



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

MAY 17, 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, May 17, 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 March 15, 2017 Meeting Minutes Tab 1
(1 minute/Coltrin)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MARCH 15,
2017 MEETING MINUTES**

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

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

E. Staff Report
(5 minutes/Fields)

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

F. MoDOT Update
(5 minutes/Miller)

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

G. Legislative Reports
(5 minutes/Legislative staff)

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

II. New Business

A. MoDOT Draft FY 2018-2022 STIP.....Tab 2
(10 minutes/Fields)

The MoDOT Draft Statewide Transportation Improvement Program has been released for public comment. A copy is included for review.

TECHNICAL COMMITTEE ACTION REQUESTED TO ENDORSE THE DRAFT FY 2018-2022 STIP

B. Updated Priority Projects of Regional SignificanceTab 3
(10 minutes/Fields)

Prior to commencing the prioritization process for the FY 2019-2023 STIP, a revision to the Priority Projects of Regional Significance Map is needed. The projects to be prioritized will be taken from this listing.

**TECHNICAL COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE
UPDATED PRIORITY PROJECTS OF REGIONAL SIGNIFICANCE TO THE OTO BOARD OF
DIRECTORS**

C. Amendment Number Five to *Transportation Plan 2040*Tab 4
(5 minutes/Longpine)

The funding projections for *Transportation Plan 2040* are proposed to be revised in order to more accurately reflect updated MoDOT projections.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
AMENDMENT NUMBER FIVE TO *TRANSPORTATION PLAN 2040*.**

D. Amendment Number Six to *Transportation Plan 2040*Tab 5
(5 minutes/Longpine)

MoDOT has requested to add the expansion of I-44 to the Fiscally Constrained Project List of *Transportation Plan 2040*.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
AMENDMENT NUMBER SIX TO *TRANSPORTATION PLAN 2040*.**

E. Amendment Number Seven to *Transportation Plan 2040*Tab 6
(5 minutes/Longpine)

A Major Thoroughfare Plan amendment has been requested by the City of Springfield in order to change Grant Avenue between Grand and Norton from a Principal Arterial to a Secondary Arterial.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF
AMENDMENT NUMBER SEVEN TO *TRANSPORTATION PLAN 2040*.**

F. Amendment Number Six to the FY 2017-2020 TIPTab 7
(5 minutes/Longpine)

There is one change included with Amendment Number Six to the FY 2017-2020 Transportation Improvement Program which is included for member review.

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

G. Administrative Modification Number Two to the FY 2017-2020 TIPTab 8
(5 minutes/Longpine)

There are five modifications that have been administratively approved by staff. Please see the attached materials for more information.

NO ACTION REQUESTED - INFORMATIONAL ONLY

H. Federal Funds Balance ReportTab 9
(10 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

I. OTO 2017 Public Participation Plan.....Tab 10
(10 minutes/Faucett)

Staff will present the new Draft 2017 Public Participation Plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE 2017 PUBLIC PARTICIPATION PLAN TO THE BOARD OF DIRECTORS

J. FY 2018 DBE Program GoalTab 11
(5 minutes/Fields)

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

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

K. Administrative Modification Number 1 to the FY 2017 UPWP.....Tab 12
(5 minutes/Fields)

An Administrative Modification to the FY 2017 UPWP was approved to increase the funding for MoDOT provided direct costs to match federal planning funds.

NO ACTION REQUIRED – INFORMATIONAL ONLY

L. Administrative Modification Number 1 to the FY 2018 UPWP.....Tab 13
(5 minutes/Fields)

An Administrative Modification to the FY 2018 UPWP was approved to modify financial tables to more accurately reflect federal and local share of funding.

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

C. Articles for Technical Planning Committee Member Information Tab 14

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, July 19, 2017 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments and Enclosure:

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

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

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

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

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

TAB 1

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
March 15, 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. Frank Miller, MoDOT
Mr. Eric Claussen, City of Springfield (a)	Mr. David O'Connor, City of Willard (a)
Mr. King Coltrin, City of Strafford	Mr. Jeremy Parsons, City of Ozark (a)
Ms. Dawn Gardner, City of Springfield (a)	Mr. Jason Ray, SMCOG
Ms. Rachael Garrett, City of Republic (a)	Mr. Jeff Roussell, City of Nixa
Mr. Adam Humphrey, Greene County	Mr. Andrew Seiler, MoDOT
Mr. Tom Johnson, Missouri State University	Mr. Kelly Turner, City Utilities Transit
Mr. Kirk Juranas, City of Springfield (Co-Chair)	Ms. Eva Voss, MoDOT
Mr. Joel Keller, Greene County (a)	Mr. Todd Wiesehan, Christian County

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Kent Morris, Greene County Planning
Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. David Brock, City of Republic	Mr. Frank Schoneboom, City of Battlefield
Mr. Randall Brown, City of Willard	Mr. Jeremiah Shuler, FTA Representative (a)
Mr. Justin Coyan, Springfield Chamber of Commerce	Ms. Mary Lilly Smith, City of Springfield
Mr. Rick Emling, R-12 School District (a)	Ms. Janette Vomund, MoDOT
Mr. Martin Gugel, City of Springfield (Co-Chair)	Mr. Terry Whaley, Ozark Greenways
Mr. Nicholas Konen, BNSF	
Mr. Bradley McMahon, FHWA	

Others present were: Ms. Miranda Beadles, Christian County; Ms. Paula Brookshire, City of Springfield (a); Mr. Duke Leggett, MoDOT; Mr. Carl Carlson, Olsson Associates; Mr. Keith Ray Mackie, Senator Bob Dixon's Office; Mr. Bill Killian, Killian Construction Co.; Mr. Dwayne Holden, Custom Metalcraft; Mr. Larry Childress; Mr. Bill Killian, Mr. Greg Graves, Mr. Gerald Andrews, Ms. Brenda Cirtin, Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Lonepine, and Mr. Andy Thomason, Ozarks Transportation Organization.

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

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Juranas moved approval of the March 15, 2017 Technical Planning Committee agenda. Mr. Wiesehan seconded the motion and it was unanimously approved.

C. Approval of the January 18, 2017 Meeting Minutes

Mr. Juranas moved approval of the minutes of the January 18, 2017 Technical Committee Meeting. 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 noted that staff had attended a meeting at MoDOT in Jefferson City on March 9, 2017. She added that they were informed that the Cost Sharing program was being reinstated at \$10 million this year (FY 2018), \$15 million next year (FY 2019), and \$25 million the following two years (FY 2020; 2021). At this time, there are no details, but applications will be out later this year. She stated the OTO is expecting it to mirror the Missouri Moves program.

Ms. Fields stated that OTO staff had planned to present the Critical Freight Corridors that the Committee had recommended and the Board had approved. She added that MoDOT presented an option of a “floating” corridor. For example, one year Kearney Street might be designated as a CFC and the next, a road in Kansas City or St. Louis. She stated all of the details had not been lined out, but the OTO will be meeting with MoDOT to discuss this proposal. Ms. Fields stated she thought this might be a good option for the OTO, as we are currently competing for the designations with the larger cities, and this proposal might be a benefit to all of us.

Ms. Fields stated staff was instructed that the next time the OTO prioritizes projects, studies need to be included. She said this has not been done in the past, but it will need to be part of the future planning as these studies will be coming out of the Urban allocation.

Ms. Fields announced that Ms. Parks has accepted the position of Finance Director for the City of Republic and will be leaving the OTO. She added if anyone knows of someone who may be interest in this opening, the information can be found on the OTO’s website.

F. MoDOT Update

Frank Miller stated MoDOT has been working on the draft Statewide Transportation Improvement Projects (STIP). He said the STIP is currently in draft mode and will be made public once it goes to the Commission in May.

Mr. Juranas asked if Mr. Miller knew when the criteria for the Cost Share Program would be available. Mr. Miller responded he believed the information would be released in May, noting there is some discussion about considering multiple years at a time. For example, if an entity is planning on a project for 2020, they may need to submit the application this year.

G. Legislative Reports

Dan Waddlington updated the Committee on what Senator Blunt is currently working on. He indicated Congress has not discussed transportation, but the President has reiterated he wants an infrastructure program. He said recently he was in another County in Missouri and they indicated that they were in great need of a County jail, which is also infrastructure. He said once the discussion begins on infrastructure, there will be intense competition for projects. He added that what is still not known is a funding source.

Jeremy Pruett indicated that the House has been working on the health care issue. He said Mr. Long is still attempting to work with all of the members of the House.

Mr. Waddlington added that Senator Blunt is the Chair of the Senate Appropriations Subcommittee on Aviation. He stated all of the funding for aviation will go through this Committee.

II. New Business

A. Congestion Management Process

Andy Thomason stated that the Technical Planning Committee had reviewed this information at their January 2017 meeting, but due to the volume of information that had been presented, the Committee wanted this item held over to this meeting. Mr. Thomason briefly reviewed the information that had been distributed in the packet, noting not all roads were reviewed. He said federal law dictates that the national highway system and principle arterials be included in the review. He said portions of National Avenue and Kearney Street were included in the review. He added this process evaluates congestion based on (1) volume-to-capacity ratio, (2) average travel delay, (3) accident frequency, and (4) intersection level of service measures. Normally, where three or more measures show unsatisfactory performance, congestion exists. In addition, the study must also determine if an impact is being made on congestion.

Mr. Thomason said it is difficult to compare 2012 to 2016, as several changes were made in how congestion was measured. He said that moving forward, it will be easier to make comparisons and see if there has been improvement. Ms. Garrett asked what type of special analysis was performed. Mr. Thomason outlined the process that was used for the analysis.

Following additional discussion, Mr. Juranas moved to recommend the Board of Directors approve the Congestion Management Process: Congestion Monitoring and Strategy Evaluation, dated February 2017. Mr. Miller seconded the motion and it was unanimously approved.

B. US 60 East Major Thoroughfare Plan Amendment Request

Sara Fields stated the Board of Directors had been asked to consider a new intersection at Highland Springs and US 60. She added the TPC had appointed a subcommittee to review this request. During the course of their review, it was decided they needed to review the land use plan for this area. She noted the petition had indicated the potential for commercial development, while the current land use plan shows residential uses. Ms. Fields said that the City of Springfield is in the process of updating their land use plan for this area

and the subcommittee believed it would be best to defer this issue until that study had been completed.

Mr. Juranas asked when it was anticipated this study would be done. Ms. Gardner responded that she did not know, as the RFQ had not been released at this time.

Mr. Artman moved to recommend to the Board of Directors this issue be deferred until the Springfield Growth Management and Land Use study is updated. Mr. Turner seconded the motion and it was unanimously approved.

C. Amendment Number Three to the Long Range Transportation Plan

Natasha Longpine stated this proposed amendment is the first of two the Committee will be asked to approve. She noted this was the design standards which were originally adopted with Journey 2030. She said staff developed a design standards booklet that would stand alone from the plan and that could be printed and distributed separately. In an effort to be consistent with both documents, it was discovered there were some inconsistencies that need to be corrected. Ms. Longpine reviewed the proposed changes that had been distributed in the packet.

Mr. Wiesehan indicated that the rule of no residential drives permitted on the rural collector would create some concerns for Christian County. Following a brief discussion, Mr. Wiesehan moved the proposed be amended to state that residential drives are discouraged, with 200 feet separation desired, if there is no alternate access. Mr. Roussell seconded the motion and it was unanimously approved.

Mr. Wiesehan moved the Technical Planning committee recommend *Transportation Plan 2040* Amendment Three as amended, to the Board of Directors. Mr. Roussell seconded the motion and it was unanimously approved.

D. Amendment Number Four to the Long Range Transportation Plan

Natasha Longpine stated the OTO had received a request to add a project to the Transportation Improvement Program, which necessitates its being added to the Long Range Transportation Plan. She added it was originally believed that the project could be completed with local funds. However, the Special Road District has received monies from FEMA, SEMA, and partnered with Christian County and the City of Ozark, therefore, the project has increased in scope, and added bicycle and pedestrian accommodations. This necessitates the use of federal funds; therefore, the project needs to be added to the Long Range Transportation Plan, and in turn, the Transportation Improvement Program.

Ms. Voss moved the Technical Planning Committee recommend *Transportation Plan 2040* Amendment Four to the Board of Directors. Mr. Roussell seconded the motion and it was unanimously approved.

E. Amendment Numbers Four and Five to the FY 2017-2020 TIP

Natasha Longpine stated there were ten changes that were being proposed to the current TIP. She noted that due to time constraints, the Board of Directors would be having an E-Meeting on March 24, 2017, to consider Amendment Four. She added this amendment is for the annual guard rail and cable repair program. Ms. Longpine reviewed the nine

amendments contained in Amendment Five, noting a revised packet had been distributed at their places.

Mr. Juranas moved to recommend FY 2017-2020 Transportation Improvement Amendment Numbers Four and Five to the Board of Directors. Mr. Mueller seconded the motion and it was unanimously approved.

F. FY 2018 Unified Planning Work Program

Sara Fields stated the Unified Planning Work Program is the agreement the OTO makes with MoDOT annually for the work to be performed for the federal allocated funds provided for OTO's operation. She reviewed the information that had been distributed to the Committee in their packet and noted this was solely for OTO's operations and the work that will be completed.

Mr. Turner said City Utilities receives 5307 funds (federal) each year and CU has the discretion as to how it will be allocated. He stated some of the funds may even be used for operations assistance. He noted that the match is an 80/20, except for funds used for operations. That match is 50/50. He said when the Utility began budgeting for 2018, they made the determination to use more of the funds for planning, so as to maximize the 80/20 match. He distributed a handout which indicated how these funds will be utilized, noting it is the same work elements, just differing amounts.

Ms. Fields clarified that the monies for City Utilities are not funneled through the OTO, but must be reported as part of the UPWP budget and the TIP.

Mr. Juranas moved the Technical Committee recommend approval of the FY 2018 UPWP, including the amendment from City Utilities, to the Board of Directors. Ms. Voss seconded the motion and it was unanimously approved.

G. OTO Growth Trends Report

David Faucett reviewed the report on Growth Trends for this area, which had been included in the packet the Committee had received. He indicated this report is based on the most recent census data and building permit information collected from area jurisdictions. This report covers the OTO service area and the counties of Christian, Dallas, Greene, Polk, and Webster.

Mr. Faucett noted this report was for informational purposes only and no action was required. He added that if there is additional information the Committee would like to have included in this report, to please let him know.

H. LRTP Executive Summary

Natasha Longpine stated the Long Range Transportation Plan Executive Summary had been placed at the members' places. She indicated this summary was developed to highlight and condense portions of the *Transportation Plan 2040*. She asked the Committee to review this plan and let staff know if there was additional information that should be included in this summary.

Ms. Longpine noted this was for informational purposes only and no Committee action was required.

I. Regional Trail Investment Study Update

Andy Thomason reviewed for the Committee the history and the work that has been accomplished to date on the regional trail study. He noted that a list of the members of the Regional Trail Investment Study Group had been placed at their places. He stated the consultant and staff would be conducting two community workshops in April. These will be held on April 19 and 20, with the first being at the Library Station in Springfield and the second at the OC in Ozark. In June, staff will be showing the public some of the priority trails that are being considered for development. The locations for these meetings have not been determined at this time.

Mr. Thomason noted this was for informational purposes only and no Committee action was required.

J. Funding Opportunity Subcommittee

Natasha Longpine stated staff is requesting volunteers to serve on the Funding Opportunity Subcommittee, which is a recommendation of the Long Range Transportation Plan. She said the Committee will be looking at the needs in our area, the needs outlined in the LRTP, and then for opportunities to fund those needs.

Mr. Turner moved to appoint the following members to serve on the Funding Opportunity Subcommittee: Jeff Roussell, Kirk Juranas, King Coltrin, Kelly Turner, and Adam Humphrey. Mr. Miller stated someone from MoDOT would also serve on this subcommittee. Mr. Parsons seconded the motion and it was unanimously approved.

K. TIP Subcommittee

Natasha Longpine stated this subcommittee would need to meet twice between March and August. She said the first meeting would be reviewing the current priorities and the second would be reviewing funding.

Mr. Humphrey moved to appoint the following members to serve on the Transportation Improvement Plan Subcommittee: David O'Connor, Jeff Roussell, Eva Voss, Frank Miller, Jeremy Parsons, Andrew Seiler, Todd Wiesehan, Rachel Garrett, and Dawne Gardner. Mr. O'Connor seconded the motion and it was unanimously approved.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. O'Connor stated that the City of Willard had hired Brad Gray as the new City Administrator. He stated he is a native of Willard and recently returned to this area after spending several years in management positions in various locations.

Mr. Miller stated MoDOT has a campaign called, "Buckle Up-Phones Down." He said it is aimed at distracted driving and trying to get the public to wear their seat belts and not use their cell phones while driving. He said they are also trying to get other agencies to adopt these policies. He encouraged the members of OTO to review this policy and consider adopting them for their agencies.

Sara Fields said she had a copy of this policy and would send it to all the members of the Committee.

Mr. Humphrey invited everyone to join Greene County on March 23 for the open house for the Kansas Extension project. He said it will be held at Wanda Gray Elementary School from 6:00 pm to 8:00 pm.

Mr. Humphrey outlined the next phases of the project, stating construction should begin in the Summer of 2018.

B. Transportation Issues for Technical Planning Committee Member Review

Mr. Juranas stated he believed that MoDOT was discussing beginning the resurfacing work on Highway 65 in June or July. The contractor for this project is Millstone Weber from St. Louis, Missouri.

C. Articles for Technical Planning Committee Member Information

Mr. Coltrin said there had been some articles provided in the packet for the Committee's review and encouraged them to review them when they had an opportunity.

Adjournment

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

TAB 2

TECHNICAL COMMITTEE AGENDA 5/17/2017; ITEM II.A.

2018-2022 Draft Statewide Transportation Improvement Program (STIP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Each year, the Missouri Department of Transportation adopts a Statewide Transportation Improvement Program (STIP). The STIP is a listing of projects that will be completed over the next five years. The 2018 to 2022 Draft STIP was presented at the May 11, 2016 Missouri Highways and Transportation Commission Meeting and is expected to be adopted at the June 29th meeting.

The OTO Technical Planning Committee and Board of Directors worked to prioritize projects for recommendation to be placed in the STIP. This prioritized list was given to MoDOT in December 2016.

After developing an asset management plan to ensure that the roadways could be maintained, projects to improve safety and relieve congestion could be programmed. The roadways and the bridges in the OTO have been determined to be overall good condition and several pavement improvements are included in the Draft STIP. There are also several new projects from the OTO prioritized list that are included in the Draft STIP. These projects represent 6 of the 17 projects prioritized by OTO including:

- Additional lanes on **Highway 14** from 22nd to 32nd, west of US 65 in Ozark. (FY21)
- Roadway Improvements on **160** in Christian County from AA to CC (FY22) and Safety Improvements at **160** and FR157 and FR 192 (FY19)
- **160** expansion to four lanes from I-44 to AB in Willard (FY19)
- **ITS** Improvements (FY19)
- ADA Improvements/**Sidewalks**
- **I-244** Designation planned as soon as possible

Last Year the following 8 projects were added:

- Adding lanes to three sections of **Highway 14** from US 65 to NN in Ozark (FY19), and 160 East to Ridgecrest in Nixa (FY20) and 160 West to Nicholas in Nixa (FY19)
- Adding lanes to **BR65/South Street** in Ozark to Third Street (FY18)
- Adding lanes on **US65** from Evans to CC (FY18)
- Adding lanes on **James River Freeway** from National to Glenstone
- Improving pavement and ramps on I-44, US65 and James River Freeway to advance the **I-244** Interstate Designation
- Adding lanes on **160** from I-44 to FR94 toward Willard
- Intersection Improvements to include:
 - South Street and 14 in Ozark (FY18)
 - 160 and Tracker (FY19)
 - 160 and Northview (FY19)
 - I-44 and 125 (FY18)
 - Kansas Expressway and Sunset (FY21)

- Kansas Expressway and Walnut Lawn (FY21)
- Roundabout at Republic Road and Republic High School Entrance (FY18)
- Remaining Intersections yet to be programmed individually

Other projects of interest include:

- Relocation of Eastgate east of US65 (FY18)
- Sound Walls along James River Freeway between Fremont and Glenstone (FY19)

The projects listed in the STIP for the OTO area (SW Urban) will be incorporated into the Draft OTO 2018-2021 Transportation Improvement Program. MoDOT is requesting review and comment on the 2018-2022 STIP as part of the process to work in collaboration with its planning partners to develop the transportation improvement program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

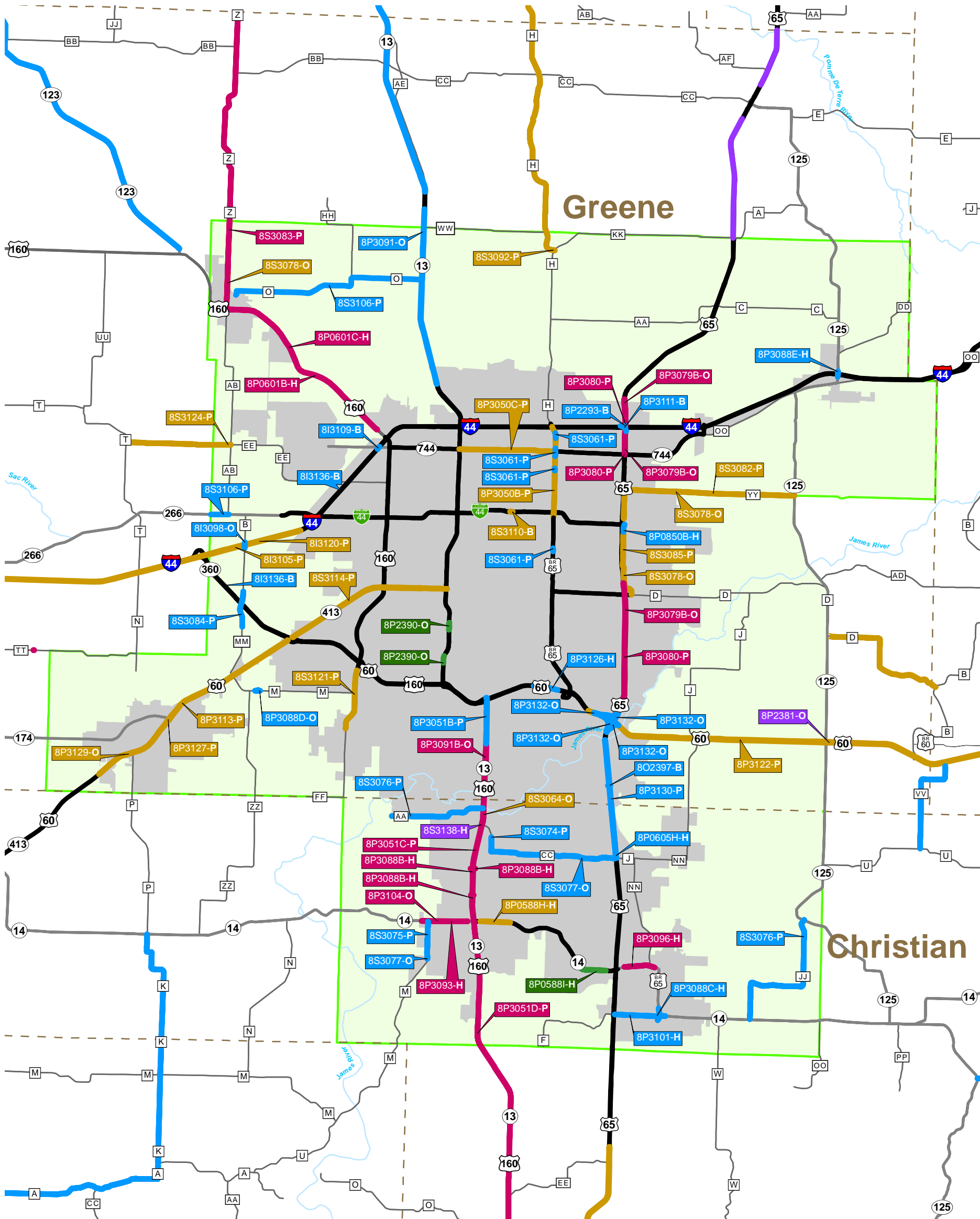
That a member of the Technical Planning Committee makes the following motion:

“Move to recommend that the Board of Directors endorse the MoDOT 2018-2022 Draft Statewide Transportation Improvement Program”

Or

“Move to recommend.....”

Statewide Transportation Improvement Program
2018-2022
Southwest District-Ozarks Transportation Organization
Highway and Bridge Construction Projects



DRAFT



0 1 2 4 Miles

State Fiscal Year*

- 2018
- 2019
- 2020
- 2021
- 2022

Urban Areas

Missouri Major Roads

Ozarks Transportation Organization

Type of Work

- B = New/Improved Bridge
- H = New/Expanded Highway
- M = Major Bridge
- O = Other/Safety
- P = Pavement Treatment

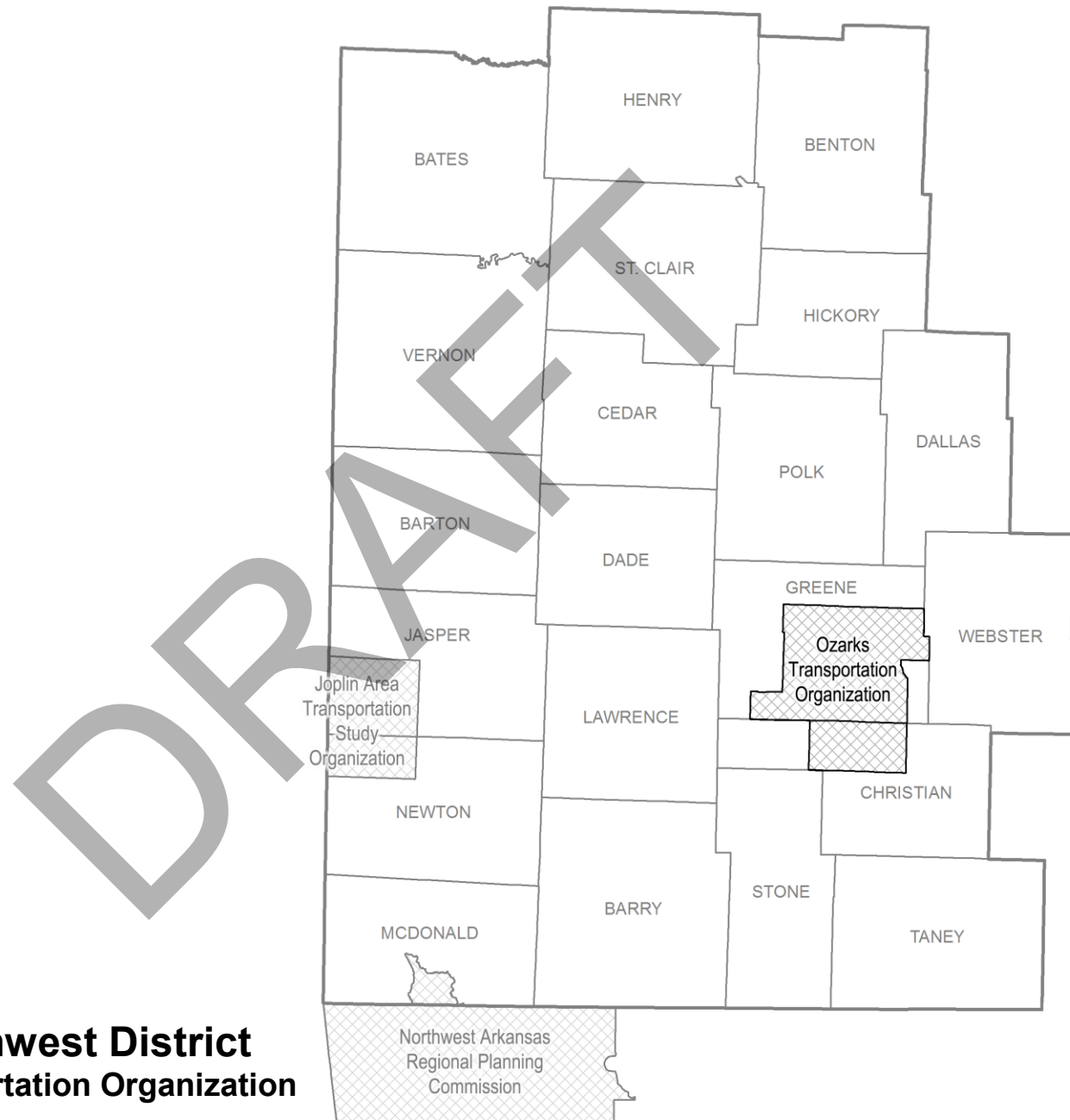
Label Key

Job No.-Type of Work



Missouri Department of Transportation
1-888-ASK-MODOT
WWW.MODOT.ORG
May 3, 2017

Document Path: Z:\MapProjects\STIP\STIP2018_2022\STIP18_D06_TMA.mxd



**MoDOT's Southwest District
TMA: Ozarks Transportation Organization**

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

PROJECT DESCRIPTION KEY

2018-2022 Highway and Bridge Construction Schedule

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs, and R/W incidentals.

						STATE FISCAL YEAR PROJECT BUDGETING					
						Prior Prog.	7/2017 6/2018	7/2018 6/2019	7/2019 6/2020	7/2020 6/2021	7/2021 6/2022
County:	XX					Engineering:	99	9	0	0	0
Route:	XX					R/W:	0	0	99	0	0
Job No.:						Construction:	0	0	0	999	0
Length:						FFOS:	0	0	0	99	0
Fund Cat:						Payments:	0	99	0	0	0
Sec Cat:											
TIP#											

MPO:

Fed:

State:

Local:

Award Date

Anticipated Fed Cat:

Future Cost:

Estimate Total:

Anticipated Federal
Funding Category^

Estimated cost range beyond 2022.

Date project is to be awarded to begin
construction (Season and calendar year for
2017 & 2018. SFY only beyond 2018).

Metropolitan Planning Organization (Y/N).

Project description and location.

County location of project.

Route location of project.

Project number used to track
project costs.

Total length in 1/100 miles.

Primary Funding Category.*

Secondary Funding Category.**

Transportation Improvement Program
number (MPO projects only).

Total project cost estimate.

Federal, Advanced CN-State,
State and Local share of project
costs.

Dollars programmed in
previous STIPs.

Dollars funded from other
sources.

Dollars for construction,
utilities and
contingency.

Dollars for right-of-way
(land acquisition).

Dollars to be paid back for
accelerating the project or
payments to others.

Dollars for engineering that include
preliminary engineering, construction
engineering and right-of-way incidentals.

*Primary Funding Category:

Take Care of System
Statewide Interstate & Major Bridge
Safety
Statewide Safety
Flexible & Other
Amendment 3

**Secondary Funding Category:

Enhancements
Low Type Resurfacing
N - Ada Trans (ADA Transition Plan)
Preventive Maint (Preventive Maintenance)
Regional
Rehab And Reconst (Rehabilitation and Reconstruction)
Routine Maintenance
Safety
Systems Operations
Thin Lift Overlay
Urban Safety

^Anticipated Federal Funding Category:

CMAQ - Congestion Mitigation and Air Quality.

* Usually 80% Federal & 20% State funds.

Earmark - usually 80% Federal & 20% State funds.

NHFP - National Highway Freight Program.

* Usually 80% Federal & 20% State funds.

NHPP - National Highway Performance Program.

* Usually 80% Federal & 20% State funds.

* Sometimes 90% Federal & 10% State funds.

Safety - usually 90% Federal & 10% State funds.

State - No federal funds, state only funded.

STP - Surface Transportation Block Grant Program.

* Usually 80% Federal & 20% State funds.

(All Costs in Thousands)



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.							STATE FISCAL YEAR PROJECT BUDGETING					
							Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Christian Route: MO 14 Job No.: 8P0588H Length: 0.85 MPO: Y Fund Cat: Flexible & Other												

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

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						Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Christian Route: MO 14 Job No.: 8P3104 Length: 1.18 MPO: Y Fund Cat: Flexible & Other Sec Cat: Enhancements Awd Date: 2019 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 559	Pedestrian improvements from Cedar Heights Drive to Ellen Avenue in Nixa.					Engineering: 2 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	74 0 0 0 0	85 0 398 0 0	0 0 0 0 0	0 0 0 0 0	
County: Christian Route: US 160 Job No.: 8P3051D Length: 3.60 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Fall 18 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 1,575	Pavement improvements from Rte. 14 in Nixa to 0.4 mile north of Finley Creek.					Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	24 0 0 0 0	135 0 1,416 0 0	0 0 0 0 0	0 0 0 0 0	
County: Christian Route: US 160 Job No.: 8P3088B Length: 0.59 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional Awd Date: 2019 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 2,367	Intersection improvements on Massey Boulevard at Tracker Road and Northview Road in Nixa. \$225,721 City of Nixa. \$902,886 STP-Urban funds.					Engineering: 260 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	30 85 0 68 0	247 0 1,745 1,060 0	0 0 0 0 0	0 0 0 0 0	
County: Christian Route: US 160 Job No.: 8S3064 Length: 0.17 MPO: Y Fund Cat: Safety Sec Cat: Safety Awd Date: 2020 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 67	Safety improvements on the westbound lanes east of Rte. AA.					Engineering: 3 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	1 0 0 0 0	1 0 0 0 0	8 0 54 0 0	0 0 0 0 0	
County: Christian Route: US 160 Job No.: 8S3138 Length: 0.50 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional Awd Date: 2022 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 18,998	Roadway improvements from Rte. AA to Rte. CC.					Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	100 0 0 0 0	100 0 0 0 0	392 0 0 0 0	230 4,262 0 0 0	
							836				

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

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District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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Engineering includes PE costs, CE costs and R/W incidentals.

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							Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	
County: Christian	Roadway and bridge improvements from 0.7 mile south of Evans Road to Rte. CC in Ozark. Project involves bridge A3108.						Engineering:	50	980	0	0	0	0
Route: US 65							R/W:	0	0	0	0	0	0
Job No.: 8P0605H							Construction:	0	6,497	0	0	0	0
Length: 1.46	MPO: Y						FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other						Fed: 5,982	State: 1,495	Local: 0					
Sec Cat: System Expansion	Awd Date: Spring 18	Anticipated Fed Cat: NHPP					Payments:	0	0	0	0	0	0
TIP #: OK1703	Future Cost: 0					Estimate Total: 7,527							
County: Christian	Safety, pedestrian and capacity improvements on South Street from Rte. 65 to Rte. 14 (3rd Street) in Ozark. Utility relocations from Route 65 to 6th. Avenue.						Engineering:	340	298	0	0	0	0
Route: BU 65							R/W:	0	25	0	0	0	0
Job No.: 8P3101							Construction:	0	3,513	0	0	0	0
Length: 1.46	MPO: Y						FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other						Fed: 3,068	State: 768	Local: 0					
Sec Cat: Regional	Awd Date: Spring 18	Anticipated Fed Cat: S.T.P.					Payments:	0	0	0	0	0	0
TIP #: OK1702	Future Cost: 0					Estimate Total: 4,176							
County: Christian	Pavement improvements on disconnected sections from 0.5 mile east of Rte. 160 to Rte. 65.						Engineering:	2	58	0	0	0	0
Route: RT CC							R/W:	0	0	0	0	0	0
Job No.: 8S3074							Construction:	0	514	0	0	0	0
Length: 4.02	MPO: Y						FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System						Fed: 457	State: 115	Local: 0					
Sec Cat: Thin Lift Overlay	Awd Date: Fall 17	Anticipated Fed Cat: S.T.P.					Payments:	0	0	0	0	0	0
TIP #: CC1701	Future Cost: 0					Estimate Total: 574							
County: Christian	ADA Transition Plan improvements on Rte. CC at Fremont Road in Fremont Hills and on Rte. M from Tori Drive to Butterfield Drive in Nixa. \$78,000 Statewide Transportation Alternatives funds.						Engineering:	20	88	0	0	0	0
Route: RT CC							R/W:	0	2	0	0	0	0
Job No.: 8S3077							Construction:	0	260	0	0	0	0
Length: 0.62	MPO: Y						FFOS:	0	78	0	0	0	0
Fund Cat: Taking Care Of System						Fed: 281	State: 69	Local: 0					
Sec Cat: N- Ada Trans	Awd Date: Winter 18	Anticipated Fed Cat: S.T.P.					Payments:	0	0	0	0	0	0
TIP #: EN1704	Future Cost: 0					Estimate Total: 370							
County: Christian	Pavement and safety improvements on Rte. JJ from Rte. 14 to Rte. 125 and on Rte. AA from Rte. 160 to end of state maintenance.						Engineering:	5	139	0	0	0	0
Route: RT JJ							R/W:	0	0	0	0	0	0
Job No.: 8S3076							Construction:	0	836	0	0	0	0
Length: 7.21	MPO: Y						FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System						Fed: 781	State: 194	Local: 0					
Sec Cat: Thin Lift Overlay	Awd Date: Fall 17	Anticipated Fed Cat: S.T.P.					Payments:	0	0	0	0	0	0
TIP #: CC1702	Future Cost: 0					Estimate Total: 980							

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District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

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											Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Christian	Pavement improvements from Rte. 14 to Butterfield Road in Nixa.					Engineering:	2	23	0	0	0	0				
Route: RT M						R/W:	0	0	0	0	0	0				
Job No.: 8S3075						Construction:	0	212	0	0	0	0				
Length: 1.07	MPO: Y						FFOS:	0	0	0	0	0				
Fund Cat: Taking Care Of System	Fed: 189 State: 46 Local: 0					Payments:	0	0	0	0	0	0				
Sec Cat: Thin Lift Overlay	Awd Date: Fall 17	Anticipated Fed Cat: S.T.P.														
TIP #: NX1703	Future Cost: 0	Estimate Total: 237														
County: Greene	Interchange ramp intersection improvements at Rte. 125 in Strafford. \$39,700 City of Strafford. \$158,800 STP-Urban.					Engineering:	47	53	0	0	0	0				
Route: MO 125						R/W:	0	0	0	0	0	0				
Job No.: 8P3088E						Construction:	0	298	0	0	0	0				
Length: 0.16	MPO: Y						FFOS:	0	199	0	0	0				
Fund Cat: Flexible & Other	Fed: 280 State: 31 Local: 40					Payments:	0	0	0	0	0	0				
Sec Cat: Regional	Awd Date: Summer 17	Anticipated Fed Cat: S.T.P.														
TIP #: ST1801-17A	Future Cost: 0	Estimate Total: 398														
County: Greene	Signal improvements on Kansas Expressway at Sunset Street and Walnut Lawn Street in Springfield.					Engineering:	38	2	2	7	101	0				
Route: MO 13						R/W:	0	0	0	0	0	0				
Job No.: 8P2390						Construction:	0	0	0	0	449	0				
Length: 0.40	MPO: Y						FFOS:	0	0	0	0	0				
Fund Cat: Taking Care Of System	Fed: 450 State: 111 Local: 0					Payments:	0	0	0	0	0	0				
Sec Cat: Systems Operations	Awd Date: 2021	Anticipated Fed Cat: NHPP														
TIP #: SP1401	Future Cost: 0	Estimate Total: 599														
County: Greene	Safety improvements at various intersections from north of Rte. WW to 0.5 mile south of Farm Road 94. \$860,000 Open Container funds.					Engineering:	2	865	0	0	0	0				
Route: MO 13						R/W:	0	0	0	0	0	0				
Job No.: 8P3091						Construction:	0	2,598	0	0	0	0				
Length: 5.10	MPO: Y						FFOS:	0	860	0	0	0				
Fund Cat: Safety	Fed: 3,116 State: 347 Local: 0					Payments:	0	0	0	0	0	0				
Sec Cat: Safety	Awd Date: Winter 18	Anticipated Fed Cat: Safety														
TIP #: MO1713	Future Cost: 0	Estimate Total: 3,465														
County: Greene	Roadway improvements from 0.3 mile west of County Road 94 to 0.4 mile west of I-44.					Engineering:	10	835	604	0	0	0				
Route: US 160						R/W:	0	20	0	0	0	0				
Job No.: 8P0601B						Construction:	0	0	8,939	0	0	0				
Length: 3.44	MPO: Y						FFOS:	0	0	0	0	0				
Fund Cat: Flexible & Other	Fed: 8,318 State: 2,080 Local: 0					Payments:	0	0	0	0	0	0				
Sec Cat: System Expansion	Awd Date: 2019	Anticipated Fed Cat: S.T.P.														
TIP #: GR1701	Future Cost: 0	Estimate Total: 10,408														

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Section 4 - 4

District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

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							Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	
County: Greene Route: US 160 Job No.: 8P0601C Length: 3.01 MPO: Y Fund Cat: Flexible & Other Sec Cat: System Expansion TIP #: 	Roadway improvements from 0.3 mile west of Rte. AB to County Road 94 in Willard. Fed: 6,233 State: 1,557 Local: 0 Awd Date: 2019 Anticipated Fed Cat: S.T.P. Future Cost: 0 Estimate Total: 7,790						Engineering:	0	643	456	0	0	0
							R/W:	0	22	0	0	0	0
							Construction:	0	0	6,669	0	0	0
							FFOS:	0	0	0	0	0	0
							Payments:	0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8P3051B Length: 1.33 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: SP1701	Pavement improvements on various sections from Rte. 60 (James River Freeway) to north of Plainview Road. Fed: 315 State: 79 Local: 0 Awd Date: Fall 17 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 396						Engineering:	2	46	0	0	0	0
							R/W:	0	0	0	0	0	0
							Construction:	0	348	0	0	0	0
							FFOS:	0	0	0	0	0	0
							Payments:	0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8P3051C Length: 5.15 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay TIP #: NX1705	Pavement improvements from north of Plainview Road to Rte. 14 in Nixa. Fed: 4,218 State: 1,054 Local: 0 Awd Date: Fall 18 Anticipated Fed Cat: NHPP Future Cost: 0 Estimate Total: 5,274						Engineering:	2	86	447	0	0	0
							R/W:	0	0	0	0	0	0
							Construction:	0	0	4,739	0	0	0
							FFOS:	0	0	0	0	0	0
							Payments:	0	0	0	0	0	0
County: Greene Route: US 160 Job No.: 8P3091B Length: 0.98 MPO: Y Fund Cat: Safety Sec Cat: Safety TIP #: 	Safety improvements at County Road 157 and County Road 192. Fed: 1,959 State: 218 Local: 0 Awd Date: 2019 Anticipated Fed Cat: Safety Future Cost: 0 Estimate Total: 2,177						Engineering:	0	200	202	0	0	0
							R/W:	0	5	0	0	0	0
							Construction:	0	0	1,770	0	0	0
							FFOS:	0	0	0	0	0	0
							Payments:	0	0	0	0	0	0
County: Greene Route: MO 266 Job No.: 8S3106 Length: 6.22 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Preventive Maint TIP #: 	Pavement improvements on Rte. 266 from Farm Road 97 to east of Rte. AB and on Rte. O from Jackson Street in Willard to Rte. 13. \$100,000 District Operations funds. Fed: 84 State: 21 Local: 0 Awd Date: Winter 18 Anticipated Fed Cat: S.T.P. Future Cost: 0 Estimate Total: 105						Engineering:	0	5	0	0	0	0
							R/W:	0	0	0	0	0	0
							Construction:	0	100	0	0	0	0
							FFOS:	0	100	0	0	0	0
							Payments:	0	0	0	0	0	0

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Section 4 - 5

District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

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											Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Greene Route: MO 413 Job No.: 8S3114 Length: 4.86 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 2,489	Pavement improvements from Rte. 360 to Rte. 13 (Kansas Expressway) in Springfield.					Engineering:	0	2	37	209	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	0	2,241	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: IS 44 Job No.: 0I30040 Length: 21.85 MPO: Y Fund Cat: Statewide Interstate And Major Bridge Sec Cat: Preventive Maint Awd Date: Winter 18 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 219	Job Order Contracting for pavement repair in the Ozarks Transportation Organization area.					Engineering:	0	19	0	0	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	200	0	0	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: IS 44 Job No.: 8I3105 Length: 2.63 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 1,697	Pavement improvements from Rte. 360 to 0.7 mile west of Rte. 266 in Springfield.					Engineering:	0	2	16	101	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	0	1,578	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: IS 44 Job No.: 8I3109 Length: 0.09 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: Spring 18 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 946	Rehabilitate bridges over Rte. 744 (Kearney Street) in Springfield. Project involves bridges A0714 and A0715.					Engineering:	0	192	0	0	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	754	0	0	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: IS 44 Job No.: 8I3120 Length: 2.72 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 1,753	Pavement improvements from east of Rte. 360 to 0.6 mile west of Rte. 266.					Engineering:	0	2	25	148	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	0	1,578	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				

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Section 4 - 6

District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

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Jefferson City, MO 65102

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											Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Greene Route: IS 44 Job No.: 8I3136 Length: 44.37 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: Winter 18 TIP #: Future Cost: 0 Estimate Total: 115 AC-State: 103 State: 12 Local: 0 Anticipated Fed Cat: NHPP	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0 0	15 0 100 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0										
County: Greene Route: LP 44 Job No.: 8P3050B Length: 2.66 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 TIP #: Future Cost: 0 Estimate Total: 852 Fed: 680 State: 170 Local: 0 Anticipated Fed Cat: NHPP	Engineering: R/W: Construction: FFOS: Payments:	2 0 0 0 0 0	2 0 0 0 0 0	18 0 0 0 0 0	52 0 778 0 0 0	0 0 0 0 0 0										
County: Greene Route: LP 44 Job No.: 8S3061 Length: 0.51 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: Spring 18 TIP #: Future Cost: 0 Estimate Total: 4,061 Fed: 3,038 State: 758 Local: 0 Anticipated Fed Cat: NHPP	Engineering: R/W: Construction: FFOS: Payments:	265 0 0 0 0 0	409 100 3,287 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0										
County: Greene Route: LP 44 Job No.: 8S3110 Length: 0.07 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: 2020 TIP #: Future Cost: 0 Estimate Total: 1,076 Fed: 862 State: 214 Local: 0 Anticipated Fed Cat: NHPP	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0 0	2 0 0 0 0 0	92 0 0 0 0 0	114 0 868 0 0 0	0 0 0 0 0 0										
County: Greene Route: US 60 Job No.: 8P2381 Length: 0.20 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Systems Operations Awd Date: 2022 TIP #: Future Cost: 0 Estimate Total: 401 Fed: 293 State: 72 Local: 0 Anticipated Fed Cat: NHPP	Engineering: R/W: Construction: FFOS: Payments:	36 0 0 0 0 0	1 0 0 0 0 0	1 0 0 0 0 0	1 0 0 0 0 0	6 0 0 0 0 0										
						19										
						337										

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District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

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Engineering includes PE costs, CE costs and R/W incidentals.

