



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee MEETING AGENDA

SEPTEMBER 20, 2017  
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION  
ORGANIZATION

**Technical Planning Committee Meeting Agenda**  
**Wednesday, September 20, 2017 1:30 p.m.**  
**OTO Offices**  
**Chesterfield Village**  
**2208 W Chesterfield Boulevard, Suite 101**  
**Springfield, MO**

**Call to Order ..... 1:30 PM**

**I. Administration**

**A. Introductions**

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

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA**

**C. Approval of the June 8, 2017 e-Meeting and July 19, 2017 Meeting Minutes .....Tab 1**  
(1 minute/Coltrin)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE JUNE 8, 2017 E-MEETING AND THE JULY 19, 2017 MEETING MINUTES**

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

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

**E. Staff Report**  
(5 minutes/Longpine)

Natasha Longpine 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. 2019-2023 STIP Priorities .....Tab 3 (15 minutes/Longpine)**

A working committee of the Technical Planning Committee has recommended a prioritized list of projects for possible inclusion in the next Statewide Transportation Improvement Program.

#### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED 2019-2023 STIP PROJECT PRIORITIZATION**

### **B. Amendment Number One to the FY 2018-2021 TIP .....Tab 4 (5 minutes/Longpine)**

There are four 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 ONE TO THE BOARD OF DIRECTORS**

### **C. 2016 State of Transportation Report .....Tab 5 (5 minutes/Longpine)**

Staff will give an overview of 2016 State of Transportation Report.

#### **NO ACTION REQUIRED – INFORMATIONAL ONLY**

### **D. Amendment Number One to the FY 2018 UPWP.....Tab 6 (5 minutes/Cooper)**

A UPWP amendment is requested in order to add a scoping study for I-44 and US 60, to increase the MoDOT direct cost and to move funds from 2017 to 2018 for the regional trail study.

#### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2018 UPWP AMENDMENT ONE TO THE BOARD OF DIRECTORS**

### **E. Performance Measures Subcommittee .....Tab 7 (5 minutes/Longpine)**

A subcommittee is needed in order to make recommendations regarding setting targets for the Performance Measures required by federal transportation law. The first set of targets to be established relate to safety.

#### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT A PERFORMANCE MEASURES SUBCOMMITTEE**

## **III. Other Business**

### **A. Technical Planning Committee Member Announcements**

(5 minutes/Technical Planning Committee Members)

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

**B. Transportation Issues for Technical Planning Committee Member Review**

(5 minutes/Technical Planning Committee Members)

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

**C. Articles for Technical Planning Committee Member Information .....Tab 8**

**IV. Adjournment**

Targeted for 2:30 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, November 15, 2017 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

Pc: Ray Weter, Presiding Commissioner Christian County  
Ken McClure, City of Springfield Mayor  
Senator McCaskill's Office  
Senator Blunt's Office  
Jeremy Pruett, Congressman Long's Office  
Area News Media

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

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

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

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

**TAB 1**

**TECHNICAL PLANNING COMMITTEE 9/20/2017; ITEM I.C.**

**June 8, 2017 e-Meeting Minutes**

**July 19, 2017 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Technical Planning Committee members review are the minutes from the June 8, 2017 e-Meeting and the July 19, 2017 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 of the Technical Planning Committee has any amendments to the draft minutes.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to approve the minutes of the June 8, 2017 e-Meeting and the July 19, 2017 Meeting.”

OR

“Move to approve the minutes of the June 8, 2017 e-Meeting and the July 19, 2017 Meeting with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES  
June 8, 2017**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting at its scheduled time of 9:30 a.m.

Mr. King Coltrin, OTO Technical Planning Committee Chairman, called the electronic meeting of the OTO Technical Planning Committee to order at 9:30 a.m., Thursday, June 8, 2017. The item to be discussed is as follows:

**I. Major Thoroughfare Plan Variance Request.**

Christian County is requesting a variance to the Major Thoroughfare Plan for Southernview. Southernview is classified as a Collector, which requires 660 feet for full access intersection spacing. To optimize ingress and egress for a new development, Christian County is asking to create a full access intersection 250 feet east of NN along Southernview.

Mr. David O'Connor moved the Major Thoroughfare Plan Variance Request be recommended for approval to the Board of Directors. Mr. Kent Morris seconded the motion. Following a brief discussion regarding the restricted access to NN, the motion was unanimously approved by those voting. The OTO received 15 votes in favor of the motion.

Mr. King Coltrin, OTO Technical Planning Committee Chairman, adjourned the electronic meeting of the OTO Technical Planning Committee at 1:26 p.m.

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
July 19, 2017**

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

The following members were present:

Mr. Rick Artman, Greene County	Mr. David O'Connor, City of Willard (a)
Ms. Paula Brookshire, City of Springfield (a)	Mr. Jeremy Parsons, City of Ozark (a)
Mr. King Coltrin, City of Strafford	Mr. Jeff Roussell, City of Nixa
Ms. Dawn Gardner, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Adam Humphrey, Greene County	Mr. Kelly Turner, City Utilities Transit
Mr. Kirk Juranas, City of Springfield (Co-Chair)	
Mr. Joel Keller, Greene County (a)	
Mr. Frank Miller, MoDOT	

*(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. Jason Ray, SMCOG
Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. David Schaumburg, Springfield/Branson Airport
Mr. David Brock, City of Republic	Mr. Mark Schenkelberg, FAA Representative
Mr. Eric Claussen, City of Springfield (a)	Mr. Frank Schoneboom, City of Battlefield
Mr. Justin Cohan, Springfield Chamber of Commerce	Mr. Jeremiah Shuler, FTA Representative (a)
Mr. Rick Emling, R-12 School District (a)	Ms. Mary Lilly Smith, City of Springfield
Ms. Rachael Garrett, City of Republic (a)	Ms. Eva Voss, MoDOT
Mr. Martin Gugel, City of Springfield (Co-Chair)	Ms. Janette Vomund, MoDOT
Mr. Nicholas Konen, BNSF	Mr. Terry Whaley, Ozark Greenways
Mr. Bradley McMahon, FHWA	Mr. Todd Wiesehan, Christian County
Mr. Kent Morris, Greene County Planning	

Others present were: Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Mr. Scott Godbey, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Mr. King Coltrin, Technical Planning Committee Chairman, called the meeting to order at approximately 1:45 pm, due to the lack of a quorum.

**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. Kelly moved approval of the July 19, 2017 Technical Planning Committee agenda. Mr. Juranas seconded the motion and it was unanimously approved.

**C. Approval of the May 17, 2017 Meeting Minutes**

Mr. O'Connor moved approval of the minutes of the May 17, 2017 Technical Committee Meeting, with the understanding the spelling of Mr. Artman's name would be corrected. Mr. Humphrey seconded the motion and it was unanimously approved.

**D. Public Comment Period for All Agenda Items**

Sara Fields stated there were no public comments received since the last meeting. There were no speakers present to address the Committee.

**E. Staff Report**

Sara Fields introduced Kimberly Cooper, who replaced Debbie Parks as the Operations Manager. Ms. Cooper began her employment with the OTO on June 30, 2017.

Ms. Fields stated the Statewide Transportation Improvement Program (STIP) was approved, indicating everyone should have received an email to that effect. She also stated that all the projects approved in the STIP have been incorporated into the Transportation Improvement Plan (TIP).

Ms. Fields said staff has been working on the prioritization schedule for the next round of STIP funding. She added there would be a special sub-committee meeting to discuss these once they have the updated information from MoDOT, such as travel time, etc.

She reminded the TPC that the Highway Commission would be in Springfield on August 4 at the Library Center at 1:00 pm. She added the OTO is part of the regional presentation that is being given by Matt Morrow from the Chamber of Commerce and Mark Lewis and Tom Dancy from the Springfield/MoDOT Transportation Management Center (TMC). She stated they will be discussing how we partner not only in our cost-share projects, but also in the day-to-day operations of the signal system. She said it is the hope of those involved that the Commission will appreciate how the entities in this area work together.

Ms. Fields stated that the Governor's Transportation Task Force will be in Springfield on August 23, at 1:00 p.m., at the Springfield Area Chamber of Commerce. This task force has been appointed by the Governor and is visiting several locations in the State to discuss various issues. Travis Koestner (MoDOT) will be giving a "state of the district" presentation, focusing on economic development. Following the presentation by MoDOT, the Task Force will take public comment. Ms. Fields noted the focus of the comments will be the fact that there is a transportation funding shortfall in Missouri and trying to determine the best way to address that.

Ms. Fields reminded the Committee the trail study is still ongoing. She added there is a link to the alignment that is being suggested, plus alternate alignments for temporary use. She

said the projected cost is approximately \$100 million for the corridor. At this time, the consultant is working on prioritizing the trails to provide the OTO a starting point.

Ms. Fields announced the Missouri Public Transit Association will be meeting in Springfield on August 7 & 8. She added that on the afternoon of August 7, they will be hosting a session regarding opportunities at the new Transit Center downtown and the potential for development in that area. She strongly encouraged members of the Committee to attend this session, noting it was possible to register for just one day.

**F. MoDOT Update**

Frank Miller stated that Ms. Fields had provided much of the information he had planned to share, but noted that Hwy 65 is closed due to the resurfacing project. Ms. Fields asked Mr. Miller to update everyone on the RPC process.

Mr. Miller stated the Regional Planning Commission (RPC) follows a similar timeline for prioritizing needs and Southwest Missouri Council of Governments (SMCOG) have prioritized their needs. He briefly reviewed the priorities noting the ones that overlapped or mirrored the OTO's.

**G. Legislative Reports**

There were no representatives from the area legislators present at this meeting.

**II. New Business**

**A. Administrative Modification Number Three to the FY 2017-2020 TIP**

Natasha Longpine noted that staff can approve changes to the Transportation Improvement Plan (TIP). She said this allows Christian County to pay back the loan with STBG-Urban funds, as opposed to taking the next ten years to pay it off with local funds. She also noted that the City of Springfield was contributing their STBG-Urban funds toward the cost overruns that happened on the Kansas Expressway rehabilitation project. She said staff was taking this item to the Board of Directors, not for action, but for their review before finalizing.

This item was presented for informational purposes only, no Committee action was required.

**B. Draft FY 2018-2021 Transportation Improvement Program**

Natasha Longpine reviewed for the Committee the process for developing the FY 2018-2021 Transportation Improvement Program (TIP). The draft of the document had been uploaded to the Kindles, so the Committee was able to review it while she discussed the process. She outlined the procedure for obtaining public comment, and how this draft document was made available to the public. She highlighted the changes that had been made, both in format and organization.

She noted that copies of the changes that had been made to the Financial Section of the TIP had been distributed to the Committee. These changes were made after the TIP had been distributed for public comment.

Following a brief discussion regarding the Draft TIP, Mr. Miller moved to recommend the Board of Directors approve the Draft FY 2018-2021 Transportation Improvement Program. Mr. Juranas seconded the motion and it was unanimously approved.

**C. Performance Measures Report**

Natasha Longpine stated that each year the OTO reviews the eleven measures that were set out in the Long Range Transportation Plan, *Journey 2035*. In addition, the original authorizing legislation, MAP-21 and the current bill, FAST Act, all require performance measures as part of the planning process. Ms. Longpine noted that the performance measures set out in *Journey 2035*, were carried over into the current Plan, *Transportation 2040*. She added the report attached to this agenda item is the fourth such assessment of the OTO area and the efficacy of the performance measures.

Ms. Longpine noted the report distributed with the agenda provides both a quick reference for how the region is performing and a more detailed analysis of each measure. She explained that the downward arrow indicates a decrease in improvement; not a decrease in the trend.

Kelly Turner explained that when the transit measure was first established, it consisted of checking one day a month and determining if the buses arrived on time. Today, however, with CU's ITS system, every timepoint on the system, every trip, every day is checked. This has caused CU to look at industry standards and set their on-time rate at 85% to 88%.

This item was presented for informational purposes only, no Committee action was required.

**D. Title VI/ADA Plan Update**

Andy Thomason stated he had been working on the OTO's Title VI and ADA Plan update and wanted to present it to the Committee for action. He reviewed the history of the Title VI and ADA Plans, noting the first OTO formal policy was adopted in 2014. He added the OTO is required to update this plan every three years.

Mr. Thomason noted in this update, new elements were added, such as, a formal non-discrimination policy, standard DOT Title VI assurances and program area descriptions. He added compliance with provisions of the ADA were more thoroughly addressed in this update, including physical and electronic accessibility.

Mr. Thomason said staff is asking the Board to adopt this policy by resolution, which will contain three specifics. The first is approving the Title VI/ADA Program; the second is executing the Standard DOT Assurances and Non-Discrimination Policy; and the third is making minor changes to the program to maintain compliance.

Mr. Juranas moved the Technical Planning Committee recommend the Board of Directors adopt the resolution (1) approving the Title VI/ADA Program, (2) the execution of the Standard DOT Assurances and Non-Discrimination Policy, and (3) the making of minor changes to the program to maintain compliance and updated information. Mr. Roussell seconded the motion and it was unanimously approved.

**E. Limited English Proficiency Plan Update**

Andy Thomason stated in conjunction with the OTO's Title VI policy, the OTO needed to update the Limited English Proficiency Plan (LEPP). He added that Executive Orders have mandated the OTO provide meaningful access to individuals that have limited English proficiency. He said this plan allows us to identify those specific populations and determine how best to involve them. He noted there is a four-factor analysis that is used to review the plan:

- The number of LEP individuals who might be impacted,
- The frequency with which the OTO might work with these individuals,
- The services the OTO provides to LEP individuals; and
- The resources the OTO has available to provide LEP assistance.

Mr. Thomason stated the Public Participation Plan incorporates the LEPP for a complete approach to public engagement.

Mr. Juranas moved to recommend the Board of Directors approve the Limited English Proficiency Plan. Mr. Kelly seconded the motion and it was unanimously approved.

**III. Other Business**

**A. Technical Planning Committee Member Announcements**

There were no announcements.

**B. Transportation Issues for Technical Planning Committee Member Review**

There were no issues brought to the Committee's attention.

**C. Articles for Technical Planning Committee Member Information**

Mr. Miller referenced an article regarding X-Lite Guardrails that was included in the packet. He stated MoDOT has a plan to replace these types of rails in Missouri.

**Adjournment**

With no additional business to come before the Committee, Mr. Artman moved the meeting be adjourned at approximately 2:55 p.m. Mr. Humphrey seconded the motion and it was unanimously approved.

**TAB 2**

## Comment

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**From:** No Reply <noreply@altaprojects.net>  
**Sent:** Monday, July 31, 2017 12:27 PM  
**To:** Comment  
**Subject:** Public Input Map Comment

Hello,

Someone has used the contact form at <http://ototrailstudy.com>.

**Email:** gl2thdoc@sbcglobal.net

**Message:** I can't give you a preference as to a specific trail or even area. What I can recommend as a priority is to get away from fragments. It doesn't matter which trail you click on the map, everything is a short piece. Whether trails or bike lanes, we need continuity and a sense that you can get on a trail almost anywhere and ride it to your destination. Presently so many people get in their cars to drive someplace to go walk or ride for exercise, why not ride to your destination? I have tried many times to just get on a trail or bike lane and try and use it to get to a destination or across town. Can't do it, they just end. Another complicating factor is no names (especially bike routes/lanes. Imagine the confusion of someone unfamiliar with the area and having bike route signs, but at an intersection one points left, one points straight and one points right. Where do they go? Loops with names that intersect would help. A loop implies if I get on it at location A, I can ride it one direction and come back to location A. If it intersects others, now I have a way to get someplace. When hiking on park trails for instance I know I am on a certain trail, it will intersect others. I can tell where I am going by the name of the trail or color coded signs. I am also aware many of the city bike routes and lanes zig zag to take advantage of wider roads, but when your intention is to go from point A to point B running errands, getting to work etc, you want a direct route. Maybe spend some money to improve certain roads and have straight shots with fewer of them but more beneficial.

## Comment

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**From:** Comment  
**Sent:** Wednesday, August 30, 2017 9:26 AM  
**To:** Andy Thomason; David Faucett  
**Subject:** FW: Public Input Map Comment

Fyi – added to log

**From:** No Reply [mailto:noreply@altaprojects.net]  
**Sent:** Tuesday, August 29, 2017 9:44 PM  
**To:** Comment <comment@ozarkstransportation.org>  
**Subject:** Public Input Map Comment

Hello,

Someone has used the contact form at <http://ototrailstudy.com>.

**Email:** [greenbeangarden@hotmail.com](mailto:greenbeangarden@hotmail.com)

**Message:** The Brentwood neighborhood now has a sidewalk intersecting Lone Pine at Greenwood. However, we need a link from Lone Pine to the Galloway Trail (only a couple hundred yards). The children in Brentwood attend Pershing middle school but have no safe way to access the trail. The sidewalk is a good start, but now they need a landing pad and path on the East side of Lone Pine for accessing the trail all the way to school. Thank you for your time. Jenny Green

## Comment

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**From:** Comment  
**Sent:** Tuesday, September 05, 2017 9:04 AM  
**To:** David Faucett; Andy Thomason  
**Subject:** FW: Public Input Map Comment

fyi

**From:** No Reply [mailto:noreply@altaprojects.net]  
**Sent:** Saturday, September 02, 2017 6:34 PM  
**To:** Comment <comment@ozarkstransportation.org>  
**Subject:** Public Input Map Comment

Hello,

Someone has used the contact form at <http://ototrailstudy.com>.

**Email:** [aarondicer@gmail.com](mailto:aarondicer@gmail.com)

**Message:** Thank you so much for this! Unfortunately I saw it too late to comment, but the proposed priority trails, especially into Republic would be a huge benefit both to recreational and commuting bikers! My only question is will you be releasing a proposed timeline and order to building out these new trails? Thanks!



## Comment

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**From:** Comment  
**Sent:** Tuesday, August 15, 2017 9:05 AM  
**To:** David Faucett; Andy Thomason  
**Subject:** FW: Public Input Map Comment

**From:** No Reply [mailto:noreply@altaprojects.net]  
**Sent:** Monday, August 14, 2017 3:07 PM  
**To:** Comment <comment@ozarkstransportation.org>  
**Subject:** Public Input Map Comment

Hello,

Someone has used the contact form at <http://ototrailstudy.com>.

**Email:** [crackers\\_us@yahoo.com](mailto:crackers_us@yahoo.com)

**Message:** It would be nice if something was put in for the Four Wheelers. Put rules and regulations and charge so much per year for a person , dont have to be fancy but make it like the trails you have for walkers and bicycles but with no asphalts,Oh and set a speed limit.

## Comment

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**From:** No Reply <noreply@altaprojects.net>  
**Sent:** Thursday, July 20, 2017 9:16 PM  
**To:** Comment  
**Subject:** Public Input Map Comment

Hello,

Someone has used the contact form at <http://ototrailstudy.com>.

**Email:** dblevins@email.com

**Message:** We voted a tax base for improvements to the trails but Ive not seen much of the improvements happen on the Galloway Creek trail.

**TAB 3**

## TECHNICAL PLANNING COMMITTEE AGENDA 9/20/2017; ITEM II.A.

### 2019-2023 STIP Priorities

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

##### **AGENDA DESCRIPTION:**

In the beginning of 2018, MoDOT is expected to develop funding estimates for use in the 2019-2023 Statewide Transportation Improvement Program. Once those estimates are developed, there is a very short window to add projects to the program. Therefore, MoDOT has asked for a list of prioritized projects to begin estimating project costs. Projects will only be considered after the reflection of an asset management plan ensuring that pavement and bridges are kept in good condition.

The expectation is that there will be funding to add projects to state fiscal years 2022 and 2023 (July 2021 through June 2023). Once adopted by the Board, the list will be forwarded to MoDOT for consideration. The projects would be considered in the order that the Ozarks Transportation Organization prioritizes them.

Please be aware that if the number one project cannot be ready or costs more the funding available in the first year, the next project would be considered. MoDOT also has the flexibility to decide that a project doesn't meet the warrants for improvement or that the proposed improvement does not meet a benefit cost analysis or will not meet the identified need. There are cases where projects can be constructed together and therefore should be advanced. This list serves as OTO's request, not a final expected listing of projects.

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

A working group of the Technical Planning Committee has met to review a list of projects and to determine priority. After scoring the projects per the criteria from *Transportation Plan 2040*, which was slightly modified to include travel time, the group recommended the order as shown in the attached spreadsheet based on many factors.

##### **FUTURE STEPS**

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

4. Missouri Highway and Transportation Commission adopts Statewide Transportation Improvement Program
5. OTO adopts the Transportation Improvement Program incorporating approved STIP projects
6. FHWA and FTA authorize projects for obligation as planned in the STIP/TIP

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to recommend the presented list of priorities to the Board of Directors for consideration by MoDOT for inclusion in the 2019 – 2023 STIP.”

