



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee

MEETING AGENDA

MAY 20, 2020
1:30 - 3:00 PM

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



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee
Meeting Agenda

Wednesday, May 20, 2020 1:30 p.m.

The TPC will convene with a web meeting via Zoom (details to be emailed separately).

The details for online public viewing of the meeting, as well as the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the January 15, 2020 Meeting Minutes Tab 1
(1 minute/Nelson)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period for All Agenda Items Tab 2
(15 minutes/Nelson)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on May 19th to comment@ozarkstransportation.org or at <https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will be provided to the Technical Planning Committee prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

E. Staff Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

II. New Business

A. OTO Growth Trends Report Tab 3
(15 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED

B. FY 2020-2023 TIP Administrative Modification Four Tab 4
(1 minute/Longpine)

There is one change included with Administrative Modification Number Four to the FY 2020-2023 Transportation Improvement Program, which is included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

C. FY 2020-2023 TIP Amendment Four
(2 minutes/Longpine)

MoDOT may be requesting several changes to the FY 2020-2023 Transportation Improvement Program. Details will be emailed separately, ahead of the meeting, if changes are needed.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2020-2023 AMENDMENT 4 TO THE BOARD OF DIRECTORS

D. Congestion Management Process..... Tab 5
(10 minutes/Thomason)

The Congestion Management Subcommittee has developed a draft document which monitors congestion in the OTO area for review and approval.

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

E. Ozarks Regional Bicycle Destination Plan..... Tab 6
(10 minutes/Thomason)

The Bicycle Pedestrian Advisory Committee has recommended approval of the Ozarks Regional Bicycle Destination Plan.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF DRAFT OZARKS REGIONAL BICYCLE DESTINATION PLAN TO THE BOARD OF DIRECTORS

F. FY 2021 Unified Planning Work Program..... Tab 7
(10 minutes/Fields)

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

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

G. Additional Federal Funding Tab 8
(10 minutes/Fields)

An additional \$471,885 has been made available for the OTO area for FY 2020 and is available for obligation through September 30, 2023.

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

H. Public Participation Plan Annual Evaluation..... Tab 9
(5 minutes/Faucett)

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

NO ACTION REQUESTED – INFORMATIONAL ONLY

I. Federal Funds Balance Report Tab 10
(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

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

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

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

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

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

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

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

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, July 15, 2020 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason al (417) 865-3042, al menos 48 horas antes de la reunión.

Persons who require special accommodations under the Americans with Disabilities Act or persons

who require interpreter services (free of charge) should contact Andy Thomason at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2020; ITEM I.C.

January 15, 2020 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Committee member review are the minutes from the Technical Planning Committee January 15, 2020 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to approve the Technical Planning Committee January 15, 2020 meeting minutes.”

OR

“Move to approve the Technical Planning Committee January 15, 2020 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
January 15, 2020**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:30 p.m. by Vice Chair Todd Wiesehan in Chair Garrett Tyson's absence.

The following members were present:

Mr. Rick Artman, Greene Co Highway Department	Mr. Joel Keller, Greene County (a)
Mr. Joel Binkley, Greene County	Ms. Mary Kromrey, Ozark Greenways
Ms. Kristy Bork, Springfield/Branson Airport (a)	Mr. Frank Miller, MoDOT
Ms. Paula Brookshire, City of Springfield (a)	Mr. Andrew Nelson, City of Republic (a)
Mr. Randy Brown, City of Willard	Mr. Jeremy Parsons, City of Ozark (a)
Mr. Eric Claussen, City of Springfield (a)	Mr. Danny Perches, Springfield Chamber
Ms. Brandie Fisher, City Utilities Transit	Mr. Cole Pruitt, Missouri State University
Mr. Martin Gugel, City of Springfield	Mr. Jeff Roussell, City of Nixa
Mr. Zeke Hall, MoDOT	Mr. Frank Schoneboom, City of Battlefield
Mr. Adam Humphrey, Greene County	Mr. Todd Wiesehan, Christian County
Mr. Kirk Juranas, Springfield Public Works	Ms. Eva Voss, MoDOT

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. Mr. John McCart, City of Ozark (a)
Mr. Joshua Bird, Christian County (a)	Mr. Dave O'Conner, City of Willard (a)
Mr. King Coltrin, City of Strafford	Mr. Jason Ray, SMOG (a)
Mr. Matt Crawford, City Utilities	Ms. Beth Schaller, MoDOT (a)
Mr. John Caufield, BNSF	Mr. David Schaumburg, Springfield/Branson Airport
Mr. Doug Colvin, City of Nixa (a)	Mr. Frank Schoneboom, City of Battlefield
Ms. Brandi Fischer, City Utilities (a)	Mr. Travis Shaw, Springfield Public Schools
Ms. Dawne Gardner, City of Springfield (a)	Mr. Jonathan Shelden, Springfield Public Schools (a)
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Jeremiah Shuler, FTA Representative (a)
Mr. Bradley McMahon, FHWA	Ms. Mary Lilly Smith, City of Springfield
Mr. Joel Keller, Greene County (a)	Ms. Janette Vomund, MoDOT
Mr. Garen McElroy, Greene Co Highway (a)	Mr. Chad Zickefoose, MoDOT (a)
Mr. John Montgomery, Ozarks Greenways (a)	

Others present: Mr. Jeremy Pruett, Congressman Billy Long's Office; Mr. Dan Wadlington, Senator Blunt's Office; Mr. Neil Brady, Bartlett West; Ms. Megan Clark, SMOG; Ms. Rachel Krispin, Ozark Greenways; Mr. Chad Bybee, City of Rogersville; Mr. Brad Kelley, MoDOT; Mr. Garrett Brickner, City of Republic; Mr. David Faucett, Ms. Sara Fields, Ms. Markee Hebden, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Perches moved for approval of the Technical Planning Committee Meeting Agenda for January 15, 2020. Mr. Juranas seconded the motion and it was unanimously approved.

C. Approval of the November 20, 2019, Meeting Minutes

Ms. Kromrey moved for approval of the minutes from the November 20, 2019 Technical Planning Committee Meeting. Mr. Humphrey seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

There were no speakers present to address the Committee.

E. Staff Report – Ms. Sara Fields

Ms. Fields began her report by speaking about the OTO's Long Range Transportation Plan, *Destination 2045*. She made sure to mention the Public Input process, including a TPC event on February 5th at the Library Center.

She said she is keeping a close eye on the legislative session, where Speaker Elijah Haahr has said they will not be considering a fuel tax this session.

Ms. Fields moved onto MoDOT talking about increasing registration and licensing fees for additional revenue. She explained that the Governor's Bridge Bonding Program will need to be paid back, and these additional fees will help. Income projections should be available in the near future.

She spoke about the joint MoDOT/OTO/Republic public meeting for the US60 West Planning and Safety Study to get out ahead of any engineering solutions. They would like to get ideas on balancing access with travel times, traffic flow, and safety. She noted that funding was not promised, but they are looking for the public's initial thoughts on the development of that corridor.

Ms. Fields ended her report by saying she believes there is more Omnibus funding that came out of the Federal Funding Bill, but she does not know the exact amount as of yet.

F. Legislative Reports – Mr. Dan Wadlington and Mr. Jeremy Pruett

Mr. Wadlington began by stating the senate will not be operating for the next 6 weeks outside of the impeachment trials. They were able to sign a deal on trade with China before the trials begin.

Mr. Pruett spoke on the idea that there will not be a lot passed this year due to 2020 being an election year. He confirmed there will not be a gas tax, as Ms. Fields stated in her report.

II. New Business

A. OTO Area Online Base Map Demo – Mr. Dave Faucett

Mr. Faucett gave a demonstration of the OTO's online Base Map that provides a plethora of information about the OTO region. He pointed out how the map functions and how it is layered to reveal different pieces of information at varying zoom levels. The layers include trails, major highways and local roads, building footprints, housing permits, the Major Thoroughfare Plan, bus routes, bridges, and crash statistics, among other informational components.

B. Transportation Alternatives Project Award Recommendation – Mr. Andy Thomason

Mr. Thomason began by pointing out that this round of funding was geared specifically toward trail creation and maintenance. He said that there is roughly \$1.7 million available, \$100,000 set aside for planning services, and the last \$1.6 million is for construction costs. Mr. Thomason stated that in total there were five applications: Ozarks Greenways applied for the \$100,000 for planning services, then Ozark, Springfield, Republic and Battlefield, applied for projects that added up to \$2.4 million. He explained that after much deliberation from the Scoring Committee, they decided it would be best to recommend the funds to be awarded as such: fully funding Ozark and Springfield, leaving \$500,000 to be divided among Republic and Battlefield. He said that Republic could do Right-of-Way and design for about \$400,000, and the remaining \$100,00 would go to Battlefield, who would commit their own STBG-Urban funding for the remainder of their project.

Mr. Thomason then went on to highlight what the construction projects will be in the different cities. He said the City of Ozark would like to put the funds toward the Chadwick Flyer with pedestrian walkways under Highway 65 and along Highway 14. He said that this will benefit both trail users and students of the high school and junior high. The Ozark Public School System is a major partner in this project. The City of Springfield would like to extend the Fassnight Trail through Phelps Grove Park and up to the Art Museum. This plan supports the Art Museum Master Plan. The City of Republic applied to extend the Shuyler Creek Trail from Elm Street & FR 182 out to connect to the entryway of Wilson's Creek National Battlefield. Battlefield applied to connect Elm to Somerset through Trail of Tears Park with trail.

Mr. Juranas motioned to recommend these projects for funding to the Board. Mr. Perches seconded the motion and it passed unanimously.

C. Amendment Number 3 to the FY 2020-2023 TIP – Ms. Natasha Longpine

Ms. Longpine explained there are eight items to this TIP Amendment, the first five of which are the projects that Mr. Thomason had just spoken on. She moved onto item six, which is to add scoping for the CRISI Rail project in Republic. Item seven was to add funding to the Campbell and Republic Road project in Springfield. The last item is for US 65 bridge preventative maintenance.

Mr. Cole Pruitt moved to recommend Amendment 3 to the FY 2020-2023 TIP to the Board. Mr. Perches seconded and it was unanimously approved.

D. Federal Functional Classification Change Request – Mr. Andy Thomason

Mr. Thomason explained the City of Battlefield has put in an application for Azalea and Cloverdale. He showed on a graphic that Azalea has a gap, and Battlefield would like to connect Azalea to make it one street. Battlefield is applying to have both streets gain the status of Minor Collector so they would be eligible for federal funding. Mr. Thomason showed that both streets are predicted to have the traffic flow in the future that would coincide with Minor Collector roads. He said that the OTO needs to recommend the classification change before the request is sent to MoDOT and Federal Highway.

Mr. Artman motioned to recommend the approval of the change. Mr. Juranas seconded the motion and it passed unanimously.

E. MoDOT Update – Mr. Frank Miller

Mr. Miller presented on the updates for the 2021-2025 STIP. He mentioned that the Governor's Bridge Program created a funding source, which for OTO is about \$18 million will be available for programming. He said that there are meetings in February where the use of funding through FY 2025 will be discussed.

He addressed the interchange at 60 and 125, stating that MoDOT is currently looking at a compromise between the less expensive option that many local business owners were upset about and a new, more expensive option that was agreeable with the business owners. He said he does not have any cost estimates as of yet.

F. FY 2021 UPWP Subcommittee – Ms. Sara Fields

Ms. Fields asked the members of the Committee to volunteer to be a part of the UPWP Subcommittee, which discusses projects and ideas for projects for the upcoming fiscal year. Cole Pruitt, Eva Voss, and Kirk Juranas volunteered to be on the committee.

Mr. Parsons motioned to adopt the members. Mr. Miller seconded the motion and it passed unanimously.

III. Other Business

A. Technical Planning Committee Member Announcements

Ms. Eva Voss invited members of the committee to the Statewide MPO meeting in Jefferson City.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues from members of the Committee.

C. Articles for Technical Planning Committee Member Information

Ms. Fields pointed out the article that covers Kansas City providing free public transit. She said there were more articles of interest, including one covering electric vehicles verses gas tax, and what is currently going on in Washington D.C.

Adjournment

With no additional business to come before the Committee, Mr. Perches moved to adjourn the meeting, and Mr. Brown seconded the motion. It carried unanimously and the meeting was adjourned at approximately 2:15 p.m.

TAB 2

TECHNICAL PLANNING COMMITTEE MEETING 5/20/2020; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Committee member review are Public Comments for the time frame between January 15, 2020 and May 13, 2020.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.

Concerning US 65 & Bluegrass Rd.

A new map comment has been posted at <http://map.ototrailstudy.com>.
1/21/2020

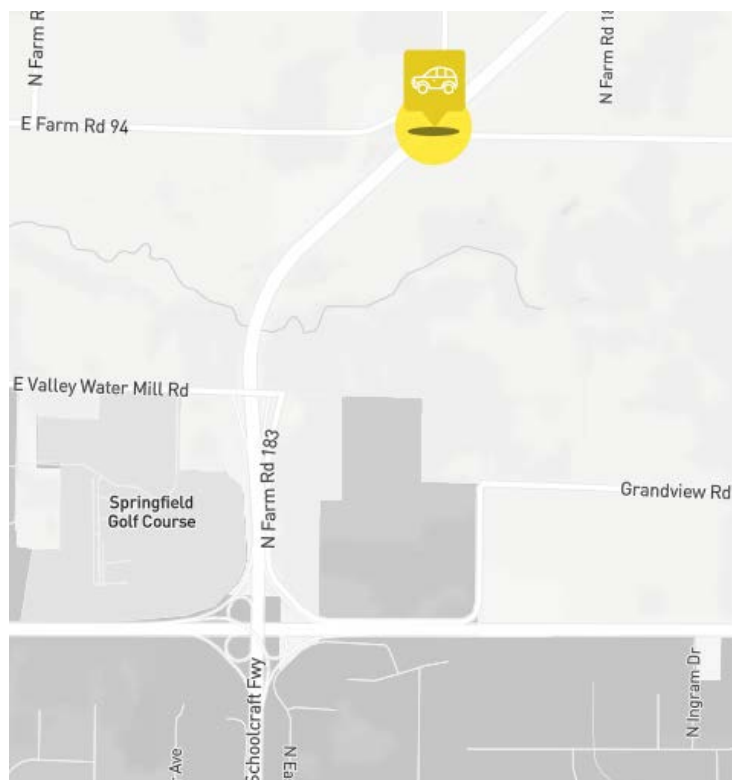
Name: Steve Stader

Type: Point

Coordinates: [-93.21465969085693,37.27272095630884]

Category: motor-point

Comment: US 65 & Bluegrass Rd. It is dangerous crossing 65 east and west especially during heavy traffic. Conflict between through traffic and those making turns on to 65 and lack of understanding about yielding to oncoming traffic is cause for many near misses and dangerous conditions.



Concerning: Traffic build up on 44 and 65

Name: Jeff

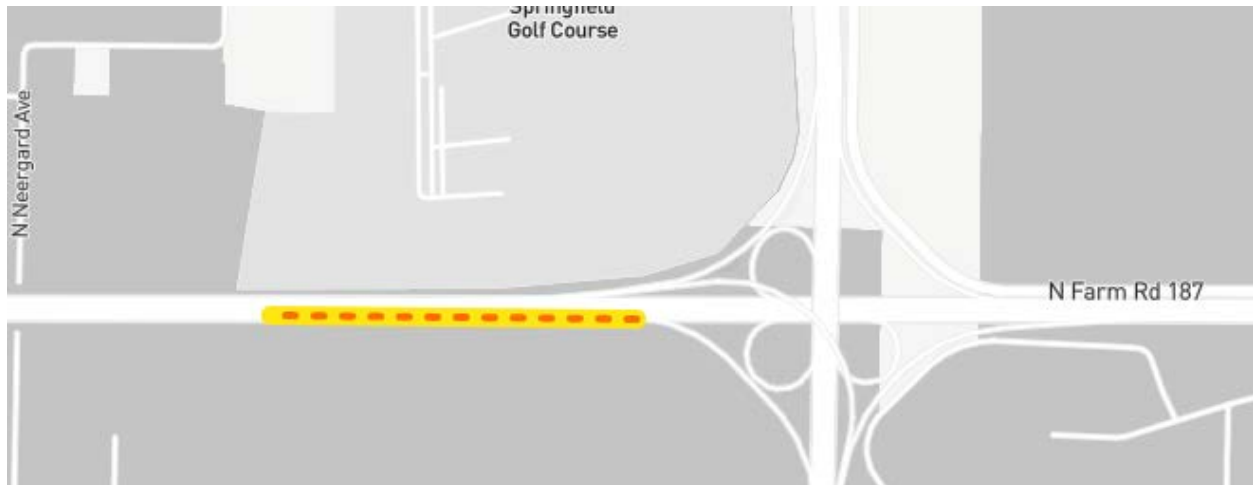
Type: LineString

Date: 2/1/2020

Coordinates: [[-93.22877883911131,37.250075839213565],[-93.23706150054932,37.25014416051372]]

Category: motor-route

Comment: Traffic on 44 heading east gets backed up in the mornings because of cars slowing down and jockeying for position to get on ramp to 65 south. Extending that exit lane would make a big difference. Not sure why it wasn't done when all of the other 44 ramps in Springfield were extended recently. Ideally having an auxiliary lane all way to Glenstone on both sides of 44 would be ideal. But, just extending the off ramp from 44 east to 65 south a bit would help a lot.



Concerning: 65 N and I-44

Name: Bottleneck

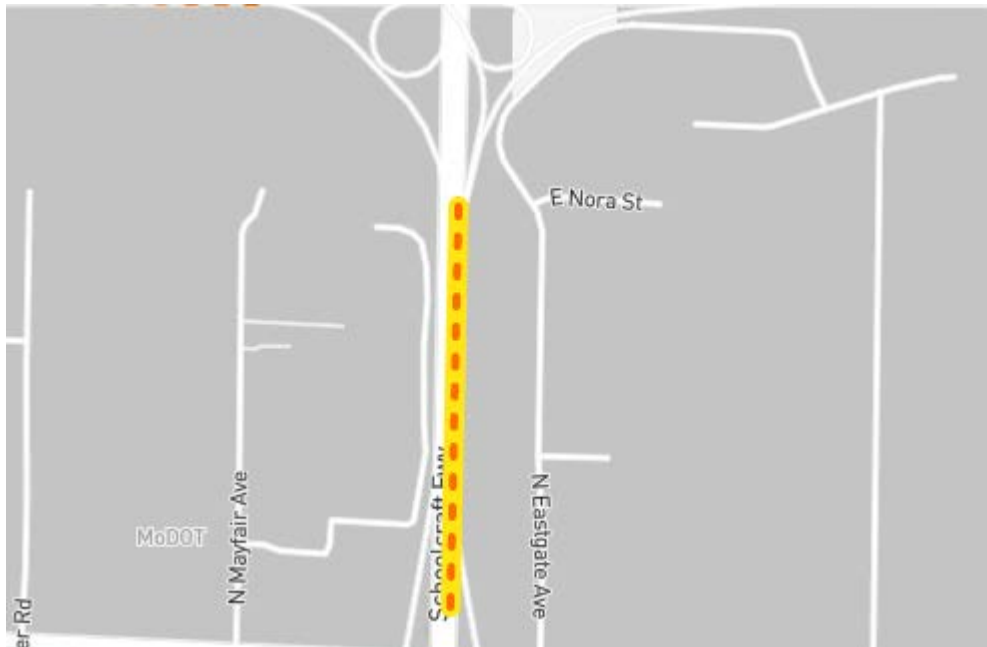
Type: LineString

Date: 1/30/20

Coordinates: [[-93.22461605072021,37.239758611970714],[-93.22444438934326,37.246591370760015]]

Category: motor-route

Comment: Most traffic going north on 65 gets off to go either east/west on 44. Yet, three lanes continue north with the left one ending at bridge. Having the right "thru" lane on 65 N become the first of two exit lanes to 44 and having the left two lanes be the thru lanes might help.