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											Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Greene Route: US 60 Job No.: 8P3113 Length: 4.17 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 2,353	Pavement improvements from Rte. 174 in Republic to Rte. 413.					Engineering:	0	2	35	198	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	0	2,118	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: US 60 Job No.: 8P3122 Length: 7.08 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 3,488	Pavement improvements from 0.7 mile east of Bus. 65 (Glenstone Avenue) to Rte. 125.					Engineering:	0	2	54	292	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	0	3,140	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: US 60 Job No.: 8P3126 Length: 0.70 MPO: Y Fund Cat: Flexible & Other Sec Cat: Regional Awd Date: Fall 17 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 2,178	Sound abatement at various locations between Fremont Road and Bus. 65 (Glenstone Avenue) in Springfield.					Engineering:	0	358	0	0	0	0				
						R/W:	0	1	0	0	0	0				
						Construction:	0	1,819	0	0	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: US 60 Job No.: 8P3127 Length: 2.61 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 1,068	Pavement improvements from 0.3 mile west of Illinois Street to Rte. 174 in Republic.					Engineering:	0	2	14	91	0	0				
						R/W:	0	0	0	0	0	0				
						Construction:	0	0	0	961	0	0				
						FFOS:	0	0	0	0	0	0				
						Payments:	0	0	0	0	0	0				
County: Greene Route: US 60 Job No.: 8P3129 Length: 2.61 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2020 Anticipated Fed Cat: S.T.P. TIP #: Future Cost: 0 Estimate Total: 1,144	ADA Transition Plan improvements at various locations from 0.3 mile west of Illinois Street to Rte. 174 in Republic. \$264,000 Statewide Transportation Alternatives funds.					Engineering:	0	2	149	169	0	0				
						R/W:	0	0	2	0	0	0				
						Construction:	0	0	0	822	0	0				
						FFOS:	0	0	0	264	0	0				
						Payments:	0	0	0	0	0	0				

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District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

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										Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Greene Route: US 60 Job No.: 8P3132 Length: 4.32 MPO: Y Fund Cat: Taking Care Of System Fed: 52 State: 14 Local: 0 Sec Cat: Routine Maintenance Awd Date: Spring 18 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 66	Engineering: R/W: Construction: FFOS: Payments:	0 0 0 0 0 0	8 0 58 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0									
County: Greene Route: OR 65 Job No.: 8P0850B Length: 0.21 MPO: Y Fund Cat: Flexible & Other Fed: 1,406 State: 31 Local: 1,179 Sec Cat: System Expansion Awd Date: Summer 17 Anticipated Fed Cat: S.T.P. TIP #: SP1106 Future Cost: 0 Estimate Total: 2,698	Engineering: R/W: Construction: FFOS: Payments:	80 2 0 0 0 0	158 0 2,458 1,279 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0									
County: Greene Route: US 65 Job No.: 8P2293 Length: 0.09 MPO: Y Fund Cat: Taking Care Of System Fed: 3,127 State: 781 Local: 0 Sec Cat: Rehab And Reconst Awd Date: Fall 17 Anticipated Fed Cat: NHPP TIP #: SP1112 Future Cost: 0 Estimate Total: 4,384	Engineering: R/W: Construction: FFOS: Payments:	476 0 0 0 0 0	456 0 3,452 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0									
County: Greene Route: US 65 Job No.: 8P3079B Length: 5.44 MPO: Y Fund Cat: Taking Care Of System Fed: 674 State: 167 Local: 0 Sec Cat: Routine Maintenance Awd Date: Fall 18 Anticipated Fed Cat: S.T.P. TIP #: SP1704 Future Cost: 0 Estimate Total: 843	Engineering: R/W: Construction: FFOS: Payments:	2 0 0 0 0 0	10 0 0 0 0 0	74 0 757 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0									
County: Greene Route: US 65 Job No.: 8P3080 Length: 4.68 MPO: Y Fund Cat: Taking Care Of System Fed: 7,879 State: 1,970 Local: 0 Sec Cat: Rehab And Reconst Awd Date: Fall 18 Anticipated Fed Cat: NHPP TIP #: SP1705 Future Cost: 0 Estimate Total: 9,859	Engineering: R/W: Construction: FFOS: Payments:	10 0 0 0 0 0	135 0 0 0 0 0	592 0 9,122 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0									

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District Southwest

TMA

Dollars in Thousands



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Transportation Planning

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Engineering includes PE costs, CE costs and R/W incidentals.

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										Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Greene Route: US 65 Job No.: 8P3130 Length: 3.42 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: Spring 18 Anticipated Fed Cat: NHPP TIP #: Future Cost: 0 Estimate Total: 1,236	Pavement improvements from 0.6 mile south of Rte. 60 to south of Rte. CC.					Engineering:	0	92	0	0	0	0			
							R/W:	0	0	0	0	0	0		
							Construction:	0	1,144	0	0	0	0		
							FFOS:	0	0	0	0	0	0		
							Payments:	0	0	0	0	0	0		
County: Greene Route: OR 65 Job No.: 8S3078 Length: 3.61 MPO: Y Fund Cat: Taking Care Of System Sec Cat: N- Ada Trans Awd Date: 2020 Anticipated Fed Cat: S.T.P. TIP #: EN1705 Future Cost: 0 Estimate Total: 557	ADA Transition Plan improvements on Eastgate Ave from Rte YY (Division St) to Sunshine St, on Rte YY from Bristol Ave to Farm Rd 185 in Springfield and on Rte Z from 0.1 mile north of Long Dr to 0.1 mile south of Willey St in Willard. \$300,000 Statewide Trans Alts funds					Engineering:	2	10	61	83	0	0			
							R/W:	0	0	2	0	0	0		
							Construction:	0	0	0	399	0	0		
							FFOS:	0	0	0	300	0	0		
							Payments:	0	0	0	0	0	0		
County: Greene Route: OR 65 Job No.: 8S3085 Length: 2.51 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: S.T.P. TIP #: SP1707 Future Cost: 0 Estimate Total: 786	Pavement and safety improvements on disconnected sections of Eastgate Avenue from Division Street (Rte. YY) to Sunshine Street (Rte. D). Project involves bridge W0574.					Engineering:	1	5	40	47	0	0			
							R/W:	0	0	0	0	0	0		
							Construction:	0	0	0	693	0	0		
							FFOS:	0	0	0	0	0	0		
							Payments:	0	0	0	0	0	0		
County: Greene Route: MO 744 Job No.: 8P3050C Length: 2.72 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: NHPP TIP #: SP1708 Future Cost: 0 Estimate Total: 1,135	Pavement improvements on Kearney Street from Rte. 13 (Kansas Expressway) to Loop 44 (Glenstone Avenue).					Engineering:	2	2	10	99	0	0			
							R/W:	0	0	0	0	0	0		
							Construction:	0	0	0	1,022	0	0		
							FFOS:	0	0	0	0	0	0		
							Payments:	0	0	0	0	0	0		
County: Greene Route: RT B Job No.: 8I3098 Length: 0.25 MPO: Y Fund Cat: Safety Sec Cat: Safety Awd Date: Spring 18 Anticipated Fed Cat: S.T.P. TIP #: GR1706 Future Cost: 0 Estimate Total: 521	Safety improvements at I-44 and Rte. MM.					Engineering:	2	64	0	0	0	0			
							R/W:	0	2	0	0	0	0		
							Construction:	0	453	0	0	0	0		
							FFOS:	0	0	0	0	0	0		
							Payments:	0	0	0	0	0	0		

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Transportation Planning

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Jefferson City, MO 65102

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Engineering includes PE costs, CE costs and R/W incidentals.

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												Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Greene Route: RT EE Job No.: 8S3124 Length: 0.50 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 56	Pavement improvements from Farm Road 97 to Rte. AB.					Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	0	1	1	5	0	0					
County: Greene Route: CRD EVANS RD Job No.: 8O2397 Length: 0.07 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst Awd Date: Spring 18 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 1,314	Bridge improvements on Evans Road over Rte. 65 in Springfield. Project involves bridge A3107.					Engineering: 49 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	218	0	0	0	0	0					
County: Greene Route: RT FF Job No.: 8S3121 Length: 1.76 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 838	Pavement improvements from 0.2 mile south of Rte. 60 (James River Freeway) to south of Weaver Road in Battlefield.					Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	2	10	72	0	0	0					
County: Greene Route: RT H Job No.: 8S3092 Length: 0.70 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Thin Lift Overlay Awd Date: 2020 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 149	Pavement improvements from Rte. WW to Rte. KK.					Engineering: 1 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	2	4	14	0	0	0					
County: Greene Route: RT M Job No.: 8P3088D Length: 0.16 MPO: Y Fund Cat: Safety Sec Cat: Safety Awd Date: Winter 18 Anticipated Fed Cat: TIP #: Future Cost: 0 Estimate Total: 1,922	Intersection improvements on Republic Road at County Road 103 and Repmo Drive in Republic. Cost participation: \$114,170 Republic. \$78,870 Republic R-3 School District. \$772,160 Republic STP-Urban.					Engineering: 174 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	187	0	0	0	0	0					

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District Southwest

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2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

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Engineering includes PE costs, CE costs and R/W incidentals.

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											Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	
County: Greene	Pavement and safety improvements from Carnahan Street to 0.2 mile south of Farm Road										Engineering:	1	57	0	0	0	0
Route: RT MM	156.										R/W:	0	0	0	0	0	0
Job No.: 8S3084											Construction:	0	182	0	0	0	0
Length: 1.04	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 192 State: 47 Local: 0										Payments:	0	0	0	0	0	0
Sec Cat: Preventive Maint	Awd Date: Fall 17 Anticipated Fed Cat: S.T.P.																
TIP #: RP1702	Future Cost: 0 Estimate Total: 240																
County: Greene	Preventive maintenance on Rte. 65 northbound bridges to westbound I-44 and westbound										Engineering:	0	158	0	0	0	0
Route: RP US65N TO IS44W	Rte. 60. Project involves bridges A7024 and A7542.										R/W:	0	0	0	0	0	0
Job No.: 8P3111											Construction:	0	617	0	0	0	0
Length: 0.85	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 620 State: 155 Local: 0										Payments:	0	0	0	0	0	0
Sec Cat: Preventive Maint	Awd Date: Winter 18 Anticipated Fed Cat: S.T.P.																
TIP #: GR1704	Future Cost: 0 Estimate Total: 775																
County: Greene	Pavement and safety improvements from 0.2 mile east of Rte. 65 to Rte. 125.										Engineering:	2	2	48	52	0	0
Route: RT YY											R/W:	0	0	0	0	0	0
Job No.: 8S3082											Construction:	0	0	0	772	0	0
Length: 4.66	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 700 State: 174 Local: 0										Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: 2020 Anticipated Fed Cat: S.T.P.																
TIP #: GR1704	Future Cost: 0 Estimate Total: 876																
County: Greene	Pavement and safety improvements from Farm Road 60 to Rte. 160.										Engineering:	1	19	28	0	0	0
Route: RT Z											R/W:	0	0	0	0	0	0
Job No.: 8S3083											Construction:	0	0	349	0	0	0
Length: 2.55	MPO: Y										FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System	Fed: 316 State: 80 Local: 0										Payments:	0	0	0	0	0	0
Sec Cat: Thin Lift Overlay	Awd Date: Fall 18 Anticipated Fed Cat: S.T.P.																
TIP #: GR1705	Future Cost: 0 Estimate Total: 397																
County: Various	Safety projects at various locations in the urban Southwest District. \$995,000 from										Engineering:	0	0	0	70	0	0
Route: Various	Statewide Open Container funds.										R/W:	0	0	0	0	0	0
Job No.: 0P3020I											Construction:	0	0	0	1,056	0	0
Length: 0.00	MPO: Y										FFOS:	0	0	0	995	0	0
Fund Cat: Safety	Fed: 1,013 State: 113 Local: 0										Payments:	0	0	0	0	0	0
Sec Cat: Safety	Awd Date: 2020 Anticipated Fed Cat: Safety																
TIP #: GR1705	Future Cost: 0 Estimate Total: 1,126																

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													Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022		
County: Various	Safety projects at various locations in the urban Southwest District. \$870,000 from												Engineering:	0	0	0	0	61	0	
Route: Various	Statewide Open Container funds.												R/W:	0	0	0	0	0	0	
Job No.: 0P3021I													Construction:	0	0	0	0	951	0	
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	870	0		
Fund Cat: Safety			Fed: 911	State: 101	Local: 0							Payments:	0	0	0	0	0			
Sec Cat: Safety	Awd Date: 2021		Anticipated Fed Cat: Safety																	
TIP #: 	Future Cost: 0		Estimate Total: 1,012																	
County: Various	Safety projects at various locations in the urban Southwest District. \$870,000 from												Engineering:	0	0	0	0	0	61	
Route: Various	Statewide Open Container funds.												R/W:	0	0	0	0	0	0	
Job No.: 0P3022I													Construction:	0	0	0	0	0	979	
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	870		
Fund Cat: Safety			Fed: 936	State: 104	Local: 0							Payments:	0	0	0	0	0			
Sec Cat: Safety	Awd Date: 2022		Anticipated Fed Cat: Safety																	
TIP #: 	Future Cost: 0		Estimate Total: 1,040																	
County: Various	ADA Transition Plan improvements at various locations in the urban Southwest District.												Engineering:	0	0	0	0	21	0	
Route: Various	\$296,000 from Statewide Transportation Alternatives funds.												R/W:	0	0	0	0	0	0	
Job No.: 0S3021I													Construction:	0	0	0	0	323	0	
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	296	0		
Fund Cat: Taking Care Of System			Fed: 275	State: 69	Local: 0							Payments:	0	0	0	0	0			
Sec Cat: N- Ada Trans	Awd Date: 2021		Anticipated Fed Cat: S.T.P.																	
TIP #: 	Future Cost: 0		Estimate Total: 344																	
County: Various	ADA Transition Plan improvements at various locations in the urban Southwest District.												Engineering:	0	0	0	0	0	21	
Route: Various	\$296,000 from Statewide Transportation Alternatives funds.												R/W:	0	0	0	0	0	0	
Job No.: 0S3022I													Construction:	0	0	0	0	0	333	
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	296		
Fund Cat: Taking Care Of System			Fed: 283	State: 71	Local: 0							Payments:	0	0	0	0	0			
Sec Cat: N- Ada Trans	Awd Date: 2022		Anticipated Fed Cat: S.T.P.																	
TIP #: 	Future Cost: 0		Estimate Total: 354																	
County: Various	Job Order Contracting for guard cable and guardrail repair at various locations in the												Engineering:	7	1	2	189	0	0	
Route: Various	urban Southwest District.												R/W:	0	0	0	0	0	0	
Job No.: 8P3009													Construction:	0	0	0	796	0	0	
Length: 0.00	MPO: Y											FFOS:	0	0	0	0	0	0		
Fund Cat: Taking Care Of System			AC-State: 791	State: 197	Local: 0							Payments:	0	0	0	0	0			
Sec Cat: Routine Maintenance	Awd Date: 2020		Anticipated Fed Cat: S.T.P.																	
TIP #: MO1705	Future Cost: 0		Estimate Total: 995																	

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District Southwest

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Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

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							Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Various Route: Various Job No.: 8P3087 Length: 0.00 MPO: Y Fund Cat: Flexible & Other												

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Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.													STATE FISCAL YEAR PROJECT BUDGETING						
													Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	
County: Various ADA Transition Plan improvements at various locations in the urban Southwest District.													Engineering:	0	10	138	152	0	0
Route: Various													R/W:	0	0	0	0	0	0
Job No.: 8P3139													Construction:	0	0	0	1,591	0	0
Length: 0.00 MPO: Y													FFOS:	0	0	0	0	0	0
Fund Cat: Taking Care Of System Fed: 1,513 State: 378 Local: 0													Payments:	0	0	0	0	0	0
Sec Cat: N- Ada Trans Awd Date: 2020 Anticipated Fed Cat: S.T.P.																			
TIP #: Future Cost: 0 Estimate Total: 1,891																			
County: Various Operational and safety improvements at various locations in the urban Southwest District.													Engineering:	0	90	100	210	0	0
Route: Various													R/W:	0	0	0	0	0	0
Job No.: 8P3140													Construction:	0	0	0	1,591	0	0
Length: 0.00 MPO: Y													FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other Fed: 1,593 State: 398 Local: 0													Payments:	0	0	0	0	0	0
Sec Cat: Systems Operations Awd Date: 2020 Anticipated Fed Cat: S.T.P.																			
TIP #: Future Cost: 0 Estimate Total: 1,991																			

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

Apr-21-2017

Section 4 - 15

District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2017-6/2018	7/2018-6/2019	7/2019-6/2020	7/2020-6/2021	7/2021-6/2022
FFOS:	0	5,695	1,895	1,559	1,166	1,166
Total R/W:	2	3,227	313	80	4,262	0
Total Construction:	0	35,331	51,301	35,595	10,124	18,171
Paybacks:	0	0	0	0	0	0
Sub-Total:	2	38,558	51,614	35,675	14,386	18,171
Total Engineering:	2,696	8,566	5,876	3,748	1,047	1,149
Grand Total:	2,698	47,124	57,490	39,423	15,433	19,320

	2018	2019	2020	2021	2022
State	7,639	11,071	7,419	2,985	3,760
AC-State	304	14	1,673	0	0
Local	1,841	225	0	0	0
Sub-total State	9,784	11,310	9,092	2,985	3,760

Federal					
Sub-total Federal	37,340	46,180	30,331	12,448	15,560
Grand Total	47,124	57,490	39,423	15,433	19,320

Project Count: 72

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

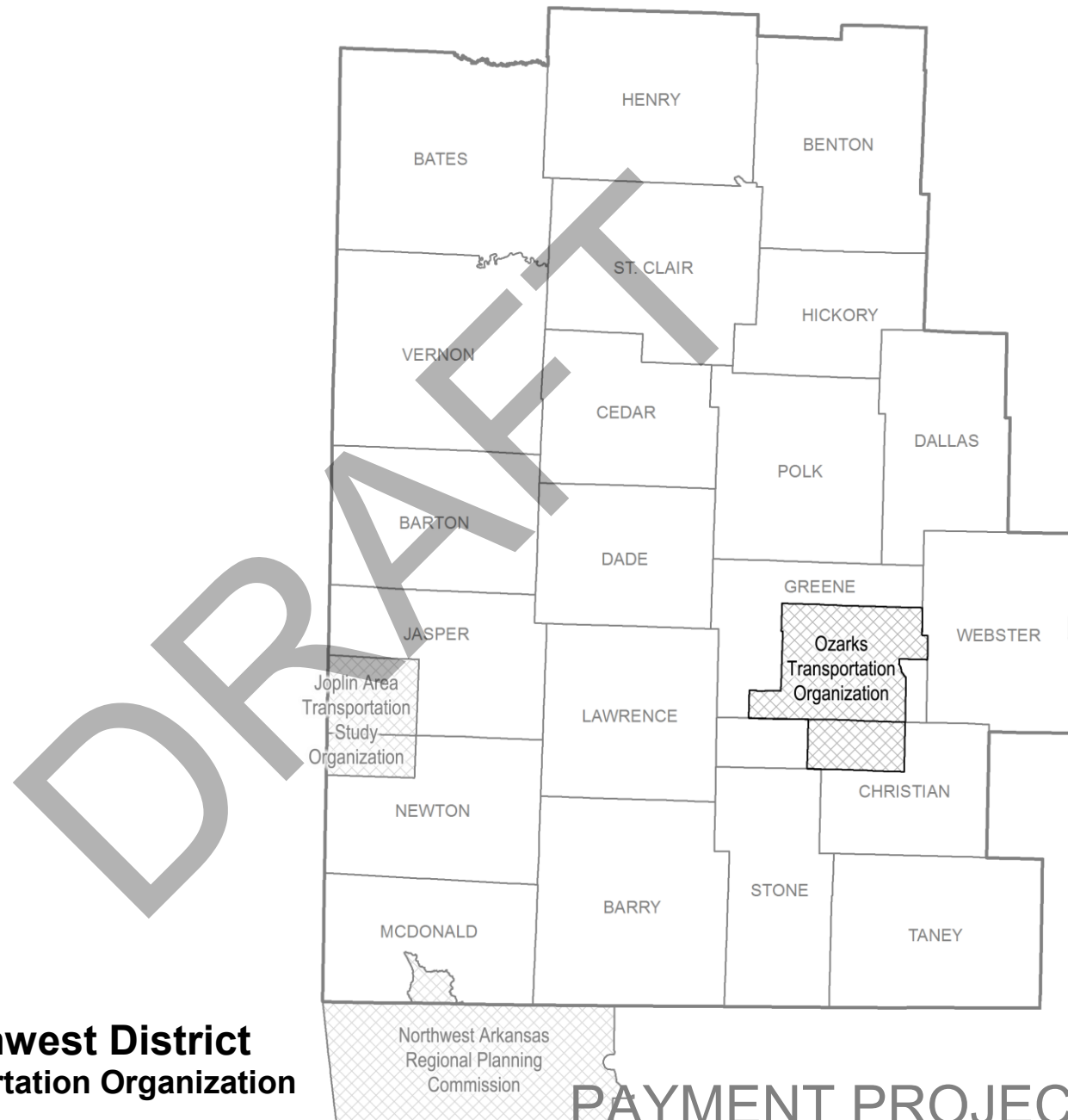
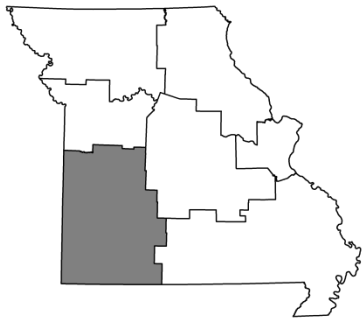
Apr-21-2017

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



MoDOT's Southwest District
TMA: Ozarks Transportation Organization

PAYMENT PROJECTS

(Note: The following MoDOT projects are located inside the Ozarks Transportation Organization planning area boundary.)

DRAFT



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.										STATE FISCAL YEAR PROJECT BUDGETING					
										Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
County: Various Route: Various Job No.: 5B0800X Length: 0.00 MPO: Y Fund Cat: Taking Care Of System Sec Cat: Rehab And Reconst TIP #: MO1105	Payback beginning in SFY 2008 for Safe and Sound bridges in the urban Southwest District. Fed: 0 State: 1,420 Local: 0 Anticipated Fed Cat: State Future Cost: 2,001 - 5,000 Estimate Total: 3,429					Engineering: 0 R/W: 7 Construction: 0 FFOS: 7 Payments: 2,002	0 0 0 0 284	0 0 0 0 284	0 0 0 0 284	0 0 0 0 284					
County: Various Route: Various Job No.: 8I3070 Length: 0.00 MPO: Y Fund Cat: Safety Sec Cat: Safety TIP #: MO1708	On-call work zone enforcement at various locations in the urban Southwest District. Fed: 162 State: 18 Local: 0 Anticipated Fed Cat: Safety Future Cost: 0 Estimate Total: 181					Engineering: 1 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	3 0 0 0 177	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					
County: Various Route: Various Job No.: 8I3071 Length: 0.00 MPO: Y Fund Cat: Safety Sec Cat: Safety TIP #: MO1709	On-call work zone enforcement at various locations in the urban Southwest District. Fed: 165 State: 18 Local: 0 Anticipated Fed Cat: Safety Future Cost: 0 Estimate Total: 185					Engineering: 2 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	2 0 0 0 0	4 0 0 0 177	0 0 0 0 0	0 0 0 0 0					
County: Various Route: Various Job No.: 8I3108 Length: 0.00 MPO: Y Fund Cat: Safety Sec Cat: Safety TIP #: MO1709	On-call work zone enforcement at various locations in the urban Southwest District. Fed: 163 State: 18 Local: 0 Anticipated Fed Cat: Safety Future Cost: 0 Estimate Total: 181					Engineering: 0 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	1 0 0 0 0	1 0 0 0 0	2 0 0 0 177	0 0 0 0 0					
County: Various Route: Various Job No.: 8Q3072 Length: 0.00 MPO: Y Fund Cat: Flexible & Other Sec Cat: Systems Operations TIP #: MO1716	Operations and management of Ozarks Traffic ITS in the urban Southwest District. Fed: 471 State: 118 Local: 0 Anticipated Fed Cat: S.T.P. Future Cost: 0 Estimate Total: 590					Engineering: 1 R/W: 0 Construction: 0 FFOS: 0 Payments: 0	1 0 0 0 588	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0					

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.

Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Construction contingency applied to construction cost in the year the project is awarded. Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5. No inflation is applied to the Funding From Other Sources (FFOS) or Payments. Engineering includes PE costs, CE costs and R/W incidentals.													STATE FISCAL YEAR PROJECT BUDGETING						
													Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022	
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.												Engineering:	1	1	1	0	0	0
Route: Various													R/W:	0	0	0	0	0	0
Job No.: 8Q3073													Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 472 State: 118 Local: 0												Payments:	0	0	588	0	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: S.T.P.																		
TIP #: MO1717	Future Cost: 0 Estimate Total: 591																		
County: Various	Operations and management of Ozarks Traffic ITS in the urban Southwest District.												Engineering:	0	1	1	1	0	0
Route: Various													R/W:	0	0	0	0	0	0
Job No.: 8Q3107													Construction:	0	0	0	0	0	0
Length: 0.00	MPO: Y												FFOS:	0	0	0	0	0	0
Fund Cat: Flexible & Other	Fed: 473 State: 118 Local: 0												Payments:	0	0	0	588	0	0
Sec Cat: Systems Operations	Awd Date: N/A Anticipated Fed Cat: S.T.P.																		
TIP #: MO1717	Future Cost: 0 Estimate Total: 591																		

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

Apr-21-2017

Section 4 - 2

District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.
No inflation is applied to the Funding From Other Sources (FFOS) or Payments.
Engineering includes PE costs, CE costs and R/W incidentals.

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
FFOS:	7	0	0	0	0	0
Total R/W:	7	0	0	0	0	0
Total Construction:	0	0	0	0	0	0
Paybacks:	2,002	1,049	1,049	1,049	284	284
Sub-Total:	2,009	1,049	1,049	1,049	284	284
Total Engineering:	5	9	7	3	0	0
Grand Total:	2,014	1,058	1,056	1,052	284	284
		2018	2019	2020	2021	2022
State		420	420	420	284	284
AC-State		0	0	0	0	0
Local		0	0	0	0	0
Sub-total State		420	420	420	284	284
Federal						
Sub-total Federal		638	636	632	0	0
Grand Total		1,058	1,056	1,052	284	284

Project Count: 7

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

Apr-21-2017

Section 4 - 1

District Southwest

TMA

Dollars in Thousands



2018-2022 Highway and Bridge Construction Schedule

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

Construction contingency applied to construction cost in the year the project is awarded.
Three percent project growth factor compounded annually is applied to right-of-way and construction costs in program years 2, 3, 4, and 5.

No inflation is applied to the Funding From Other Sources (FFOS) or Payments.

Engineering includes PE costs, CE costs and R/W incidentals.

Southwest TMA Total

STATE FISCAL YEAR PROJECT BUDGETING						
	Prior Prog.	7/2017- 6/2018	7/2018- 6/2019	7/2019- 6/2020	7/2020- 6/2021	7/2021- 6/2022
FFOS:	7	5,695	1,895	1,559	1,166	1,166
Total R/W:	9	3,227	313	80	4,262	0
Total Construction:	0	35,331	51,301	35,595	10,124	18,171
Paybacks:	2,002	1,049	1,049	1,049	284	284
Sub-Total:	2,011	39,607	52,663	36,724	14,670	18,455
Total Engineering:	2,701	8,575	5,883	3,751	1,047	1,149
Grand Total:	4,712	48,182	58,546	40,475	15,717	19,604

	2018	2019	2020	2021	2022
State	8,059	11,491	7,839	3,269	4,044
AC-State	304	14	1,673	0	0
Local	1,841	225	0	0	0
Sub-total State	10,204	11,730	9,512	3,269	4,044

Federal					
Sub-total Federal	37,978	46,816	30,963	12,448	15,560
Grand Total	48,182	58,546	40,475	15,717	19,604

Project Count: 79

* Subject to the approval of the Transportation Improvement Program by the governing Metropolitan Planning Organization.

Apr-21-2017

Section 4 - 1

District Southwest

TMA

Dollars in Thousands

District Program Summary
Southwest (Urban)
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

State Fiscal Year	2018	2019	2020	2021	2022
Statewide Interstate And Major Bridge - Available					
Statewide Interstate And Major Bridge - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Fund Transfers	0.200	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Carryover	-0.125	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Total Available	0.075	0.000	0.000	0.000	0.000
Statewide Interstate And Major Bridge - Programmed	0.200	0.000	0.000	0.000	0.000
Safety - Available	1.460	1.456	1.357	1.350	1.340
Safety - FFOS	1.825	0.000	0.995	0.870	0.870
Safety - Fund Transfers	-0.703	-1.609	-0.542	0.000	0.000
Safety - Carryover	3.684	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.034	0.060	-0.050	-0.060	0.000
Safety - Total Available	6.300	-0.093	1.760	2.160	2.210
Safety - Programmed	4.796	1.947	1.287	0.951	0.979
Taking Care Of System - Available	7.432	7.728	7.879	7.839	7.789
Taking Care Of System - FFOS	0.178	0.000	0.564	0.296	0.296
Taking Care Of System - Fund Transfers	4.432	8.932	0.936	0.000	0.000
Taking Care Of System - Carryover	7.855	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	1.078	0.860	-0.606	0.743	0.000
Taking Care Of System - Total Available	20.975	17.520	8.773	8.878	8.085
Taking Care Of System - Programmed	13.297	16.671	20.571	6.629	4.398
Flexible & Other - Available					
Flexible & Other - FFOS	3.692	1.895	0.000	0.000	0.000
Flexible & Other - Fund Transfers	17.622	29.676	12.545	6.488	11.620
Flexible & Other - Carryover	-3.826	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	7.460	0.625	0.000	0.000
Flexible & Other - Total Available	17.488	39.031	13.170	6.488	11.620
Flexible & Other - Programmed	21.314	34.045	14.865	7.090	13.078
Statewide Safety - Available					
Statewide Safety - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Total Available	0.000	0.000	0.000	0.000	0.000
Statewide Safety - Programmed	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Available					
Statewide Major Projects & Emerging Needs - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Carryover	0.000	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Total Available	0.000	0.000	0.000	0.000	0.000
Statewide Major Projects & Emerging Needs - Programmed	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Available					
Statewide Amendment 3 - FFOS	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Fund Transfers	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Carryover	-3.510	0.000	0.000	0.000	0.000
Award and Completed Project Adjustments	0.000	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Total Available	-3.510	0.000	0.000	0.000	0.000
Statewide Amendment 3 - Programmed	0.000	0.000	0.000	0.000	0.000

*Note: Three percent inflation compounded annually applied to program years 2019 - 2022
Two percent construction contingency applied to construction.*

District Program Summary
Southwest (Urban)
(Dollars in Millions)

Amounts include construction and right of way, excludes engineering.

Total Categorized Funding Available by SFY	41.328	56.458	23.703	17.526	21.915
Total Flexible Funds Available	0.000	-2.385	16.522	21.918	15.778
Adjustments	1.112	8.380	-0.031	0.683	0.000
Carryovers	4.078				
Total Available by SFY	41.328	54.073	40.225	39.444	37.693
Total Programmed by SFY	39.607	52.663	36.723	14.670	18.455

DRAFT

*Note: Three percent inflation compounded annually applied to program years 2019 - 2022
Two percent construction contingency applied to construction.*

OTO Priority Projects with Scores

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

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 5/17/2017; ITEM II.B.

Updates to the Priority Projects of Regional Significance

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In 2009, the OTO Board adopted the Priority Projects of Regional Significance. This map was updated in 2016 to add new projects to the map. This map has been used to select which projects to prioritize for the annual recommendations for programming in the Statewide Transportation Improvement Program. A lot of progress has been made in recent years especially with US65 and projects planned on 160, 14, and South Street in Ozark. Several additions have been proposed before we begin another round of prioritization. The proposal includes projects in two categories; capacity and operational.

Capacity project additions include:

- 14, East of Ozark from Third to JJ
- US 60 from the James River Freeway to Route 174 in Republic
- East West Arterial in Southern Greene County
- I-44 from 125 to 160 (moved from a statewide priority)
- US 60 West of Republic (moved from a statewide priority)

Operational and Traffic Flow Improvements identified in the congestion management process:

- Glenstone Avenue from I-44 to James River Freeway. This entire corridor has been identified as congested by the OTO Congestion Management Process
- Kansas Expressway from James River Freeway to Grand.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors adopt the updates to the Priority Projects of Regional Significance.”

OR

“Move to recommend that the Board of Directors adopt the updates to the Priority Projects of Regional Significance with the following changes...”



**OZARKS
TRANSPORTATION
ORGANIZATION**
A METROPOLITAN PLANNING ORGANIZATION

PRIORITY PROJECTS OF REGIONAL SIGNIFICANCE

CAPACITY PROJECTS

U.S. 65 - Capacity Improvements to Hwy 65 from US60 to Route F in Ozark (partially completed)

U.S. 60 - Congestion and access management Improvements from MO174 to James River Freeway and West of Republic

U.S. 60/James River Freeway - Capacity and Safety Improvements to Highway 60/James River Freeway from West Bypass to State Hwy 125

U.S. 160 - Capacity Improvements to Hwy 160/Campbell Avenue from U.S. 60 to State Hwy 14 in Nixa

U.S. 160 - Capacity and Safety Improvements to Highway 160 from I-44 to Jackson Street in Willard (programmed)

Hwy 14 - Capacity Improvements to Hwy 14 through Ozark (including Bus. 65 in Ozark) to future North/South Corridor in Nixa (partially programmed)

Kansas Expy - Extension of Kansas Expy south from Republic Street to Hwy 14

Rte MM - Proposed capacity Improvements to Rte MM from U.S. 60 in Republic to Interstate 44

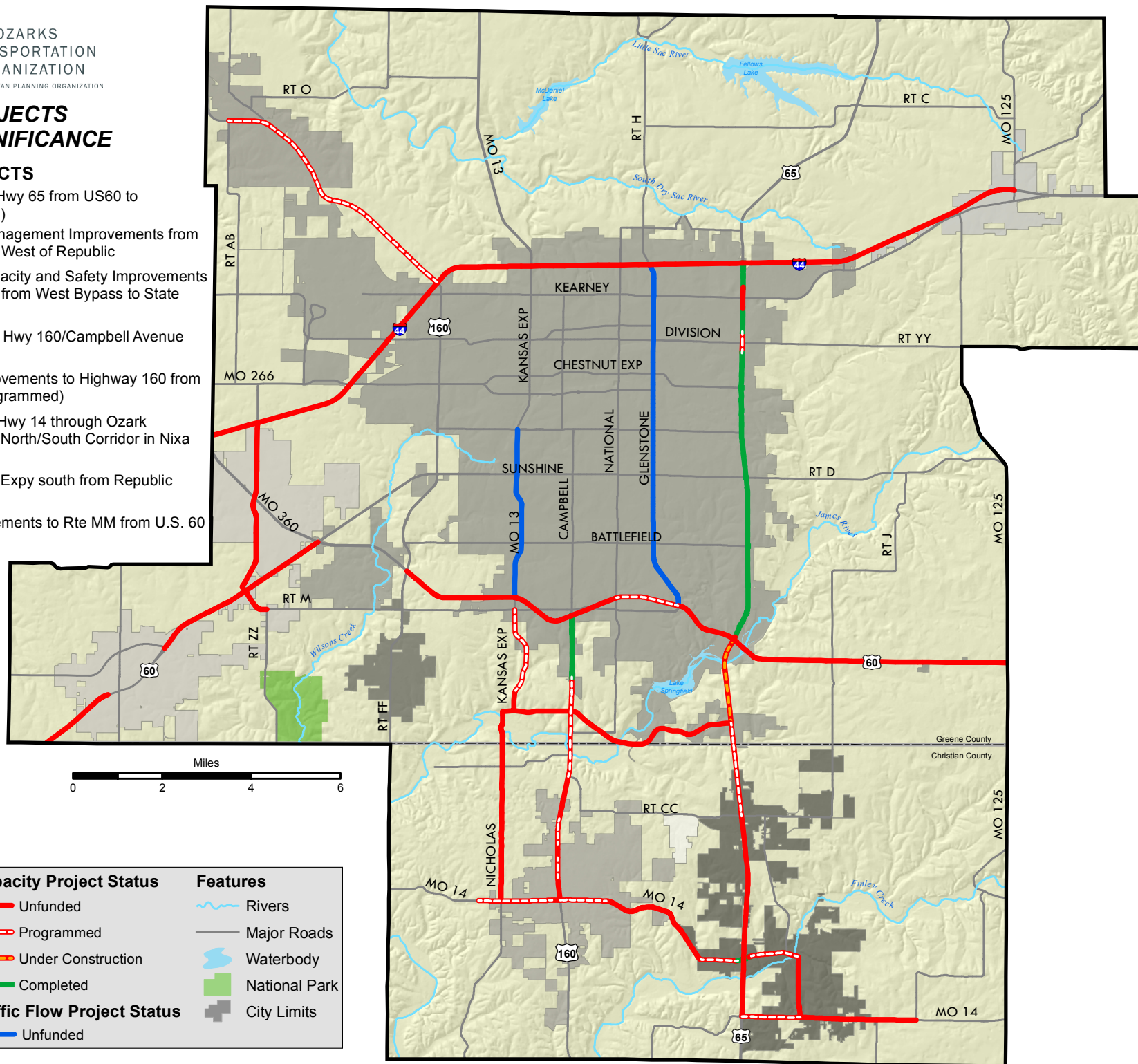
East/West Arterial - Construction of a new arterial from Nicholas Rd to U.S. 65

I-44 - Capacity Improvements from 125 to 160

TRAFFIC FLOW IMPROVEMENT PROJECTS

Glenstone - Operational and traffic flow improvements from I-44 to US60

Kansas Expwy - Operational and traffic flow improvements from US60 to Grand



Capacity Project Status	Features
— Unfunded	— Rivers
- - - Programmed	— Major Roads
- - - Under Construction	— Waterbody
— Completed	— National Park
Traffic Flow Project Status	■ City Limits
— Unfunded	

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 5/17/2017; ITEM II.C.

Amendment Number Five to the *Transportation Plan 2040*

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

AGENDA DESCRIPTION:

Based on the passage of the FAST Act, MODOT has provided revised funding projections for *Transportation Plan 2040*, the Long Range Transportation Plan. These projections add a significant amount of funding through 2040. Incorporating this additional funding into the plan would allow for the consideration of adding additional projects to the constrained project list. These revised projections have also impacted the sub-allocated Transportation Alternatives Program funding for the region, so that has been captured as well.

Additional Funding

Statewide Interstate and Major Bridge Funding – \$300,000 per year, no inflation

Statewide Transportation Alternatives Funding – \$300,000 per year, no inflation

Flex Funding – Increased to match STIP projections for 2018 to 2021, with 1% inflation through 2040 which averages out to between \$9 and \$10 million per year.

Reduced Funding

Sub-Allocated Transportation Alternatives Funding – Reduced 2018 to \$400,000, with 1% inflation through 2040

Current Total Revenue (2018-2040)	\$1,151,240,372
Proposed Total Revenue (2018-2040)	\$1,367,180,598
Overall Revenue added to <i>Transportation Plan 2040</i>	\$215,940,226

Other funding projections still appeared reasonable and were not adjusted.

Included with the agenda is a series of tables showing the proposed and current funding projections with a third table highlighting the differences between the two, from 2018 through 2040.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.

Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.

Amendment 3 to the LRTP was for the revised design standards.

Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment 5 to *Transportation Plan 2040*.”

OR

“Move to recommend that staff make the following changes to *Transportation Plan 2040* funding revisions for consideration by the Board of Directors...”