OR

“Move to recommend the list of priorities as revised to the Board of Directors for consideration by MoDOT for inclusion in the 2019 – 2023 STIP.”

2019-2023 STIP Priority Projects

Priority	Total Points	County	Route	Description	Priority Project	CR Rate Priority Score	Safety Concern	RR Crossing	V/C Current	V/C Ratio Future	V/C Ratio Current	V/C Ratio Future	Env Justice	Num Modes	Freight Access	Travel Time
1	N/A	Greene	I-244	Designation of an Interstate Loop from on US65 and James River Freeway												
2	N/A	Chr/Gree	Various	ITS Improvements on various routes												
3	N/A	Chr/Gree	Various	Sidewalks according to Bike/Ped Plan on various routes												
4	68	Greene	I-44	Capacity improvements from James River Freeway to 125	25	15	5	0	7	5	0.812	0.86	3	1	5	2
5	66	Greene	60	Capacity improvements US 65 to West Bypass	25	15	5	0	7	5	0.935	0.959	3	1	5	0
6	69	Greene	Glenstone/Kansas/Sunshine	Operational and traffic flow improvements	25	15	5	0	7	5	1.395	1.214	4	1	0	7
7	64	Greene	60	Capacity and safety improvements from US65 to 125	25	15	5	0	7	5	0.929	1.019	1	1	5	0
8	59	Christian	14	Capacity and Safety Ridgecrest to Tiffany (including intersection)	25	10	5	0	0	5	0.806	1.221	2	2	5	5
9	66	Christian	14	Intersection Improvements at 6th	25	15	5	0	7	5	0.902	1.056	1	1	0	7
10	64	Greene	60	Capacity and safety improvements from Rte. 174 to Rte. M	25	10	5	0	7	5	1.031	1.04	1	1	5	5
11	62	Christian	14	Capacity improvements, 3rd st. to Rte. W	25	10	5	0	7	5	0.902	1.056	1	2	0	7
12	60	Christian	160	Operational and safety improvements from CC to Hwy 14 in Nixa	25	10	5	0	0	5	0.562	0.871	2	1	5	7
13	59	Christian	14	Capacity and Pedestrian Improvements from Tiffany to Cheyenne	25	10	5	0	0	5	0.806	1.221	2	2	5	5
14	55	Greene	65	Interchange at Kearney	25	15	5	0	0	0	0.596	0.652	4	1	5	0
15	54	Greene	65	Evans Road Interchange	25	10	0	0	7	5	0.958	1.201	1	1	5	0
16	53	Christian	14	Capacity and Pedestrian Improvements Cheyenne to 32nd	25	5	5	0	0	5	0.778	1.004	1	2	5	5
17	52	Greene	60	Interchange at Hwy 125	25	15	5	0	0	0	0.806	0.789	1	1	5	0
18	52	Christian	65	Capacity Improvements from Route 14 to South/F	25	15	5	0	0	0	0.605	0.717	1	1	5	0
19	48	Christian	65	Capacity Improvements, Route CC to 14	25	10	5	0	0	0	0.727	0.793	2	1	5	0
20	47	Greene	60	Capacity and safety improvements from Rte. M to JRF	25	10	0	0	0	0	0.802	0.841	1	1	5	5
21	52	Greene	MM	Railroad overpass w/o Rte. 60	25	10	0	5	0	0	0.609	0.487	1	1	5	5
22	46	Greene	60	Capacity and safety improvements west of Republic (Illinois St to OTO Boundary)	25	0	0	0	7	5	0.895	1.078	1	1	5	2
23	47	Greene	MM	Capacity improvements Rte. 360 to US60	25	10	0	0	0	0	0.668	0.819	1	1	5	5
24	39	Greene	MM	Capacity improvements I-44 to Rte. 360	25	0	0	0	0	5	0.586	1.191	1	1	5	2
25	37	Christian	14	Capacity and safety improvements from Rte. JJ to Hwy W	25	0	5	0	0	5	0.72	0.926	1	1	0	0
26	37	Greene	MM	Intersection Improvements at Sawyer	25	0	0	0	0	0	0.669	0.819	1	1	5	5
27	32	Christian	14	Intersection improvements at 3rd & Church St.	25	0	5	0	0	0	1.001	0.652	0	2	0	0
28	37	Christian	14	Intersection Improvements at 3rd & Oak St.	25	5	5	0	0	0	0.84	0.781	0	2	0	0

# FY 2019-2023 STIP Project Prioritization Glossary

## 1. Priority Projects

### 1.1. Located along a Priority Corridor of Regional Significance

Yes = 25 Points

No = 0 Points

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

## 2. Safety

### 2.1. Crash Rate Index for Project Segments and Intersections

Crash rates for all segments and intersections were calculated using a weight for accidents according to severity. The MoDOT Accident data from the 3-year period from 2013 to 2015 were used in crash rate calculations. Each type of accident was weighted using the corresponding value:

Fatality (F) = 9

Disability (D) = 6

Minor Injury (MI) = 2

Property Damage Only (PDO) = 1

*The weighted accidents along project **segments** were summed and multiplied by 100,000,000 and divided by the 3-year period times the number of days in a year, the 2016 average daily traffic volume, and the length of the segment in miles:*

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

*The weighted accidents at **intersections** were summed and multiplied by 1,000,000 and divided by the 3-year period times the number of days in a year and the 2016 average daily volume of vehicles entering the intersection from each leg:*

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

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

0 – 25% = 0

25.1% - 50% = 5

50.1% - 75% = 10

75.1% - 100% = 15

## 2.2. Safety Concern

Yes = 5 Points

No = 0 Points

*The MoDOT Southwest District maintains a list of locations with safety needs and concerns. This list was updated in 2017 and appended to the Southwest District 2016 Safety Plan. The updated Plan referenced to determine if a project was a safety concern. If any part of a project intersected with a need identified in the Southwest District 2017 Safety Plan, it received a value of five points.*

## 2.3. Improvement or Removal of At-Grade Railroad Crossing

Yes = 5

No = 0

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

# 3. Congestion Management

## 3.1. Volume-to-Capacity Ratio

Current volume-to-capacity greater than or equal to 0.86 = 7 Points

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

*A volume-to-capacity ratio for roadways in the OTO region was calculated using 2016 Average Annual Daily Traffic totals and percentage of commercial traffic obtained from MoDOT. A passenger car equivalent volume was calculated by multiplying the roadway AADT by the percent of commercial traffic. This value was subtracted from the AADT value, multiplied by 1.5 and then added back to the AADT value. The passenger car equivalent value was compared to roadway capacities stored in the travel demand model to determine the "Current" V/C scoring. Capacity for roadway segments along Hwy 14, Route MM, US Hwy 60 east of US Hwy 65 and through Republic were revised using 24-hour capacities determined via a roadway capacity analysis conducted for the OTO by CJW Consultants. The travel demand model no-build scenario for 2040 includes projects committed through 2018. The projected volume to capacity ratio for the 2040 no-build scenario is used for the "Future" V/C scoring. The ratio of 0.86 is considered Level of Service E (or at capacity).*

*Volume-to-capacity ratios were calculated for individual lanes. A project was awarded points based on the highest lane value intersecting the project road segment or intersection/interchange. Projects with no segments with volume-to-capacity ratios greater than 0.86, current or future, received 0 points.*

# 4. Environmental Justice

## 4.1. Environmental Justice Tracts

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



Intersecting 4 EJ Tracts = 5 points  
Intersecting 3 EJ Tracts = 4 points  
Intersecting 2 EJ Tracts = 3 points  
Intersecting 1 EJ Tract = 2 points  
Intersecting 0 EJ Tracts = 0 points

## **5. Multi-Modal**

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

No intermodal potential = 1 points

Facilitates transfer or intermodal potential between 1 to 2 modes = 1 point x number of modes  
*In this category, one point is awarded for each mode connected. A single-mode project receives one point in this category. One point is awarded for each additional mode connected.*

## **6. Economic Development**

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

Yes = 5

No = 0

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

## **7. Travel Time**

### **7.1. The OTO employs Acyclica wifi sensors to develop travel time analytics at locations along roadways in the region. In addition, the OTO has access to HERE travel time data which utilizes mobile signals. This data is used to calculate travel time and delay information during peak travel times. This data is used in the Congestion Management Process (CMP) to identify factors indicating congested areas on OTO region roadways. Travel times were collected for all weekdays during April 2017 from 7:00 AM – 9:00 AM and 5:00 PM – 7:00 PM. Travel times along the roadways were converted to mph travel speeds using the length of segment. This travel speed is then subtracted from the posted speed limit to calculate travel delay. Points are awarded per travel delay along roadway segments during AM or PM peak travel times on the following scale:**

Above the Speed Limit to 4.9 mph Below = 0

5.0 to 9.9 mph Below the Speed Limit = 2

10.0 to 19.9 mph Below the Speed Limit = 5

20.0 mph or more Below the Speed Limit = 7

**TAB 4**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/20/2017; ITEM II.B.**

**Amendment Number One to the FY 2018-2021 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

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

1. \*Revised\* Scoping for Freeway Improvements on Route 60 East (GR1403-18A1)  
Added funding to FY 2018 to continue scoping freeway improvements on Route 60 between Highland Springs and Farm Road 213 for a total programmed amount of \$115,000 from \$40,000.
2. \*Revised\* Scoping for Interchange at Route 60 and Route 125 (RG0901-18A1)  
Added funding to FY 2018 and modified scope to more generally specify scoping for freeway improvements between Farm Road 213 and Farm Road 247 for a total programmed amount of \$115,000 from \$40,000.
3. \*Revised\* Scoping for James River Freeway Capacity Improvements (SP1405-18A1)  
Added funding to FY 2018-2020 and modified description to include scoping for capacity improvements on James River Freeway from north of I-44 in Republic to Route 65 in Springfield for a total programmed amount of \$252,000 from \$4,000.
4. \*Revised\* Scoping for I-44 Roadway Improvements (SP1419-18A1)  
Added funding to FY 2018 and 2019 and modified description to include scoping from Route 360 north of Republic to Route 125 in Strafford for a total programmed amount of \$230,000 from \$40,000.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to recommend FY 2018-2021 Transportation Improvement Program Amendment Number One to the Board of Directors.”

OR

“Move to recommend FY 2018-2021 Transportation Improvement Program Amendment Number One 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 # GR1403-18A1** SCOPING FOR FREEWAY IMPROVEMENTS ON RTE. 60 EAST

**Route** US 60  
**From** Highland Springs Road  
**To** Farm Road 213  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Flexible and Other  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8P0683G  
**Federal ID #** 0602094

No Map  
Available

#### Project Description

Scoping for freeway improvements on Rte. 60 from 0.2 miles west of Highland Springs Road to 0.3 miles east of Farm Road 213.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$68,000	\$8,000	\$8,000	\$8,000	\$92,000
MoDOT	State	ENG	\$17,000	\$2,000	\$2,000	\$2,000	\$23,000
<b>Totals</b>			<b>\$85,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$115,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$16,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$131,000



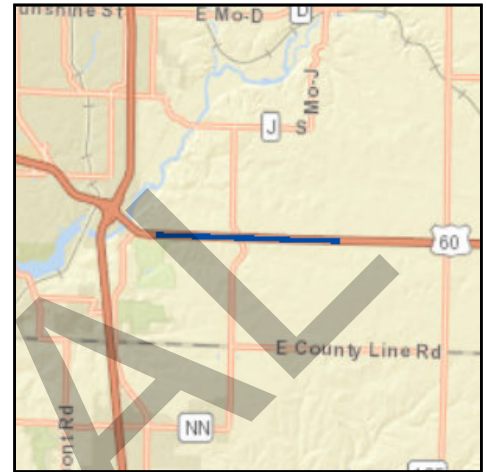
# Transportation Improvement Program - FY 2018-2021

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP # GR1403** SCOPING FOR FREEWAY IMPROVEMENTS ON RTE. 60 EAST

**Route** US 60  
**From** Highland Springs Road  
**To** Farm Road 213  
**Location** Greene County  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Flexible and Other  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8P0683G  
**Federal ID #** 0602094



#### Project Description

Scoping for freeway improvements on Rte. 60 from 0.2 miles west of Highland Springs Road to 0.3 miles east of Farm Road 213.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$16,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$56,000



## Transportation Improvement Program - FY 2018-2021

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** RG0901-18A1      **SCOPING FOR INTERCHANGE AT ROUTE 60 & ROUTE 125**

**Route** US 60 and Route 125

**From** Farm Road 213

**To** Farm Road 247

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Flexible and Other

**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8P0683E

**Federal ID #** 0602093

No Map  
Available

#### Project Description

Scoping for freeway improvements from Farm Road 213 to Farm Road 247.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$68,000	\$8,000	\$8,000	\$8,000	\$92,000
MoDOT	State	ENG	\$17,000	\$2,000	\$2,000	\$2,000	\$23,000
<b>Totals</b>			<b>\$85,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$115,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$308,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$423,000



# Transportation Improvement Program - FY 2018-2021

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** RG0901 **SCOPING FOR INTERCHANGE AT ROUTE 60 & ROUTE 125**

**Route** US 60 and Route 125

**From** Farm Road 213

**To** Farm Road 247

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** MoDOT

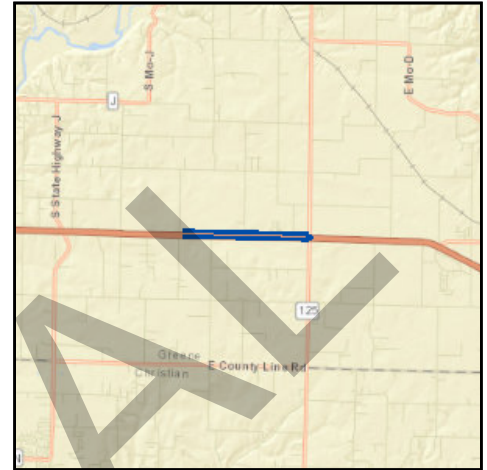
**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Flexible and Other

**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8P0683E

**Federal ID #** 0602093



#### Project Description

Scoping for interchange improvements at Rte. 125 and outer roads from Farm Road 213 to Farm Road 247.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$8,000	\$8,000	\$8,000	\$32,000
MoDOT	State	ENG	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$308,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$348,000



## Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP #** SP1405-18A1      **SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS**

**Route** US 60

**From** Rte. 13

**To** Rte. 65

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Flexible and Other

**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8P3032

**Federal ID #** 0602095

No Map  
Available

#### Project Description

Scoping for capacity improvements on James River Freeway from north of I-44 in Republic to Rte. 65 in Springfield.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$121,600	\$40,000	\$40,000	\$0	\$201,600
MoDOT	State	ENG	\$30,400	\$10,000	\$10,000	\$0	\$50,400
<b>Totals</b>			<b>\$152,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$252,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$8,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$260,000





# Transportation Improvement Program - FY 2018-2021

Project Detail by Section and Project Number with Map

## E) Roadways Section

**TIP #** SP1405

SCOPING FOR JAMES RIVER FREEWAY CAPACITY IMPROVEMENTS

**Route** US 60

**From** Rte. 13

**To** Rte. 65

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

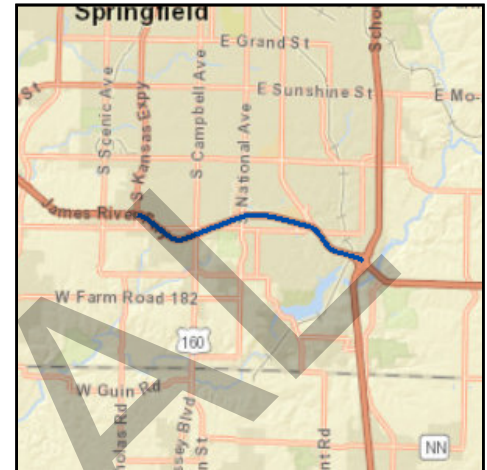
**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Flexible and Other

**Bike/Ped Plan?** **EJ?** Yes

**STIP #** 8P3032

**Federal ID #** 0602095



### Project Description

Scoping for capacity improvements on James River Freeway from Kansas Expressway (Rte. 13) to Rte. 65.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$1,600	\$0	\$0	\$3,200
MoDOT	State	ENG	\$400	\$400	\$0	\$0	\$800
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$8,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$12,000



## Transportation Improvement Program - FY 2018-2021

### Project Detail by Section and Project Number with Map

#### J) Pending Amendment Section

**TIP #** SP1419-18A1      **SCOPING FOR I-44 ROADWAY IMPROVEMENTS**

**Route** I-44  
**From** Chestnut Expressway  
**To** Mulroy Rd.  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(I/M)  
**MoDOT Funding Category** Flexible and Other  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8I3044  
**Federal ID #**

No Map  
Available

#### Project Description

Scoping for roadway improvements from Rte. 360 north of Republic to Rte. 125 in Strafford.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (I/M)	Federal	ENG	\$128,000	\$40,000	\$9,000	\$9,000	\$186,000
MoDOT	State	ENG	\$32,000	\$10,000	\$1,000	\$1,000	\$44,000
<b>Totals</b>			<b>\$160,000</b>	<b>\$50,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$230,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$10,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$240,000



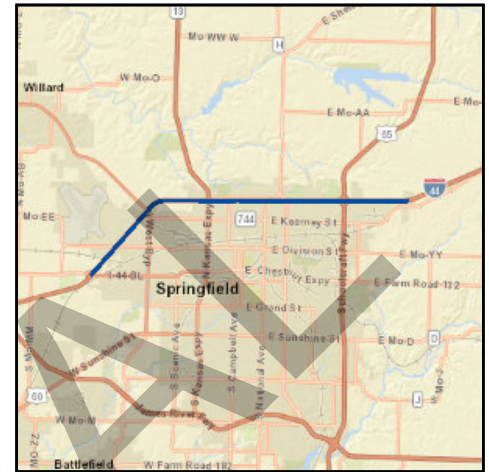
# Transportation Improvement Program - FY 2018-2021

## Project Detail by Section and Project Number with Map

### E) Roadways Section

**TIP #** SP1419 **SCOPING FOR I-44 ROADWAY IMPROVEMENTS**

**Route** I-44  
**From** Chestnut Expressway  
**To** Mulroy Rd.  
**Location** City of Springfield  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(I/M)  
**MoDOT Funding Category** Flexible and Other  
**Bike/Ped Plan?** **EJ?** **Yes**  
**STIP #** 8I3044  
**Federal ID #**



#### Project Description

Scoping for roadway improvements on I-44 from Chestnut Expressway (Loop 44) to Mulroy Rd. (Rte. 744) in Springfield.