Concerning: Problems on Kearney

Name: Jeff

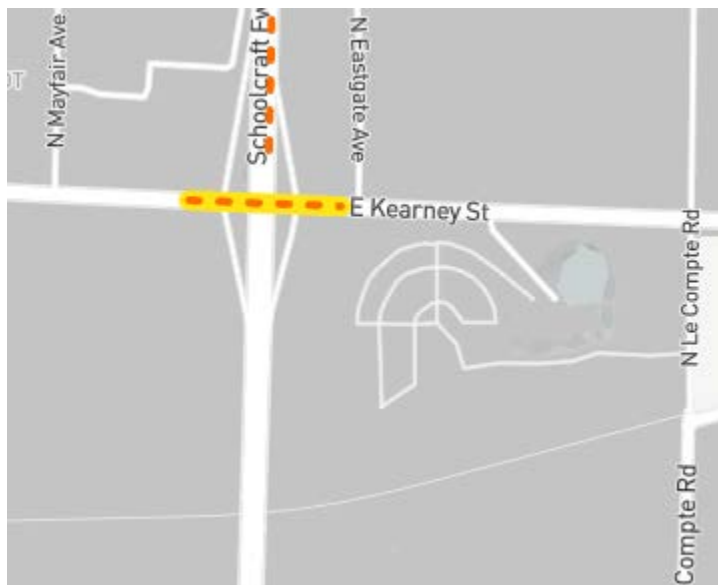
Type: LineString

Date: 1/30/20

Coordinates: [[-93.2263433933258,37.238891661417],[-93.22470724582672,37.23884468351599],[-93.2230657339096,37.238797705585725]]

Category: pedestrian-route

Comment: Several problems. Really need two thru lanes and at longer left turn lanes. Pedestrians also walk across bridge all the time. Could use a sidewalk. Pavement extremely rough, especially when turning from NB 65 ramp to go west on Kearney.



Concerning: Pedestrians on Glenstone

Name: Matt

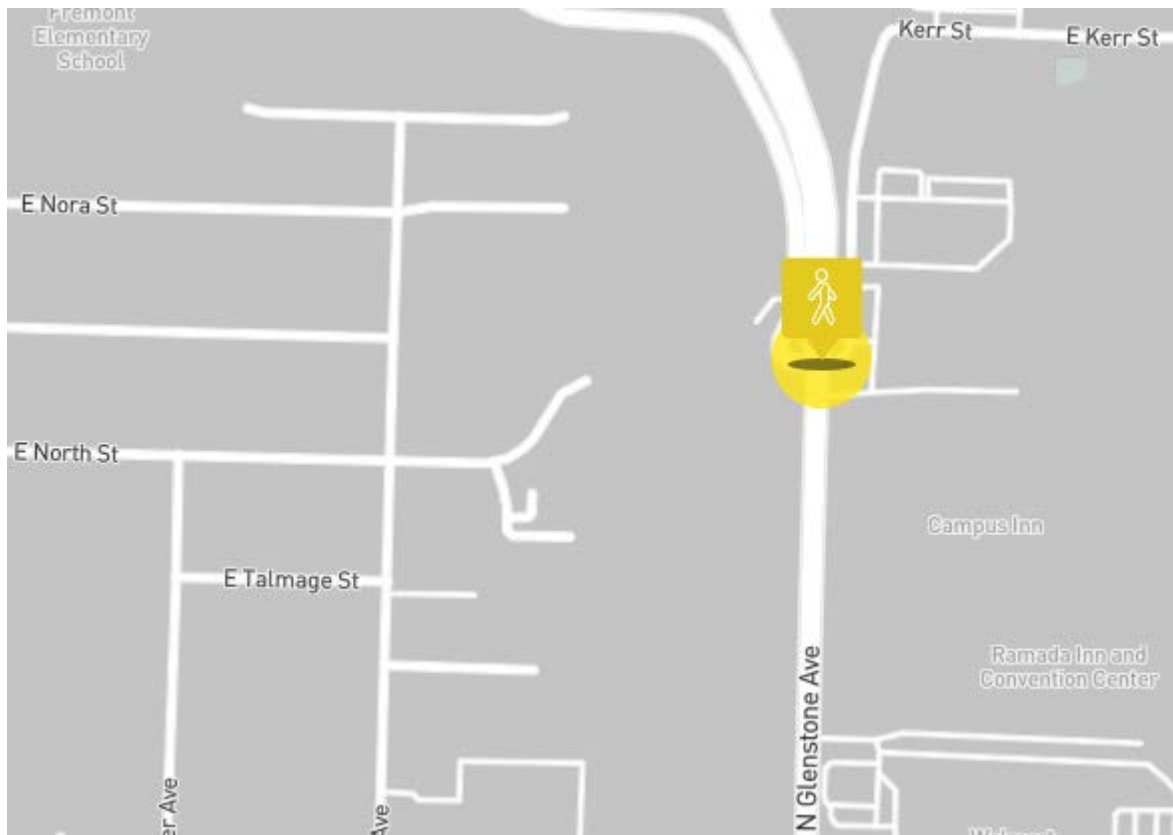
Type: Point

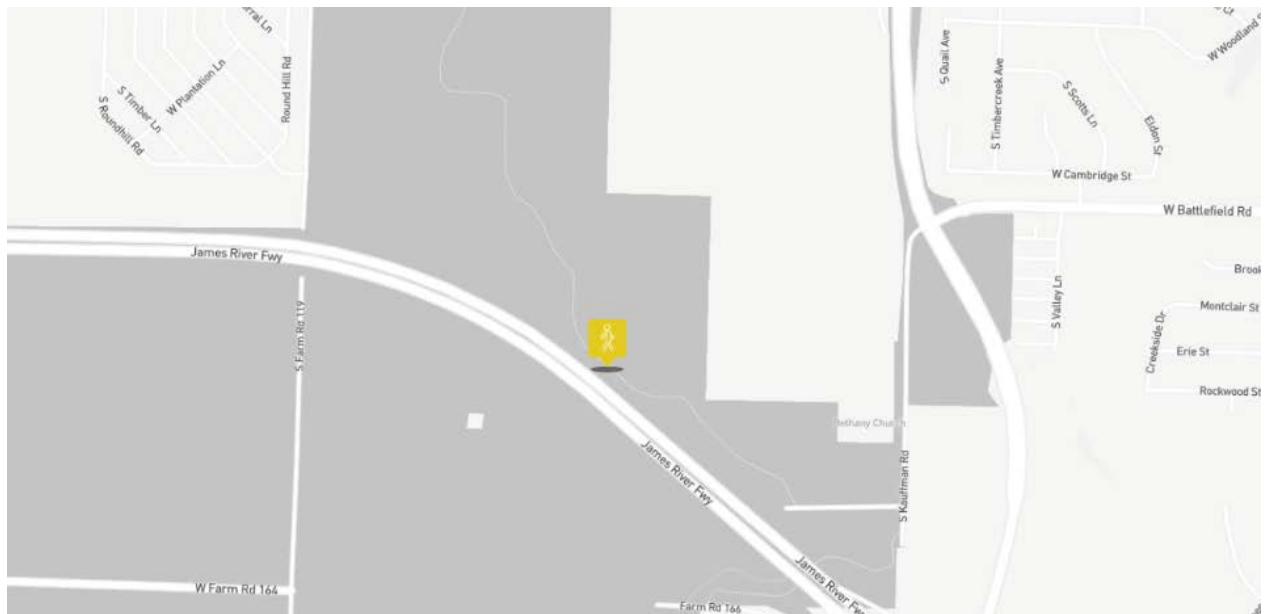
Date: 1/30/20

Coordinates: [-93.26079368591309,37.24573730978843]

Category: pedestrian-point

Comment: People try to cross Glenstone here all the time. With it so hard to see since the cross road curves, a crosswalk would help. Also, having a sidewalk on Kerr/Evergreen through Holiday Inn Express property to connect the sidewalk on Glenstone with that in front of Hampton inn is needed. People walk along road all the time.





Concerning: Battlefield & Glenstone Median

Name: Anonymous

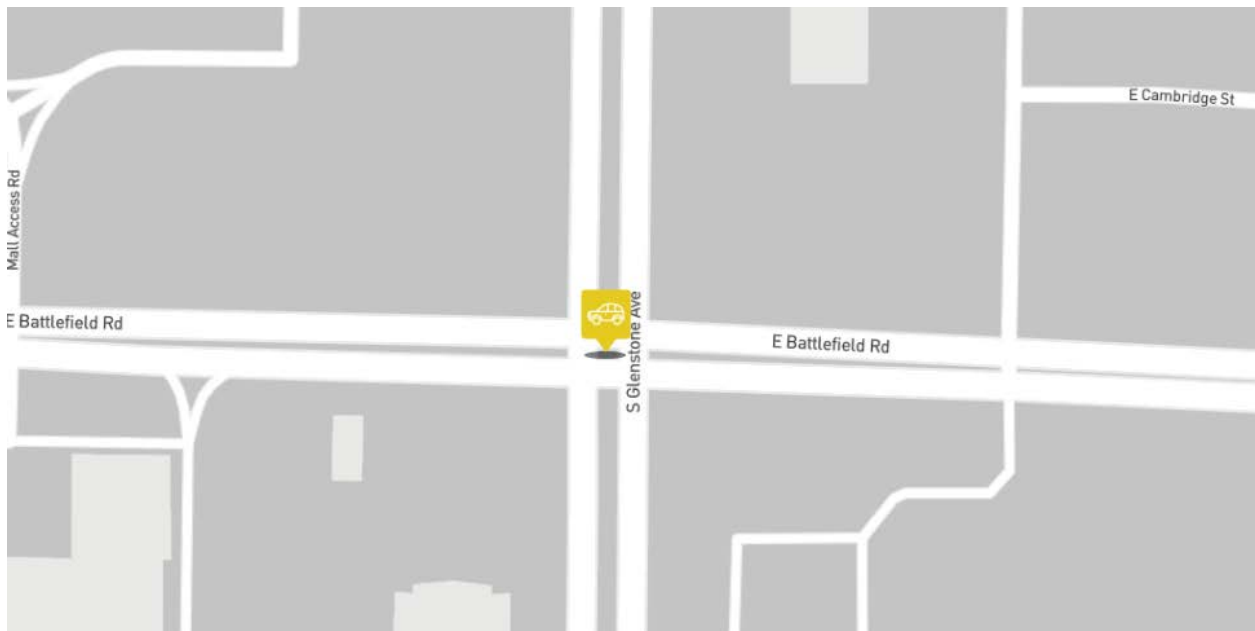
Type: Point

Date: 4/6/2020

Coordinates: [-93.26271951198576,37.159363178979945]

Category: motor-point

Comment: What's up with the median plantings and landscaping that doesn't get maintained at the intersection of Battlefield and Glenstone. It's embarrassing.



Concerning: North Kansas Expressway Gateway

Name: Anonymous

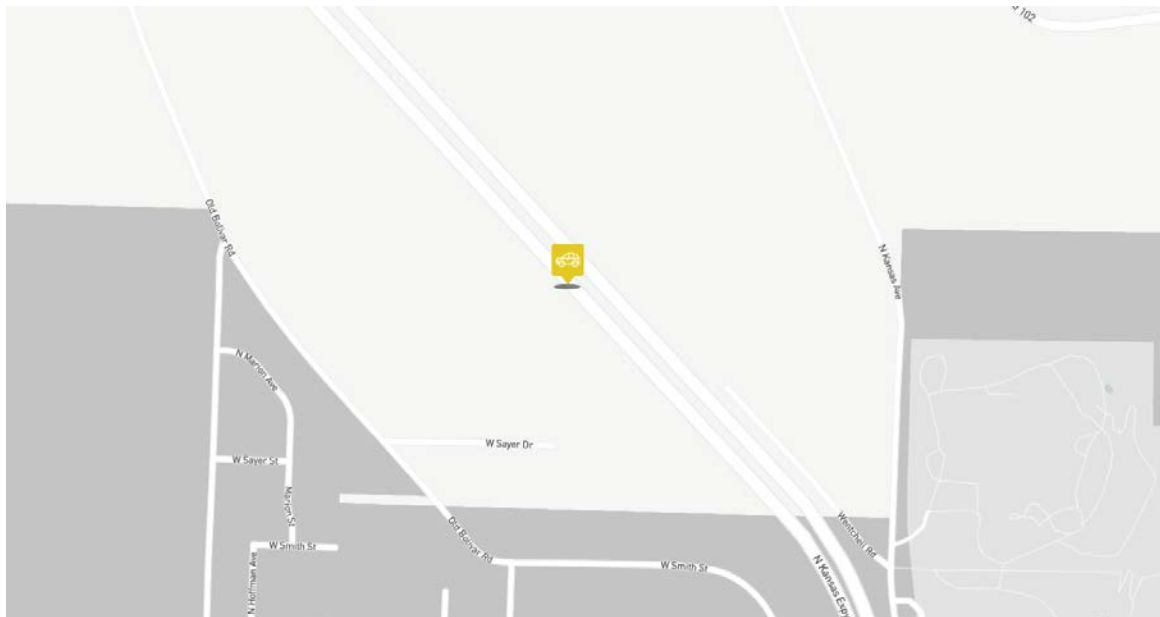
Type: Point

Date: 4/6/2020

Coordinates: [-93.31478118896484,37.258547207987924]

Category: motor-point

Comment: There used to be a really attractive gateway feature, that included landscaping as you came into and left Springfield on Kansas X; what happened to it? It looks horrible and trashy. MoDot needs to maintain this spot better and install them at other key entry points around the perimeter of the City.



Concerning: Key Intersection/Pedestrian Experience W. Chestnut Expwy

Name: Anonymous

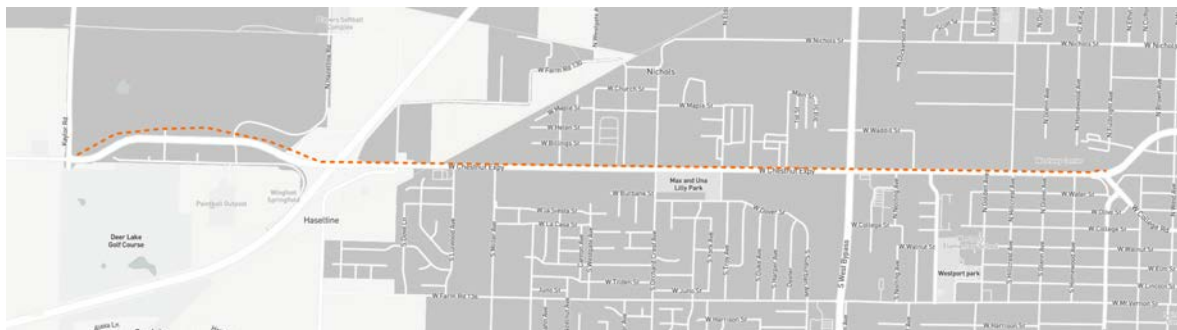
Type: LineString

Date: 4/6/2020

Coordinates: [[-93.40335845947264,37.213173289121634],[-93.40069770812988,37.21433531140436],[-93.39760780334473,37.214608725811054],[-93.39426040649414,37.21467707925789],[-93.39220046997069,37.21433531140436],[-93.38988304138182,37.21392518793643],[-93.38619232177734,37.21276315933702],[-93.33168983459471,37.212182138325865],[-93.33115339279175,37.212276127322205],[-93.33069205284119,37.212259038422474]]

Category: other-route

Comment: The local and state transportation network is an economic development and commerce asset, and it's also the most commonly viewed public asset; it should reflect the pride and value we have in our system and community. MoDot and the City need to focus on how to improve the image and experience beyond just traffic congestion, volume and surface maintenance. Invest in the aesthetic and pedestrian experience; gateways; key intersections; and vehicle / pedestrian infrastructure.



TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2020; ITEM II.A.

OTO Growth Trends Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The Growth Trends report is based on the most recent census data and building permit information collected from area jurisdictions.

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website <https://media.ozarkstransportation.org/documents/2019-Growth-Trends-Report.pdf>.

Conclusions from the report include:

- Single-family residential unit permitting for the OTO area reached its highest total since 2007 (1,558) at 914
- The areas with the largest growth in single-family residential units in 2018 were Greene County – OTO area only (267) and Nixa (246), Republic (149), and Ozark (127)
- Multi-family residential unit permitting for the OTO lagged considerably during 2019 (263) compared to 2018 (983), Greene County-OTO area only had the highest total (118). The number of multi-family units in Springfield (95) was the lowest since 2010 (20)
- Year-over-year population percent change for the Springfield, MO MSA 2018 -2019 was 0.99%, year-over-year percent change in population for the MSA has not been over 1% since 2009 -2010.
- From 2017 to 2018, 4,761 jobs were added in the Springfield MSA, the highest increase since 2015 to 2016. Although jobs numbers rose in every county in the MSA, the percentage of MSA jobs within Greene County has remained at around 83%.

If there is additional information that the Technical Planning Committee is interested in seeing in the annual growth trends report, members are asked to let staff know.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

INFORMATIONAL ONLY. NO ACTION REQUIRED.

Growth Trends Report

Through December 31, 2019

2208 W. Chesterfield Blvd, Suite
101

Springfield, Missouri 65807



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

The information compiled in this report was retrieved from a variety of sources. Permit data and employment information were derived from federal and local administrative records and should be considered fairly reliable.

It is important to note that demographic information from the American Community Survey is derived from sampling methods used by the U.S. Census Bureau and is reported with a margin of error. For the sake of presentation, margins of error are not included in the tables and charts.

To account for margins of error, five-year comparisons of ACS data and tests for statistical differences are addressed in the narrative sections where appropriate.

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Introduction

Each year, the Ozarks Transportation Organization (OTO) analyzes residential construction activity and demographic information for the MPO study area and member jurisdictions.

This report is comprised of three sections that include tables, charts, and maps along with narrative descriptions of noteworthy trends within the OTO.

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data for the Springfield, MO MSA at the county level. In addition, employment at the census block level for 2016 & 2017 was added to track employment for places and portions of counties in the OTO area.

• Residential Units

Single-family and multi-family residential construction and demolition activity for each jurisdiction within the OTO study area is tabulated and discussed here.

• Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area are presented in this section. In addition, IRS tax statistics for county-to-county inflow and outflow for 2017 & 2018 were mapped and are presented.

• Demographics & Employment

Historical and current population, income, poverty, education, commuting, employment, and workforce statistics are presented in charts and graphs to identify trends.

Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures was collected for each county and municipality in the OTO area for 2019. For the purpose of this report, single-family structures represent one residential unit and any structures divided into more than one residence are counted as multi-family units including duplexes.

In addition, permits for demolitions of existing residential units were included and subtracted from the total of newly constructed residential structures or existing structures converted to residential use to produce a net total of housing units added in each city or county within the OTO area. Only permit activity within the OTO boundary is included for unincorporated portions of counties in this report.

The new housing units added in 2019 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units in this section of the report. A table of permit activity in the OTO area from 2001 – 2019 is included as an appendix.



Residential Units

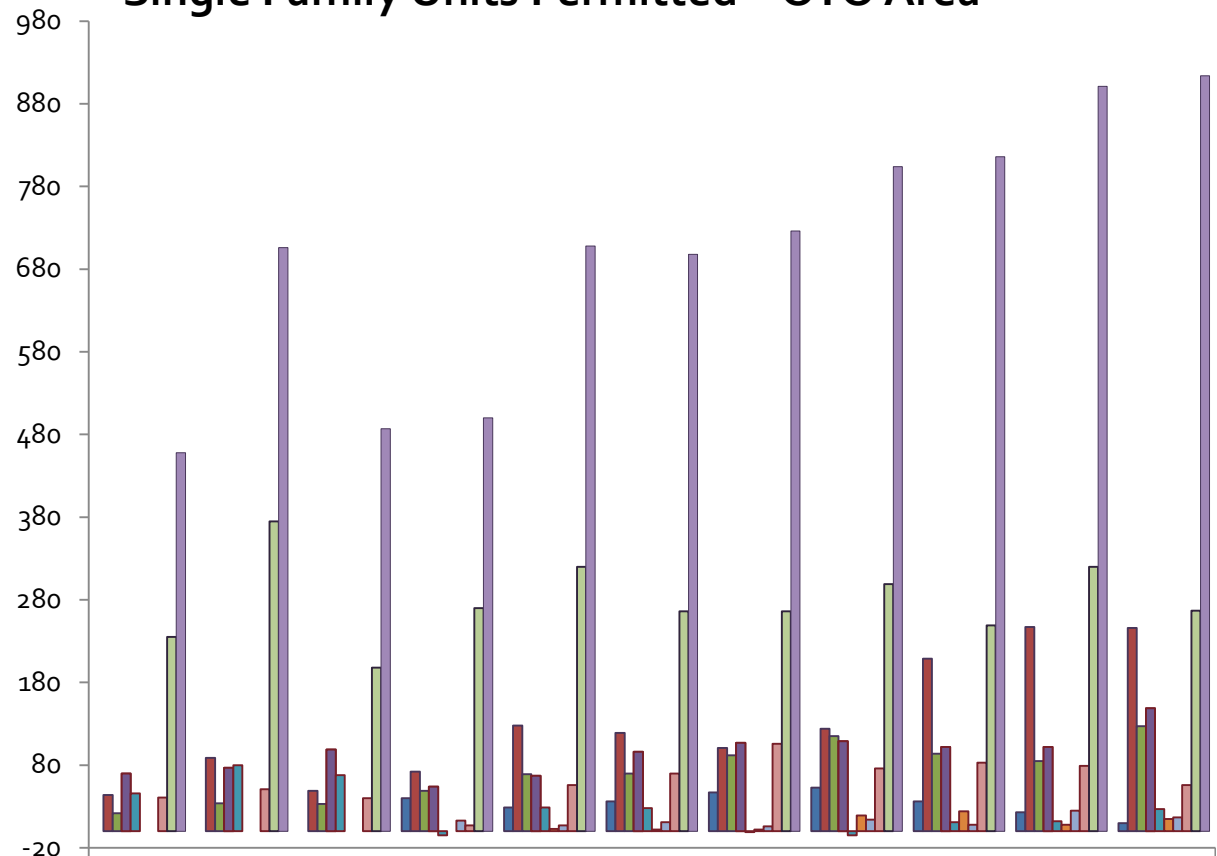
Single-Family

The information on this page depicts permitted construction of single family housing in the OTO area from 2009 – 2019.