Table 6-7: Revenue Summary

2018-2040		
TCOS		\$230,174,837
Safety		\$62,547,510
Statewide Interstate and Major Bridge		\$6,900,000
Statewide TAP		\$6,900,000
Flex		\$844,501,074
TOTAL		\$1,151,023,421

STP-Urban		\$165,056,647
TAP		\$10,26,521
Local Match		\$40,814,008
TOTAL		\$216,157,177

MoDOT Allocated and Suballocated Total		\$1,367,180,598
Operations and Maintenance		\$73,574,000
TOTAL REVENUE		\$1,440,754,598

Table 7-2: Funding Summary

Projected Revenue	\$1,440,754,598
Maintenance	(\$401,000,000)
Safety	(\$18,000,000)
Bike/Ped	(\$10,000,000)
Rail	(\$4,000,000)
Scoping	(\$500,000)
Operations & Maintenance	(\$73,574,000)
Funding for New Projects	\$933,680,598

Funding for New Projects by Time Band

Time Band	Funding Available for New Projects
2018-2022	\$194,038,406
2023-2030	\$324,626,224
2031-2040	\$415,015,968
TOTAL	\$933,680,598

Table 6-7: Revenue Summary

2018-2040		
TCOS		\$230,174,837
Safety		\$62,547,510
Flex		\$630,139,643
TOTAL		\$922,861,990
STP-Urban		\$165,056,648
TAP		\$22,507,725
Local Match		\$40,814,008
TOTAL		\$228,378,381
MoDOT Allocated and Suballocated Total		\$1,151,240,378
Operations and Maintenance		\$73,574,000
TOTAL REVENUE		\$1,224,814,372

Table 7-2: Funding Summary

Projected Revenue	\$1,224,814,372
Maintenance	(\$401,000,000)
Safety	(\$18,000,000)
Bike/Ped	(\$10,000,000)
Rail	(\$4,000,000)
Scoping	(\$500,000)
Operations & Maintenance	(\$73,574,000)
Funding for New Projects	\$717,740,372

Funding for New Projects by Time Band

Time Band	Funding Available for New Projects
2018-2022	\$156,602,552
2023-2030	\$248,294,522
2031-2040	\$312,843,297
TOTAL	\$717,740,372

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$9,292,000
Safety	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,525,000
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$25,506,000	\$33,497,000	\$34,606,000	\$34,102,000	\$34,443,020
TOTAL	\$37,806,000	\$45,797,000	\$46,906,000	\$46,402,000	\$46,860,020
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$5,722,200	\$5,836,644	\$5,953,377	\$6,072,444	\$6,193,893
TAP	\$400,000	\$404,000	\$408,040	\$412,120	\$416,242
Local Match	\$1,414,944	\$1,443,243	\$1,472,108	\$1,501,550	\$1,531,581
TOTAL	\$7,537,144	\$7,683,887	\$7,833,525	\$7,986,115	\$8,141,716

TOTAL	\$45,343,144	\$53,480,887	\$54,739,525	\$54,388,115	\$55,001,736
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CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$9,292,000
Safety	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,525,000
Flex	\$24,172,220	\$25,363,664	\$25,375,338	\$25,387,244	\$25,399,389
TOTAL	\$35,872,220	\$37,063,664	\$37,075,338	\$37,087,244	\$37,216,389
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$5,722,200	\$5,836,644	\$5,953,377	\$6,072,444	\$6,193,893
TAP	\$780,300	\$795,906	\$811,824	\$828,061	\$844,622
Local Match	\$1,414,944	\$1,443,243	\$1,472,108	\$1,501,550	\$1,531,581
TOTAL	\$7,917,444	\$8,075,793	\$8,237,309	\$8,402,055	\$8,570,096

TOTAL	\$43,789,664	\$45,139,457	\$45,312,646	\$45,489,299	\$45,786,485
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DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	\$0	\$0	\$0	\$0	\$0
Safety	\$0	\$0	\$0	\$0	\$0
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$1,333,780	\$8,133,336	\$9,230,662	\$8,714,756	\$9,043,631
TOTAL	\$1,933,780	\$8,733,336	\$9,830,662	\$9,314,756	\$9,643,631
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					

Suballocated Funding					
STP-Urban	\$0	\$0	\$0	\$0	\$0
TAP	-\$380,300	-\$391,906	-\$403,784	-\$415,940	-\$428,380
Local Match	\$0	\$0	\$0	\$0	\$0
TOTAL	-\$380,300	-\$391,906	-\$403,784	-\$415,940	-\$428,380

TOTAL	\$1,553,480	\$8,341,430	\$9,426,878	\$8,898,815	\$9,215,250
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2018-2022 ADDITIONAL FUNDING

\$37,435,853.61

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	\$9,384,920	\$9,478,769	\$9,573,557	\$9,669,292	\$9,765,985
Safety	\$2,550,250	\$2,575,753	\$2,601,510	\$2,627,525	\$2,653,800
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$34,787,450	\$35,135,325	\$35,486,678	\$35,841,545	\$36,199,960
TOTAL	\$47,322,620	\$47,789,846	\$48,261,745	\$48,738,362	\$49,219,746
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$6,317,771	\$6,444,127	\$6,573,009	\$6,704,469	\$6,838,559
TAP	\$420,404	\$424,608	\$428,854	\$433,143	\$437,474
Local Match	\$1,562,213	\$1,593,457	\$1,625,326	\$1,657,832	\$1,690,989
TOTAL	\$8,300,388	\$8,462,191	\$8,627,189	\$8,795,444	\$8,967,022
TOTAL	\$55,623,008	\$56,252,038	\$56,888,934	\$57,533,807	\$58,186,768

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	\$9,384,920	\$9,478,769	\$9,573,557	\$9,669,292	\$9,765,985
Safety	\$2,550,250	\$2,575,753	\$2,601,510	\$2,627,525	\$2,653,800
Flex	\$25,659,577	\$25,922,491	\$26,188,160	\$26,456,614	\$26,727,885
TOTAL	\$37,594,747	\$37,977,012	\$38,363,227	\$38,753,432	\$39,147,671
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$6,317,771	\$6,444,127	\$6,573,009	\$6,704,469	\$6,838,559
TAP	\$861,514	\$878,745	\$896,319	\$914,246	\$932,531
Local Match	\$1,562,213	\$1,593,457	\$1,625,326	\$1,657,832	\$1,690,989
TOTAL	\$8,741,498	\$8,916,328	\$9,094,654	\$9,276,548	\$9,462,078
TOTAL	\$46,336,245	\$46,893,340	\$47,457,881	\$48,029,979	\$48,609,749

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2023	2024	2025	2026	2027
TCOS	\$0	\$0	\$0	\$0	\$0
Safety	\$0	\$0	\$0	\$0	\$0
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$9,127,873	\$9,212,834	\$9,298,518	\$9,384,930	\$9,472,075
TOTAL	\$9,727,873	\$9,812,834	\$9,898,518	\$9,984,930	\$10,072,075
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$0	\$0	\$0	\$0	\$0
TAP	-\$441,110	-\$454,136	-\$467,465	-\$481,103	-\$495,057
Local Match	\$0	\$0	\$0	\$0	\$0
TOTAL	-\$441,110	-\$454,136	-\$467,465	-\$481,103	-\$495,057
TOTAL	\$9,286,763	\$9,358,698	\$9,431,053	\$9,503,827	\$9,577,019

2023-2027 ADDITIONAL FUNDING

\$47,157,359.33

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	\$9,863,645	\$9,962,282	\$10,061,905	\$10,162,524	\$10,264,149
Safety	\$2,680,338	\$2,707,142	\$2,734,213	\$2,761,555	\$2,789,171
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$36,561,960	\$36,927,579	\$37,296,855	\$37,669,824	\$38,046,522
TOTAL	\$49,705,943	\$50,197,003	\$50,692,973	\$51,193,903	\$51,699,842
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$6,975,330	\$7,114,836	\$7,257,133	\$7,402,276	\$7,550,321
TAP	\$441,849	\$446,267	\$450,730	\$455,237	\$459,790
Local Match	\$1,724,809	\$1,759,305	\$1,794,491	\$1,830,381	\$1,866,989
TOTAL	\$9,141,988	\$9,320,409	\$9,502,354	\$9,687,894	\$9,877,100
TOTAL	\$58,847,931	\$59,517,412	\$60,195,327	\$60,881,797	\$61,576,941

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	\$9,863,645	\$9,962,282	\$10,061,905	\$10,162,524	\$10,264,149
Safety	\$2,680,338	\$2,707,142	\$2,734,213	\$2,761,555	\$2,789,171
Flex	\$27,002,002	\$27,278,998	\$27,558,902	\$27,841,749	\$28,127,568
TOTAL	\$39,545,986	\$39,948,421	\$40,355,020	\$40,765,828	\$41,180,888
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$6,975,330	\$7,114,836	\$7,257,133	\$7,402,276	\$7,550,321
TAP	\$951,181	\$970,205	\$989,609	\$1,009,401	\$1,029,589
Local Match	\$1,724,809	\$1,759,305	\$1,794,491	\$1,830,381	\$1,866,989
TOTAL	\$9,651,320	\$9,844,346	\$10,041,233	\$10,242,058	\$10,446,899
TOTAL	\$49,197,306	\$49,792,768	\$50,396,254	\$51,007,886	\$51,627,787

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2028	2029	2030	2031	2032
TCOS	\$0	\$0	\$0	\$0	\$0
Safety	\$0	\$0	\$0	\$0	\$0
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$9,559,957	\$9,648,582	\$9,737,953	\$9,828,075	\$9,918,954
TOTAL	\$10,159,957	\$10,248,582	\$10,337,953	\$10,428,075	\$10,518,954
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$0	\$0	\$0	\$0	\$0
TAP	-\$509,332	-\$523,938	-\$538,879	-\$554,164	-\$569,800
Local Match	\$0	\$0	\$0	\$0	\$0
TOTAL	-\$509,332	-\$523,938	-\$538,879	-\$554,164	-\$569,800
TOTAL	\$9,650,625	\$9,724,644	\$9,799,074	\$9,873,911	\$9,949,154

2028-2032 ADDITIONAL FUNDING

\$48,997,407.75

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	\$10,366,790	\$10,470,458	\$10,575,163	\$10,680,914	\$10,787,724
Safety	\$2,817,063	\$2,845,233	\$2,873,686	\$2,902,422	\$2,931,447
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$38,426,987	\$38,811,257	\$39,199,370	\$39,591,363	\$39,987,277
TOTAL	\$52,210,840	\$52,726,948	\$53,248,218	\$53,774,700	\$54,306,447
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$7,701,328	\$7,855,354	\$8,012,461	\$8,172,711	\$8,336,165
TAP	\$464,388	\$469,031	\$473,722	\$478,459	\$483,244
Local Match	\$1,904,328	\$1,942,415	\$1,981,263	\$2,020,888	\$2,061,306
TOTAL	\$10,070,044	\$10,266,801	\$10,467,446	\$10,672,058	\$10,880,715
TOTAL	\$62,280,884	\$62,993,749	\$63,715,664	\$64,446,758	\$65,187,162

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	\$10,366,790	\$10,470,458	\$10,575,163	\$10,680,914	\$10,787,724
Safety	\$2,817,063	\$2,845,233	\$2,873,686	\$2,902,422	\$2,931,447
Flex	\$28,416,394	\$28,708,260	\$29,003,198	\$29,301,242	\$29,602,427
TOTAL	\$41,600,247	\$42,023,951	\$42,452,046	\$42,884,579	\$43,321,597
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$7,701,328	\$7,855,354	\$8,012,461	\$8,172,711	\$8,336,165
TAP	\$1,050,181	\$1,071,185	\$1,092,608	\$1,114,461	\$1,136,750
Local Match	\$1,904,328	\$1,942,415	\$1,981,263	\$2,020,888	\$2,061,306
TOTAL	\$10,655,837	\$10,868,954	\$11,086,333	\$11,308,060	\$11,534,221
TOTAL	\$52,256,084	\$52,892,905	\$53,538,379	\$54,192,639	\$54,855,818

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2033	2034	2035	2036	2037
TCOS	\$0	\$0	\$0	\$0	\$0
Safety	\$0	\$0	\$0	\$0	\$0
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$10,010,593	\$10,102,997	\$10,196,172	\$10,290,121	\$10,384,850
TOTAL	\$10,610,593	\$10,702,997	\$10,796,172	\$10,890,121	\$10,984,850
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$0	\$0	\$0	\$0	\$0
TAP	-\$585,793	-\$602,153	-\$618,887	-\$636,002	-\$653,506
Local Match	\$0	\$0	\$0	\$0	\$0
TOTAL	-\$585,793	-\$602,153	-\$618,887	-\$636,002	-\$653,506
TOTAL	\$10,024,799	\$10,100,844	\$10,177,285	\$10,254,120	\$10,331,344

2033-2037 ADDITIONAL FUNDING

\$50,888,392.06

PROPOSED LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2038	2039	2040		
TCOS	\$10,895,601	\$11,004,557	\$11,114,602		\$230,174,837
Safety	\$2,960,761	\$2,990,369	\$3,020,272		\$62,547,510
Interst./Brdg	\$300,000	\$300,000	\$300,000		\$6,900,000
SW TAP	\$300,000	\$300,000	\$300,000		\$6,900,000
Flex	\$40,387,150	\$40,791,021	\$41,198,931		\$844,501,074
TOTAL	\$54,843,512	\$55,385,947	\$55,933,806		\$1,151,023,421
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$8,502,888	\$8,672,946	\$8,846,405		\$165,056,648
TAP	\$488,076	\$492,957	\$497,886		\$10,286,521
Local Match	\$2,102,532	\$2,144,583	\$2,187,475		\$40,814,008
TOTAL	\$11,093,497	\$11,310,486	\$11,531,766		\$216,157,177
TOTAL	\$65,937,008	\$66,696,432	\$67,465,572		\$1,367,180,598

CURRENT LRTP FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2038	2039	2040		
TCOS	\$10,895,601	\$11,004,557	\$11,114,602		\$230,174,837
Safety	\$2,960,761	\$2,990,369	\$3,020,272		\$62,547,510
Flex	\$29,906,788	\$30,214,358	\$30,525,175		\$630,139,644
TOTAL	\$43,763,149	\$44,209,284	\$44,660,050		\$922,861,991
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$8,502,888	\$8,672,946	\$8,846,405		\$165,056,648
TAP	\$1,159,485	\$1,182,674	\$1,206,328		\$22,507,725
Local Match	\$2,102,532	\$2,144,583	\$2,187,475		\$40,814,008
TOTAL	\$11,764,905	\$12,000,203	\$12,240,207		\$228,378,381
TOTAL	\$55,528,055	\$56,209,487	\$56,900,257		\$1,151,240,372

DIFFERENCE IN FUNDING PROJECTIONS

MODOT Allocated Funding for OTO area					
	2038	2039	2040		
TCOS	\$0	\$0	\$0		\$0
Safety	\$0	\$0	\$0		\$0
Interst./Brdg	\$300,000	\$300,000	\$300,000		\$6,900,000
SW TAP	\$300,000	\$300,000	\$300,000		\$6,900,000
Flex	\$10,480,362	\$10,576,663	\$10,673,756		\$803,687,067
TOTAL	\$11,080,362	\$11,176,663	\$11,273,756		\$228,161,430
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$0	\$0	\$0		\$0
TAP	-\$671,409	-\$689,718	-\$708,442		-\$12,221,204
Local Match	\$0	\$0	\$0		\$0
TOTAL	-\$671,409	-\$689,718	-\$708,442		-\$12,221,204
TOTAL	\$10,408,953	\$10,486,945	\$10,565,315		\$215,940,226

2038-2040 ADD'L \$ \$31,461,213

\$215,940,226

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 5/17/2017; ITEM II.D.

Amendment Number Six to *Transportation Plan 2040*

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

AGENDA DESCRIPTION:

After revising the funding projections for *Transportation Plan 2040*, additional projects can be added to the constrained project list in the plan. Any projects that appear in the unconstrained list may be added to the constrained list with this new funding. MoDOT has requested the I-44 capacity projects be moved from the unconstrained list of *Transportation Plan 2040* to the constrained list. The revised funding projections in proposed Amendment Five create enough funding to allow this

New Constrained Projects:

ID	Description	Time Band	Inflated Cost
M12	Capacity Improvements from Route 160 to Route 65	2023-2030	\$50,432,207.73
M30	Capacity Improvements from Route 65 to Route 125	2023-2030	\$49,058,438.62
M35	Interchange Improvements at Route 744	2031-2040	\$27,909,269.36
M10	Capacity Improvements from Route 266 to Route 160	2031-2040	\$25,164,679.65
M7	Capacity Improvements from Route 360 to Route 266	2031-2040	\$30,281,735.48

After the inclusion of these projects, \$33 million remains through 2040 for additional projects on the constrained project list.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.

Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.

Amendment 3 to the LRTP was for the revised design standards.

Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

Proposed Amendment 5 for the addition of \$215 million in revenue.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve Amendment Six to *Transportation Plan 2040*.”

OR

“Move to recommend that staff make the following changes to *Transportation Plan 2040* project revisions for consideration by the Board of Directors...”

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP28	BATTLEFIELD ROAD AND FREMONT AVENUE INTERSECTION IMPROVEMENTS, FREMONT AVENUE IMPROVEMENTS	BATTLEFIELD ROAD FROM BATTLEFIELD ROAD TO FREMONT AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT FREMONT AVENUE, IMPROVEMENTS ON FREMONT AVENUE FROM SUNSET STREET TO BATTLEFIELD ROAD	\$7,013,122	\$ -	\$ -	\$7,013,122	\$7,013,122
M172	BUSINESS 65 (SOUTH STREET) IMPROVEMENTS FROM ROUTE 65 TO THIRD STREET	BUSINESS 65 FROM ROUTE 65 TO ROUTE 14	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON BUSINESS 65 (SOUTH STREET) IN OZARK FROM ROUTE 65 TO ROUTE 14	\$3,949,115	\$ -	\$ -	\$3,949,115	\$10,962,237
M410	BUSINESS 65 (GLENSTONE AVENUE) CAPACITY AND SAFETY CORRIDOR AND INTERSECTION IMPROVEMENTS	BUSINESS 65 FROM I-44 TO BATTLEFIELD ROAD	SPRINGFIELD	IMPROVEMENTS TO THE BUSINESS 65 (GLENSTONE) CORRIDOR AND INTERSECTIONS FROM I-44 TO BATTLEFIELD	\$ -	\$11,068,865	\$12,831,848	\$23,900,713	\$34,862,950
SP24	CAMPBELL AVENUE AND REPUBLIC ROAD INTERSECTION IMPROVEMENTS	CAMPBELL AVENUE FROM CAMPBELL AVENUE TO REPUBLIC ROAD	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT REPUBLIC ROAD	\$ -	\$ -	\$24,401,898	\$24,401,898	\$59,264,848
M88	CAMPBELL AVENUE, ROUTE 160 SAFETY AND SYSTEM IMPROVEMENTS	CAMPBELL AVENUE, ROUTE 160 FROM BATTLEFIELD ROAD TO FARM ROAD 192	SPRINGFIELD, GREENE COUNTY	SAFETY AND SYSTEM IMPROVEMENTS FROM BATTLEFIELD ROAD TO FARM ROAD 192 (STEINERT ROAD)	\$ -	\$7,867,503	\$ -	\$7,867,503	\$67,132,351

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP401	DIVISION FROM NATIONAL TO GLENSTONE	DIVISION FROM NATIONAL AVENUE TO GLENSTONE	SPRINGFIELD	CAPACITY IMPROVEMENTS TO DIVISION FROM NATIONAL TO GLENSTONE INCLUDING BIKE LANE AND SIDEWALKS	\$3,004,999	\$ -	\$ -	\$3,004,999	\$70,137,350
G11	EAST/WEST ARTERIAL - KANSAS EXTENSION TO CAMPBELL AVENUE	EAST/WEST ARTERIAL FROM KANSAS EXPRESSWAY TO CAMPBELL AVENUE	GREENE COUNTY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$91,523,763
G13	EAST/WEST ARTERIAL - CAMPBELL AVENUE TO NATIONAL AVENUE	EAST/WEST ARTERIAL FROM CAMPBELL AVENUE TO NATIONAL AVENUE	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$21,386,413	\$21,386,413	\$112,910,176
G14	EAST/WEST ARTERIAL - NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	EAST/WEST ARTERIAL FROM NATIONAL AVENUE TO KISSICK AVENUE (FARM ROAD 169)	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$ -	\$44,911,468	\$44,911,468	\$157,821,644
SP402	EAST/WEST ARTERIAL FROM KISSICK TO EVANS	EAST/WEST ARTERIAL FROM KISSICK TO EVANS ROAD	SPRINGFIELD	EAST/WEST ARTERIAL AS A NEW CORRIDOR FROM KISSICK TO EVANS	\$ -	\$12,680,000	\$ -	\$12,680,000	\$170,501,644
ST1	EVERGREEN STREET IMPROVEMENTS	EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	STRAFFORD, GREENE COUNTY	IMPROVEMENTS ON EVERGREEN STREET FROM ROUTE 125 TO CAMPING WORLD (373 E EVERGREEN)	\$1,639,091	\$ -	\$ -	\$1,639,091	\$172,140,735

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M401	IMPROVEMENTS NECESSARY TO CREATE I-244 LOOP AROUND SPRINGFIELD	I-244 FROM ROUTE 360 TO ROUTE 65	SPRINGFIELD, GREENE COUNTY	SIGNAGE AND OTHER NECESSARY IMPROVEMENTS TO CONVERT US 65, US 60, US 360, TO I-244 ALONG WITH I-44 FROM US 65 TO US 360	\$3,170,001	\$ -	\$ -	\$3,170,001	\$175,310,736
M39	I-44 AND ROUTE 125 INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 125	STRAFFORD	INTERCHANGE IMPROVEMENTS AT ROUTE 125 INCLUDING PEDESTRIAN ACCOMMODATIONS	\$1,347,332	\$ -	\$ -	\$1,347,332	\$176,658,068
M58	I-44 AND ROUTE B/MM INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE B/MM	GREENE COUNTY	INTERCHANGE IMPROVEMENTS AT ROUTE B/MM	\$ -	\$ -	\$2,851,522	\$2,851,522	\$179,509,590
G6	KANSAS EXPRESSWAY EXTENSION - REPUBLIC ROAD TO WEAVER ROAD	KANSAS EXPRESSWAY FROM REPUBLIC ROAD TO WEAVER ROAD	SPRINGFIELD, GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$19,592,595	\$ -	\$ -	\$19,592,595	\$199,102,185
G7	KANSAS EXPRESSWAY EXTENSION - WEAVER ROAD TO PLAINVIEW ROAD	KANSAS EXPRESSWAY FROM WEAVER ROAD TO PLAINVIEW ROAD	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$7,748,205	\$ -	\$7,748,205	\$206,850,390
G8	KANSAS EXPRESSWAY EXTENSION - PLAINVIEW ROAD TO COX	KANSAS EXPRESSWAY FROM PLAINVIEW ROAD TO EAST/WEST ARTERIAL (FARM ROAD 190)	GREENE COUNTY	NEW ROADWAY WITH BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$ -	\$9,224,054	\$ -	\$9,224,054	\$216,074,444

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M409	KANSAS EXPRESSWAY AND DIVISION INTERSECTION	KANSAS EXPRESSWAY FROM KANSAS EXPRESSWAY TO DIVISION STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS	\$2,513,272	\$ -	\$ -	\$2,513,272	\$218,587,716
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE I	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	\$ -	\$ -	\$14,257,609	\$14,257,609	\$232,845,325
M48	LOOP 44 (CHESTNUT EXPRESSWAY) CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS - PHASE II	LOOP 44 FROM ROUTE 160 TO BUSINESS 65	SPRINGFIELD	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM ROUTE 160 (WEST BYPASS) TO BUSINESS 65 (GLENSTONE AVENUE), INCLUDING ACCESS MANAGEMENT	\$ -	\$ -	\$28,515,218	\$28,515,218	\$261,360,543
W5	MILLER ROAD WIDENING PROJECT	MILLER ROAD FROM ROUTE 160 TO JACKSON STREET	WILLARD	LANE ADDITION INCLUDING BICYCLE LANE	\$467,687	\$ -	\$ -	\$467,687	\$261,828,230
M175	ITS	N/A FROM N/A TO N/A	SPRINGFIELD	ATMS PHASE 2B - CAMERAS, SIGNS, AND COMMUNICATION INFRASTRUCTURE ALONG VARIOUS ROUTES EAST OF AND INCLUDING ROUTE 13 IN SPRINGFIELD	\$1,564,785	\$ -	\$ -	\$1,564,785	\$263,393,015

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M176	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA	ATMS PHASE 3 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE ALONG VARIOUS ROUTES WEST OF ROUTE 13 AND ALONG ROUTE 160 SOUTH THROUGH ROUTE 14 IN NIXA	\$2,106,778	\$ -	\$ -	\$2,106,778	\$265,499,793
M177	ITS	N/A FROM N/A TO N/A	SPRINGFIELD, NIXA, REPUBLIC	ATMS PHASE 4 - CAMERAS, SIGNS, AND COMMUNICATIONS INFRASTRUCTURE IN VARIOUS LOCATION IN SPRINGFIELD, ALONG ROUTE 65 SOUTH THROUGH ROUTE F IN OZARK AND ALONG ROUTE 60 WEST THROUGH ROUTE P IN REPUBLIC	\$ -	\$1,319,655	\$ -	\$1,319,655	\$266,819,448
SP30	TRAFFIC MANAGEMENT CENTER OPERATIONS	N/A FROM N/A TO N/A	SPRINGFIELD	FUNDING OF ONGOING OPERATIONS	\$6,000,000	\$11,975,000	\$19,750,000	\$37,725,000	\$304,544,447
C410	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO ROUTE CC	CHRISTIAN COUNTY	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO CC	\$ -	\$ -	\$21,386,413	\$21,386,413	\$325,930,861
R8	OAKWOOD AVENUE IMPROVEMENTS	OAKWOOD AVENUE FROM ROUTE 60 TO ELM STREET	REPUBLIC	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,986,578	\$ -	\$ -	\$1,986,578	\$327,917,438

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
SP403	PRIMROSE FROM SOUTH TO KIMBROUGH	PRIMROSE FROM SOUTH AVENUE (SPRINGFIELD) TO KIMBROUGH	SPRINGFIELD	CAPACITY IMPROVEMENTS TO PRIMROSE FROM SOUTH TO KIMBROUGH	\$2,841,090	\$ -	\$ -	\$2,841,090	\$330,758,529
SP404	REPUBLIC FROM CHASE TO FAIRVIEW	REPUBLIC ROAD FROM CHASE TO FAIRVIEW	SPRINGFIELD	CAPACITY IMPROVEMENTS FROM CHASE TO FAIRVIEW	\$2,731,818	\$ -	\$ -	\$2,731,818	\$333,490,347
G403	ROUTE 13 FROM WW TO NORTON	ROUTE 13 FROM ROUTE WW TO NORTON	GREENE COUNTY	SAFETY IMPROVEMENTS TO ROUTE 13 FROM WW TO NORTON	\$1,092,727	\$ -	\$ -	\$1,092,727	\$334,583,074
M411	ROUTE 13 (KANSAS EXPRESSWAY) AND WALNUT LAWN	ROUTE 13 FROM ROUTE 13 TO WALNUT LAWN		INTERSECTION IMPROVEMENTS	\$ -	\$2,459,748	\$ -	\$2,459,748	\$337,042,822
M85	ROUTE 13 (KANSAS EXPRESSWAY) AND SUNSET STREET INTERSECTION IMPROVEMENTS	ROUTE 13 FROM ROUTE 13 TO SUNSET STREET	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT SUNSET STREET INCLUDING PEDESTRIAN CONNECTION FROM KANSAS TO SUNSET	\$2,185,454	\$ -	\$ -	\$2,185,454	\$339,228,276
M146	ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE M	NIXA, CHRISTIAN COUNTY	INTERSECTION IMPROVEMENTS AT ROUTE M (NICHOLAS ROAD) AND ROUTE 14 (MT. VERNON STREET)	\$1,715,581	\$ -	\$ -	\$1,715,581	\$340,943,857
M147	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE M TO GREGG ROAD	NIXA, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM ROUTE M (NICHOLAS ROAD) TO GREGG ROAD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,622,545	\$ -	\$ -	\$2,622,545	\$343,566,402

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M150	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM GREGG ROAD TO TRUMAN BOULEVARD	NIXA	CAPACITY IMPROVEMENTS FROM GREGG ROAD TO TRUMAN BOULEVARD INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,098,036	\$ -	\$ -	\$2,098,036	\$345,664,438
M151	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM TRUMAN BOULEVARD TO ROUTE 160	NIXA	CAPACITY IMPROVEMENTS FROM TRUMAN BOULEVARD TO ROUTE 160 (MASSEY BOULEVARD) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$2,240,090	\$ -	\$ -	\$2,240,090	\$347,904,528
M156	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE 160 TO WATER STREET	NIXA	CAPACITY IMPROVEMENTS FROM ROUTE 160 (MASSEY BOULEVARD) TO RIDGECREST STREET INCLUDING PEDESTRIAN ACCOMMODATIONS	\$6,685,304	\$ -	\$ -	\$6,685,304	\$354,589,832
M157	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM WATER STREET TO CHEYENNE ROAD	NIXA	CAPACITY IMPROVEMENTS FROM RIDGECREST STREET TO CHEYENNE ROAD WITH PEDESTRIAN ACCOMMODATIONS TO RIDGECREST	\$8,741,816	\$ -	\$ -	\$8,741,816	\$363,331,648
M158	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM CHEYENNE ROAD TO FREMONT ROAD	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY IMPROVEMENTS FROM CHEYENNE ROAD TO FREMONT ROAD	\$ -	\$13,754,909	\$ -	\$13,754,909	\$377,086,557

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M159	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM FREMONT ROAD TO 22ND STREET	OZARK	CAPACITY IMPROVEMENTS FROM FREMONT ROAD TO 22ND STREET	\$4,294,417	\$ -	\$ -	\$4,294,417	\$381,380,974
M167	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM 17TH STREET TO ROUTE NN	OZARK	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN (9TH STREET) INCLUDING PEDESTRIAN ACCOMMODATIONS	\$5,734,631	\$ -	\$ -	\$5,734,631	\$387,115,605
M173	ROUTE 14 (SOUTH STREET) IMPROVEMENTS	ROUTE 14 FROM 3RD STREET/SELMORE ROAD TO ROUTE W	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS ON SOUTH STREET FROM 3RD STREET/SELMORE ROAD TO ROUTE W	\$ -	\$21,522,793	\$ -	\$21,522,793	\$408,638,398
M408	ROUTE 14 (JACKSON STREET) IMPROVEMENTS	ROUTE 14 FROM ROUTE NN TO 3RD STREET	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE NN TO 3RD	\$ -	\$4,919,495	\$ -	\$4,919,495	\$413,557,893
O13	ROUTE 14 (3RD STREET) AND CHURCH STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO CHURCH STREET	OZARK	WIDEN ROUTE 14 (3RD STREET) TO INCLUDE TWO THROUGH LANES IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE, ADD A CENTER TURN LANE FOR THE EASTBOUND AND WESTBOUND APPROACHES OF CHURCH STREET, ADD SIGNAL	\$ -	\$1,885,397	\$ -	\$1,885,397	\$415,443,290

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
O25	ROUTE 14 (SOUTH STREET) AND ROUTE W INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO ROUTE W	OZARK	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$ -	\$ -	\$1,524,138	\$1,524,138	\$416,967,428
O401	ROUTE 14 AND OAK STREET INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO OAK STREET	OZARK	IMPROVE EXISTING INTERSECTION ALIGNMENT WITH A REALIGNMENT OF OAK STREET	\$ -	\$1,885,397	\$ -	\$1,885,397	\$418,852,825
O6	ROUTE 14 (JACKSON STREET) AND ROUTE NN (9TH STREET) INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 9TH STREET	OZARK	WIDEN JACKSON STREET TO INCLUDE TWO WESTBOUND LANES (EAST OF ROUTE NN) AND REALIGNMENT OF 10TH STREET, WIDEN ROUTE NN TO INCLUDE TO A SOUTHBOUND LEFT TURN LANE AND ADD SHOULDERS, REPLACE SIGNAL	\$3,114,272	\$ -	\$ -	\$3,114,272	\$421,967,097
O403	IMPROVEMENTS TO INTERSECTION OF ROUTE 14 AND BUSINESS 65	ROUTE 14/BUSINESS 65 FROM ROUTE 14 TO BUSINESS 65	OZARK	INTERSECTION IMPROVEMENTS	\$2,185,454	\$ -	\$ -	\$2,185,454	\$424,152,551
M124	ROUTE 160 IMPROVEMENTS	ROUTE 160 FROM PLAINVIEW ROAD TO ROUTE CC RELOCATION	SPRINGFIELD, NIXA, GREENE COUNTY, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM FARM ROAD 192 TO RELOCATED ROUTE CC IN NIXA	\$ -	\$26,128,670	\$ -	\$26,128,670	\$450,281,221

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M127	ROUTE 160 AND FARM ROAD 192 (STEINERT ROAD) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO FARM ROAD 192 (STEINERT ROAD)	GREENE COUNTY	INTERSECTION IMPROVEMENTS AT FARM ROAD 192 (STEINERT ROAD)	\$499,376	\$ -	\$ -	\$499,376	\$450,780,597
M13	ROUTE 160 (WEST BYPASS) AND ROUTE 744 (KEARNEY STREET) INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE 744	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT ROUTE 744 (KEARNEY STREET)	\$2,921,952	\$ -	\$ -	\$2,921,952	\$453,702,549
M132	ROUTE 160 (MASSEY BOULEVARD) AND ROUTE CC INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO ROUTE CC RELOCATION	NIXA	INTERSECTION IMPROVEMENTS AT RELOCATED ROUTE CC IN NIXA	\$ -	\$3,228,419	\$ -	\$3,228,419	\$456,930,968
M141	ROUTE 160 (MASSEY BOULEVARD) AND TRACKER ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO TRACKER ROAD	NIXA	INTERSECTION IMPROVEMENTS AT TRACKER ROAD	\$1,381,207	\$ -	\$ -	\$1,381,207	\$458,312,175
M142	ROUTE 160 (MASSEY BOULEVARD) AND KATHRYN STREET/ALDERSGATE DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO KATHRYN STREET/ALDERSGATE DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT KATHRYN STREET/ALDERSGATE DRIVE	\$ -	\$ -	\$1,461,405	\$1,461,405	\$459,773,580
M143	ROUTE 160 (MASSEY BOULEVARD) AND NORTHVIEW ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO NORTHVIEW ROAD	NIXA	INTERSECTION IMPROVEMENTS AT NORTHVIEW ROAD	\$1,115,510	\$ -	\$ -	\$1,115,510	\$460,889,090

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M144	ROUTE 160 (MASSEY BOULEVARD) AND WASSON DRIVE INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO WASSON DRIVE	NIXA	INTERSECTION IMPROVEMENTS AT WASSON DRIVE	\$ -	\$1,259,268	\$ -	\$1,259,268	\$462,148,358
M153	ROUTE 160 (MASSEY BOULEVARD) AND SOUTH STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO SOUTH STREET (NIXA)	NIXA	INTERSECTION IMPROVEMENTS AT SOUTH STREET IN NIXA	\$1,654,061	\$ -	\$ -	\$1,654,061	\$463,802,419
M3	ROUTE 160 AND HUGHES ROAD INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO HUGHES ROAD	WILLARD	INTERSECTION IMPROVEMENTS, QUARRY ACCESS IMPROVEMENTS AT HUGHES ROAD	\$642,523	\$ -	\$ -	\$642,523	\$464,444,942
N401	ROUTE 160 AND ROSEDALE	ROUTE 160 FROM ROUTE 160 TO ROSEDALE ROAD	NIXA	INTERSECTION IMPROVEMENTS AT ROSEDALE	\$ -	\$3,074,685	\$ -	\$3,074,685	\$467,519,627
W1	ROUTE 160 EXPANSION TO FOUR LANES	ROUTE 160 FROM WILLARD TO I-44	WILLARD, GREENE COUNTY	WIDEN ROUTE 160 FROM TWO LANES TO FOUR LANES FROM WILLARD TO I-44	\$12,321,590	\$ -	\$ -	\$12,321,590	\$479,841,217
M102	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM ROUTE 65 TO FARM ROAD 213	SPRINGFIELD, GREENE COUNTY	UPGRADE TO FREEWAY FROM ROUTE 65 TO FARM ROAD 213 (OUTER ROADS)	\$ -	\$36,896,216	\$ -	\$36,896,216	\$516,737,433

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M113	ROUTE 60 AND ROUTE 174 (INDEPENDENCE STREET) INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO ROUTE 174	REPUBLIC	INTERSECTION IMPROVEMENTS AT ROUTE 174 IN REPUBLIC TO ELIMINATE SIGNAL SPLIT-PHASE (REMOVE MEDIAN SEPARATION, IMPROVE PEDESTRIAN CROSSING)	\$ -	\$2,459,748	\$ -	\$2,459,748	\$519,197,181
M420	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 2	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$ -	\$ -	\$28,515,218	\$28,515,218	\$547,712,398
M87	ROUTE 60 (JAMES RIVER FREEWAY) CAPACITY AND OPERATIONAL IMPROVEMENTS PHASE 1	ROUTE 60 FROM ROUTE 413 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM ROUTE 413 (KANSAS EXPRESSWAY) TO ROUTE 65	\$9,555,801	\$12,298,739	\$ -	\$21,854,540	\$569,566,938
M128	ROUTE 65 CAPACITY IMPROVEMENTS	ROUTE 65 FROM EVANS ROAD TO ROUTE CC	SPRINGFIELD, OZARK	CAPACITY IMPROVEMENTS FROM EVANS ROAD TO ROUTE CC	\$7,321,271	\$ -	\$ -	\$7,321,271	\$576,888,209
M129	ROUTE 65 AND EVANS ROAD INTERCHANGE	ROUTE 65 FROM ROUTE 65 TO EVANS ROAD	SPRINGFIELD	INTERCHANGE IMPROVEMENTS AT EVANS ROAD	\$ -	\$ -	\$12,200,236	\$12,200,236	\$589,088,445
M160	ROUTE 65 IMPROVEMENTS	ROUTE 65 FROM ROUTE CC TO BUSINESS 65	OZARK	CAPACITY IMPROVEMENTS FROM ROUTE CC TO BUSINESS 65 (SOUTH STREET/F)	\$ -	\$ -	\$40,447,411	\$40,447,411	\$629,535,856

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
W4	ROUTE AB AND ROUTE 160 INTERSECTION IMPROVEMENT	ROUTE AB FROM ROUTE AB TO ROUTE 160	WILLARD	TURN LANE AND SIGNALIZATION IMPROVEMENT	\$408,680	\$ -	\$ -	\$408,680	\$629,944,536
M135	ROUTE CC IMPROVEMENTS	ROUTE CC FROM MAIN STREET (NIXA) TO ROUTE 65	NIXA, OZARK, CHRISTIAN COUNTY	CAPACITY AND SAFETY IMPROVEMENTS FROM MAIN STREET (NIXA) TO ROUTE 65	\$ -	\$21,483,437	\$ -	\$21,483,437	\$651,427,973
M75	ROUTE D (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE D FROM BUSINESS 65 TO ROUTE 65	SPRINGFIELD	CAPACITY AND OPERATIONAL IMPROVEMENTS FROM BUSINESS 65 (GLENSTONE AVENUE) TO ROUTE 65 - ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS, ADAPTIVE SIGNALS	\$ -	\$2,593,804	\$ -	\$2,593,804	\$654,021,777
M122	ROUTE FF AND WEAVER ROAD INTERSECTION IMPROVEMENTS	ROUTE FF FROM ROUTE FF TO WEAVER ROAD	BATTLEFIELD	INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSING AT WEAVER ROAD	\$ -	\$348,054	\$ -	\$348,054	\$654,369,831
R401	ROUTE M AND REPMO DRIVE INTERSECTION IMPROVEMENTS	ROUTE M FROM ROUTE M TO REPMO DRIVE	REPUBLIC, GREENE COUNTY	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT ROUTE M, REPMO DRIVE, AND FARM ROAD 103	\$972,336	\$ -	\$ -	\$972,336	\$655,342,167
M430	GRADE-SEPARATED RAILROAD CROSSING ON ROUTE MM	ROUTE MM FROM ROUTE MM TO ROUTE MM	REPUBLIC, GREENE COUNTY	ROUTE MM GRADE-SEPARATED RAILROAD CROSSING	\$ -	\$ -	\$14,257,609	\$14,257,609	\$669,599,776

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M59	ROUTE MM (BROOKLINE BOULEVARD) CAPACITY IMPROVEMENTS	ROUTE MM FROM I-44 TO ROUTE 360	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS FROM I-44 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$ -	\$16,418,816	\$ -	\$16,418,816	\$686,018,592
M60	ROUTE MM (BROOKLINE BOULEVARD) IMPROVEMENTS	ROUTE MM FROM ROUTE 360 TO ROUTE 60	REPUBLIC, GREENE COUNTY	CAPACITY IMPROVEMENTS (THREE-LANES) FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 60	\$ -	\$14,758,486	\$ -	\$14,758,486	\$700,777,078
M38	ROUTE OO/125 (OLD ROUTE 66) AND WASHINGTON STREET INTERSECTION IMPROVEMENTS	ROUTE OO/125 FROM ROUTE OO/125 TO WASHINGTON STREET	STRAFFORD	INTERSECTION IMPROVEMENT AT WASHINGTON STREET, INCLUDING WIDENING OF GRADE CROSSING	\$ -	\$657,983	\$ -	\$657,983	\$701,435,061
M45	ROUTE YY (DIVISION STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO EASTGATE AVENUE	SPRINGFIELD	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$1,419,452	\$ -	\$ -	\$1,419,452	\$702,854,513
O402	THIRD STREET IN OZARK FROM JACKSON TO SOUTH	THIRD STREET FROM JACKSON TO SOUTH	OZARK	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS TO THIRD STREET/ROUTE 14 THROUGH DOWNTOWN OZARK FROM JACKSON TO SOUTH	\$ -	\$4,919,495	\$ -	\$4,919,495	\$707,774,008
M49	VARIOUS LOCATIONS ADAPTIVE SIGNALS	VARIOUS FROM VARIOUS TO VARIOUS	SPRINGFIELD	ADAPTIVE SIGNAL TECHNOLOGY ON VARIOUS ROADWAYS	\$ -	\$1,362,700	\$ -	\$1,362,700	\$709,136,708

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST401	REALIGNMENT OF WASHINGTON AND MADISON	WASHINGTON, MADISON FROM ROUTE 00 TO BUMGARNER	STRAFFORD	REALIGN WASHINGTON AND MADISON	\$ -	\$1,967,798	\$ -	\$1,967,798	\$711,104,506
G405	WEST BYPASS AND FARM ROAD 146 INTERSECTION IMPROVEMENTS	WEST BYPASS FROM WEST BYPASS TO FARM ROAD 146	GREENE	INTERSECTION IMPROVEMENTS	\$546,364	\$ -	\$ -	\$546,364	\$711,650,870
O14	RIVERSIDE BRIDGE	RIVERSIDE ROAD	CHRISTIAN COUNTY	RIVERSIDE BRIDGE REPLACEMENT, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATION	\$3,000,000	\$ -	\$ -	\$3,000,000	\$714,650,870
<u>M10</u>	<u>SPRINGFIELD, GREENE COUNTY</u>	<u>I-44 CAPACITY IMPROVEMENTS</u>	<u>I-44 FROM ROUTE 266 TO ROUTE 160</u>	<u>CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$25,164,680</u>	<u>\$25,164,680</u>	<u>\$739,815,550</u>
<u>M12</u>	<u>SPRINGFIELD, GREENE COUNTY</u>	<u>I-44 CAPACITY IMPROVEMENTS</u>	<u>I-44 FROM ROUTE 160 TO ROUTE 65</u>	<u>CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65</u>	<u>\$ -</u>	<u>\$50,432,208</u>	<u>\$ -</u>	<u>\$50,432,208</u>	<u>\$790,247,758</u>
<u>M30</u>	<u>SPRINGFIELD, STRAFFORD, GREENE COUNTY</u>	<u>I-44 CAPACITY IMPROVEMENTS</u>	<u>I-44 FROM ROUTE 65 TO ROUTE 125</u>	<u>CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125</u>	<u>\$ -</u>	<u>\$49,058,439</u>	<u>\$ -</u>	<u>\$49,058,439</u>	<u>\$839,306,197</u>
<u>M35</u>	<u>SPRINGFIELD</u>	<u>I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS</u>	<u>I-44 FROM I-44 TO ROUTE 744</u>	<u>INTERCHANGE IMPROVEMENTS AT ROUTE 744</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$27,909,269</u>	<u>\$27,909,269</u>	<u>\$867,215,466</u>
<u>M7</u>	<u>GREENE COUNTY</u>	<u>I-44 CAPACITY IMPROVEMENTS</u>	<u>I-44 FROM ROUTE 360 TO ROUTE 266</u>	<u>CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$30,281,735</u>	<u>\$30,281,735</u>	<u>\$897,497,201</u>

Unconstrained Project Lists

There are also two unconstrained project lists, one for roadways and the other for transit. The unconstrained project lists contain the remaining projects that were submitted, but not prioritized for funding. Table 7-6 is sorted by roadway name.