Fund Code	Source	Phase	FY2018	FY2019	FY2020	FY2021	Total
FHWA (I/M)	Federal	ENG	\$9,000	\$9,000	\$9,000	\$9,000	\$36,000
MoDOT	State	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
<b>Totals</b>			<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$40,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$10,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$50,000

# 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
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	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
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	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO1719	\$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	\$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	\$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	\$103,500	\$0	\$0	\$115,000
MO1808-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$197,100	\$0	\$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
OK1401-17A2	\$0	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$0	\$138,000
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	\$0	\$580,494	\$489,626	\$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
RP1704-17A3	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1801-17A2	\$772,160	\$704,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,040	\$78,284	\$0	\$0	\$0	\$1,748,040

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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
2018 Continued																		
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1106	\$154,525		\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1705	\$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	\$400,000	\$0	\$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
SP1808-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,800	\$0	\$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
WI1001-17A2		\$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	\$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	\$9,106,340	\$4,639,856	\$1,600	\$16,786,402	\$981,200	\$0	\$0	\$0	\$574,959	\$12,431,198	\$166,134	\$580,494	\$2,768,223	\$8,670,074	\$0	\$302,200	\$96,749	\$57,105,429
	\$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
MO1705	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
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	\$324,000	\$0	\$0	\$471,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,000	\$117,800	\$0	\$0	\$0	\$994,000
MO1719	\$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	\$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

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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
2019 Continued																		
MO1806-18	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$100,000
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
OK1401-17A2	\$1,101,726	\$0	\$0	\$1,110,998	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,431	\$277,749	\$0	\$0	\$0	\$2,765,904
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	\$0	\$26,750	\$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
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664,800	\$0	\$0	\$0	\$166,200	\$0	\$0	\$0	\$831,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,771,200	\$0	\$0	\$0	\$1,942,800	\$0	\$0	\$0	\$9,714,000
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
SP1901-18	\$0	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$200,000
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	\$2,738,418	\$2,900,000	\$73,600	\$27,664,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$14,683,514	\$0	\$160,498	\$1,018,442	\$11,352,628	\$20,000	\$11,200	\$26,750	\$62,006,347
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	\$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
MO1705	\$0	\$0	\$0	\$788,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$197,000	\$0	\$0	\$0	\$985,000
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	\$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	\$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	\$18,400	\$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

FY 2020 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
2020 Continued																		
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
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
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	\$9,594,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,823,200	\$0	\$0	\$364,000	\$7,492,100	\$0	\$841,600	\$0	\$40,551,900
2021																		
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	\$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	\$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	\$13,636,758	\$10,298,556	\$860,800	\$54,332,400	\$2,564,700	\$180,000	\$6,400	\$963,132	\$733,926	\$54,020,312	\$166,134	\$740,992	\$4,330,765	\$30,652,402	\$20,000	\$1,155,000	\$123,499	\$174,785,776

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source												TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	STBG	I/M	130	NHS	BRM	BRO	NHPP	HPP	FEMA						
2018 Funds Programmed	\$9,106,340	\$4,639,856	\$1,600	\$16,786,402	\$981,200	\$0	\$0	\$0	\$574,959	\$12,431,198	\$166,134	\$580,494	\$45,268,183	\$2,768,223	\$8,972,274	\$96,749	\$4,779,389	\$61,884,818
2019 Funds Programmed	\$2,738,418	\$2,900,000	\$73,600	\$27,664,798	\$54,400	\$180,000	\$0	\$963,132	\$158,967	\$14,683,514	\$0	\$160,498	\$49,577,327	\$1,018,442	\$11,383,828	\$26,750	\$4,851,080	\$66,857,427
2020 Funds Programmed	\$1,452,000	\$2,677,700	\$785,600	\$9,594,000	\$1,520,100	\$0	\$1,600	\$0	\$0	\$15,823,200	\$0	\$0	\$31,854,200	\$364,000	\$8,333,700	\$0	\$4,923,846	\$45,475,746
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
<b>Total</b>	<b>\$13,636,758</b>	<b>\$10,298,556</b>	<b>\$ 860,800</b>	<b>\$54,332,400</b>	<b>\$ 2,564,700</b>	<b>\$ 180,000</b>	<b>\$6,400</b>	<b>\$963,132</b>	<b>\$733,926</b>	<b>\$54,020,312</b>	<b>\$166,134</b>	<b>\$740,992</b>	<b>\$138,504,110</b>	<b>\$4,330,765</b>	<b>\$ 31,827,402</b>	<b>\$123,499</b>	<b>\$19,552,019</b>	<b>\$194,337,795</b>

	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
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$19,440,885</b>	<b>\$53,199,816</b>	<b>\$65,618,583</b>	<b>\$60,784,613</b>	<b>\$55,865,107</b>	<b>\$254,909,005</b>
Prior Year Funding	\$19,440,885	\$10,755,883	\$9,517,039	\$24,825,906		--
Programmed State and Federal Funding		(\$61,884,818)	(\$66,857,427)	(\$45,475,746)	(\$20,119,804)	(\$194,337,795)
<b>TOTAL REMAINING</b>	<b>\$19,440,885</b>	<b>\$10,755,883</b>	<b>\$9,517,039</b>	<b>\$24,825,906</b>	<b>\$60,571,210</b>	<b>\$60,571,210</b>

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 5**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/20/2017; ITEM II.C.**

**2016 State of Transportation Report**

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

**AGENDA DESCRIPTION:**

As another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report. This current draft includes achievements and statistics from 2016. This report will be produced annually and will be made available at public events and on the OTO website.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

The Technical Planning Committee is asked to review this report in advance of presenting it to the Board of Directors.

**OZARKS TRANSPORTATION  
ORGANIZATION**

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# **2016 STATE OF TRANSPORTATION**

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FOR:  
JANUARY 1 TO DECEMBER 31, 2016



# A note...

FROM EXECUTIVE DIRECTOR SARA FIELDS

The Ozarks Transportation Organization region continues to grow and innovate. However, with traffic increasing, we also see more accidents and more needed maintenance.

The economy is improving and the FAST Act passage has stabilized transportation funding, allowing for the region to address more needs. However, the adoption of the OTO Long Range Transportation Plan, *Transportation Plan 2040*, illuminates the growing gap between revenue and transportation needs. Despite these funding needs, the OTO region has continued to maintain the existing transportation system as well as improve transportation options.

Work remains to reduce fatalities on our roadways and address congestion caused by our region's growth. I know we can work together through the OTO mission to uphold our excellent transportation system.

*Stay safe,  
Sara J. Fields, AICP*



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# AVIATION

The Springfield-Branson National Airport has continued to see record growth. For the second year in a row, a record number of people have used the airport, up 4.3 percent from 2015. It's easy to see why, with 13 non-stop destinations and four airlines.

Passenger growth promotes additional service. American Airlines has added flights to Charlotte. Allegiant has added seasonal service to Destin/Ft. Walton Beach and now flies to Los Angeles year-round. In 2016, scheduled airline flights are up 10 percent and the total number of available airline seats are up 12 percent, while total take offs and landings are up 13 percent.

This growth has led to a need for more parking and 300 additional spaces opened at the first of 2017.



## Top 10 Destinations

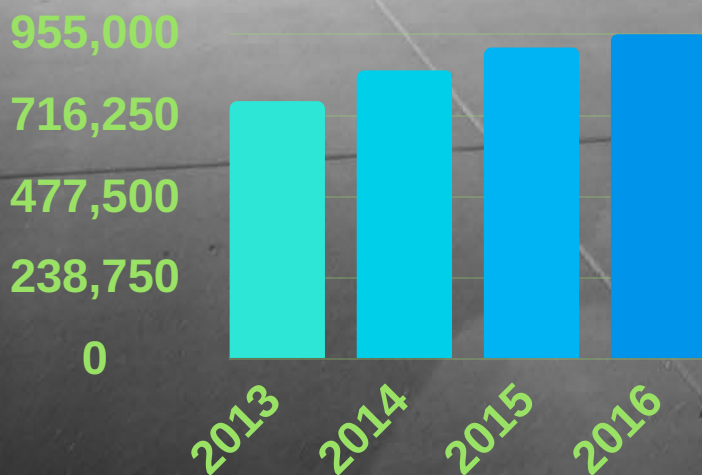
Orlando  
Tampa/St. Petersburg  
Los Angeles Basin  
Las Vegas  
Phoenix-Mesa Gateway  
Chicago  
Dallas/Fort Worth  
Atlanta  
Washington/Baltimore  
New York/Newark

"We're getting closer and closer to the magic one million passenger milestone. Once an airport reaches that level, it's playing in a different league."

BRIAN WEILER



## Total Passengers





# TRANSIT

In May of 2016, City Utilities opened a new Transit Center, introducing new bus routes, increasing service and frequency for several routes and adding service to east and west Sunshine and Republic Road.

Passenger fares account for 8.2 percent of CU Transit's operating funds. Through utility rates, City Utilities customers provide the additional funds needed to operate the CU Transit system.

Missouri State University is making their campus safer for transit riders and pedestrians by finishing the JQH Transitway. An off-campus Saturday shuttle also provides service to the Battlefield Mall and Wal-Mart.

Both City Utilities Transit (Where's My Bus? desktop tracker) and Missouri State University ([map.missouristate.edu](http://map.missouristate.edu)) offer tracking systems to find the next bus.



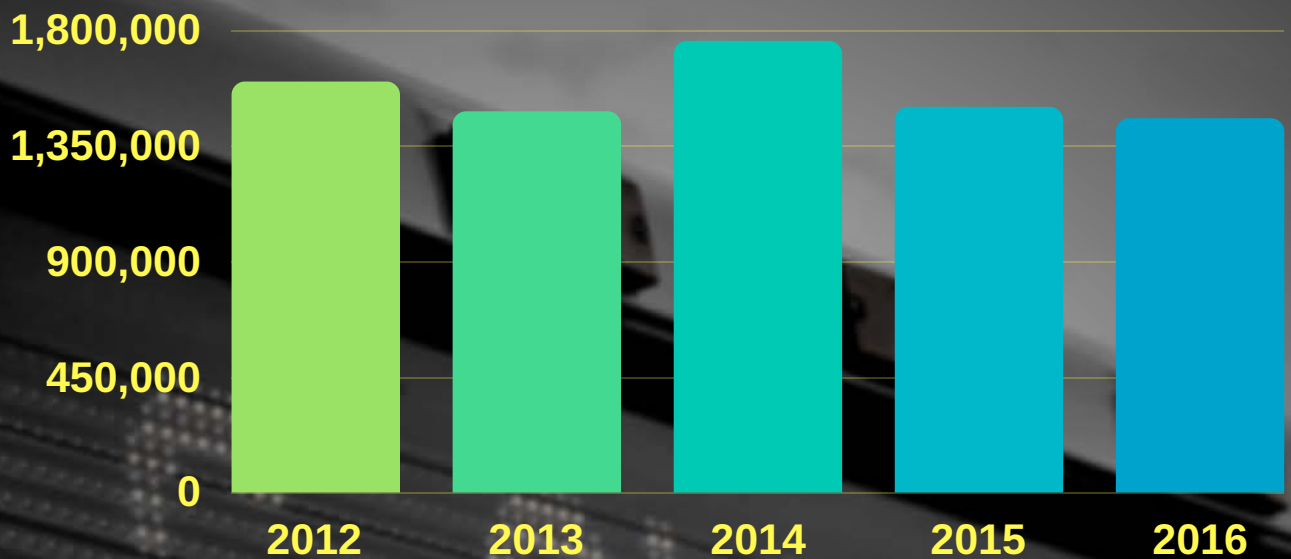
## Transit in the Region

City Utilities Transit offers service 7 days a week, 365 days a year, including holidays.

Missouri State University BearLine connects campus to downtown Springfield and other off-campus locations as long as University offices are open.



## Rides taken on CU Transit



ADULT FARE

2016

**\$3.75**

**DAILY CU  
TRANSIT PASS**

**8.2%**

**FARE RECOVERY RATE**

In 2016, City Utilities customers subsidized transit with over \$7 million. Coupled with \$1.1 million from passenger fares and advertising and \$2.6 million from the Federal Transit Administration, the annual transit investment is about \$11 million.

# TRAFFIC

Congestion in the region can be measured in several ways. One is commute times. These vary from year to year for the OTO jurisdictions, however, commute times on average have not increased by more than a minute since 2000. Greene County, Republic, and Strafford have seen the most improvements in that timeframe, while Christian County, Fremont Hills, and Ozark have not. The other communities have not seen as much variation.

Another indicator of traffic issues is the speed of traffic compared to the speed limit. During the AM hours, traffic in the region moves very well. PM traffic, however, continues to worsen.

To keep an eye on traffic conditions in the region and to follow congestion trends, OTO has access to local and national networks of data sensors, which communicate traffic speeds. The first year OTO used this information in analysis was 2016.



## Congestion Impacts

Average Commute Time to Work

**22.8 minutes**

Cost of Delay in 2016

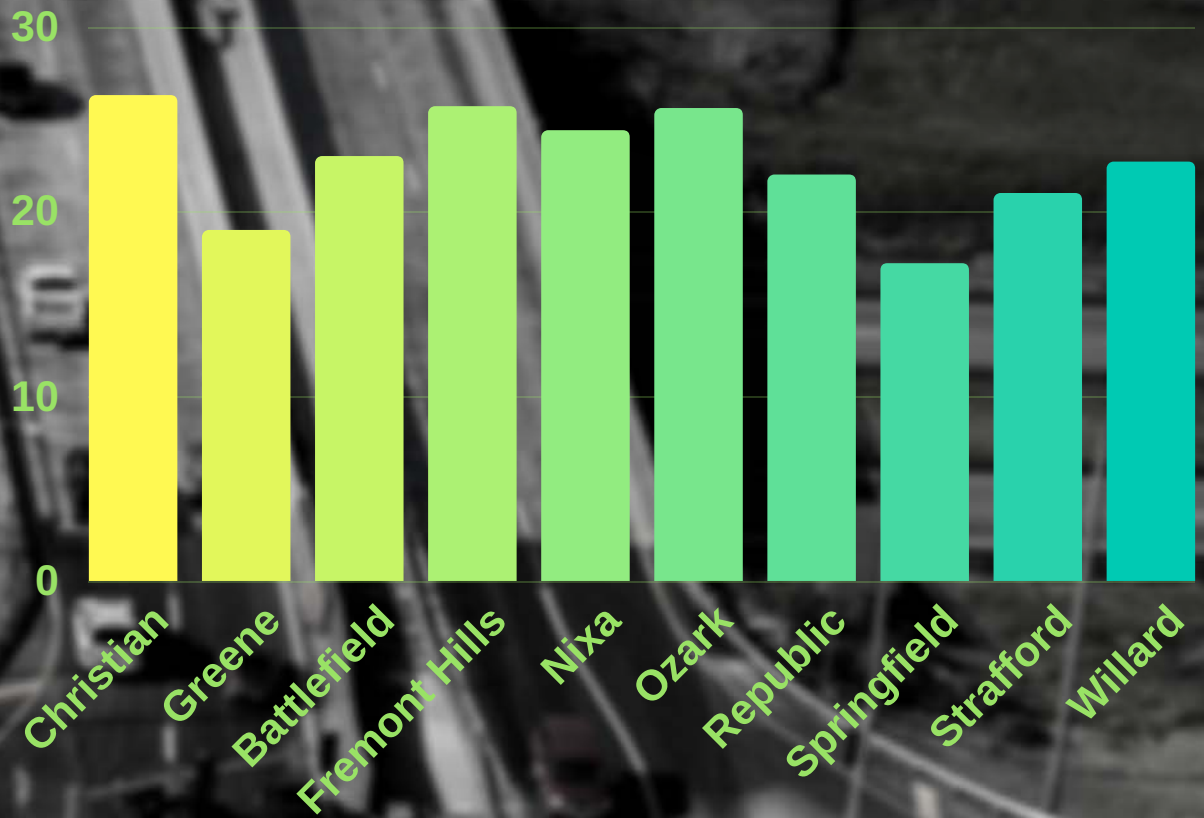
**\$33.5 million**

**\$0.02 per vehicle mile**

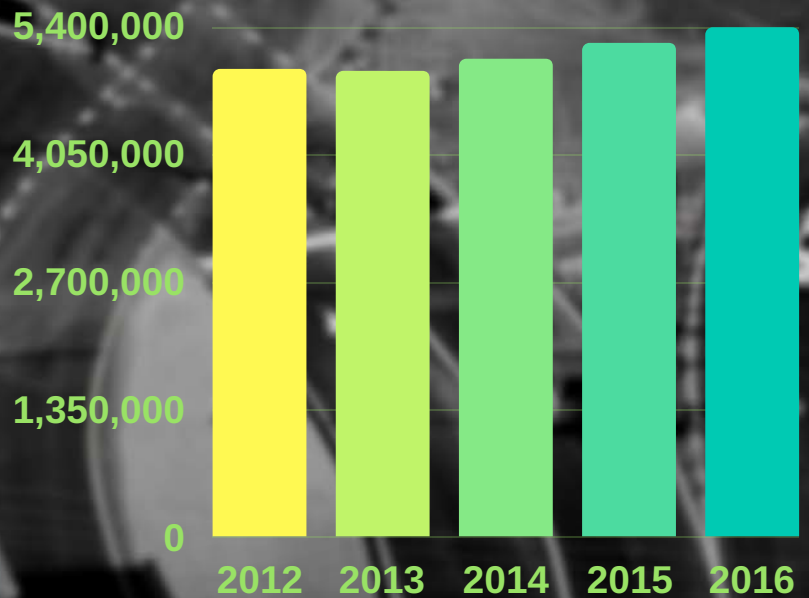
Rush Hour Delay Costs  
4 PM to 6 PM

**\$10.8 million**

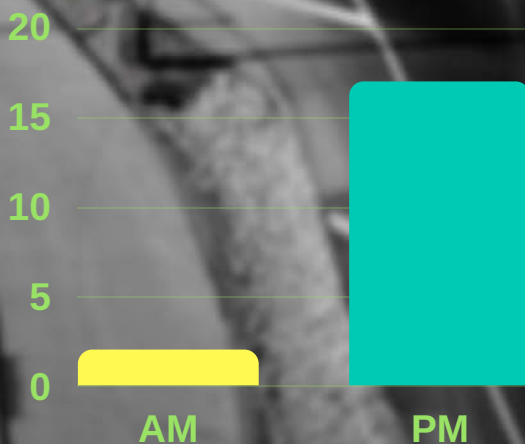
## 2011-2015 Commute Times



## Daily Vehicle Miles Traveled



## 2016 Percent Roads Significantly Delayed



# SYSTEM CONDITION

More than 96 percent of OTO's major roads are in good condition. This number has been above 90 percent since 2009.

Of the 333 bridges in the OTO area, fewer than 5 percent are considered deficient. The number of structurally deficient bridges has improved over the last five years, however the number of functionally obsolete bridges has remained relatively steady.

Expanding the transportation network increases maintenance costs. OTO works with MoDOT to ensure roadway funding is used for maintenance needs before funding other projects.

Another consideration is the maintenance of buses and other transit facilities. OTO is working with City Utilities to decrease the age of the bus fleet and other amenities. Eleven new buses are expected in spring of 2018.



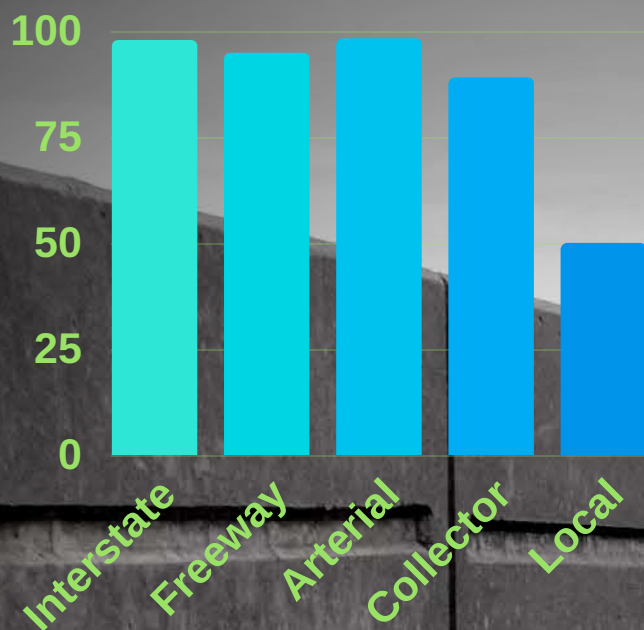
## Measuring Condition

Bridges are rated on a scale of 0 to 9. Most bridges in the OTO region are rated as a 6 or 7 and a bridge is closed once rated a 3.

The useful life of a CU Transit bus is 10.5 years. The average age of a CU Transit bus is 11.6 years.



# Pavement Condition



Our legislature and the citizens of Missouri have told us loud and clear to take care of this system.

PATRICK MCKENNA



# Bridge Deficiency Ratings

# FREIGHT

The movement of goods and services is a driver for economic development. The OTO region has a stake in the transport of freight by air, rail, and truck.

One measure of freight movement is the truck reliability index. Though unchanged from 2015, I-44 through the region was a source of unpredictable truck travel time. The worst locations coincide with the highest truck volumes in the region.

Improving efficiency in rail, the West Wye project was completed in 2016, improving coal delivery to the John Twitty Energy Center and enhancing economic development opportunities for residential, business, and recreational facilities in the center city, expanding open space in West Meadows and allowing train traffic to bypass the main yard.