In 2019, single-family housing permits reached the highest level since the mid-2000s. The increase is mostly attributable to development in Green County, Nixa, Republic, and Ozark.

The permit total for new single-family structures in the OTO Area was offset by the demolition 132 houses. The majority of demolitions occurred in Springfield (66) and Greene County (39).

Single Family Units Permitted – OTO Area



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Battlefield	N/A	N/A	N/A	40	29	36	47	53	36	23	10
Nixa	44	89	49	72	128	119	101	124	209	247	246
Ozark	22	34	33	49	69	70	92	115	94	85	127
Republic - OTO	70	77	99	54	67	96	107	109	102	102	149
Springfield	46	80	68	-5	29	28	-1	-5	11	12	27
Strafford	N/A	N/A	N/A	0	3	2	2	19	24	8	15
Willard	N/A	N/A	N/A	13	7	11	6	14	8	25	17
Christian - OTO	41	51	40	7	56	70	106	76	83	79	56
Greene - OTO	235	375	198	270	320	266	266	299	249	320	267
Total	458	706	487	500	708	698	726	804	816	901	914

Residential Units

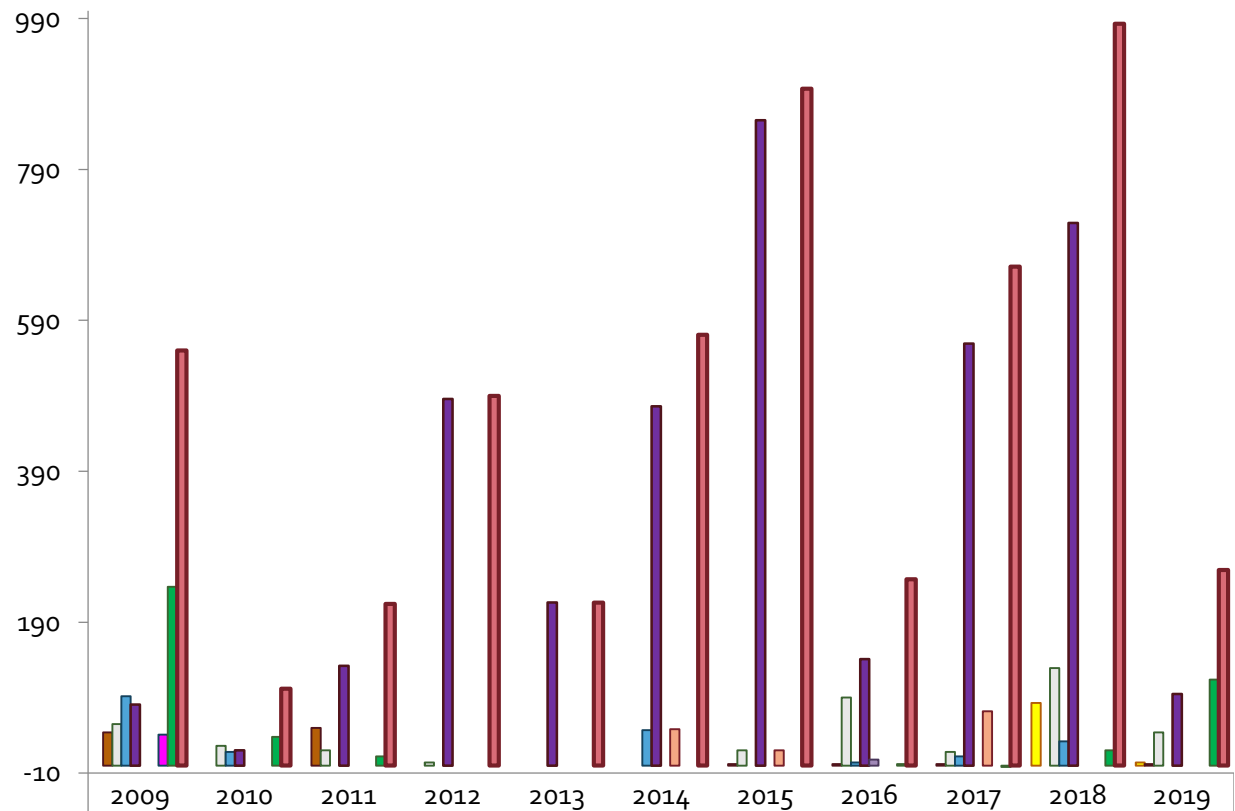
Multi-Family

From 2009 to 2019, the majority of multi-family housing construction permits were issued in Springfield.

In 2019, the total number of multi-family units permitted dropped to the fourth lowest total since 2009 (95). The largest number of the 259 multi-family units added in the OTO area were in the unincorporated parts of Greene County (114)

Ozark nearly permitted the balance of multi-family structures in the OTO area. The majority of multi-family permits were issued for senior housing developments.

Multi-Family Units Permitted - OTO Area



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Battlefield	N/A	N/A	N/A	0	0	0	0	0	0	83	4
Nixa	44	0	50	0	0	0	2	2	2	0	2
Ozark	55	26	20	4	0	0	20	90	18	129	44
Republic	92	18	0	0	0	47	0	4	12	32	0
Springfield	81	20	132	486	216	476	855	141	559	719	95
Strafford	N/A	N/A	N/A	0	0	0	0	8	0	0	0
Willard	N/A	N/A	N/A	0	0	48	20	0	72	0	0
Christian - OTO	41	0	0	0	0	0	0	0	0	0	0
Greene - OTO	237	38	12	0	0	0	0	2	-2	20	114
Total	550	102	214	490	216	571	897	247	661	983	259

Residential Units Totals

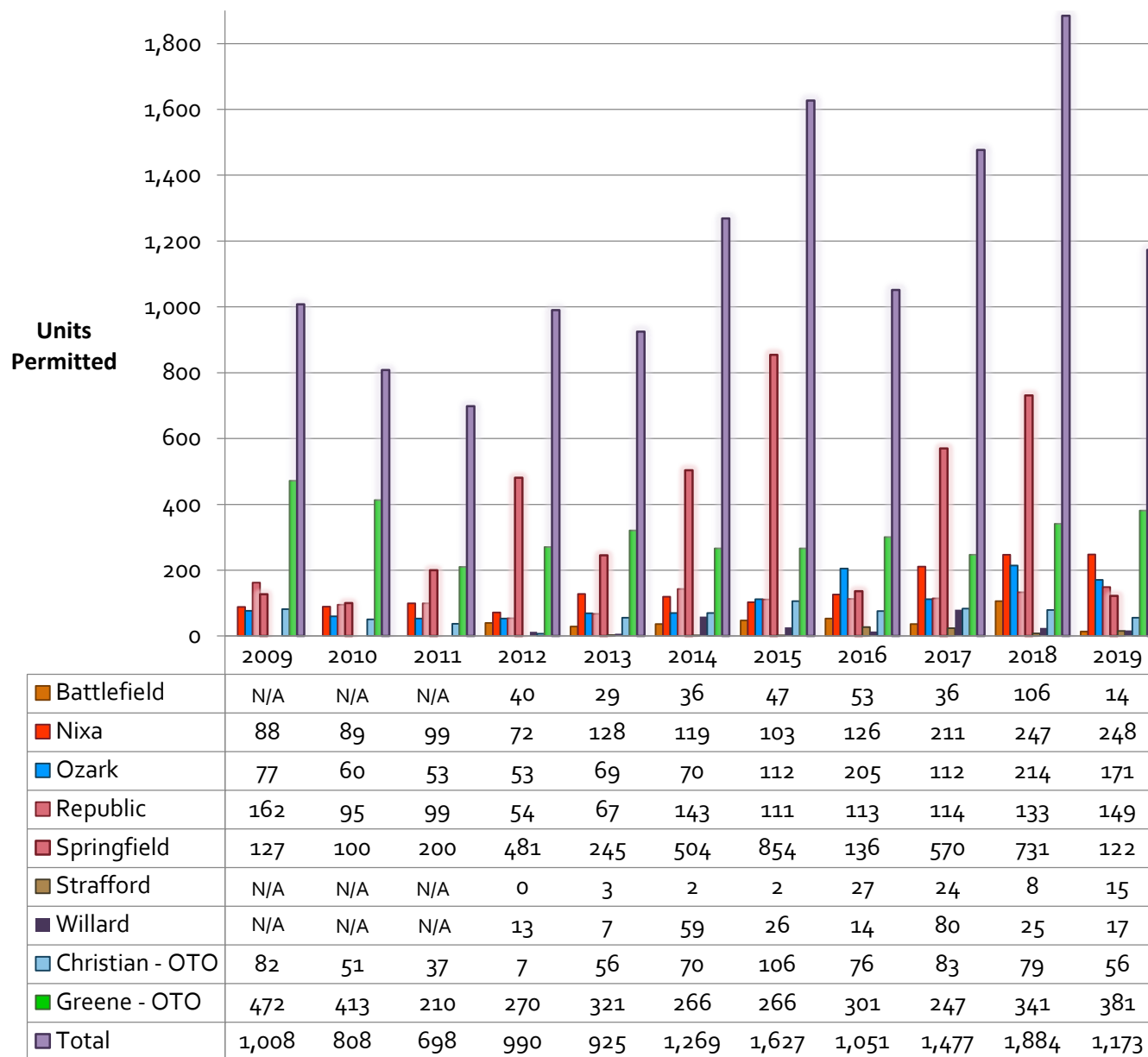
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2019 compared to the previous ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2009 after the collapse of the housing bubble leading to the “great recession.”

Area permit data from 2001 - 2019 indicates a downturn in permitting after 2007 bottoming out in 2011 (see Appendix A). Growth in residential structure permits has recovered somewhat in recent years driven mostly by multi-family development in Springfield.

In 2019, the highest number of single-family structures were permitted in the OTO area since 2009 but a dip in multi-family permitting led to a drop in total residential unit permitting as was the case in 2016 & 2013.

OTO Area 2019 Total Residential Units Permitted



Growth Trend Maps

Changes in Housing Units & Migration

The maps on the following pages illustrate the net change in housing units by Census Tract for 2019 as well as the period from 2000 to 2019.

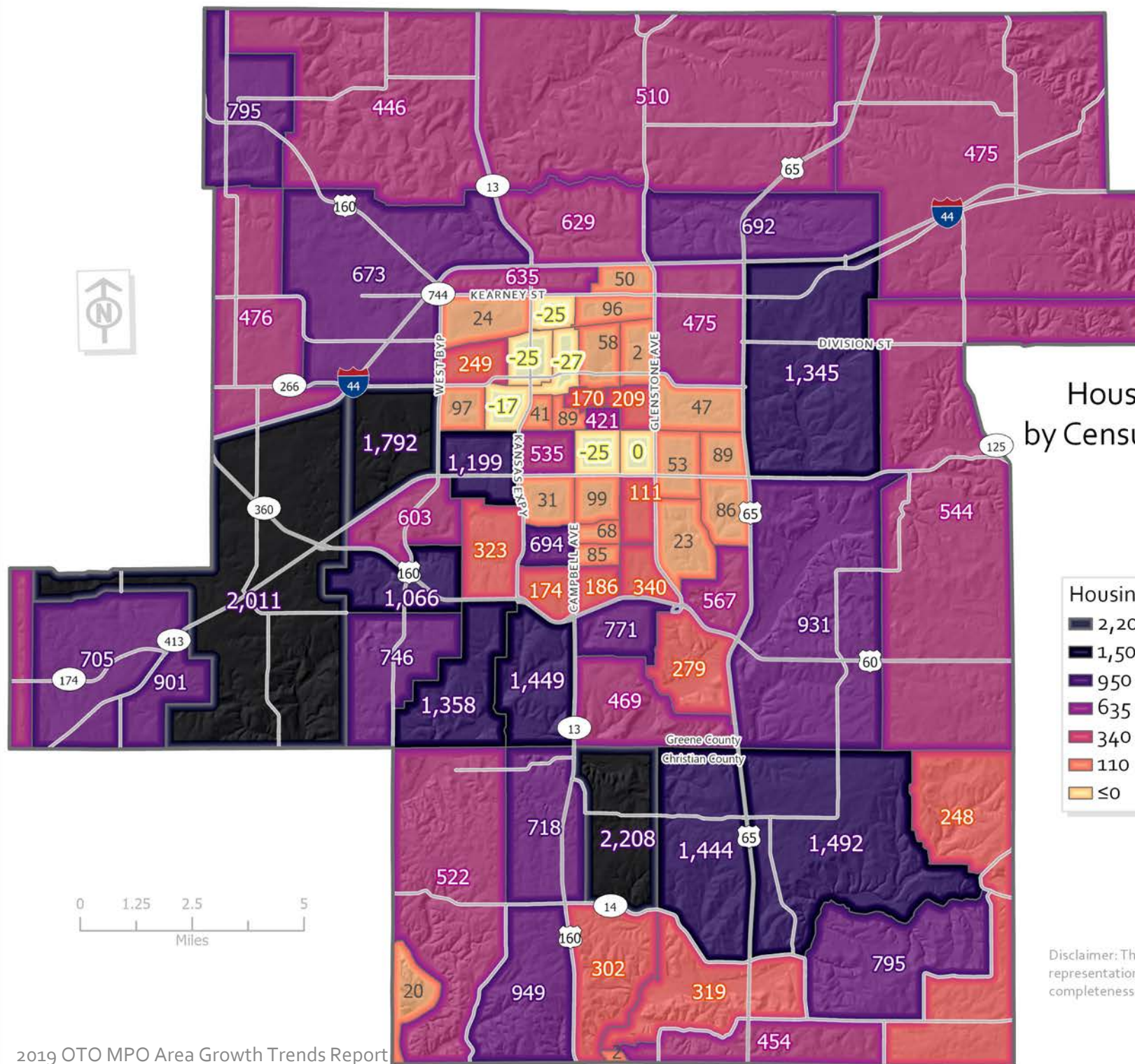
Additionally, a permit heat map has been created to demonstrate densities of new residential structure development. An overlay of geocoded permit address points aggregated into a grid of hexagons was added to provide more information about the location and magnitude of residential development in 2019 as well as 2010 - 2019.

Lastly, IRS tax statistics for county-to-county inflow and outflow for 2017 & 2018 were mapped to inform from where and to where people are moving out of and into the OTO area.





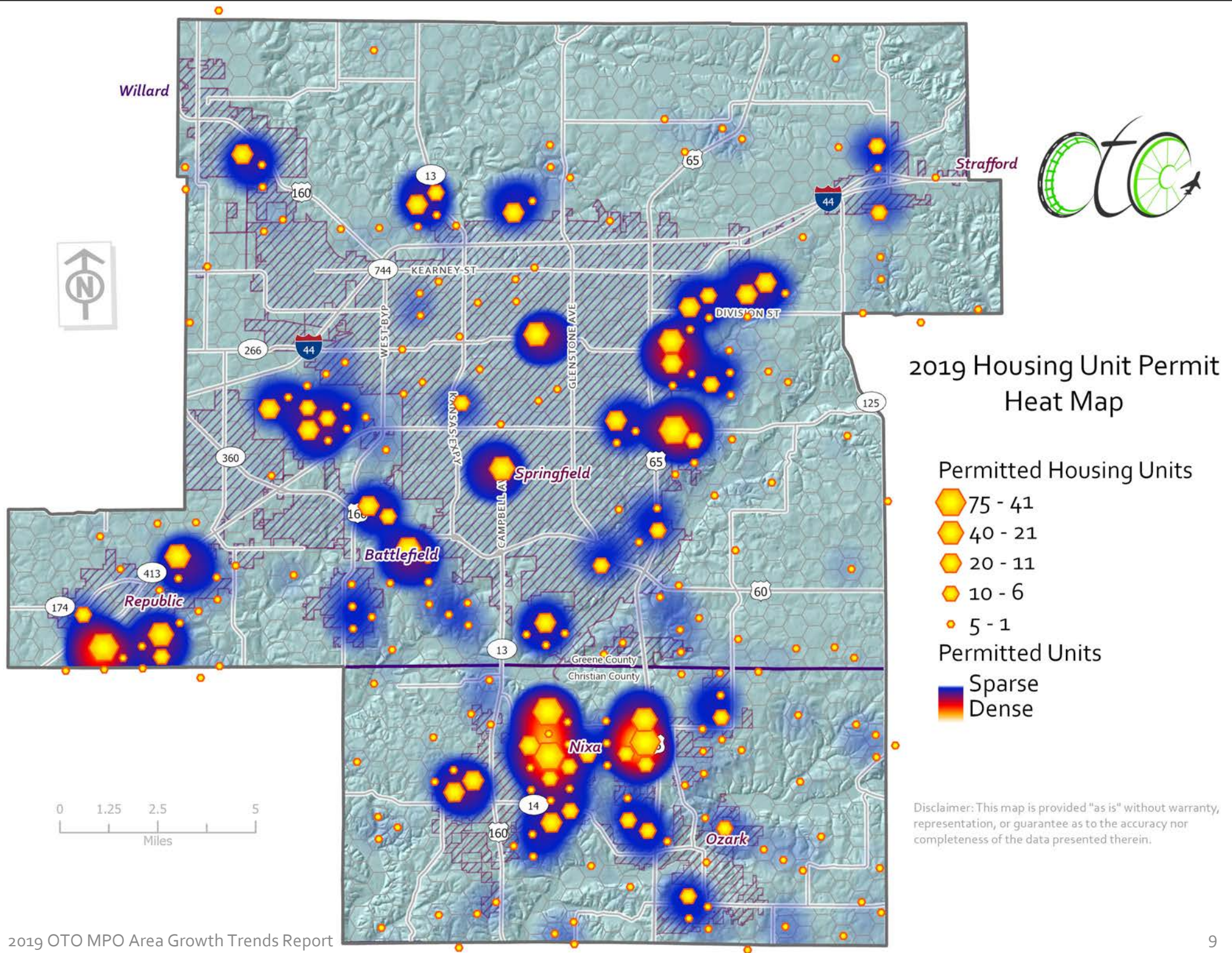
Housing Unit Change by Census Tract 2000 - 2019