Table 7-6: Roadways Unconstrained List

ID	Location	Name	Roadway	Description	2018 Cost Estimate
O20	OZARK, CHRISTIAN COUNTY	MAJOR PRIMARY ARTERIAL CORRIDOR TO SOUTH	17TH STREET FROM ROUTE 14 AND NORTH 10TH STREET TO BUSINESS 65 AND SOUTH 17TH STREET	IMPROVE EXISTING 17TH STREET ROADWAY AND ADD NEW RIVER CROSSING	\$6,953,000
O1	OZARK, CHRISTIAN COUNTY	FRONTAGE ROAD	18TH STREET FROM WEST CLAY STREET TO MOUNTAIN DUCK STADIUM	NEW ROADWAY	\$3,744,000
R10	REPUBLIC, GREENE COUNTY	BAILEY AVENUE EXTENSION	BAILEY AVENUE FROM WADE STREET TO ROUTE 60	NEW ROADWAY INCLUDING PEDESTRIAN ACCOMMODATIONS	\$1,539,000
R11	REPUBLIC, GREENE COUNTY	BAILEY AVENUE IMPROVEMENTS	BAILEY AVENUE FROM FARM ROAD 186 TO WADE STREET	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$1,595,000
M55	SPRINGFIELD	BUSINESS 65 (CHESTNUT EXPRESSWAY) IMPROVEMENTS	BUSINESS 65 FROM PATTERSON AVENUE TO ROUTE 65	UPGRADE BUSINESS 65 (CHESTNUT EXPRESSWAY) TO EXPRESSWAY STANDARDS FROM PATTERSON AVENUE TO ROUTE 65	\$2,845,000
M77	SPRINGFIELD	CATALPA STREET AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	CATALPA STREET FROM CATALPA STREET TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE (ROUTE 65 EAST OUTER ROAD)	\$535,000
N6	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - ROUTE CC TO NORTH STREET	CHEYENNE ROAD FROM ROUTE CC TO NORTH STREET	ROAD WIDENING	\$4,279,000
N7	NIXA, CHRISTIAN COUNTY	CHEYENNE ROAD - NORTH STREET TO ROUTE 14 (MT. VERNON STREET)	CHEYENNE ROAD FROM NORTH STREET TO ROUTE 14	ROAD WIDENING	\$2,139,000
G10	GREENE COUNTY	EAST/WEST ARTERIAL - ROUTE FF TO KANSAS EXPRESSWAY	EAST/WEST ARTERIAL FROM ROUTE FF TO KANSAS EXPRESSWAY	NEW ROADWAY INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$25,000,000
R16	REPUBLIC, GREENE COUNTY	EAST ELM STREET, FARM ROAD 182 TRANSPORTATION IMPROVEMENTS	ELM STREET, FARM ROAD 182 FROM ROUTE 60 TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$3,505,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
SP16	SPRINGFIELD	GRAND STREET CAPACITY IMPROVEMENTS	GRAND STREET FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	CAPACITY IMPROVEMENTS FROM KIMBROUGH AVENUE TO NATIONAL AVENUE	\$1,337,000
N13	CHRISTIAN COUNTY	GREGG ROAD - ROSEDALE ROAD TO RIVERDALE ROAD	GREGG ROAD FROM ROSEDALE ROAD TO RIVERDALE ROAD	ROAD WIDENING	\$2,674,000
N5	NIXA, CHRISTIAN COUNTY	GREGG ROAD - TRACKER ROAD TO NORTHVIEW ROAD	GREGG ROAD FROM TRACKER ROAD TO NORTHVIEW ROAD	ROAD WIDENING	\$2,139,000
N9	NIXA, CHRISTIAN COUNTY	GREGG ROAD - BUTTERFIELD DRIVE TO ROSEDALE ROAD	GREGG ROAD FROM BUTTERFIELD DRIVE TO ROSEDALE ROAD	ROAD WIDENING	\$2,674,000
R12	REPUBLIC	EAST HINES STREET TRANSPORTATION IMPROVEMENTS	HINES STREET FROM OAKWOOD AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,270,000
R6	REPUBLIC	HINES STREET AND LYNN AVENUE INTERSECTION IMPROVEMENTS	HINES STREET FROM HINES STREET TO LYNN AVENUE	INTERSECTION IMPROVEMENTS AT LYNN AVENUE INCLUDING PEDESTRIAN ACCOMMODATIONS	\$209,000
M10	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 266 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 266 TO ROUTE 160	\$17,650,000
M12	SPRINGFIELD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 160 TO ROUTE 65	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO ROUTE 65	\$41,006,000
M30	SPRINGFIELD, STRAFFORD, GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 65 TO ROUTE 125	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO ROUTE 125	\$39,889,000
M35	SPRINGFIELD	I-44 AND ROUTE 744 (MULROY ROAD) INTERCHANGE IMPROVEMENTS	I-44 FROM I-44 TO ROUTE 744	INTERCHANGE IMPROVEMENTS AT ROUTE 744	\$19,575,000
M7	GREENE COUNTY	I-44 CAPACITY IMPROVEMENTS	I-44 FROM ROUTE 360 TO ROUTE 266	CAPACITY IMPROVEMENTS FROM ROUTE 360 (JAMES RIVER FREEWAY) TO ROUTE 266	\$21,239,000
W3	WILLARD	DOWNTOWN REVITALIZATION	JACKSON STREET/MAIN STREET FROM MAIN STREET TO SOUTH STREET	LANE ADDITIONS	\$374,000
G401	GREENE COUNTY, CHRISTIAN COUNTY	KANSAS EXPRESSWAY EXTENSION	KANSAS EXPRESSWAY FROM FARM ROAD 192 TO NICHOLAS ROAD	NEW ROADWAY TO CONNECT KANSAS EXTENSION TO NICHOLAS ROAD	\$20,000,000
N3	CHRISTIAN COUNTY	KATHRYN ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	KATHRYN ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	\$1,605,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R17	REPUBLIC	SOUTH LYNN AVENUE IMPROVEMENTS	LYNN AVENUE FROM SHUYLER LANE TO WILLIAMSBURG WAY	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$900,000
N11	NIXA, CHRISTIAN COUNTY	MAIN STREET - ROUTE 14 (MT. VERNON STREET) TO ROSEDALE ROAD	MAIN STREET FROM ROUTE 14 TO ROSEDALE ROAD	ROAD WIDENING	\$6,418,000
N402	NIXA	MAIN STREET AND NORTH STREET INTERSECTION IMPROVEMENTS	MAIN STREET FROM MAIN STREET (NIXA) TO NORTH STREET	INTERSECTION IMPROVEMENTS AT NORTH STREET	\$500,000
N404	NIXA	MAIN STREET - NORTH STREET TO ROUTE 14	MAIN STREET FROM NORTH STREET TO ROUTE 14	CAPACITY IMPROVEMENTS	\$1,673,000
R5	REPUBLIC	MAIN STREET IMPROVEMENTS	MAIN STREET FROM REPUBLIC CITY LIMITS TO ROUTE 60	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,906,000
R18	REPUBLIC, GREENE COUNTY	EAST MILLER ROAD (FARM ROAD 186) TRANSPORTATION IMPROVEMENTS	MILLER ROAD, FARM ROAD 186 FROM LYNN AVENUE TO ROUTE ZZ	LANE ADDITION, SIDEWALKS, UPGRADE TO MEET DESIGN STANDARDS	\$2,732,000
M179	GREENE COUNTY, CHRISTIAN COUNTY	NORTH-SOUTH CORRIDOR ENVIRONMENTAL STUDY FROM THE NEW EAST-WEST ARTERIAL TO ROUTE 14	N/A FROM EAST-WEST ARTERIAL TO ROUTE 14	NORTH-SOUTH CONNECTIVITY ENHANCEMENT, REGIONAL SYSTEM CAPACITY EXPANSION	\$300,000
G402	GREENE COUNTY, CHRISTIAN COUNTY	NATIONAL EXTENSION	NATIONAL FROM EAST-WEST ARTERIAL TO GREENE COUNTY LINE	NATIONAL EXTENSION FROM EAST-WEST ARTERIAL TO COUNTY LINE	\$3,000,000
C401	CHRISTIAN COUNTY	NICHOLAS ROAD WIDENING	NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	CAPACITY IMPROVEMENTS TO NICHOLAS ROAD FROM KANSAS EXPRESSWAY TO ROUTE 14	\$12,000,000
N4	CHRISTIAN COUNTY	NORTHVIEW ROAD EXTENSION - GREGG ROAD TO NICHOLAS ROAD	NORTHVIEW ROAD FROM GREGG ROAD TO NICHOLAS ROAD	NEW CONSTRUCTION	\$1,605,000
N10	NIXA, CHRISTIAN COUNTY	NORTON ROAD - ROSEDALE ROAD TO TRUMAN BOULEVARD	NORTON ROAD FROM ROSEDALE ROAD TO TRUMAN BOULEVARD	ROAD WIDENING, NEW CONSTRUCTION	\$2,139,000
SP29	SPRINGFIELD	REPUBLIC ROAD BRIDGE OVER ROUTE 60 (JAMES RIVER FREEWAY) EAST OF BUSINESS 65 (GLENSTONE AVENUE)	REPUBLIC ROAD FROM REPUBLIC ROAD TO ROUTE 60	CONSTRUCT BRIDGE EAST OF BUSINESS 65 (GLENSTONE AVENUE) TO CARRY REPUBLIC ROAD OVER ROUTE 60 (JAMES RIVER FREEWAY)	\$3,744,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
N14	CHRISTIAN COUNTY	RIVERDALE ROAD - GREGG ROAD TO ROUTE 160	RIVERDALE ROAD FROM GREGG ROAD TO ROUTE 160	ROAD WIDENING	\$4,000,000
N12	NIXA, CHRISTIAN COUNTY	ROSEDALE ROAD - KANSAS EXPRESSWAY EXTENSION TO MAIN STREET	ROSEDALE ROAD FROM KANSAS EXPRESSWAY TO MAIN STREET	ROAD WIDENING, NEW CONSTRUCTION	\$16,045,000
M37	STRAFFORD	ROUTE 125 RAILROAD GRADE SEPARATION - STRAFFORD	ROUTE 125 FROM ROUTE 125 TO ROUTE OO	NEW GRADE-SEPARATED RAILROAD CROSSING ON ROUTE 125 SOUTH OF ROUTE OO	\$12,755,000
M79	GREENE COUNTY	ROUTE 125 AND ROUTE D INTERSECTION REALIGNMENT	ROUTE 125 FROM ROUTE 125 TO ROUTE D	REALIGN INTERSECTION OF ROUTES 125 AND D	\$321,000
M17	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) ACCESS MANAGEMENT	ROUTE 13 FROM I-44 TO ROUTE 744	IMPROVED ACCESS MANAGEMENT FROM NORTON TO ROUTE 744 (KEARNEY STREET)	\$1,733,000
M402	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM KEARNEY TO CHESTNUT	SAFETY IMPROVEMENTS FROM KEARNEY TO CHESTNUT	\$2,000,000
M66	SPRINGFIELD	ROUTE 13 (KANSAS EXPRESSWAY) SAFETY AND SYSTEM IMPROVEMENTS	ROUTE 13 FROM COLLEGE STREET TO ROUTE 60	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM COLLEGE STREET TO ROUTE 60 (JAMES RIVER FREEWAY) - ACCESS MANAGEMENT	\$2,118,000
M145	NIXA, CHRISTIAN COUNTY	ROUTE 14 (MT. VERNON STREET) IMPROVEMENTS	ROUTE 14 FROM MAYNARD ROAD TO ROUTE M	CAPACITY IMPROVEMENTS FROM MAYNARD ROAD TO ROUTE M	\$824,000
O24	OZARK	ROUTE 14 (SOUTH STREET) AND 14TH AVENUE INTERSECTION IMPROVEMENTS	ROUTE 14 FROM ROUTE 14 TO 14TH AVENUE	SIGNALIZE INTERSECTION AND WIDEN ROADWAYS TO INCLUDE LEFT TURN LANES AT ALL APPROACHES	\$1,162,000
M140	NIXA	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE CC RELOCATION TO ROUTE 14	CAPACITY IMPROVEMENTS FROM RELOCATED ROUTE CC TO ROUTE 14	\$21,244,000
M154	NIXA, CHRISTIAN COUNTY	ROUTE 160 (MASSEY BOULEVARD) IMPROVEMENTS	ROUTE 160 FROM ROUTE 14 TO RIVERDALE DRIVE	CAPACITY IMPROVEMENTS (PASSING LANES, PARTIAL FIVE-LANE) FROM ROUTE 14 (MT. VERNON STREET) TO RIVERDALE DRIVE	\$5,360,000
M64	SPRINGFIELD	ROUTE 160 (WEST BYPASS) AND MT. VERNON STREET INTERSECTION IMPROVEMENTS	ROUTE 160 FROM ROUTE 160 TO MT. VERNON STREET	INTERSECTION IMPROVEMENTS AT MT. VERNON STREET	\$1,500,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M106	REPUBLIC	ROUTE 174 CAPACITY EXPANSION	ROUTE 174 FROM KANSAS AVENUE TO ROUTE 60	CAPACITY IMPROVEMENTS (INCLUDING CENTER TURN LANE) FROM KANSAS AVENUE TO ROUTE 60	\$2,910,000
M107	REPUBLIC	ROUTE 174 AND COLLEGE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO COLLEGE AVENUE	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT COLLEGE AVENUE	\$261,000
M108	REPUBLIC	ROUTE 174 AND HINES STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO HINES STREET	ELIMINATE OR CORRECT ACUTE-ANGLED INTERSECTION AT HINES STREET	\$261,000
M109	REPUBLIC	ROUTE 174 AND MAIN STREET INTERSECTION IMPROVEMENTS	ROUTE 174 FROM ROUTE 174 TO MAIN STREET (REPUBLIC)	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$1,162,000
M110	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LYON ELEMENTARY SCHOOL	ROUTE 174 FROM ROUTE 174 TO LYON SCHOOL ENTRANCE	ADDITION OF LEFT-TURN LANE AT LYON ELEMENTARY SCHOOL	\$295,000
M111	REPUBLIC	LEFT-TURN LANE ON ROUTE 174 AT LINDSEY AVENUE	ROUTE 174 FROM ROUTE 174 TO LINDSEY AVENUE	ADDITION OF LEFT-TURN LANE AT LINDSEY AVENUE	\$236,000
M112	REPUBLIC	ROUTE 174 BNSF RAILROAD BRIDGE EXPANSION	ROUTE 174 FROM ROUTE 174 TO BNSF RR	WIDEN BURLINGTON NORTHERN-SANTA FE RAILROAD BRIDGE OVER ROUTE 174 TO ACCOMMODATE ADDITIONAL ROAD LANES UNDER THE BRIDGE	\$13,371,000
R1	GREENE COUNTY	ROUTE 266 IMPROVEMENTS	ROUTE 266 FROM ROUTE B TO AIRPORT BOULEVARD	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,719,000
M61	SPRINGFIELD, GREENE COUNTY	ROUTE 413 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 413 FROM ROUTE 60 TO ROUTE 160	CAPACITY IMPROVEMENTS FROM ROUTE 60 (JAMES RIVER FREEWAY) TO ROUTE 160 (WEST BYPASS)	\$17,971,000
M65	SPRINGFIELD	ROUTE 413 (SUNSHINE STREET) CAPACITY IMPROVEMENTS	ROUTE 413 FROM SCENIC AVENUE TO ROUTE 13	CAPACITY IMPROVEMENTS FROM SCENIC AVENUE TO ROUTE 13 (KANSAS EXPRESSWAY)	\$4,386,000
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$23,233,000
M104	ROGERSVILLE	ROUTE 60 AND FARM ROAD 223 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 223	INTERSECTION IMPROVEMENTS AT FARM ROAD 223	\$374,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
R14	REPUBLIC	ROUTE 60 AND FARM ROAD 103 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 103	INTERSECTION IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS AT FARM ROAD 103	\$1,337,000
R15	REPUBLIC	ROUTE 60 AND FARM ROAD 107 INTERSECTION IMPROVEMENTS	ROUTE 60 FROM ROUTE 60 TO FARM ROAD 107	INTERSECTION IMPROVEMENTS AT FARM ROAD 107	\$1,337,000
R402	REPUBLIC	ROUTE 60 WEST IMPROVEMENTS	ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	IMPROVEMENTS TO ROUTE 60 FROM REPUBLIC TO OTO WEST LIMITS	\$8,168,000
M63	REPUBLIC, SPRINGFIELD, GREENE COUNTY	ROUTE 413/ROUTE 60 (WEST SUNSHINE) CAPACITY IMPROVEMENTS	ROUTE 60/ROUTE 413 FROM ROUTE 174 TO ROUTE 360	CAPACITY IMPROVEMENTS FROM ROUTE 174 TO ROUTE 360 (JAMES RIVER FREEWAY)	\$9,000,000
M161	OZARK	ROUTE 65 - LONGVIEW ROAD NEW OVERPASS	ROUTE 65 FROM ROUTE 65 TO LONGVIEW ROAD	NEW OVERPASS AT LONGVIEW ROAD	\$16,045,000
M16	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND MELVILLE ROAD INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO MELVILLE ROAD	INTERSECTION IMPROVEMENTS AT MELVILLE ROAD	\$374,000
M19	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND GRANT AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO GRANT AVENUE	INTERSECTION IMPROVEMENTS AT GRANT AVENUE	\$2,139,000
M20	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND NATIONAL AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO NATIONAL AVENUE	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE	\$1,070,000
M32	SPRINGFIELD	ROUTE 744 (KEARNEY STREET) AND EASTGATE AVENUE INTERSECTION IMPROVEMENTS	ROUTE 744 FROM ROUTE 744 TO EASTGATE AVENUE	INTERSECTION IMPROVEMENTS AT EASTGATE AVENUE	\$457,000
M403	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	ROUTE 744 FROM WEST BYPASS TO KANSAS EXPRESSWAY	SAFETY IMPROVEMENTS FROM WEST BYPASS TO KANSAS EXPRESSWAY	\$3,000,000
M404	SPRINGFIELD	ROUTE 744 SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	ROUTE 744 FROM KANSAS EXPRESSWAY TO GLENSTONE	SAFETY IMPROVEMENTS FROM KANSAS EXPRESSWAY TO GLENSTONE	\$7,000,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M33	SPRINGFIELD, STRAFFORD, GREENE COUNTY	ROUTE 744 (KEARNEY STREET), ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE 744, ROUTE OO FROM LE COMPTE ROAD TO ROUTE 125	CAPACITY, SAFETY, AND SYSTEM IMPROVEMENTS FROM LE COMPTE ROAD TO ROUTE 125	\$17,115,000
R2	GREENE COUNTY	ROUTE B IMPROVEMENTS	ROUTE B FROM ROUTE 266 TO I-44	LANE ADDITIONS, ACCESS MANAGEMENT	\$1,550,000
M131	NIXA, CHRISTIAN COUNTY	ROUTE CC WESTWARD EXTENSION	ROUTE CC FROM KANSAS EXPRESSWAY (PROPOSED EXTENSION) TO ROUTE 160	EXTENSION OF ROUTE CC WEST TO KANSAS EXPRESSWAY PROPOSED EXTENSION	\$14,876,000
M133	NIXA, CHRISTIAN COUNTY	ROUTE CC RELOCATION TO ROUTE 160 (MASSEY BOULEVARD)	ROUTE CC FROM ROUTE 160 TO MAIN STREET (NIXA)	CAPACITY IMPROVEMENTS FROM ROUTE 160 TO MAIN STREET	\$2,625,000
M134	NIXA	ROUTE CC AND MAIN STREET (NIXA) INTERSECTION IMPROVEMENTS	ROUTE CC FROM ROUTE CC TO MAIN STREET (NIXA)	INTERSECTION IMPROVEMENTS AT MAIN STREET (NIXA)	\$718,000
M136	OZARK	ROUTE CC AND 21ST STREET INTERSECTION IMPROVEMENTS, 21ST STREET ROAD REALIGNMENT	ROUTE CC FROM ROUTE CC TO 21ST STREET	INTERSECTION IMPROVEMENTS AT 21ST STREET, REALIGNMENT OF 21ST STREET	\$4,000,000
M9	SPRINGFIELD, GREENE COUNTY	ROUTE EE (DIVISION STREET) IMPROVEMENTS	ROUTE EE FROM AIRPORT BOULEVARD TO ROUTE 160	PEDESTRIAN ACCOMMODATIONS AND CAPACITY IMPROVEMENTS FROM AIRPORT BOULEVARD TO ROUTE 160 (WEST BYPASS)	\$7,638,000
M123	BATTLEFIELD, GREENE COUNTY	ROUTE FF IMPROVEMENTS	ROUTE FF FROM WEAVER ROAD TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM WEAVER ROAD TO FARM ROAD 194	\$31,502,000
M125	BATTLEFIELD, GREENE COUNTY, CHRISTIAN COUNTY	WEST BYPASS EXTENSION	ROUTE FF FROM FARM ROAD 194 TO ROUTE 14	CAPACITY IMPROVEMENTS FROM FARM ROAD 194 TO ROUTE 14	\$54,233,000
G404	GREENE COUNTY	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 68	\$2,000,000
M4	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM ROUTE KK TO FARM ROAD 68	CAPACITY IMPROVEMENTS FROM ROUTE KK TO FARM ROAD 68	\$2,139,000
M5	GREENE COUNTY	ROUTE H CAPACITY IMPROVEMENTS	ROUTE H FROM FARM ROAD 86 TO FARM ROAD 94	CAPACITY IMPROVEMENTS FROM FARM ROAD 86 TO FARM ROAD 94	\$1,669,000
M6	SPRINGFIELD, GREENE COUNTY	ROUTE H (GLENSTONE AVENUE) CAPACITY EXPANSION	ROUTE H FROM FARM ROAD 100 TO MCCLERNON STREET	CAPACITY IMPROVEMENTS FROM FARM ROAD 100 TO MCCLERNON STREET	\$2,236,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M138	OZARK	ROUTE J IMPROVEMENTS	ROUTE J FROM 17TH STREET TO ROUTE NN	CAPACITY IMPROVEMENTS FROM 17TH STREET TO ROUTE NN	\$1,193,000
M82	BATTLEFIELD, SPRINGFIELD, GREENE COUNTY, REPUBLIC	ROUTE M (REPUBLIC ROAD) IMPROVEMENTS	ROUTE M FROM ROUTE 60 TO ROUTE FF	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO ROUTE FF	\$20,000,000
M105	GREENE COUNTY	ROUTE N AND FARM ROAD 168 INTERSECTION IMPROVEMENTS	ROUTE N FROM ROUTE N TO FARM ROAD 168	INTERSECTION IMPROVEMENTS AT FARM ROAD 168	\$457,000
R4	GREENE COUNTY	ROUTE N (FARM ROAD 81) IMPROVEMENTS	ROUTE N FROM ROUTE TT TO REPUBLIC CITY LIMITS	LANE ADDITIONS, ACCESS MANAGEMENT, UPGRADE TO MEET DESIGN STANDARDS	\$1,137,000
M139	OZARK	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO PHEASANT DRIVE	CAPACITY IMPROVEMENTS FROM ROUTE J TO PHEASANT DRIVE	\$8,012,000
M163	CHRISTIAN COUNTY	ROUTE NN IMPROVEMENTS	ROUTE NN FROM ROUTE J TO ROUTE 14	VARIOUS INTERSECTION, TURN LANE AND PEDESTRIAN IMPROVEMENTS FROM ROUTE J TO ROUTE 14 (JACKSON STREET)	\$8,012,000
M36	STRAFFORD, GREENE COUNTY	ROUTE OO (OLD ROUTE 66) IMPROVEMENTS	ROUTE OO FROM ROUTE 125 TO WEBSTER COUNTY	VARIOUS INTERSECTION AND TURN LANE IMPROVEMENTS FROM ROUTE 125 TO WEBSTER COUNTY, INCLUDING INTERSECTION AT FARM ROAD 249	\$1,391,000
M115	REPUBLIC, GREENE COUNTY	ROUTE P (SOUTH MAIN STREET) IMPROVEMENTS	ROUTE P FROM ROUTE 60 TO FARM ROAD 194	CAPACITY IMPROVEMENTS AND PEDESTRIAN ACCOMMODATIONS FROM ROUTE 60 TO FARM ROAD 194	\$3,063,000
M46	SPRINGFIELD	ROUTE YY (DIVISION STREET) AND LE COMPTE ROAD INTERSECTION IMPROVEMENTS	ROUTE YY FROM ROUTE YY TO LE COMPTE ROAD	INTERSECTION IMPROVEMENTS AT LE COMPTE ROAD	\$1,299,000
SP4	SPRINGFIELD	ROUTE YY (DIVISION STREET) CAPACITY IMPROVEMENTS	ROUTE YY FROM ROUTE 65 TO LE COMPTE ROAD	CAPACITY IMPROVEMENTS FROM ROUTE 65 TO LE COMPTE ROAD	\$1,750,000
M118	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) PARKWAY IMPROVEMENTS	ROUTE ZZ FROM ROUTE M TO FARM ROAD 194	PARKWAY (INCLUDING BICYCLE/PEDESTRIAN) FROM ROUTE M TO FARM ROAD 194/CHRISTIAN COUNTY BORDER WITH CONTEXT-SENSITIVE DESIGN FOR BATTLEFIELD	\$21,372,000

ID	Location	Name	Roadway	Description	2018 Cost Estimate
M119	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND HINES STREET/FARM ROAD 178 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO HINES STREET/FARM ROAD 178	INTERSECTION IMPROVEMENTS AT HINES STREET/FARM ROAD 178 IN REPUBLIC, INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$792,000
M120	GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 182 (ELM STREET) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 182	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 182 (ELM STREET)	\$374,000
M121	GREENE COUNTY	ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD) INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 186	ADDITION OF TURN LANES AT ROUTE ZZ AND FARM ROAD 186 (MILLER ROAD)	\$374,000
M80	REPUBLIC, GREENE COUNTY	ROUTE ZZ (WILSON'S CREEK BOULEVARD) EXTENSION	ROUTE ZZ FROM ROUTE M TO ROUTE MM	EXTEND ROUTE ZZ (WILSON'S CREEK BOULEVARD) TO ROUTE MM	\$10,601,000
R13	REPUBLIC	ROUTE ZZ (WILSON'S CREEK BOULEVARD) AND FARM ROAD 174 INTERSECTION IMPROVEMENTS	ROUTE ZZ FROM ROUTE ZZ TO FARM ROAD 174	INTERSECTION IMPROVEMENTS AT FARM ROAD 174 INCLUDING BICYCLE AND PEDESTRIAN ACCOMMODATIONS	\$428,000
N1	CHRISTIAN COUNTY	TRACKER ROAD - NICHOLAS ROAD TO ROUTE 160	TRACKER ROAD FROM NICHOLAS ROAD TO ROUTE 160	ROAD WIDENING	\$6,418,000
N403	NIXA	TRACKER ROAD - ROUTE 160 TO OLD CASTLE ROAD	TRACKER ROAD FROM ROUTE 160 TO OLD CASTLE ROAD	CAPACITY IMPROVEMENTS	\$2,500,000

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 5/17/2017; ITEM II.E.

Amendment Number Seven to the Long Range Transportation Plan

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

AGENDA DESCRIPTION:

The City of Springfield has requested a Major Thoroughfare Plan reclassify Grant Avenue from Grand Street to Norton Road as a Secondary Arterial. This section of Grant Avenue is currently classified as a Primary Arterial.

The City of Springfield states that the entire corridor functions as a secondary arterial and development along the corridor varies from commercial to residential. The concern is that the right-of-way requirements for a primary arterial hinders redevelopment.

The design service volume of a secondary arterial is 6,000 to 20,000 vehicles per day, while for a primary arterial it is 10,000 to 30,000 vehicles per day. Current traffic counts range from 4,000 to 12,000, to 14,000 depending on location along the corridor. The OTO Traffic model for 2040 ranges from 10,000 to 14,000 to 19,000.

PRIOR AMENDMENTS:

Amendment 1 to the LRTP was for sidewalk connections between Ozark and Nixa.

Amendment 2 to the LRTP was for the MTP change along 17th/19th Streets in Ozark.

Amendment 3 to the LRTP was for the revised design standards.

Amendment 4 to the LRTP was for the addition of the Riverside Bridge Replacement project.

Proposed Amendment 5 for the addition of \$215 million in revenue.

Proposed Amendment 6 for the addition of I-44 capacity projects to the constrained project list.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

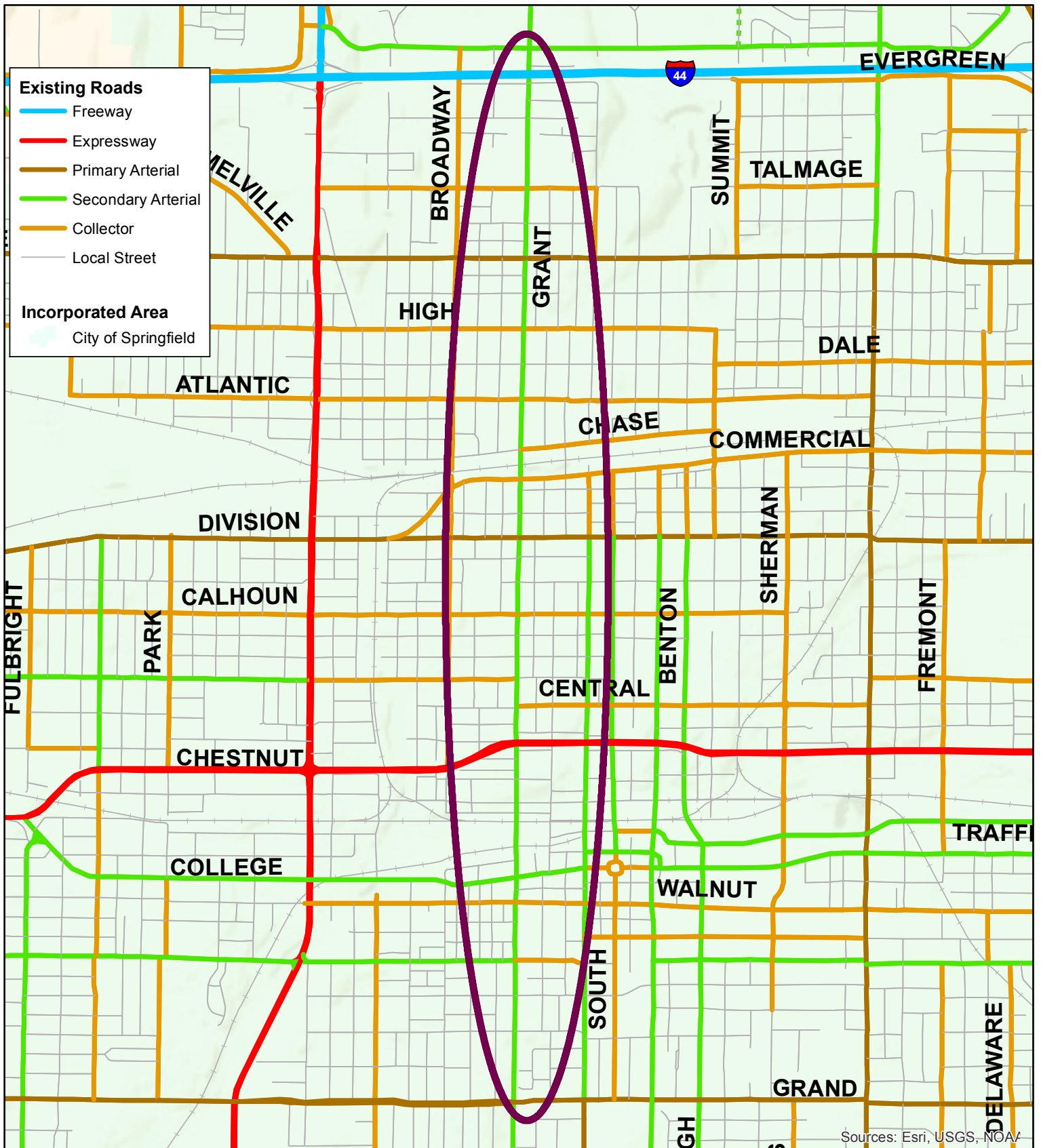
“Move to recommend that the Board of Directors approve *Transportation Plan 2040* Amendment 7.”

OR

“Move to recommend that *Transportation Plan 2040* Amendment 7 be sent to the Board of Directors with the following considerations...”

Major Thoroughfare Plan

City of Springfield Grant Street Amendment Proposed

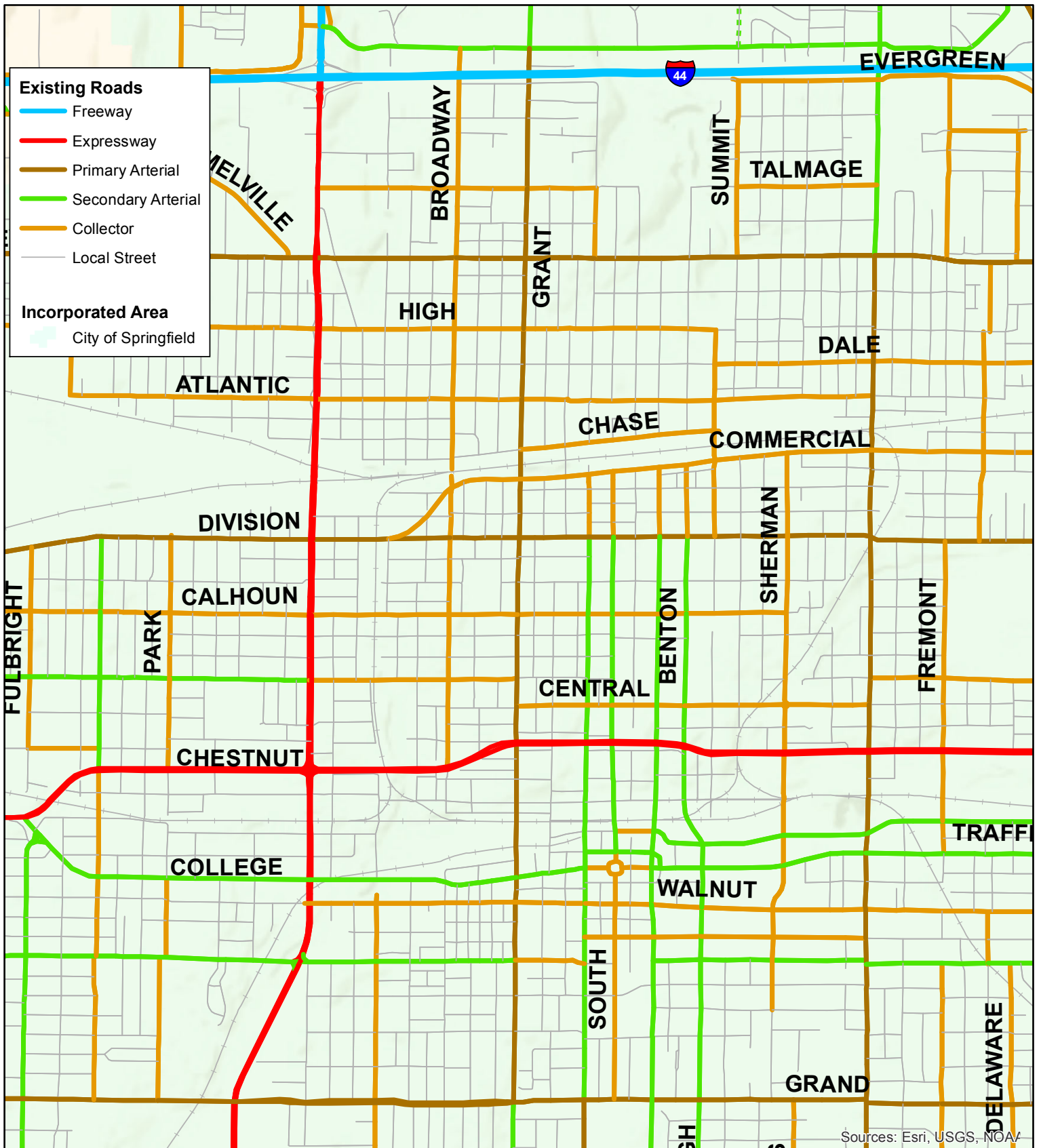


0 0.5 1 Miles



Major Thoroughfare Plan

City of Springfield Grant Street Amendment Original

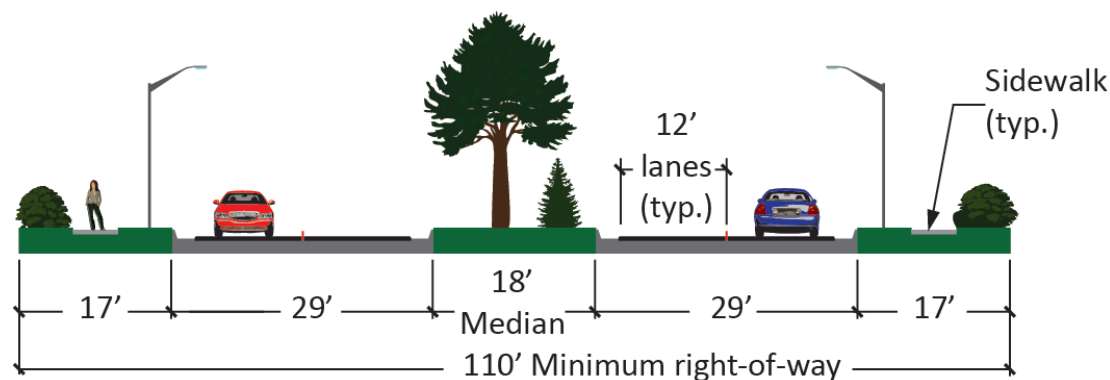


0 0.5 1 Miles



Primary Arterial

- *Medians and shoulders provide options for landscaping where appropriate.
- *Utility and greenspace areas may switch locations if needed.
- *Utilities may be placed under sidewalks.



Description

Design Service Volume	10,000 - 30,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	1 - 2 miles
Trip Length	Between and through major activity centers (2 - 8 miles)

Basics

Minimum Right-of-Way	110' plus intersection triangles
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12' per lane
Minimum Area Behind Curb	17' used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6' - 10')

Access

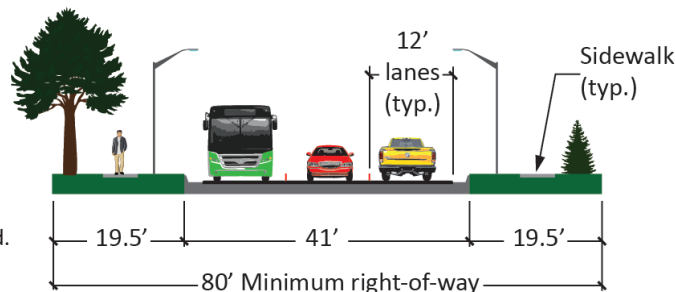
Median	18'
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660'
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330' center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

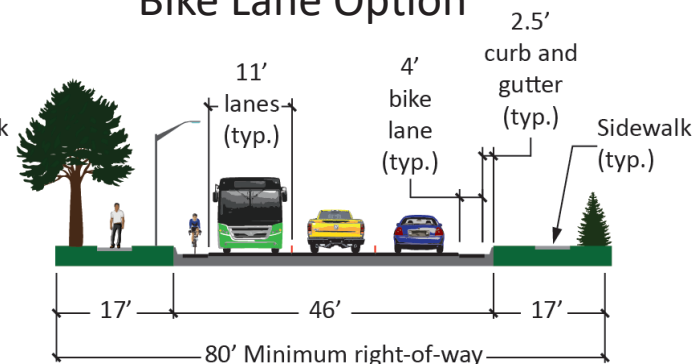
On-Street Parking	Not permitted
Pedestrian Provisions	4' - 5' (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

Secondary Arterial

- *Medians and greenspace provide options for landscaping where appropriate.
- *Utility and greenspace areas may switch locations if needed.
- *Utilities may be placed under sidewalks.



Bike Lane Option



Description

Design Service Volume	6,000 - 20,000
Design Speed	30 - 35 mph
Traffic Flow/Access Priority	60/40
Facility Spacing	1/2 - 1 mile
Trip Length	Between and within activity centers (1 - 4 miles)

Basics

Minimum Right-of-Way	80' plus intersection triangles
Number of Lanes	2 - 3
Turning Lanes	Left turn lane
Lane Width	12' (bicycle routes: 11' vehicle and 4' bicycle lanes)
Minimum Area Behind Curb	19.5' (17' when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6' - 10')

Access

Median	Not required
Full Access Intersection Spacing	660'
Intersection	4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	210' center-to-center. Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4' - 5' (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)

April 27, 2017

Natasha Longpine, AICP
Ozarks Transportation Organization
2208 W Chesterfield Blvd, Suite 101
Springfield, MO 65807

RE: MTP Amendment – Grant Avenue

Dear Natasha:

The City of Springfield requests an amendment to the Major Thoroughfare Plan for Grant Avenue from Grand Street to Norton Road. This section of Grant Avenue is currently classified as a Primary Arterial. The City requests this portion of Grant Avenue be reclassified as a Secondary Arterial. Grant Avenue is currently classified as a Secondary Arterial north of Norton Road into the county and south of Grand Street to Sunshine Street, where the corridor ends.

Grant Avenue is a two-lane section roadway from Norton Road to Kearney Street and then turns into a three-lane section until it ends at Sunshine Street. The entire corridor functions as a secondary arterial. 24-hour traffic counts show the highest amount of traffic north of the intersection at Commercial Street with 14,662 vehicles per day. Traffic counts decrease as traffic is distributed to the neighborhoods along this corridor to Kearney Street and continues to decrease north of Kearney. The most recent 24-hour traffic count on Grant Avenue south of Commercial Street is 12,881 vehicles per day. Traffic volumes vary along the Grant Avenue corridor from Commercial Street through downtown Springfield and decrease to 4,182 vehicles per day north of Grand Street.

Development along the downtown section of Grant Avenue varies from commercial to residential. The current classification of Grant Avenue along this corridor hinders any type of redevelopment as the right-of-way requirement of 50 feet from centerline puts an undue burden on the property owners and frequently makes redevelopment impossible.

The City of Springfield has tentatively scheduled this amendment for public hearing on the June 15, 2017 agenda of the Planning and Zoning Commission followed by the public hearing and first reading for City Council on July 10, 2017 City Council and second reading and vote of City Council on July 24, 2017.

We hope that the OTO Technical Committee and Board of Directors approve this request. If you have further questions, please do not hesitate to contact us.

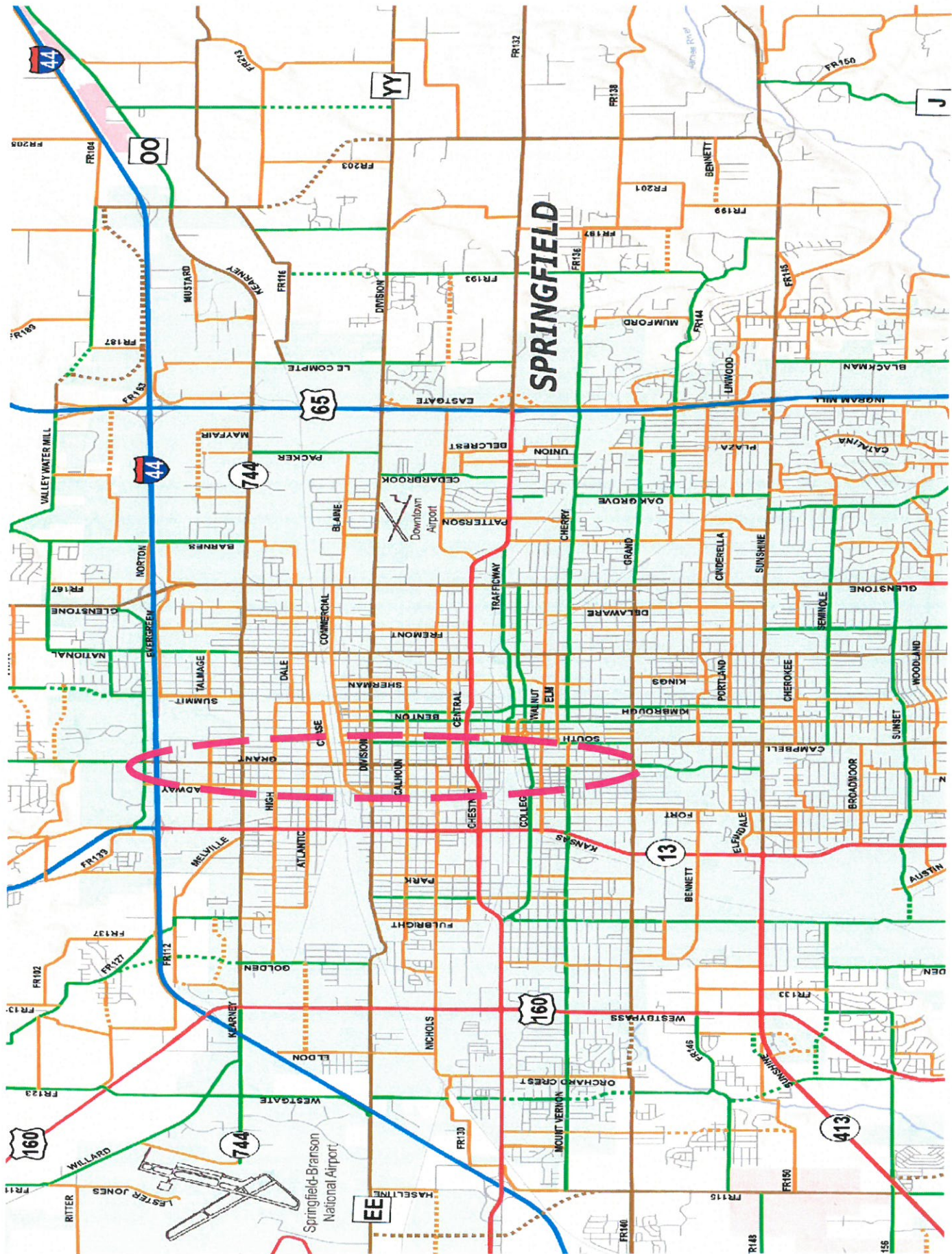
Sincerely,



Dan Smith, P.E.
Director of Public Works

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





TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 5/17/2017; ITEM II.F.

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

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

AGENDA DESCRIPTION:

One change is proposed for Amendment Number 6 to the FY 2017-2020 Transportation Improvement Program.

1. *New* East/West Arterial – Campbell to Kissick (GR1707-17A6)
Scoping for the East-West Arterial from Campbell to Kissick, programmed with local funding for a total amount of \$4,000.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend FY 2017-2020 Transportation Improvement Program Amendment Number Six to the Board of Directors.”

