public Participation Plan in 2017. This plan is mandated by federal regulations and must be kept current. The OTO's plan states it will be evaluated annually, to ensure that the organization is making every attempt to keep the public informed and involved in the projects and activities of the OTO. The item distributed to the Committee in the packet, is the evaluation of the six action items from the 2017 Plan. Three of these have been accomplished and the other three are in process. Mr. Faucett stated the OTO is continuing to utilize social media and other avenues to generate public comment.

Co-Chair Juranas noted this item was provided for informational purposes only and no action by the Committee was required.

G. TIP Subcommittee

Natasha Longpine stated that the OTO is looking for volunteers for the Transportation Improvement Plan (TIP) Subcommittee. She noted the Subcommittee will need to meet at least twice, once to review the background information and begin updating the TIP with new projects and then again to review the draft TIP.

The following individuals served on last year's TIP Subcommittee: David O'Connor, Jeremy Parsons, Jeff Roussell, Dawn Gardner, Eva Voss, Frank Miller, Andrew Seiler, Todd Wiesehan, and Rachael Garrett. Mr. Juranas requested to be added to the list and Mr. Garrett Tyson will replace Rachael Garrett.

Mr. Humphrey moved to appoint the individuals who served on the TIP Subcommittee last year and any other member who wishes to serve, to the TIP Subcommittee. Mr. Turner seconded the motion and it was unanimously approved.

H. Amendment Number Eight to the Long Range Transportation Plan

Natasha Longpine stated the City of Nixa has requested an amendment to the Major Thoroughfare Plan of the Long Range Transportation Plan. The amendment is the proposed road section for Inman Road between Gregg and US 160. This section is currently classified as a Secondary Arterial. Ms. Longpine stated the current alignment has some topographical challenges and therefore Nixa is proposing an alternate route.

Mr. Cossey reiterated Ms. Longpine's comments noting the location of a sink hole and a cliff that would make the current alignment too costly to construct. The City of Nixa is requesting approval of the proposed alternate route be recommended to the Board of Directors.

Mr. Keller moved to recommend that the Board of Directors approve *Transportation Plan 2040* Amendment 8. Mr. Roussell seconded the motion and it was unanimously approved.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Humphrey stated Greene County would be holding a public hearing on Wednesday, March 28, to present the preliminary right-of-way plan for the Kansas Expressway extension corridor. He noted they would also be presenting the updated environmental assessment.

Ms. Fields noted there is a public meeting regarding the roundabout at Republic High School on Tuesday, March 27.

Mr. Turner stated City Utilities has gone "live" with the mobile ticketing application so that bus tickets can be purchased on citizens' phones. He stated it has been working for about a month and is going very well.

Ms. Longpine noted that a handout entitled, "Operations and Maintenance in the TIP" had been distributed at their places. She asked that everyone review this handout and provide updated information. She stated she would be mailing this form to the members of the Committee.

B. Transportation Issues for Technical Planning Committee Member Review

None.

C. Articles for Technical Planning Committee Member Information

Co-Chair Juranas 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, Mr. Artman moved the meeting be adjourned. Mr. Turner seconded the motion and it was unanimously approved. The meeting adjourned at approximately 2:30 p.m.

TAB 2

From: WordPress
To: [Comment](#)
Subject: [] Please moderate: "Leave Us a Comment"
Date: Wednesday, April 25, 2018 9:38:33 AM

A new comment on the post "Leave Us a Comment" is waiting for your approval
<http://giveusyourinput.org/public-comment/welcome-to-give-us-your-input/>

Author: Aaron (IP address: 174.234.138.169, 169.sub-174-234-138.myvzw.com)

Email: morphemes@live.com

URL:

Comment:

could really use a route to the Galloway Creek trailhead from the west... pretty much impossible to get there safely on a bike without zigzagging across the countryside. which is nice, unless you just want to commute to work. at the very least, a few shortcuts would be quite helpful. perhaps something parallel to 65.

Approve it: <http://giveusyourinput.org/wp-admin/comment.php?action=approve&c=6705#wpbody-content>

Trash it: <http://giveusyourinput.org/wp-admin/comment.php?action=trash&c=6705#wpbody-content>

Spam it: <http://giveusyourinput.org/wp-admin/comment.php?action=spam&c=6705#wpbody-content>

Currently 22 comments are waiting for approval. Please visit the moderation panel:

http://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

From: Aaron Warren
To: [Comment](#)
Subject: Re: Additional Information requested
Date: Sunday, April 29, 2018 1:22:28 PM

Thank you for the follow up, Brenda.

I didn't realize they were looking to the whole Ozarks region. I'm located in the northernmost region of Christian County, just off of Highway 160/13/N. Massey Blvd. (gosh, that road has a lot of names), South of the James River, by the Pizza Hut. The trailhead I was referring to would be the old Highway 65 bridge over Lake Springfield. I realize I am personally in an awkward location FAR away from this trailhead, but anything running in the general East/West direction linking up to the Greenways (or any potential new designated bike routes) would be appreciated by most residents south of Green County. A trail along the James River seemed like a nice scenic idea, but considering the periodic flooding, maybe not so much.

Thanks again!

Aaron

From: Comment <comment@ozarkstransportation.org>
Sent: Wednesday, April 25, 2018 11:57 AM
To: morphemes@live.com
Subject: Additional Information requested

Aaron,

Thank you for your comment regarding the Galloway Creek Trailhead. I've been asked to get some additional information, if you would be willing to provide it. First, which trailhead and second, where are you coming from. This will assist both the OTO and the Ozark Greenways in determining what might be needed.

Thank you.

Brenda M. Cirtin
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807
417.865.3042 Ext. 105
bcirtin@ozarkstransportation.org

From: WordPress
To: [Comment](#)
Subject: [] Please moderate: "Leave Us a Comment"
Date: Wednesday, April 25, 2018 12:39:09 PM

A new comment on the post "Leave Us a Comment" is waiting for your approval
<http://giveusyourinput.org/public-comment/welcome-to-give-us-your-input/>

Author: MsA (IP address: 209.33.12.136, static-209-33-12-136.nixa.mo.cebridge.net)
Email: ashreni@gmail.com
URL: <https://www.cascade.org/>

Comment:

I just moved from Seattle where we biked everywhere. I would recommend networking with Cascade Bicycle to get recommendations and advice from topics of trail development, education for both drivers and bicyclists and everything else. They would be a great resource. I am hesitant to bike on the road because I don't feel like the drivers understand how to behave around bicyclists. Maybe it is a matter of education?

This is their link - <https://www.cascade.org/> . I used to bike to the grocery store, to work, everywhere.. I hope to do this one day in Nixa.

Approve it: <http://giveusyourinput.org/wp-admin/comment.php?action=approve&c=6715#wpbody-content>
Trash it: <http://giveusyourinput.org/wp-admin/comment.php?action=trash&c=6715#wpbody-content>
Spam it: <http://giveusyourinput.org/wp-admin/comment.php?action=spam&c=6715#wpbody-content>
Currently 3 comments are waiting for approval. Please visit the moderation panel:
http://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 5/16/2018; ITEM II.A.

Amendment Number Five to the FY 2018-2021 Transportation Improvement Program

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

AGENDA DESCRIPTION:

Three changes are proposed for Amendment Number Five to the FY 2018-2021 Transportation Improvement Program.

1. ***Revised* ITS Operations and Management (2019) (MO1717-18A5)**
MoDOT will be obligating funds in FY 2018 and increasing the MoDOT portion of funding for a total programmed amount of \$1,051,000. The City of Springfield portion of funding will remain unchanged.
2. ***Revised* Scoping for Bridge Improvements (MO1719-18A5)**
MoDOT is adding \$200,000 in funding to FY 2018 to help fund a consultant to help with bridge planning and scoping work for a new programmed amount of \$442,000.
3. ***Revised* Scoping for Safety Improvements (MO1721-18A5)**
MoDOT is adding \$200,000 in funding to FY 2018 to help fund a consultant to help with MoDOT's Safety Plan Update for a new programmed amount of \$378,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Five to the Board of Directors."

OR

"Move to recommend approval of FY 2018-2021 Transportation Improvement Program Amendment Number Five to the Board of Directors with the following changes..."



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO1717-18A5 ITS OPERATIONS AND MANAGEMENT (2019)

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # 8Q3073

Federal ID #

Project Description

Operations and management of Ozarks Traffic ITS in the OTO area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG)	Federal	ENG	\$800	\$800	\$0	\$0	\$1,600
MoDOT	State	ENG	\$200	\$200	\$0	\$0	\$400
FHWA (STBG)	Federal	PMT	\$514,400	\$0	\$0	\$0	\$514,400
FHWA (STBG-U)	Federal	PMT	\$0	\$324,000	\$0	\$0	\$324,000
LOCAL	Local	PMT	\$0	\$81,000	\$0	\$0	\$81,000
MoDOT	State	PMT	\$128,600	\$0	\$0	\$0	\$128,600
Totals			\$644,000	\$406,000	\$0	\$0	\$1,050,000

Notes

Non-Federal Funding Source: State Transportation Revenues; Springfield 1/8-Cent Transportation Sales Tax

Prior Cost	\$1,000
Future Cost	\$0
Total Cost	\$1,051,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # MO1717 ITS OPERATIONS AND MANAGEMENT (2019)

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # 8Q3073

Federal ID #

Project Description

Operations and management of Ozarks Traffic ITS in the OTO area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (STBG)	Federal	ENG	\$800	\$800	\$0	\$0	\$1,600
MoDOT	State	ENG	\$200	\$200	\$0	\$0	\$400
FHWA (STBG)	Federal	PMT	\$0	\$470,400	\$0	\$0	\$470,400
FHWA (STBG-U)	Federal	PMT	\$0	\$324,000	\$0	\$0	\$324,000
LOCAL	Local	PMT	\$0	\$81,000	\$0	\$0	\$81,000
MoDOT	State	PMT	\$0	\$117,600	\$0	\$0	\$117,600
Totals			\$1,000	\$994,000	\$0	\$0	\$995,000

Notes

Non-Federal Funding Source: State Transportation Revenues; Springfield 1/8-Cent Transportation Sales Tax

Prior Cost	\$1,000
Future Cost	\$0
Total Cost	\$996,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO1719-18A5 **SCOPING FOR BRIDGE IMPROVEMENTS**

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8P3067

Federal ID #

Project Description

Scoping for bridge improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$200,000	\$38,400	\$38,400	\$38,400	\$315,200
MoDOT	State	ENG	\$50,000	\$9,600	\$9,600	\$9,600	\$78,800
Totals			\$250,000	\$48,000	\$48,000	\$48,000	\$394,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$48,000
Future Cost	\$0
Total Cost	\$442,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # MO1719 **SCOPING FOR BRIDGE IMPROVEMENTS**

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8P3067

Federal ID #

Project Description

Scoping for bridge improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$38,400	\$38,400	\$38,400	\$38,400	\$153,600
MoDOT	State	ENG	\$9,600	\$9,600	\$9,600	\$9,600	\$38,400
Totals			\$48,000	\$48,000	\$48,000	\$48,000	\$192,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$48,000
Future Cost	\$0
Total Cost	\$240,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO1721-18A5 **SCOPING FOR SAFETY IMPROVEMENTS**

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Safety

MoDOT Funding Category Safety

Bike/Ped Plan? EJ?