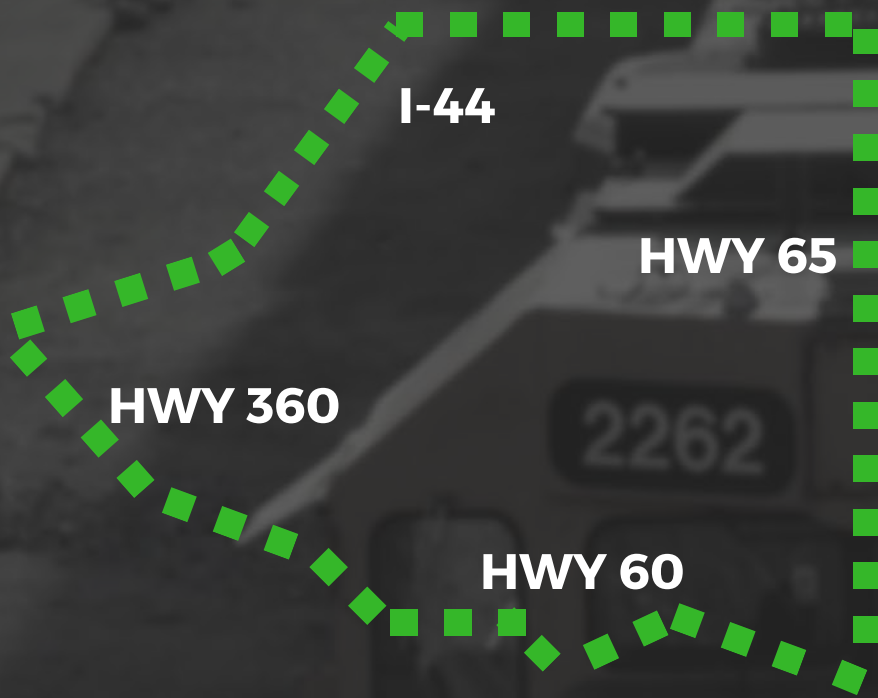
## Freight Facts

23 Counties are within the Southwest Missouri Foreign Trade Zone.

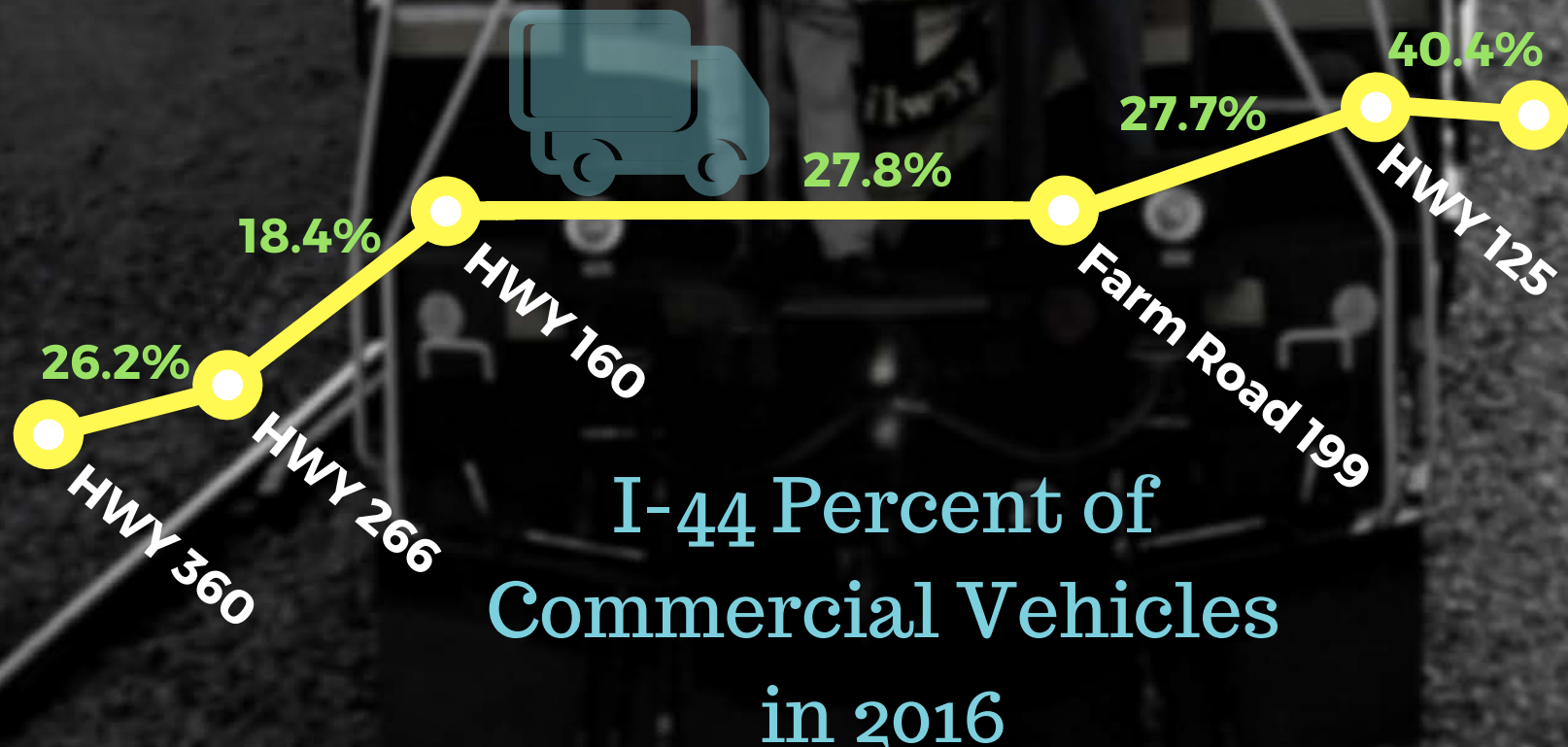
BNSF runs between 15 and 30 trains per day to and from Springfield.

Down 5.5% from 2015, the Springfield airport moved almost 186 million pounds of cargo.





Creation of the I-244 loop is a priority in the OTO region.



# SAFETY

In 2016, there were 35 fatalities in the OTO region. This has had an upward trend since 2013, but is below a peak in 2012. Education is key to improving roadway safety. Message boards used for traveler information are a tool in that campaign. For example, signs may say "Buckle Up, Phone Down" and "Drive Sober or Get Pulled Over" and "Leave the Buzz for the Bees, Drive Sober." OTO works with the Missouri Coalition for Roadway Safety Southwest District to implement the Blueprint for Safety through area safety and enforcement agencies.

Traffic Incident Management keeps motorists and responders safe once an accident does occur. OTO sponsors the area Traffic Incident Management Committee. Key is training responders in best practices. By the end of 2016, Missouri had almost a quarter of responders trained.

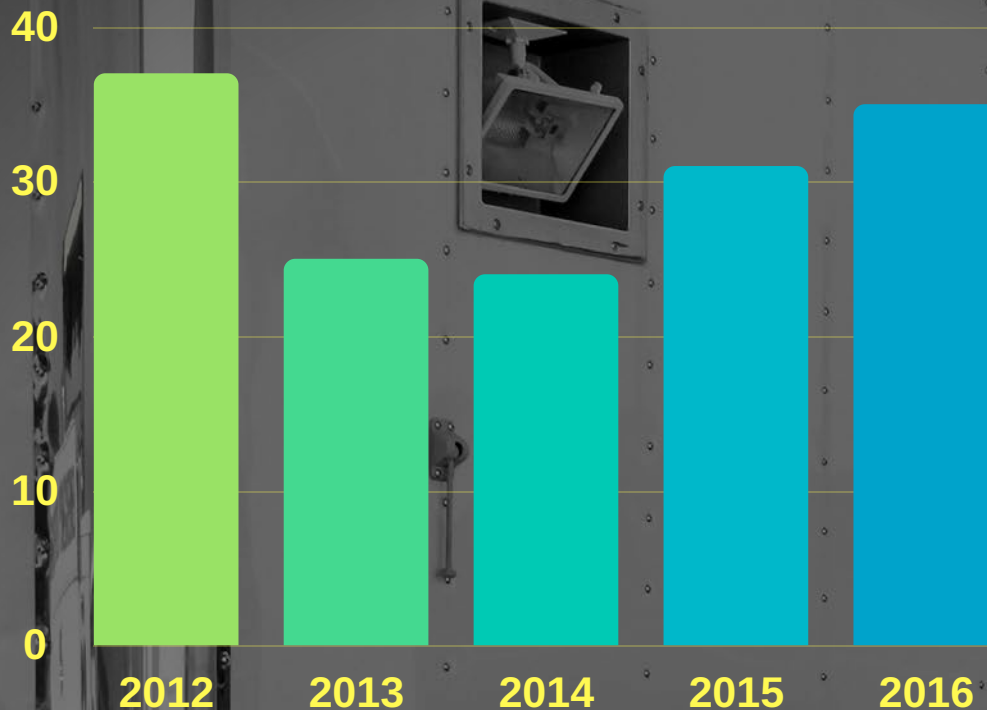


## 2016 Fatal Accident Types

Motor Vehicle in Traffic	17
Ran Off Road-Fixed Object	7
Pedestrian	4
Bicyclist	3
Overtaken on Roadway	2
Chain Reaction Rear End	1
Fixed Object	1



## Fatalities in the OTO



EMERGENCY RESPONSE

~ARRIVE ALIVE~

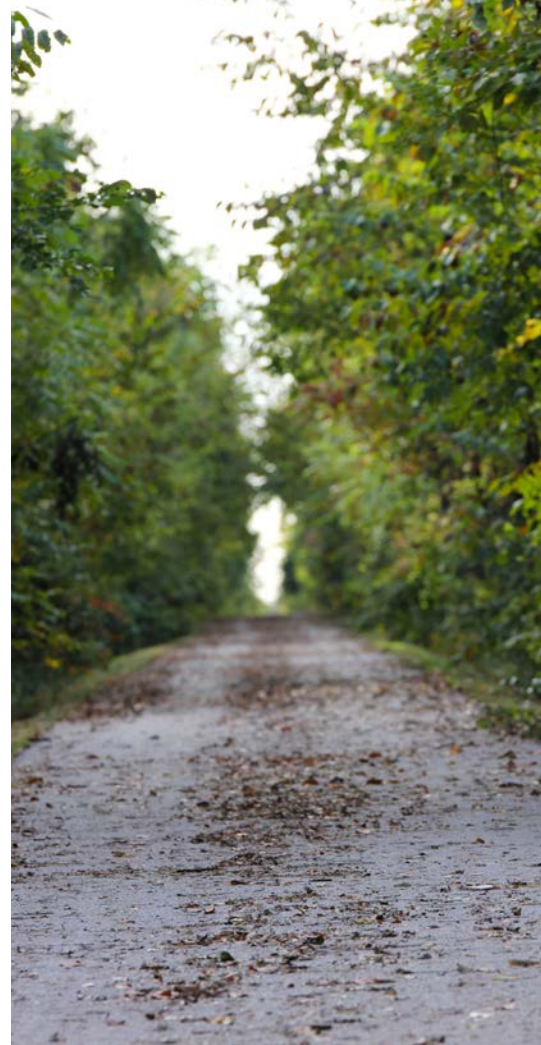
Since 2012, 38 bicyclists have been killed in traffic crashes in Missouri and all but one were male.

# SUSTAINABILITY

Despite growth in traffic and congestion, area ozone levels have continued to decrease. The percentage of commuters driving alone has remained steady since 2011 and accessibility to sidewalks and trails has improved.

In 2016, OTO commenced a regional trail study to determine alignments, estimate costs, and prioritize over 75 miles of key trail corridors that connect the OTO communities from downtown to downtown.

Encouraging area motorists to drive alone less, OTO has revived the Let's Go Smart website. Developed by Ozark Greenways and the Healthy Living Alliance, Let's Go Smart has local resources for driving smart, bicycling, walking, and using transit. Found on Let's Go Smart is OzarksCommute.com, an online carpool matching tool which also offers challenges and incentives for commuting smarter.



## By the Numbers

Roads with Sidewalks  
**31.1 percent**

Greenways  
**62.60 miles**

Smart Cycling Classes  
**7 Classes**  
**31 Students**

Springfield

Bicycle-Friendly

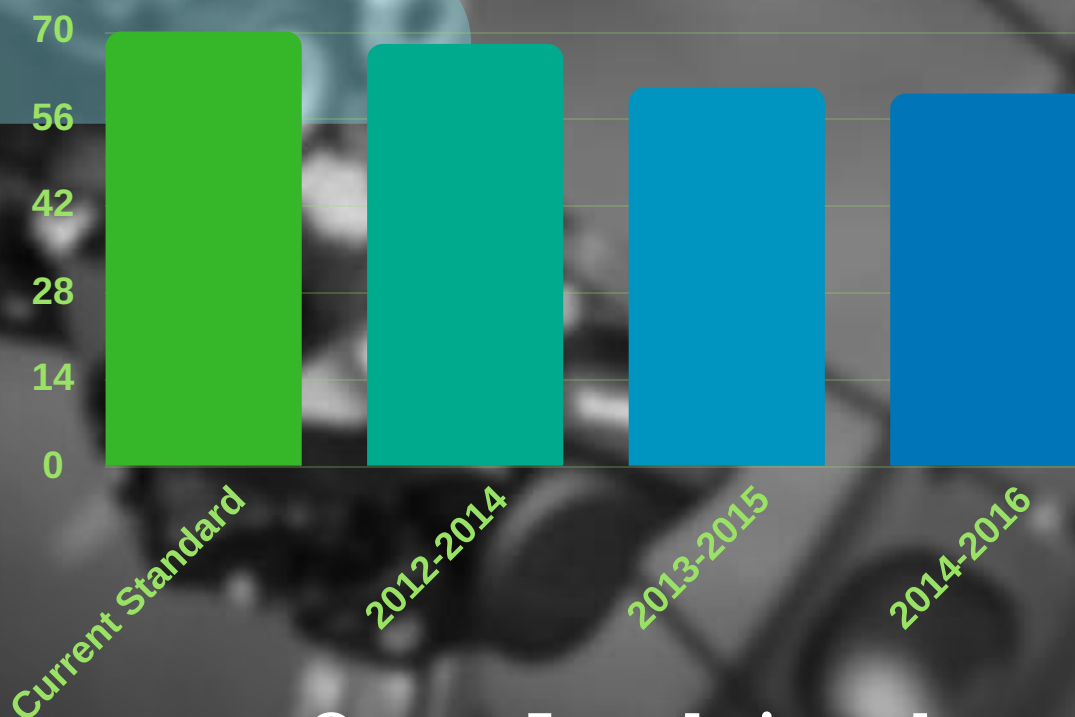
BRONZE COMMUNITY

Walk-Friendly

OTO AREA

46%

HOUSING NEAR TRANSIT



Ozone Levels in ppb



# FINANCIAL OUTLOOK

The financial outlook improved in 2016. MoDOT projections improved following the passage of the FAST (Fixing America's Surface Transportation) Act in December 2015. In April 2016, Springfield renewed both their 1/8-cent transportation and 1/4-cent capital improvements sales taxes.

OTO finalized Transportation Plan 2040 in August of 2016, cataloging transportation needs through 2040 and noting a funding shortfall.

Roadway, bicycle, pedestrian, and roadway needs add up to over \$2 billion (inflated over the life of the plan).

Partnerships between MoDOT and OTO's members help get more done. In 2016, there were seven newly awarded partnerships worth \$26 million, with \$14 million in local share and \$8 million in MoDOT.



## Funding Transportation

OTO Members with  
Sales Tax Available for  
Transportation

**8 of 9**

FY 2016 Federal \$  
Suballocated to OTO  
Region

**\$6,680,080**

"We cannot fail to look to the future - and we cannot hesitate to think outside the box."

STEPHEN R. MILLER

## '17 Selected Priority Projects

US 160 Roadway Improvements from AA to CC

ITS Improvements

Route 14 Improvements from 32nd to 22nd

US 160 Improvements at FR 157 and FR 192

US 160 Improvements from AB to FR 94

2040 LONG RANGE PLAN

(\$316 M)

ROADWAY FUNDING SHORTFALL

## Ribbon Cuttings in 2016-

- Glenstone Pedestrian Crossings in Springfield - \$0.492 million
- 160 and 14 in Nixa - \$2.76 million
- Route 13 Bridge over Radio Lane north of Springfield - \$1.5 million
- Routes 60/J/NN Interchange in eastern Greene County - \$15.1 million



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

## **Ozarks Transportation Organization**

2208 W. Chesterfield Boulevard, Suite 101

Springfield, Missouri 65807

(417) 865-3042

(417) 862-6013 Fax

[www.OzarksTransportation.org](http://www.OzarksTransportation.org)

**TAB 6**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/20/2017; ITEM II.D.**

**Amendment Number One to the FY 2018 UPWP**

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

**AGENDA DESCRIPTION:**

An amendment to the FY 2018 Unified Planning Work Program is proposed to:

1. Add \$100,000 to partner with MoDOT in a scoping study to suggest what improvements are needed to I-44 and US 60. (see Page 22)
2. Increase the MoDOT salary billing from \$92,000 to \$150,000. (see Page 25)
3. Add another \$20,000 to the trail study. The overall amount has not changed; however, billing was carried into the current year, resulting in additional expenditure for the fiscal year. (see Page 12)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to recommend the proposed FY 2018 UPWP Amendment One to the Board of Directors.”

OR

“Move to recommend FY 2018 UPWP Amendment One to the Board of Directors with the following changes...”





OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

## **Unified Planning Work Program**

**Fiscal Year 2018**

(July 1, 2017 – June 30, 2018)

APPROVED BY OTO BOARD OF DIRECTORS: APRIL 19, 2017  
ADMINISTRATIVE MODIFICATION ONE: JUNE 15, 2017  
AMENDMENT ONE: TBD

APPROVED BY USDOT: MAY 8, 2017

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

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

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

Or download it by going to [www.ozarkstransportation.org](http://www.ozarkstransportation.org).

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

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## Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2018 (July 2017 - June 2018). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

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

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

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

[http://www.ozarkstransportation.org/Documents/OTO\\_PPP\\_Rev\\_A\\_BOD\\_approved041615.pdf](http://www.ozarkstransportation.org/Documents/OTO_PPP_Rev_A_BOD_approved041615.pdf)

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

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

### Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

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

In fulfilling that mission, much staff time and effort are spent bringing together decision-makers who make funding and planning decisions that better the transportation network, including all modes.

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

Performance measurement is becoming more integrated into the OTO planning process. OTO has adopted the first Performance Measures related to transit and is planning to adopt safety Performance Measures this winter. OTO will work in coordination with MoDOT to set additional measures for the region. This work will fall into Task 3 and will continue in future years.

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

OTO’s work program for FY 2018 is poised to tackle existing and forthcoming transportation planning issues. Continued staff training and public outreach, as well as improved data collection and planning efforts, ensures the region can prepare for the ever-changing future.

With the adoption of Transportation Plan 2040, The Metropolitan Transportation Plan, in 2016, much work is underway. Implementation of the actions outlined in the plan will continue in the next fiscal year.

Community discussions have been increasing on how to provide transportation options, especially to the under privileged. In addition, the community Health Improvement Plan has outline active transportation as a priority.

**Anticipated Consultant Contracts**

The table below lists the anticipated consultant contracts for the 2018 Fiscal Year. Most of the contracts listed below are carryover multi-year contracts.

<i>Cost Category</i>	<i>Budgeted Amount FY 2018</i>
Aerial Photography	\$25,000
Audit	\$4,600
Professional Services Fees	\$24,000
Data Storage/Backup	\$4,500
IT Maintenance Contract	\$12,000
Online TIP Tool Maintenance	\$9,600
Regional Bicycle and Pedestrian Trail Investment Study	\$83,980
Transportation Consultant/Modeling Services	\$36,000
VOIP Phone System	\$6,500
Scoping Study for I-44 and US 60	\$100,000
<b>Total Consultant Usage</b>	<b>\$306,180</b>

**Items to be purchased that exceed \$5,000**

Aerial Photography - \$25,000  
 GIS Licenses - \$5,000  
 IT maintenance Contract - \$12,000  
 Online TIP Tool Maintenance - \$9,600  
 Professional Services Fees - \$24,000  
 Regional Bicycle and Pedestrian Trail Investment Study - \$83,980  
 Scoping Study for I-44 and US 60 - \$100,000  
 Transportation Consultant/Modeling Services - \$36,000  
 VOIP Phone System - \$6,500

**Task 1 - OTO General Administration**

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

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

1.1 Financial Management .....	\$34,000
--------------------------------	----------

*July to June*

Responsible Agency – OTO

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

1.2 Financial Audit .....	\$7,000
---------------------------	---------

*August to December*

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2017 and report to Board of Directors.
- Implement measures as suggested by audit.

1.3 Unified Planning Work Program (UPWP) .....	\$9,000
--	---------

*January to June*

Responsible Agency – OTO

- Amendments to the FY 2018 UPWP as necessary.
- Development of the FY 2019 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.
- UPWP Quarterly Progress Reports.

1.4 Travel and Training.....	\$39,000
------------------------------	----------

*July to June*

Responsible Agency – OTO

- Travel to meetings both regionally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees.  
Possible training includes:
  - Association of MPOs Annual Conference
  - ESRI User Conference
  - Missouri GIS Conference
  - Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
  - ITE Web Seminars
  - Missouri Chapter and National, American Planning Association Conference and Activities

- Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
- Missouri Public Transit Association Annual Conference
- MoDOT Planning Partners Meetings
- GFOA
- AICP Exam
- Employee Educational Assistance
- Provide Other OTO Member Training Sessions, as needed and appropriate
- Transportation Research Board Training and Conference

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

*July to June*

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.
- Prepare contract and Memorandums of Understandings Addendums.
- Legal Services.
- Bylaw amendments as needed.