OR

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



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR1707-17A6 EAST/WEST ARTERIAL-CAMPBELL TO KISSICK

Route East-West Arterial
From Campbell
To Kissick
Location Greene County
Federal Agency None
Project Sponsor Greene County
Federal Funding Category None
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID #

Project Description

Scoping for the East-West Arterial from Campbell to Kissick



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
LOCAL	Local	ENG	\$1,000	\$1,000	\$1,000	\$1,000	\$4,000
Totals			\$1,000	\$1,000	\$1,000	\$1,000	\$4,000

Notes

Source of Non-Federal Funding: Greene County Road and Bridge Fund

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (I/M)	Federal						Local	Other	State			TOTAL	
					FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2017																	
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$1,679,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$419,982	\$0	\$0	\$0	\$0	\$2,099,909
GR1601	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$400,000
GR1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,900	\$0	\$0	\$0	\$38,100	\$0	\$0	\$381,000
GR1603	\$0	\$51,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700	\$0	\$0	\$57,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1702	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,000	\$0	\$0	\$95,000
GR1703	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1704	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505-17A4	\$0	\$0	\$766,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191,600	\$0	\$0	\$958,000
MO1608	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,800	\$0	\$0	\$0	\$365,200	\$0	\$0	\$1,826,000
MO1613	\$0	\$0	\$489,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,400	\$0	\$0	\$612,000
MO1614	\$0	\$0	\$896,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224,000	\$0	\$0	\$1,120,000
MO1615	\$0	\$0	\$728,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$182,200	\$0	\$0	\$911,000
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,600	\$0	\$0	\$50,400	\$0	\$0	\$252,000
MO1617	\$0	\$3,082,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342,500	\$0	\$0	\$3,425,000
MO1618	\$0	\$1,792,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,200	\$0	\$0	\$1,992,000
MO1619	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$797,600	\$0	\$0	\$0	\$199,400	\$0	\$0	\$997,000
MO1701	\$315,000	\$0	\$234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$78,750	\$0	\$58,600	\$0	\$0	\$686,750
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710-A2	\$0	\$0	\$208,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000	\$0	\$0	\$260,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1715	\$0	\$1,822,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,300	\$0	\$0	\$2,025,000
MO1716	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,600	\$0	\$0	\$0	\$21,400	\$0	\$0	\$214,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$26,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900	\$0	\$0	\$29,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
NX1702	\$0	\$0	\$1,277,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$319,400	\$0	\$0	\$1,597,000
NX1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1801-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$298,400	\$0	\$0	\$0	\$74,600	\$0	\$0	\$373,000
OK1401-17A2	\$280,000	\$0	\$149,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$37,412	\$0	\$0	\$0	\$557,060
OK1701	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
OK1702	\$0	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$450,000
OK1703	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
OK1801-17A2	\$0	\$0	\$663,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,870	\$0	\$0	\$829,350
OK1802-17A5	\$64,534	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,206	\$0	\$0	\$50,419	\$69,738	\$0	\$0	\$0	\$243,897
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1502	\$1,702,503	\$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	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-17A2	\$0	\$0	\$274,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,540	\$0	\$0	\$342,700
SP1106	\$706,330	\$0	\$1,073,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,670	\$0	\$268,400	\$0	\$0	\$2,621,000
SP1109	\$391,612	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$3,017,698	\$0	\$0	\$343,000	\$754,424	\$750,000	\$0	\$7,506,734
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$167,000
SP1122	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$6,000	\$0	\$0	\$30,000
SP1209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,155	\$0	\$0	\$0	\$0	\$3,155
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1415	\$1,089,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,304,708	\$0	\$271,823	\$0	\$326,177	\$0	\$0	\$2,992,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,294,400	\$0	\$0	\$0	\$1,323,600	\$0	\$0	\$6,618,000
SP1604	\$0	\$57,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$64,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,001,069	\$0	\$0	\$0	\$250,267	\$0	\$0	\$0	\$0	\$0	\$1,251,336
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,800	\$0	\$0	\$0	\$102,200	\$0	\$0	\$511,000
SP1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380,800	\$0	\$0	\$0	\$95,200	\$0	\$0	\$476,000

FY 2017 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (UM)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2017 Continued																
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1706	\$0	\$0	\$0	\$3,585,600	\$0	\$0	\$0	\$0	\$285,600	\$0	\$0	\$0	\$967,800	\$0	\$0	\$4,839,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423,200	\$0	\$0	\$0	\$105,800	\$0	\$0	\$529,000
SP1712	\$0	\$0	\$0	\$0	\$0	\$1,339,200	\$0	\$0	\$0	\$0	\$0	\$0	\$334,800	\$0	\$0	\$1,674,000
SP1713	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270,210	\$0	\$0	\$0	\$0	\$270,210
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000
ST1801-17A2	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701-17AM1	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$0	\$95,000
SUBTOTAL	\$7,905,198	\$6,873,500	\$7,385,688	\$3,594,600	\$2,250,000	\$1,339,200	\$1,001,069	\$379,206	\$14,732,306	\$0	\$2,983,404	\$412,738	\$7,795,823	\$750,000	\$0	\$57,402,732
2018																
CC0901	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1601	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
CC1701	\$0	\$0	\$417,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,400	\$0	\$0	\$522,000
CC1702	\$0	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$825,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1704	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
GR1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1505-17A4	\$0	\$0	\$617,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154,400	\$0	\$0	\$771,700
MO1616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,467,200	\$0	\$0	\$0	\$616,800	\$0	\$0	\$3,084,000
MO1705	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1708	\$0	\$35,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900	\$0	\$0	\$39,000
MO1709	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1710	\$0	\$0	\$4,305,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076,400	\$0	\$0	\$5,382,000
MO1711	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1713	\$0	\$5,328,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$592,000	\$0	\$0	\$5,920,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1716	\$331,000	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,750	\$0	\$58,800	\$0	\$0	\$707,750
MO1717	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424,000	\$0	\$0	\$356,000	\$0	\$0	\$1,780,000
NX1702	\$0	\$0	\$4,727,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,181,800	\$0	\$0	\$5,909,000
NX1703	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$8,000	\$0	\$0	\$40,000
NX1801-17A2	\$902,886	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$652,314	\$0	\$225,721	\$0	\$163,079	\$0	\$0	\$1,944,000
OK1401-17A2	\$0	\$0	\$110,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,600	\$0	\$0	\$138,000
OK1701	\$0	\$0	\$201,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,400	\$0	\$0	\$252,000
OK1702	\$0	\$0	\$4,983,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,245,800	\$0	\$0	\$6,229,000
OK1703	\$0	\$0	\$340,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,200	\$0	\$0	\$426,000
OK1801-17A2	\$1,716,720	\$0	\$1,055,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429,180	\$0	\$263,840	\$0	\$0	\$3,465,100
OK1802-17A5	\$562,188	\$0	\$0	\$0	\$0	\$0	\$0	\$515,753	\$0	\$0	\$439,207	\$607,505	\$0	\$0	\$0	\$2,124,653
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-17A2	\$772,160	\$0	\$135,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$324,600	\$0	\$0	\$1,231,960
SP1112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,127,200	\$166,134	\$0	\$0	\$781,800	\$0	\$0	\$4,075,134
SP1204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$745,600	\$0	\$0	\$0	\$186,400	\$0	\$0	\$932,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,200	\$0	\$0	\$0	\$78,800	\$0	\$0	\$394,000
SP1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,944,800	\$0	\$0	\$0	\$736,200	\$0	\$0	\$3,681,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$5,800	\$0	\$0	\$29,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	\$0	\$32,000	\$0	\$0	\$160,000
SP1707	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
ST1801-17A2	\$158,800	\$0	\$118,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,700	\$0	\$29,700	\$0	\$0	\$347,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
WI1701-17AM1	\$873,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$327,354	\$0	\$0	\$0	\$0	\$1,201,250
SUBTOTAL	\$5,317,650	\$5,392,800	\$18,186,060	\$9,000	\$0	\$0	\$0	\$515,753	\$11,972,314	\$166,134	\$1,544,912	\$607,505	\$8,714,419	\$0	\$0	\$52,426,547

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	Other	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (STP/BG)	FHWA (I/M)	FHWA (130)	FHWA (NHS)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (HPP)	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	
2019																
CC1601	\$0	\$58,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$66,000
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1701	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
GR1703	\$0	\$0	\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,800	\$0	\$0	\$214,000
GR1704	\$0	\$0	\$668,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,000	\$0	\$0	\$835,000
GR1705	\$0	\$0	\$275,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68,800	\$0	\$0	\$344,000
GR1706	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1709	\$0	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$40,000
MO1711	\$0	\$0	\$518,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,600	\$0	\$0	\$648,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,200	\$0	\$0	\$0	\$14,800	\$0	\$0	\$74,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1717	\$0	\$0	\$235,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800	\$0	\$0	\$294,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800	\$0	\$0	\$0	\$4,200	\$0	\$0	\$21,000
MO1723	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,812,000	\$0	\$0	\$0	\$1,453,000	\$0	\$0	\$7,265,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,926,400	\$0	\$0	\$0	\$981,600	\$0	\$0	\$4,908,000
OK1401-17A2	\$1,101,726	\$0	\$1,110,998	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,431	\$0	\$277,749	\$0	\$0	\$2,765,904
OK1701	\$0	\$0	\$2,528,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632,200	\$0	\$0	\$3,161,000
OK1703	\$0	\$0	\$6,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,526,200	\$0	\$0	\$7,631,000
OK1802-17A5	\$173,278	\$0	\$0	\$0	\$0	\$0	\$0	\$158,967	\$0	\$0	\$135,375	\$187,248	\$0	\$0	\$0	\$654,868
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1702	\$0	\$0	\$162,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,600	\$0	\$0	\$203,000
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-17A2	\$0	\$0	\$391,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$391,040
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$434,400	\$0	\$0	\$0	\$108,600	\$0	\$0	\$543,000
SP1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,271,200	\$0	\$0	\$0	\$2,067,800	\$0	\$0	\$10,339,000
SP1707	\$0	\$0	\$247,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,800	\$0	\$0	\$309,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$1,275,004	\$121,600	\$12,512,638	\$9,000	\$0	\$0	\$0	\$158,967	\$18,612,800	\$0	\$411,806	\$187,248	\$7,982,749	\$0	\$0	\$41,271,812
2020																
CC1703	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1502	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$1,400,000
GR1701	\$0	\$0	\$373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,400	\$0	\$0	\$467,000
GR1706	\$0	\$0	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$20,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,000	\$0	\$0	\$284,000
MO1705	\$0	\$0	\$163,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,800	\$0	\$0	\$204,000
MO1711	\$0	\$0	\$4,468,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117,200	\$0	\$0	\$5,586,000
MO1712	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,479,200	\$0	\$0	\$0	\$1,869,800	\$0	\$0	\$9,349,000
MO1714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,600	\$0	\$0	\$0	\$8,400	\$0	\$0	\$42,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,400	\$0	\$0	\$0	\$9,600	\$0	\$0	\$48,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
MO1723	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RG1201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,400	\$0	\$0	\$0	\$70,600	\$0	\$0	\$353,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
SP1419	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$838,400	\$0	\$0	\$0	\$209,600	\$0	\$0	\$1,048,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$628,800	\$0	\$0	\$0	\$157,200	\$0	\$0	\$786,000
WI1001-17A2	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
WI1301	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
SUBTOTAL	\$1,120,000	\$27,000	\$5,038,800	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$281,000	\$0	\$3,886,400	\$0	\$0	\$19,734,000
GRAND TOTAL	\$15,617,852	\$12,414,900	\$43,123,186	\$3,621,600	\$2,250,000	\$1,339,200	\$1,001,069	\$1,053,926	\$54,689,220	\$166,134	\$5,221,122	\$1,207,491	\$28,379,391	\$750,000	\$0	\$170,835,091

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	STP	I/M	130	NHS	BRM	BRO	NHPP	HPP	TOTAL Federal Funds	Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2017 Funds Programmed	\$7,905,198	\$6,873,500	\$7,385,688	\$3,594,600	\$2,250,000	\$1,339,200	\$1,001,069	\$379,206	\$14,732,306	\$0	\$45,460,767	\$2,983,404	\$8,545,823	\$412,738	\$6,648,603	\$64,051,335
2018 Funds Programmed	\$5,317,650	\$5,392,800	\$18,186,060	\$9,000	\$0	\$0	\$0	\$515,753	\$11,972,314	\$166,134	\$41,559,711	\$1,544,912	\$8,714,419	\$607,505	\$6,715,089	\$59,141,636
2019 Funds Programmed	\$1,275,004	\$121,600	\$12,512,638	\$9,000	\$0	\$0	\$0	\$158,967	\$18,612,800	\$0	\$32,690,009	\$411,806	\$7,982,749	\$187,248	\$6,782,240	\$48,054,052
2020 Funds Programmed	\$1,120,000	\$27,000	\$5,038,800	\$9,000	\$0	\$0	\$0	\$0	\$9,371,800	\$0	\$15,566,600	\$281,000	\$3,886,400	\$0	\$6,850,063	\$26,584,063
Total	\$15,617,852	\$ 12,414,900	\$43,123,186	\$ 3,621,600	\$ 2,250,000	\$ 1,339,200	\$1,001,069	\$ 1,053,926	\$54,689,220	\$166,134	\$135,277,087	\$5,221,122	\$ 29,129,391	\$1,207,491	\$ 26,995,995	\$197,831,086

	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Available State and Federal Funding	\$0	\$38,898,000	\$38,872,220	\$37,063,664	\$37,075,338	\$151,909,222
Available Operations and Maintenance Funding	\$0	\$6,648,603	\$6,715,089	\$6,782,240	\$6,850,063	\$26,995,995
Funds from Other Sources	\$0	\$8,777,738	\$607,505	\$187,248	\$0	\$9,572,491
Available Suballocated Funding	\$17,300,705	\$5,192,459	\$5,806,798	\$5,922,934	\$6,041,392	\$40,264,288
TOTAL AVAILABLE FUNDING	\$17,300,705	\$59,516,800	\$52,001,812	\$49,956,086	\$49,966,793	\$228,741,996
Prior Year Funding	\$17,300,705	\$12,766,170	\$5,626,146	\$7,528,180		—
Programmed State and Federal Funding		(\$64,051,335)	(\$59,141,636)	(\$48,054,052)	(\$26,584,063)	(\$197,831,086)
TOTAL REMAINING	\$17,300,705	\$12,766,170	\$5,626,146	\$7,528,180	\$30,910,910	\$30,910,910

Funds from Other Sources for FY 2017 include one-time Federal and State Rail funding and Cost Share funding for the Chestnut Railroad Overpass as well as Cost Share Funding for Division and US 65.

Additional Funds from Other Sources for FY 2017 and Funds from Other Sources for FY 2018 and FY 2019 include one-time FEMA and SEMA grant funding for the Riverside Bridge Replacement.

Table G.9 Revenue	FY 2017	FY 2018	FY 2019	FY 2020
City of Battlefield				
Total Available Revenue	\$248,723.00	\$248,723.00	\$248,723.00	\$248,723.00
Estimated Operations and Maintenance Expenditures	(\$2,748.34)	(\$2,775.82)	(\$2,803.58)	(\$2,831.62)
Estimated TIP Project Expenditures	(\$125,119.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$120,855.66	\$245,947.18	\$245,919.42	\$245,891.38
City of Nixa				
Total Available Revenue (prior reserves included)	\$2,061,662.00	\$2,061,662.00	\$2,061,662.00	\$2,061,662.00
Estimated Operations and Maintenance Expenditures	(\$23,756.70)	(\$23,994.27)	(\$24,234.21)	(\$24,476.55)
Estimated TIP Project Expenditures	\$0.00	(\$225,721.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$2,037,905.30	\$1,811,946.73	\$2,037,427.79	\$2,037,185.45
City of Ozark				
Total Available Revenue	\$690,112.00	\$690,112.00	\$690,112.00	\$690,112.00
Carryover Balance from Prior Year	--	\$445,727.50	\$206,335.88	\$974,776.10
Estimated Operations and Maintenance Expenditures	(\$60,511.50)	(\$61,116.62)	(\$61,727.78)	(\$62,345.06)
Estimated TIP Project Expenditures	(\$183,873.00)	(\$868,387.00)	\$140,056.00	\$0.00
Amount Available for Local Projects	\$445,727.50	206,335.88	\$974,776.10	\$1,602,543.04
City of Republic				
Total Available Revenue	\$1,743,619.00	\$1,743,619.00	\$1,743,619.00	\$1,743,619.00
Estimated Operations and Maintenance Expenditures	(\$170,323.67)	(\$172,026.91)	(\$173,747.18)	(\$175,484.65)
Estimated TIP Project Expenditures	(\$681,628.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$891,667.33	\$1,571,592.09	\$1,569,871.82	\$1,568,134.35
City of Springfield				
Total Available Revenue	\$22,523,990.56	\$22,523,990.56	\$22,523,990.56	\$22,523,990.56
Estimated Operations and Maintenance Expenditures	(\$2,438,637.44)	(\$2,463,023.81)	(\$2,487,654.05)	(\$2,512,530.59)
Estimated TIP Project Expenditures	(\$2,025,875.00)	(\$82,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$18,059,478.12	\$19,978,216.75	\$20,036,336.51	\$20,011,459.97

Continued on next page...

Table G.9 Revenue	FY 2017	FY 2018	FY 2019	FY 2020
City of Strafford				
Total Available Revenue	\$107,438.00	\$107,438.00	\$107,438.00	\$107,438.00
Estimated Operations and Maintenance Expenditures	(\$2,247.13)	(\$2,269.60)	(\$2,292.30)	(\$2,315.22)
Estimated TIP Project Expenditures	\$0.00	(\$39,700.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$105,190.87	\$65,468.40	\$105,145.70	\$105,122.78
City of Willard				
Total Available Revenue	\$483,287.00	\$939,299.29	\$483,287.00	\$483,287.00
Estimated Operations and Maintenance Expenditures	(\$8,274.71)	(\$8,357.46)	(\$8,441.04)	(\$8,525.45)
Estimated TIP Project Expenditures	(\$19,000.00)	(\$327,354.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$456,012.29	\$603,587.54	\$474,845.96	\$474,761.55
Christian County				
Total Available Revenue	\$1,669,998.00	\$1,669,998.00	\$1,669,998.00	\$1,669,998.00
Estimated Operations and Maintenance Expenditures	(\$39,507.45)	(\$39,902.53)	(\$40,301.55)	(\$40,704.57)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,630,490.55	\$1,630,095.47	\$1,629,696.45	\$1,629,293.43
Greene County				
Total Available Revenue	\$21,999,257.00	\$21,999,257.00	\$21,999,257.00	\$21,999,257.00
Estimated Operations and Maintenance Expenditures	(\$99,371.74)	(\$100,365.46)	(\$101,369.11)	(\$102,382.80)
Estimated TIP Project Expenditures	(\$500,982.00)	(\$1000.00)	(\$1000.00)	(\$281,000.00)
Amount Available for Local Projects	\$21,398,903.26	\$21,897,891.54	\$21,896,887.89	\$21,615,874.20

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 5/17/2017; ITEM II.G.

Administrative Modification 2 to the FY 2017-2020 Transportation Improvement Program

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

DESCRIPTION:

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

Route 174 Multi-Use Trail Phase I (EN1506-17AM2)

Increasing local funding by \$55,458 to cover the difference between the project estimate and the project bid. Federal funding remains the same. Also, local funding identified for ROW was not needed and that amount was moved to construction.

- Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. or Other) without major changes to the scope to the project.
- Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project.

The following transit projects were adjusted to match actual vehicle costs:

5310-Arc of the Ozarks (MO1724-17AM2)

5310-Burrell (MO1725-17AM2)

5310-Council of Churches (MO1726-17AM2)

5310-OATS (MO1727-17AM2)

- Changes made to an existing project's programmed federal funds, in order to reflect the actual amount awarded by the federal agency and the corresponding required amount of matching funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

No action. Informational only.



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

205 PARK CENTRAL EAST, SUITE 205 SPRINGFIELD, MO 65806 417-865-3042 [p] 417-862-6013 [f]

25 April 2017

Ms. Eva Voss
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Ms. Voss:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Two to the OTO FY 2017-2020 Transportation Improvement Program (TIP) on April 25, 2017. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following page.

Please let me know if you have any questions about this or the administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures



OZARKSTRANSPORTATION.ORG



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1506-17AM2 **ROUTE 174 MULTI-USE TRAIL PHASE I**

Route Route 174

From Main

To Lindsey

Location City of Republic

Federal Agency FHWA

Project Sponsor City of Republic

Federal Funding Category TAP

MoDOT Funding Category N/A

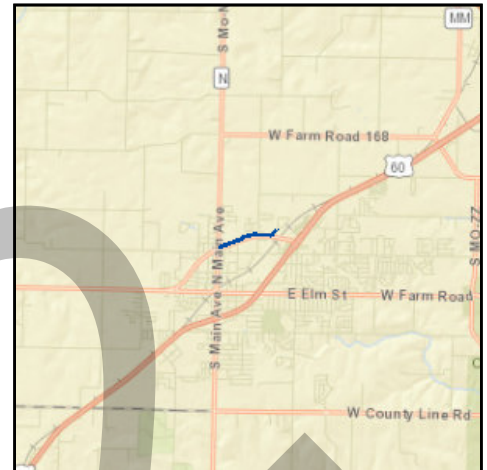
Bike/Ped Plan? Yes **EJ?**

STIP #

Federal ID # 6900809

Project Description

Asphalt path on the north side of Route 174 between Main and Lindsey.



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
LOCAL	Local	ENG	\$22,749	\$0	\$0	\$0	\$22,749
FHWA (TAP)	Federal	CON	\$205,465	\$0	\$0	\$0	\$205,465
LOCAL	Local	CON	\$162,751	\$0	\$0	\$0	\$162,751
Totals			\$390,965	\$0	\$0	\$0	\$390,965

Notes

Source of Local Funds: City of Republic 1/2-cent Transportation Sales Tax and other local transportation revenue.

Prior Cost	\$55,669
Future Cost	\$0
Total Cost	\$446,634



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1506 **ROUTE 174 MULTI-USE TRAIL PHASE I**

Route Route 174

From Main

To Lindsey

Location City of Republic

Federal Agency FHWA

Project Sponsor City of Republic

Federal Funding Category TAP

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID # 6900809

Project Description

Asphalt path on the north side of Route 174 between Main and Lindsey.



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
LOCAL	Local	ENG	\$55,065	\$0	\$0	\$0	\$55,065
LOCAL	Local	ROW	\$10,323	\$0	\$0	\$0	\$10,323
FHWA (TAP)	Federal	CON	\$205,465	\$0	\$0	\$0	\$205,465
LOCAL	Local	CON	\$64,654	\$0	\$0	\$0	\$64,654
Totals			\$335,507	\$0	\$0	\$0	\$335,507

Notes

Source of Local Funds: City of Republic 1/2-cent Transportation Sales Tax and other local transportation revenue.

Prior Cost	\$55,669
Future Cost	\$0
Total Cost	\$391,176



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1724-17AM2 5310-ARC OF THE OZARKS

Route

From

To

Location

Area Wide

Federal Agency

FTA

Project Sponsor

MoDOT-Arc of the Ozarks

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan?

EJ?

STIP #

Federal ID #

Project Description

25' Wide Body Cutaway van for programs and services provided by the Arc of the Ozarks' Education and Recreation Department



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$43,490	\$0	\$0	\$0	\$43,490
LOCAL	Local	CAPITAL	\$10,873	\$0	\$0	\$0	\$10,873
Totals			\$54,363	\$0	\$0	\$0	\$54,363

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Arc of the Ozarks

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$54,363



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1724 5310-ARC OF THE OZARKS

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-Arc of the Ozarks

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

25' Wide Body Cutaway van for programs and services provided by the Arc of the Ozarks' Education and Recreation Department



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$41,643	\$0	\$0	\$0	\$41,643
LOCAL	Local	CAPITAL	\$10,411	\$0	\$0	\$0	\$10,411
Totals			\$52,054	\$0	\$0	\$0	\$52,054

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Arc of the Ozarks

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$52,054



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1725-17AM2 5310-BURRELL

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-Burrell

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Replacement van for the Milano House in Nixa.



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$22,014	\$0	\$0	\$0	\$22,014
LOCAL	Local	CAPITAL	\$5,504	\$0	\$0	\$0	\$5,504
Totals			\$27,518	\$0	\$0	\$0	\$27,518

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Burrell Behavioral Health

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$27,518



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1725 5310-BURRELL
Route
From
To
Location Area Wide
Federal Agency FTA
Project Sponsor MoDOT-Burrell
Federal Funding Category 5310
MoDOT Funding Category N/A
Bike/Ped Plan? EJ?
STIP #
Federal ID #

Project Description
Replacement van for the Milano House in Nixa.



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$26,392	\$0	\$0	\$0	\$26,392
LOCAL	Local	CAPITAL	\$6,598	\$0	\$0	\$0	\$6,598
Totals			\$32,990	\$0	\$0	\$0	\$32,990

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding
Source of Non-Federal Funds: Burrell Behavioral Health

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$32,990



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1726-17AM2 5310-COUNCIL OF CHURCHES

Route

From

To

Location

Area Wide

Federal Agency

FTA

Project Sponsor

MoDOT-Council of Churches

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan?

EJ?

STIP #

Federal ID #

Project Description

Two (2) Wide Body "FF" Light Duty Cutaway Vans for Eldercare Transit Service



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$85,568	\$0	\$0	\$0	\$85,568
LOCAL	Local	CAPITAL	\$21,393	\$0	\$0	\$0	\$21,393
Totals			\$106,961	\$0	\$0	\$0	\$106,961

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Council of Churches

FYI: Administered by MoDOT

Prior Cost \$0

Future Cost \$0

Total Cost \$106,961



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1726-17A1 5310-COUNCIL OF CHURCHES

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-Council of Churches

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Two (2) Wide Body "FF" Light Duty Cutaway Vans for Eldercare Transit Service



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$104,000	\$0	\$0	\$0	\$104,000
LOCAL	Local	CAPITAL	\$26,000	\$0	\$0	\$0	\$26,000
Totals			\$130,000	\$0	\$0	\$0	\$130,000

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Council of Churches

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$130,000



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1727-17AM2 5310-OATS

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-OATS, Inc

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Two replacement minivans with ramps that will also be used to expand senior transportation service as supported by the Greene County Senior Citizens Services Tax Fund Board



Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$59,573	\$0	\$0	\$0	\$59,573
LOCAL	Local	CAPITAL	\$15,394	\$0	\$0	\$0	\$15,394
Totals			\$74,967	\$0	\$0	\$0	\$74,967

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: OATS, Inc.

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$74,967



Transportation Improvement Program - FY 2017-2020

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # MO1727 5310-OATS
Route
From
To
Location Area Wide
Federal Agency FTA
Project Sponsor MoDOT-OATS, Inc
Federal Funding Category 5310
MoDOT Funding Category N/A
Bike/Ped Plan? EJ?
STIP #
Federal ID #



Project Description

Two replacement minivans with ramps that will also be used to expand senior transportation service as supported by the Greene County Senior Citizens Services Tax Fund Board

Fund Code	Source	Phase	FY2017	FY2018	FY2019	FY2020	Total
FTA (5310)	Federal	CAPITAL	\$61,572	\$0	\$0	\$0	\$61,572
LOCAL	Local	CAPITAL	\$15,394	\$0	\$0	\$0	\$15,394
Totals			\$76,966	\$0	\$0	\$0	\$76,966

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding
 Source of Non-Federal Funds: OATS, Inc.

FYI: Administered by MoDOT

Prior Cost \$0
Future Cost \$0
Total Cost \$76,966

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal				Local	State		
PROJECT	FHWA (STBG-U)	FHWA (STP)	FHWA (TAP)	FHWA (STAP)	LOCAL	MoDOT	MoDOT-AC	TOTAL
FY 2017								
EN1503-17A1	\$0	\$0	\$104,525	\$0	\$26,132	\$0	\$0	\$130,657
EN1504-17A1	\$0	\$0	\$120,066	\$0	\$30,017	\$0	\$0	\$150,083
EN1505-17A1	\$0	\$0	\$29,219	\$0	\$7,305	\$0	\$0	\$36,524
EN1506-17AM2	\$0	\$0	\$205,465	\$0	\$185,500	\$0	\$0	\$390,965
EN1507-17A1	\$0	\$0	\$192,680	\$0	\$48,170	\$0	\$0	\$240,850
EN1508	\$0	\$0	\$250,000	\$0	\$179,000	\$0	\$0	\$429,000
EN1513	\$500,480	\$0	\$0	\$0	\$125,119	\$0	\$0	\$625,599
EN1701	\$0	\$237,600	\$0	\$128,000	\$0	\$91,400	\$0	\$457,000
EN1702	\$0	\$343,200	\$0	\$212,000	\$0	\$138,800	\$0	\$694,000
EN1703	\$0	\$65,000	\$0	\$155,000	\$0	\$55,000	\$0	\$275,000
EN1704	\$0	\$18,400	\$0	\$0	\$0	\$4,600	\$0	\$23,000
EN1705	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN1706	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
EN1708-17A3	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$500,480	\$675,400	\$648,145	\$495,000	\$537,789	\$297,600	\$20,000	\$3,491,678
FY 2018								
EN1704	\$0	\$21,400	\$0	\$77,000	\$0	\$24,600	\$0	\$123,000
EN1705	\$0	\$73,200	\$0	\$0	\$0	\$17,800	\$0	\$91,000
EN1706	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$11,000
EN1708-17A3	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$105,000	\$0	\$77,000	\$0	\$50,000	\$20,000	\$252,000
FY 2019								
EN1705	\$0	\$116,800	\$0	\$300,000	\$0	\$104,200	\$0	\$521,000
EN1706	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$11,000
SUBTOTAL	\$0	\$125,600	\$0	\$300,000	\$0	\$106,400	\$0	\$532,000
FY 2020								
EN1706	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
GRAND TOTAL	\$500,480	\$914,000	\$648,145	\$872,000	\$537,789	\$456,000	\$40,000	\$4,285,678

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	STBG-U	STP	TAP	STAP	Local	MoDOT	MoDOT-AC	TOTAL
PRIOR YEAR								
Balance			\$ 268,901					\$ 268,901
FY 2017								
Funds Anticipated	\$ 500,480	\$ 675,400	\$ 405,085	\$ 495,000	\$ 537,789	\$ 297,600	\$ 20,000	\$ 2,430,874
Funds Programmed	\$ (500,480)	\$ (675,400)	\$ (648,145)	\$ (495,000)	\$ (537,789)	\$ (297,600)	\$ (20,000)	\$ (2,673,934)
Running Balance	\$ -	\$ -	\$ 25,841	\$ -	\$ -	\$ -	\$ -	\$ 25,841
FY 2018								
Funds Anticipated	\$ -	\$ 105,000	\$ 413,187	\$ 77,000	\$ -	\$ 50,000	\$ 20,000	\$ 665,187
Funds Programmed	\$ -	\$ (105,000)	\$ -	\$ (77,000)	\$ -	\$ (50,000)	\$ (20,000)	\$ (252,000)
Running Balance	\$ -	\$ -	\$ 439,028	\$ -	\$ -	\$ -	\$ -	\$ 439,028
FY 2019								
Funds Anticipated	\$ -	\$ 105,000	\$ 421,450	\$ 77,000	\$ -	\$ 50,000	\$ 20,000	\$ 673,450
Funds Programmed	\$ -	\$ (105,000)	\$ -	\$ (77,000)	\$ -	\$ (50,000)	\$ (20,000)	\$ (252,000)
Running Balance	\$ -	\$ -	\$ 860,478	\$ -	\$ -	\$ -	\$ -	\$ 860,478
FY 2020								
Funds Anticipated	\$ -	\$ 8,000	\$ 429,879	\$ -	\$ -	\$ 2,000	\$ -	\$ 439,879
Funds Programmed	\$ -	\$ (8,000)	\$ -	\$ -	\$ -	\$ (2,000)	\$ -	\$ (10,000)
Running Balance	\$ -	\$ -	\$ 1,290,357	\$ -	\$ -	\$ -	\$ -	\$ 1,290,357

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
2017						
CU1514	\$0	\$51,880	\$0	\$12,970	\$0	\$64,850
CU1700	\$1,700,000	\$0	\$0	\$1,750,000	\$50,000	\$3,500,000
CU1701	\$447,792	\$0	\$0	\$111,948	\$0	\$559,740
CU1702	\$255,000	\$0	\$0	\$64,826	\$0	\$319,826
CU1704	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
CU1705	\$25,930	\$0	\$0	\$6,482	\$0	\$32,412
CU1707	\$0	\$206,076	\$0	\$51,519	\$0	\$257,595
CU1709-A2	\$0	\$0	\$416,000	\$104,000	\$0	\$520,000
CU1711-17A1	\$0	\$0	\$3,870,960	\$967,740	\$0	\$4,838,700
MO1506-17A5	\$0	\$370,544	\$0	\$92,636	\$0	\$463,180
MO1507	\$0	\$46,608	\$0	\$0	\$0	\$46,608
MO1702-17A5	\$0	\$43,490	\$0	\$10,873	\$0	\$54,363
MO1703-17A5	\$0	\$29,786	\$0	\$7,447	\$0	\$37,233
MO1704-17A5	\$0	\$50,426	\$0	\$12,607	\$0	\$63,033
MO1724-17AM2	\$0	\$43,490	\$0	\$10,873	\$0	\$54,363
MO1725-17AM2	\$0	\$22,014	\$0	\$5,504	\$0	\$27,518
MO1726-17AM2	\$0	\$85,568	\$0	\$21,393	\$0	\$106,961
MO1727-17AM2	\$0	\$59,573	\$0	\$15,394	\$0	\$74,967
MO1728	\$0	\$32,383	\$0	\$0	\$0	\$32,383
MO1729	\$0	\$136,783	\$0	\$34,196	\$0	\$170,979
SUBTOTAL	\$2,588,722	\$1,041,838	\$4,286,960	\$3,286,212	\$50,000	\$11,253,732

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL

2018

CU1800-17A2	\$1,588,487	\$0	\$0	\$1,588,487	\$50,000	\$3,226,974
CU1801-17A2	\$900,142	\$0	\$0	\$225,035	\$0	\$1,125,177
CU1804-17A2	\$132,374	\$0	\$0	\$33,093	\$0	\$165,467
CU1805-17A2	\$26,475	\$0	\$0	\$6,619	\$0	\$33,094
CU1808-17A5	\$0	\$106,243	\$0	\$26,560	\$0	\$132,803
MO1702-17A5	\$0	\$43,490	\$0	\$10,873	\$0	\$54,363
MO1704-17A5	\$0	\$92,182	\$0	\$23,046	\$0	\$115,228
MO1729-17A5	\$0	\$14,586	\$0	\$3,647	\$0	\$18,233
MO1802-17A5	\$0	\$16,695	\$0	\$0	\$0	\$16,695
SUBTOTAL	\$2,647,478	\$273,196	\$0	\$1,917,360	\$50,000	\$4,888,034

2019

CU1808-17A5	\$0	\$108,496	\$0	\$27,124	\$0	\$135,620
CU1900-17A2	\$1,622,136	\$0	\$0	\$1,622,163	\$50,000	\$3,294,299
CU1901-17A2	\$919,226	\$0	\$0	\$229,806	\$0	\$1,149,032
CU1904-17A2	\$135,180	\$0	\$0	\$33,795	\$0	\$168,975
CU1905-17A2	\$27,036	\$0	\$0	\$6,759	\$0	\$33,795
MO1729-17A5	\$0	\$153,444	\$0	\$38,361	\$0	\$191,805
MO1901-17A5	\$0	\$17,049	\$0	\$0	\$0	\$17,049
SUBTOTAL	\$2,703,578	\$278,989	\$0	\$1,958,008	\$50,000	\$4,990,575

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	MoDOT	TOTAL
2020						
CU1808-17A5	\$0	\$110,796	\$0	\$27,699	\$0	\$138,495
CU2000-17A2	\$1,656,553	\$0	\$0	\$1,656,553	\$50,000	\$3,363,106
CU2001-17A2	\$425,000	\$0	\$0	\$938,713	\$0	\$1,363,713
CU2004-17A2	\$138,046	\$0	\$0	\$34,511	\$0	\$172,557
CU2005-17A2	\$27,609	\$0	\$0	\$6,903	\$0	\$34,512
MO1729-17A5	\$0	\$156,697	\$0	\$39,174	\$0	\$195,871
MO1901-17A5	\$0	\$17,410	\$0	\$0	\$0	\$17,410
SUBTOTAL	\$2,247,208	\$284,903	\$0	\$2,703,553	\$50,000	\$5,285,664
GRAND TOTAL	\$10,186,986	\$1,878,926	\$4,286,960	\$9,865,133	\$200,000	\$26,418,005

FINANCIAL CONSTRAINT

Transit

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
FY 2017 (Including Carryover)						
Funds Anticipated	\$ 2,588,722	\$ 1,041,838	\$ 4,286,960	\$ 3,286,212	\$ 50,000	\$11,253,732
Funds Programmed	(\$2,588,722)	(\$1,041,838)	(\$4,286,960)	(\$3,286,212)	(\$50,000)	(\$11,253,732)
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0
FY 2018						
Funds Anticipated	\$ 2,647,478	\$ 273,196	\$ 252,962	\$ 1,917,360	\$ 50,000	\$5,140,996
Funds Programmed	(\$2,647,478)	(\$273,196)	\$ -	(\$1,917,360)	(\$50,000)	(\$4,888,034)
Running Balance	\$0	\$0	\$252,962	\$0	\$0	\$252,962
FY 2019						
Funds Anticipated	\$ 2,703,605	\$ 278,989	\$ 259,691	\$ 1,958,008	\$ 50,000	\$5,250,293
Funds Programmed	(\$2,247,208)	(\$278,989)	\$ -	(\$1,958,008)	(\$50,000)	(\$4,534,205)
Running Balance	\$456,397	\$0	\$512,653	\$0	\$0	\$969,049
FY 2020						
Funds Anticipated	\$ 2,760,921	\$ 284,903	\$ 266,564	\$ 2,703,553	\$ 50,000	\$6,065,941
Funds Programmed	(\$2,247,208)	(\$284,903)	\$ -	(\$2,703,553)	(\$50,000)	(\$5,285,664)
Running Balance	\$970,110	\$0	\$779,217	\$0	\$0	\$1,749,327

Table G.9 Revenue	FY 2017	FY 2018	FY 2019	FY 2020
City of Battlefield				
Total Available Revenue	\$248,723.00	\$248,723.00	\$248,723.00	\$248,723.00
Estimated Operations and Maintenance Expenditures	(\$2,748.34)	(\$2,775.82)	(\$2,803.58)	(\$2,831.62)
Estimated TIP Project Expenditures	(\$125,119.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$120,855.66	\$245,947.18	\$245,919.42	\$245,891.38
City of Nixa				
Total Available Revenue (prior reserves included)	\$2,061,662.00	\$2,061,662.00	\$2,061,662.00	\$2,061,662.00
Estimated Operations and Maintenance Expenditures	(\$23,756.70)	(\$23,994.27)	(\$24,234.21)	(\$24,476.55)
Estimated TIP Project Expenditures	\$0.00	(\$225,721.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$2,037,905.30	\$1,811,946.73	\$2,037,427.79	\$2,037,185.45
City of Ozark				
Total Available Revenue	\$690,112.00	\$690,112.00	\$690,112.00	\$690,112.00
Carryover Balance from Prior Year	--	\$445,727.50	\$206,335.88	\$974,776.10
Estimated Operations and Maintenance Expenditures	(\$60,511.50)	(\$61,116.62)	(\$61,727.78)	(\$62,345.06)
Estimated TIP Project Expenditures	(\$183,873.00)	(\$868,387.00)	\$140,056.00	\$0.00
Amount Available for Local Projects	\$445,727.50	206,335.88	\$974,776.10	\$1,602,543.04
City of Republic				
Total Available Revenue	\$1,743,619.00	\$1,743,619.00	\$1,743,619.00	\$1,743,619.00
Estimated Operations and Maintenance Expenditures	(\$170,323.67)	(\$172,026.91)	(\$173,747.18)	(\$175,484.65)
Estimated TIP Project Expenditures	(\$681,628.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$891,667.33	\$1,571,592.09	\$1,569,871.82	\$1,568,134.35
City of Springfield				
Total Available Revenue	\$22,523,990.56	\$22,523,990.56	\$22,523,990.56	\$22,523,990.56
Estimated Operations and Maintenance Expenditures	(\$2,438,637.44)	(\$2,463,023.81)	(\$2,487,654.05)	(\$2,512,530.59)
Estimated TIP Project Expenditures	(\$2,025,875.00)	(\$82,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$18,059,478.12	\$19,978,216.75	\$20,036,336.51	\$20,011,459.97

Continued on next page...

Table G.9 Revenue	FY 2017	FY 2018	FY 2019	FY 2020
City of Strafford				
Total Available Revenue	\$107,438.00	\$107,438.00	\$107,438.00	\$107,438.00
Estimated Operations and Maintenance Expenditures	(\$2,247.13)	(\$2,269.60)	(\$2,292.30)	(\$2,315.22)
Estimated TIP Project Expenditures	\$0.00	(\$39,700.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$105,190.87	\$65,468.40	\$105,145.70	\$105,122.78
City of Willard				
Total Available Revenue	\$483,287.00	\$939,299.29	\$483,287.00	\$483,287.00
Estimated Operations and Maintenance Expenditures	(\$8,274.71)	(\$8,357.46)	(\$8,441.04)	(\$8,525.45)
Estimated TIP Project Expenditures	(\$19,000.00)	(\$327,354.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$456,012.29	\$603,587.54	\$474,845.96	\$474,761.55
Christian County				
Total Available Revenue	\$1,669,998.00	\$1,669,998.00	\$1,669,998.00	\$1,669,998.00
Estimated Operations and Maintenance Expenditures	(\$39,507.45)	(\$39,902.53)	(\$40,301.55)	(\$40,704.57)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,630,490.55	\$1,630,095.47	\$1,629,696.45	\$1,629,293.43
Greene County				
Total Available Revenue	\$21,999,257.00	\$21,999,257.00	\$21,999,257.00	\$21,999,257.00
Estimated Operations and Maintenance Expenditures	(\$99,371.74)	(\$100,365.46)	(\$101,369.11)	(\$102,382.80)
Estimated TIP Project Expenditures	(\$499,982.00)	\$0.00	\$0.00	(\$280,000.00)
Amount Available for Local Projects	\$21,399,903.26	\$21,898,891.54	\$21,897,887.89	\$21,616,874.20

TRANSIT

Transit operations and maintenance include the costs to operate the bus system and to maintain buses, shelters, and other capital equipment. Funding is currently provided by federal, state, and local sources. FTA Section 5307 funds provide partial funding for operations and maintenance. Legislation allows for the continuation of partial Section 5307 funding for the operations of transit systems for population areas exceeding 200,000. Therefore, OTO is continuing to fund the operations of the City Utilities bus system with Section 5307 funds. Inflation rates are three percent over the timeline of the TIP.

Table G.10 Estimated Transit System Operations and Maintenance Costs	FY 2017	FY 2018	FY 2019	FY 2020
Total System Operations	\$8,649,948	\$8,916,529	\$9,039,980	\$9,251,399
Total System Maintenance	\$1,958,191	\$2,017,811	\$1,934,299	\$1,932,549
TOTAL	\$10,608,139	\$10,934,340	\$10,974,279	\$11,183,948

Table G.11 Estimated Revenue for Fixed Route Transit System Operations and Maintenance	FY 2017	FY 2018	FY 2019	FY 2020
MO HealthNet Contract	\$31,000	\$31,000	\$31,000	\$31,000
State Operating Funding	\$30,000	\$30,000	\$30,000	\$30,000
FTA Federal Funding	\$2,940,399	\$3,031,340	\$3,122,279	\$3,215,948
Local (CU Utility Revenue/Farebox/Ads)	\$7,606,740	\$7,842,000	\$7,791,000	\$7,907,000
TOTAL	\$10,608,139	\$10,934,340	\$10,974,279	\$11,183,948

The City Utility Revenue is a subsidy that offsets the difference between available revenue generated by the other four available funding sources and the estimated annual cost to operate the transit system.

In September 2016, the Federal Transit Administration announced it had awarded Section 5339 funding to City Utilities for eleven buses and workforce development. The TIP was amended by the Board of Directors in October 2016 (approved by U.S. DOT 12/19/2016) to incorporate this new funding. A new funding table, showing capital costs, has been added below, also clarifying the 5310 funding available for City Utilities and local human service agencies. Through financial submissions, human service agencies are required to demonstrate the ability to match requested funds at the time of application.

Table G.12 Estimated Transit Capital	FY 2017	FY 2018	FY 2019	FY 2020
FTA Federal Funding (5310 and 5339)	\$5,334,776	\$526,159	\$538,680	\$551,467
Local (CU, MoDOT, Human Service Agencies)	\$1,333,695	\$131,540	\$134,670	\$137,867
TOTAL	\$6,668,471	\$657,699	\$673,350	\$689,334

FTA Section 5310 funding is allocated annually, with 55 percent required to be used for traditional elderly and disabled transportation projects. MoDOT administers the traditional projects for the OTO region. The following pages outline the use of this funding from FY 2013 through FY 2020 as previously and currently programmed. Several projects have been completed and those labeled MO1506 had been programmed as one lump sum. The balances shown correspond to the reserve balances programmed with TIP Amendment Number 5 to this document.

Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
The Arc of the Ozarks MO1506	Low Floor Minivan, Replacement	1	FY 2013/2014	Approved	\$ 27,996	\$ 6,999	\$ 34,995
Arc of the Ozarks MO1506	2015 25' Wide Body Cutaway	1	FY 2015	Approved	\$ 38,218	\$ 9,555	\$ 47,773
Arc of the Ozarks MO1724-17AM2	2016 25' Wide Body Cutaway	1	FY 2016/17	New	\$ 43,490	\$ 10,873	\$ 54,363
Arc of the Ozarks MO1702-17A5 (Pending)	Wide Body Cutaway Floor Plan HH	1	FY 17	New	\$ 43,490	\$ 10,873	\$ 54,363
Arc of the Ozarks MO1702-17A5 (Pending)	Wide Body Cutaway Floor Plan HH	1	FY 18	New	\$ 43,490	\$ 10,873	\$ 54,363
Burrell, Inc. MO1506	Shuttle bus body style CC, Replacement	1	FY 2013/2014	Approved	\$ 40,874	\$ 10,218	\$ 51,092
Burrell, Inc. MO1506	Shuttle bus body style AA, Replacement	1	FY 2013/2014	Amended	\$ 37,964	\$ 9,491	\$ 47,455
Burrell, Inc. MO1506	15-Passenger Van	1	FY 2015	Approved	\$ 21,986	\$ 5,497	\$ 27,483
Burrell, Inc. MO1725-17AM2	15-Passenger Van	1	FY 2016/17	Approved	\$ 22,014	\$ 5,504	\$ 27,518
Christian County Enterprises/ OATS MO1506	Wheelchair Accessible Van	1	FY 2015	Approved	\$ 38,076	\$ 9,519	\$ 47,595
City Utilities CU1414	Sidewalk and Shelter improvements	1	FY 2013/2014	Approved	\$ 177,343	\$ 44,336	\$ 221,679
City Utilities CU1514	ADA Bus Bench Improvements/ITS Capital	N/A	FY 2015	Approved	\$ 89,593	\$ 22,398	\$ 111,991

Program of Projects and Subreipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
City Utilities CU1707	New Shelters and Braille	20	FY 2016/17	Approved	\$ 185,468	\$ 46,367	\$ 231,835
City Utilities CU1808-17A5 (Pending)	Division Improvements	1	FY 18- FY 20	New	\$ 325,534	\$ 81,384	\$ 406,918
Council of Churches of the Ozarks MO1726-17AM2	Wide Body Cutaway Floor plan FF	1	FY 13,14,15	Approved	\$ 40,702	\$ 10,176	\$ 50,878
Council of Churches of the Ozarks MO1726-17AM2	Wide Body Cutaway Floor plan FF	1	FY 2016/17	Approved	\$ 44,866	\$ 11,217	\$ 56,083
OATS, Inc. MO1506	Medium Duty Mini-bus, Replacement	1	FY 2013/2014	Approved	\$ 43,276	\$ 10,819	\$ 54,095
OATS, Inc. MO1506	Body Style BBB, Low floor Minivan Replacement	1	FY 2013/2014	Approved	\$ 29,796	\$ 7,449	\$ 37,245
OATS, Inc. MO1506	Minivan with Ramp	1	FY 2015	Approved	\$ 30,786	\$ 7,697	\$ 38,483
OATS, Inc. MO1506	Minivan with Ramp	1	FY 2015	Approved	\$ 30,786	\$ 7,697	\$ 38,483
OATS, Inc. MO1506	Minivan with Ramp	1	FY 2015	Approved	\$ 30,786	\$ 7,697	\$ 38,483
OATS, Inc. MO1727-17AM2	Minivan with Ramp	2	FY 2016/17	Approved	\$ 59,573	\$ 14,894	\$ 74,466
OATS, Inc. MO1704-17A5 (Pending)	High Roof Long Conversion	1	FY 17	New	\$ 50,426	\$ 12,607	\$ 63,033
OATS, Inc. MO1704-17A5 (Pending)	Wide Body Cutaway, Floor plan II	2	FY 18	New	\$ 92,182	\$ 23,046	\$ 115,228
Ozark Senior Center MO1703-17A5 (Pending)	Minivan with Ramp	1	FY17	New	\$ 29,786	\$ 7,447	\$ 37,233

Program of Projects and Subreipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
City Utilities CU1517	Admin	1	FY 2013/2014	Amended	\$ 19,705.00	\$ -	\$ 19,705.00
MoDOT MO1507	Admin	1	FY 2013/2014	Amended	\$ 30,965.00	\$ -	\$ 30,965.00
City Utilities CU1517	Admin	1	FY 2015	Approved	\$ 9,955.00	\$ -	\$ 9,955.00
MoDOT MO1507	Admin	1	FY 2015	Approved	\$ 15,643.00	\$ -	\$ 15,643.00
City Utilities CU1707	Admin	1	FY 2016/17	Approved	\$ 20,608.00	\$ -	\$ 20,608.00
MoDOT MO1728	Admin	1	FY 16- FY 17	Approved	\$ 32,383.00	\$ -	\$ 32,383.00
MoDOT - MO1802-17A5 (Pending)	Admin	1	FY 18	New	\$ 16,695.00		\$ 16,695.00

Total FY 2013-2020 traditional 5310 capital amount available	\$ 1,171,319
Total FY 13, FY 14, FY 15 traditional 5310 amount awarded	\$ (411,246)
(June 2016) Total FY2016/2017 partial amount awarded	\$ (169,943)
(Dec 2016) Total FY 17/ FY 18 partial amount awarded	\$ (259,374)
Balance Remaining in reserve for 5310 traditional projects	\$ 330,756
Total FY 2013-2020 other capital amount available	\$ 777,938
Total FY 2013/2014 other capital amount awarded	\$ (177,343)
Total FY 2015 other capital amount awarded	\$ (89,593)
FY2016/17 other capital amount awarded	\$ (185,468)
FY2018- FY 20 other capital amount awarded	\$ (325,534)
Balance remaining for other capital	\$0.00
Total FY 2013-2020 administration available	\$ 180,413
Total FY 2013/2014 administration awarded	\$ (50,670)
Total FY 2015 administration awarded	\$ (25,598)
Total FY 2016/17 administration awarded	\$ (52,991)
FY 18 administration awarded	\$ (16,695)
Balance remaining for administration	\$34,459.00

TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 5/17/2016; ITEM II.H.

Federal Funds Balance Report – March 31, 2017

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

AGENDA DESCRIPTION:

The Funds Balance Report, ending March 31, 2017, will be available at the meeting for member review.

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

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

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

In 2009, \$3.5 million in STBG-Urban funding was rescinded when SAFETEA-LU expired, though it was restored nine months later. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. The OTO intersection cost share program has helped to commit these funds, however, without obligation, the total OTO balance is subject to rescission. OTO commends those who have taken action to plan for the use of available funds.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

TAB 10

TECHNICAL COMMITTEE AGENDA 5/17/2017; ITEM II.I.

OTO 2017 Public Participation Plan

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

AGENDA DESCRIPTION:

The OTO Public Participation Plan (PPP) is intended to provide direction for adequate public notice to review and comment on plans and policies at key decision points in the regional transportation planning process. Included with this plan is an evaluation of current and previous strategies that the OTO employs to elicit feedback and involvement from all interested parties.

The initial OTO PPP was adopted by the OTO Board of Directors in 2009. The Plan was updated in 2013 and revised in 2015. The 2017 Plan has been prepared as a standalone plan for compliance with the FAST ACT to ensure that it is developed in consultation with all interested parties and is a substantial rewrite from previous versions.

TECHNICAL COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the proposed amended Public Participation Plan.”

OR

“Move to recommend that the Board of Directors approve the proposed amended Public Participation Plan, with these changes...”

Summary of Updates to the 2017 OTO Public Participation Plan

The OTO Public Participation Plan (PPP) is intended to provide direction for adequate public notice to review and comment on plans and policies at key decision points in the regional transportation planning process. We at OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that may affect them. Included with this plan is an evaluation of current and previous strategies that the OTO employs to elicit feedback and involvement from all interested parties.

The initial Plan was adopted by the OTO Board of directors in 2009. The Plan was updated in 2013 and revised in 2015. The 2017 Plan has been prepared as a standalone plan for compliance with the FAST ACT to ensure that it is developed in consultation with all interested parties and is a substantial rewrite from previous versions.

The following is a summary of significant changes to the OTO PPP in the current 2017 draft:

Introduction

- 1) Added “Planning Requirements” section explaining the required plans that MPOs must prepare per the code of federal regulations, including the PPP. (p. 1)
- 2) Added “Purpose of the Public Participation Plan Update” section providing a summary of previously adopted OTO PPPs from 2009, 2013, and 2015 revision as well as a summary of PPP requirements in SAFETEA-LU, MAP 21, and the FAST Act. (p. 2)
- 3) Added “Other Regulations related to MPOs and Public Participation” section which summarizes Title VI, ADA, LEP, Environmental Justice and Missouri Sunshine Law relating to public involvement. (pp. 2-4)

General Objectives and Evaluation Guidelines

- 1) This is an update to the “General Guidelines” section in the previous plan. The actual guidelines have been integrated into the “Participation Policies” section. An Appendix was added to the 2013 PPP in 2015 that described six performance measures that would be used to evaluate the PPP. This section has been updated to describe how the performance measures are now used to structure participation policies presented in the following section of the PPP update. (p.6)

Participation Policies

- 1) Strategies 1 – 5 have been changed to:
 - Objective 1: Reach
 - Objective 2: Access
 - Objective 3: Effective Communication
 - Objective 4: Input
 - Objective 5: Impact; and
 - Objective 6: Diversity and Equity
- 2) Policy statements have been reworded, moved to new objective, or deleted. Some of these haven't changed but have been reorganized in the new format. (pp.7-11)

- 3) The most significant change has been to the Diversity and Equity Objective. Strategy 4 in the previous plan cited language from the EJ executive order which wasn't relevant to including these populations in the planning process. The new objective identifies policies for Title VI, ADA, LEP, and EJ populations for public involvement. (p.11)

Public Participation Techniques

- 1) Disadvantaged Business Establishments (DBE) have been added to the OTO Master Database. (p.13)
- 2) The OTO Website section was changed to include a description of the giveusyourinput.org site link and a description of the Interactive TIP Tool which have been implemented since the previous PPP update. (p.12)
- 3) Project Workshops/Open Houses has been broadened to Public Meetings/Community Events. (p.14)

Specific Plan Procedures for Public Participation

- 1) Sections for Revisions to the LRTP Requiring Amendments and Revisions allowed as Administrative Modifications added to the Long-Range Transportation Plan section. (p.15)
- 2) Stipulations from an MOU between OTO and CU Transit wherein, CU agreed to rely on the locally adopted public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP) have been added. (pp.16 -17)
- 3) "Technical Corrections" added to Revisions allowed as Administrative Modifications for the LRTP and TIP. (pp.21 & 15)
- 4) "Public Participation Plan" and "Transit Coordination Plan, Other Plans, and Projects" sections added. (pp. 22 & 23)
- 5) UPWP Amendments and Administrative Modifications subsections added. (p.22)
- 6) Table 1: Core Document Public Participation Summary added (p. 24)

Appendix A: 2016 Public Participation Plan Evaluation

- 1) In the Appendix, survey results have been integrated into the annual PPP evaluation document. This has replaced the Appendix from the previous plan which was a handbook of sorts for evaluating the PPP. (p. 25 – 37)

Public Participation Plan *2017*



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Draft Submitted for Comment Period April 28, 2017

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

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Introduction

The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities connected to the Springfield metro area in Christian and Greene counties in Missouri. As an MPO, the OTO maintains and conducts a regional transportation planning and project programming process within its study area. The OTO study area is defined as the area projected to become urbanized in the next 20 years. Figure 1 on page 5 is a map of the OTO study area.

About the OTO

The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is comprehensive, cooperative, and continuous. This process covers federal aid surface transportation projects and other regionally significant projects within the OTO study area. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard. In addition, the Board includes representatives from City Utilities of Springfield, the Springfield-Branson Regional Airport, the Missouri Department of Transportation (MoDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA). Staff members from local governments and area transportation agencies serve on the OTO Technical Planning Committee, Local Coordinating Board for Transit, and Bicycle Pedestrian Advisory Committee.

Planning Requirements

As the federally designated MPO under Title 23 Part 450 – Planning Assistance and Standards of the Code of Federal Regulations, the OTO must adopt a long-range transportation plan (LRTP) covering at least 20 years. The LRTP must be updated every five years by MPOs in areas where air pollution levels do not exceed thresholds set by the Environmental Protection Agency (EPA). The LRTP must be updated every four years by MPOs in areas that are not in attainment with EPA thresholds. In addition to the LRTP, a short-term implementation document called a Transportation Improvement Program (TIP) which selects projects from the LRTP to fund for construction must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), Transit Coordination Plan, and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) is the documented process for providing individuals, public agencies, and other interested parties with a reasonable opportunity to be involved in the transportation planning process.

The Purpose of the Public Participation Plan Update

The PPP is intended to provide direction for adequate public notice to review and comment on plans and policies at key decision points in the regional transportation planning process. We at OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that may affect them. Included with this plan is an evaluation of current and previous strategies that the OTO employs to elicit feedback and involvement from all interested parties.

The initial OTO PPP was adopted by the Board of Directors in 2009 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed by the United States Congress in 2005. The SAFETEA-LU bill included a requirement for techniques to help the public visualize what the plan, project, or program would look like when completed. The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 and required MPOs to provide citizens, affected public agencies, representatives of public transit employees, freight shippers, providers of freight transportation services, private providers of transportation services, representatives of users of public transportation, representatives of users of pedestrian and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan. The OTO PPP was updated in 2013 to reflect these changes. The 2013 update was revised in 2015 to include an evaluation guide and performance measures for participation strategies to maintain a full and open participation process.

On December 4, 2015, President Barack Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act maintains the previous requirements for the PPP from SAFETEA-LU and MAP-21 but explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with a reasonable opportunity to comment on the transportation plan. The 2017 PPP is written as a standalone plan for compliance with the Fast Act to ensure that is developed in consultation with all interested parties. The PPP also includes an action plan for altering participation strategies or policies based on the evaluation of performance measures from the 2015 PPP revision.

Other Regulations related to MPOs and Public Participation

The OTO must comply with the FHWA requirements for MPO's under Title 23, Chapter 1, Subchapter E, Part 450, Subpart C of the Code of Federal Regulations. This also includes the requirements that MPOs *"Include a proactive public involvement process that provides*

complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs (23 CFR §450.316)." To achieve full public access, the OTO must adhere to other regulations that require MPOs to be proactive in involving under-represented groups in the planning process and the sharing and provision of information.

Title VI

In 1964, as part of the Civil Rights Act, Title VI was put into law. Title VI *"prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance (Title VI, 42 U.S.C. § 2000d et seq.)"*. Title VI regulations apply to all organizations that receive federal funds. Along with the federal requirements, MPO's must comply with the Department of Transportation (DOT) rules for Title VI as stated in, FTA C 4702.1B Chapter VI. For the OTO to follow these requirements, efforts are made to ensure the public is made aware of its rights under Title VI through notices on all agendas and press releases. These notices direct the public to OTO's website where the Title VI plan and complaint form are available. The current Title VI/ADA plan has been updated in 2017 and is available on the OTO website.

Persons with a Disability

The Americans with Disabilities Act of 1991 and Section 504 of the Rehabilitation Act of 1973 prohibits discrimination based on a disability by public and private sector parties. As a federally funded entity, the OTO must abide by Title II of the Americans with Disabilities Act. Title II of the Americans with Disabilities Act requires that publicly funded entities give people with disabilities equal access to benefits of the programs, services and activities that may be offered. The OTO's small size exempts it from requirements to have a current self-assessment and transition plan, but efforts have been made to complete a Program Access Plan to ensure OTO meetings and its website are accessible and comply with the intent of the Americans with Disabilities Act and Section 504. OTO meetings for the Board of Directors, Technical Planning Committee, Local Coordinating Board of Transportation, and Bicycle and Pedestrian Advisory Board are open to the public, and conducted in locations that offer ease of access to those with disabilities. Efforts are also underway to improve the accessibility of the OTO website by including descriptions of all images, use of hierarchical coding, and text-based versions of plans and policies.

Limited English Proficiency (LEP)

On August 11, 2000, Executive Order 13166 was signed into law by President William Jefferson Clinton. This executive order required Improved access to service for LEP persons, and gave Title VI (discrimination) protection to LEP persons. In 2012, the Federal Transit

Authority (FTA) released their guidelines and requirements for recipients of FTA financial assistance (FTA C 4702.1). This required MPO's to make an LEP plan, that identifies the LEP populations which might need improved access to the planning process, the methods to identify LEP individuals at public meetings, and identifies available language services. The OTO's updated LEP is located at www.ozarkstransportation.org.

Environmental Justice

In 1994, Executive Order 12898, was signed into law requiring federal agencies to make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority populations and low-income populations. FTA Circular 4703.1 provides guidance for recipients of FTA financial assistance to incorporate Environmental Justice into plans and projects that receive FTA funding. Currently, the OTO includes Environmental Justice as part of the LRTP and as one of the weighting factors in the annual TIP.

Missouri Sunshine Law

In 1967 Congress passed the Freedom of Information Act (FOIA), which allowed the public to request access to information from government agencies. The FOIA also requires agencies to proactively post information online. The Missouri Sunshine Law, which was introduced in 1973, states *"It is the public policy of this state that meetings, records, votes, actions, and deliberations of public governmental bodies be open to the public unless otherwise provided by law. Sections 610.010 to 610.200 shall be liberally construed and their exceptions strictly construed to promote this public policy (§ 610.011, RSMo)."* Missouri Sunshine Law requires posting a notice of any public meeting where a decision could be made by the OTO Board of Directors or when a quorum of the OTO Board of Directors may attend another function or meeting. The OTO regularly posts notice of meetings in full public view at the OTO offices.

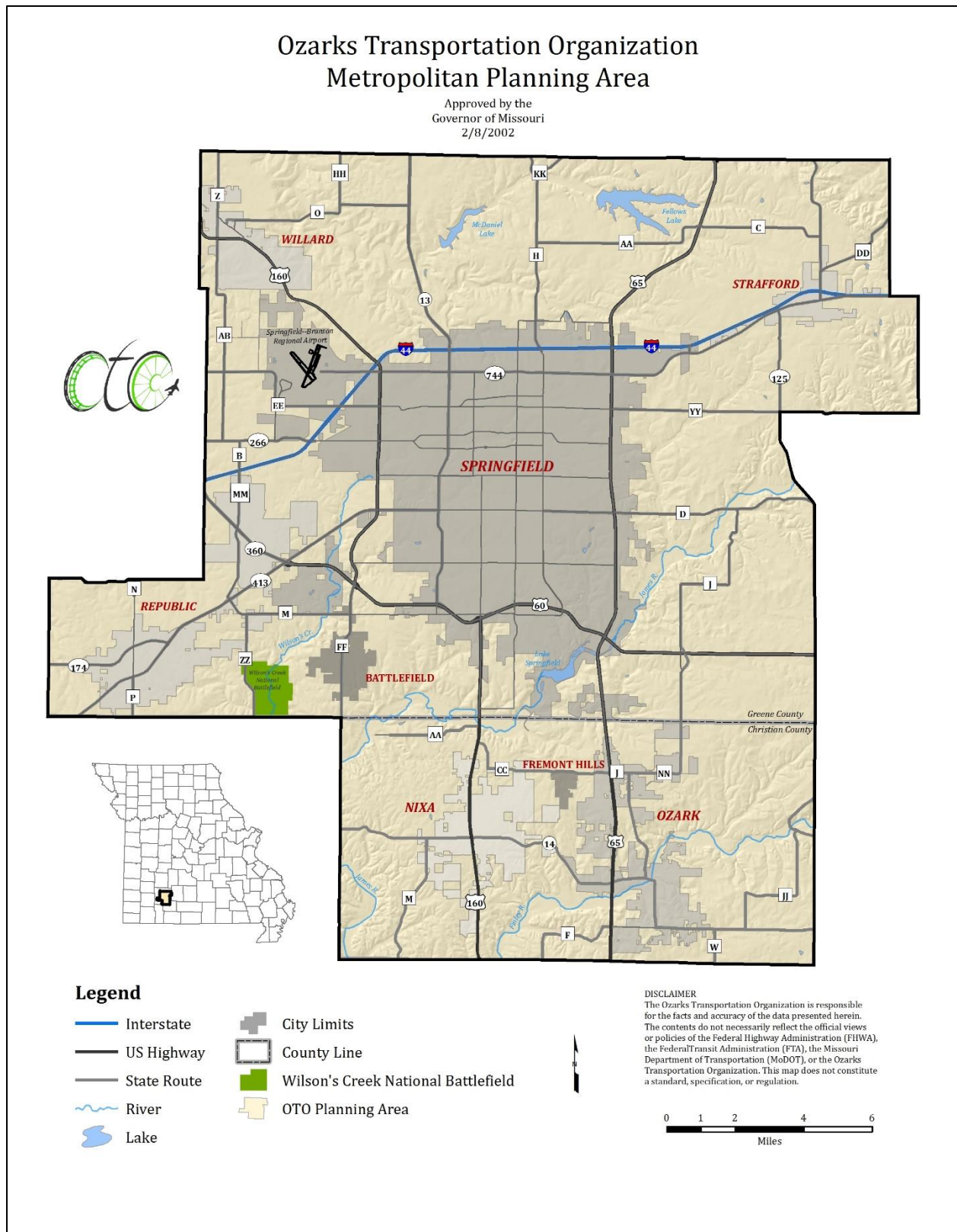


Figure 1: OTO Planning Area Map

General Objectives and Evaluation Guidelines

The Participation Plan is intended to provide direction for public involvement activities conducted by the OTO. In addition, the plan contains the specific policies, objectives, and techniques employed by the OTO to achieve public involvement for required planning activities. The OTO has established guidelines to measure the effectiveness of public involvement activities. This plan uses six established performance measures as general guidelines to structure public participation policies for the OTO. The performance measure objectives are presented in Figure 2. The OTO shall actively engage the public in the transportation planning process per the policies contained in this Public Participation Plan as well as state and federal laws.

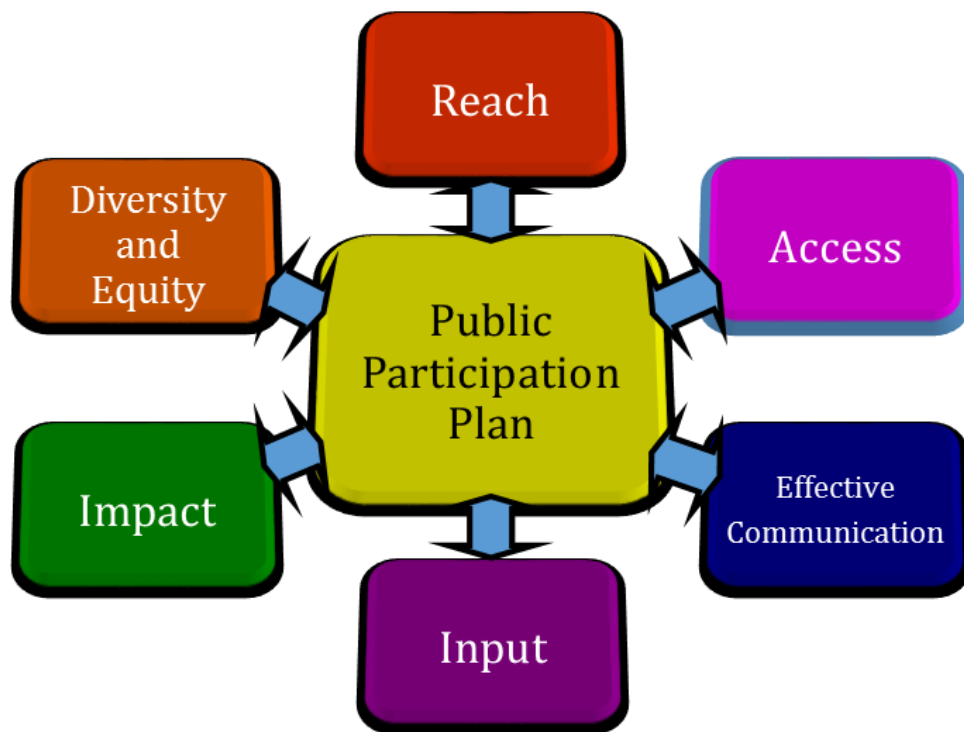


Figure 2: The Six Objectives of the OTO Public Participation Plan

Participation Policies

This section of the plan describes the Reach, Access, Effective Communication, Input, Impact, and Diversity and Equity performance measure objectives. Policy statements are provided for each objective and represent the actions taken to accomplish the objectives. This plan shall be reviewed and adopted, with revisions if necessary, at least every three (3) years to improve the effectiveness of public involvement.

Objective 1: Reach

The Reach objective relates to the extent and scope of the public's awareness of the MPO's role and planning activities. The OTO shall continuously strive to increase public awareness and familiarity with the its role and publications. The OTO shall encourage the involvement of all area citizens in the transportation planning process and continually improve its reach.

Policy 1.1: The the extent possible the OTO logo shall be prominently displayed on all publications, press releases, mailings, websites, social media, signage, and correspondence.

Policy 1.2: The OTO shall coordinate with statewide and local public participation processes wherever possible to enhance public consideration of issues, plans, and programs.

Policy 1.3: The OTO shall create and distribute a "What is an MPO" brochure or fact sheet describing OTOs functions, plans, and timelines of activities.

Policy 1.4: The OTO shall continuously review its participation techniques and methods to enable the public to get informed.

Objective 2: Access

Access means providing reasonable public access to technical and policy information used in the development of the LRTP, TIP, UPWP, LCBT, and other transportation plans and projects, and conducting or attending open public meetings where matters related to transportation programs are being considered.

Policy 2.1: The OTO shall provide timely information of on-going transportation activities to allow the public to review plans, give comments, and attend meetings.

Policy 2.2: The OTO shall make publications and work products available electronically to the public via the OTO website and at the OTO offices and employ visualization techniques where feasible to describe transportation actions as part of the LRTP.

Policy 2.3: The OTO staff shall be available to provide general and project specific information at a central location during normal business hours and after hours at the request of community interest groups with reasonable notice.

Policy 2.4: The OTO shall maintain a website.

Policy 2.4.1: The OTO website shall be maintained to provide the most current and accurate transportation planning information available.

Policy 2.4.2: The OTO website shall, at a minimum, contain the following information:

- A. Contact information (mailing address, phone, fax, and email)
- B. Current OTO committee membership
- C. Meeting calendars and agendas
- D. Work products and publications (TIP, LRTP, UPWP, PPP, etc.)
- E. Link to giveusyourinput.org
- F. Links to related agencies
- G. Current by-laws and operating procedures (including the PPP and updates)

Policy 2.5: The OTO shall maintain an up-to-date database of contacts including at a minimum the following persons to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products:

- A. Elected officials
- B. Local government staff
- C. Transportation agencies (airport, transit, etc.)
- D. Local media (TV, radio, print, etc.)
- E. Civic groups
- F. Special interest groups
- G. Libraries (for public display)
- H. Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues
- I. Parties that have an interest in the planning and development of the transportation network including affected public agencies in the OTO planning area
- J. Private freight shippers
- K. Representatives of public transportation employees
- L. Providers of freight transportation services
- M. Private providers of transportation, including intercity bus operators and employer-based commuting programs
- N. Representatives of users of public transportation
- O. Representatives of users of pedestrian walkways and bicycle transportation facilities

- P. Representatives of people with disabilities
- Q. Members of minority populations
- R. Limited English proficiency populations
- S. School districts representatives within the OTO planning area

Policy 2.6: The OTO shall, when feasible, electronically mail meeting announcements to the MPO contact list or to targeted groups for upcoming activities. Pertinent information will be contained in the subject line to ensure maximum exposure to the information.

Policy 2.7: The OTO shall, whenever feasible, hold public meetings or forums at a site convenient to potentially affected citizens. Staff members from the OTO shall also attend other community events with a known public turnout of potentially affected citizens.

Objective 3: Effective Communication

The OTO shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include; charts, graphs, photo interpretations, maps, GIS analyses, artist renderings, physical models, and/or computer simulations.

Policy 3.1: The OTO shall maintain the online TIP tool showing the location and funding information for planned projects and improvements.

Policy 3.2: Create and promote web-based maps to help the public visualize the impact of transportation improvements and plans.

Policy 3.3: Brochures and Fact Sheets shall be brief and contain key points of interest or concern conveying the most relevant information in the least amount of space.

Policy 3.4: Develop support materials that are easily understood and visually engaging in both print and electronic format and make them accessible at meetings and on OTO's website.

Policy 3.5: Target audiences shall be identified for each planning study conducted by OTO, including residents, business and property owners and those traditionally underserved and underrepresented populations, including but not limited to, low income, limited English proficiency, and minority households within the study area. This can be accomplished by working with community organizations and popular community websites to help distribute the information.

Objective 4: Input

The OTO will give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects. The established public comment periods are defined in figure 3.

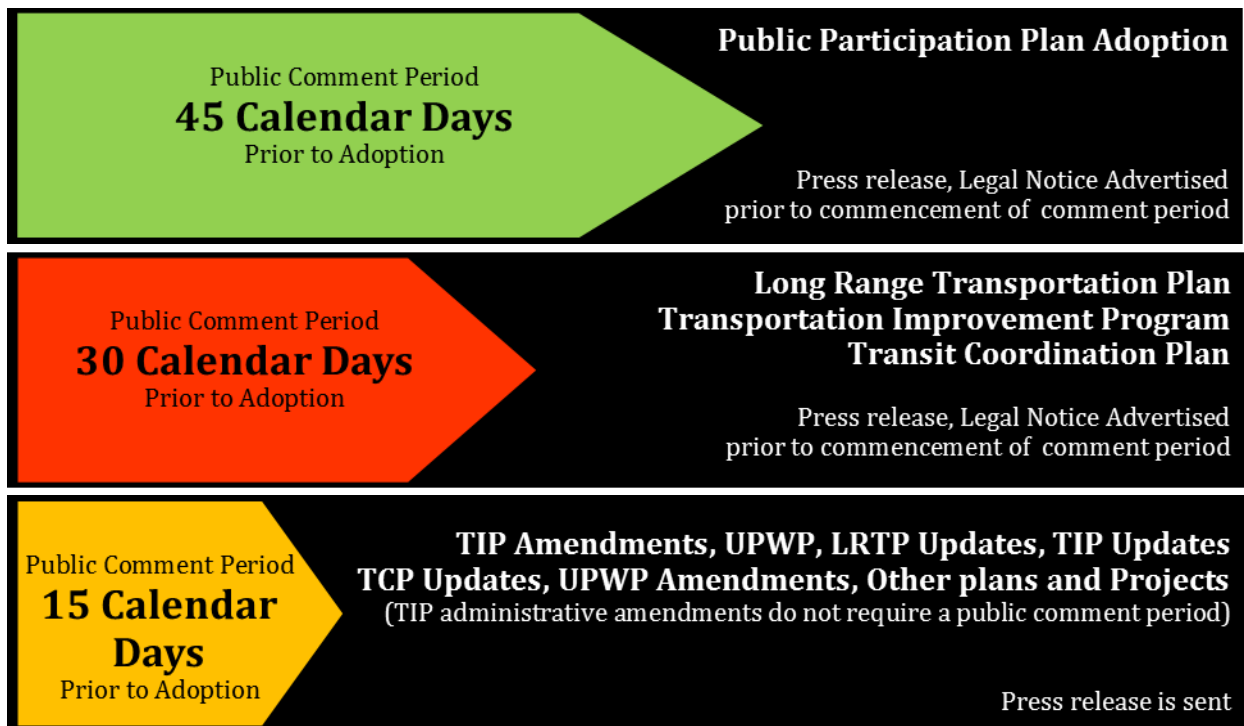
Policy 4.1:

Figure 3: Public Comment Periods for Specific Plans and Purposes

Policy 4.2: If the final draft of any transportation plan differs significantly from the one available for public comment by the OTO and raises new material issues which interested public parties could not have reasonably foreseen, an additional opportunity for public comment on the revised plan shall be made available.

Policy 4.3: The OTO shall provide at least two (2) opportunities for input on each plan or work product.

Objective 5: Impact

The OTO shall strive ensure and demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration.

Policy 5.1: Upon receiving public comments, the OTO will respond in a timely manner and provide copies of comments to appropriate boards, committees, and related agencies.

Policy 5.2: All comment will be catalogued in a central location to measure the effectiveness of outreach activities per the annual evaluation report.

Objective 6: Diversity and Equity

The OTO shall follow a public policy goal of ensuring that limited English speaking persons, persons with disabilities, and minority or low-income populations are given an opportunity to participate in the planning process.

Policy 6.1: The OTO shall post signs that language assistance is available in public areas such as the OTO reception area or public notice bulletin board.

Policy 6.2: Staff will have meeting notices, fliers, advertisements, and agendas contain a notice, in Spanish, of language service availability with notification in advance of the meeting and insert “Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3047 ext. 107, cuando menos 48 horas antes de la junta.”

Policy 6.3: Public meetings should be held in locations that are accessible by public transit. If topics of public meetings affect any of the populations listed above, the meeting location should be in that area for their convenience.

Policy 6.4: Meeting facilities shall be compliant with the Americans with Disabilities Act.

Policy 6.5: Community leaders and organizations representing traditionally underserved populations shall be added to the interested parties’ database when recognized to facilitate involvement of these groups.

Participation Techniques

Public participation is an ongoing activity of OTO. It is also an integral part of one-time activities such as corridor studies and regularly repeated activities such as the annual TIP process and LRTP updates. This section contains descriptions of the methods currently employed by the OTO to disseminate information and gather input.

The OTO Website

The OTO website, <http://www.ozarkstransportation.org>, is maintained and updated regularly. The main page provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features an “About Us” page which contains information about “What is an MPO?” The site also serves as the domain for staff email accounts along with the comment email, comment@ozarkstransportation.org, set up specifically for comments and monitored by the OTO’s planners and administrative staff. The site provides many links to other transportation related sites at the local and national level. In addition to these links the OTO website main page provides links to other web-based public participation tools.

Giveusyourinput.org

The giveusyourinput.org site functions like a blog. Individuals can leave a general comment or comment under specific topics posted by the OTO staff. Additional information can be requested and comments can be made by emailing OTO staff via the OTO website or through comment@ozarkstransportation.org. The “Map It” function on the site allows users to add a point to a location on an interactive map and upload a comment about the transportation system. OTO staff can respond directly to comments with additional posts.

Interactive TIP Tool

This is an informational service that helps individuals find information about transportation projects planned for the next four years in the metropolitan Springfield region. This interactive tool allows users to search for project information in a flexible and friendly format. The Report Library provides links to previous and current TIP documents approved by the U.S. Department of Transportation. Using this tool, the TIP can be searched by project name, location or agency, and TIP number. The tool also features a map viewer for projects which can be selected with a click of the mouse. Another click on the project name opens a detailed table of scoping and project funding information.

The OTO Logo

The OTO logo is prominently featured on all work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO publications and become familiar with its role in the region.

OTO Master Database

The OTO maintains a master database of businesses, governmental agencies, community-based organizations, and other interested parties. The database includes committee membership, mailing information, phone numbers, fax numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantage Business Establishments (DBE), as well as minority and low-income groups. The database is used for meeting and survey announcements as well as other project specific notifications.

Social Media

Facebook and Twitter are used to announce meetings and events. Posts provide the opportunity to share links to pertinent information and survey sites. Social media platforms can also invite public comments and participation on the sites themselves.

Press Releases

Formal press releases are sent to local media contacts to announce upcoming meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees.

Newspaper Advertisements

Press releases may result in media coverage of the OTO activities but in most cases, they do not guarantee publication of information. Thus, the OTO purchases legal advertisements for announcements of comment periods for some planning documents. When seeking public input for LRTP updates and the annual TIP process the OTO has purchased regular ad space in the print editions of the *Springfield Newsleader* and the *Christian County Headliner*.

Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then disseminated via email, social media, and press releases. Hard copies are also produced and distributed at public meetings, community events, and the OTO office. In addition, post card mailings are used to publicize surveys and include QR codes for mobile devices.

Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

Posters and Flyers

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than using other notification methods.

Specific Plan Procedures for Public Participation

Public participation shapes the OTO planning process and ensures that plans and programs accurately reflect the goals and visions of people in the region. There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP represent the core plans of the OTO. Participation processes are identified for each of these plans.

Long-Range Transportation Plan

The LRTP is essential in the development of a sound transportation network. The OTO updates the LRTP to provide guidance for future transportation decisions. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the OTO. All transportation modes relating to passenger travel and freight are discussed in the document. The plan addresses transportation policies and strategies and assists in prioritizing transportation improvements over the next 25 to 30 years.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will use nearly the full range of the participation techniques employed by the OTO. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the *Springfield News-Leader* and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in air quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval. Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, Missouri Department of Transportation, and U.S. DOT.

Administrative modification is a minor revision to the LRTP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

Revisions to the LRTP Requiring Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section below);
2. Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
3. Moving a project between the unconstrained and constrained lists;
4. Changes to the Major Thoroughfare Plan;
5. Increases to a project's total cost estimate greater than 15 percent (or any amount greater than \$2,000,000);
6. Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Revisions to the LRTP Allowed as Administrative Modifications:

1. Increases in a project's cost estimate less than 15 percent (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor increases to the termini of a non-capacity project (no more than ¼-mile);
4. Moving a project from one time band to another, provided fiscal constraint is maintained;
5. Adding a project to the unconstrained list.
6. Technical corrections

Transportation Improvement Program

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated on a yearly basis. It serves to allocate limited financial resources among the various

transportation needs of the community. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP.

The TIP is intended to serve as a project implementation guide for those agencies participating in the OTO. The projects outlined in the TIP reflect the policies and plans adopted by the OTO. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

The OTO shall consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

The OTO Member Jurisdictions

The projects submitted by the various agencies for inclusion in the TIP have been subjected to citizen input through each individual agency's public involvement process. The cities and counties hold public hearings and meetings on projects that are listed within the time frame for the TIP. The projects submitted by the various cities are all part of their respective Capital Improvement Programs (CIP) where required. Depending on their area of concern, the following city boards hold public hearings on the proposed projects: Airport Board; Park Board; and Planning and Zoning Commission/Board. After receiving a recommendation on the CIP from the Planning and Zoning Commission/Board, the City Council/Board of Aldermen of the respective city hold another public hearing at which additional comments are received.

City Utilities of Springfield

In January of 2015, City Utilities of Springfield, Missouri – Transit (CU) and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

1. The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs.
2. The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs.
3. The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process.
4. CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO.
5. CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP.
6. The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements.
7. CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP.
8. CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment.

The OTO has adopted a public participation policy for the TIP that offers public and private entities the opportunity to participate in the transit planning process and to present views concerning development of local transportation plans and programs. In addition, the OTO advertises City Utilities' POP each year in the *Springfield News-Leader*. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

1. A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
2. An increase in headways for a route of more than 15 minutes; or
3. A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more.

Missouri State University

Missouri State University (MSU) utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, administration, and transit operations.

OATS, Inc.

OATS, Inc. uses public involvement procedures to select projects for inclusion in the TIP.

The three methods used to solicit and gain public input include:

- A public notice
- Input from an advisory group, and
- Southwest Missouri Office on Aging

Missouri Department of Transportation

Local input is important in statewide transportation planning. The Missouri Department of Transportation (MoDOT), regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Although members' roles and specific processes may differ, some common themes exist among them.

Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT's customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT's consideration in programming.

In addition to public input, MoDOT continuously evaluates the condition of Missouri's roads and bridges. MoDOT uses a combination of factors to determine what would be the best expenditure of funds for each fiscal year. These factors may include time necessary to produce plans, estimated cost, safety factors, traffic volume, condition ratings, construction scheduling and sequencing, coordination with other construction projects, economic development, and the availability of funding.

The OTO

In addition to the public involvement processes of the individual agencies, the OTO conducts its own public involvement process. This includes the notification of transportation agencies and other interested groups concerning the TIP process and how to participate. The OTO also publishes written notices and press releases to alert the public to those meetings at

which the proposed TIP would be discussed. Public comment is solicited and copies of the draft are made available for public examination at the public library and in the OTO offices.

The OTO provides annual notice by November 1st of the calendar year to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g. projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary analysis report on the disposition of the comments which will be made a part of the approved TIP.

The draft TIP is made available for comment for 30 days prior to Board of Director approval. A legal notice is placed in the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library, City Utilities (CU) Transit office, and the Missouri Department of Transportation Southwest District office. Any public comment received during this review period will be considered by the OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. Pursuant to 23 CFR § 450.104, TIP amendments and administrative modifications are defined into two categories:

1. TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to the Missouri Department of Transportation (MoDOT) for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Amendments will require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice will be given by press release and on the OTO website.

2. TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period.

Revisions Requiring TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than \$2,000,000);
6. Changes in a project's fund source(s) from non-Federal to Federal; and.
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

Revisions Allowed as Administrative Modifications:

1. Changes in a project's programmed amount less than 15% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope to the project;
5. Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FYs of a TIP;
6. Minor changes to funding sources between federal funding categories or between state and local sources,
7. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate); and
8. Changing a project's lead agency when agreed upon by the two agencies affected.

9. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;
10. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds;
11. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change; and
12. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change.
13. Technical corrections.

Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU - Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The draft of the new UPWP for the coming year is usually completed by September for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft document is made available on the OTO website and at the OTO office for public comment. A press release announcing the comment period is sent to media contacts, posted on the OTO website and posted in full view of the public at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

UPWP Amendments

Amendments are made throughout the year and are released for public comment when projects are either added or deleted, or when significant changes are made to the document. An amendment is also required when the cost of the work program or task exceeds 30% of the budgeted allocation. Amendments to the UPWP are made available for a 15-day comment period and require approval of the Board of Directors.

Administrative Modifications

Administrative modifications to the UPWP do not require public comment. Administrative modifications include moving no more than 10% of budgeted allocations between tasks and minor revisions including technical corrections. Small capital purchases of less than \$5,000 are considered administrative when no increase in federal funding is required.

Public Participation Plan

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's performance objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP will itself involves an inclusive public participation process. The process shall meet the goals of the currently adopted Public Participation Plan and strive to employ new and/or underused methods for engaging the public, particularly to evaluate and validate the effectiveness of strategies outlined in the current plan.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and maintain a hard copy at the OTO office. A press release announcing a 45-day public comment and review period will be sent to media contacts and a legal notice will be placed in the *Springfield News-Leader* and other community papers. All comments received by the OPTO will be considered in the final review by the Board of Directors prior to its adoption.

Transit Coordination Plan, Other Plans, and Projects

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) enacted under MAP-21 and the recently adopted FAST Act. The TCP is intended to identify needs and gaps in human service transportation services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website and a paper copy is made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent to media contacts providing public notice of the comment period. In addition, a legal notice is placed in the *Springfield News-Leader* and/or other community papers. Table 1 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include but are not limited to the OTO Title VI/ADA program, the Annual Listing of Obligated Projects, Limited English Proficiency Plan, Congestion Management Process, Performance Measures Report. These other plans and reports require a press release notifying the public of a 15-day comment period.

Table 1: Core Document Public Participation Summary

	LRTP		TIP		UPWP		PPP	TCP
	Full Update	Amendment	Full Update	Amendment	Full Update	Amendment	Full Update	Full Update
Update Cycle	5 yrs	As Needed	Annual	As Needed	Annual	As Needed	3 yrs	5 yrs
Participation Process								
Survey	X						X	X
Public Meetings	X						*	*
Community Events	X						*	*
Draft on OTO Website	X	X	X	X	X	X	X	X
Copy at OTO Office	X	X	X	X	X	X	X	X
Copy at MoDOT	X							
Copy to CU-Transit	X							
Copy to Public Library	X							
Comment Period	30 days	15 days	30 days	15 days	15 days	15 days	45 days	30 days
Comment Email Notice	X	X	X	X	X	X	X	X
Comment Press Release	X	X	X	X	X	X	X	X
Giveusyourinput.org Post	X	X	X	X	X	X	X	X
Social Media Post	X	X	X	X	X	X	X	X
Comment Legal Ad	X		X				X	X
Compile Comments	X		X		X		X	
Add Comment Summary	X		X		X		X	
Submitted to MoDOT	X		X		X			
Submitted to FHWA	X		X		X			
Submitted to FTA	X		X		X			
TPC Review/Approval	X	X	X	X	X	X	X	
Board Adoption	X	X	X	X	X	X	X	X
Final Document on OTO Website and Bound Copy added to Office Library	X		X		X		X	X

* Recommended

Appendix A: 2016 Public Participation Plan Evaluation

Introduction

The effectiveness of the Ozarks Transportation Organization's (OTO) Public Participation Plan (PPP) and public involvement activities are continuously monitored and evaluated. An annual evaluation is conducted in accordance with the 2013 Public Participation Plan revised in April of 2015 and as required by the Code of Federal Regulations Part 20 Section 450.316. Through these annual evaluations the OTO adjusts and modifies public involvement activities in a list of action items to be undertaken preceding the next annual evaluation. The 2016 evaluation is included as an appendix to the 2017 update of PPP as they were prepared in conjunction. A survey of interested parties was conducted to be included with quantified performance measures to inform the list of action items to improve outreach and enhance input.

Goal

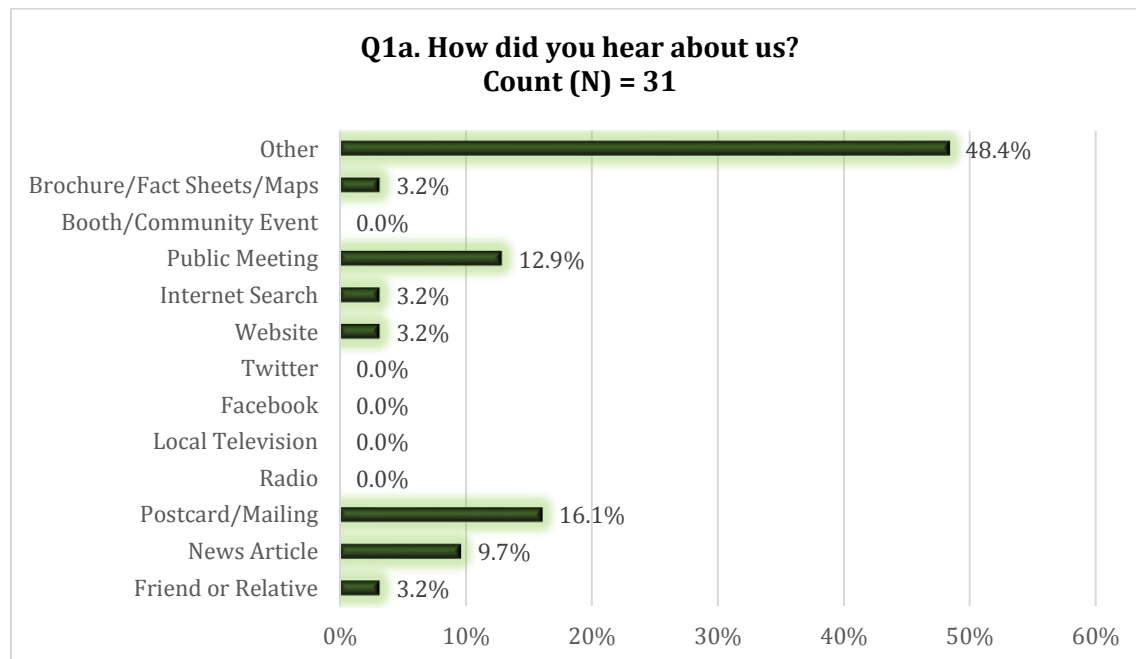
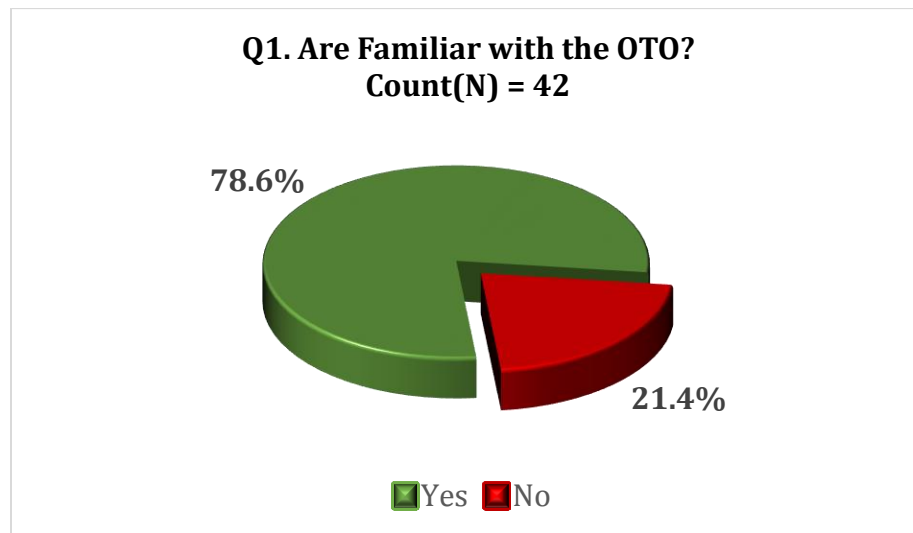
The goal of the evaluation is to utilize quantified performance measures in conjunction with public input to create a list of action items intended to improve the provision of information and increase public involvement and input.