STIP # 8P3069

Federal ID #

Project Description

Scoping for safety improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (SAFETY)	Federal	ENG	\$234,000	\$27,000	\$27,000	\$26,100	\$314,100
MoDOT	State	ENG	\$26,000	\$3,000	\$3,000	\$2,900	\$34,900
Totals			\$260,000	\$30,000	\$30,000	\$29,000	\$349,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$29,000
Future Cost	\$0
Total Cost	\$378,000



Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

E) Roadways Section

TIP # MO1721 **SCOPING FOR SAFETY IMPROVEMENTS**

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Safety

MoDOT Funding Category Safety

Bike/Ped Plan? EJ?

STIP # 8P3069

Federal ID #

Project Description

Scoping for safety improvements at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (SAFETY)	Federal	ENG	\$27,000	\$27,000	\$27,000	\$26,100	\$107,100
MoDOT	State	ENG	\$3,000	\$3,000	\$3,000	\$2,900	\$11,900
Totals			\$30,000	\$30,000	\$30,000	\$29,000	\$119,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$29,000
Future Cost	\$0
Total Cost	\$148,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2018																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,680,000	\$0	\$0	\$0	\$420,000	\$0	\$0	\$0	\$2,100,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$0	\$457,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$0	\$572,000
CC1702	\$0	\$196,000	\$0	\$584,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
CC1803-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$0	\$225,149
GR1601-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$400,000
GR1701	\$0	\$0	\$0	\$688,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$0	\$855,000
GR1703	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1705	\$0	\$0	\$0	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$0	\$0	\$19,000
GR1706	\$0	\$0	\$0	\$415,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,800	\$0	\$0	\$0	\$519,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$0	\$51,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1802-18	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,000	\$0	\$0	\$0	\$105,000
GR1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$988,800	\$0	\$0	\$0	\$247,200	\$0	\$0	\$0	\$1,236,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,036,800	\$0	\$0	\$0	\$759,200	\$0	\$0	\$0	\$3,796,000
MO1705-18AM3	\$0	\$0	\$0	\$790,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,600	\$0	\$0	\$0	\$988,000
MO1708	\$0	\$162,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$180,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
MO1710-17A2	\$0	\$0	\$0	\$105,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,400	\$0	\$0	\$0	\$132,000
MO1711	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1713	\$0	\$3,116,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$346,300	\$0	\$0	\$0	\$3,463,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1716	\$315,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$117,800	\$0	\$0	\$0	\$982,750
MO1717-18A5	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$250,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$234,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$0	\$0	\$260,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1805-18	\$0	\$0	\$0	\$112,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$140,000
MO1806-18	\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$90,000
MO1807-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500	\$0	\$103,500	\$0	\$115,000
MO1808-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$964,000	\$0	\$0	\$0	\$580,000	\$0	\$0	\$0	\$1,544,000
NX1702	\$0	\$0	\$0	\$1,029,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,400	\$0	\$0	\$0	\$1,287,000
NX1703	\$0	\$0	\$0	\$188,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,000	\$0	\$0	\$0	\$235,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$0	\$17,200	\$0	\$0	\$0	\$86,000
NX1801-17A2	\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,600	\$0	\$0	\$13,600	\$9,400	\$0	\$0	\$0	\$115,000
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
OK1401-18AM4	\$313,000	\$0	\$0	\$365,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,000	\$91,400	\$0	\$0	\$0	\$848,000
OK1701	\$0	\$0	\$0	\$161,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,400	\$0	\$0	\$0	\$202,000
OK1702	\$0	\$0	\$0	\$3,068,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204,924	\$562,276	\$0	\$0	\$0	\$3,836,000
OK1703	\$0	\$0	\$0	\$5,981,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,495,400	\$0	\$0	\$0	\$7,477,000
OK1801-17A2	\$1,716,720	\$0	\$0	\$1,456,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$364,020	\$0	\$0	\$0	\$3,966,000
OK1802-17A5	\$626,722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$574,959	\$0	\$580,494	\$489,626	\$0	\$0	\$0	\$96,749	\$2,368,550	
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,000	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$85,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,128	\$0	\$0	\$0	\$0	\$2,198,631
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1702	\$0	\$7,000	\$0	\$184,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,800	\$0	\$0	\$0	\$239,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000

FY 2018 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2018 Continued																		
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1801-18AM1	\$0	\$112,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$0	\$0	\$0	\$125,000
SP1106	\$154,525	\$0	\$0	\$276,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,631	\$69,221	\$0	\$0	\$0	\$539,259
SP1112	\$1,110,295	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,883,198	\$166,134	\$0	\$0	\$748,373	\$0	\$0	\$0	\$3,908,000
SP1122	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,012,000	\$0	\$0	\$0	\$253,000	\$0	\$0	\$0	\$1,265,000
SP1209	\$0	\$0	\$0	\$3,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$960	\$0	\$0	\$0	\$0	\$4,800
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121,600	\$0	\$0	\$0	\$30,400	\$0	\$0	\$0	\$152,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$160,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$0	\$394,000
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000	\$0	\$0	\$0	\$27,000	\$0	\$0	\$0	\$135,000
SP1707	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1803-18	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1804-18	\$0	\$0	\$0	\$620,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$775,000
SP1805-18	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
SP1806-18	\$0	\$0	\$0	\$0	\$851,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,600	\$0	\$0	\$0	\$946,000
SP1807-18	\$0	\$184,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,500	\$0	\$0	\$0	\$205,000
SP1808-18AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,944	\$6,856	\$0	\$0	\$13,200	\$0	\$0	\$0	\$66,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1810-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,742,400	\$0	\$0	\$0	\$435,600	\$0	\$0	\$0	\$2,178,000
SP1811-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1812-18	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$80,000
SP1813-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,747,200	\$0	\$0	\$0	\$436,800	\$0	\$0	\$0	\$2,184,000
SP1814-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$53,000	\$0	\$0	\$0	\$265,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$75,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
SP1818-18A4	\$1,200,000	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$570,000	\$2,000	\$0	\$0	\$0	\$1,780,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1701-17AM1	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0	\$0	\$0	\$1,201,250
WI1801-18	\$0	\$0	\$0	\$532,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,000	\$0	\$0	\$0	\$665,000
SUBTOTAL	\$9,847,180	\$4,254,800	\$1,600	\$18,353,602	\$981,200	\$0	\$0	\$0	\$894,959	\$14,823,542	\$172,990	\$580,494	\$3,318,183	\$9,603,490	\$0	\$300,600	\$96,749	\$63,229,389
\$0																		
2019																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC0901	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$500,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$1,240,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310,200	\$0	\$0	\$0	\$1,551,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$0	\$7,634,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,908,600	\$0	\$0	\$0	\$9,543,000
GR1703	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR1704	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
GR1705	\$0	\$76,000	\$0	\$225,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,400	\$0	\$0	\$0	\$377,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$54,000
GR1805-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$0	\$181,000
MO1711	\$0	\$0	\$0	\$511,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,800	\$0	\$0	\$0	\$639,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1717-18A5	\$324,000	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,000	\$200	\$0	\$0	\$0	\$406,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal												Local	State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2019 Continued																		
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1805-18	\$0	\$0	\$0	\$1,364,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,000	\$0	\$0	\$0	\$1,705,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$221,600	\$0	\$0	\$0	\$55,400	\$0	\$0	\$0	\$277,000
NX1702	\$0	\$0	\$0	\$5,335,200	\$0	\$0	\$0	\$0	\$0	\$256,800	\$0	\$0	\$0	\$1,398,000	\$0	\$0	\$0	\$6,990,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,148,800	\$0	\$0	\$0	\$1,037,200	\$0	\$0	\$0	\$5,186,000
NX1801-17A2	\$848,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,114	\$0	\$0	\$212,121	\$186,279	\$0	\$0	\$0	\$1,992,000
NX1802-18	\$290,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,732	\$0	\$0	\$0	\$0	\$363,660
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,800	\$0	\$0	\$19,200	\$0	\$0	\$0	\$0	\$96,000
OK1401-18AM4	\$788,726	\$0	\$0	\$855,798	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,431	\$213,949	\$0	\$0	\$0	\$2,055,904
OK1701	\$0	\$835,000	\$0	\$3,897,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,183,200	\$0	\$0	\$0	\$5,916,000
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$160,498	\$135,375	\$0	\$0	\$26,750	\$0	\$654,868
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,400	\$0	\$0	\$0	\$28,600	\$0	\$0	\$0	\$143,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1801-18AM1	\$772,160	\$592,056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,040	\$65,784	\$0	\$0	\$0	\$1,623,040
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$11,200	\$0	\$14,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,400	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$563,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,011,200	\$0	\$0	\$0	\$1,502,800	\$0	\$0	\$0	\$7,514,000
SP1707	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$40,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$73,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$92,000
SP1805-18	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$16,000
SP1807-18	\$0	\$1,774,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,200	\$0	\$0	\$0	\$1,972,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$75,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$84,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
SP1818-18A4	\$200,800	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$393,200	\$470,800	\$0	\$0	\$0	\$2,948,000
SP1901-18	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
WI1801-18	\$0	\$0	\$0	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,425,000	\$0	\$0	\$0	\$7,125,000
SUBTOTAL	\$4,598,378	\$3,492,056	\$73,600	\$28,740,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$12,993,114	\$0	\$160,498	\$1,845,882	\$11,245,612	\$20,000	\$11,200	\$26,750	\$64,564,387
2020																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660,800	\$0	\$0	\$0	\$165,200	\$0	\$0	\$0	\$826,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1601	\$0	\$55,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$0	\$0	\$62,000
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313,600	\$0	\$0	\$0	\$78,400	\$0	\$0	\$0	\$392,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$1,400,000
GR1703	\$0	\$0	\$0	\$113,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,400	\$0	\$0	\$0	\$142,000
GR1704	\$0	\$242,000	\$0	\$417,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,800	\$0	\$0	\$0	\$824,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,745,600	\$0	\$0	\$0	\$686,400	\$0	\$0	\$0	\$3,432,000
GR1805-18	\$0	\$0	\$0	\$43,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$0	\$0	\$54,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal												Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020 Continued																		
MO1710-17A2	\$0	\$0	\$0	\$1,664,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$416,000	\$0	\$0	\$0	\$2,080,000
MO1711	\$0	\$0	\$0	\$4,349,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087,400	\$0	\$0	\$0	\$5,437,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$8,400	\$0	\$0	\$0	\$42,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$0	\$23,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$0	\$179,000
MO1804-18	\$332,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$117,800	\$0	\$0	\$0	\$1,004,000
MO1806-18	\$0	\$0	\$0	\$1,440,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,200	\$0	\$0	\$0	\$1,801,000
MO2001-18	\$0	\$855,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$855,900
MO2002-18	\$0	\$1,013,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,600	\$0	\$0	\$0	\$1,126,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,378,400	\$0	\$0	\$0	\$1,594,600	\$0	\$0	\$0	\$7,973,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,000	\$0	\$0	\$0	\$41,000	\$0	\$0	\$0	\$205,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,852,800	\$0	\$0	\$0	\$463,200	\$0	\$0	\$0	\$2,316,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,400	\$841,600	\$0	\$0	\$1,052,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1707	\$0	\$300,000	\$0	\$292,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,000	\$0	\$0	\$0	\$740,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$896,800	\$0	\$0	\$0	\$224,200	\$0	\$0	\$0	\$1,121,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664,000	\$0	\$0	\$0	\$166,000	\$0	\$0	\$0	\$830,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$785,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$196,400	\$0	\$0	\$0	\$982,000
SP1805-18	\$0	\$0	\$0	\$0	\$1,511,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,900	\$0	\$0	\$0	\$1,679,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,960,000	\$0	\$0	\$0	\$490,000	\$0	\$0	\$0	\$2,450,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,200	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$24,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SUBTOTAL	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,886,400	\$0	\$0	\$364,000	\$7,310,900	\$0	\$841,600	\$0	\$39,645,900