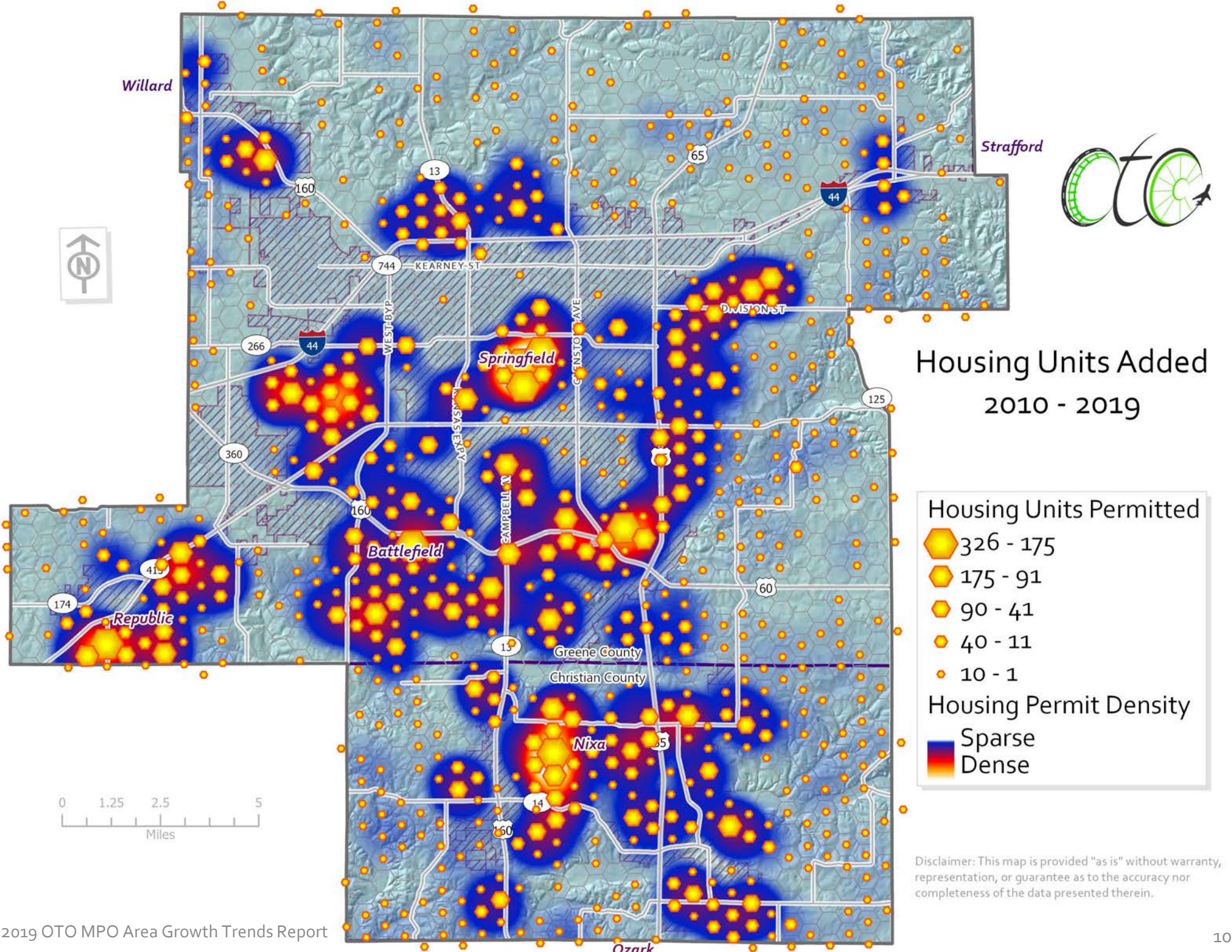


Housing Unit Change 2000 - 2019

- 2,208 - 1,501
- 1,500 - 951
- 950 - 636
- 635 - 341
- 340 - 111
- 110 - 1
- ≤ 0

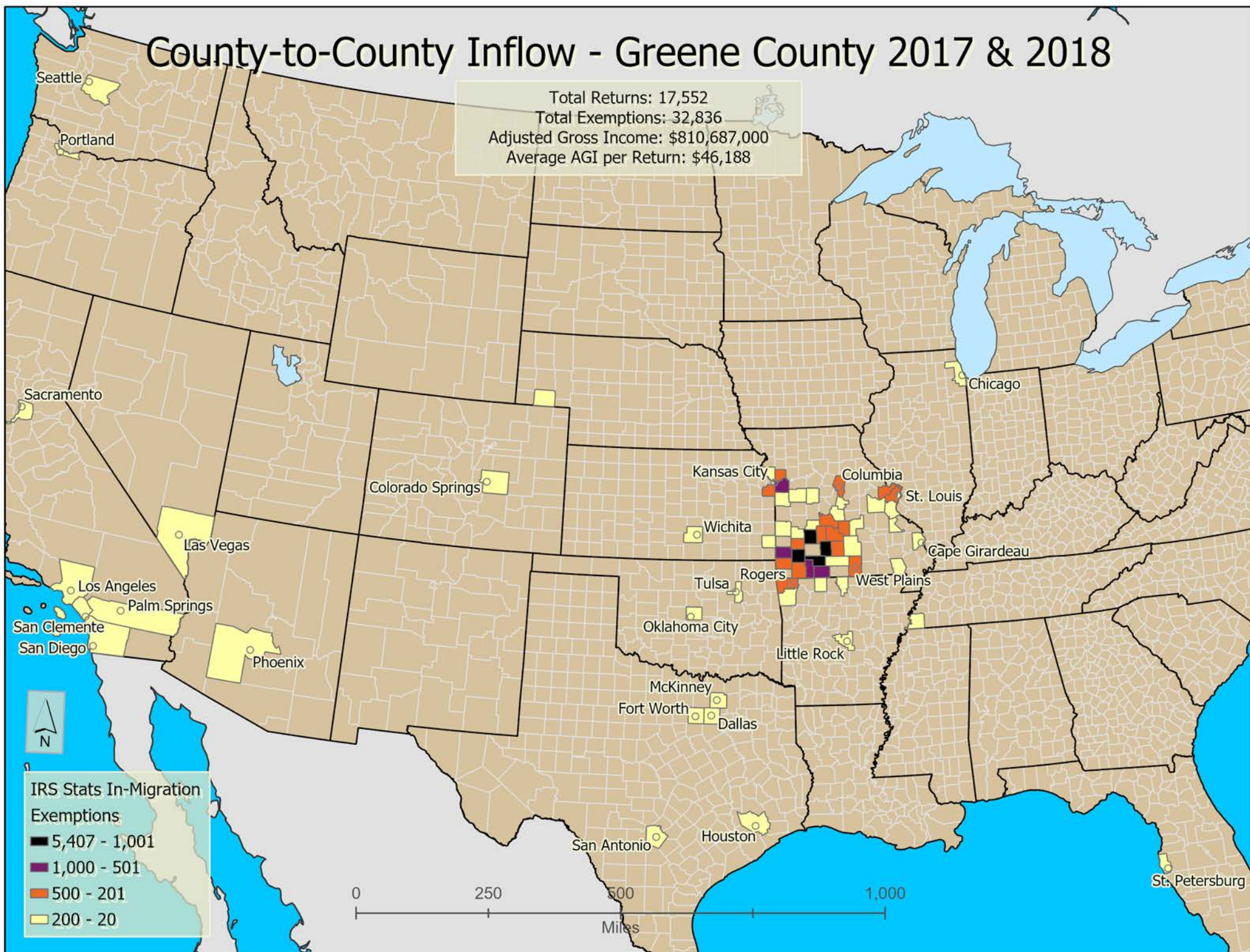
Disclaimer: This map is provided "as is" without warranty, representation, or guarantee as to the accuracy nor completeness of the data contained herein.





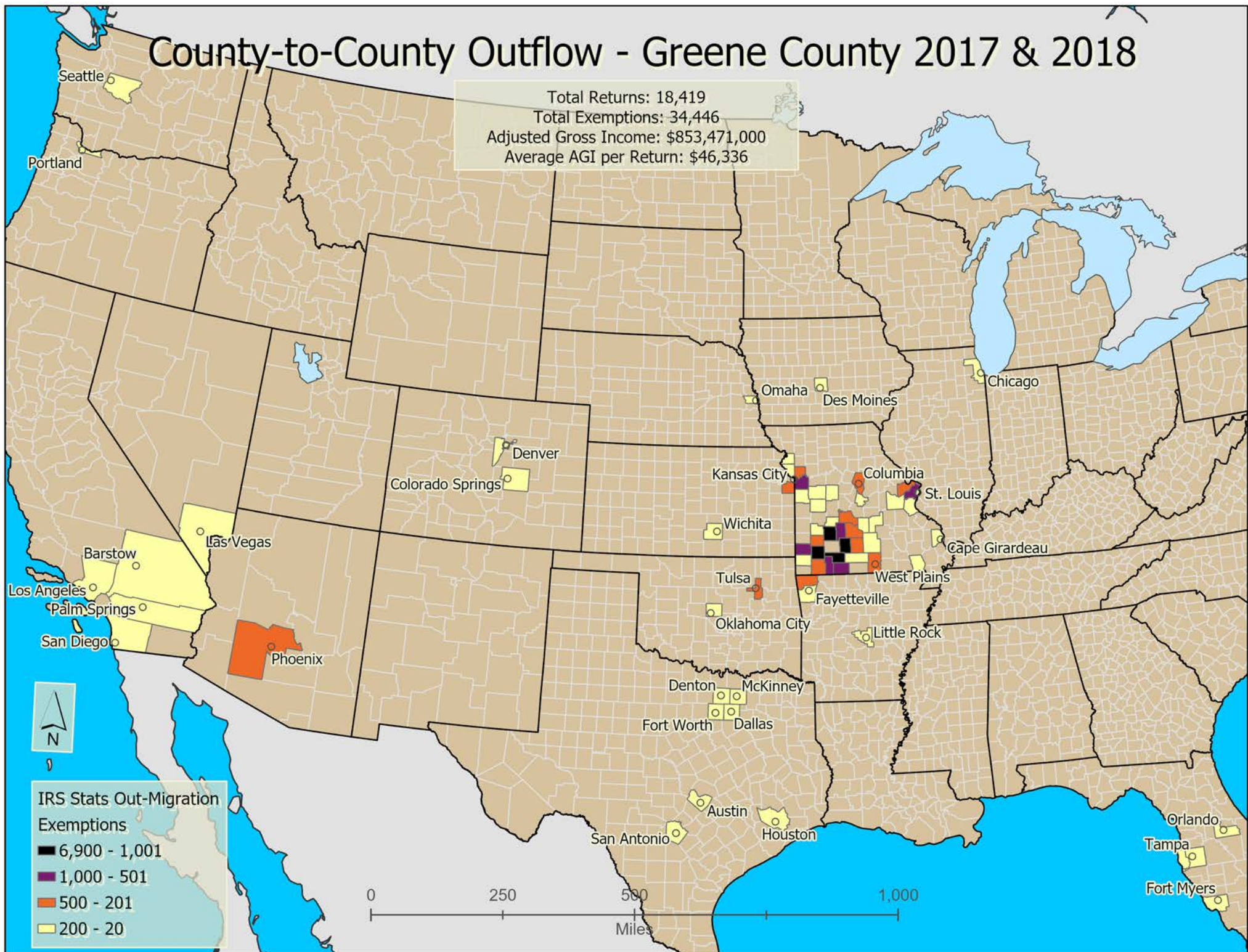
County-to-County Inflow - Greene County 2017 & 2018

Total Returns: 17,552
 Total Exemptions: 32,836
 Adjusted Gross Income: \$810,687,000
 Average AGI per Return: \$46,188



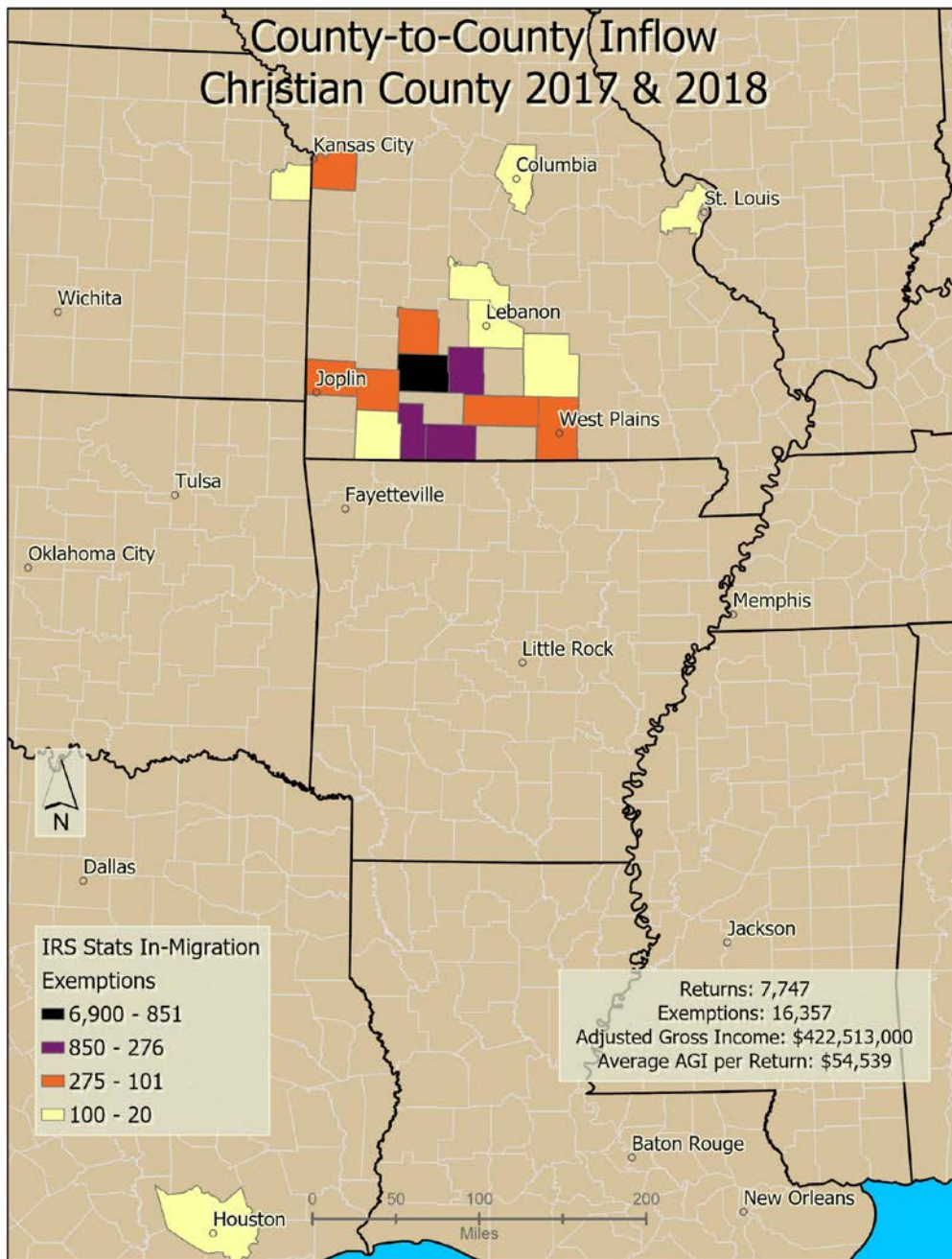
County-to-County Outflow - Greene County 2017 & 2018

Total Returns: 18,419
 Total Exemptions: 34,446
 Adjusted Gross Income: \$853,471,000
 Average AGI per Return: \$46,336

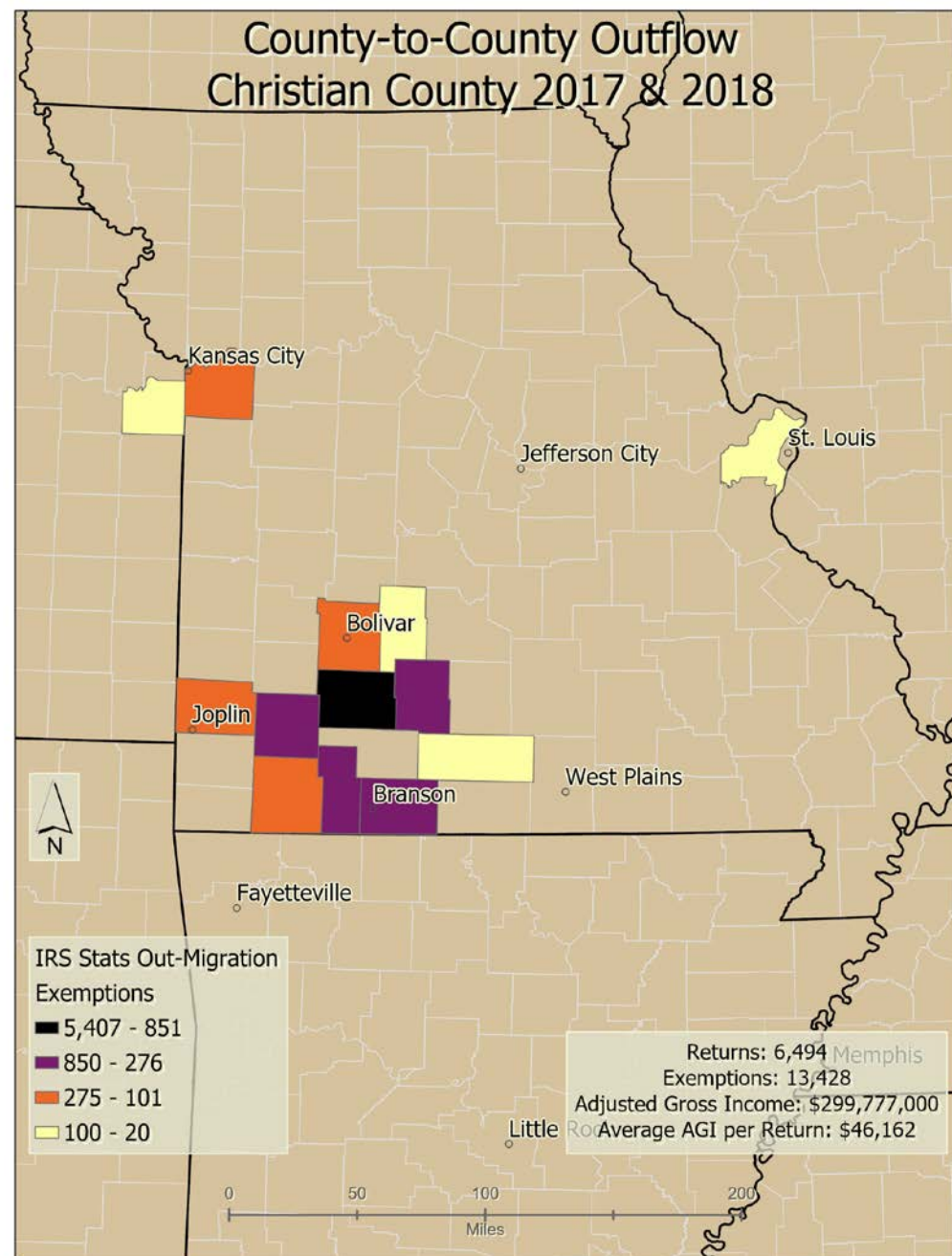


IRS Stats Out-Migration
 Exemptions
 ■ 6,900 - 1,001
 ■ 1,000 - 501
 ■ 500 - 201
 ■ 200 - 20

County-to-County Inflow Christian County 2017 & 2018



County-to-County Outflow Christian County 2017 & 2018



Demographics & Employment

Population Change

This section contains population census data for the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up Christian, Dallas, Greene, Polk, and Webster counties in southwest Missouri. Metropolitan Statistical Areas are designated by the U.S. Census Bureau based on the economic ties to a large population center. The number of workers from the five counties in the MSA that are employed in the OTO area have a tremendous impact on the transportation system and local economies.

The OTO prepares the Growth Trends report annually to keep stakeholders and the public informed of changes and trends in population and employment aimed at facilitating cooperative decision making in support of an excellent regional transportation system.

Other transportation related demographics for municipalities and counties in the OTO area as well as the MSA, such as population growth, income, poverty, mean travel time, workforce by industry, and job growth by jurisdiction are presented in this section.



Springfield MSA

The Springfield, Missouri Metropolitan Statistical Area (MSA) includes Greene, Christian, Webster, Polk, and Dallas Counties.