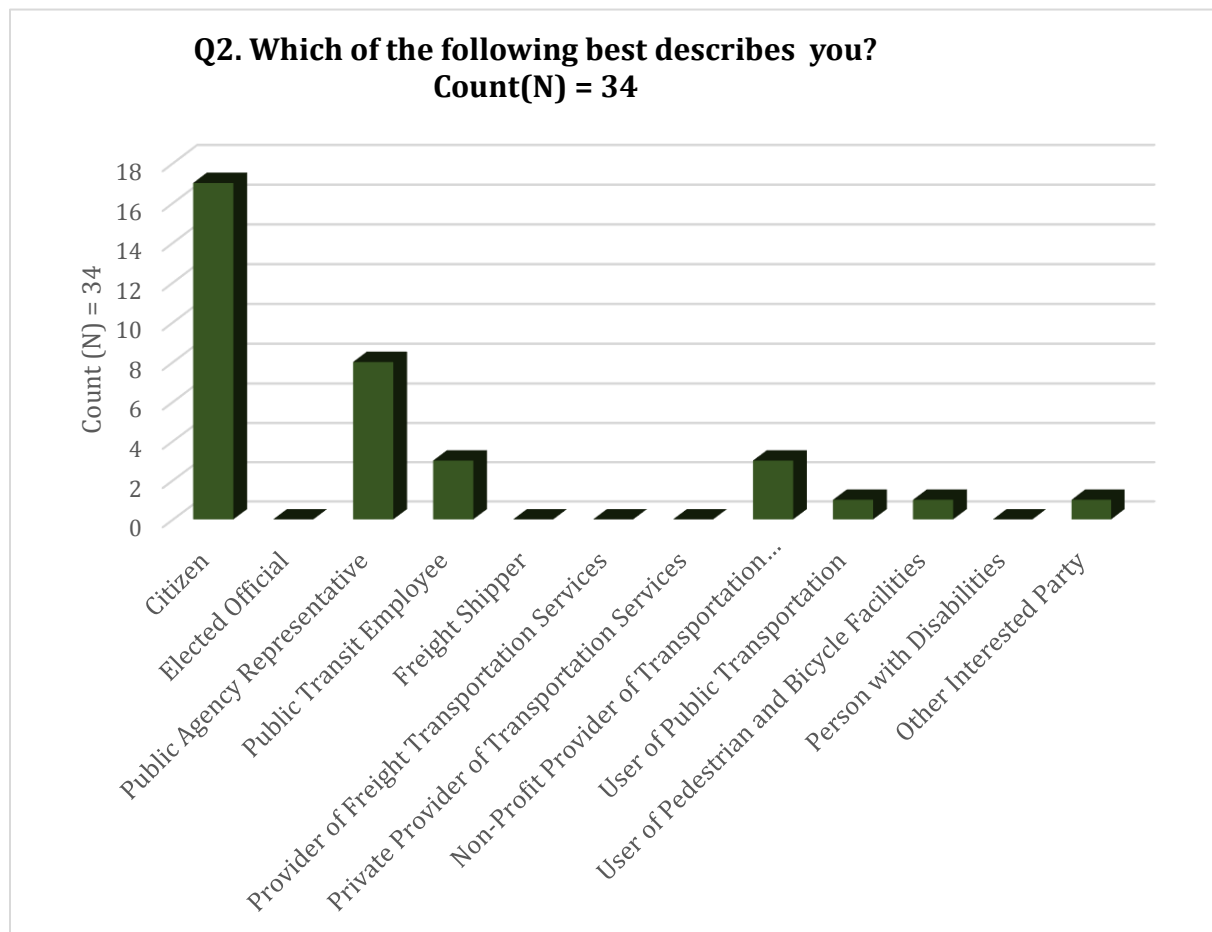
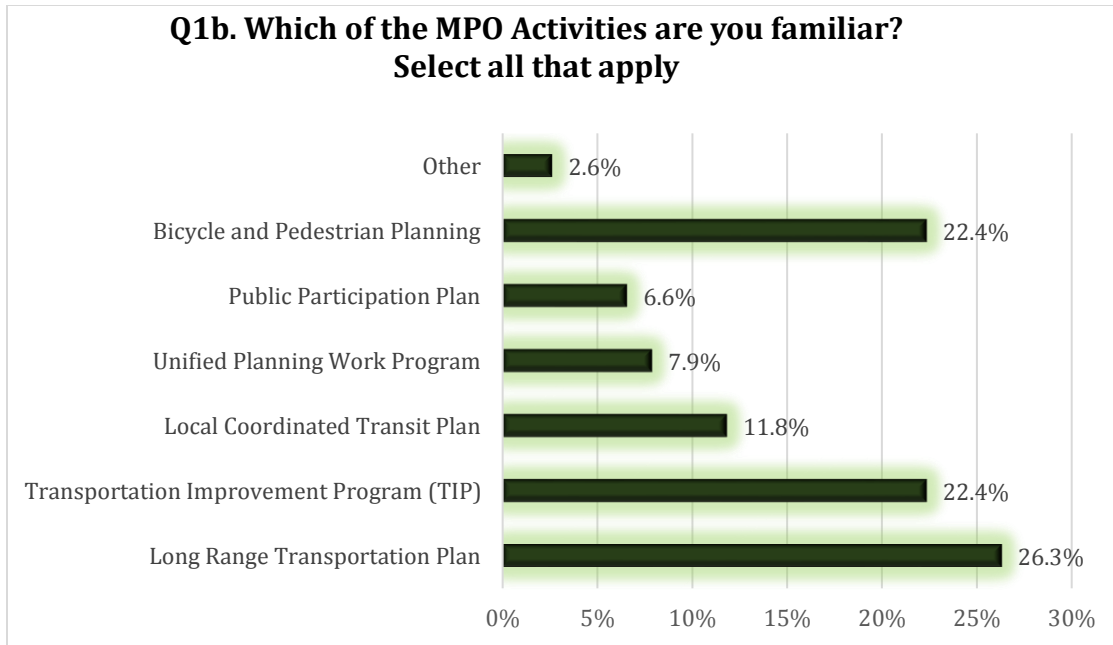
Survey Results and Performance Measures

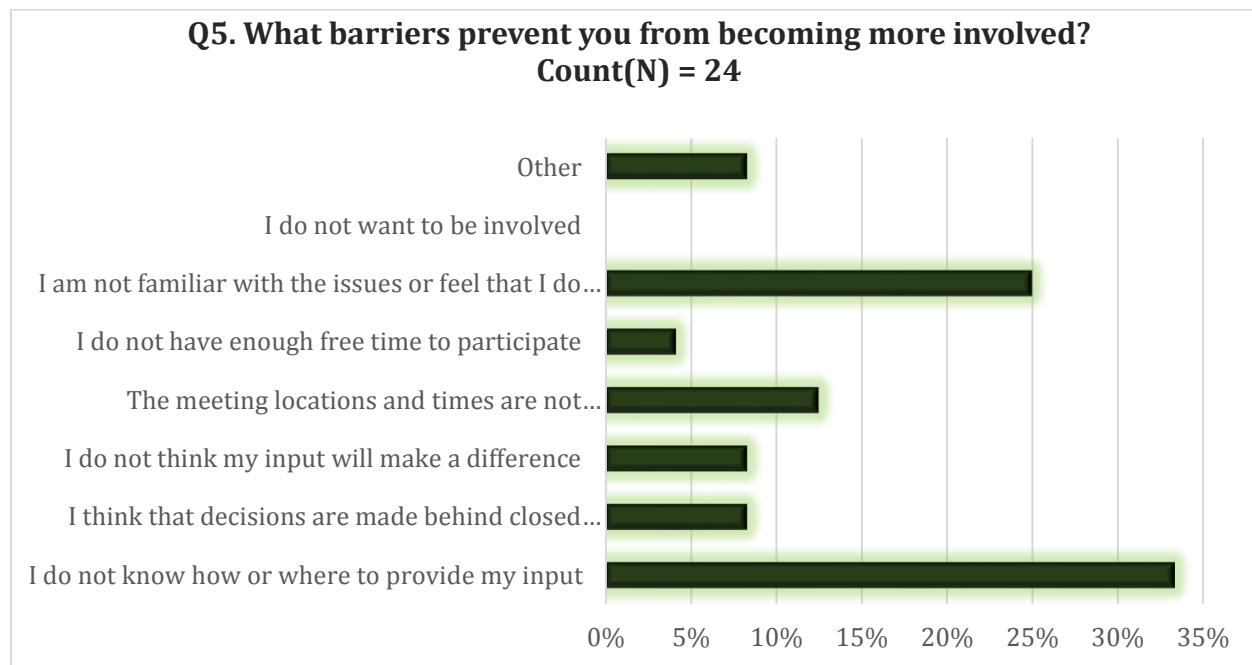
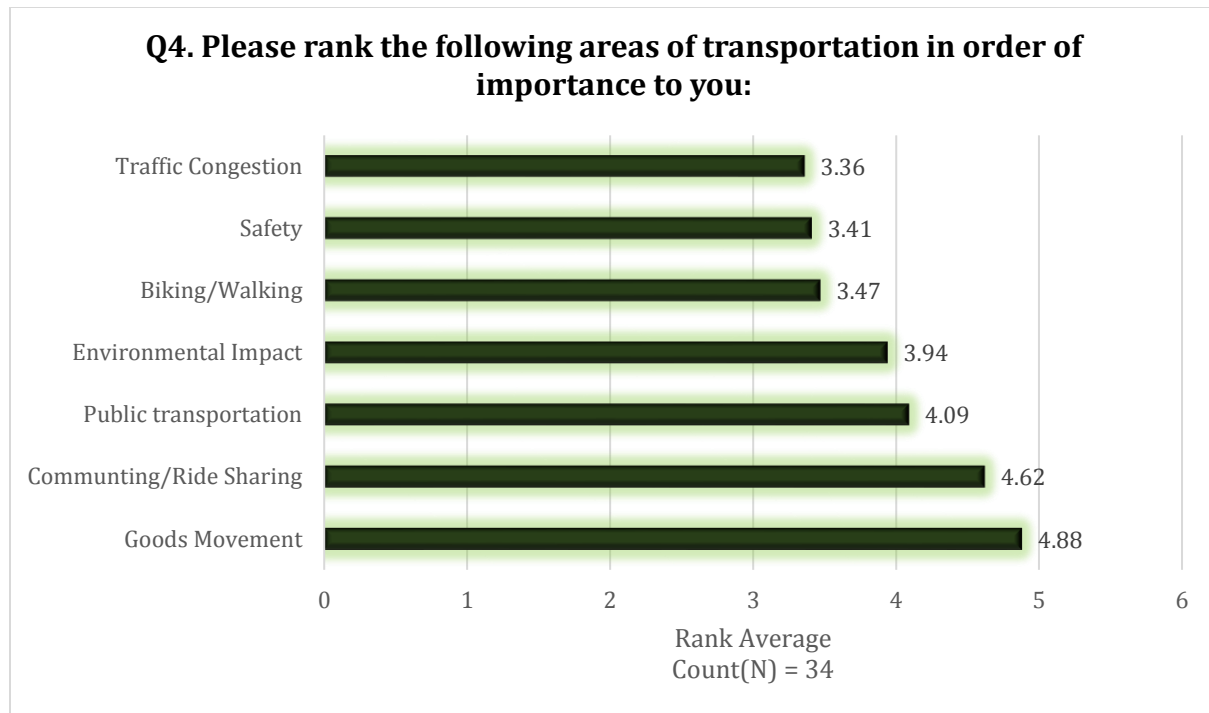
An interested parties survey was conducted from March 16, 2017 to April 10, 2017. The survey invitation was mailed via postcard to approximately 250 people in the OTO interested parties' database. A press release was sent to media outlets announcing the survey and subsequently emailed to OTO contacts via comment@oarkstransportation.org. Social media survey announcements with a link to the electronic survey on questionpro.com were posted to Facebook and Twitter periodically during the survey period. In addition, a blog post was created on giveusyourinput.org and the survey link was posted on the OTO website. Staff from the OTO also attended two public meetings soliciting comment for transportation projects conducted by the City of Springfield and the Greene County Highway Department with flyers and paper copies of the survey.

Survey Results

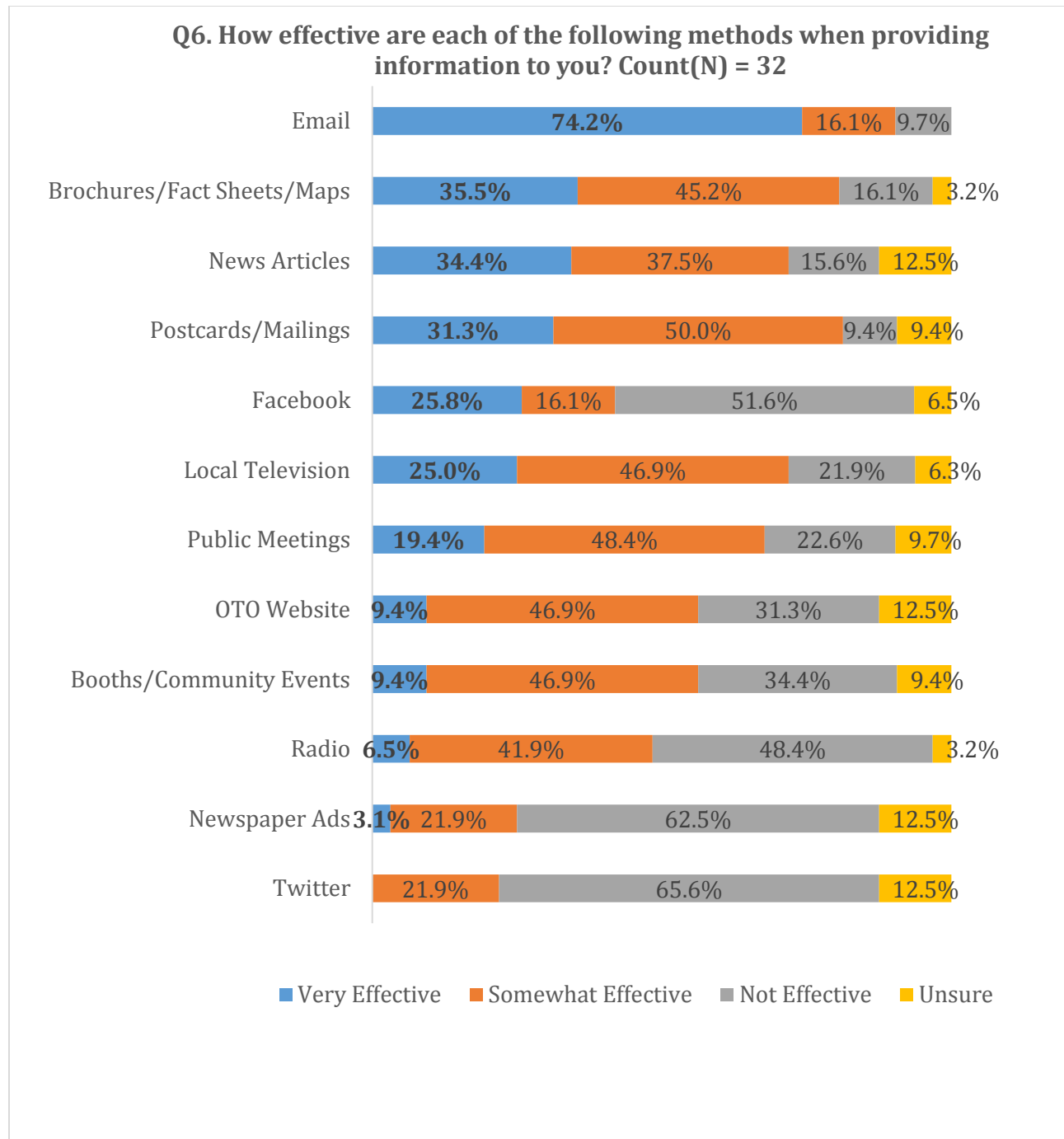
A total of 42 people responded to the survey with 10 dropping out before completing it. This was a slight increase over the PPP surveys conducted in 2009 and 2013 that netted 23 and 39 responses, respectively. The interested parties survey results are presented in this section along with quantified performance measures the OTO uses in its annual PPP evaluations.



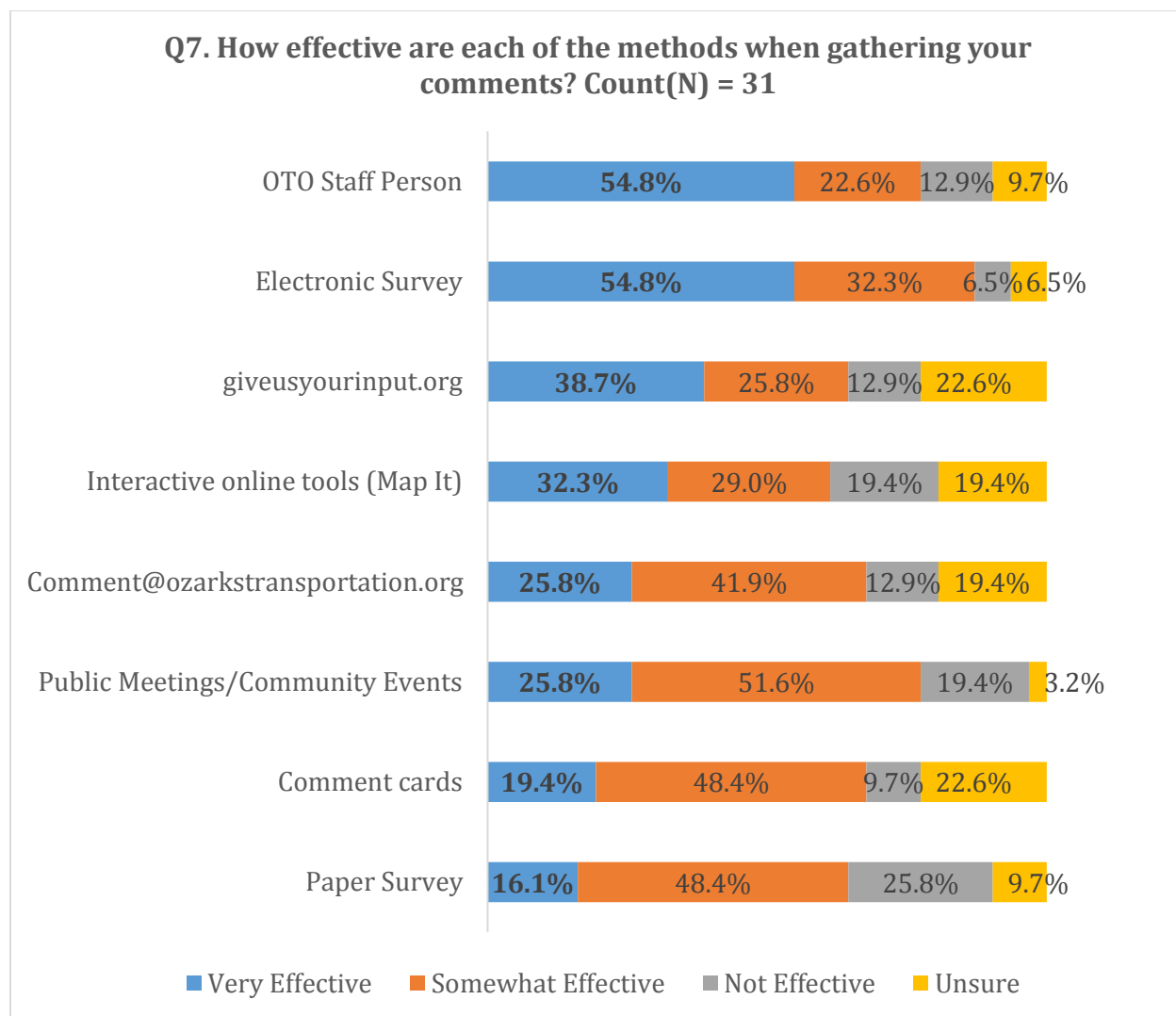




On Question 1a nearly half of the respondents selected “Other” when asked how they heard about the OTO. These “Other” responses included project related, local government officials, traffic incident management, MoDOT, and public transportation meetings. Text responses for Question 5 included “new to the area” and “Need info about the planning agenda.”



Per the responses for Question 6 in the bar chart, email is very effective for delivering information to stakeholders followed by brochures/fact sheets/maps, news articles, and mailings. Conversely, Twitter, Newspaper Ads, and Radio are not effective ways to deliver information to stakeholders. Local Television, Public Meetings, the OTO website, Booths and Community Events and Facebook may be marginally effective vehicles for providing information depending on the context, respectively.



Most respondents to survey are familiar with the OTO and its publications. This most certainly is not representative of the total population of the OTO area. Nearly half of the respondents described themselves as citizens not affiliated with an agency or transportation provider. Traffic Congestion, Safety, Biking and Walking, and Environmental Impact were the top transportation areas among survey respondents. Not knowing how or where to comment and lack of familiarity with the issues were the top barriers to becoming more involved in the transportation planning process. The response for the most effective method way to gather comments was to speak directly with an OTO staff person. Web-based methods including electronic surveys, giveusyourinput.org, Interactive online tools, and comment@ozarkstransportation.org may be effective when gathering comments but there is some degree of uncertainty about these methods in the results. In analyzing the survey results, the most effective way to provide information and gather input would be directly to an OTO staff person at a community event where brochures, fact sheets, maps are available.

Performance Measures

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

Facebook Participation

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

Facebook Participation by Location

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

Twitter Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1503
March 2017	169	214	1648

Number of Meetings Open to the Public

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

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit

Bicycle and Pedestrian Advisory Committee

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

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2012	7*	7*	4	5
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6

** Indicates an E-meeting was held during the year.*

Press Releases Sent

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

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

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

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

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

Media Coverage of OTO

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

- Media coverage from October, 2014 to December 31, **2014- 8**
- Media coverage from January 1, 2015 to December 31, **2015 - 20**
- Media coverage from January 1, 2016 to December 31, **2016 - 10**

Events Attended by OTO Staff in 2016

The OTO defines events as any function in which the public has access to OTO staff outside of the OTO office. Events are often expos or trade shows. This last year in conjunction with seeking public input on the long-range transportation plan a variety of expos were attended:

- Republic Business Expo – March 5
- Nixpo, Nixa, MO – March 12
- Showcase Ozark, Ozark, Mo – March 29
- Library Station, Springfield, Mo - March 31

Website Statistics

In 2014, the OTO was not able to provide analytics for Ozarkstransportation.org, however, for the past two years the OTO has utilizing Google Analytics to document website statistics.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	male/female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3

Legal Ads

Legal ads are utilized as mandated in the Public Participation Program and required by Federal Regulations.

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

Giveusyourinput.org

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

Giveusyourinput.org Site Data

Year	Sessions	New Users	New Visitors (%)	Post Count	Comments
2015	11	11	100	30	15
2016	613	527	86	18	7

Public Comment Log

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

The log maintains the individuals:

- Name
- Date and time of comment
- Phone number and/or email address
- Subject or topic of their comment
- Their comment

- Any reply that was given or how the comment was processed
- In the event of an email a link to the email is also included

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

2015 PPP Evaluation Action Items

As part of the previous Public Participation Plan Evaluation, the following five items were identified as actions to be taken to reach out to the community to improve the provision of information and increase public involvement in the transportation planning process. The five items included:

- Standardize press release subject lines and/or press release tracking
- Create a database of comments for Giveusyourinput.org
- Increase participation on both social media sites by 50 fans/followers
- Begin a transit system promotion campaign
- Redesign the OTO's website

Press Releases

The OTO has adopted four standard subject lines when sending out press releases. Providing standard subject lines allows the media outlet to determine the nature of a press release immediately. The OTO hosts at least one meeting each month. Although some meeting agendas could be more significant than others, meetings themselves may not solicit much media response.

Meeting notice – This will be used as a designator for all meetings available to the public and held at the OTO offices.

Public comment – This designator will be used for all items in which OTO is specifically attempting to garnish public input.

Press release – Ideally this designator will be used for emails that contain print ready articles written by the OTO staff. The idea is that by having the article complete the reporter will be more likely to print it.

Notice – This will serve as a general subject header for important information not listed above.

GiveUsYourInput.org Comment Log

OTO began documenting all comment generated on GiveUsYourInput.org, OTO's public input site, on April 15, 2015. This database allows OTO to quickly see how many comments are

generated in a specific timeframe or about a certain topic. Additionally, the database ensures comment retention if something should happen to the GiveUsYourInput.org website. OTO had also considered deleting old posts and comments from the site, but ultimately decided against this. Leaving the old posts and comments provides a record of OTO items and comments that can be viewed by the public in a traditional blog style format.

Increase Social Media fans/followers

The OTO's goal was to increase the number of followers, or fans, for both its Facebook and Twitter pages by 50 for each outlet. The OTO increased its Twitter followers by 58, however fell short on Facebook with an increase of only 38.

Transit System Promotion Campaign

This action item not completed. At the time OTO sought to begin working on this campaign, City Utilities was in the process of building a new transfer station and revising all bus routes. Additionally, City Utilities would undergo re-branding and focus on its own marketing including a new logo, map and twitter page.

OTO Website Redesign

Perhaps the OTO's biggest asset to the public is its website, ozarkstransporation.org. Not only does the site provide information about upcoming meetings and events, it also contains archives, reports, and maps. The OTO has decided to put designing a new website on hold. Currently, OTO has been working on updating the OzarksCommute.com and the Let's Go Smart websites.

OzarksCommute.com was down for 2016 due to the contract with the pervious vendor not being renewed. As of March, of 2017, the newly resigned OzarksCommute.com website is active. The new vendor for this site is *RideAmigos*. This site allows users to be able to find rideshares, bikeshares, and vanpools, which will help decrease the number of cars on the road. During 2017, the OTO will push the use of OzarksCommute.com to local businesses.

The Let's Go Smart website will provide users with information related to smart transportation choices. This site will be a one stop shop for transportation, providing users with all the information they may need for making "smart choices" within the OTO service area.

2017 Public Participation Action Items

The action items OTO would like to accomplish over the next 3 years are summarized in this section. Increasing awareness of the OTO and its role as an MPO remains a priority. Despite several public participation successes, there remains large segments of the population who do not know what OTO does or even that OTO exists.

- 1) The OTO conducted a marketing campaign in February and March of 2017 focusing on the OTO. Specifically, throughout a two-month cycle the OTO ran a marketing campaign titled Did You Know? During the campaign, the OTO showcased 3 factoids about the OTO or the OTO area. These factoids were marketed on a variety of media outlets and drive traffic to a GiveUsYourInput.org blog post.
- 2) Increase the number of people signed up on OzarksCommute.com. The OTO will be reintroducing this recently updated website to the business and pervious users in 2017. Since OzarksCommute.com has switched platforms all pervious users must resign up to the new site to use it.
- 3) While the OTO could increase its followers on Twitter by more than 50, it was not able to do the same for Facebook. To help bring more awareness to Twitter and Facebook, the OTO has decided to try to improve the content that is provided to its followers. The goal is to increase the participation of the followers on these sites, by providing more meaningful content. Staff at the OTO will increase the frequency of social media posts and blogs to drive traffic to the OTO website and increase exposure of OTO's role and publications.
- 4) The OTO staff will also undertake rebuilding the website for Let's Go Smart. The site had been built and maintained by Ozark Greenways with the intention of getting residents of the Springfield-metro area to consider a variety of transportation choices from walking and biking to carpooling and transit. OTO has set a goal to have the new site running by July 1, 2017. The new site will also utilize Google analytics to measure performance and usage.
- 5) The OTO shall prepare a one page fact sheet with information on how and when input is gathered in the transportation planning process and disseminate to media outlets, through social media posts, at public meetings, and at community events.

- 6) A summary analysis report on the disposition of comments will be included as part of the final LRTP and TIP as well as other plans where appropriate. The format of the report will be developed and refined during the annual TIP process and used as standard format for the LRTP and other plans where appropriate.

Conclusion

This is the second year of using the new performance measures as defined in the last PPP Evaluation. Additionally, the OTO is making use of Google Analytics for its websites. Next year's PPP Evaluation should produce solid data for understanding how the local population is utilizing the tools OTO is providing. With three years of data collected trends should start to emerge. After next year's evaluation, the 2017 action items will be reviewed and re-evaluated based on their effectiveness in achieving the OTO goal of improving the provision of information and increasing public involvement in the transportation planning process.

Comment

From: David Riddle <dwiddle50@gmail.com>
Sent: Monday, May 01, 2017 10:24 PM
To: Comment
Subject: Comment on 2017 PPP draft of April 28

First, I found some typos. In many cases these are insignificant, but in some cases they alter the meaning of what's presented.

- Page 6, Participation Policies --should be "taken to accomplish the objectives" (leave out the second "to")
- Page 7, Policy 1.1 -- should be "To the extent possible"
- Page 7, Policy 1.3 -- should be "describing OTO's functions" (add apostrophe)
- Page 12, Interactive TIP Tool -- "Using this tool, the TIP" (add a "t" to "he TIP")
- Page 22, Administrative Modifications, 2nd paragraph -- make it "Updates to the PPP itself" (remove "will")
- Page 22, Administrative Modifications, 3rd paragraph -- make it "All comments received by the OTO" (remove the "P") -if it is supposed to be OPTO, I don't believe that has been previously defined
- Page 23, last paragraph -- to be consistent, make it "not limited to the OTO Title VI/ADA program, the Annual Listing of Obligated Projects, the Limited English Proficiency Plan, the Congestion Management Process, and the Performance Measures Report." (add several "the"s and an "and")
- Page 27, Q1b -- make it "With which" (add "with")
- Page 27, Q2 -- add "Select all that apply", like Q1b? (Aren't all users of public transportation citizens, for example? That seems to fit several categories.)
- Page 28, Q4 legend -- make it "Commuting/Ride Sharing" (delete the extra "N")
- Page 35, OTO Website Redesign, paragraph 2 -- make it "with the previous vendor" and "the newly redesigned OzarksCommute.com" (not "pervious" and "resigned")
- Page 36, Action Items number 2 -- change "pervious" to "previous" in two places

My comments on the content:

- Page 7, Policy 1.3 -- can some of that be copied/adapted from what other MPOs in Missouri have done? Do we need to reinvent the wheel?
- Page 9, Policy 2.5 (continued from page 8) -- would it be worth adding item T, Representatives of colleges/universities and item U, Representatives of large employers?
- Page 9, Policy 3.5 -- I think this needs to have additional description of how you intend to communicate with those who have limited English proficiency. With the exception of Policy 6.2, everything is written in English. Will you expect community organizations to translate everything or read it to those with limited English skills?
- Page 11, Policy 6.3 -- Yes! All meetings should be held in locations accessible by public transit at both the time they begin and end. Meeting planners need to be aware that, depending on the time of the meeting, a location might be one one route at the beginning of the meeting and on a different route at the end of the meeting.
- Page 24 and Appendix A are very interesting and should be very useful.

Thank you for the opportunity to comment.

--David Riddle

dwiddle50@gmail.com

1073 S Campbell Ave., Apt B207, Springfield 658007

TAB 11

TECHNICAL PLANNING COMMITTEE AGENDA 05/17/2017; ITEM II.J.

OTO FY 2018 DBE PROGRAM GOAL

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

OTO's DBE calculation:

- OTO proposed FY 2018 DBE Goal – 0%
- OTO current FY 2017 DBE Goal – 0%

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

The OTO FY 2018 DBE goal will be out for public comment until June 14, 2017.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend that the Board of Directors approve the FY 2018 DBE Program Goal and Appendix D to the Disadvantaged Business Enterprise Program.”

Or

“Move to recommend that the FY 2018 DBE Program Goal have the following revisions...”

DBE Goal Methodology

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

OTO FY 2018 DBE GOAL = 0%

Step 1

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

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

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

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

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

Appendix D indicates there are 3,288 businesses listed in the US Census.

$$\frac{12}{3,288} = .003650$$

Step 2

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

- A. Proposed OTO FY 2018 Goal
- B. OTO FY 2017 Goal
(A X B)/2 = Goal Adjustment

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

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

1. The current capacity of DBEs to perform work in OTO's DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
2. Reviewed the last three (3) years of semi-annual reports (years 2015 through 2017) of DBE participation (0%) reported to FTA.

Last 2 Years	Goal	Achieved Goal
2015	0% - OTO FY 2015 Goal	0%
2016	0% - OTO FY 2016 Goal	0%
2017 (first half)	0% - OTO FY 2017 Goals	0%

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

There were no adjustments needed since OTO's FY 2017 goal was 0%.

APPENDIX D – OVERALL FY 18 DBE GOAL 49 CFR §26.45

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

STEP ONE – DBE Calculation

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

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

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

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

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

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

Number of Business identified by NAICS Code in the MSA		
NAICS Code	Primary Business Category	Total Establishments in the MSA
23	Construction	1,031
54	Professional, Scientific, and Technical Services	1,072
56	Administrative and Support	592
42	Wholesale Trade	593
Total		3,288
* NAICS Indicates 3,234 established Small Businesses by relevant sectors.		
http://censtats.census.gov/		

STEP TWO – Review for Needed Adjustments

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

- OTO utilizes the MRCC database.

No adjustments needed. OTO's FY 2017 goal was 0.

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

No DBE activities performed in the DOT assisted contracts, so no additional consideration required for FY 2018.

No adjustments needed.

TAB 12

TECHNICAL PLANNING COMMITTEE AGENDA 05/17/2017; ITEM II.K.

Administrative Modification Number One to the FY 2017 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The OTO is proposing Administrative Modification Number One to the FY 2017 UPWP.

This change reflects a greater value of MoDOT Direct Costs. We had originally budgeted for \$89,500 and are now planning for \$115,000 in work by MoDOT staff.

The Regional Trail Plan funding decreased from \$150,000 to 124,499. The plan is estimated to cost \$159,000 overall. However, it will be paid over this and the next fiscal year.

All changes reflect these two items.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

Informational Only - No action required



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2017

(July 1, 2016 – June 30, 2017)

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

APPROVED BY USDOT: May 3, 2016

ADMINISTRATIVE MODIFICATION NUMBER ONE: June 16, 2016

AMENDMENT NUMBER ONE: October 20, 2016

AMENDMENT NUMBER TWO: December 15, 2016

AMENDMENT NUMBER THREE: February 16, 2017

ADMINISTRATIVE MODIFICATION NUMBER 1: May 2, 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.

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

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

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

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2017 (July 2016 - June 2017). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

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

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

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

http://www.ozarkstransportation.org/Documents/OTO_PPP_Rev_A_BOD_approved041615.pdf

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

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

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

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

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

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

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

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

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

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

Anticipated Consultant Contracts

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

<i>Cost Category</i>	<i>Budgeted Amount FY 2017</i>
Audit	\$7,000
Professional Services Fees	\$24,000
Data Storage/Backup	\$4,500
IT Maintenance Contract	\$9,000
Online TIP Tool Maintenance	\$9,600
Online TIP Tool Software	\$25,000
Travel Data Collection	\$12,000
Travel Model Scenarios	\$20,000
Regional Bicycle and Pedestrian Trail Investment Study	\$150,000 <u>\$124,499</u>
Total Consultant Usage	\$261,100

Items to be purchased that exceed \$5,000

Audit – \$7,000

IT maintenance Contract – \$9,000

Online TIP Tool Software – \$25,000

Professional Services – \$24,000

Regional Bicycle and Pedestrian Trail Investment Study – ~~\$150,000~~ \$124,499

Travel Data Collection – \$12,000

Travel Model Scenarios – \$20,000

Task - OTO General Administration

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

Work Elements	Estimated Cost
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1.1 Financial Management	\$34,000
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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
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August to December

Consultant Contract

Responsible Agency – OTO

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

1.3 Unified Planning Work Program (UPWP)	\$7,000
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January to June

Responsible Agency – OTO

- Modifications to the FY 2017 UPWP as necessary.
- Development of the FY 2018 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.
- UPWP Quarterly Progress Reports.

1.4 Travel and Training.....	\$39,000
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July to June

Responsible Agency – OTO

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

- MoDOT Planning Partners Meetings
- Employee Educational Assistance
- Provide Other OTO Member Training Sessions, as needed and appropriate

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

July to June

Responsible Agency – OTO

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

1.6 Electronic Support for OTO Operations \$30,000

July to June

Responsible Agency – OTO

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

End Products for FY 2017

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT.
- Financial reporting to the Board of Directors.
- Calculate dues and send out statements.
- FY 2016 Audit Report.
- The FY 2018 Unified Planning Work Program approved by OTO Board of Directors and MoDOT.
- FY 2017 Unified Planning Work Program Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly updates of websites.
- Social media postings.
- Graphics for documents.
- OTO websites revisions.

Tasks Completed in FY 2016

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

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

Training Attended Included in FY 2016

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

Funding Sources

Local Match Funds	\$28,400	20.00%
Federal CPG Funds	\$113,600	80.00%
Total Funds	\$142,000	100.00%

Task 2 – OTO Committee Support

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

Work Elements	Estimated Cost
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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:
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Governments Board and Transportation Advisory Committee
 - Missouri Public Transit Association
 - MoDOT Blueprint for Safety
 - Ozarks Clean Air Alliance and Clean Air Action Plan Committee
 - Ozark Greenways Technical Committee
 - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
 - SeniorLink Transportation Committee
 - Missouri Safe Routes to School Network
 - Ozark Safe Routes to School Committee
 - Local Safe Routes to School
 - CU Fixed Route Advisory Committee
 - City of Springfield Traffic Advisory Board
 - Other committees as needed

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

Responsible Agency – OTO

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

2.4 Public Involvement.....	\$35,000
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July to June

Responsible Agency – OTO

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

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

2.5 Member Attendance at OTO Meetings..... \$10,000

July to June

Responsible Agencies – OTO and Member Jurisdictions

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

End Products for FY 2017

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

Tasks Completed in FY 2016

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

Funding Sources

Local Match Funds	\$29,200	14.90%
In-kind Services*	\$10,000	5.10%
Federal CPG Funds	\$156,800	80.00%
Total Funds	\$196,000	100.00%

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

Task 3 – General Planning and Plan Implementation

This task addresses general planning activities, including the OTO Long Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), and the Bicycle and Pedestrian Plan, as well as the implementation of related plans and policies. MAP-21 and FAST Act guidance will continue to be incorporated as it becomes available.

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

Responsible Agency – OTO

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

3.2 Performance Measures.....	\$16,500
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July to June

Responsible Agency – OTO

- Coordinate with MoDOT on efforts to address national performance measures as outlined in MAP-21 and continued by the FAST Act.
- Production of an annual transportation report card to monitor the performance measures as outlined in the Long Range Transportation Plan, incorporating connections to MAP-21 performance measures.

3.3 Congestion Management Process Implementation.....	\$10,780
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July to December

Responsible Agency – OTO

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

3.4 Federal Functional Classification Maintenance and Updates.....	\$5,300
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July to June

Responsible Agency – OTO

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

3.5 Bicycle and Pedestrian Plan Implementation..... \$15,500*July to June*

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

- Traffic Incident Management Action Plan.

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

Responsible Agency – OTO

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

3.9 Demographics and Future Projections..... \$13,000*July to June*

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Consultant Contract

Responsible Agency – OTO

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

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

Consultant Contract

Responsible Agency – OTO

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

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

Responsible Agency – OTO

- Meet federal and state reporting requirements for Title VI and Americans with Disabilities Act (ADA).
- Review and update the Limited English Proficiency Plan (LEP) if needed.
- Review and update the Title VI/ADA Program.
- Meet MoDOT established DBE goals.
- Semiannual DBE reporting.
- Semiannual Title VI/ADA reporting.
- Accept and process complaint forms and review all projects for Title VI/ADA compliance.
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process.

3.17 Regional Trail Bicycle and Pedestrian Investment Study..... ~~\$150,000~~124,499*November to June*

Consultant Contract

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

End Products for FY 2017

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

Tasks Completed in FY 2016

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

Funding Sources

Local Match Funds	\$ 79,662 74,562	20.00%
Federal CPG Funds	\$ 318,648 298,247	80.00%
Total Funds	\$ 398,310372,809	100.00%

Task 4 – Project Selection and Programming

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

4.4 Federal Funds Tracking	\$4,170
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July to June

Responsible Agency – OTO

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

4.5 Online TIP Tool Maintenance	\$9,600
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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.

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

Responsible Agency – OTO

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

End Product(s) for FY 2017

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

Tasks Completed in FY 2016

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

Funding Sources

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

Task 5 – OTO Transit Planning

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

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

Responsible Agencies – OTO

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

5.2 Competitive Contract Planning	\$1,000
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July to June

Responsible Agencies – OTO

- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.

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

5.4 Human Services Transportation Coordination Plan Update	\$19,275
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December to June

Responsible Agencies – OTO, Human Service Transit Providers

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

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

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO

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

End Products for FY 2017

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

Tasks Completed in FY 2016

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

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

Funding Sources

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

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

Work Elements	Estimated Cost
6.1 Operational Planning.....	\$100,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • Route analysis. • City Utilities Transit grant submittal and tracking. • City Utilities Transit collection and analysis of data required for the National Transit Database Report. • City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings. • CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00). 	
6.2 ADA Accessibility.....	\$20,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants. 	
6.3 Transit Fixed Route and Regional Service Analysis Implementation	\$10,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • CU will implement recommendations of the Transit Fixed Route Regional Service Analysis. 	
6.4 Service Planning	\$30,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • Collection of data from paratransit operations as required. • CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01) • Title VI service planning. 	
6.5 Financial Planning	\$30,000
<i>July to June</i>	
Responsible Agency – City Utilities	
<ul style="list-style-type: none"> • CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources. 	

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

Responsible Agencies – City Utilities

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

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

Responsible Agencies – City Utilities

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

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

Responsible Agencies – City Utilities

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

6.9 Program Management Plan \$4,000*July to June*

Responsible Agencies – City Utilities

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

6.10 Data Collection and Analysis \$4,000*July to June*

Responsible Agencies – City Utilities

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

End Products for FY 2017

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

Tasks Completed in FY 2016

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

Funding Sources

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

Task 7 – Special Studies and Projects

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

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

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

End Products for FY 2017

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

Tasks Completed in FY 2016

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

Funding Sources

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

Task 8 – MoDOT Transportation Studies & Data Collection**MoDOT Transportation Studies and Data Collection \$~~89,500~~115,001**MoDOT Southwest District - \$~~89,500~~115,001*July to June*

Responsible Agency – MoDOT Southwest District

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

Source of Eligible MoDOT Match

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Center Manager	\$68,364	\$44,682	\$24,859	\$137,905	15 20.07	\$20,685 27,677
Traffic Study Specialist Information Systems	\$44,400	\$29,019	\$16,145	\$89,564	30 35.51	\$26,869 31,804
Specialist Senior Traffic Studies	\$39,156	\$25,592	\$14,238	\$78,986	10 22.51	\$7,898 17,776
Technician	\$37,800	\$24,705	\$13,745	\$76,250	45 49.50	\$34,312 37,744
Total Eligible Match						\$ 89,764 115,001
Total Match Requested						\$89,500115,001

End Products for FY 2017

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

Tasks Completed in FY 2016

- Annual traffic counts within the OTO area for MoDOT roadways (Completed June 2016).
- Annual crash data (Completed June 2016).
- Speed Studies (Completed June 2016).
- Installation of the travel time collection units (Completed December 2015).