### **1.6 Electronic Support for OTO Operations ..... \$32,820**

*July to June*

Responsible Agency – OTO

- Maintain and update website [www.ozarkstransportation.org](http://www.ozarkstransportation.org).
- Maintain and update website [www.giveusyourinput.org](http://www.giveusyourinput.org).
- Maintain and update OTO Facebook and Twitter pages.
- Software updates.
- Web hosting, backup services and maintenance contracts. **Consultant Contract**
- Graphics and website design. **Consultant Contract**
- VOIP Phone System. **Consultant Contract**

### **End Products for FY 2018**

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT.
- Financial reporting to the Board of Directors.
- Calculate dues and send out statements.
- FY 2017 Audit Report.
- The FY 2019 UPWP approved by OTO Board of Directors and MoDOT.
- FY 2018 UPWP Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly content updates to websites.
- Social media postings.
- Graphics for documents.
- Revisions to OTO websites.
- Legal services.



**Tasks Completed in FY 2017**

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2017).
- Quarterly Financial Reporting to the Board of Directors (Completed June 2017).
- Dues calculated and mailed statements for FY 2018 (Completed April 2017).
- FY 2017 Audit Report (December 2017).
- FY 2018 UPWP approved by OTO Board of Directors and MoDOT (Completed June 2017).
- Staff attended various conferences and training (Completed June 2017).
- Monthly websites maintenance (Completed June 2017).
- DBE Report submitted to MoDOT (Completed October 2016 and April 2017).
- DBE Annual Goal Approved (Completed December 2016).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2016 and February 2017).
- Title VI Annual Survey submitted to MoDOT (Completed February 2017).

**Training Attended Included in FY 2017**

- MoAPA Conference
- Association of Metropolitan Planning Organizations Annual Conference
- Programming ArcGIS with Python Workshops
- OCITE Training
- FTA MPOwerment Roundtable
- MoDOT Planning Partner Meetings
- American Planning Association Annual Conference
- Basic Responder Class
- Smart Growth America Transit Lessons for Springfield
- FHWA TPM Pre-Workshop on Data Capacity
- Webinars: Road Diet, Planning Law, MPO Coordination Rule, Making the Business Case for TIM, Let's Talk Performance Webinars – Basics of Target Setting, Safety Target Settings

**Funding Sources**

Local Match Funds	\$11,232	7.7%
Federal CPG Funds	\$135,588	92.3%
<b>Total Funds</b>	<b>\$146,820</b>	<b>100.00%</b>

**Task 2 – OTO Committee Support**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
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2.1 OTO Committee Support .....	\$135,000
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*July to June*

Responsible Agency – OTO

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

2.2 Community Committee Participation .....	\$11,000
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*July to June*

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

2.4 Public Involvement.....	\$28,000
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*July to June*

Responsible Agency – OTO

- Maintain [www.GiveUsYourInput.org](http://www.GiveUsYourInput.org) with public comments posted by work product.
- Publish public notices and press releases.
- Comply with Missouri Sunshine Law requirements, including record retention.
- Annual Public Participation Plan (PPP) Evaluation.

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

Responsible Agencies – OTO and Member Jurisdictions

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

**End Products for FY 2018**

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

**Tasks Completed in FY 2017**

- Conducted Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, and Local Coordinating Board for Transit meetings (Completed June 2017).
- Conducted Congestion Management Process, TIP/STIP Project Priorities FY 2018-2022, Transportation Alternative Program, Traffic Incident Management, and Unified Planning Work Program subcommittee meetings (Completed June 2017).
- Prepared agendas and minutes (Completed June 2017).
- Documented meeting attendance for in-kind reporting (Completed June 2017).
- Staff participated in multiple community committees (Completed June 2017).
- Update of Public Participation Plan (PPP) and implementation of PPP through website and press releases (Completed June 2017).
- Public input tracked and published (Completed June 2017).
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects (Completed June 2017).

**Funding Sources**

Local Match Funds	\$4,458	2.4%
In-kind Services*	\$10,000	5.3%
Federal CPG Funds	\$174,542	92.3%
<b>Total Funds</b>	<b>\$189,000</b>	<b>100.00%</b>

\*The maximum amount of in-kind credit available to the OTO is 80% of the total value of in-kind time.<sup>29</sup>

**Task 3 – General Planning and Plan Implementation**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
<b>3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i>.....</b> <i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> <li>Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.</li> </ul>	<b>\$16,500</b>
<b>3.2 Performance Measures.....</b> <i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> <li>Coordinate with MoDOT on efforts to address national performance measures as outlined in MAP-21 and continued by the FAST Act.</li> <li>Production of an annual transportation report card to monitor the performance measures as outlined in the Long Range Transportation Plan, incorporating connections to MAP-21 performance measures.</li> </ul>	<b>\$60,500</b>
<b>3.3 Congestion Management Process Implementation .....</b> <i>July to December</i> Responsible Agency – OTO <ul style="list-style-type: none"> <li>Coordinate data collection efforts for FY 2018.</li> <li>Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.</li> <li>Use travel time data for Annual Report.</li> </ul>	<b>\$10,672</b>
<b>3.4 Federal Functional Classification Maintenance and Updates .....</b> <i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> <li>The annual call for updates will be made and requests processed.</li> <li>Other periodic requests will be processed as received.</li> </ul>	<b>\$5,300</b>
<b>3.5 Bicycle and Pedestrian Plan Implementation.....</b> <i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> <li>The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan and Regional Bicycle and Pedestrian Trail Investment Study.</li> </ul>	<b>\$15,000</b>

**3.6 Bicycle Destination Plan..... \$15,000***July to June*

Responsible Agency – OTO

- Add Christian County to current Bicycle Destination Plan to include a bicycle wayfinding plan.

**3.7 Freight Planning ..... \$5,000***July to June*

Responsible Agency – OTO

- Participate in the Southwest Missouri Freight Advisory Committee.

**3.8 Traffic Incident Management Planning..... \$5,000***July to June*

Responsible Agency – OTO

- Traffic Incident Management Action Plan Implementation.

**3.9 Air Quality Planning..... \$5,000***July to June*

Responsible Agency – OTO

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

**3.10 Hazard Environmental Assessment ..... \$10,000***July to June*

Responsible Agency – OTO

- Conduct an Environmental Assessment to identify endangered species and flood vulnerable facilities.

**3.11 Demographics and Future Projections..... \$14,000***July to June*

Responsible Agency – OTO

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

**3.12 Geographic Information Systems (GIS) ..... \$35,000***July to June*

Responsible Agency – OTO

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

**3.13 Mapping and Graphics Support for OTO Operations ..... \$16,500***July to June*

Responsible Agency – OTO

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

### **3.14 Support for Jurisdictions Plans ..... \$5,200**

*July to June*

Responsible Agency – OTO

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

### **3.15 Studies of Parking, Land Use, and Traffic Circulation ..... \$10,000**

*July to June*

Responsible Agency – OTO

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

### **3.16 Transportation Consultant/Modeling Services..... \$36,000**

*July to June*

Consultant Contract

Responsible Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan implementation.
- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.
- Determination of daily/hourly roadway capacities based on geometry.
- Analyze predictive crash rates for crash analysis.

### **3.17 Civil Rights Compliance ..... \$10,500**

*July to June*

Responsible Agency – OTO

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

### **3.18 Regional Trail Bicycle and Pedestrian Investment Study..... \$83,980**

*June to November*

Consultant Contract

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

### **3.19 Aerial Photography .....\$25,000**

*July to August*

Responsible Agency – OTO

- Cooperatively Purchase Aerial Photography with the City of Springfield, City Utilities and other

local jurisdictions. OTO's cost is approximately 11% of the overall cost of \$230,641. 100% of the OTO portion will be used for regional transportation planning.

### End Products for FY 2018

- Amendments to the LRTP as necessary.
- Bicycle Destination Plan.
- Continued implementation of Bicycle and Pedestrian Plan with report documenting accomplishments.
- Continued monitoring of attainment status.
- Demographic Report.
- Hazard/Environmental Assessment.
- Annual Transportation Report Card (includes Performance Measures).
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Additional Travel Demand Model Scenarios as needed.
- Transportation data in GIS.
- Other projects as needed.
- Semiannual DBE reporting submitted to MoDOT.
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT.
- Adopted Regional Trail Investment Study.
- Aerial Photography electronic files.
- TIM Implementation Report.

### Tasks Completed in FY 2017

- Adopted Long Range Transportation Plan (LRTP) Update.
- LRTP Five-Year Implementation Plan.
- LRTP Executive Summary.
- Traffic Incident Management Action Plan.
- Travel Demand Model Scenarios (Completed June 2017).
- Assist jurisdictions with adoption and compliance with the Major Thoroughfare Plan.
- One amendment to the Major Thoroughfare Plan (Completed February 2016).
- Recommend critical urban freight corridors to MoDOT.
- Maintenance of GIS System Layers (Completed June 2017).
- Continued Monitoring of Attainment Status (Completed June 2017).
- Performance Measure Report (Completed December 2016).
- CMP Update (Completed April 2017).
- Annual Traffic Report Card (completed in June 2017)
- LEP Update.
- Title VI/ADA Program Update.
- Regional Bicycle and Pedestrian Trail Investment Study underway with end product to be presented to Board at August 2017 meeting.

**Funding Sources**

Local Match Funds	\$29,387	7.6%
Federal CPG Funds	\$354,765	92.4%
<b>Total Funds</b>	<b>\$384,152</b>	<b>100.00%</b>



**Task 4 – Project Selection and Programming**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
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<b>4.1 FY 2018-2021 Transportation Improvement Program (TIP).....</b>	<b>\$15,000</b>
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*July to August*

Responsible Agency – OTO

- Complete and publish the 2018-2021 TIP.
  - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

<b>4.2 FY 2019-2022 Transportation Improvement Program (TIP).....</b>	<b>\$30,000</b>
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*March to June*

Responsible Agency – OTO

- Begin development of the 2019-2022 TIP.
- Conduct the Public Involvement Process for the TIP (March-August).
- Work with the TIP subcommittees (June).
- Complete Draft document.

<b>4.3 Project Programming.....</b>	<b>\$25,500</b>
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*July to June*

Responsible Agency – OTO

- Process all modifications to the FY 2017-2020 and the FY 2018-2021 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for projects.
- Award funding and program projects.
- Review Prioritization Process and Priority Projects of Regional Significance for possible updates.

<b>4.4 Federal Funds Tracking .....</b>	<b>\$4,476</b>
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*July to June*

Responsible Agency – OTO

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

<b>4.5 Online TIP Tool Maintenance .....</b>	<b>\$9,600</b>
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*July to June*

Consultant Contract

Responsible Agency – OTO

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

**End Product(s) for FY 2018**

- TIP amendments, as needed.
- Draft of the FY 2019-2022 Transportation Improvement Program.
- Approved FY 2018-2021 Transportation Improvement Program.
- Annual Listing of Obligated Projects.
- Federal Funds Balance Reports.
- Online searchable database of TIP projects.
- Award funding and program projects.
- Update Priority Projects of Regional Significance and Prioritization Process.

**Tasks Completed in FY 2017**

- Amended the FY 2017-2020 TIP numerous times (Completed June 2017).
- Annual Listing of Obligated Projects (Completed December 2016).
- Maintained fund balance information (Completed June 2017).
- Maintained online searchable database of TIP projects (Completed June 2017).

**Funding Sources**

Local Match Funds	\$6,470	7.6%
Federal CPG Funds	\$78,106	92.4%
<b>Total Funds</b>	<b>\$84,576</b>	<b>100.00%</b>

**Task 5 – OTO Transit Planning**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
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<b>5.1 Operational Planning.....</b>	<b>\$6,000</b>
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*July to June*

Responsible Agencies – OTO

- OTO staff shall support operational planning functions including surveys, analysis of headways and schedules, and development of proposed changes in transit services.
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey.

<b>5.3 Transit Coordination Plan Implementation.....</b>	<b>\$10,300</b>
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*July to June*

Responsible Agencies – OTO, Human Service Transit Providers

- Transit Coordination Plan Implementation.
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds.
- OTO staffing of the Local Coordinating Board for Transit.
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.

<b>5.4 Program Management Plan Review .....</b>	<b>\$5,000</b>
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*July to June*

Responsible Agencies – OTO

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

<b>5.5 Data Collection and Analysis.....</b>	<b>\$9,500</b>
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*July to June*

Responsible Agencies – OTO

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

<b>5.6 Community Support .....</b>	<b>\$5,000</b>
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*July to June*

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO

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

**End Products for FY 2018**

- Transit agency coordination
- Solicit for FTA funding, rank applications and program projects for FY 2019-2021 TIP.
- Special Studies
- LCBT agendas, minutes, and meetings.
- Transit Survey
- CU Transit ADA/Title VI Appeals processed.
- Data collection
- PMP review

**Tasks Completed in FY 2017**

- Transit Coordination Plan Implementation
- Solicit for FTA funding, rank applications and program projects for FY 2017-2019 TIP amendments (Completed December 2016).
- LCBT agenda, minutes, and meetings (Completed June 2017)
- Transit agency coordination
- Regional paratransit coordination
- Human Services Transportation Coordination Plan Update
- Transit Signal Priority Committee
- Survey of comparable transit agencies

**Funding Sources**

Local Match Funds	\$2,968	7.6%
Federal CPG Funds	\$35,832	92.4%
<b>Total Funds</b>	<b>\$38,800</b>	<b>100%</b>

**Task 6 – City Utilities Transit Planning (FTA 5307 Funding for City Utilities)****Work Elements****Estimated Cost****6.1 Operational Planning..... \$130,688***July to June*

Responsible Agencies – City Utilities

- Route analysis.
- City Utilities Transit grant submittal and tracking.
- City Utilities Transit collection and analysis of data required for the National Transit Database Report.
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings.
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00).

**6.2 ADA Accessibility..... \$20,000***July to June*

Responsible Agencies – City Utilities

- CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants.

**6.3 Transit Fixed Route and Regional Service Analysis Implementation..... \$10,000***July to June*

Responsible Agencies – City Utilities

- CU will implement recommendations of the Transit Fixed Route Regional Service Analysis.

**6.4 Service Planning..... \$60,000***July to June*

Responsible Agencies – City Utilities

- Collection of data from paratransit operations as required.
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01)
- Title VI service planning.

**6.5 Financial Planning..... \$53,000***July to June*

Responsible Agency – City Utilities

- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources.

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

Responsible Agencies – City Utilities

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

**6.7 Safety, Security and Drug and Alcohol Control Planning.....\$6,000***July to June*

Responsible Agencies – City Utilities

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

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

Responsible Agencies – City Utilities

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

**6.9 Program Management Plan..... \$3,000***July to June*

Responsible Agencies – City Utilities

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

**6.10 Data Collection and Analysis..... \$10,000***July to June*

Responsible Agencies – City Utilities

- Update demographics for CU's Title VI and LEP Plans.
- CU will collect and analyze, ridership data for use in transit planning and other OTO planning efforts.

**End Products for FY 2018**

- Operational Planning
- ADA Accessibility
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning
- Transit Coordination Plan
- Program Management Plan
- Data Collection & Analysis

**Tasks to Be Completed in FY 2017**

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

**Funding Sources**

CU Match Funds	\$60,138	20%
FTA 5307 Funds	\$240,550	80%
<b>Total Funds</b>	<b>\$300,688</b>	<b>100%</b>

**Task 7 – Special Studies and Projects**

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

**Work Elements****Estimated Cost****7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems**

.....\$8,306

*July to June*

Responsible Agency – OTO

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

**7.2 Grant Applications to support Livability/Sustainable Planning ..... \$6,500**

*July to June*

Responsible Agency – OTO

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

**7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan ..... \$8,500**

*July to June*

Responsible Agency – OTO

- Studies relating to projects in the Long-Range Transportation Plan.
- Work with City of Springfield to update the Growth Management and Land Use Plan.

**7.4 Scoping Study for I-44 & US 60..... \$100,000**

*July to June*

Responsible Agency – OTO and MoDOT

- A scoping study of I-44 and US 60 to determine the physical condition and capacity of the roadway, as well as current and predicted volumes based on growth resulting in the development of solutions to determine projects to place in the TIP and STIP for FY 2019-2023. (Estimated cost \$300,000)

**End Products for FY 2018**

- ITS Coordination.
- Grant Applications.
- Study for projects in the Long-Range Transportation Plan.
- Scoping Study of I-44 and US 60



**Tasks Completed in FY 2017**

- ITS Coordination (Completed June 2017).
- Worked with Springfield's Impacting Poverty Group (Completed June 2017).

**Funding Sources**

Local Match Funds	\$9,433	7.7%
Federal CPG Funds	\$113,873	92.3%
<b>Total Funds</b>	<b>\$123,306</b>	<b>100.00%</b>

**Task 8 – Transportation Demand Management**

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

<b>Work Elements</b>	<b>Estimated Cost</b>
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Coordinate Employer Outreach Activities .....	\$3,000
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*July to June*

Responsible Agencies – OTO, City of Springfield

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

Collect and Analyze Data to Determine Potential Demand .....	\$2,000
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*July to June*

Responsible Agency – OTO

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities.

**End Product(s) for FY 2018**

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

**Funding Sources**

Local Match Funds	\$382	7.6%
Federal CPG Funds	\$4,618	92.4%
<b>Total Funds</b>	<b>\$5,000</b>	<b>100.00%</b>

## Task 9 – MoDOT Transportation Studies &amp; Data Collection

**MoDOT Transportation Studies and Data Collection .....\$150,000***July to June* MoDOT Southwest District - \$150,000

Responsible Agency – MoDOT Southwest District

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

**Source of Eligible MoDOT Match**

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Center Manager	\$69,732	\$44,682	\$24,859	\$139,273	31	\$43,175
Traffic Study Specialist	\$48,696	\$29,019	\$16,145	\$93,860	43	\$40,523
Information Systems Specialist	\$39,936	\$25,592	\$14,238	\$79,766	25	\$20,021
Senior Traffic Studies Technician	\$38,556	\$24,705	\$13,745	\$77,006	60	\$46,281
Total Eligible Match						\$150,000
<b>Total Match Requested</b>						<b>\$150,000</b>

**End Products for FY 2018**

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

**Tasks Completed in FY 2017**

- Annual traffic counts within the OTO area for MoDOT roadways (Completed June 2017).
- Annual crash data (Completed June 2017).
- Speed Studies (Completed June 2017).
- Signal Timing (Completed June 2017).

**Funding Sources**

Value of MoDOT Direct Costs	\$150,000
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X 80%
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Credit amount available for local match	\$120,000
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(federal pro rata share of value of direct costs – no actual funds)

## Expenditure Summary by Work Task

	Local Funding			Federal Funding			
Task	Local Match (6.6207%)	City Utilities	In-Kind (1.0292%)	CPG (92.3501%)	5307	Total	Percent (%)
1	\$11,232			\$135,588		\$146,820	11.54%
2	\$4,458		\$10,000	\$174,542		\$189,000	14.85%
3	\$29,387			\$354,765		\$384,152	30.19%
4	\$6,470			\$78,106		\$84,576	6.65%
5	\$2,968			\$35,832		\$38,800	3.05%
6		\$60,138			\$240,550	\$300,688	23.63%
7	\$9,433			\$113,873		\$123,306	9.69%
8	\$382			\$4,618		\$5,000	.39%
TOTAL	\$64,331	\$60,138	\$10,000	\$897,323	\$240,550	\$1,272,342	100.00%
9	Value of MoDOT “Direct Cost”					\$150,000	
Total of Transportation Planning Work						\$1,422,342	

## Federal Consolidated Planning Grant (CPG) Funding FY 2018 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-8	\$1,272,342
Minus City Utilities Transit (FTA 5307 Funding)	-\$300,688
Actual Total Ozarks Transportation Organization Expenditures	\$971,654
PLUS Value of Task 8 MoDOT Direct Costs Credit	+\$150,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$1,121,654
Federal Pro-Rata share	80%*

Federal CPG Funding Eligible

**\$897,323**

\*Federal Funding as a percentage of total OTO actual transportation planning costs is actually 92.3501% (\$897,323/\$971,654).

The value of MoDOT Direct Costs allows the OTO to include an additional \$120,000 in Federal CPG funding.