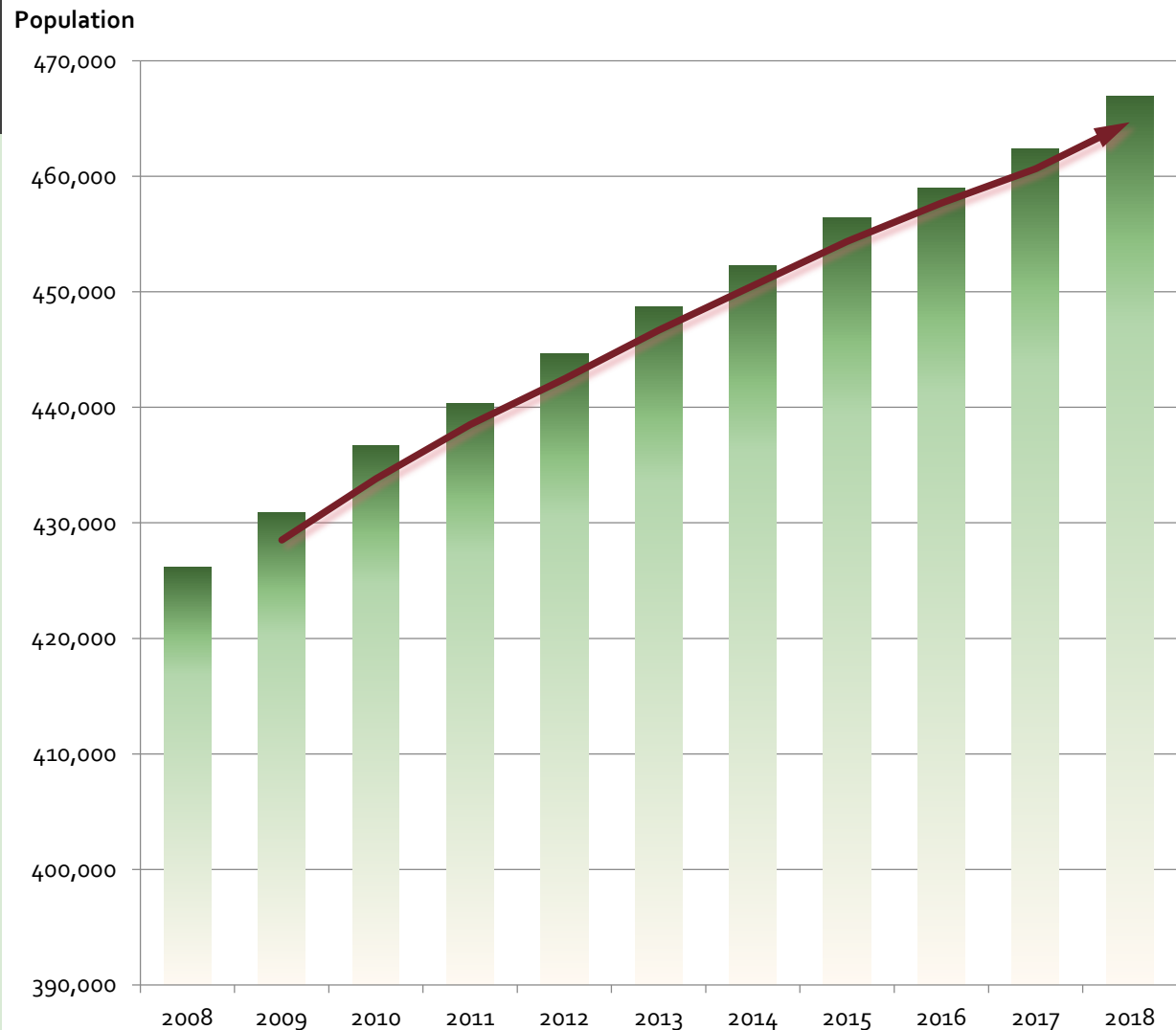
The chart on this page shows the steady increase of the combined MSA county populations.

From 2008 to 2018, the MSA population has increased from 426,144 to 466,978. This is an overall increase of 9.5%, equaling a 0.87% rate of annual growth.

Using the rule of 70, at an annual growth percent of 0.87, it will take the Springfield MSA over 80 years to double in population to 933,956.

Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties)

Source: U.S. Census Bureau, 2018 Population Estimates



Springfield MSA

Continued

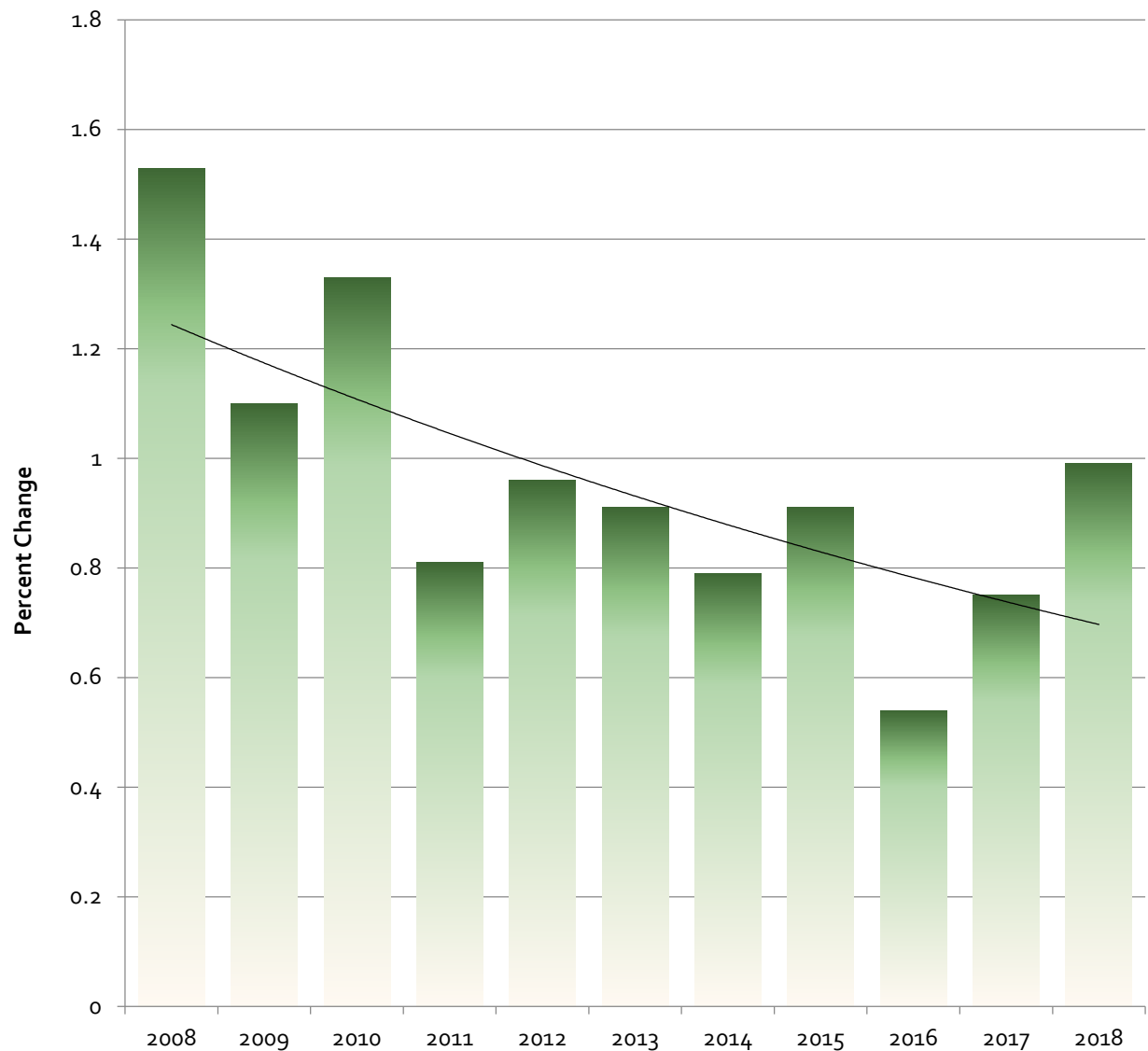
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 11-year period from 2008 to 2018 was from 2007 to 2008.

The lowest year-over-year percent change was from 2015 to 2016 at 0.52%. The change in percent has not been over 1% since 2010.

Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau, Annual Population Estimates



Individual Counties

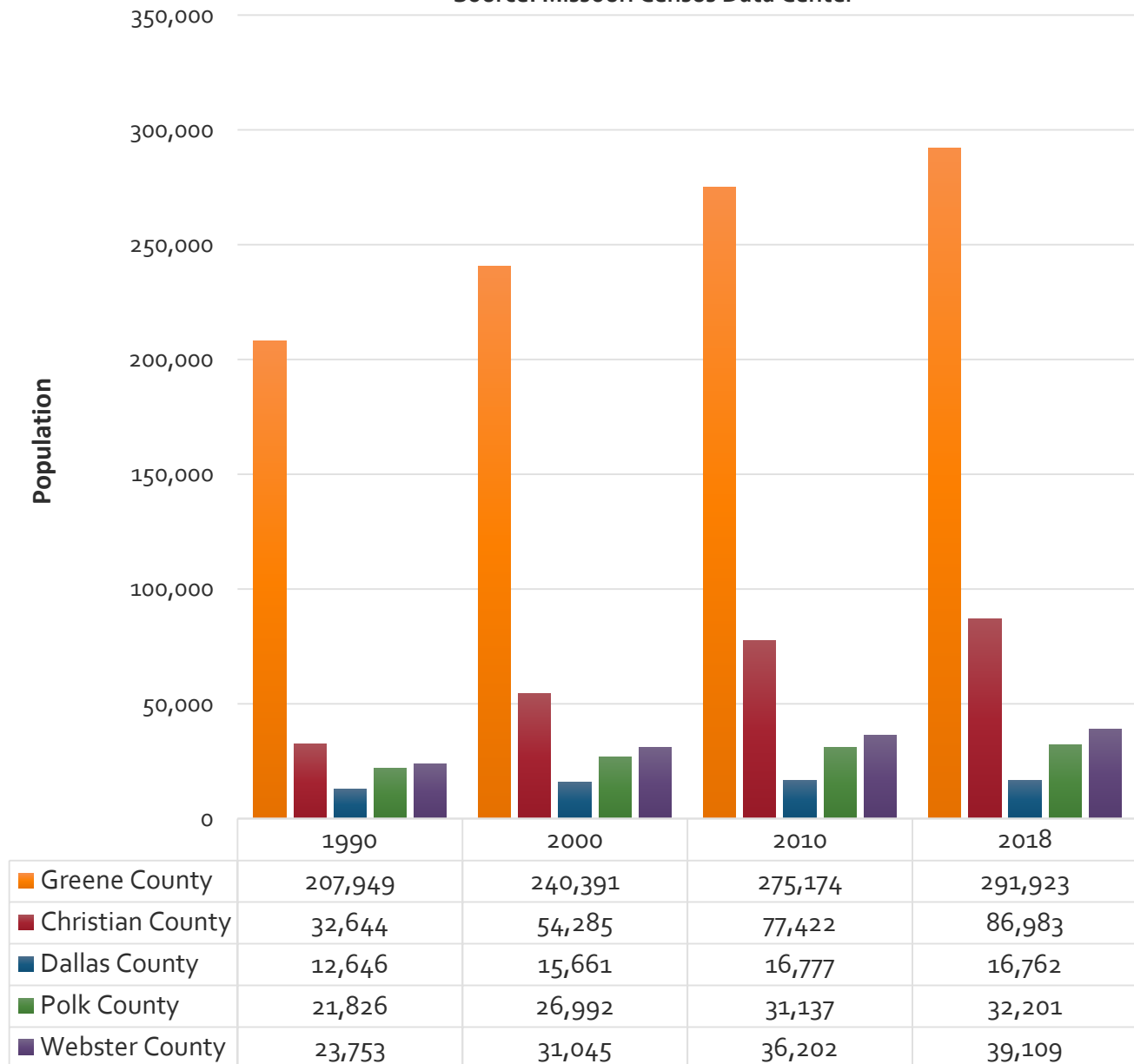
The chart on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1990 to 2010 and the latest estimate.

Christian county was the fastest growing county in the MSA in terms of percent change during the 28-year period adding 54,339 people. Greene county grew the most in terms of raw numbers adding 83,974 people.

Since 2010, the proportion of the total MSA population has decreased for Greene, Dallas, and Polk counties and increased for Christian and Webster counties.

Population Increase Springfield MSA Counties 1990-2018

Source: Missouri Census Data Center



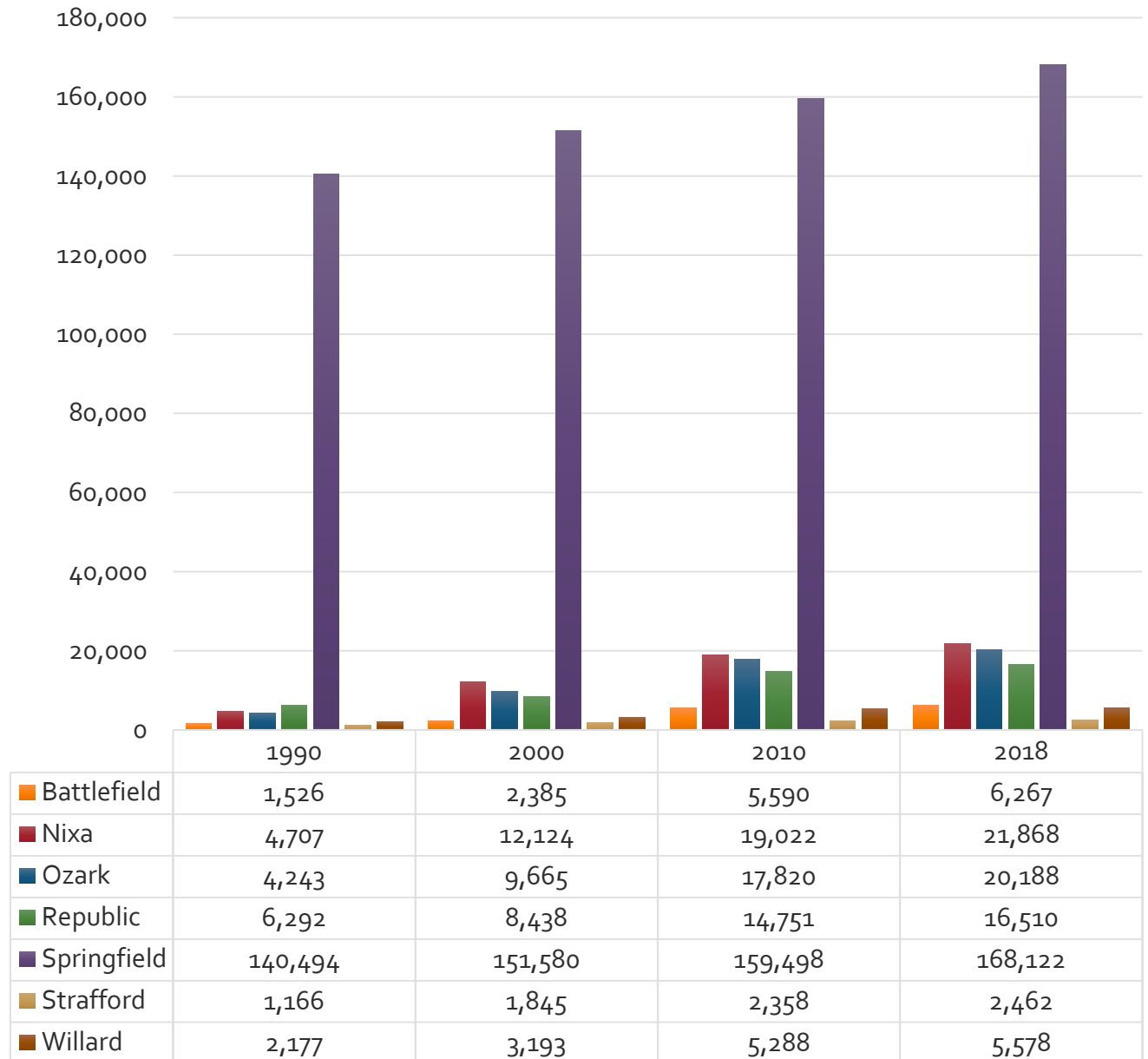
Cities in the OTO Area

The information on this page shows population growth for cities within the OTO area from 1990 to 2018.

The City of Springfield has experienced steady growth since 2010 and remains the employment and activity hub for the OTO area.

Although more people were added to the region in surrounding cities than Springfield from 2000 to 2010, 27,179 and 7,918 respectively, the opposite is true from 2010 to 2018. During this time Springfield added 8,624 people compared to 7,754 in all other surrounding cities combined.