Funding Sources

Value of MoDOT Direct Costs	\$ 89,500 <u>115,001</u>
-----------------------------	-------------------------------------

X 80%

Credit amount available for local match	\$ 71,600 <u>92,001</u>
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(federal pro rata share of value of direct costs – no actual funds)

Task 9 – TEAP Funding

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

Work Elements**Estimated Cost**

Hines and Lynn Intersection Analysis Project \$10,000

January to June

Consultant Contract

Responsible agency - City of Republic

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

End Products for FY 17

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

Funding Sources

City of Republic Match Funds	\$2,000	20.00%
Federal (Safety) Funds	\$8,000	80.00%
Total Funds	\$10,000	100.00%

Expenditure Summary by Work Task

	Local Funding				Federal Funding					
Task	Local Match	City Utilities	City of Republic	In-Kind	CPG	FTA 5310	SAFETY	5307	Total	Percent (%)
1	\$28,400				\$113,600				\$142,000	12.57%
2	\$29,200			\$10,000	\$156,800				\$196,000	17.35%
3	\$74,562				\$298,247				\$372,809	33.01%
4	\$19,854				\$79,416				\$99,270	8.79%
5	\$13,815				\$39,840	\$15,420			\$69,075	6.12%
6		\$43,200						\$172,800	\$216,000	19.12%
7	\$4,861				\$19,445				\$24,306	2.15%
9			\$2,000				\$8,000		\$10,000	0.89%
TOTAL	\$170,692	\$43,200	\$2,000	\$10,000	\$707,348	\$15,420	\$8,000	\$172,800	\$1,129,460	100.00%
8	Value of MoDOT "Direct Cost"								\$115,001	
Total of Transportation Planning Work									\$1,244,461	

Federal Consolidated Planning Grant (CPG) Funding FY 2017 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-7 plus 9	\$ 1,154,961 29,460
Minus City Utilities Transit (FTA 5307 Funding)	-\$216,000
Minus City of Republic TEAP Funding	-\$10,000
Actual Total Ozarks Transportation Organization Expenditures	\$ 928,961 903,460
FTA 5310 Project	-\$19,275
PLUS Value of Task 8 MoDOT Direct Costs Credit	+\$89,500 115,001
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$ 999,186
Federal Pro-Rata share	80%*

Federal CPG Funding Eligible

\$799,349

*Federal Funding as a percentage of total OTO actual transportation planning costs is actually ~~87.890.4%~~(\$799,349/\$~~909,686~~~~884,185~~). The value of MoDOT Direct Costs allows the OTO to include an additional \$~~71,600~~~~92,001~~ in Federal CPG funding.

Budgeted Revenue FY 2017 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds (CPG Funds)	\$799,349
FTA 5310 Funds	\$15,420
MoDOT "Direct Costs" Match	\$17,900 23,000
Local Match to be Provided/In-kind Match	\$ 185,792 180,692
Total Ozarks Transportation Organization Revenue	\$1,018,461
City of Republic (TEAP funding for City of Republic)	Total Amount Budgeted
FHWA Safety Funds	\$8,000

City of Republic Local Match	\$2,000
Total City of Republic Revenue	\$10,000
CU Revenue (FTA 5307 Funding for City Utilities)	Total Amount Budgeted
City Utilities Transit Planning – FTA 5307 Funding	\$172,800
City Utilities Local Match	\$43,200
Total CU Revenue	\$216,000
TOTAL Budgeted Revenue for FY 2017 UPWP	\$ 1,244,461

Total Available Federal Revenue for FY 2017 UPWP Work Activities

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

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

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

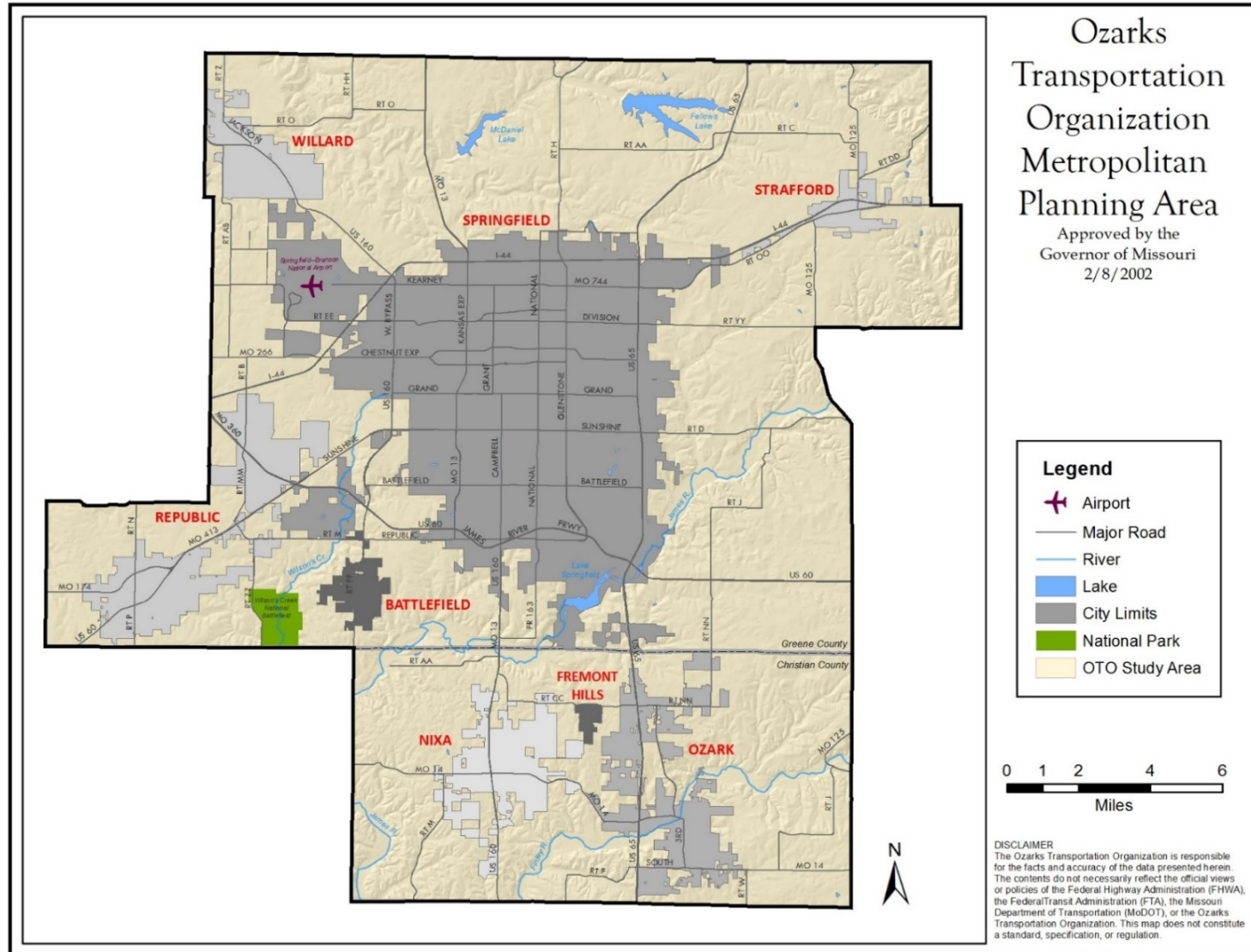
****Previously allocated but unprogrammed CPG funds.

Justification for Carryover Balance

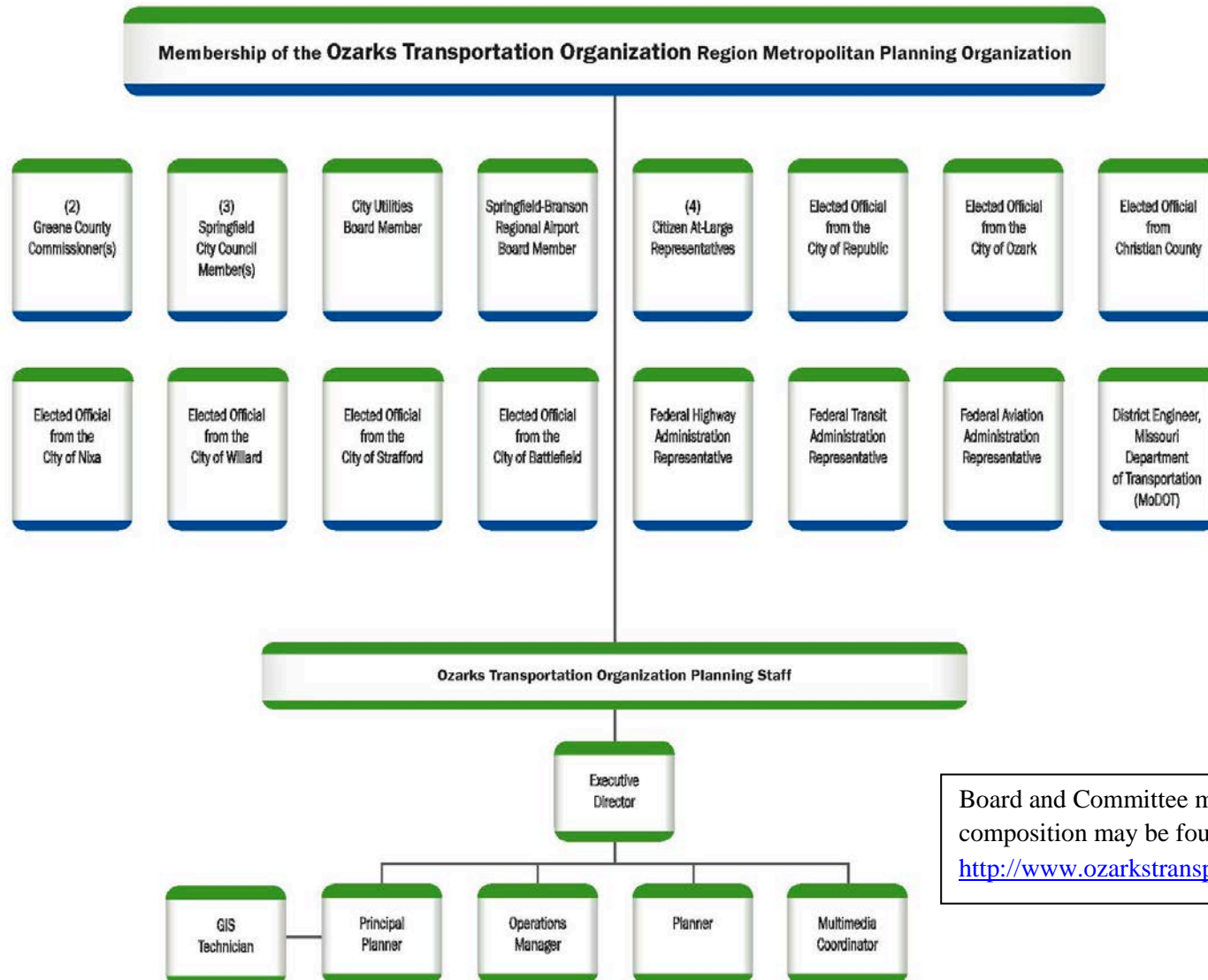
The projected carryover balance of \$844,605.56 represents approximately 1.48 years of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. While Federal Highway funds are available upon Congressional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

carryover balance of approximately six months' worth of funding is reserved for special studies and projects.

OTO Map



OTO Organization Chart



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

APPENDIX A

Fiscal Year 2017

July 1, 2016 - June 30, 2017

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

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

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Proposed Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
Personnel				
Salaries & Fringe	\$445,294		\$445,294	
Mobile Data Plans	\$2,700		\$2,700	
Payroll Services	\$2,700		\$2,700	
Total Personnel		\$450,694		\$450,694
Services				
Aerial Photos	\$0		\$0	
Audit	\$7,000		\$7,000	
Professional Services	\$24,000		\$24,000	
Regional Bicycle and Pedestrian Trail Investment Stud	\$150,000		\$124,499	
TIP Tool Maintenance	\$9,600		\$9,600	
TIP Tool Software	\$25,000		\$25,000	
Travel Time Collection Units	\$0		\$0	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
Total Services		\$247,600		\$222,099
In-Kind Match, Donated				
Member Attendance at Meetings	\$10,000		\$10,000	\$10,000
TOTAL OTO Expenditures		\$909,686		\$884,185
In-Kind Match, Direct Cost, Donated				
Direct Cost - MoDOT Salaries	\$89,500		\$115,001	
TOTAL OTO Budget		\$999,186		\$999,186
<u>Direct Outside Grant</u>				
CU Transit Salaries*	\$216,000		\$216,000	
TOTAL EXPENDITURES		\$1,215,186		\$1,215,186

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

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Total Amount Budgeted FY17</i>	<i>Proposed Budgeted Amount FY17</i>	<i>Total Budget FY17</i>
Ozarks Transportation Organization Revenue				
Consolidated FHWA/FTA PL Funds	\$799,349		\$799,349	
Local Jurisdiction Match Funds	\$100,337		\$74,836	
In-kind Match, Meeting Attendance**	\$10,000		\$10,000	
MoDOT Direct Service Match**	\$89,500		\$115,001	
Total Ozarks Transportation Organization Revenue		\$999,186		\$999,186
<u>Direct Outside Grant</u>				
<u>City Utilities Transit Planning</u>				
FTA 5307	\$172,800		\$172,800	
City Utilities Local Match	\$43,200		\$43,200	
City Utilities Transit Planning Total		\$216,000		\$216,000
<u>City of Republic TEAP Project</u>				
FHWA Safety Funding	\$8,000		\$8,000	
City of Republic Local Match	\$2,000		\$2,000	
City of Republic TEAP Project Total		\$10,000		\$10,000
Total Direct Outside Grant		\$216,000		\$226,000
TOTAL REVENUE		\$1,225,186		\$1,225,186

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

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

APPENDIX B

FY 2017

July 1, 2016 - June 30, 2017

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Approved Budgeted Amount FY17</i>	<i>Approved Total Amount Budgeted FY17</i>	<i>Proposed Budgeted Amount FY17</i>	<i>Proposed Total Budget FY17</i>
Aerial Photos	\$0		\$0	
Audit	\$7,000		\$7,000	
Professional Services Fees	\$24,000		\$24,000	
Data Storage/Backup	\$4,500		\$4,500	
IT Maintenance Contract	\$9,000		\$9,000	
Online TIP Tool	\$9,600		\$9,600	
Online TIP Tool Software	\$25,000		\$25,000	
Regional Bicycle and Pedestrian Trail Investment Study	\$150,000		\$124,499	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
Total Consultant Usage		\$261,100.00		\$235,599.00

TAB 13

TECHNICAL PLANNING COMMITTEE AGENDA 05/17/2017; ITEM II.L.

Administrative Modification Number One to the FY 2018 Unified Planning Work Program (UPWP)

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

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The OTO is proposing Administrative Modification Number One to the FY 2018 UPWP.

This change reflects a more accurate representation of the percentages of federal and local funds after in-kind expenses (member meeting attendance) and MoDOT direct costs (local staff time) are accounted for.

The funding source tables at the end of each task were modified from an 80% federal and 20% local to 88.6% federal and 11.4% local for most items.

The funding tables on page 26 were also modified to reflect these adjusted percentages and corresponding dollar amounts.

All changes reflect this change. Staff administratively approved this change and this item is provided for information only.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

Informational Only - No action required



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

APPROVED BY USDOT:

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

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

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

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

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

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_{2.5} and Ozone, even with the recent tightening of the standards. With the recovering economy and increased traffic, however, OTO understands that this is still a concern that requires constant awareness. Air quality activities can be seen in Task 3, which participation on the OCAA is in Task 2.

OTO’s work program for FY 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	\$63,980
Transportation Consultant/Modeling Services	\$36,000
VOIP Phone System	\$6,500
Total Consultant Usage	\$186,180

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 - \$63,980
 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.

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

1.1 Financial Management	\$34,000
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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
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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
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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
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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.
- Maintain and update website www.giveusyourinput.org.
- Maintain and update OTO Facebook and Twitter pages.
- Software updates.
- Web hosting, backup services and maintenance contracts. **Consultant Contract**
- Graphics and website design. **Consultant Contract**
- 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	\$16,721	11.3888%
Federal CPG Funds	\$130,099	88.6112%
Total Funds	\$146,820	100.00%

Task 2 – OTO Committee Support

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

Work Elements	Estimated Cost
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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 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	\$11,524	6.0974%
In-kind Services*	\$10,000	5.2910%
Federal CPG Funds	\$167,476	88.6116%
Total Funds	\$189,000	100.00%

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

Task 3 – General Planning and Plan Implementation

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

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

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_{2.5}.

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..... \$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

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	\$41,469	11.3878%
Federal CPG Funds	\$322,683	88.6122%
Total Funds	\$364,152	100.00%

Task 4 – Project Selection and Programming

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

Work Elements	Estimated Cost
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4.1 FY 2018-2021 Transportation Improvement Program (TIP).....	\$15,000
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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.

4.2 FY 2019-2022 Transportation Improvement Program (TIP).....	\$30,000
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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.

4.3 Project Programming.....	\$25,500
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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.

4.4 Federal Funds Tracking	\$4,476
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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.

4.5 Online TIP Tool Maintenance	\$9,600
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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	\$9,632	11.3886%
Federal CPG Funds	\$74,944	88.6114%
Total Funds	\$84,576	100.00%

Task 5 – OTO Transit Planning

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

Work Elements	Estimated Cost
5.1 Operational Planning..... <i>July to June</i> Responsible Agencies – OTO <ul style="list-style-type: none"> • OTO staff shall support operational planning functions including surveys, analysis of headways and schedules, and development of proposed changes in transit services. • Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey. 	\$6,000
5.3 Transit Coordination Plan Implementation..... <i>July to June</i> Responsible Agencies – OTO, Human Service Transit Providers <ul style="list-style-type: none"> • Transit Coordination Plan Implementation. • 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. 	\$10,300
5.4 Program Management Plan Review <i>July to June</i> Responsible Agencies – OTO <ul style="list-style-type: none"> • Review and/or update the existing program management plan to ensure compliance with FAST ACT. 	\$5,000
5.5 Data Collection and Analysis <i>July to June</i> Responsible Agencies – OTO <ul style="list-style-type: none"> • OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes. • OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts. 	\$9,500
5.6 Community Support <i>July to June</i> Responsible Agencies – OTO <ul style="list-style-type: none"> • OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives. 	\$5,000

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	\$4,419	11.3891%
Federal CPG Funds	\$34,381	88.6108%
Total Funds	\$38,800	100%

Task 6 – City Utilities Transit Planning (FTA 5307 Funding for City Utilities)**Work Elements****Estimated Cost****6.1 Operational Planning..... \$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%
Total Funds	\$300,688	100%

Task 7 – Special Studies and Projects

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

Work Elements**Estimated Cost**

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

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

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

End Products for FY 2018

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

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	\$2,654	11.3876%
Federal CPG Funds	\$20,652	88.6124%
Total Funds	\$23,306	100.00%

Task 8 – Transportation Demand Management

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

Work Elements	Estimated Cost
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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	\$569	11.38%
Federal CPG Funds	\$4,431	80.62%
Total Funds	\$5,000	100.00%

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
Total Match Requested						\$91,679

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.

- 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	\$91,679
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X 80%

Credit amount available for local match \$73,343

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

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
Total OTO Revenue	\$851,654

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	 (\$754,666.00)
Remaining Unprogrammed Balance****	\$851,542.61

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

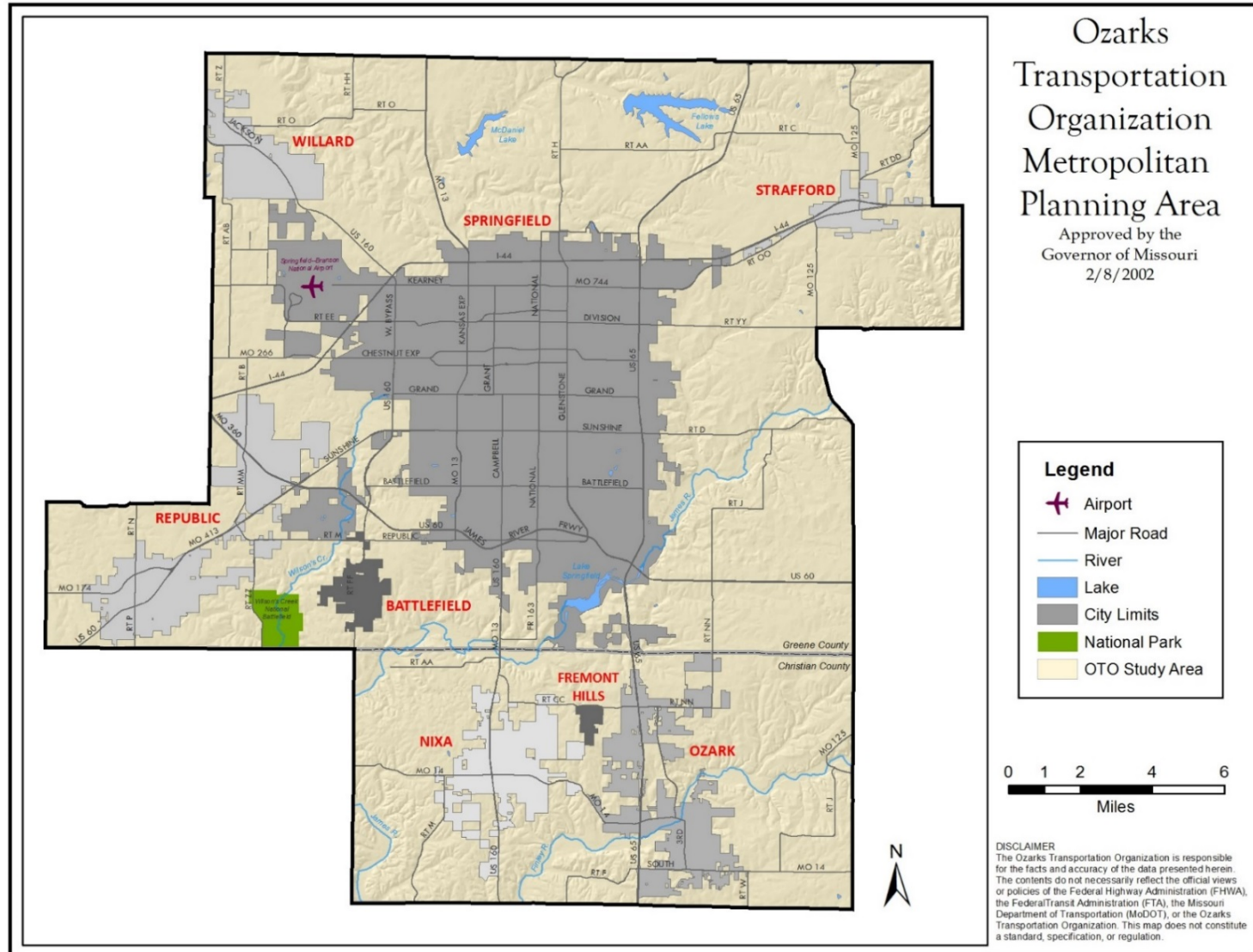
**The 2018 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill.

****Previously allocated but unprogrammed CPG funds.

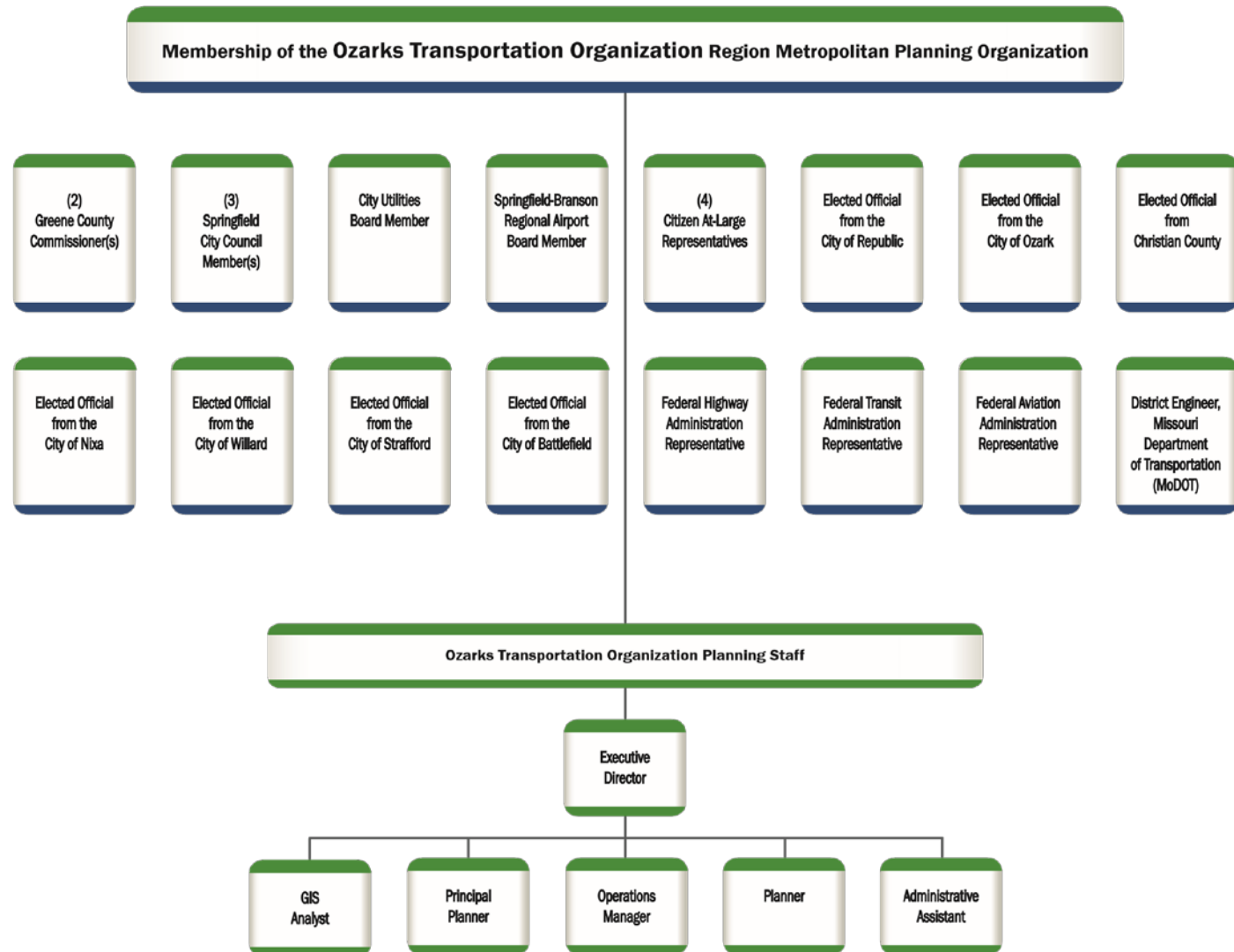
Justification for Carryover Balance

The projected carryover balance of \$851,542.61 represents approximately 1.46 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>
Building					
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
Total Building		\$73,192		\$79,988	
Commodities					
Office Supplies/Furniture	\$12,000		\$9,500		↓ \$2,600
Publications	\$550		\$300		↓ \$250
Public Input Promotional Items	\$2,000		\$2,000		SAME
Total Commodities		\$14,550		\$11,800	
Information Technology					
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
Total Information Technology		\$28,300		\$35,000	
Insurance					
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
Total Insurance		\$10,400		\$13,450	
Operating					
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
Total Operating		\$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>
Personnel					
Salaries & Fringe	\$445,294		\$460,336		↑ \$15,042
Mobile Data Plans	\$2,700		\$2,700		SAME
Payroll Services	\$2,700		\$2,700		SAME
Total Personnel		\$450,694		\$465,736	
Services					
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
Total Services		\$247,600		\$163,180	
		\$899,686		\$841,654	
In-Kind Match, Donated					
Member Attendance at Meetings	\$10,000		\$10,000	\$10,000	SAME
TOTAL OTO Expenditures		\$909,686		\$851,654	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$89,500		\$91,679		↑ \$2,179
TOTAL OTO Budget		\$999,186		\$943,333	
Direct Outside Grant					
CU Transit Salaries*	\$216,000		\$210,000		
TOTAL EXPENDITURES		\$1,215,186		\$1,153,333	↓ \$66,149
Notes * Cost includes federal and required 20% matching funds.					
ESTIMATED REVENUES					
Ozarks Transportation Organization Revenue					
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		
Total Ozarks Transportation Organization Revenue		\$999,186		\$943,333	↓ \$61,849
Direct Outside Grant					
City Utilities Transit Planning					
FTA 5307	\$172,800		\$168,000		
City Utilities Local Match	\$43,200		\$42,000		
Total Direct Outside Grant		\$216,000		\$210,000	
TOTAL REVENUE		\$1,215,186		\$1,153,333	

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
Total Consultant Usage		\$261,100.00	\$186,180.00

TAB 14

Chao: Trump Pressing for Earlier Rollout of Infrastructure Plan

U.S. Transportation Secretary Elaine Chao said the Trump administration's infrastructure package should come "very soon," and that President Trump is [pressing officials to move it sooner than they had planned](#).



"We've always talked about the infrastructure proposal coming forward in the third quarter," she told CNBC on May 1, referring to the July-September quarter. "Now that might be accelerated," Chao said.

She added that "the president is a very impatient man, and he wants results right away. He is, you know, pushing all of us to come up with an infrastructure proposal that can be presented to the Congress quickly."

The president told CBS News, in a May 1 Oval Office interview, that "we're going to do infrastructure very quickly. We've got the plan largely completed, and we'll be [filing over the next two or three weeks, maybe sooner](#)."

Chao said the plan will include \$200 billion in direct federal funding. "We will leverage that through public-private partnership, but also allow for repatriation of profits overseas. That will be a portion of it, probably, as well. Sale of government assets, that's another way. And then again, allowing the private sector to invest in public infrastructure."

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U.S. Mayors Push For Infrastructure Task Force

May 05, 2017



The U.S. Conference of Mayors has formed a task force on infrastructure aimed at working with President Trump and Congress to develop and pass a major infrastructure package.

The Task Force on Infrastructure will be chaired by Los Angeles Mayor Eric Garcetti, who was appointed by USCM's president, Oklahoma City Mayor Mick Cornett.

"Mayor Garcetti leads a city that has been at the forefront of so many infrastructure initiatives from a massive build out of the city and region's transit system, smart and connected lighting, an accelerated deployment of renewable energy technologies, and substantial port and freight improvements, among others," said Cornett. "I am pleased to welcome him to this post."

The task force will work with the leadership in Washington to guide the passage of an infrastructure package. It will be comprised of mayors interested in various infrastructure sectors, including transportation, water, ports, energy, broadband and other priorities.

USCM has been actively engaged in infrastructure reform since the election and the organization's top four officers along with CEO and executive director Tom Cochran met with then President-elect Trump on Dec. 15 to discuss issues related to infrastructure. In January, Vice President Pence attended USCM's Winter Meeting and explained plans the president has to deliver a major infrastructure investment for the country.

Recently, the group met with top infrastructure leaders, including Transportation Secretary Elaine Chao, House Transportation and Infrastructure Committee Chair Bill Shuster, House Transportation and Infrastructure Committee Ranking Member Peter DeFazio, Senate Majority Leader Mitch McConnell, House Democratic Leader Nancy Pelosi, and many others.

"The path to economic prosperity runs through our investments in America's infrastructure," said Garcetti. "That means upgrading our roads and rail systems, modernizing our airports and ports of entry to better compete on the global stage, strengthening our water systems, and creating partnerships in telecommunications to better connect our communities."

Related: [Trump Comments on Fuel Taxes for Highway Infrastructure](#)

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Transportation, Housing and Urban Development Appropriations Bill, 2017 Omnibus Agreement Summary

The following are highlights of the FY2017 Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill:

The final agreement provides \$57.651 billion in discretionary spending, which is a \$350 million increase above FY2016 and more than \$5.5 billion below the President's budget request. The bill also provides \$928 million in emergency funding in response to natural disasters.

U.S. DEPARTMENT OF TRANSPORTATION

The agreement includes \$18.5 billion in FY2017 discretionary appropriations for the Department of Transportation (DOT). Within this amount, funding is prioritized on programs to make the transportation systems safe, efficient, and reliable.

TIGER Grants – \$500 million, equal to the FY2016 enacted level, for TIGER grants, which are also known as National Infrastructure Investments.

Federal Highway Administration (FHWA) – \$43.27 billion from the Highway Trust Fund for the Federal-aid Highways Program, consistent with the authorized level in the FAST Act. An additional \$528 million is provided for the Emergency Relief program. The bill continues a provision to allow old, unused earmarks to be repurposed for transportation projects that can be built today.

Federal Aviation Administration (FAA) – \$16.4 billion in total budgetary resources for the FAA, \$127 million above the FY2016 enacted level and \$508 million above the request. This will provide full funding for all air traffic control personnel, including controllers, engineers, maintenance technicians, safety inspectors, and operational support personnel. The bill fully funds the Contract Towers program and also provides more than \$1 billion in the FAA Next Generation Air Transportation Systems (NextGen) to help ease future congestion and reduce delays for travelers. Additional flexibilities are provided to the FAA in order to prevent delays to the modernization of the air traffic control system. The agreement includes more than \$40 million over the FY2017 request to further support the integration of Unmanned Aircraft Systems.

Federal Railroad Administration (FRA) – \$1.85 billion, an increase of \$173 million above the FY2016 enacted level. The bill includes \$98 million in rail grants to support the implementation of Positive Train Control (PTC), make rail infrastructure improvements, and restore or enhance passenger rail service. Amtrak is provided \$328 million for the Northeast Corridor and \$1.17 billion to support the National Network. The bill also provides \$258 million to support rail safety and research programs, including inspectors and safety personnel to help ensure the safety of passengers and local communities.

Federal Transit Administration (FTA) – \$12.4 billion in total budgetary resources for the FTA, including \$9.7 billion for transit formula grants from the Highway Trust Fund. The bill provides a total of \$2.4 billion for Capital Investment Grants (“New Starts”), fully funding all current “Full Funding Grant Agreement” (FFGA) transit projects, as well supporting new projects anticipated to receive FFGA awards. Funding is also provided for the Expedited Delivery Pilot Program which promotes public-private partnerships for local transit projects.

National Surface Transportation and Innovative Finance Bureau – \$3 million for the National Surface Transportation and Innovative Finance Bureau, which was created by the FAST Act to promote efficiency by creating a “one-stop shop,” consolidating the administration of several DOT programs (TIFIA, RRIF, PAB, and FASTLANE grants).

U.S. Maritime Administration (MARAD) – \$523 million, \$123 million above the FY2016 enacted level, for MARAD to increase the productivity, efficiency and safety of the nation’s ports and intermodal water and land transportation. The Maritime Security Program is funded at the authorized level of \$300 million. The agreement includes \$35 million for State Maritime Academies, including \$6 million to develop a replacement vessel for the six SMA training ships that are essential for continuing a strong merchant marine workforce. The agreement also provides \$5 million for the Marine Highway program to help mitigate landside congestion, \$10 million for the Assistance to Small Shipyards Program, and \$24 million for decommissioning of the Nuclear Ship *Savannah*.

Federal Motor Carrier Safety Administration (FMCSA) – \$644 million for the FMCSA.

National Highway Traffic Safety Administration (NHTSA) – \$911 million in total budgetary resources for the NHTSA, including a \$17 million increase in funding for the Office of Defects Investigation to address concerns with vehicle recalls.

Pipeline and Hazardous Materials Safety Administration (PHMSA) – The agreement includes \$264 million for the PHMSA. The agreement includes funding to ensure the safe operations of underground natural gas storage facilities.

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

The agreement includes a total of \$38.8 billion for the Department of Housing and Urban Development (HUD). In addition to the amount otherwise provided to HUD, \$400 million is provided in emergency funding in response to natural disasters to support states and local governments in rebuilding communities.

Section 8 Rental Assistance – \$31.1 billion for tenant-and-project-based Section 8 rental assistance. This funding is critical to maintain existing rental assistance for the nearly 3.5 million households who would otherwise be at risk of homelessness.

Public Housing – \$6.6 billion for public housing programs. These programs meet the housing needs of 1.1 million families and individuals, of which 53 percent are elderly and or disabled. The agreement also increases the number of public housing units that can participate in the Rental Assistance Demonstration to 225,000.

Preserving Housing for the Elderly and Disabled – \$648.6 million to continue existing housing projects in the Section 202 and Section 811 programs, which provide housing targeted to elderly and disabled households. The agreement also includes \$10 million for new incremental vouchers for disabled households, as well as \$10 million for the development of new elderly housing.

Housing and Community Development Needs of Native Americans – \$721.2 million for housing and community development programs for Native American tribes. The agreement includes \$7 million for training and technical assistance to improve program delivery for Native American families.

Community Development Block Grants (CDBG) – \$3 billion for the CDBG formula program. CDBG provides grants to state and local governments to support efforts to create locally driven solutions to community and economic development challenges. Instead of a top-down approach, where the federal government tells grantees how to use these funds, CDBG's broad framework can be adapted to local needs and solutions for developing viable urban and rural communities and expanding economic opportunities and improving quality of life for persons of low- and moderate-income.

Combatting Homelessness – \$2.4 billion for Homeless Assistance Grants, which includes \$43 million for grants to end youth homelessness in urban and rural areas. The bill also includes an additional \$10 million for Family Unification vouchers targeted to youth exiting foster care and at risk of homelessness and \$40 million for new VASH vouchers for homeless veterans. VASH vouchers have been critical to reducing veterans' homelessness by 47 percent since 2010.

Lead Paint Hazards – \$145 million for the Lead Hazard Reduction program. The agreement also provides \$25 million in the Public Housing Capital Fund to remediate 1,500 public housing units and makes studios and efficiency apartments eligible for remediation grants.

HOME Investment Partnerships (HOME) – \$950 million for the HOME program to create affordable housing for low-income households.

Housing Opportunities for Persons with AIDS (HOPWA) – \$356 million for the HOPWA program. This funding level ensures that grantees do not lose funding as a result of the recent formula change which better reflects the HIV/AIDS epidemic today.

###

Convenience Stores – Balancing Mobility and Access Management



Guest Post by Vernon Swing, PE, Traffic Engineering Manager at [Spack Consulting](http://spackconsulting.com/) (<http://spackconsulting.com/>).

As traffic engineers, we are constantly balancing the mobility goals of the surrounding road network with the access requirements of the land use. For instance, all you need to know when considering convenience store land use is the name – convenience. Customers generally choose to visit these sites because of the ease and speed with which they can get in, get their product, and head to their destination. On the flip side, agencies are routinely looking at mobility and how they can help motorists move uninterrupted and safely through the system. Often this means reducing access to eliminate conflict points.

Many public agencies have adopted access spacing guidelines to provide guidance for road designers and site developers. These are a good starting point when applied to developing areas where decisions regarding land use and site design are still fluid. However, the goals of these groups are often conflicted when road designers are retrofitting access management plans into fully developed areas where site access has been in place for years. To prevent these situations from becoming standoffs that can only be settled in the courts, requires designers to actively communicate with land owners, and approach the situation with a willingness to address the site owners' concerns.

In the case of older convenience store sites, their desired access locations often do not conform with access guidelines. At Spack Consulting we have assisted the development of over 200 convenience stores nationally and have helped to resolve access modification issues as they impact our clients. One example from my career that fits with the Spack Consulting philosophy is the Holiday Station store in West St.

Paul, at the intersection of South Robert Street and Marie Avenue East. The City of West St. Paul and MnDOT had plans to provide streetscaping on Robert Street and with the project implement access management to reduce the number of access locations by installing a landscaped median down the center of the road. These are all generally good improvements with an eye toward better safety for all users. However, the impact to the Holiday site was to reduce access on Robert Street from full movement access to right-in/right-out only.

We were asked to assess the impacts to the store and to explore solutions. On the face of it, this seems to be a simple question of how many visitors come to the site from a particular direction or leave the site in a particular direction in the before versus after condition, and whether these patrons can still access the site via alternative access points. But this question gets more complicated when considering if the reduction in access results in changes to on-site circulation.

We identified the following on-site circulation items that need to be examined when access to convenience stores is modified:

1. ***Pedestrian /vehicular conflicts*** – At convenience/gas stations there is a lot of pedestrian/vehicle interaction as customers frequently gas up then walk into the store to buy products. The Robert Street site is a very busy store and is also a very tight site. The planned changes to the site access did not increase the potential for pedestrian/vehicular conflicts.
2. ***Vehicle to vehicle conflicts*** – Convenience/gas stations have access located so vehicles can easily get to fuel pump and to the store entrance. Often these sites have car washes which are removed from the typical access traffic flow to allow for queuing and unencumbered exiting from the wash. This site was very tight with existing conflicts at the wash exit, but the modification in access did not effect this.
3. ***Fuel Delivery directions*** – The delivery of fuel to gas station sites is typically established to allow the fueling vehicles to visit several sites on a delivery trip often originating from a refinery then the freeway system, to the local arterial, etc. In this case, the deliveries arrived from I-494, then Northbound on South Robert Street, and a left turn into the site. The installation of medians associated with the streetscape project, would eliminate this option. This was a problem as an auto-turn analysis showed there was no other access suitable for truck turns.
4. ***Fuel Tank locations*** – For safety reasons, Holiday Station stores do not allow backing of loaded fuel trucks on site, and require the loading of fuel tanks from the passenger side of the vehicle. In this case, the fuel tanks were located on the north side of the site and could only be accessed via a left turn in. The reduction in access is incompatible with this safety requirement and would be fatal to the business.

We worked with the roadway designer to develop a solution that did not reduce the integrity of the planned streetscape project but that would allow the business to continue in this location. Our suggested solution to develop a surmountable curb section to allow trucks to access the site at the driveway nearest the underground tanks was adopted by the agencies.

Mobility versus access is always a tricky balance and many factors need to be considered from the point of view of both the agency and the proposed or existing land use. Be sure to bring in a respected traffic engineer early in the process to help consider all the issues and work to achieve that proper balance for the good of all parties.

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Congress Completes Deal That Protects Transportation Funds, Implements FAST Act Increases

AASHTO Journal

Under an agreement to fund all government agencies for the rest of the fiscal year that ends Sept. 30, Congress approved 2017 appropriations to maintain highway, transit, aviation, rail and waterway programs and provide another \$500 million for the U.S. Department of Transportation's TIGER infrastructure grants.

The House passed the omnibus funding measure May 3 and the Senate on May 4, both by solid bipartisan majorities, sending it to President Trump to sign into law before the latest stopgap funding resolution was due to expire on May 5.

The measure allows state DOTs and transit agencies to finally gain access to this year's scheduled funding hikes that Congress previously authorized and paid for in the 2015 Fixing America's Surface Transportation Act, increases that total [about \\$1 billion for highway programs and nearly \\$400 million for transit](#) and have been delayed since the Oct. 1 start of this budget year.

Governors and state DOT executives have told Congress that the seven-month delay in allowing those fiscal 2017 funding increases to take effect could leave some states or transit agencies challenged to put those funds to work in the current construction season. That is especially the case for states in cold climates that have a short window to bid out and complete roadway projects, where officials have warned they might have to delay some projects they would otherwise have begun this year.

Congress provided the Federal Highway Administration with an additional \$528 million for its emergency relief account, on top of \$100 million already in the FAST Act. The agency taps that account to provide state DOTs and federal land agencies with quick-release funds to help pay early repair costs when disasters damage their road and bridge infrastructure.

[A summary of the 2017 funding bill's highlights](#) for the USDOT said the bipartisan agreement – which was negotiated by appropriators and leaders of both chambers and parties – includes \$43.27 billion for the Highway Trust Fund's federal-aid highways programs, consistent with FAST Act levels.

However, the legislation rescinds \$857 million of unobligated contract authority held by state DOTs, as a budgetary offset to other spending areas and to be removed proportionally from specified highway program accounts. This rescission will be based on those program balances as of May 31, and take effect on June 30.

The bill also allows the DOTs to repurpose old, unused project earmark funds with certain restrictions; those amounts are yet to be determined.

It provides \$12.4 billion to the Federal Transit Administration, of which \$9.7 billion is for formula grants out of the trust fund. It also provides \$2.413 billion for other capital investment grants, above the \$2.302 billion that was authorized in

the FAST Act. Lawmakers provided that funding to both cover transit projects that already have full funding grant agreements with the FTA and to set aside specific federal contributions for a list of congressionally supported projects in the pipeline that are nearing the formal agreement stage.

The bill also includes \$199 million for the FTA to help commuter railroads deploy crash-avoidance systems.

It funds the Federal Railroad Administration with \$1.85 billion, an increase of \$173 million from 2016. That includes \$1.17 billion for Amtrak's national passenger rail network and \$328 million for its Northeast Corridor, plus \$98 million for FRA railroad improvement grants and \$258 million to support rail safety and research programs.

The Federal Aviation Administration is funded at \$16.4 billion or \$127 million above the 2016 level. The summary said that provides full funding for all air traffic control personnel and the FAA's Contract Towers program, plus more than \$1 billion for its Next-Generation traffic control systems to help ease system congestion. It also continues support for the "Essential Air Service" program that subsidizes rural airport operations in many states.

The USDOT's Maritime Administration receives \$523 million under the bill, including \$5 million to support "marine highways" that help mitigate roadway congestion by moving more cargoes by water.

The bill also provides \$644 million to the Federal Motor Carrier Safety Administration that regulates trucking and bus operations on the nation's highway. And it sets aside \$3 million for the USDOT's National Surface Transportation and Innovative Finance Bureau, which was created by the FAST Act to promote efficiency by creating a "one-stop shop" that consolidates several DOT grant and loan programs.

Outside of the DOT, the bill increases a grant program the EPA uses to help ports, state agencies and others convert older diesel-burning vehicles, marine vessels and other equipment to use cleaner-burning new engines or alternative fuels. And it increases a Commerce Department grant program that often aids transportation infrastructure projects that support economic development.

It funds the Army Corps of Engineers at **\$6.038 billion, an increase of \$49 million above 2016**. That includes \$2.66 billion for navigation projects and studies, of which \$1.3 billion is from the Harbor Maintenance Trust Fund that pays for federal dredging projects. And it makes full use of estimated annual revenues from the Inland Waterways Trust Fund that supports lock and dam improvements. It supports six new waterway project construction starts and up to six new studies, and provides \$1.72 billion to support storm damage reduction activities.