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

2021																		
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (STBG)	FHWA (VM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
CC1703	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$0	\$4,492,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$0	\$284,000
MO1712	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
MO1714	\$0	\$0	\$0	\$216,800	\$0	\$0	\$0	\$0	\$0	\$4,458,400	\$0	\$0	\$0	\$1,168,800	\$0	\$0	\$0	\$5,844,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO2001-18	\$0	\$54,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,100	\$6,100	\$0	\$0	\$0	\$156,100
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$0	\$0	\$0	\$0	\$425,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,492,000	\$0	\$0	\$0	\$623,000	\$0	\$0	\$0	\$3,115,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$6,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$550,000
SP1419-18A1	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
WI1001-17A2	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SUBTOTAL	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$0	\$11,082,400	\$0	\$0	\$180,100	\$3,137,600	\$0	\$0	\$0	\$15,122,100
GRAND TOTAL	\$16,237,558	\$10,505,556	\$860,800	\$56,187,600	\$2,564,700	\$180,000	\$6,400	\$963,132	\$1,053,926	\$54,785,456	\$172,990	\$740,992	\$5,708,165	\$31,297,602	\$20,000	\$1,153,400	\$123,499	\$182,561,776

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source																	
	STBG-U	Safety	Bridge	STBG	I/M	130	NHS	BRM	BRO	NHPP	HPP	FEMA	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2018 Funds Programmed	\$9,847,180	\$4,254,800	\$1,600	\$18,353,602	\$981,200	\$0	\$0	\$0	\$894,959	\$14,823,542	\$172,990	\$580,494	\$49,910,367	\$3,318,183	\$9,904,090	\$96,749	\$4,779,389	\$68,008,778
2019 Funds Programmed	\$4,598,378	\$3,492,056	\$73,600	\$28,740,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$12,993,114	\$0	\$160,498	\$51,414,943	\$1,845,882	\$11,276,812	\$26,750	\$4,851,080	\$69,415,467
2020 Funds Programmed	\$1,452,000	\$2,677,700	\$785,600	\$8,806,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,886,400	\$0	\$0	\$31,129,400	\$364,000	\$8,152,500	\$0	\$4,923,846	\$44,569,746
2021 Funds Programmed	\$340,000	\$81,000	\$0	\$287,200	\$9,000	\$0	\$4,800	\$0	\$0	\$11,082,400	\$0	\$0	\$11,804,400	\$180,100	\$3,137,600	\$0	\$4,997,704	\$20,119,804
Total	\$16,237,558	\$10,505,556	\$ 860,800	\$56,187,600	\$ 2,564,700	\$ 180,000	\$6,400	\$963,132	\$1,053,926	\$54,785,456	\$172,990	\$740,992	\$144,259,110	\$5,708,165	\$ 32,471,002	\$123,499	\$19,552,019	\$202,113,795

	Prior Year	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Available State and Federal Funding	\$0	\$42,451,600	\$54,679,300	\$49,650,800	\$44,779,200	\$191,560,900
Available Operations and Maintenance Funding	\$0	\$4,779,389	\$4,851,080	\$4,923,846	\$4,997,704	\$19,552,019
Funds from Other Sources	\$864,492	\$0	\$0	\$0	\$0	\$864,492
Available Suballocated Funding	\$18,576,393	\$5,968,827	\$6,088,203	\$6,209,967	\$6,088,203	\$42,931,594
TOTAL AVAILABLE FUNDING	\$19,440,885	\$53,199,816	\$65,618,583	\$60,784,613	\$55,865,107	\$254,909,005
Prior Year Funding	\$19,440,885	\$4,631,923	\$835,039	\$835,039	\$17,049,906	--
Programmed State and Federal Funding		(\$68,008,778)	(\$69,415,467)	(\$44,569,746)	(\$20,119,804)	(\$202,113,795)
TOTAL REMAINING	\$19,440,885	\$4,631,923	\$835,039	\$17,049,906	\$52,795,210	\$52,795,210

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

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

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 5/16/2018; ITEM II.C.

Federal Funds Balance Report – March 31, 2018

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Funds Balance Report, ending March 31, 2018, will be available at the meeting for member review.

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

OTO has elected to sub-allocate the STBG-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2018.

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. OTO commends those who have taken action to plan for the use of available funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

TAB 5

CORRECTED

TECHNICAL PLANNING COMMITTEE AGENDA 05/16/2018; ITEM II.D.

OTO FY 2019 DBE Program Goal

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

AGENDA DESCRIPTION:

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

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

OTO's DBE calculation:

- OTO proposed FY 2019 DBE Goal – 0%
- OTO current FY 2018 DBE Goal – 0%

As a requirement to receive and expend federal funds for third party contracts, USDOT requires OTO to establish a DBE goal based on methods established by USDOT. The DBE Program relates to efforts that support OTO's non-discrimination requirements under Title VI. There have been no Title VI complaints for OTO in FY 2017.

The OTO FY 2019 DBE goal will be out for public comment until June 14, 2018.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the FY 2019 DBE Program Goal and Appendix D to the Disadvantaged Business Enterprise Program.”

Or

“Move to recommend that the FY 2019 DBE Program Goal have the following revisions...”

DBE Goal Methodology

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

OTO FY 2019 DBE GOAL = 0%

Step 1

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

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

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

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

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

Appendix D indicates there are 3,358 businesses listed in the US Census.

$$\frac{12}{3,358} = .0035735$$

Step 2

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

- A. Proposed OTO FY 2019 Goal
- B. OTO FY 2018 Goal
(A X B)/2 = Goal Adjustment

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

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

1. The current capacity of DBEs to perform work in OTO's DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
2. Reviewed the last three (4) years of semi-annual reports (years 2015 through 2018) of DBE participation (0%) reported to FTA.

Last 4 Years	Goal	Achieved Goal
2015	0% - OTO FY 2015 Goal	0%
2016	0% - OTO FY 2016 Goal	0%
2017	0% - OTO FY 2017 Goal	0%
2018	0% - OTO FY 2018 Goal	0%

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

There were no adjustments needed since OTO's FY 2018 goal was 0%.

APPENDIX D – OVERALL FY 19 DBE GOAL 49 CFR §26.45

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

STEP ONE – DBE Calculation

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

OTO Step one: Formula:
$$\frac{12}{3,288} = 0.003650 = \text{rounds to } 0 = \text{Goal of } 0$$

Number of DBE business in the MSA*													
DBE Companies in MSA	NAICS	Description	Type 1 NAICS	Type 2 NAICS	Type 3 NAICS	Type 4 NAICS	Type 5 NAICS	Type 6 NAICS	Type 7 NAICS	Type 8 NAICS	Type 9 NAICS	Total Activity by NAICS	
Company 1	23	Construction	238110	237310								2	
Company 2	56	Administrative and Support	561730									1	
Company 3	54	Professional, Scientific, and Technical Services	541219									1	
Company 4	54	Professional, Scientific, and Technical Services	541370	541330								2	
Company 5	54 & 48	Professional, Scientific, and Technical Services; Transportation and Warehousing	541990	484220								2	
Company 6	54,71,23	Professional, Scientific, and Technical Services; Arts, Entertainment, and Recreation; Construction	541611	711510	237310							3	
Company 7	23	Construction; Administrative and Support	238110	238990	237310	561730	237990	238120				5	
Company 8	56,23	Administrative and Support; Construction	561730	237310								2	
Company 9	23,54	Construction; Professional, Scientific, and Technical Services	236220	541310								2	
Company 10	42,23,54	Wholesale Trade; Construction; Professional, Scientific, and Technical Services	423310	424690	425120	238330	238340	238390	541611	541613	541614	9	
Company 11	54	Professional, Scientific, and Technical Services	541310									1	
Company 12	54	Professional, Scientific, and Technical Services	541310									1	
Total Activity by types			12	8	3	2	2	2	1	1	1	31	

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

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

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

Number of Business identified by NAICS Code in the MSA		
NAICS Code	Primary Business Category	Total Establishments in the MSA
23	Construction	1,062
54	Professional, Scientific, and Technical Services	1,103
56	Administrative and Support	599
42	Wholesale Trade	594
Total		3,358
* NAICS Indicates 3,358 established Small Businesses by relevant sectors.		
http://censtats.census.gov/		

STEP TWO – Review for Needed Adjustments

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

- OTO utilizes the MRCC database.

No adjustments needed. OTO's FY 2018 goal was 0.

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

No DBE activities performed in the DOT assisted contracts, so no additional consideration required for FY 2019.

No adjustments needed.

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 5/16/2018; ITEM II.E.

Additional Federal Funding Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

According to the federal register notice, as part of the 2018 Omnibus budget bill, Congress authorized an additional \$1.153 Million in federal funding for the OTO area. This is in addition to the FY2018 TAP and STBG-U funding appropriated to the OTO area. This funding must be obligated by September 30, 2021. This is a one-time funding source that will not be mixed in with other funds with differing timeline requirements for obligation.