Population Growth for Cities in the OTO Area From 1990 to 2018

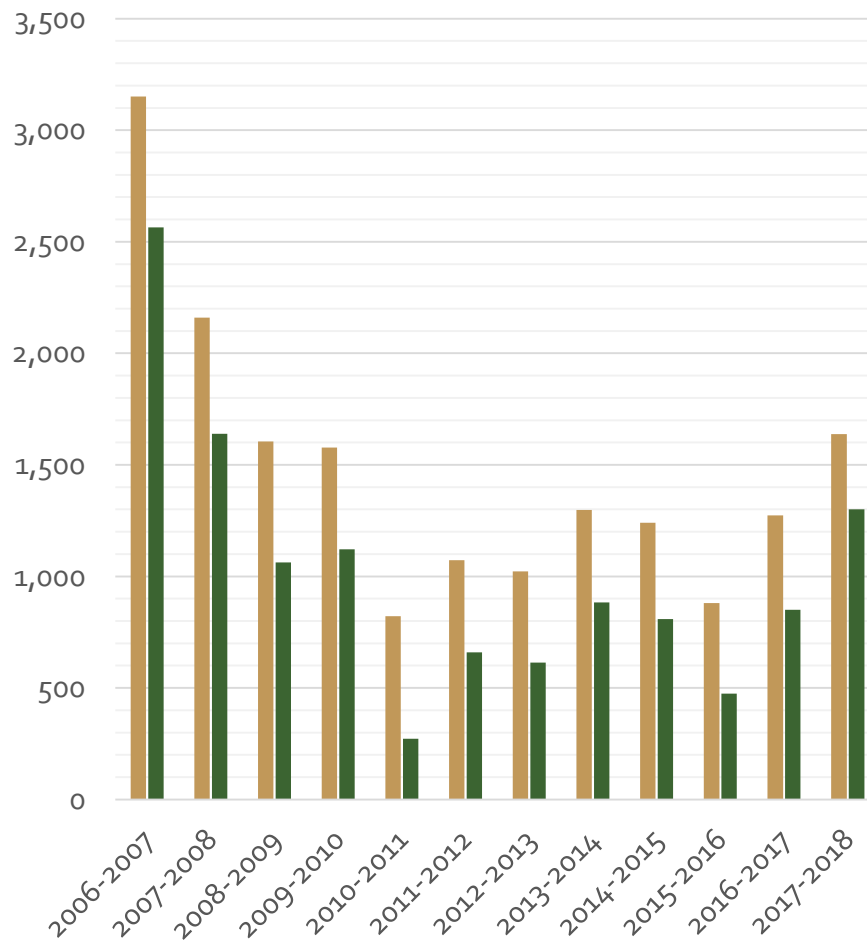


Net Migration

Net Migration 2007 – 2018, Christian County

Source: Missouri Census Data Center

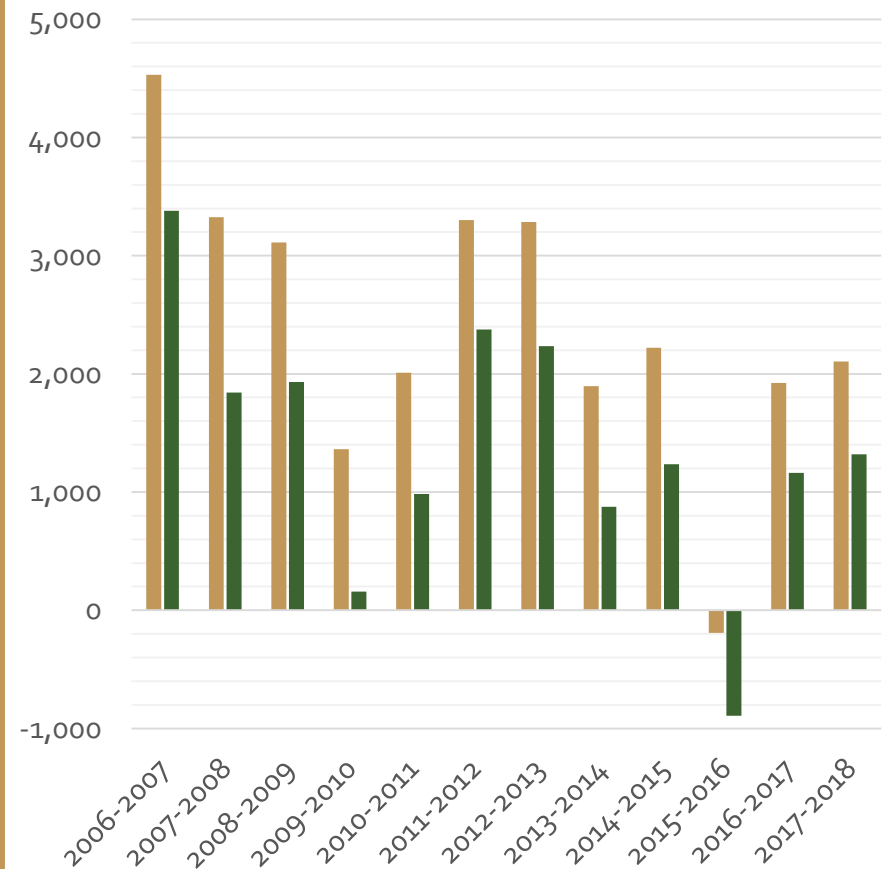
Population Change Net-Migration



Net Migration 2007 – 2018, Greene County

Source: Missouri Census Data Center

Population Change Net Migration



In-Migration

Age

Characteristics

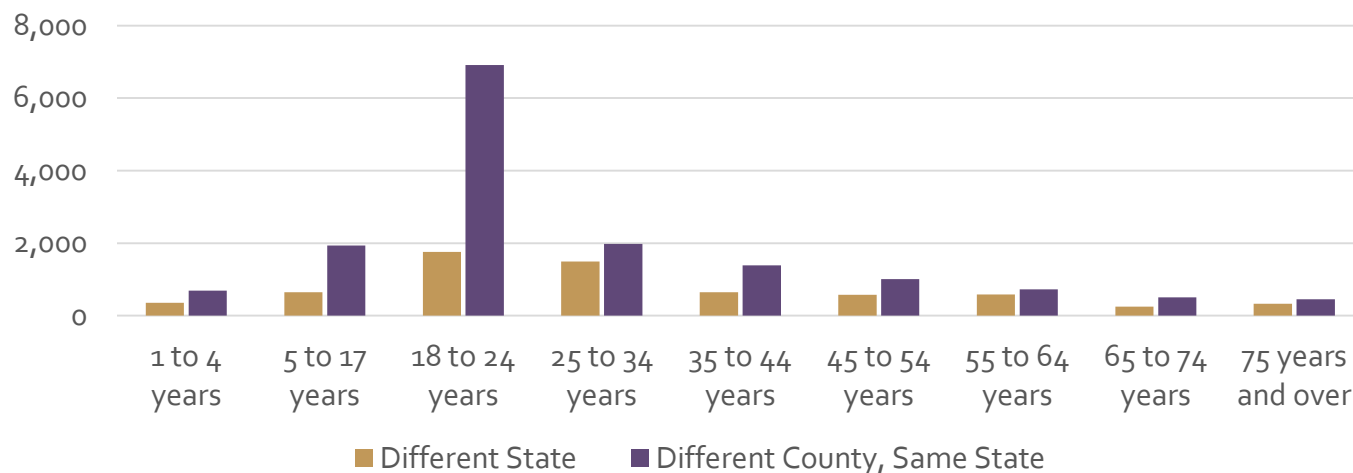
The age characteristics for individuals migrating into Greene and Christian counties in 2018 are presented on this page.

The overwhelming majority of individuals migrating into Greene county were 18 to 24 years old coming from other counties in Missouri. The median age for all in-migrants from other counties in Missouri into Greene County was estimated to be 21.7.

The largest age group migrating into Christian county were individuals 25 to 34 years old from different counties within Missouri. The median ages for in-migrants into Christian County were 28.9 and 29.5 for those from other counties in Missouri and from other states, respectively.

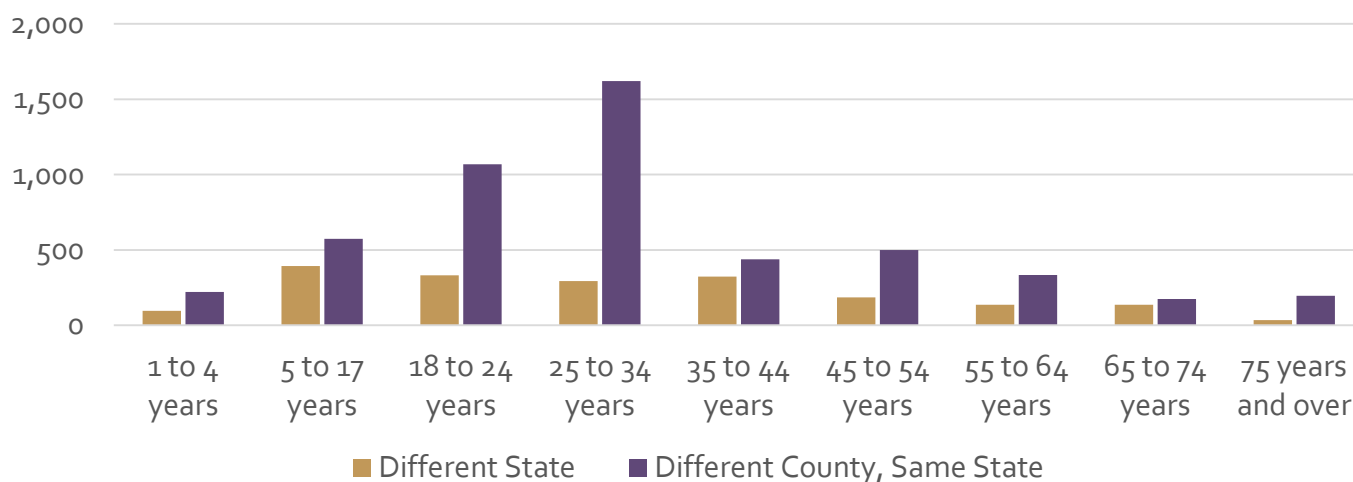
Greene County

Source: ACS 2014 – 2018 Five Year Estimates



Christian County

Source: ACS 2014 – 2018 Five Year Estimates



Median Household Income

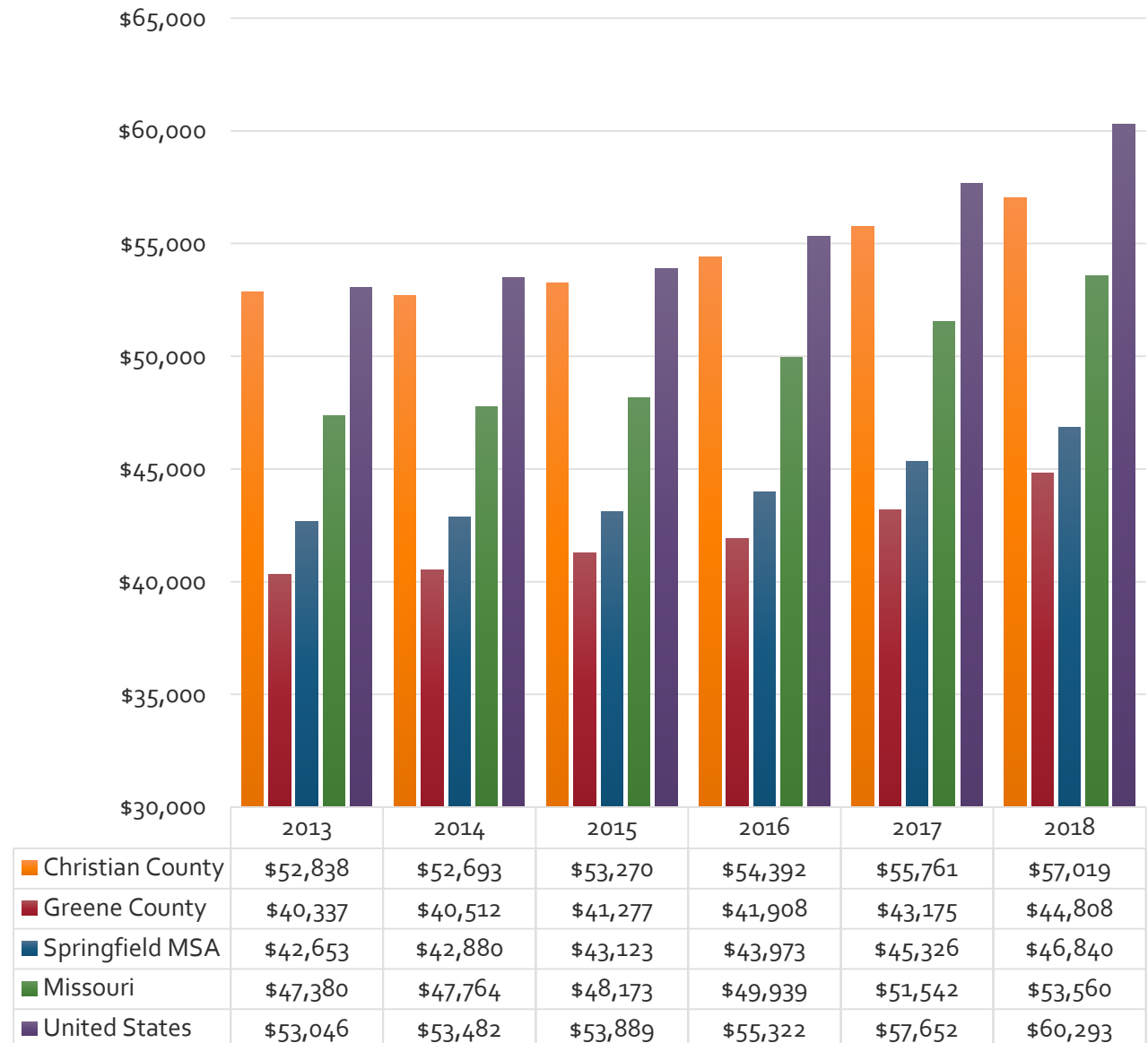
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2013 to 2018 is presented here.

The American Community Survey data is based on sampling methods and represents a 90% confidence that these figures are within a specified margin of error. The 5-year estimates should only be compared at five-year intervals.

A comparison of statistical difference between 2013 and 2018 income levels indicates that median household income has risen in all geographies. Based on the sample margins of error, the median income of households in all other counties in 2018 is statistically higher than median household income in 2013 in these areas.

Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



Per Capita Income

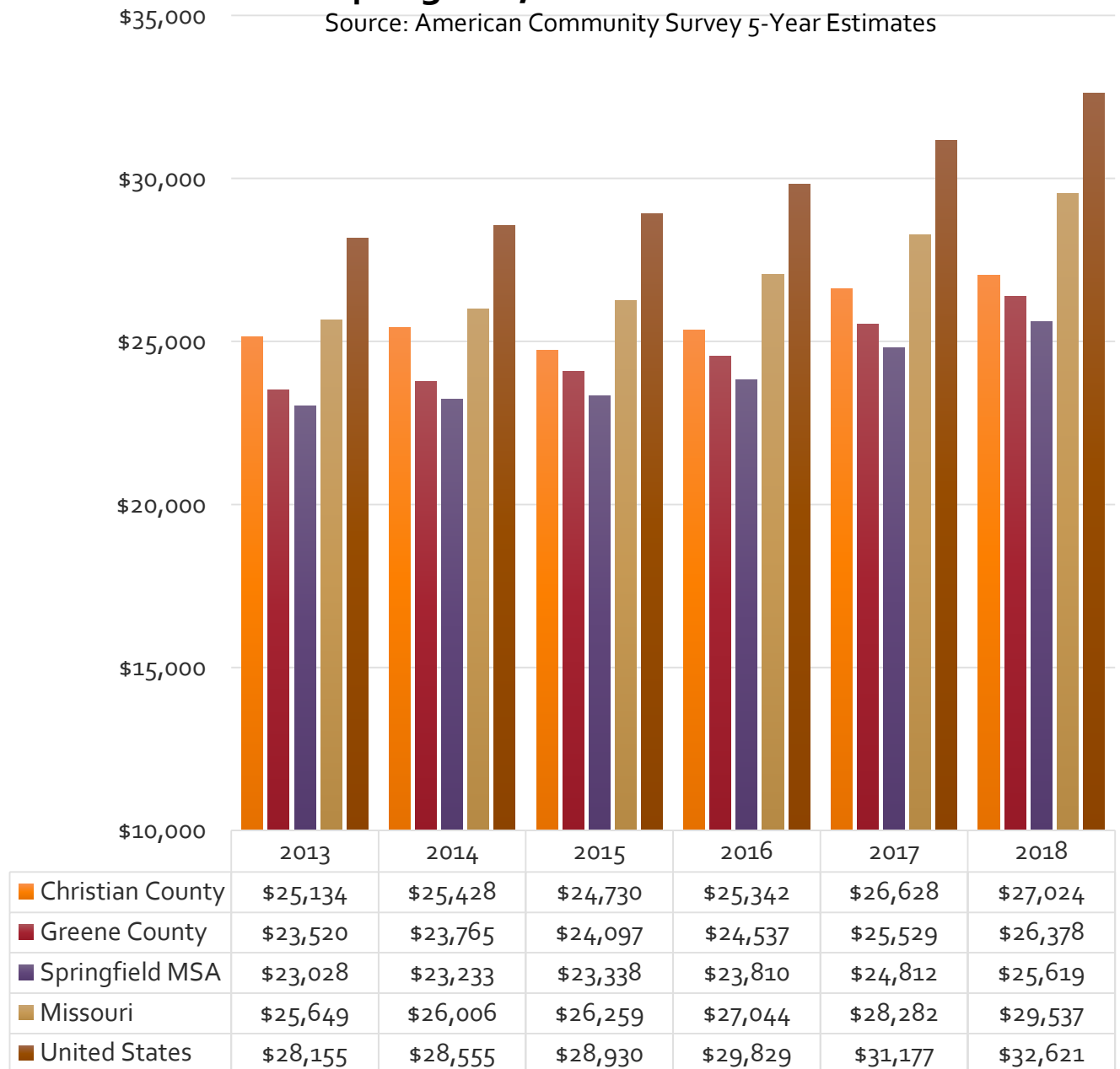
The chart to the right shows per capita income for the United States, Missouri, Greene and Christian Counties, and the Springfield MO MSA.

The counties and MSA are below both the national (\$32,621) and state (\$29,537) per capita income levels for 2018.

As with the ACS data for median household income, comparing 2013 and 2018 per capita income for statistical difference between samples indicates that Greene and Christian Counties and MSA have seen a statistically significant increase in per capita income.

Per Capita Income Springfield, MO MSA and Counties

Source: American Community Survey 5-Year Estimates



Per Capita Income

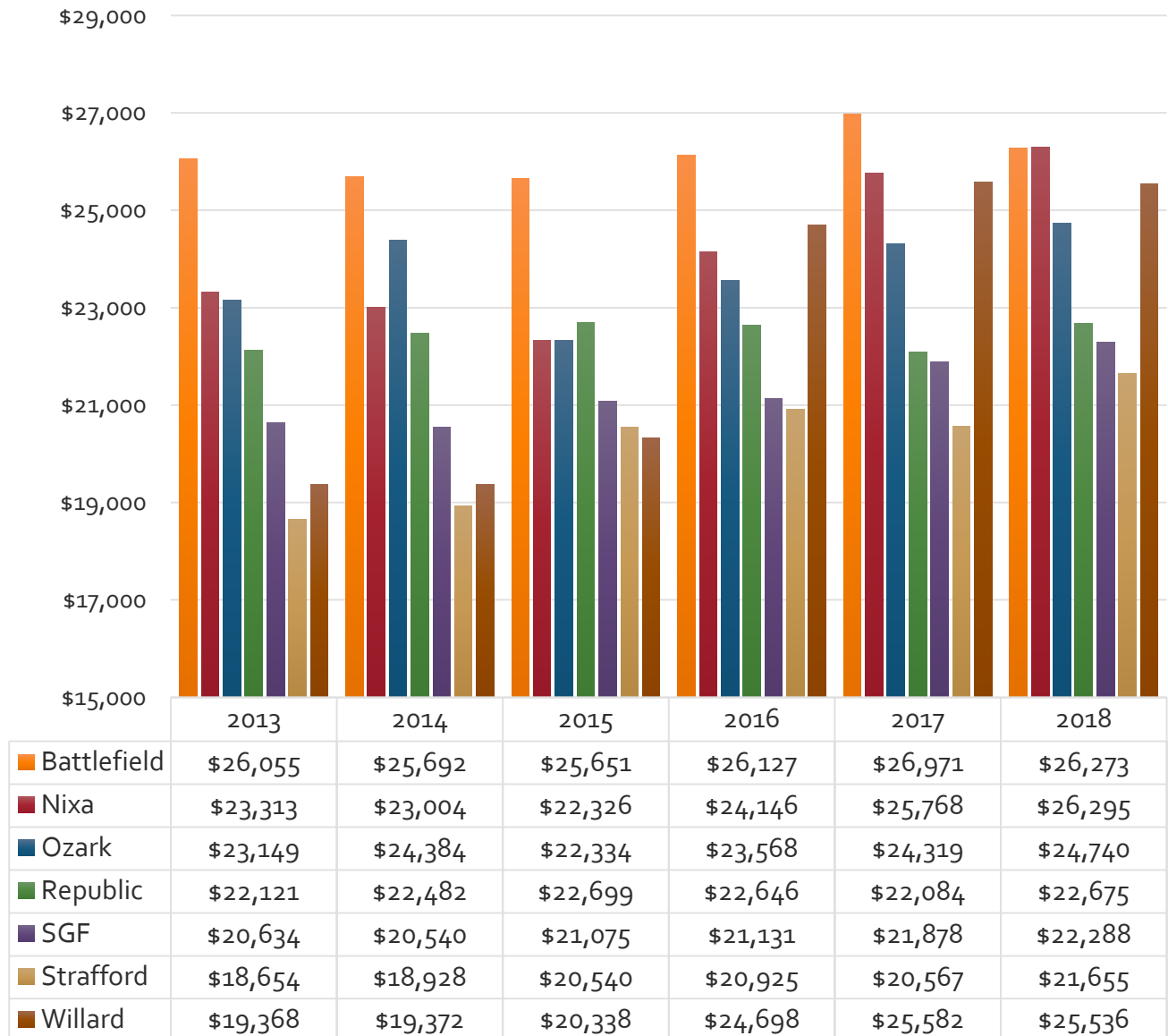
The chart to the right shows per capita income for the cities within the OTO planning area.

Although there are some noticeable differences in the per capita income for several cities in 2018 compared to 2013, per capita income estimates for Nixa, Springfield, and Willard are statistically different and have increased during this period.

Estimates for Battlefield, Ozark, Republic, and Strafford in 2018 are not statistically different from 2013 estimates of per capita income.