## Budgeted Revenue for Actual Costs FY 2018 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$897,323
Local Match to be Provided	\$64,331
Value of In-Kind Match	\$10,000
<b>Total OTO Revenue</b>	<b>\$971,654</b>

**Total Available Federal Revenue for FY 2018 UPWP Work Activities**

(MO-81-0013) CPG Fund Balance as of 1/31/2017*	\$835,474.26
Less remaining CPG funds to be spent FY 2017	<u>\$382,378.65</u>
	\$453,095.61
 FY 2017 Estimated CPG Funds allocation	 \$570,848.00
FY 2018 Estimated CPG Funds allocation**	<u>\$582,265.00</u>
 TOTAL Estimated CPG Funds Available for FY 2018 UPWP	 \$1,606,208.61
 TOTAL CPG Funds Programmed for FY 2018	 (\$897,323.00)
<b>Remaining Unprogrammed Balance****</b>	<b>\$708,885.61</b>

\*Previously allocated, but unspent CPG Funds through 1/31/2017.

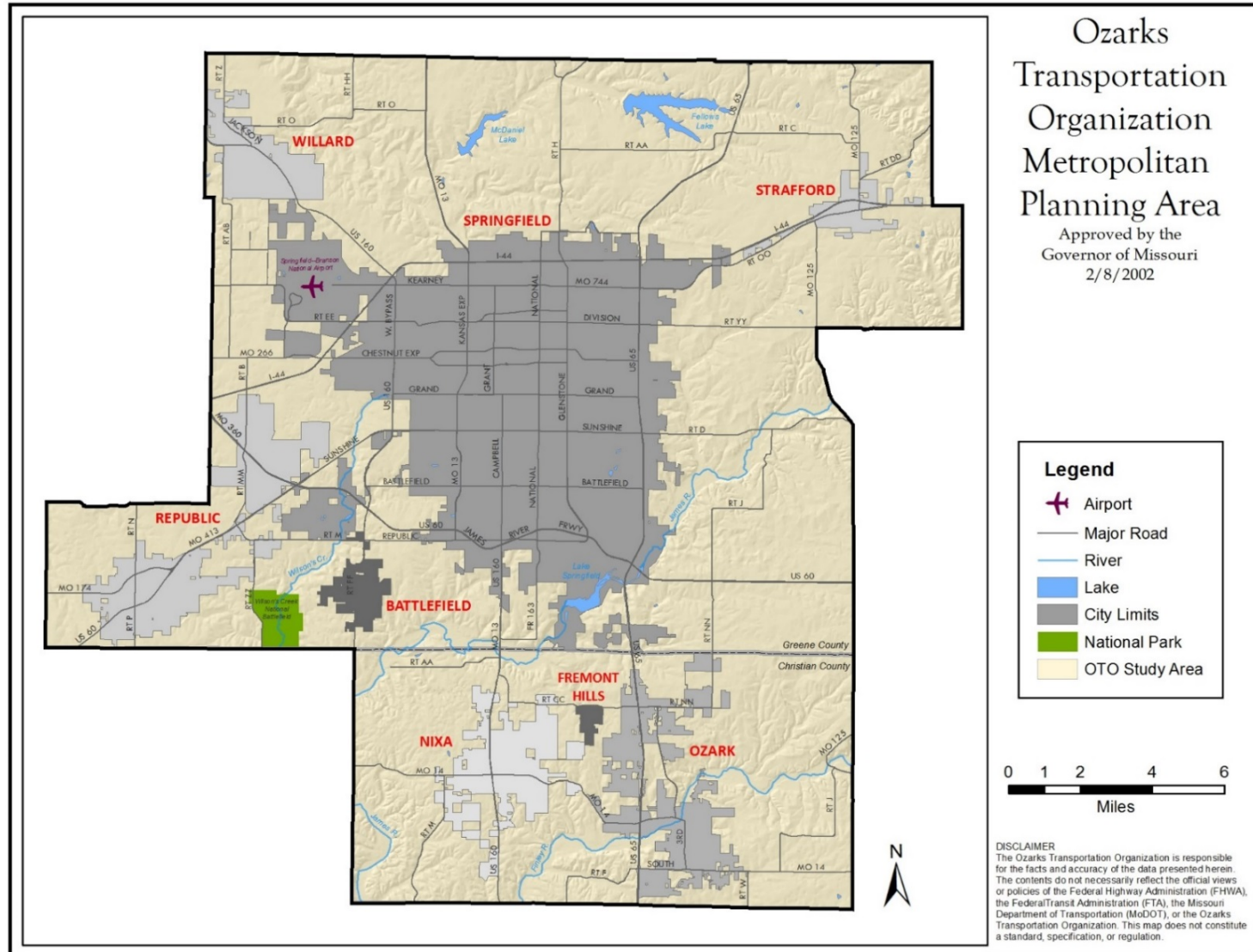
\*\*The 2018 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill.

\*\*\*\*Previously allocated but unprogrammed CPG funds.

**Justification for Carryover Balance**

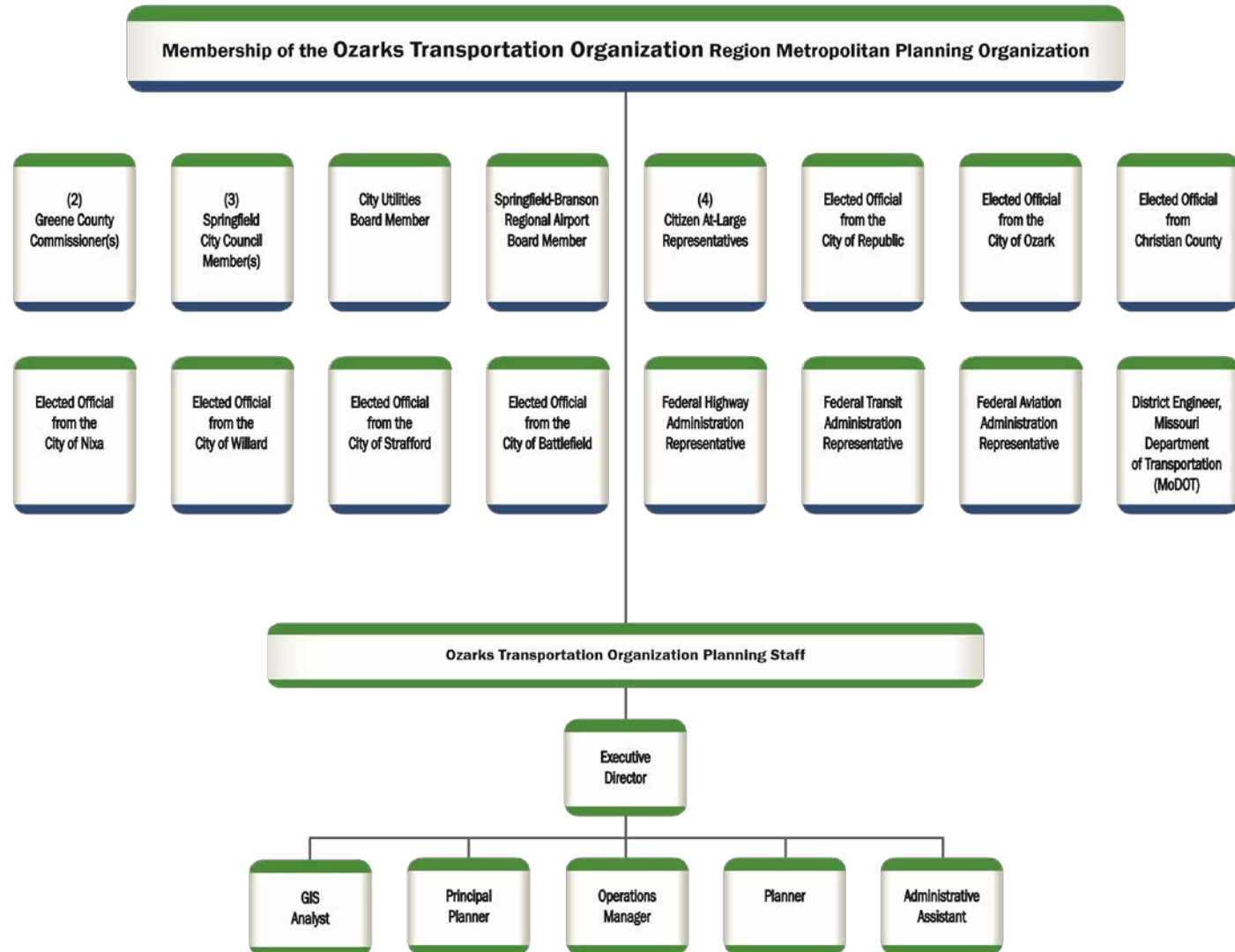
The projected carryover balance of **\$708,885.61** represents approximately 1.26 years of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. While Federal Highway funds are available upon Congressional authorization, Federal transit funds are not available until Congressional appropriation. In FY 2016, Congress delayed the full appropriation until after the beginning of the OTO fiscal year. The full combined FHWA/FTA grant amount was not known until March 2016. Therefore, MoDOT as a general rule, does not allow for FY 2018 amounts to be available until the next OTO budget year, FY 2019. Therefore, OTO must always maintain a balance of at least one years' worth of funding. The remaining carryover balance of approximately six months' worth of funding is reserved for special studies and projects.

OTO Map





OTO Organization Chart



## APPENDIX A

Fiscal Year 2018

July 1, 2017 - June 30, 2018

### OTO UPWP DETAIL

*Utilizing Consolidated Planning Grant Funds*

#### ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Proposed Budgeted Amount FY18</i>	<i>Total Budget FY18</i>	<i>Increase/ Decrease</i>
<b>Building</b>					
Building Lease	\$64,492		\$70,488		↑ \$5,996
Infill Costs	\$0		\$2,000		↑ \$2,000
Utilities	\$5,400		\$4,200		↓ \$1,200
Office Cleaning	\$3,300		\$3,300		SAME
<b>Total Building</b>		\$73,192		\$79,988	
<b>Commodities</b>					
Office Supplies/Furniture	\$12,000		\$9,500		↓ \$2,600
Publications	\$550		\$300		↓ \$250
Public Input Promotional Items	\$2,000		\$2,000		SAME
<b>Total Commodities</b>		\$14,550		\$11,800	
<b>Information Technology</b>					
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$9,000		↑ \$3,000
Data Backup/Storage	\$4,500		\$4,500		SAME
GIS Licenses	\$5,000		\$5,000		SAME
IT Maintenance Contract	\$9,000		\$12,000		↑ \$3,000
Software	\$3,000		\$3,000		SAME
Webhosting	\$800		\$1,500		↑ \$700
<b>Total Information Technology</b>		\$28,300		\$35,000	
<b>Insurance</b>					
Board of Directors Insurance	\$5,000		\$5,500		↑ \$500
Errors & Omissions	\$2,900		\$4,900		↑ \$2,000
Liability Insurance	\$1,300		\$1,700		↑ \$400
Workers Comp	\$1,200		\$1,350		↑ \$150
<b>Total Insurance</b>		\$10,400		\$13,450	
<b>Operating</b>					
Copy Machine Lease	\$3,000.00		\$4,000.00		↑ \$1,000
Dues/Memberships	\$8,000.00		\$6,000.00		↓ \$2,000
Education/Training/Travel	\$25,000.00		\$25,000.00		SAME
Food/Meeting Expense	\$4,500.00		\$4,000.00		↓ \$500
Legal/Bid Notices	\$6,000.00		\$3,500.00		↓ \$2,500
Postage/Postal Services	\$5,000.00		\$2,500.00		↓ \$2,500
Printing/Mapping Services	\$13,000.00		\$10,000.00		↓ \$3,000
Public Input Event Registrations	\$1,500.00		\$1,500.00		SAME
Staff Mileage Reimbursement	\$3,300.00		\$4,500.00		↑ \$1,200
Telephone/Internet	\$5,650.00		\$5,000.00		↓ \$650
VOIP Phone System			\$6,500.00		↑ \$6,500
<b>Total Operating</b>		\$74,950.00		\$72,500.00	

<i>Cost Category</i>	<i>Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Budgeted Amount FY18</i>	<i>Total Amount Budgeted FY18</i>	<i>Increase/ Decrease</i>
<b>Personnel</b>					
Salaries & Fringe	\$445,294		\$460,336		↑ \$15,042
Mobile Data Plans	\$2,700		\$2,700		SAME
Payroll Services	\$2,700		\$2,700		SAME
<b>Total Personnel</b>		\$450,694		\$465,736	
<b>Services</b>					
Aerial Photography	\$0		\$25,000		↑ \$25,000
Audit	\$7,000		\$4,600		↓ \$2,400
Professional Services	\$24,000		\$24,000		SAME
Regional Bicycle and Pedestrian Trail Investment Study	\$150,000		\$83,980		↓ \$66,020
TIP Tool Maintenance	\$9,600		\$9,600		SAME
TIP Tool Software	\$25,000		\$0		↓ \$25,000
Transportation Consultant/Modeling Services (Formerly Travel Time Runs and Travel Model)	\$12,000		\$36,000		↑ \$24,000
Scoping Study for I-44 and US 60	\$0		\$100,000		↑ \$100,000
Travel Model Consultant	\$20,000		\$0		↓ \$20,000
<b>Total Services</b>		\$247,600		\$283,180	
		\$899,686		\$961,654	
In-Kind Match, Donated					
Member Attendance at Meetings	\$10,000		\$10,000	\$10,000	SAME
<b>TOTAL OTO Expenditures</b>		<b>\$909,686</b>		<b>\$971,654</b>	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$89,500		\$150,000		↑ \$60,500
<b>TOTAL OTO Budget</b>		<b>\$999,186</b>		<b>\$1,121,654</b>	
<b>Direct Outside Grant</b>					
CU Transit Salaries*	\$216,000		\$300,688		
<b>TOTAL EXPENDITURES</b>		<b>\$1,215,186</b>		<b>\$1,422,342</b>	↑ \$207,156

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

#### ESTIMATED REVENUES

##### **Ozarks Transportation Organization Revenue**

Consolidated FHWA/FTA PL Funds	\$799,349		\$897,323		
Local Jurisdiction Match Funds	\$100,337		\$64,331		
In-kind Match, Meeting Attendance**	\$10,000		\$10,000		
MoDOT Direct Service Match**	\$89,500		\$150,000		
<b>Total Ozarks Transportation Organization Revenue</b>		<b>\$999,186</b>		<b>\$1,121,654</b>	↑ \$122,468

##### **Direct Outside Grant**

City Utilities Transit Planning					
FTA 5307	\$172,800		\$240,550		
City Utilities Local Match	\$43,200		\$60,138		
<b>Total Direct Outside Grant</b>		<b>\$216,000</b>		<b>\$300,688</b>	
<b>TOTAL REVENUE</b>		<b>\$1,215,186</b>		<b>\$1,422,342</b>	

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

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

**APPENDIX B****FY 2018**

July 1, 2017 - June 30, 2018

**ANTICIPATED CONSULTANT USAGE**

<i>Cost Category</i>	<i>Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Budgeted Amount FY18</i>
Aerial Photography			\$25,000
Audit	\$7,000		\$4,600
Professional Services Fees	\$24,000		\$24,000
Data Storage/Backup	\$4,500		\$4,500
IT Maintenance Contract	\$9,000		\$12,000
Online TIP Tool	\$9,600		\$9,600
Online TIP Tool Software	\$25,000		\$0
Regional Bicycle and Pedestrian Trail Investment Study	\$150,000		\$83,980
Scoping Study for I-44 & US 60	\$0		\$100,000
Travel Time Runs and Traffic Counts	\$12,000		\$0
Travel Model Consultant	\$20,000		\$0
Transportation Consultant/Modeling Services (Formerly Travel Time Runs and Travel Model) combined			\$36,000
VOIP Phone System			\$6,500
<b>Total Consultant Usage</b>		<b>\$261,100.00</b>	<b>\$306,180.00</b>

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

### **3.14 Support for Jurisdictions Plans ..... \$5,200**

*July to June*

Responsible Agency – OTO

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

### **3.15 Studies of Parking, Land Use, and Traffic Circulation..... \$10,000**

*July to June*

Responsible Agency – OTO

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

### **3.16 Transportation Consultant/Modeling Services..... \$36,000**

*July to June* **Consultant**

**Contract** Responsible

Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan implementation.
- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.
- Determination of daily/hourly roadway capacities based on geometry.
- Analyze predictive crash rates for crash analysis.

### **3.17 Civil Rights Compliance ..... \$10,500**

*July to June*

Responsible Agency – OTO

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

### **3.18 Regional Trail Bicycle and Pedestrian Investment Study..... \$63,980**

*November to June*

**Consultant Contract**

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

### **3.19 Aerial Photography .....\$25,000**

*July to August*

Responsible Agency – OTO

- Cooperatively Purchase Aerial Photography with the City of Springfield, City Utilities and other

**Task 9 – MoDOT Transportation Studies & Data Collection****MoDOT Transportation Studies and Data Collection ..... \$91,679***July to June*

MoDOT Southwest District - \$91,679

Responsible Agency – MoDOT Southwest District

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

**Source of Eligible MoDOT Match**

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Center Manager	\$69,732	\$44,682	\$24,859	\$139,273	15	\$20,891
Traffic Study Specialist	\$48,696	\$29,019	\$16,145	\$93,860	30	\$28,158
Information Systems Specialist	\$39,936	\$25,592	\$14,238	\$79,766	10	\$7,977
Senior Traffic Studies Technician	\$38,556	\$24,705	\$13,745	\$77,006	45	\$34,653
Total Eligible Match						\$91,679
<b>Total Match Requested</b>						<b>\$91,679</b>

**End Products for FY 2018**

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

## Expenditure Summary by Work Task

	Local Funding			Federal Funding			
Task	Local Match (10.214%)	City Utilities	In-Kind (1.1742%)	CPG (88.6118%)	5307	Total	Percent (%)
1	\$16,721			\$130,099		\$146,820	12.74%
2	\$11,524		\$10,000	\$167,476		\$189,000	16.40%
3	\$41,469			\$322,683		\$364,152	31.60%
4	\$9,632			\$74,944		\$84,576	7.34%
5	\$4,419			\$34,381		\$38,800	3.37%
6		\$60,138			\$240,550	\$300,688	26.09%
7	\$2,654			\$20,652		\$23,306	2.02%
8	\$569			\$4,431		\$5,000	0.43%
TOTAL	\$86,988	\$60,138	\$10,000	\$754,666	\$240,550	\$1,152,342	100.00%
9	Value of MoDOT “Direct Cost”					\$91,679	
Total of Transportation Planning Work						\$1,244,021	

## Federal Consolidated Planning Grant (CPG) Funding FY 2018 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-8	\$1,152,342
Minus City Utilities Transit (FTA 5307 Funding)	-\$300,688
Actual Total Ozarks Transportation Organization Expenditures	\$851,654
PLUS Value of Task 8 MoDOT Direct Costs Credit	+\$91,679
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$943,333
Federal Pro-Rata share	80%*

Federal CPG Funding Eligible **\$754,666**

\*Federal Funding as a percentage of total OTO actual transportation planning costs is actually 88.6118% (\$754,666/\$851,654).

The value of MoDOT Direct Costs allows the OTO to include an additional \$73,343 in Federal CPG funding.