Staff is recommending that these funds be added to the available funds for Transportation Alternatives, in which applications will be available this fall.

FAST ACT TAP FUNDS (FY 2017-2020) \$1,411,412

One Time Funds \$1,153,506

Total Available for Grants \$2,564,918

If approved, these funds would be available through the OTO Transportation Alternative Grant program, in which the TAP subcommittee will reevaluate the application to decide how funds should be allocated between sidewalks including pedestrian crossings and trails. The committee would design an application process, evaluate the applications, and select projects this fall.

Both the TAP funds and these additional funds are on a short obligation limitation. Therefore, staff would recommend that all the funds be **obligated by September 2020**. This would allow for a buffer if a delay were to occur on a project. This timeline leaves little time for right-of-way acquisition. However, applicants can work between now and this fall to secure needed right-of-way at local expense.

Suggested reasonable progress guidelines:

Phase	Maximum Time Frame	
1. Award Notification post TIP Amendment	0 Months	January 2019
2. Programming Data Form ¹	1 Months	February 2019
3. Engineering Services Contract Approval ²	4 Months	May 2019
4. Preliminary & Right-of-Way Plans Submittal	8 Months	September 2019
5. Plans, Specifications, & Estimate (PS&E) Submittal	12 Months	December 2019
6. Plans, Specifications, & Estimate (PS&E) Approval	14 Months	February 2020
7. Construction Contract Award	16 Months	April 2020
8. Final Project Closeout ³	Variable	

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend to the Board of Directors the additional \$1,153,506 in available funding is awarded through the Transportation Alternatives Program grant process in the fall of 2018.”

OR

“Move to recommend that.....”

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

N4510.825 - TABLE 2
PAGE 3 OF 4

DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b)(1)(A)
OF TITLE 23, UNITED STATES CODE, TO URBANIZED AREAS WITHIN A STATE WITH POPULATION OVER 200,000
PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2018, TITLE I OF DIVISION L, PUBLIC LAW 115-141

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Minnesota	Minneapolis—St. Paul	<u>2,850,614</u>	<u>8,691,588</u>
	Total	2,850,614	8,691,588
Mississippi	Gulfport	208,948	907,877
	Jackson	351,478	1,527,168
	Memphis	<u>128,310</u>	<u>557,606</u>
	Total	688,736	2,992,551
Missouri	Fayetteville—Springdale—Rogers	2	8
	Kansas City	855,909	3,608,904
	St. Louis	1,777,811	7,491,911
	Springfield	<u>273,724</u>	<u>1,153,506</u>
	Total	2,907,446	12,252,329
Nebraska	Lincoln	258,719	1,091,794
	Omaha	<u>858,482</u>	<u>2,770,288</u>
	Total	916,181	3,862,082
Nevada	Lake Tahoe (Bi-State MPO)	65,000	233,280
	Las Vegas—Henderson	1,888,011	6,768,748
	Reno	<u>392,132</u>	<u>1,407,331</u>
	Total	2,343,143	8,409,359
New Hampshire	Boston	93,038	311,522
	Nashua	<u>219,082</u>	<u>733,558</u>
	Total	312,120	1,045,080
New Jersey	Allentown	32,443	98,372
	Atlantic City	248,402	753,191
	New York—Newark	6,159,468	18,678,403
	Philadelphia	1,150,865	3,489,591
	Poughkeepsie—Newburgh	11,228	34,045
	Trenton	<u>296,688</u>	<u>889,541</u>
	Total	7,899,072	23,951,143
New Mexico	Albuquerque	741,318	3,524,800
	El Paso	<u>30,712</u>	<u>146,029</u>
	Total	772,030	3,670,829
New York	Albany—Schenectady	594,982	1,376,184
	Bridgeport—Stamford	45,881	105,681
	Buffalo	935,906	2,164,777
	New York—Newark	12,191,715	28,199,788
	Poughkeepsie—Newburgh	412,338	953,750
	Rochester	720,572	1,668,704
	Syracuse	<u>412,317</u>	<u>953,701</u>
	Total	15,313,491	35,420,543
North Carolina	Asheville	280,648	818,688
	Charlotte	1,180,484	3,443,824
	Concord	214,881	626,838
	Durham	347,602	1,014,000
	Fayetteville	310,282	905,133
	Greensboro	311,810	909,590
	Hickory	212,195	619,000
	Myrtle Beach—Socastee	20,279	59,156
	Raleigh	884,891	2,581,341
	Wilmington	219,957	641,643
	Winston-Salem	<u>391,024</u>	<u>1,140,688</u>
	Total	4,374,053	12,759,677
Ohio	Akron	569,499	1,785,575
	Canton	279,245	865,722
	Cincinnati	1,288,542	3,988,589
	Cleveland	1,780,873	5,520,485
	Columbus	1,368,035	4,241,215
	Dayton	724,091	2,244,844
	Huntington	33,775	104,710
	Toledo	479,182	1,485,572
	Youngstown	<u>348,073</u>	<u>1,079,104</u>
	Total	6,869,115	21,295,796
Oklahoma	Oklahoma City	861,505	3,882,364
	Tulsa	<u>655,479</u>	<u>2,853,910</u>
	Total	1,516,984	6,836,274
Oregon	Eugene	247,421	860,808
	Portland	1,490,336	5,185,083
	Salem	<u>238,632</u>	<u>823,272</u>
	Total	1,974,389	6,869,143

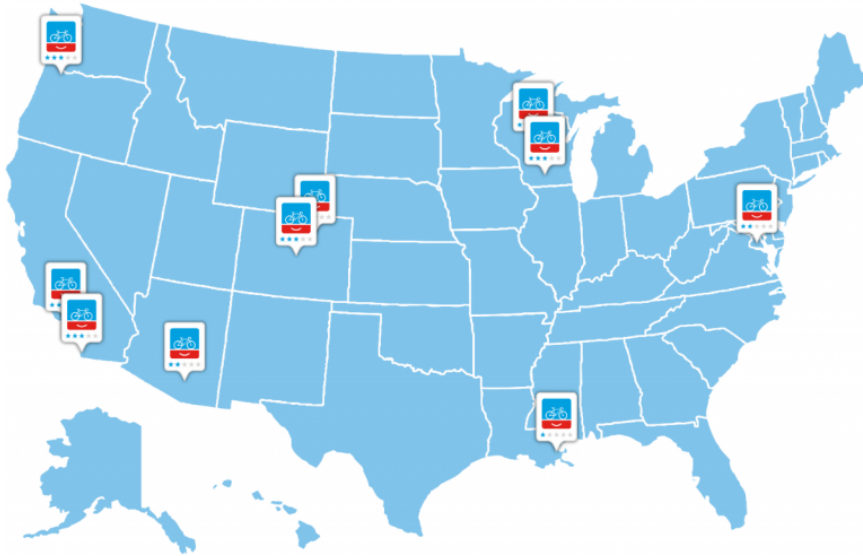
TAB 7

AMERICA'S BEST PLACES FOR BIKES: OUR NEW SYSTEM RATES 480 U.S. CITIES

May 2, 2018

Michael Andersen, PlacesForBikes staff writer

SHARE



The 10 top-scoring cities in the new [PlacesForBikes city rating system](http://cityratings.peopleforbikes.org/) (<http://cityratings.peopleforbikes.org/>).

The future of American bicycling is already here. It's just that some cities are living it right now, and some aren't yet.

When people ride bikes, great things happen: they get [happier](https://www.bicycling.com/training/a20027680/why-cycling-feels-so-damn-good/) (<https://www.bicycling.com/training/a20027680/why-cycling-feels-so-damn-good/>), [healthier](http://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292) (<http://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>), [richer](http://ec.europa.eu/environment/integration/research/newsalert/pdf/transport_transitions_in_copenhagen_418na1_en.pdf) (http://ec.europa.eu/environment/integration/research/newsalert/pdf/transport_transitions_in_copenhagen_418na1_en.pdf), [more equal](https://peopleforbikes.org/blog/how-protected-bike-lanes-helped-denmark-win-its-war-on-inequality/) (<https://peopleforbikes.org/blog/how-protected-bike-lanes-helped-denmark-win-its-war-on-inequality/>) and [more connected to their communities](https://peopleforbikes.org/blog/how-to-design-bike-lanes-that-make-a-city-more-like-itself-video/) (<https://peopleforbikes.org/blog/how-to-design-bike-lanes-that-make-a-city-more-like-itself-video/>).

Great things happen to those communities, too, even for people who never bike: [less pollution](https://www.sciencedirect.com/science/article/pii/S0048969717301559) (<https://www.sciencedirect.com/science/article/pii/S0048969717301559>), [higher-capacity roadways](https://peopleforbikes.org/blog/four-simple-lessons-from-austins-brilliant-bike-plan-update/) (<https://peopleforbikes.org/blog/four-simple-lessons-from-austins-brilliant-bike-plan-update/>), [better mass transit](https://peopleforbikes.org/blog/outer-london-is-about-to-activate-the-secret-weapon-of-the-suburbs-the-bicycle/) (<https://peopleforbikes.org/blog/outer-london-is-about-to-activate-the-secret-weapon-of-the-suburbs-the-bicycle/>), [lower health care premiums](https://www.ncbi.nlm.nih.gov/pubmed/21350262) (<https://www.ncbi.nlm.nih.gov/pubmed/21350262>), and local economies that have [more money to invest in themselves](https://bikeportland.org/2016/07/25/portlands-drop-in-car-use-is-freeing-up-138-million-in-the-local-economy-every-year-186387) (<https://bikeportland.org/2016/07/25/portlands-drop-in-car-use-is-freeing-up-138-million-in-the-local-economy-every-year-186387>).

Good news! In the last 20 years, infrastructural and cultural changes have made biking much, much better in parts of some U.S. cities. And in those places — in some cities they're just a few neighborhoods — people have responded. [Biking rates have boomed](https://www.usatoday.com/story/news/nation/2014/05/08/bike-commuting-popularity-grows/8846311/) (<https://www.usatoday.com/story/news/nation/2014/05/08/bike-commuting-popularity-grows/8846311/>).

Today, PeopleForBikes launches a new system for identifying those places so we can all learn from their success.