Per Capita Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



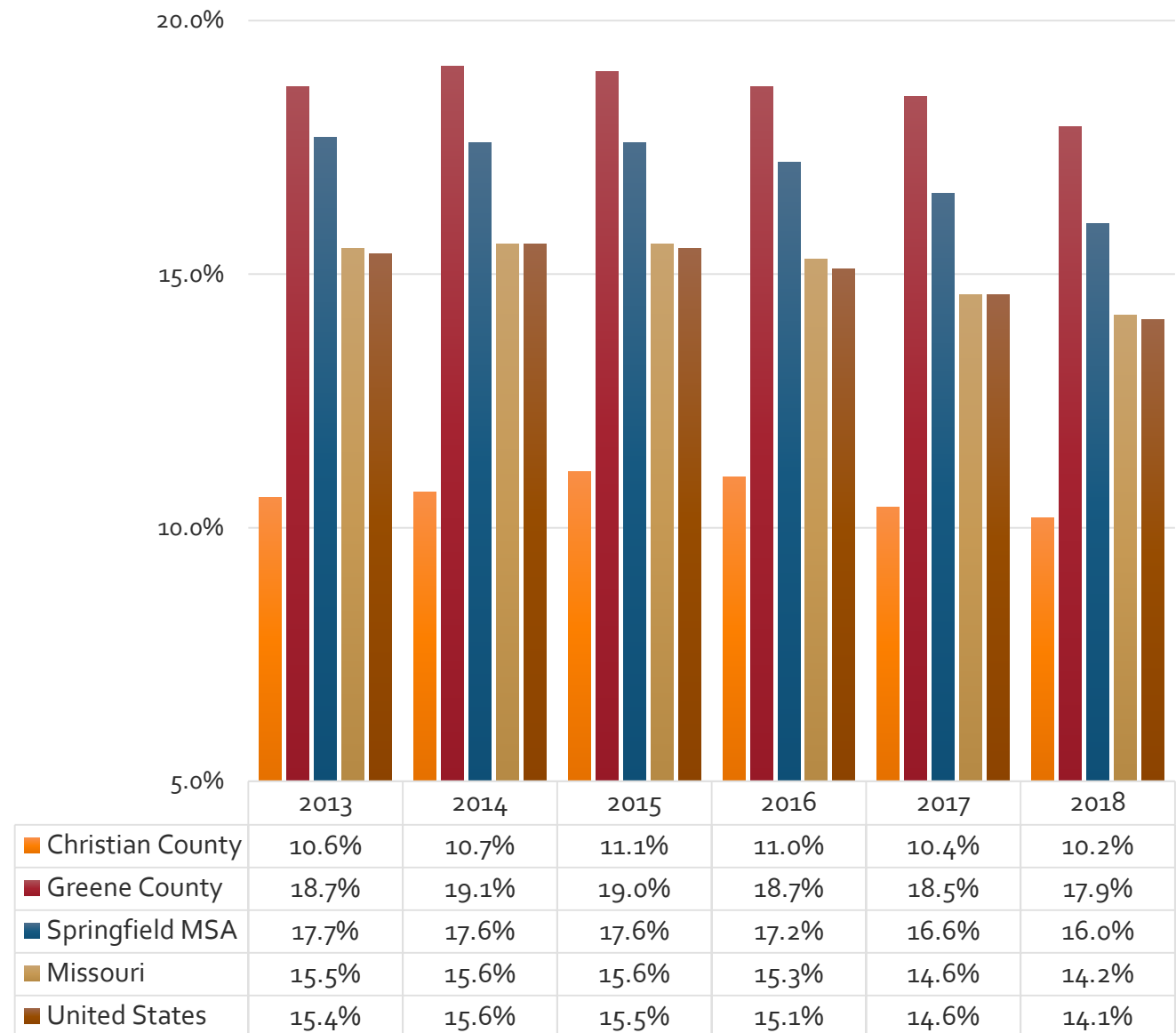
Individuals Living Below Poverty

In 2018, Greene County had the highest percentage of people living at or below the poverty level with 17.9% in the Springfield, MO MSA. From 2013 to 2018 both Missouri and the United States saw a decrease in the percentage of persons living at or below the poverty level.

Although the estimates for Greene and Christian Counties have decreased between the 2013 and 2018 surveys, they are not statistically different. However, there is 90% confidence that the percentage of people living in poverty has decreased between 2013 and 2018 in the Springfield MSA.

Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



Children Living in Poverty

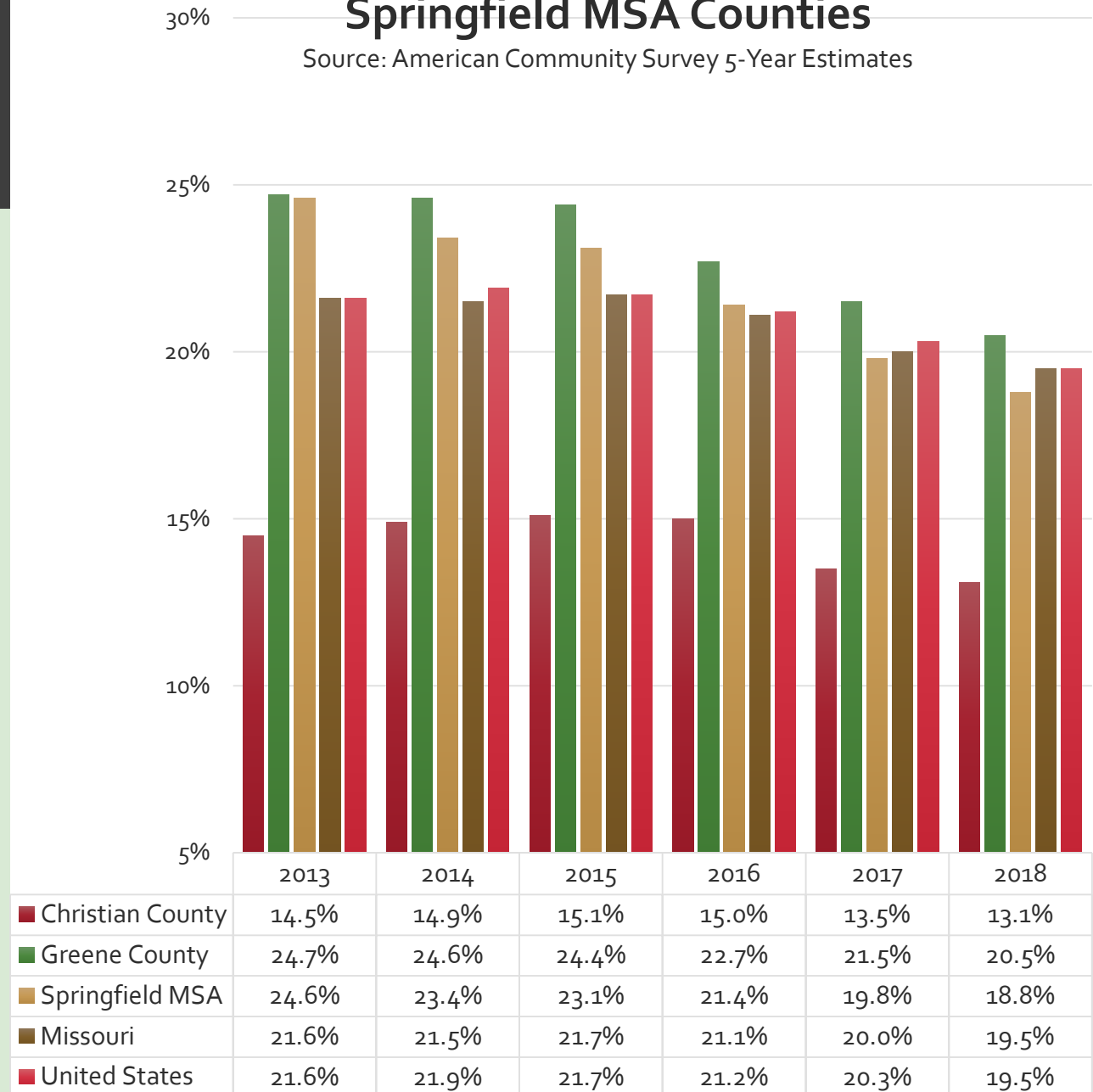
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA and Greene and Christian Counties are compared to Missouri and the United States in the chart.

The estimates for Missouri and the United States show a decrease in the percentage of children living at or below the poverty level from 2013 to 2018. The estimates for Missouri and the United States are statistically different for 2013 and 2018 and should be considered indicative of a trend for children living in poverty.

Christian County is the only county in the MSA that the 2013 and 2018 decrease is not statistically different. All other estimates are statistically different from 2013 to 2018 and represent a significant decrease.

Children Living in Poverty Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



Workforce Education Levels

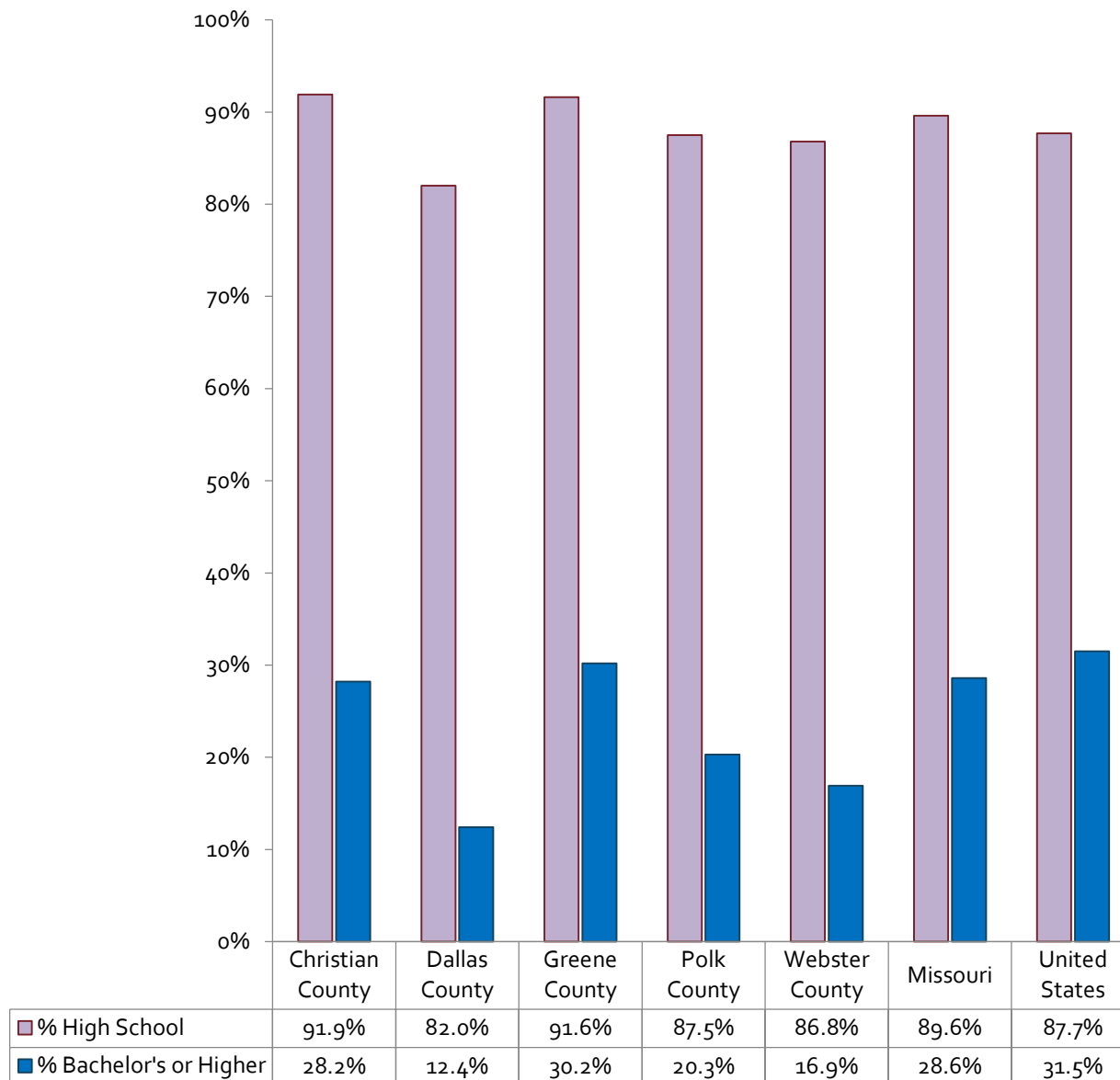
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have the highest percentages of residents 25 years of age or older with a high school diploma. Greene County has the highest percentage of residents 25 years of age or older with a four-year college degree at 30.2 percent.

Within the Springfield MSA, Dallas County has the lowest percentage of high school graduates at 82 percent in addition to the lowest percentage of college graduates at 12.4 percent.

Workforce Education Levels Percent with High School Diploma and College Degrees in Springfield MSA Counties

Source: 2018 ACS 5-Year Estimates



Commuting Patterns

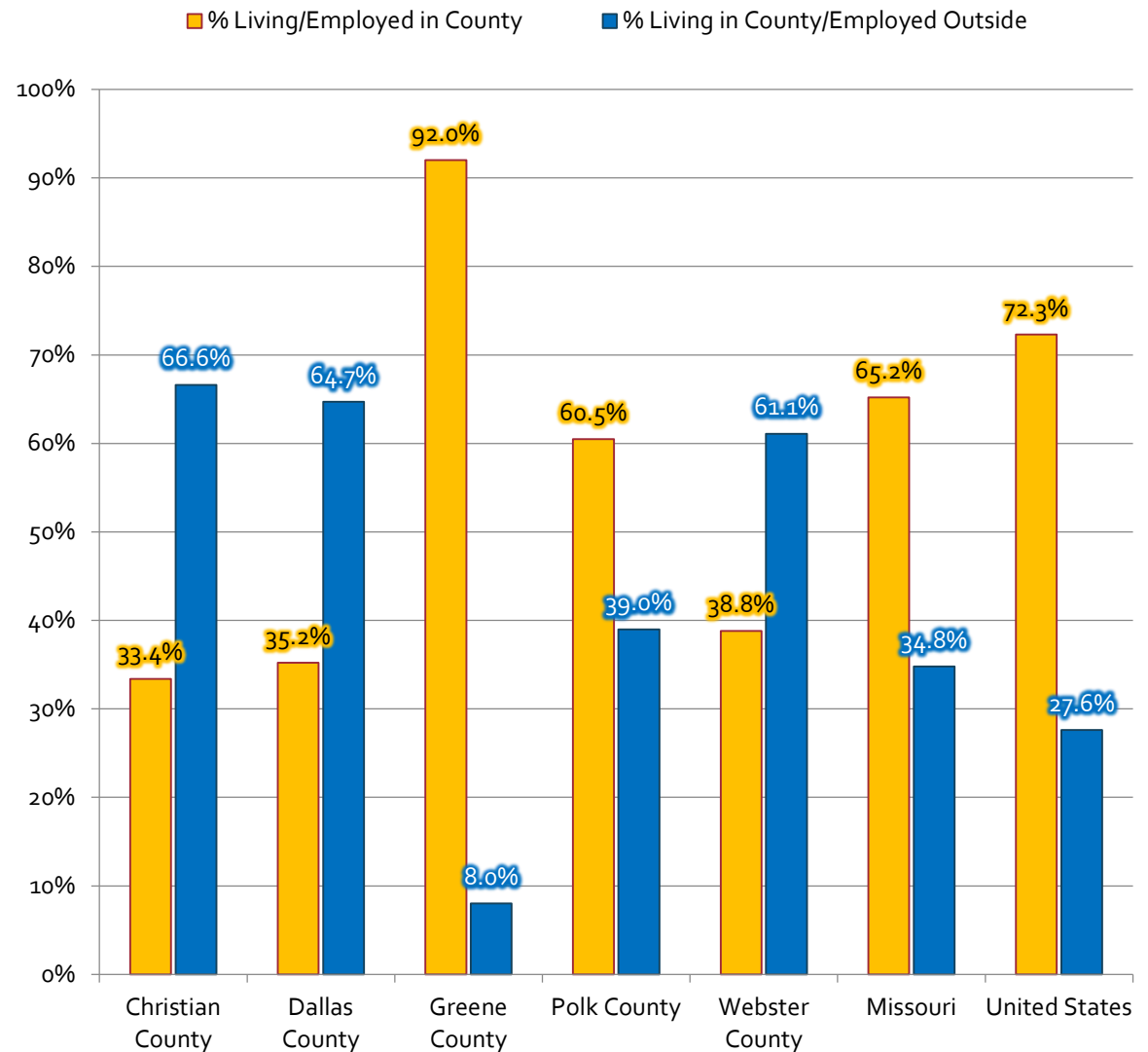
The chart to the right shows the percentage of local workers who work in their county of residence compared to the percentage who work in a different county.

Almost 92 percent of the people who work in Greene County also live in Greene County, as would be expected of the county where the region's primary employment center, Springfield, is located. Conversely, nearly 66.6% of Christian County residents commute to another county for work, as do over 61.1% of workers in Webster County and 64.7% of workers in Dallas County.

Polk County is the only MSA county that is comparable to Missouri or The United States in county of residence vs. county of employment percentages.

County of Residence vs. County of Employment

Source: 2018 ACS 5-Year Estimates



Mean Travel Time to Work

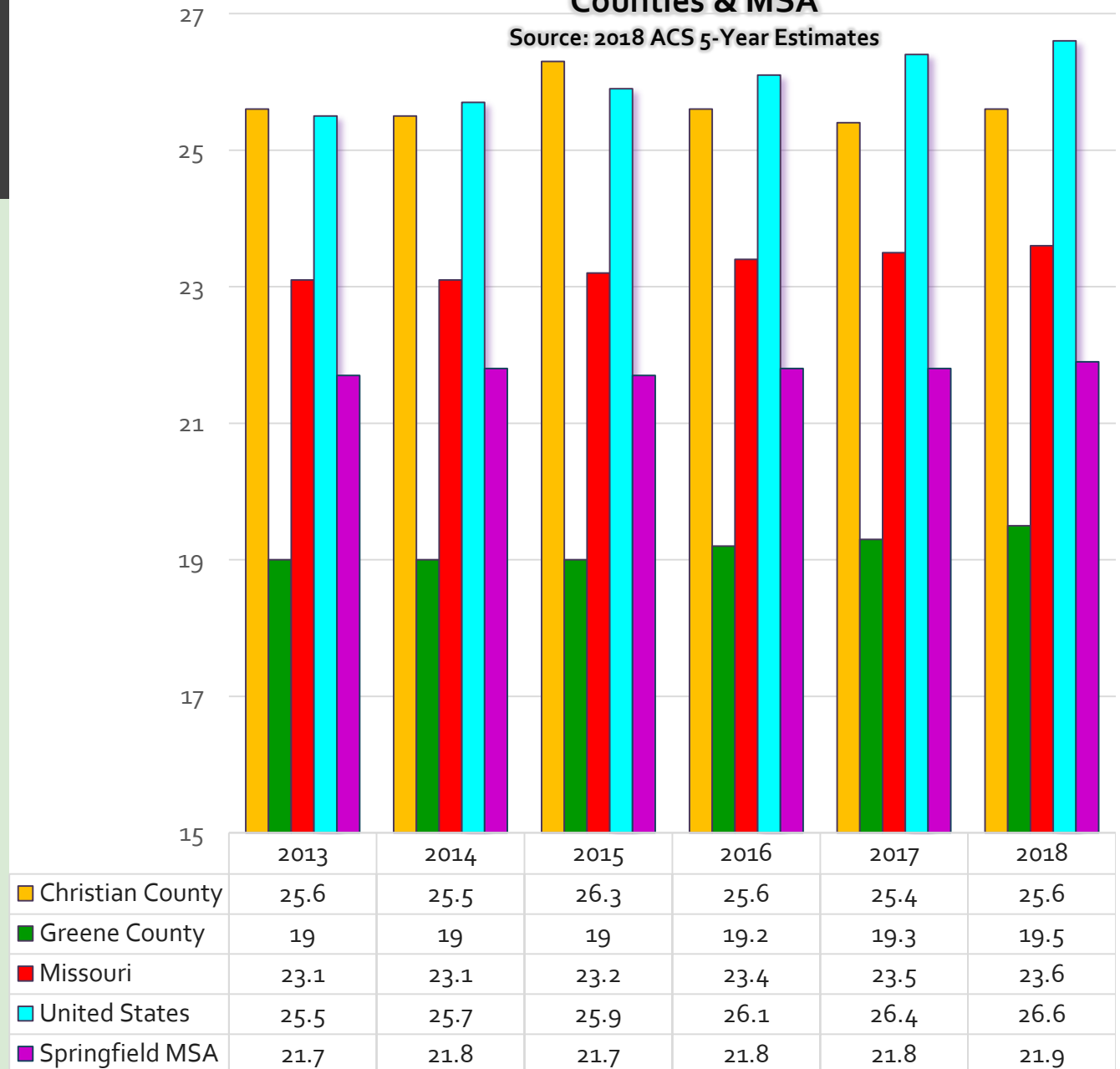
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, the State of Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 19.5 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25.6 minutes. This is comparable to the United States as a whole.

The travel time estimates between 2013 and 2018 are statistically different and have increased for Missouri and the United States. However, neither of the estimates for Greene and Christian Counties and the MSA are statistically different.