## Budgeted Revenue for Actual Costs FY 2018 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$754,666
Local Match to be Provided	\$86,988
Value of In-Kind Match	\$10,000
<b>Total OTO Revenue</b>	<b>\$851,654</b>

## APPENDIX A

Fiscal Year 2018

July 1, 2017 - June 30, 2018

### OTO UPWP DETAIL

*Utilizing Consolidated Planning Grant Funds*

#### ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Proposed Budgeted Amount FY18</i>	<i>Total Budget FY18</i>	<i>Increase/ Decrease</i>
<b>Building</b>					
Building Lease	\$64,492		\$70,488		↑ \$5,996
Infill Costs	\$0		\$2,000		↑ \$2,000
Utilities	\$5,400		\$4,200		↓ \$1,200
Office Cleaning	\$3,300		\$3,300		SAME
<b>Total Building</b>		\$73,192		\$79,988	
<b>Commodities</b>					
Office Supplies/Furniture	\$12,000		\$9,500		↓ \$2,600
Publications	\$550		\$300		↓ \$250
Public Input Promotional Items	\$2,000		\$2,000		SAME
<b>Total Commodities</b>		\$14,550		\$11,800	
<b>Information Technology</b>					
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$9,000		↑ \$3,000
Data Backup/Storage	\$4,500		\$4,500		SAME
GIS Licenses	\$5,000		\$5,000		SAME
IT Maintenance Contract	\$9,000		\$12,000		↑ \$3,000
Software	\$3,000		\$3,000		SAME
Webhosting	\$800		\$1,500		↑ \$700
<b>Total Information Technology</b>		\$28,300		\$35,000	
<b>Insurance</b>					
Board of Directors Insurance	\$5,000		\$5,500		↑ \$500
Errors & Omissions	\$2,900		\$4,900		↑ \$2,000
Liability Insurance	\$1,300		\$1,700		↑ \$400
Workers Comp	\$1,200		\$1,350		↑ \$150
<b>Total Insurance</b>		\$10,400		\$13,450	
<b>Operating</b>					
Copy Machine Lease	\$3,000.00		\$4,000.00		↑ \$1,000
Dues/Memberships	\$8,000.00		\$6,000.00		↓ \$2,000
Education/Training/Travel	\$25,000.00		\$25,000.00		SAME
Food/Meeting Expense	\$4,500.00		\$4,000.00		↓ \$500
Legal/Bid Notices	\$6,000.00		\$3,500.00		↓ \$2,500
Postage/Postal Services	\$5,000.00		\$2,500.00		↓ \$2,500
Printing/Mapping Services	\$13,000.00		\$10,000.00		↓ \$3,000
Public Input Event Registrations	\$1,500.00		\$1,500.00		SAME
Staff Mileage Reimbursement	\$3,300.00		\$4,500.00		↑ \$1,200
Telephone/Internet	\$5,650.00		\$5,000.00		↓ \$650
VOIP Phone System			\$6,500.00		↑ \$6,500
<b>Total Operating</b>		\$74,950.00		\$72,500.00	



<i>Cost Category</i>	<i>Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Budgeted Amount FY18</i>	<i>Total Amount Budgeted FY18</i>	<i>Increase/ Decrease</i>
<b>Personnel</b>					
Salaries & Fringe	\$445,294		\$460,336		↑ \$15,042
Mobile Data Plans	\$2,700		\$2,700		SAME
Payroll Services	\$2,700		\$2,700		SAME
<b>Total Personnel</b>		\$450,694		\$465,736	
<b>Services</b>					
Aerial Photography	\$0		\$25,000		↑ \$25,000
Audit	\$7,000		\$4,600		↓ \$2,400
Professional Services	\$24,000		\$24,000		SAME
Regional Bicycle and Pedestrian Trail Investment Stud	\$150,000		\$63,980		↓ \$86,020
TIP Tool Maintenance	\$9,600		\$9,600		SAME
TIP Tool Software	\$25,000		\$0		↓ \$25,000
Transportation Consultant/Modeling Services (Formerly Travel Time Runs and Travel Model)	\$12,000		\$36,000		↑ \$24,000
Travel Model Consultant	\$20,000		\$0		↓ \$20,000
<b>Total Services</b>		\$247,600		\$163,180	
		\$899,686		\$841,654	
In-Kind Match, Donated					
Member Attendance at Meetings	\$10,000		\$10,000	\$10,000	SAME
<b>TOTAL OTO Expenditures</b>		<b>\$909,686</b>		<b>\$851,654</b>	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$89,500		\$91,679		↑ \$2,179
<b>TOTAL OTO Budget</b>		<b>\$999,186</b>		<b>\$943,333</b>	
<b>Direct Outside Grant</b>					
CU Transit Salaries*	\$216,000		\$210,000		
<b>TOTAL EXPENDITURES</b>		<b>\$1,215,186</b>		<b>\$1,153,333</b>	↓ \$66,149
Notes * Cost includes federal and required 20% matching funds.					
<b>ESTIMATED REVENUES</b>					
<b>Ozarks Transportation Organization Revenue</b>					
Consolidated FHWA/FTA PL Funds	\$799,349		\$754,666		
Local Jurisdiction Match Funds	\$100,337		\$86,988		
In-kind Match, Meeting Attendance**	\$10,000		\$10,000		
MoDOT Direct Service Match**	\$89,500		\$91,679		
<b>Total Ozarks Transportation Organization Revenue</b>		<b>\$999,186</b>		<b>\$943,333</b>	↓ \$61,849
<b>Direct Outside Grant</b>					
City Utilities Transit Planning					
FTA 5307	\$172,800		\$168,000		
City Utilities Local Match	\$43,200		\$42,000		
<b>Total Direct Outside Grant</b>		<b>\$216,000</b>		<b>\$210,000</b>	
<b>TOTAL REVENUE</b>		<b>\$1,215,186</b>		<b>\$1,153,333</b>	

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

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

**APPENDIX B****FY 2018**

July 1, 2017 - June 30, 2018

**ANTICIPATED CONSULTANT USAGE**

<i>Cost Category</i>	<i>Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Budgeted Amount FY18</i>
al Photography			\$25,000
Audit	\$7,000		\$4,600
Professional Services Fees	\$24,000		\$24,000
Data Storage/Backup	\$4,500		\$4,500
IT Maintenance Contract	\$9,000		\$12,000
Online TIP Tool	\$9,600		\$9,600
Online TIP Tool Software	\$25,000		\$0
Regional Bicycle and Pedestrian Trail Investment Study	\$150,000		\$63,980
Travel Time Runs and Traffic Counts	\$12,000		\$0
Travel Model Consultant	\$20,000		\$0
Transportation Consultant/Modeling Services (Formerly Travel Time Runs and Travel Model) combined			\$36,000
VOIP Phone System			\$6,500
<b>Total Consultant Usage</b>		<b>\$261,100.00</b>	<b>\$186,180.00</b>

**TAB 7**

**TECHNICAL PLANNING COMMITTEE AGENDA 9/20/2017; ITEM II.E.**

**Performance Measures Subcommittee**

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

**AGENDA DESCRIPTION:**

MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments with this national policy:

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

With this, seven national performance goals were established for the Federal-aid highway program. From these seven goals, fifteen performance measures were developed for which states, MPOs, and transit agencies are required to set targets and monitor progress. OTO has already established targets for Transit Asset Management. The next targets to be set are for Safety and additional targets for roadway asset management and system performance will also be required within the next year. All of these targets require regular review. A matrix for implementation is included herein.

OTO staff is seeking a subcommittee to review data and select performance targets in compliance with the FAST Act. OTO may choose to adopt the MoDOT State Targets or may choose to develop more regionally focused targets. Once targets are established, OTO must ensure the long range transportation plan and the transportation improvement program are in compliance.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

It is requested that a Performance Measures Committee of five to seven members be appointed by the Technical Planning Committee.

# DRAFT MoDOT FAST Act/ MAP-21 Performance Requirements Matrix

Basic Information			Target Setting			Reporting Requirements	
Who	Functional Area	Performance Measures	Targets Reported Where	Targets By When	Targets Reported How Often	Reported Where	Reported How Often
MPO	Transit	Equipment (non-revenue service vehicles) State of Good Repair (SGR) Target - Percentage of Vehicles that have met or exceeded their Useful Life Benchmark (ULB)	to State and transit agency	June 30, 2017 initially	With each MTP or TIP update	MTP/ TIP	With each MTP or TIP update
MPO	Transit	Facilities SGR Target - Percentage of Facilities with an asset class rated below 3.0 on the TERM Scale (FTA's Transit Economic Requirements Model with 5 being excellent)	to State and transit agency	June 30, 2017 initially	With each MTP or TIP update	MTP/ TIP	With each MTP or TIP update
MPO	Transit	Infrastructure (rail, fixed guideway, track, signals, and systems) SGR Target - Percentage of Guideway Directional Route Miles with Performance Restrictions by Class	to State and transit agency	June 30, 2017 initially	With each MTP or TIP update	MTP/ TIP	With each MTP or TIP update
MPO	Transit	Rolling Stock SGR Target - Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB	to State and transit agency	June 30, 2017 initially	With each MTP or TIP update	MTP/ TIP	With each MTP or TIP update
MPO	Safety	Number of Fatalities	to State DOT	February 27, 2018	Annually	MTP/ TIP	With each MTP or TIP update
MPO	Safety	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	to State DOT	February 27, 2018	Annually	MTP/ TIP	With each MTP or TIP update
MPO	Safety	Number of Serious Injuries	to State DOT	February 27, 2018	Annually	MTP/ TIP	With each MTP or TIP update
MPO	Safety	Rate of Fatalities per 100 million VMT	to State DOT	February 27, 2018	Annually	MTP/ TIP	With each MTP or TIP update
MPO	Safety	Rate of Serious Injuries per 100 million VMT	to State DOT	February 27, 2018	Annually	MTP/ TIP	With each MTP or TIP update
MPO	Bridge	Percentage of NHS Bridges Classified as in Good Condition	to State DOT	November 16, 2018	Every 4 years *Every 2 years if State DOT adjusts targets	MTP/ TIP	With each MTP or TIP update
MPO	Bridge	Percentage of NHS Bridges Classified as in Poor Condition	to State DOT	November 16, 2018	Every 4 years *Every 2 years if State DOT adjusts targets	MTP/ TIP	With each MTP or TIP update
MPO	Pavement	Percentage of Pavements of the Interstate System in Good Condition	to State DOT	November 16, 2018	Every 4 years *Every 2 years if State DOT adjusts targets	MTP/ TIP	With each MTP or TIP update
MPO	Pavement	Percentage of Pavements of the Interstate System in Poor Condition	to State DOT	November 16, 2018	Every 4 years *Every 2 years if State DOT adjusts targets	MTP/ TIP	With each MTP or TIP update
MPO	Pavement	Percentage of Pavements of the non-Interstate NHS in Good Condition	to State DOT	November 16, 2018	Every 4 years *Every 2 years if State DOT adjusts targets	MTP/ TIP	With each MTP or TIP update
MPO	Pavement	Percentage of Pavements of the non-Interstate NHS in Poor Condition	to State DOT	November 16, 2018	Every 4 years *Every 2 years if State DOT adjusts targets	MTP/ TIP	With each MTP or TIP update
MPO	Planning	All	System Performance Report in MTP		With each MTP update	MTP	With each MTP update
MPO	Planning	All	Anticipated effect of the TIP toward achieving targets identified in MTP		With each TIP update	TIP	With each TIP update
MPO	Planning						With each MTP update

**TAB 8**

# Transportation Hearing Shows Local Governments Don't Want to Manage Missouri's Lettered Roads

By: Jason Taylor, Missouri.net

Posted: Aug 25, 2017 05:57 PM CDT

Updated: Aug 25, 2017 06:02 PM CDT



JEFFERSON CITY, Mo. -- A panel created by the Missouri Legislature this year held a three-hour hearing on the road in Springfield this week.

During the first part of the 21st Century Transportation Task Force meeting, there was plenty of interest in a presentation by a representative from the North Carolina Chamber of Commerce. Gary Salamido explained how the legislature in his state passed bills that allowed for \$2.6 billion to be raised for transportation needs over two years.

Missouri lawmakers won't be able to accomplish the same feat on their own. The Hancock Amendment requires voter approval before taxes or fees can be increased more than a certain annual limit, which now exceeds \$84 million.

The Missouri Department of Transportation has calculated that an additional \$825 million is needed every year to adequately fund the state's roads.

The meeting finished with a parade of local officials and business interests expressing their thoughts on transportation issues.

And if the rest of the state is anything like southwest Missouri, there's no interest in transferring lettered roadways to local control. The move is often brought up on the state level as a way to downsize what amounts to the seventh largest road system in the country.

In 1952, the legislature passed a one cent fuel tax increase from 2 to 3 cents and agreed to take over maintenance of many county roads, which today are signed with letters. At 19,042 miles, lettered roads make up well over half of the 34,000 miles maintained by the state.

Springfield Mayor Ken McClure was first up to argue against localizing maintenance of lettered roads. He said it negatively impact cities and counties. "That merely passes the financial burden of the decaying roads onto local governments, and they are already hindered by unfunded needs," said McClure.

Greene County Presiding Commissioner Bob Cirtin weighed in next on the issue. He said shifting upkeep of lettered roads to counties would endanger the jurisdictions. "This could bankrupt some of the counties, just this one thing. Please, please do not let that happen." Cirtin pegged the cost of maintaining lettered roads in Greene County at \$4 million.

Sara Fields, executive director of the metropolitan planning group Ozarks Transportation Organization, was cool to the idea. "We do not support the state absolving itself of responsibility for roads to the counties and cities," said Fields. "We believe that MoDOT has the track record of delivering great projects and the capability of maintaining the roads with some needed revenue increase."

And Christian County Commission Ray Weter struck a skeptical tone when he inquired about the expense of managing the roadways. "The state, MoDOT...are they going to transfer equipment to the county? Are they going to transfer personnel to the county?"

At least one bill in the legislature this year, from Republican Senator Rob Schaaf of St. Joseph, called for lettered roads to be transferred from state to county control. The measure included language to send funding to cover the accompanying costs.

During the hearing, Transportation Task Force Chairman Kevin Corlew (R-Kansas City), noted the Hancock Amendment prevents the legislature from sending an unfunded mandate back to the local counties.

A comparison to all surrounding states shows that Missouri is impacted by its maintenance of lettered roads. Even Illinois, which has more than twice as many residents, manages less than half the miles of roadway.



# Speeding Plays an Even Bigger Role in Traffic Deaths Than We Thought, Say Feds

The National Transportation Safety Board wants governments to crack down on speeding, which claims as many traffic deaths as drunk driving. But the hard question is: How?

BY: [Daniel C. Vock](#) | August 14, 2017

A new study out of Washington is rarely a cause for celebration, but many traffic safety groups are excited about a forthcoming report that highlights the big role speeding plays in traffic deaths.

The study comes from the National Transportation Safety Board, an agency best known for its investigations of deadly plane crashes and train derailments. The NTSB has also been a force behind safety innovations, like air bags in cars and graduated driver's licenses for teen drivers.

Researchers have actually underestimated how often speed is a factor in fatal crashes, according to a [summary](#) of the report, which will be released in full in coming weeks. That's significant, considering that speed is already one of the most widely reported causes of deadly crashes. In 2015, for example, it was identified as a factor in roughly as many traffic deaths (9,557) as alcohol (9,306) or people not wearing seat belts (9,874).

But the NTSB went further, by urging traffic engineers to rethink how they set speed limits and for states and localities to use speed cameras more often. NTSB wants law enforcement agencies to mount a national anti-speeding campaign, akin to "Click It or Ticket" for seatbelt use. The agency also wants carmakers to install features to alert drivers when they're going over the speed limit and maybe even slow them down automatically.

It's an ambitious plan, requiring major changes by private industry and by all levels of government. But safety advocates welcomed the broad-based approach. "The biggest thing for us was the way that the report highlights speed as big of a problem as it is. It's often something that's overlooked," says Russ Martin, the director of government relations for the Governors Highway Safety Association. "It's a traffic safety problem on par with drunk driving, and we hope that can dedicate resources to preventing speeding the same way we do that for drunk driving."

Emiko Atherton, the director of the National Complete Streets Coalition, is one of the authors of that group's annual "Dangerous by Design" reports, which show how street design encourages drivers to go too fast and cause fatal or harmful crashes. Advocates such as Atherton have been talking about the role of speed in crashes for a long time, but they don't have the national reach that NTSB does, she says. "For this nationally appointed board to come out and say, 'Speeding is one of the primary factors in traffic fatalities,' is huge."

Indeed, advocacy groups have long been concerned about speeding, and those concerns have only grown in recent years.

The United Nations declared a "Decade of Action for Road Safety" in 2011 and later specified that it wants to reduce worldwide road deaths by 50 percent by 2020. One of its main emphases is reducing speeds. "Speed is at the core of the road traffic injury problem," the World Health Organization wrote.

Closer to home, the uptick in roadway deaths in the last two years has spurred interest in approaches like [Vision Zero](#), which hopes to end traffic fatalities. The approach relies heavily on redesigning streets to slow vehicle speeds where other users, like cyclists, pedestrians or transit riders, are present.

But the shift also comes as traffic engineers and others challenge, or at least re-examine, assumptions about travel speed and safety that have shaped their policies for decades.

## The Dangers of Speeding

In 1964, researcher David Solomon published a study for the federal government that is relied on to this day. Solomon concluded that crash rates were highest at very low speeds, lowest at average speeds and higher again at above-average speeds. “Thus,” he wrote, “the greater the variation in speed of any vehicle from the average speed of all traffic, the greater its chance of being involved in an accident.”

So, to reduce crashes, engineers designed roads that move traffic efficiently, without a lot of stop-and-go that would increase the speed differential between vehicles. The same philosophy affected how state and local governments set speed limits. The federal government recommends that officials rely on the “85th percentile” rule to set speed limits, meaning the limits should be high enough that 85 percent of drivers travel under the speed even when no speed limit signs are posted.

Solomon’s research, though, had serious limitations. Most glaringly, it was all conducted on rural highways (but not freeways). And Solomon’s report did not examine alcohol use or seatbelt use, which have drawn significant attention in the half-century since. His report looked at road design, but only when it came to road widths and the number of intersections and driveways per mile (which, he said, showed the “benefits of controlling access to the highway”). Finally, Solomon’s report also focused exclusively on people traveling in vehicles, not pedestrians or cyclists that also use the roadway.

So this summer, NTSB’s researchers echoed what many safety experts have been saying: It’s hard to determine whether speed causes crashes, as Solomon suggested, because of other factors that might be at play too, such as the road type, driver’s age, alcohol and the design of the road. But what is clear, as even Solomon pointed out, is that speed has a big impact when crashes do occur. “The relationship between speed and injury severity is consistent and direct,” the NTSB researchers wrote.

In fact, a 5 percent cut in average traffic speed can result in a reduction of 30 percent in the number of fatal crashes, according to the World Health Organization.

The NTSB pointed out that high speeds were “especially critical for pedestrians,” because they have no protection in vehicle crashes. That echoes findings from the AAA, the automobile association, in a [2011 report](#), which showed how pedestrians’ risk of death from a vehicle crash rose dramatically as the speed of the vehicle increased by seemingly small increments.

The risk of a pedestrian dying is 10 percent when the vehicle striking them is going 23 mph; if the vehicle is going 32 mph, the walker has a 25 percent chance of dying. Half of pedestrians die when the car or truck is going 42 mph, three-quarters die when vehicles are traveling 50 mph and 90 percent die when vehicles reach 58 mph.

## A Push for Speed Cameras

One of NTSB’s most controversial recommendations is to increase the use of speed cameras, which are often unpopular with the public and met with skepticism by state lawmakers. Seven states ban the cameras altogether, 15 restrict their use and 28 have no law explicitly authorizing the automated enforcement. Several states also [limit](#) the amount of revenue cities can collect from speeding fines.

All told, 142 jurisdictions in 14 states and the District of Columbia use speed cameras, which is only a third of the number that use red-light cameras.

The federal safety researchers [argued](#) that states ought to explicitly authorize speed cameras. They say limiting where cameras can be used to school zones or work zones, for example, also limits the effectiveness of the devices in making roads safer.

Studies show that speed cameras do reduce both speeds and accidents, the NTSB researchers noted. They pointed to [a 2010 analysis](#) of 28 speed camera deployments. In every case, using speed cameras reduced crashes. The size of the reduction varied from 8 percent to 49 percent, while severe crashes that caused serious injuries or deaths dropped 11 percent to 44 percent.





Martin, from the governor's highway safety group, says officials are getting better at developing speed camera policies that avoid the types of controversy that have surrounded them in the past. One key to that is making sure that the traffic cameras are being used to promote safety more than to raise revenue, he says. Governments need to publicize that they are using the cameras and emphasize that they want to deter people from speeding.

"It's just a question of getting all of the details right and making the case to the public that these programs are here for a reason, and we're doing the right thing," Martin says.

## Setting Speed Limits

But enforcement only goes so far, especially if the speed limits on roads are too high. Since 2012, though, states largely have been moving to raising speed limits, rather than decreasing them. In 2012, only Utah and Texas had top speed limits of 80 mph or more, but by 2016, five more states joined them. By comparison, in 2012, 16 states had top speed limits of 55 to 65 mph; by last year, that number fell to 10.

Maximum Speed Limits: 2017

 65 mph or less  70 mph  75 mph  80-85 mph

SOURCE: [IIHS](#); current as of August 2017

Maximum Speed Limits: 2012

 65 mph or less  70 mph  75 mph  80-85 mph

SOURCE: [GHSA "Speeding and Aggressive Driving"](#); published March 1, 2012

NOTE: States set different limits for urban roadways, rural roadways and limited access roads. Some also allow speed limits to be set higher on limited segments if traffic studies support it. Maximum speed limits shown are the single highest limits among any type of roadway within a state.

At the other end of the spectrum, many cities, like New York City, don't control the speed limits on their own city roads; the state does. So when New York wanted to lower the citywide speed limit from 30 mph to 25 mph, it had to lobby Albany to make the change.

But NTSB took aim at another problem with how speed limits are set: the commonly-used 85th percentile rule inspired by Solomon's 1964 study. (Some jurisdictions set speed limits by law. A city, for example, can set a citywide speed limit for residential streets, a different one for main thoroughfares and a third limit for highways. The 85th percentile rule, though, only applies in areas where jurisdictions rely on engineering studies to set their speed limits.)