RIDERSHIP



SAFETY



NETWORK



ACCELERATION



REACH

Large Cities

1. Portland, OR
2. Tucson, AZ
3. Madison, WI
4. Washington, D.C.
5. San Diego, CA

Medium Cities

1. Fort Collins, CO
2. Boulder, CO
3. Providence, RI
4. Ann Arbor, MI
5. Alexandria, VA

Small Cities

1. Wausau, WI
2. Santa Monica, CA
3. Carmel, IN
4. Norwalk, CT
5. Crested Butte, CO

SHARE

There are a lot of “best bike cities” lists out there, and if you ask us, that’s good. But the PlacesForBikes city rating system (<http://cityratings.peopleforbikes.org/>) is the first of its kind in this country: transparent and fully data-driven, so any community can look directly at its strengths and weaknesses and know how to improve.

In theory, the PlacesForBikes system can even put a number on the impact of any single bike lane.

One other thing: It rewards cities not just for what they did 20 years ago, but also what they’re doing right now. As a result, these ratings will change. Cities will move both up and down.

“What gets measured gets done,” said PeopleForBikes Research Director Jennifer Boldry, Ph.D., who’s spent three years developing the rating system. “I would love if this were a tool for cities to measure where they are and track their progress.”

Measuring more than infrastructure

CITY RATINGS – OVERALL RANKING



	RIDERSHIP	SAFETY	ACCELERATION	NETWORK	REACH
1. Fort Collins, Colorado	2.9	3.7	3.3	3.2	2.1
2. Wausau, Wisconsin	1.7	3.3	3.9	3.0	3.2
3. Boulder, Colorado	3.1	1.8	2.7	4.1	2.9
4. Portland, Oregon	3.9	2.9	2.9	2.3	2.1
5. Tucson, Arizona	2.7	2.4	4.0	2.3	2.8
6. Madison, Wisconsin	3.1	3.5	2.9	3.0	1.4
7. Santa Monica, California	2.6	3.5	2.9	3.0	1.4
8. Washington, D.C.	3.3	2.9	2.5	2.2	2.5
9. San Diego, California	2.0	2.9	4.1	2.2	2.3
10. New Orleans, Louisiana	2.4	1.6	4.6	2.1	2.5

Scores are based entirely on a [downloadable database \(https://cityratings.peopleforbikes.org/methodology/\)](https://cityratings.peopleforbikes.org/methodology/).

Street design is an essential ingredient of great biking, but it’s [not the whole recipe \(https://peopleforbikes.org/blog/better-bike-lanes-are-an-ingredient-for-great-cities-not-a-recipe/\)](https://peopleforbikes.org/blog/better-bike-lanes-are-an-ingredient-for-great-cities-not-a-recipe/). A great bike town has inclusive social rides like [Bike Party \(https://grist.org/cities/bike-party-a-fresh-new-way-to-take-back-the-streets/\)](https://grist.org/cities/bike-party-a-fresh-new-way-to-take-back-the-streets/) or [Slow Roll \(http://slowroll.bike/\)](http://slowroll.bike/). It has public officials working to quickly make biking better, especially in disinvested areas. It has places you want to ride for fun, not just for practicality.

No system could perfectly capture every aspect of making a place great for biking. But ours combines a lot:

- Street-level data from [Open Street Map \(http://openstreetmap.org\)](http://openstreetmap.org) on infrastructure, traffic speed limits, where people live, whether the low-stress bike network actually links them to destinations and how equitably infrastructure is available to disadvantaged groups (31%)
- Local and [federal \(https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars\)](https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars) data on the overall traffic injury rates, both for people biking and people using any mode (16%)
- The scale and variety of investment in bike infrastructure and events reported by local officials for the [PlacesForBikes City Snapshot \(https://peopleforbikes.org/city-snapshot-notification/\)](https://peopleforbikes.org/city-snapshot-notification/) (16%)
- The PlacesForBikes [Community Survey \(https://peopleforbikes.org/placesforbikes-optin/\)](https://peopleforbikes.org/placesforbikes-optin/), which asked 39,076 people (with certain minimum figures per city rated) about their riding habits and perceptions of safety and progress (16%)
- Census [American Community Survey \(http://factfinder.census.gov\)](http://factfinder.census.gov) data on the local percentage and gender split of bike commuters compared to car commuters (13%)

- An assessment of a community's propensity to bike for fun, from [Sports Marketing Surveys](http://smsinc.wpengine.com/) (<http://smsinc.wpengine.com/>) (8%)

When she and her colleagues were concocting this cocktail of ways to track good biking, Boldry said, they tried to focus on making the findings “actionable” for local officials and advocates.

“What’s the measure that is comparable city to city, and when we put the different measures together kind of gives us a balanced picture of what success looks like?” she said. “It was difficult because the data sets available and we all know and talk about, the ACS mode share data and the FARS fatality data, are such a limited view of what success looks like. The real challenge was what do we create to fill in the gaps.”

That was the origin of the [PlacesForBikes Bicycle Network Analysis](http://bna.peopleforbikes.org/) (<http://bna.peopleforbikes.org/>), which launched last year and assigns a score specifically to the low-stress biking networks in hundreds of U.S. cities. It’s the origin of just under one-third of a city’s PlacesForBikes rating.

“That’s probably the new data source that I’m most excited about,” Boldry said.

SHARE

A groundbreaking new way to measure ridership



Portland, Ore., got our highest rating for ridership not just because of unusually high biking in its core, but also because of unusually high biking farther out.

One big innovation in the PlacesForBikes ratings is worth lingering on. Instead of comparing bike commuting rates the simplest possible way — the percentage of workers who live within city limits who report commuting mostly by bike on a random week — it introduces a much smarter way to weigh commuting rates against each other.

It’s the brainchild of Nathan Wilkes, a street designer and planner in Austin, Tex., who developed this method as a better way to track his own city’s progress.

First, the method doesn’t penalize cities like New York or Boston for having lots of transit or foot commuting. Instead of measuring bike commuters as a share of *all* commuters, it **compares bike commuters to the number of car commuters**.

Second, the method doesn’t penalize cities like Indianapolis or Tucson for having far-flung city limits that happen to include suburban-style neighborhoods.

“It came to me working in Austin for years,” Wilkes said. “For a large city, the best way to increase your mode share would be to de-annex.”

Wilkes’s alternative, which we’ve used in these ratings, starts from the assumption that every city has a biking core — and the further people live from it, the less likely they are to bike. According to tract-level data in the American Community Survey, that’s more or less true.

“I compiled ACS for every Census tract in the entire country,” Wilkes said. “And when you look at the cumulative mode share from the highest bicycle mode shares to the lowest mode shares in every single city, every single city has a remarkably similar decay.”

But in the best bike cities, distance from the “biking core” matters less. We score cities not only by how much biking there is their core, but also how much biking there is one mile away, two miles away and so on. This removes city borders as a factor.

“You can essentially compare how that city is performing at each of those slices when compared to the idealized city,” Wilkes said.

A rating system designed to be used

SHARE



Tallahassee, Florida, is looking for metrics to guide its bike infrastructure investments.

If the PlacesForBikes rating system has been designed for anyone, it's for people like Julie Christensen.

"We have about \$1.5 million dollars per year here in Tallahassee allocated in the next 20 years for bike improvements," said Christensen, a senior planner in Florida's capital city. "I really think it's going to show us where connections are lacking and identify areas for investment and improvement."

Durham, N.C., pedestrian and bicycle coordinator Dale McKeel said he's hoping the system will help Durham track itself against the cities it competes with for jobs and migrants.

"I think it will help us measure the quality of our network and see how we're doing compared to some of our peer cities," he said.

In Ferndale, Mich., a close-in suburb of Detroit that covers just four square miles of land, planning manager Justin Lyons said it's hard to track the success of bike network investments simply by counting bikes, because so many trips cross into neighboring jurisdictions.

"We're much smaller than a lot of cities that are making these types of investments," said Lyons. "Measuring the impact of everything we do to the city is a little bit tough to track."

The PlacesForBikes system, he said, could help with that.

Tim Blumenthal, president of PeopleForBikes, said he expects the new rating system to evolve and to keep incorporating better data as years go by.

He also wanted to acknowledge something else: The fact that in this five-star rating system, not a single U.S. city has currently earned more than three.

"We're grading, ultimately, on a global scale — we're not giving five stars or As to cities that aren't consistently appealing for anybody who wants to ride a bike," he said. "And the truth is that there aren't any U.S. cities that consistently meet those criteria. And as much as it might hurt not to have any superstars, that's honest."

PlacesForBikes (<http://peopleforbikes.org/placesforbikes>) helps U.S. communities build better biking, faster. You can follow us on **LinkedIn** (<https://www.linkedin.com/showcase/18032465/>), **Twitter** (<http://twitter.com/PlacesForBikes>) or **Facebook** (<http://facebook.com/PlacesForBikes>) or sign up for our **weekly news digest** (<http://www.peopleforbikes.org/pages/placesforbikes-weekly-news-digest>) about building all-ages biking networks. Story tip? Write michael@peopleforbikes.org.

SHARE ON FACEBOOK

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[text=America%27s+best+places+for+bikes%3A+Our+new+system+rates+480+U.S.+cities%20https://peopleforbikes.org/blog/american-best-places-bikes-new-system-rates-480-u-s-cities/](https://twitter.com/intent/tweet?text=America%27s+best+places+for+bikes%3A+Our+new+system+rates+480+U.S.+cities%20https://peopleforbikes.org/blog/american-best-places-bikes-new-system-rates-480-u-s-cities/)

AMERICA'S FIVE BEST SMALL CITIES FOR BIKING

May 3, 2018

Michael Andersen, PlacesForBikes staff writer

SHARE



Crested Butte, Colo., population 1,604, got the nation's No. 5 score for cities under 100,000 in the new PlacesForBikes City Ratings. Photo: [Tom Magliery](https://www.flickr.com/photos/50318388@N00/14824898316/). (<https://www.flickr.com/photos/50318388@N00/14824898316/>).

Could a bunch of the country's best cities for biking be towns that most Americans have never heard of?

That's one unexpected implication of the [PlacesForBikes City Ratings](https://cityratings.peopleforbikes.org/) (<https://cityratings.peopleforbikes.org/>), which [balances complex data from six sources](https://cityratings.peopleforbikes.org/methodology/) (<https://cityratings.peopleforbikes.org/methodology/>) to compare cities to one another based not on reputation but on factors like low-stress network connectivity, safety and documented public investment.



RIDERSHIP



SAFETY



NETWORK



ACCELERATION



REACH

Large Cities

1. Portland, OR
2. Tucson, AZ
3. Madison, WI
4. Washington, D.C.
5. San Diego, CA

Medium Cities

1. Fort Collins, CO
2. Boulder, CO
3. Providence, RI
4. Ann Arbor, MI
5. Alexandria, VA

Small Cities

1. Wausau, WI
2. Santa Monica, CA
3. Carmel, IN
4. Norwalk, CT
5. Crested Butte, CO

It definitely surprised us here at PeopleForBikes that Wausau, Wisc., came out as a better place to bike than Minneapolis, Portland, Ore., or Davis, Calif. But the whole point of a data-driven system is to discover things you didn't expect.