"Raising speed limits to match the 85th percentile speed can result in unintended consequences," the NTSB researchers wrote. One of those problems is that, by setting the speed limit so high, it can actually encourage drivers (most of whom would otherwise go slower than the new speed limit) to go even faster. That effect can even last once drivers leave the area with the new speed limit.

Plus, the researchers said "there is not strong evidence" that setting the speed limit at the 85th percentile actually results in the lowest crash rates.

In effect, the 85th percentile method assumes that most motorists are reasonable and drive prudently to avoid crashes and dangerous situations. But research (and most drivers' experience) shows that's not always the case.

Despite the drawbacks, the approach does have many benefits. A 2012 Federal Highway Administration [report](#) explained that the method is "also attractive because it reflects the collective judgment of the vast majority of drivers." In general, laws should not make people acting reasonably into law-breakers. "Setting a speed limit even 5 mph below the 85th percentile speed can make almost half the drivers illegal; setting a speed limit 5 mph above the 85th percentile speed will likely make few additional drivers legal."

So the NTSB suggested that the federal government change its rules for how states and localities set speed limits. Jurisdictions that set their speed limits with engineering studies should take into account, not only the average speed of motorists, but also the conditions of the road, development along the road, parking, the presence of pedestrians and the crash history of the area.

What About Road Design?

Even stricter speed limits might not be enough. Jeff Lindley, the associate executive director for Institute for Transportation Engineers, says motorists can feel that speed limits are arbitrary if the design of the road doesn't match the speed limit. A straight road with wide lanes and a median signals to drivers that they can go fast, even if there's a lower speed limit to protect pedestrians or other vulnerable users of the road. If you give drivers a ticket on that type of road, they'll likely say they are going a reasonable speed and just keeping up with traffic, he says.

So, increasingly, traffic engineers are trying to design roads that reflect the needs of all users, not just motorists. "The design of a facility can help send the message of what the proper speed is and encourage people to drive at that speed rather than a faster speed," Lindley says.

The NTSB report did not explore the issue of road design, and that's a missed opportunity, says Atherton, the director of the National Complete Streets Coalition. "You have to pair speed limits with physical traffic-calming measures for them to be effective," she says. "Just lowering the speed limits is insufficient."

One of the NTSB commissioners asked the agency's researchers during their presentation why road design wasn't emphasized in the report. One of the authors said that other publications, like street designs by the National Association of City Transportation Officials (NACTO) and the Federal Highway Association already explained in great detail how to improve road design to improve safety.

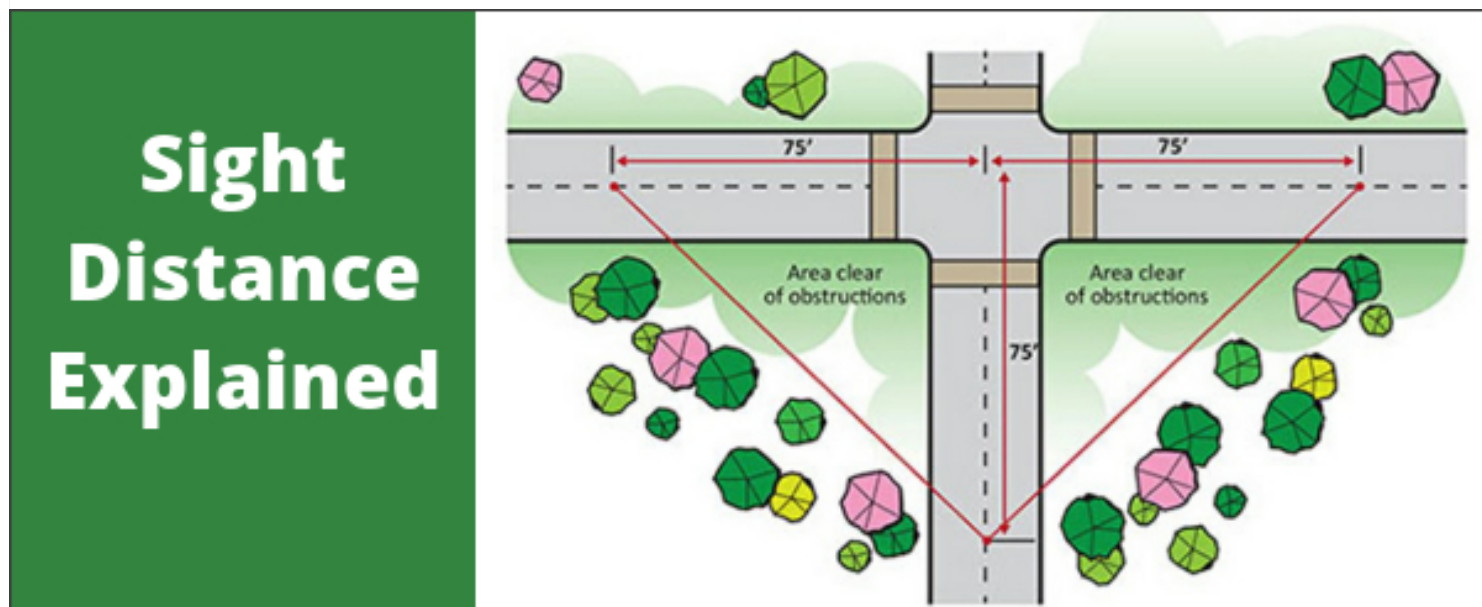
And Lindley, from the Institute for Transportation Engineers, says there's a growing awareness in the engineering industry of the need to design roads for all users, which frequently requires including traffic calming features. That's especially true for new projects, even though many dangerous existing roads, like suburban arterials, will be harder to retrofit.

Last year, in fact, the ITE [began](#) embraced the goal of achieving zero traffic deaths and began promoting Vision Zero, which encourages changes to roadways to slow down traffic. The fact that traffic fatalities started climbing, after years of decreases, drove the point home.

"[Fatalities] are at or approaching 40,000. That's a huge number. It's an unacceptable number," he says. "There is a recognition that what we've been doing to focus on safety [is] not having the desired effect. That opens the door to doing something different. Vision Zero is a very different approach to safety."

This article was printed from: <http://www.governing.com/topics/transportation-infrastructure/gov-speeding-traffic-deaths-ntsb-study.html>

# Sight Distance Explained



By Jonah Finkelstein, EIT

According to the American Association of State Highway and Transportation Officials' (aka AASHTO) A Policy on Geometric Design of Highways and Streets (aka the Green Book), "The designer (of a roadway) should provide sight distance of sufficient length that drivers can control the operation of their vehicles to avoid striking an unexpected object in the traveled way." In an attempt to demystify my industry – it means that a motorist should be able to see cars, deer, kids, etc. in intersections or roadways in enough time to stop before hitting them.

This sight distance explanation can be further broken down depending on the specific movement the vehicle is making as well as the location of the vehicle in the roadway. Below are some of AASHTO's sight distance definitions with a quick summary of what it means (in hopefully a less jargony way):

## Roadway Sight Distances

### Passing Sight Distance

- "The passing driver should be able to see a sufficient distance ahead, clear of traffic, so the passing driver can decide whether to initiate and to complete the passing maneuver without cutting off the passed vehicle before meeting an opposing vehicle that appears during the maneuver."
- Enough sight distance should be provided to assure drivers have sufficient sight distance to perform a safe passing maneuver without cutting off any vehicles.

### Stopping Sight Distance

- AASHTO – “The available sight distance on a roadway should be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.”
- Sight distance along a roadway should provide enough distance for a driver to come to a complete stop after seeing a condition requiring the stop.

### Decision Sight Distance

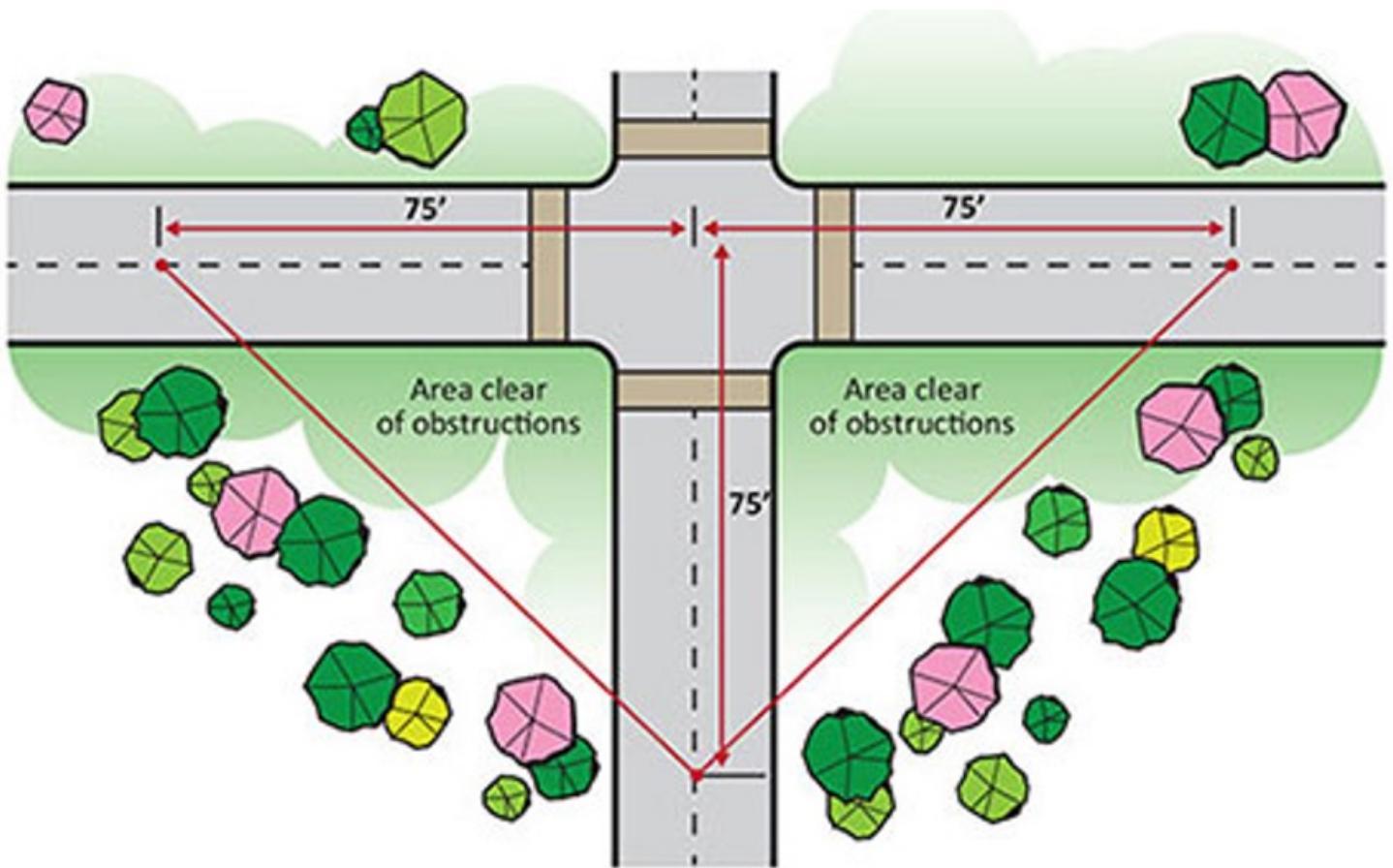
- “Decision sight distance is the distance needed for a driver to detect an unexpected or otherwise difficult-to-perceive information source or condition in a roadway environment that may be visually cluttered, recognize the condition or its potential threat, select an appropriate speed and path, and initiate and complete complex maneuvers”
- This is much like Stopping Sight Distance however occurs in cluttered and more difficult driving areas, such as interchanges or areas with heavy signage. It assures drivers that enough sight distance is provided to notice a condition requiring a stop in a more complex environment, select a path to proceed or stop, and then complete the chosen maneuver safely.

### Intersection Sight Distances (Sight Triangles)

A Sight Triangle is similar to standard sight distance, however is located at an intersection. The distance is defined as a triangle, as each leg of the intersection requires sufficient sight distance to the adjacent approaches creating a triangle. See Figure 1 below for a sight triangle example.

Figure 1: Sight Triangle Example





<http://www.landscapes2.org/transportation/circulation/20-Intersections.cfm>

### Approach Sight Triangles

- “Each quadrant of an intersection should contain a triangular area free of obstructions that might block an approaching driver’s view of potentially conflicting vehicles. The length of the legs of this triangular area, along both intersecting roadways, should be such that the driver can see any potentially conflicting vehicles in sufficient time to slow or stop before colliding within the intersection”
- Sight distance should be provided along intersection approach legs to allow drivers to view potential conflicting vehicles/objects on the intersecting roadway, and complete a safe stopping maneuver.

### Departure Sight Triangles

- “(Departure sight triangles) provides sight distance sufficient for a stopped driver on a minor-road approach to depart from the intersection and enter or cross the major road.”
- The sight distance for a stopped vehicle, at an intersection junction, should be enough for the vehicle to view conflicting vehicles/objects approaching on the adjacent/crossing roadway to proceed on or through the intersection without conflict.



Providing sufficient sight distance measures along roadways and intersections is a pretty clear cut way to improve the safety of roadways, intersections, and pedestrian crossings and benefits all users of our transportation system.



### Jonah Finkelstein, EIT

Jonah is a traffic engineer with Spack Consulting, an engineering services company that is part of the Spack Enterprise family of companies.

He previously worked as a project engineer at Alliant Engineering. Currently he leads traffic signal services and traffic studies for clients and is a regular contributor to MikeOn Traffic.

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(<http://www.mikeontraffic.com/85th-percentile-speed-explained/>)

October 27, 2016

In "Data"

# Responding to Roundabout Concerns



**B**y Jonah Finkelstein, EIT

Roundabouts have readily been adopted in most European countries, but are still relatively new to North American drivers. The benefits of roundabouts are numerous, but sometimes the biggest road block to implementing them is addressing the concerns of agencies and the public.

During this year's Joint ITE/CITE 2017 Annual Meeting and Exhibit in Toronto, I attended a breakout session discussion about responding to common roundabouts concerns. During this discussion, Steve van De Keere, the Director of Transportation for the Region of Waterloo in Ontario, Canada discussed his experience with the department of transportation's (DOT) hesitation of installing roundabouts on state roadways. The following list was compiled through a survey put forth to State DOTs listing their top concerns:

**Liability.** Concerns with respects to liability in the case of vehicular or pedestrian accidents.

**Lack of Design Standards.** Concerns with respect to relatively new design standards that have not experienced the test of time as much as signalized intersection.

**Unsure if Safe.** Concerns with safety, especially with respect to vehicle-pedestrian accidents.

**Unsure if Efficient.** Concerns that a roundabout is not the correct traffic control device and that if volume increases the roundabout will become inefficient.

**Drivers won't Learn Safe Operation.** Concerns that drivers will not learn safe roundabout operation, specifically with respect to two-by-two roundabouts.

Steve van De Keere also shared his thoughts on responding to the above concerns, which included the following:

**Use Existing Examples and Data.** There are plenty of roundabouts in operation throughout the world which can be referenced to help overcome concerns. Find similar roundabouts to the one being proposed to show how a roundabout is the proper traffic control device for the specific intersection. One example is with crash rates. Crash rates are three times lower at roundabouts when compared to a signalized Intersection.

**Visit Existing Roundabouts.** Bring interested parties to existing roundabouts to walk and drive the intersections. This helps grow familiarity and remove concern caused by unfamiliarity of the traffic control device.

**Work with the Media.** Work with the media to present the positives of roundabouts and how it can be a beneficial traffic device to a community. This helps increase driver understanding as well as demystify the roundabout.

One additional technique that Spack Consulting has used, is creating a model of the roundabout to be used with small toy cars (think Matchbox or Hot Wheel cars) and allow the public to interact with the model during public forums. This type of visual aid is helpful in creating a dialogue with the public and allow transportation professionals the opportunity to see how the roundabout would work in very specific examples.

Have you run into any concerns with respect to roundabouts installation? We would love to hear about your experience and responses to these concerns in the comment section below.



### **Jonah Finkelstein, EIT**

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# SOUTHEAST MISSOURIAN

## MoDOT director: Gas-tax increase would be 'quickest way' to fund roads and bridges

Friday, August 18, 2017

By Mark Bliss ~ Southeast Missourian

A gas-tax increase would be the “cheapest and quickest way” to boost funding for Missouri’s roads and bridges, the state’s transportation director said Thursday.

Director Patrick McKenna made that comment during a visit to Cape Girardeau.

McKenna said he is “encouraged” a state legislative task force is discussing transportation needs and how to fund them. The task force of state lawmakers is expected to make recommendations to the full Legislature by Jan. 1.

Twenty-six states have raised their gas tax in the last four years, McKenna said after speaking to about 30 people at the Southeast Missouri Pachyderm Club at Dexter Bar-B-Que.

McKenna told the Republican crowd Missouri last increased its fuel tax in 1996.

The state gas tax totals 17 cents per gallon.

But over the last 20 years, the purchasing power of Missouri’s gas tax has dropped to 8 cents because of inflation and improving fuel economy of vehicles, according to the state agency.

At the same time, the cost of asphalt, concrete and steel has doubled, the Missouri Department of Transportation said on its website.

Missourians pay a relatively small amount per month for roads and bridge, McKenna said.

The average Missouri motorist pays about \$360 a year in state and federal transportation taxes and fees, far less than the average Missourian pays for cellphone service, he said.

Missouri’s transportation revenue totaled almost \$2.5 billion in fiscal 2016, McKenna said. Nearly two-thirds of that revenue came from state user fees, including the fuel tax. Federal funds accounted for the other third, he said.

Missouri has the seventh-largest transportation network in the nation but ranks 47th nationally in revenue per mile, he said.

“That is a challenge,” McKenna said.

Still, he said MoDOT has worked hard to maintain its roads and bridges. According to McKenna, Missouri’s roads and bridges rank 12th best in the nation, and MoDOT has the second-lowest administration costs of all state transportation departments.

“That is a pretty good ranking for us,” he said.

McKenna said MoDOT seeks to make the best use of its available funding.

The state borrowed \$4 billion between 2000 and 2010 in an effort to upgrade many of its roads and bridges, he said. Some of the debt has been restructured, but it won’t be completely retired until 2033, according to McKenna.

The financial move has helped MoDOT improve roads and bridges, but it won’t fund all of its road and bridge needs, he said.

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# How Kansas City , Mo., Is Snuffing Out Potholes Before They Appear

BY: [Skip Descant](#) | August 2, 2017

Street conditions in Kansas City, Mo., are bound to improve in coming years thanks to the development of “pothole prediction” technology. Using various data streams, work crews are able focus on more preventative maintenance — stopping the pothole before it starts — rather than a full-scale street repair after a pothole has occurred.

“What we wanted to do is find a way to generate real ROI [return on investment],” said Chief Innovation Officer Bob Bennett, explaining the thinking behind developing the pothole prediction program, currently in pilot phase.

The second reason for developing the program, he added, “was to engage not just our city staff at the mayoral level, but at the operator level — the guy who actually interfaces with human beings at our city streets level. And that’s potholes.”

The project uses existing traffic cameras to provide data related to traffic volume and other metrics, such as the age of the pavement, while also considering weather and other anomalies like traffic accidents or department maintenance to anticipate when a section of street will fail.

“Instead of having them [traffic cameras] provide just pictures back to my traffic operations center, they will be analyzed pictures,” Bennett explained.

The program, currently being tested on about six arterial, high-traffic-volume streets, relies on software upgrades rather than the installation of new equipment, which could be prohibitively expensive. And using existing equipment also means the city isn’t purchasing new equipment, finding new power sources or undergoing other hurdles.

“Public Works is managing the maintenance based on the algorithm on those streets and comparing results with six control streets,” said Bennett.

The approach is similar to the one taken in 2015 when Kansas City launched a mobile payment plan for its 1,500 parking meters. Drivers in Kansas City only needed to download the Parkmobile app, which lets drivers pay parking meters via their smart phones — and alerts them when the time is running out. Parkmobile is used by dozens of cities nationwide.

Just as Parkmobile uses existing parking meters, the pothole predictor plan also takes advantage of existing infrastructure.

“So that again, I’m taking advantage of existing infrastructure, and ‘smartifying’ it,” said Bennett. Kansas City maintains some 6,400 miles of streets across 318 square miles on an annual budget of only about \$8 million, which Bennett said means the city currently repairs or resurfaces about 20 to 25 miles of streets a year.

Preventive maintenance will stretch that money further, allowing the city to cover 35 to 45 miles of streets a year.

This new preventive maintenance effort allows the city to find a way to predict problem areas “where we know the next problem is going to be,” said Bennett. “And by doing that as routine maintenance, we are able to use materials, and we’re able to use equipment that we have allocated toward these types of tasks. We’re just doing it more intelligently now.”