And the fact is that smaller cities and towns have massive potential for biking. The main problem is actually that a lot of people haven't realized it yet.

Small cities and towns have huge potential for good biking



SHARE

The 400 Block in downtown Wausau, Wisc. (Image: [Google Street View](https://www.google.com/maps/@44.9598741,-89.6278963,3a,60y,7.01h,78.19t/data=!3m6!1e1!3m4!1scmYEC2oNaujX4J-dh8SQgw!2e0!7i13312!8i6656!5m1!1e3) (<https://www.google.com/maps/@44.9598741,-89.6278963,3a,60y,7.01h,78.19t/data=!3m6!1e1!3m4!1scmYEC2oNaujX4J-dh8SQgw!2e0!7i13312!8i6656!5m1!1e3>).)

“It’s comfortable, it’s fun and it’s convenient,” said Brad Sippel, bicycle and pedestrian planner in Wausau, population 39,000. “It takes me 7 minutes to get to work by bike and it takes me 7 minutes to get to work by car.”

That’s the story in a lot of small cities, said Kyle Wagenschutz, director of local innovation at PeopleForBikes — whether or not they’ve installed protected bike lanes and other dedicated low-stress infrastructure.

“There’s generally not a lot of people driving at high speeds in their communities, so they generally have really good safety records,” he said. “Their street networks have the bones of essentially a really strong bicycle network because of the low volumes, low speeds, particularly if a big state highway doesn’t run right through the middle of town. If it runs outside or loops around the city, that creates a natural sort of environment for the bicycle to occur.”

Where most small cities stand out: Momentum, not yet ridership



The new Monon Boulevard, under construction in Carmel, Ind., this fall. Rendering by Rundell Ernstberger Associates.

People in smaller cities and towns have biked for transportation since biking began. (Just ask [Toto](https://cdn-images-1.medium.com/max/1600/0*8SpeXLJz3_UOOLJa.jpg) (https://cdn-images-1.medium.com/max/1600/0*8SpeXLJz3_UOOLJa.jpg).) But one unique thing about small towns is that there isn’t much biking to work — in part because so many residents commute long distances to jobs.

Unfortunately, biking to work is the kind of biking Americans measure best. That's part of the reason almost no small cities in the PlacesForBikes rating system do well on our "ridership" metric.

Instead, most of the small towns that topped our list stood out for a different metric: acceleration.

That's our measure of how much investment cities are making in improving biking: 80 percent of it comes from the scale and variety of infrastructure and encouragement reported by city officials in the [15-question](https://peopleforbikes.org/wp-content/uploads/2017/07/PlacesForBikes-City-Snapshot.pdf) (<https://peopleforbikes.org/wp-content/uploads/2017/07/PlacesForBikes-City-Snapshot.pdf>) PlacesForBikes City Snapshot, and 20 percent comes from local public opinions about bike investments gathered by the annual [PlacesForBikes Community Survey](https://peopleforbikes.org/placesforbikes-optin/) (<https://peopleforbikes.org/placesforbikes-optin/>).

SHARE

"For the last few years and the next few years we've been putting in 15 miles of path," said David Littlejohn, the alternative transportation coordinator in Carmel, Indiana, population 92,000. Carmel landed the nation's No. 3 rating for small cities, largely on the strength of its [rapid investment in a low-stress biking network](https://peopleforbikes.org/blog/carmel-indiana-showing-suburbs-go-big-biking/) (<https://peopleforbikes.org/blog/carmel-indiana-showing-suburbs-go-big-biking/>).

Because the "acceleration" score tracks progress with percentage changes year on year, cities with smaller low-stress networks, bike sharing systems and public bike parking inventory will find it easier to be recognized for acceleration. The effect is that it's hard for any city to rest on laurels — and also that any city can muscle its way up in the ratings by working hard.

In a global marketplace, good biking is a tool for economic growth



Santa Monica, Calif., took the No. 2 spot for small cities.

In many small cities, the case for accelerating bike improvements is similar: economics.

"Our city council's been behind this from the start," said Andrew Lynch, a transportation planner for the Wausau Metropolitan Planning Organization. "And why is that? They have to be. ... Smaller cities need to do anything they can to be attractive for people to stay there and people to come there. And bicycling is one of those."

Littlejohn, the Carmel alternative transportation coordinator, agreed.

"We see a lot of benefits in biking," he said. "We see it as a tool for economic development, to attract employees to our businesses and our headquarterses here. We see it as an amenity to our residents so they can have a healthy way to get around."

In a suburban area like Carmel's, Littlejohn said, densities may be increasing but biking often remains more viable than mass transit. [Bikes are well-suited to suburbs](https://peopleforbikes.org/blog/outer-london-is-about-to-activate-the-secret-weapon-of-the-suburbs-the-bicycle/) (<https://peopleforbikes.org/blog/outer-london-is-about-to-activate-the-secret-weapon-of-the-suburbs-the-bicycle/>) simply because they're more similar in nature to cars.

Small cities and towns have huge challenges to overcome, of course. Small tax bases make change difficult. Biking can seem alien or unserious. And as with all cities, there's the ever-present risk of thinking that the status quo is good enough.

"The last five years there's been a lot of activity," said Kyle Kozar, the bike coordinator in Santa Monica, which landed the No. 2 PlacesForBikes rating for small cities in 2018. "We still have a lot of work to do."

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Tax bill approved by Mo. Senate raises gas tax, cuts taxes on banks and country club dues

Will Schmitt, WSCHMITT@NEWS-LEADER.COM

Published 9:24 p.m. CT March 31, 2018 | Updated 8:13 a.m. CT April 1, 2018



(Photo: Missouri Senate)

JEFFERSON CITY — A tax break on country club membership dues is among the changes tucked into the tax overhaul legislation approved by the Missouri Senate after returning from spring break.

The question of whether sales tax should be charged on the membership dues private social clubs collect has come up in the legislature before. This week, the issue reached the office of Gov. Eric Greitens, who heard a pitch from Sen. Jay Wasson, R-Nixa, who is pushing for the tax break.

The provision granting a sales tax exemption for private social clubs — registered as tax-exempt nonprofits with the IRS as entities "organized for pleasure, recreation, and other nonprofitable purposes" — was added on the the Senate floor Wednesday in a full-bill substitute by Sen. Bill Eigel (http://www.senate.mo.gov/18info/BTS_Web/Bill.aspx?SessionType=R&BillID=69472991), R-Weldon Spring, as part of overhauling how Missouri collects revenue.

Lawmakers in Jefferson City have been mulling a rewrite of Missouri's tax code after federal lawmakers sent President Donald Trump a tax reform bill in late 2017. In general, Missouri lawmakers have proposed cuts to individual and corporate income taxes alongside ideas like collecting sales tax on e-commerce and increasing the state's long-dormant motor fuel tax.

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Eigel has been a leading figure on tax reform among Senate Republicans, and his colleagues approved his bill with uncharacteristic haste — the bill was on the floor for less than 30 minutes before the Senate bestowed its initial approval.

Eigel framed his bill as "the largest tax cut in the history of the state" and said his GOP colleagues would be hard-pressed not to support it.

"It'll be really tough for Republicans to vote no on this bill and consider themselves small-government Republicans moving forward," he told the News-Leader on Thursday.

The relatively brief floor discussion was the culmination of months of work, Eigel said. "Even though we only had a short period on the floor, it speaks to the number of conversations we had, the amount of negotiations we had, and the amount of back-and-forth that I had with my colleagues over the past three or four months."

The bill approved by the Senate would raise Missouri's gas tax six cents per gallon by 2021 and includes the possibility of additional increases tied to inflation.

The Senate bill also would lower the top individual income tax rate to 5.25 percent for most taxpayers.

Additional tax cuts could occur if state revenue triggers are met and if the U.S. Supreme Court rules that states can collect sales taxes from retailers with no physical in-state presence.

Eigel's bill would keep the standard deduction and end Missouri's personal exemption, mirroring changes made at the federal level.

Businesses also would see their base income tax rate decrease from 6.25 percent to 5.25 percent. An earlier version of the bill included a steeper corporate tax cut.

Gone from an earlier draft of the bill is a cap on low-income housing tax credits. Added is language specifying that taxes on banks, lenders and credit unions will be reduced in proportion with corporate tax cuts — intended to give financial institutions the same tax break as other businesses.

Another new component of the bill is the sales-tax exemption for social clubs' initiation fees and membership dues.



Sen. Jay Wasson, R-Nixa (Photo: File photo)

Similar language — meant to cover country clubs, amateur sports clubs, college fraternities and sororities and other 501(c)(7) organizations (<https://www.irs.gov/charities-non-profits/other-non-profits/examples-of-tax-exempt-social-and-recreational-clubs>) — is sponsored by Wasson.

The Missouri Golf Association and the Club Managers Association supported Wasson's bill at a hearing earlier in March. The Senate Ways and Means Committee approved the bill a week later.

Wasson told the News-Leader he has had disagreements with the Department of Revenue about whether private social clubs should have to remit sales tax on membership dues.

A staffer with the department testified at the March meeting "for informational purposes only," a designation that allows government workers to avoid taking a position on legislation. A spokeswoman for the department did not respond when asked to summarize the staffer's remarks when the News-Leader asked about the issue.

"The Department does not have a position on proposed sales tax exemptions for certain social clubs' membership fees," said spokeswoman Anne Marie Moy. "Accordingly, the Department won't be commenting on any discussions with Senator Wasson on this matter."

Country clubs like Hickory Hills and Twin Oaks in Springfield each collect a few million dollars annually in membership dues, according to information they provide to the Internal Revenue Service. Remitting a portion of that would take money from the clubs and put it into state coffers.

Wasson reached out to Greitens' office to discuss the matter and met last week with the governor himself.

Greitens didn't commit one way or the other but seemed sympathetic to Wasson's argument, the Nixa senator said.

A spokesman for Greitens' office did not respond to a request for comment.

Eigel initially told the News-Leader that "Senator Wasson asked for that (language) to be placed in the bill ... in order to build the right coalition to get this done, so I didn't have a problem with that."

Wasson says he didn't ask for Eigel to add the language to his bill. The two discussed the provision, Wasson said, but Eigel added it without a request.

Eigel told him, "Man, if I put that in there, you might vote for it," Wasson recalled. "And then I said, 'No, I don't know that I will, but if you want to put it in there, I'd be tickled to death.'"

Informed of Wasson's position, Eigel corrected himself.

"This is something that he has repeatedly expressed to me that he wanted, so I put that in the bill," he said.

4/2/2018

Tax bill passed by Mo. Senate raises gas tax, cuts taxes on banks and country club dues

Wasson credited Eigel's hard work on tax reform but added that he remained concerned about the impact of the bill on state revenue: "I'm just not sure that I totally accept all the numbers, and if he's made a mistake of half a percent somewhere, we've got a problem."

"I'm all about trying to find money for roads," Wasson continued, "but to strangle (general revenue) to get it, I just don't know if I believe that all that money's going to be replaced" by economic growth or other means.

As the bill stands, even with the language he favors, Wasson said he is "probably not" voting for Eigel's bill. "It might make me think about it, but it does not make me vote for the bill. ... If they can convince me (that) it is revenue neutral, then maybe I'd vote for it, but right now, I'm not convinced of it."

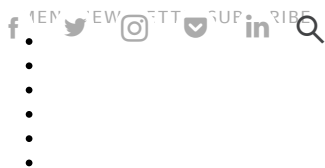
Due to the newness of Eigel's bill, legislative financial analysts have not yet prepared an estimate on how state revenue would be affected.

Eigel said he thinks his bill will mean a "negligible difference in the scope of a \$28 billion state budget" and agreed with analysis previously provided (https://twitter.com/ws_missouri/status/958703962533675008) by Greitens' office that legislation is "revenue-neutral" if it's within \$50 million, up or down.

The Missouri Budget Project, a liberal think tank, sounded alarms Thursday, however, estimating that Eigel's bill could reduce state revenues by more than \$500 million.

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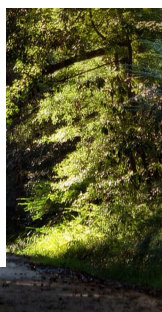
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West Ashley Greenway, Charleston, South Carolina. [Photo: Daniel Delgado/Getty Images]



BY EILLIE ANZILOTTI

5 MINUTE READ

For the most part, small local projects like street improvements or transit system expansions struggle to attract federal dollars, and lean heavily on state and city funding to come to life. But in 2009, the Obama administration introduced a new type of grant that, for the first time, enabled the federal Department of Transportation to invest in hyperlocal transit projects.

This was one year into the recession, and the number-one thing on everybody's minds was economic recovery. Obama's idea for the [Transportation Investment Generating Economic Recovery](#) (TIGER) grants was that the federal government could put funding—around \$500 million annually—behind small projects that would boost local economies by increasing mobility and creating jobs. Some of [the most successful TIGER-funded projects](#) from the last nine years include the [Indianapolis Cultural Trail](#), an eight-mile protected bike and pedestrian trail that serves as a linear park connecting six districts throughout the city, and a bike and pedestrian network along the interstate through the [Pueblo of Laguna](#) in New Mexico, one of the state's poorest regions.

Under the Obama administration, around 25% of TIGER funds went to bike and pedestrian projects, and as much as 30% went to mass transit like bus and commuter rail lines. Less than half went to roads and bridges.



West Ashley Greenway, Charleston, South Carolina. [Photo: Flickr user [Ted Kerwin](#)]

But [we are in the Trump era now](#), and the current president ran on a platform glorifying our nation's auto infrastructure. Predictably, nearly 60% of this year's TIGER grants went to highway projects—an all-time high. Mass transit pulled in just 3.8%, with bike and pedestrian projects getting 18%.

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To local transit planners and economists, this new direction for the TIGER grants is worrisome. The overarching goal of Trump's infrastructure strategy is, [according to the White House](#), to "help ensure [that] Americans living in rural communities have access to the quality infrastructure they deserve." That type of "quality infrastructure" generally means highways. And by excluding bike and pedestrian infrastructure from the equation, the administration is overlooking an enormous opportunity for [economic growth](#) in rural, more difficult-to-access parts of the country.

Designated, off-road trails for hikers and bikers can attract millions of dollars to state and local economies for relatively little up-front investment. The outdoor recreation economy, in 2017, generated around [\\$887 billion](#) in consumer spending, and created 7.6 million new jobs. Developing and prioritizing bike and pedestrian routes in less densely populated areas encourages people to move slower, and to spend more money in diverse ways along routes.

In cars, people tend to speed by smaller towns and rural areas, and spend money along the way only on gas and quick snacks. Trails support longer stays and more diverse spending, advocates say. "The reason there could be a great restaurant somewhere is because of a trail," says Dennis Markatos-Soriano, the executive director of the [East Coast Greenway](#). The popular [Elroy-Sparta trail](#) through Wisconsin, for instance, brings \$535 million from tourism annually, and the near-constant stream of bikers, horseback riders, and hikers supports a network of local hotels, restaurants, and shops. And [RAGBRAI](#) (the Register's Annual Great Bicycle Ride Across Iowa) follows a different trail route throughout the whole state every year and brings thousands of participants and tourism dollars to an otherwise under-visited state.





[Photo: Flickr user [Baltimore Heritage](#)]

That type of connectivity and local economy growth is what the [East Coast Greenway](#) is trying to bring to the East Coast. When completed, the trail will span around 3,000 miles from northern Maine to the southern tip of Florida, and pass through major cities like New York and Philadelphia as well as rural parts of North Carolina and 14 other states. Markatos-Soriano imagines the trail as something of a melting pot for the entire region—one that connects rural and urban in a totally natural way to extend tourism and economic growth along the whole trail network.

To date, the trail is 32% made up of off-road, protected paths. The “unconnected” segments of the trail veer onto auto roads, but when the trail is completed, it will be completely car-free. “A lot of the pieces we’re working on now are connecting other, larger pieces of the greenway,” Markatos-Soriano says.

This year, the Greenway has one major success through the TIGER program: A [\\$12 million grant](#) to complete a section of trail along the Schuylkill River in Philadelphia, which was, according to Markatos-Soriano, “by dollar value, the biggest piece left to do in Pennsylvania.” The state launched a bipartisan lobbying effort to secure the federal grant, understanding that connecting the whole eastern part of the state by trail will boost local economies in and around Philadelphia, and along the whole corridor.

But Charleston was not as lucky. Though local Greenway and alternative transportation organizers were pushing to get funding to convert one of the four existing car lanes on a bridge over the Ashley river to bike and pedestrian access, the TIGER funding did not come through. The conversion would have created the only multimodal access from the region west of Charleston into the city, says Katie Zimmerman, director of [Charleston Moves](#). “Forty percent of Charleston’s hospitality workers commute in from West Ashley, and parking is only getting more expensive,” Zimmerman says. “They need another way.” The Charleston gap is one of the largest in the East Coast Greenway, and closing it “keeps turning into a political nightmare.”

Unlike Pennsylvania, where elected officials have a history of advocating for progressive transit projects, South Carolina’s elected officials are much more car-centric, and in line with the current federal administration, despite the fact that the process of developing the TIGER application generated a substantial amount of local support for the project, Zimmerman says. While securing a TIGER grant to override political intransigence around bike and pedestrian projects was possible in the Obama years, it’s much less likely under Trump.

While the significant shift in the type of projects funded through the Trump DOT’s TIGER program has certainly put greenway organizers like Markatos-Soriano on high alert, they’re also viewing this obstacle as an opportunity to organize further. While there have been rumors that the TIGER program will disappear under Trump, the opposite seems to actually be true: The congressional omnibus spending bill introduced in late March tripled TIGER funds to total [\\$1.5 billion](#). “That doesn’t necessarily mean more money for multimodal projects,” Markatos-Soriano says. But the ECG, under his leadership, launched [The National Alliance for Trails and Greenways](#) to connect not only ECG projects, but multimodal trails all across the country to consult on “what’s happening with federal funding, and what our leverage points are to help more smart investments go into trails and greenways throughout the country.”

Of course, they’ll have to adjust those levers for our current political climate. While the Obama administration might have been swayed by the sustainability benefits of trails, the Trump administration, which pulled out of the Paris climate agreement, will not be. But perhaps emphasizing the positive economics of bike and pedestrian connectors is something he could get behind.

ABOUT THE AUTHOR

Eillie Anzilotti is an assistant editor for Fast Company’s Ideas section, covering sustainability, social good, and alternative economies. Previously, she wrote for CityLab. [More](#)

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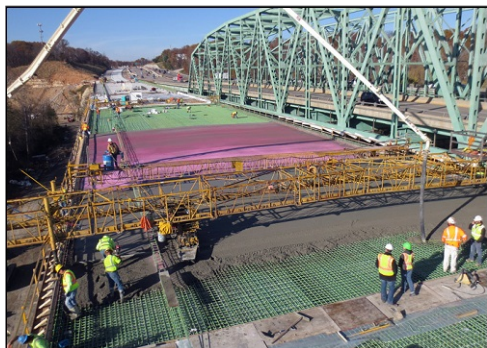
FHWA Distributes More Highway Funds, Plans Job Contract Changes

AASHTO Journal

The Federal Highway Administration began formally distributing some \$1.98 billion in highway infrastructure funding to the states on April 25 for the construction of highways, bridges, and tunnels – part of monies allocated by Congress via its fiscal year 2018 DOT appropriations act.

This \$1.98 billion of formula-based highway funds for states is in addition to the monies authorized in the 2015 Fixing America's Surface Transportation Act level as part of the [fiscal 2018 omnibus spending bill](#).

Congress specified that the FHWA make that extra money available as block grants that give DOTs wide discretion on how they target the funds for their road system needs.



A [staff analysis](#) by the American Association of State Highway and Transportation Officials said this now-authorized funding can be used for construction projects that are eligible under the FHWA's Surface Transportation Block Grant Program, and that 53 percent of the total is to be "suballocated" to projects based on population.

That suballocation means localities will control how those dollars are to be obligated for projects in urban areas, but state agencies will carry out the work.

FHWA also [posted a notice](#) in the Federal Register that same day that seeks to allow the indefinite delivery/indefinite quantity or "ID/IQ" method for low-cost construction contracts to become an ongoing feature of the Federal-aid highway program.

The agency added in its filing that it [evaluated](#) the use of such ID/IQ contracts over the last decade with 16 different state departments of transportation and six local public agencies and believes they are now "suitable for operationalization" on a regular basis for "small value contracts" and preventive maintenance programs.

Questions regarding this article may be directed to editor@aaashotojournal.org.

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Report: Public Transit Ridership Dipped in 2017

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Public transit ridership in the U.S. overall declined by 2.9 percent in 2017 compared to 2016, according to a report compiled by the American Public Transportation Association – a decrease largely due to a 4.9 percent drop in bus ridership, though commuter and light rail ridership levels remained relatively steady year-over-year.

In total, Americans took 10.1 billion trips on public transportation in 2017, the group said.

Nationally, commuter rail ridership increased in 18 out of 29 transit systems last year while overall ridership decreased by 0.2 percent, APTA noted.

Light rail ridership – comprised of "modern" streetcars, trolleys, and "heritage" trolleys – also witnessed an increase in 11 out of 29 transit systems last year, though overall ridership decreased by 0.8 percent when compared to 2016, according to APTA's numbers.

Heavy rail ridership – comprised of subways and elevated trains – decreased nationally by 2.1 percent last year versus 2016, though "demand response" or paratransit ridership increased by 0.4 percent year-over-year, per the group's report.

The change in ridership is occurring at a time when vehicle miles traveled is increasing in the United States. According to Federal Highway Administration data, cumulative travel for 2017 increased by 1.2 percent or 39.3 billion vehicle miles when compared to 2016.

"While we are in a time of great change, in part due to technological innovations, public transit remains a critical part of any community's transportation network," noted Paul Skoutelas, APTA's president and CEO, in a statement.

He added that public transportation organizations are "revamping their services and experimenting with pilot projects" to be more competitive in terms of cost and time of travel, as well as more "customer focused" as the U.S. population grows and the needs of riders change – trends outlined in a separate APTA report entitled [Understanding Recent Ridership Changes: Trends and Adaptations](#).

That second report highlighted four "categories" of factors impacting public transit ridership: erosion of time competitiveness, erosion of cost competitiveness, reduced customer affinity and loyalty, and external factors beyond the control of a public transportation system.

For example, APTA highlighted the development of "first mile and last mile transportation to public transit stations" as one way transit agencies are "revamping" their services to meet new needs. For instance, in Tampa, Fla., the Hillsborough Area Regional Transit developed a program called HyperLINK; a partnership between HART and a local transportation company to provide rides to local bus stations within a three-mile radius.

In another case, agencies such as the Capital District Transportation Authority in Albany, NY, are keeping ridership levels stable with new programs. In CDTA's case, its Universal Access or "UA" program, which it established with 20 partners from the education, health, and service industries, now accounts for more than 4 million trips annually, representing approximately 25 percent of CDTA's annual ridership. In the past two years, UA ridership has increased by 50 percent, CDTA noted.

Sacramento Regional Transit witnessed a similar uptick via a cost-reduction effort. APTA said in its report that SRT reduced its K-12 student monthly pass price from \$55 to \$20, which generated a 400 percent increase in K-12 pass sales.



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USDOT Changes Name of TIGER Grants, Offers Additional Funding

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The U.S. Department of Transportation is giving its TIGER grant program a new name.

USDOT said its new BUILD Transportation grants program – which stands for "better utilizing investments to leverage development" – replaces the TIGER program. It is also making \$1.5 billion worth of new BUILD grants available via a fresh [notice of funding opportunity](#) aimed at supporting "surface transportation infrastructure" projects that include roads, bridges, transit, rail, ports or intermodal depots.

The agency noted that applicants had to resubmit applications during each round of TIGER grant. USDOT said March 9 that it [awarded nearly \\$500 million in fiscal 2017 TIGER grants to 41 recipients in 43 states](#), including to some projects [directly sponsored by state DOTs](#).

[*Side note: here's a [comparison of the TIGER and BUILD programs](#) crafted by USDOT.*]

USDOT added that many of the "merit criteria" within the BUILD program overlap with previous rounds of TIGER discretionary grants.

The maximum award available via this first round of BUILD grants is \$25 million, the agency said, and no more than \$150 million can be awarded to a single state, as specified in the fiscal year 2018 appropriations act. On top of that, at least 30% of BUILD grant funds must be awarded to projects located in rural areas, USDOT noted, which will include support for rural broadband deployment if it is part of an eligible transportation project.

The agency added that it is taking applications for this round of BUILD grants through July 19 this year and plans to provide "technical assistance" for obtaining such grants through a [series of webinars](#) in May and June.



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Fuel Prices Could Reach Four-Year Highs This Summer

AASHTO Journal

Data tracked by the Energy Information Administration and AAA indicate U.S. fuel prices could reach levels not seen since 2014; a price spike that is largely a reflection of higher oil prices.

EIA forecasts that regular gasoline will reach an average of \$2.74 per gallon during what it calls the "summer season" – April through September – which would be the highest average "summer price" for gasoline in four years. That's also 26 cents per gallon higher compared to the average price for gasoline during the summer of 2017, according to EIA's data.

On top of that, the agency said overall gasoline expenditures in 2018 are expected to be about \$2,300 per household or nearly \$200 more compared to 2017, as it predicts U.S. regular gasoline prices will average out to \$2.64 per gallon for the year.



EIA also projects that monthly average gasoline prices will reach a peak of \$2.79 per gallon in May before falling to \$2.65 per gallon in September; a fluctuation driven in part by federal and state environmental regulations that mandate the use of [summer-grade gasoline](#), which is more expensive to manufacture.

The agency noted that U.S. gasoline prices tend to reflect [changes in the Brent](#) global crude oil benchmark, and since EIA forecasts Brent crude oil will average \$63 per barrel this summer, up \$12 per barrel compared to the summer of 2017, fuel prices will thus be higher. [Crude oil prices are up this year](#), in part, because of [extensions to the coordinated crude oil production reductions](#) by the Organization of the Petroleum Exporting Countries

(OPEC), the agency added.

Those predictions fall in line with AAA's outlook, as the group noted U.S. gasoline prices ended April at an average of \$2.81 per gallon; the highest price per gallon since November of 2014. That year, pump prices averaged \$3.34 per gallon, peaking at \$3.70 per gallon in April and bottoming out at \$2.25 per gallon in December.

While this year's pump prices will not be reminiscent of 2014, filling-up will still pack an "unwanted punch" to the wallets of motorists, noted Jeanette Casselano, AAA spokesperson, [in a statement](#).

"Motorists have been spoiled the past few years with inexpensive gas prices," she explained. "We expect prices to continue increasing, potentially another 10 cents, through Memorial Day and then will likely stabilize during the summer, with the understanding that if demand spikes, prices are likely to follow."

Questions regarding this article may be directed to editor@ashtojournal.org.

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FHWA Distributes More Highway Funds, Plans Job Contract Changes

The Federal Highway Administration began formally distributing some \$1.98 billion in highway infrastructure funding to the states on April 25 for the construction of highways, bridges, and tunnels – part of monies allocated by Congress via its fiscal year 2018 DOT appropriations act.

April 27, 2018



FTA Offers up to \$84.45M in new Grants

The Federal Transit Administration announced a notice of funding opportunity that encompasses an up to \$84.45 million pool of competitive grants through the agency's Low or No Emission (Low-No) Bus Program.

April 27, 2018



House Subcommittee Explores Potential of Composite Materials for Infrastructure Projects

The House Subcommittee on Research and Technology – which is part of the Committee on Science, Space, and Technology – is examining whether or not to develop standards to spur the wider use of "composite materials" in a variety of infrastructure projects, ranging from highways, bridges,...

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Surveys Indicate Labor Market Continues to Tighten

AASHTO Journal

Private sector employment increased by 204,000 jobs from March to April, according to the most recent [ADP National Employment Report](#), with the construction industry creating 27,000 jobs and the trade/transportation/utilities sector adding 14,000 positions.

According to Mark Zandi, chief economist of Moody's Analytics, at this pace unemployment will soon be "in the threes," meaning around 3 percent, which he explained is "rarified and risky territory, as the economy threatens to overheat."

According to the [latest data](#) from the Bureau of Labor Statistics, though, the U.S. economy added 164,000 jobs, which pushed the official unemployment rate down to 3.9% – a level last seen in December of 2000.

"The labor market continues to maintain a steady pace of strong job growth with little sign of a slowdown," added Ahu Yildirmaz, vice president and co-head of the ADP Research Institute.



"However, as the labor pool tightens, it will become increasingly difficult for employers to find skilled talent. Job gains in the high-skilled professional and business services industry accounted for more than half of all jobs added this month [April]," he added. "The construction industry, which also relies on skilled labor, continued its six month trend of steady job gains as well."

Those trends are continuing to make it difficult for state departments of transportation to find the workers they need.

In a [recent interview](#) with AASHTO's Transportation TV, Jennifer Cohan, Secretary of the Delaware Department of Transportation, noted that "we're competing with contractors in state, with engineering firms, from every different level. Finding qualified applicants is a

real challenge."

She noted that while Delaware has a capital program that's three sizes larger than it was in 2009, DelDOT is handling it with a third less staff. "We're being efficient about it but workforce is a huge issue for us," she said. "I need at every level engineers, planners, finance people, and marketing specialists."

Thus, as labor markets continue to tighten, new strategies for recruiting talent and retaining it will be needed, noted the Conference Board in a [new report](#). That group's research indicates U.S. businesses in particular are lowering educational requirements for some cohorts of workers while increasing the use of teleworking as means to increase their ability to fill open job positions.

Beyond the U.S., companies in some or all corners of the globe are hiring more women and mature workers, along with increasing automation of certain job functions., the Conference Board added.

The group's new [Global Labor Market Outlook](#) also indicates that in 2017 labor markets tightened in almost every country, spurred by two main factors: the acceleration in global economic activity, which led to strong hiring, and slow-to-negative growth in the labor supply.

In the U.S., a third factor continues to exacerbate workforce tightness, and that is the [low labor force participation rate](#) resulting, in part, from the [ongoing opioid epidemic](#) and a rising number of people not in the labor force [due to disability](#), the Conference Board noted.

Questions regarding this article may be directed to editor@aaashtojournal.org.
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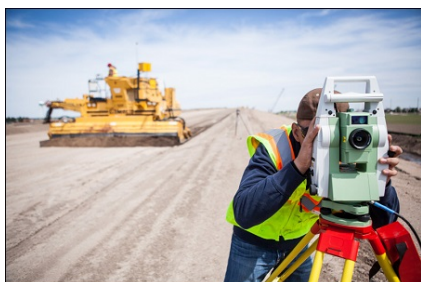
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FAA Reauthorization Act Tables ATC Privatization, Maintains Funding

The House passed a new five-year, \$104 billion bill to reauthorize Federal Aviation Administration programs on April 27 that did away with a controversial provision floated last year that would have spun air traffic control (ATC) duties away from the agency to a non-profit corporation.

April 27, 2018



Court Case to Force Air Quality 'Do-Over' for Certain Transportation Projects

A February federal court ruling may force a "re-examination" of air quality models used by transportation agencies in 82 areas around the country, including several major cities such as Boston, Charlotte, and Las Vegas.

April 27, 2018



FHWA Notice Clears Way for State DOTs to Tap Full FAST Act 2018 Highway Funding

State departments of transportation finally have access to all of their scheduled federal highway program funds for fiscal 2018, after the Federal Highway Administration issued a formal distribution notice April 16.

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