Mean Travel Time to Work in Minutes Counties & MSA

Source: 2018 ACS 5-Year Estimates

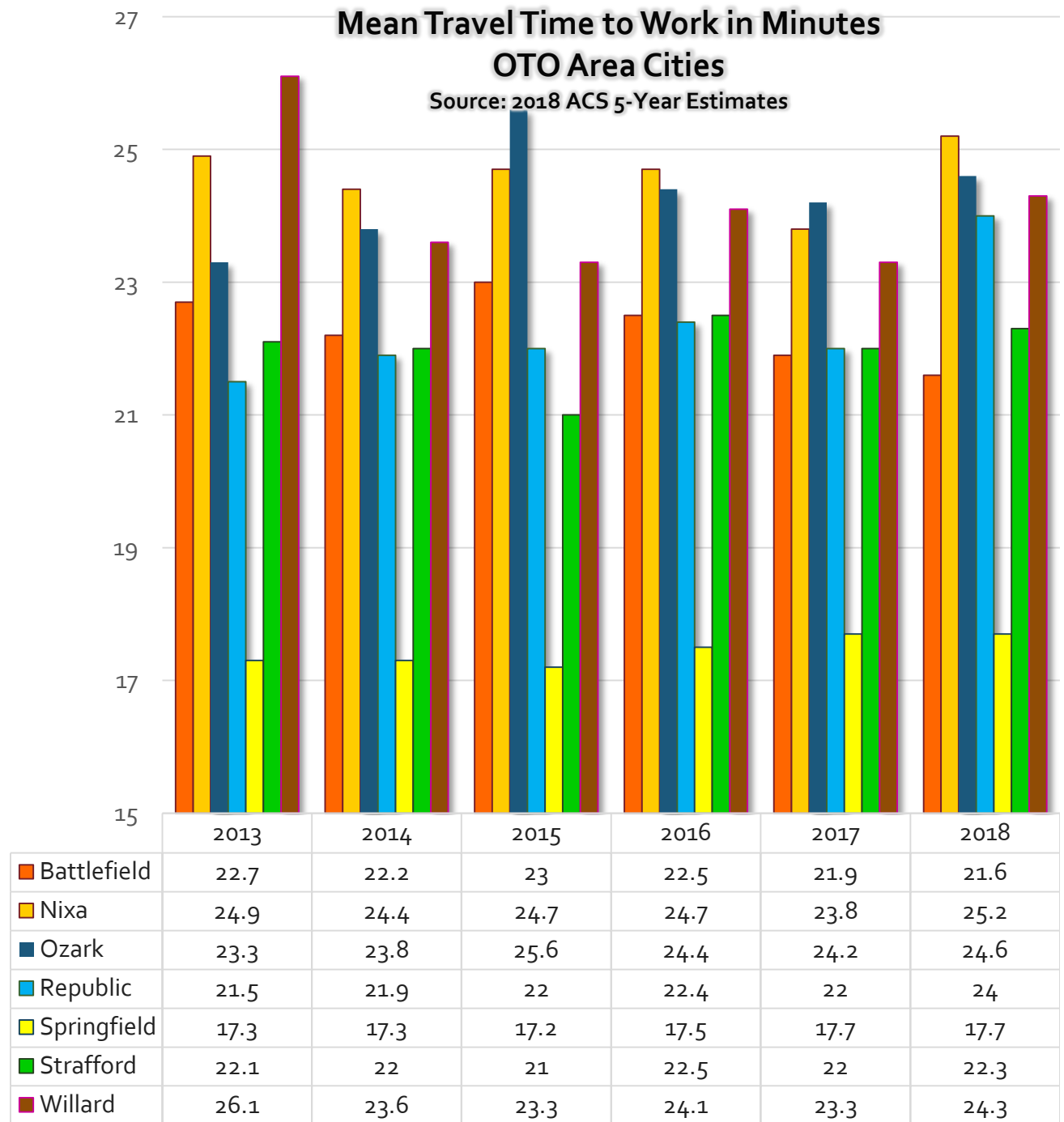


Mean Travel Time to Work

The chart to the right shows the average commute time for residents living in the seven cities within the OTO area.

Residents of Springfield have the shortest commutes to work at 17.7 minutes followed by those of Battlefield and Strafford at 21.6 minutes and 22.3 minutes, respectively. Workers living in Nixa have the longest commute time with an estimated average of 25.2 minutes to work. Ozark, Republic, and Willard have approximately equal mean travel times to work at 24.6, 24, and 24.3 minutes, respectively.

The travel time estimates between 2013 and 2018 are not statistically different for any of the cities within the OTO area.



Workforce By Industry Springfield MSA

The chart to the right shows the various industries in which the residents of Christian, Dallas, Greene, Polk, and Webster counties are employed.

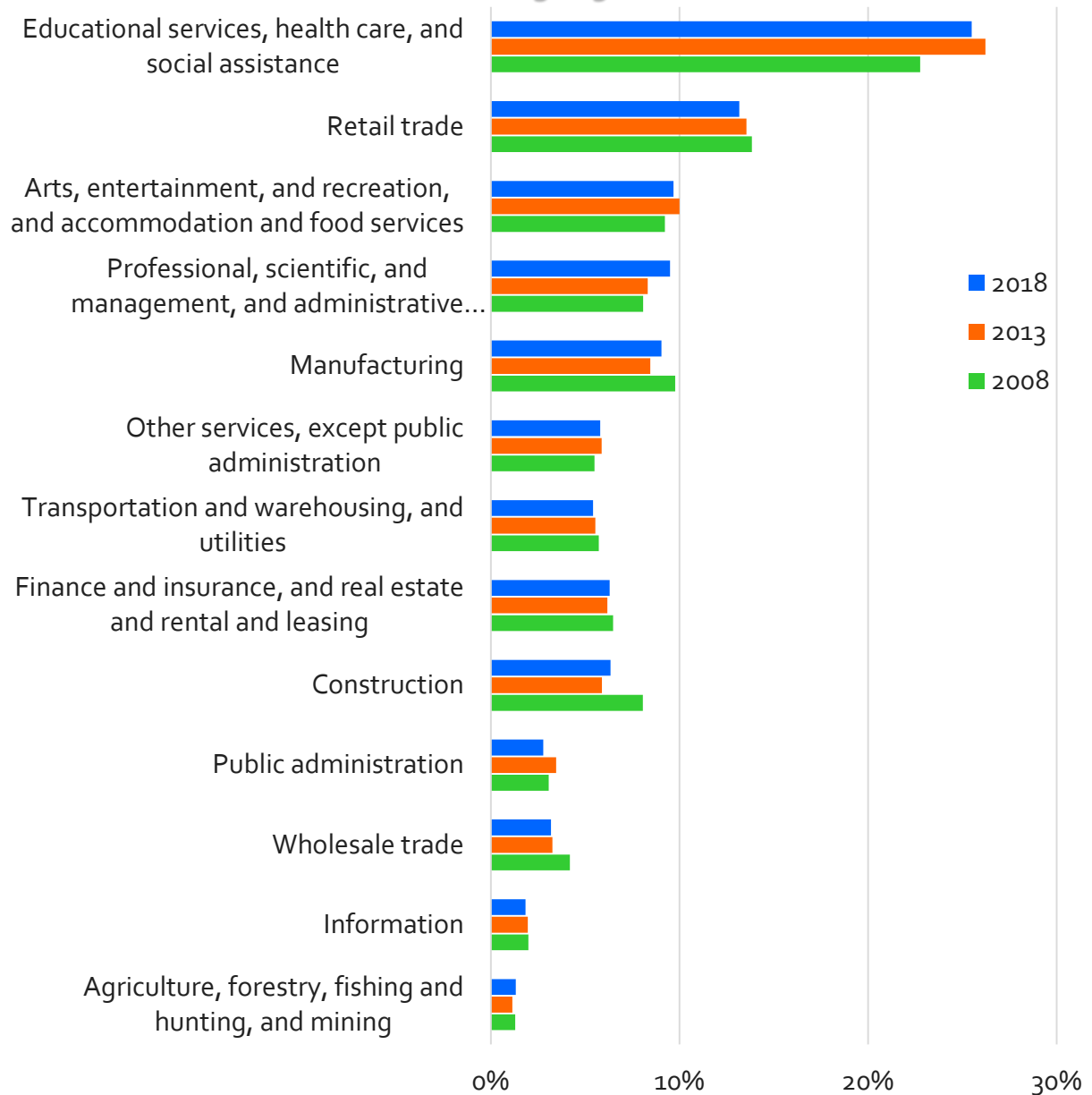
Educational service, health care, and social assistance continues to employ the largest percentage of the workforce.

The Springfield MSA is home to Missouri State University, has a number of regional hospitals, and not-for-profit public assistance agencies.

Springfield MSA Percentage of Workers by Industry

*2008, 2013, & 2018

Source: ACS *3 & 5-Year Estimates

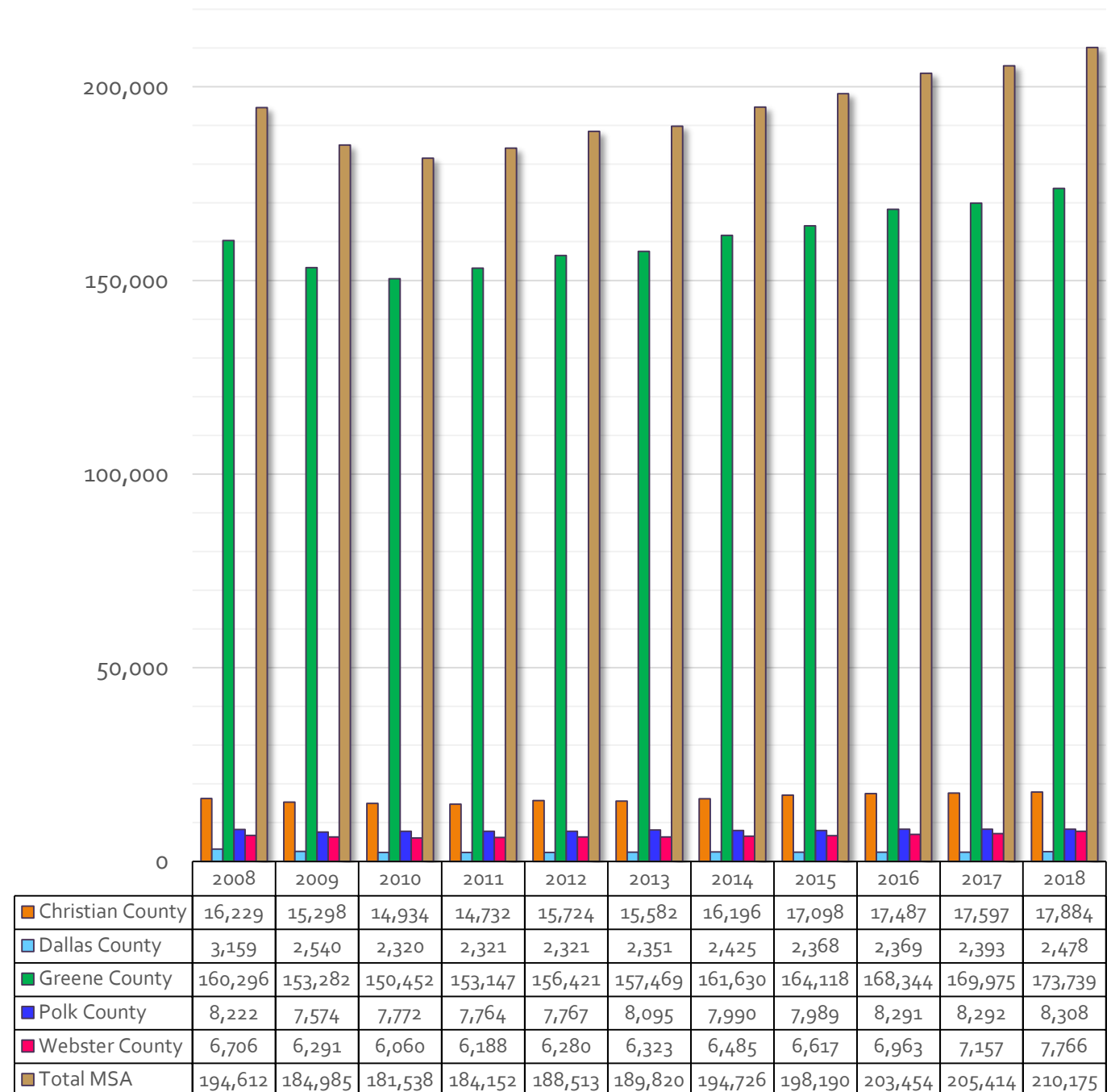


Number of Jobs by MSA County

The data contained in the chart on this page was retrieved from the U.S. Census Bureau The Local Employment and Household Dynamics (LEHD) Quarterly Workforce Indicators.

The jobs data is derived from the Bureau of Labor Statistics Quarterly Census of Employment and Wages. The data was collected at the county level and summarized for the Springfield MSA.

The data show job losses from 2008 to 2010. Beginning in 2011, jobs numbers start to rebound and climb every year through 2018. The overwhelming number of jobs in the MSA are located in Greene County. Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2008 to 2018 has remained relatively constant.



Data Sources

The figures provided in this report are for informational purposes only. The Ozarks Transportation Organization (OTO) offers no warranty, either expressed or implied, that the population and housing unit numbers published here are accurate and assumes no liability for any use to which the data may be put.

Building permit data were provided by the Springfield Department of Building Development Services, the Greene County Department of Building Regulations, the Christian County Planning and Development Department, and the cities of Battlefield, Republic, Nixa, Ozark, Strafford, and Willard.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns.

Other data sources include:

Internal Revenue Service, 2020 SOI Tax Stats - Migration Data 2017 – 2018. Accessed 1/24/2020. <https://www.irs.gov/statistics/soi-tax-stats-migration-data-2017-2018>

U.S. Census Bureau, 2020. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 1/25/2020 <https://lehd.ces.census.gov/data/#qwi>.

U.S. Census Bureau. 2020. LEHD Origin-Destination Employment Statistics (2002-2017) LEHD Origin-Destination Employment Statistics (2002-2017) at <https://onthemap.ces.census.gov>. LODES 7.4 [version]

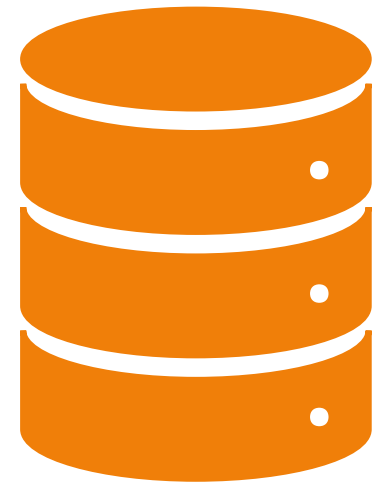
Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/1980-1990.shtml>

Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/2000.shtml>

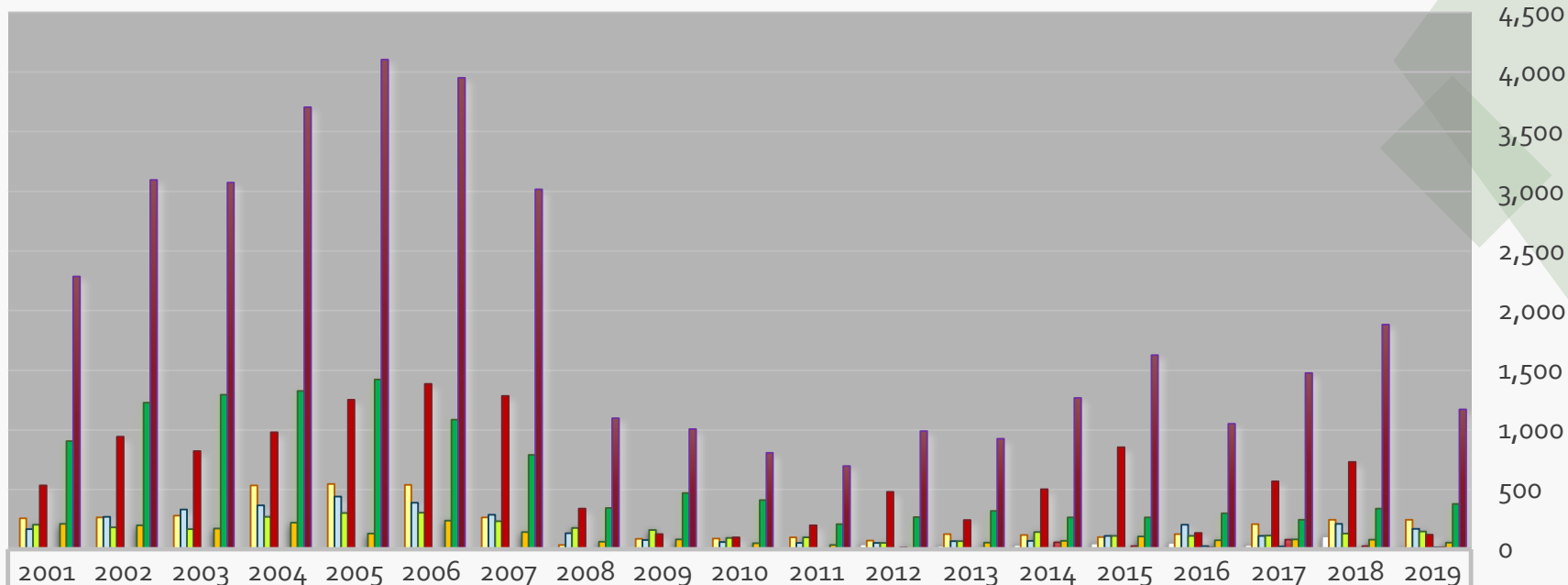
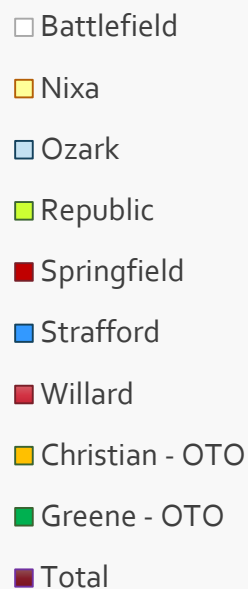
Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/2010.shtml>

U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

U.S. Census Bureau, 2008 American Community Survey 3-Year Estimates

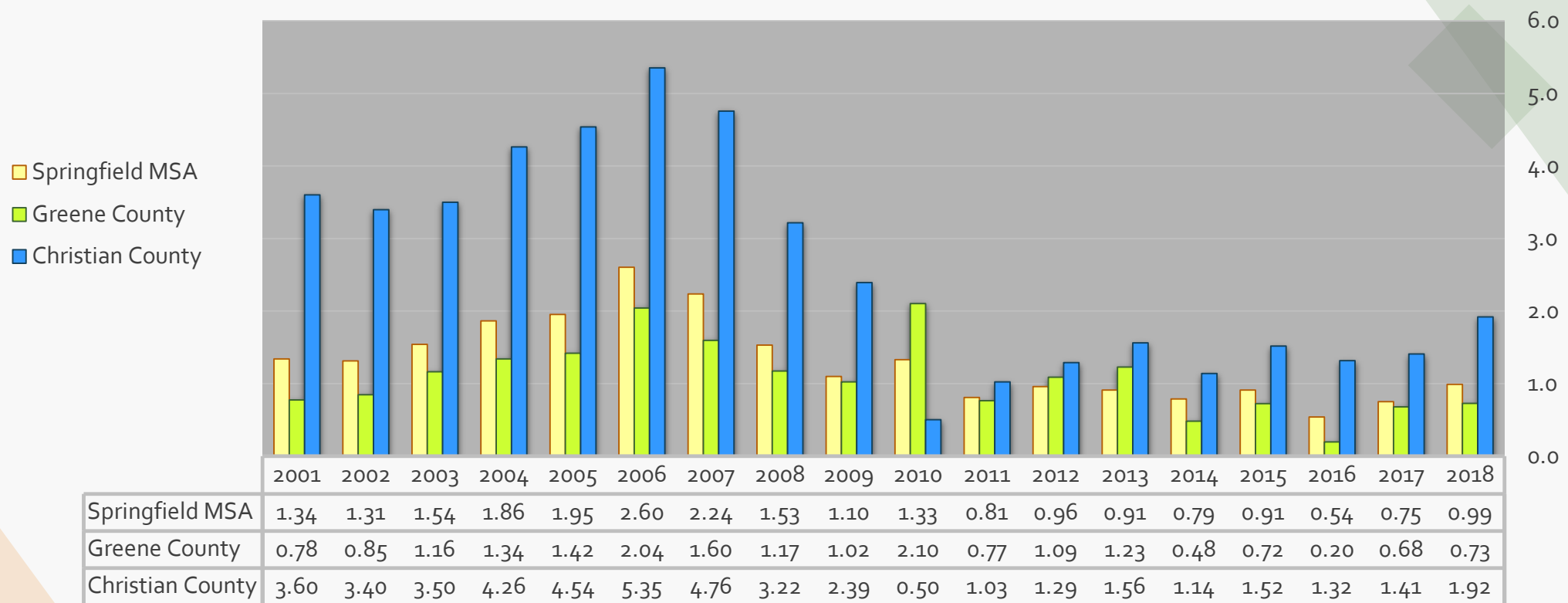


Appendix A: OTO Area Permit Activity 2001 - 2019

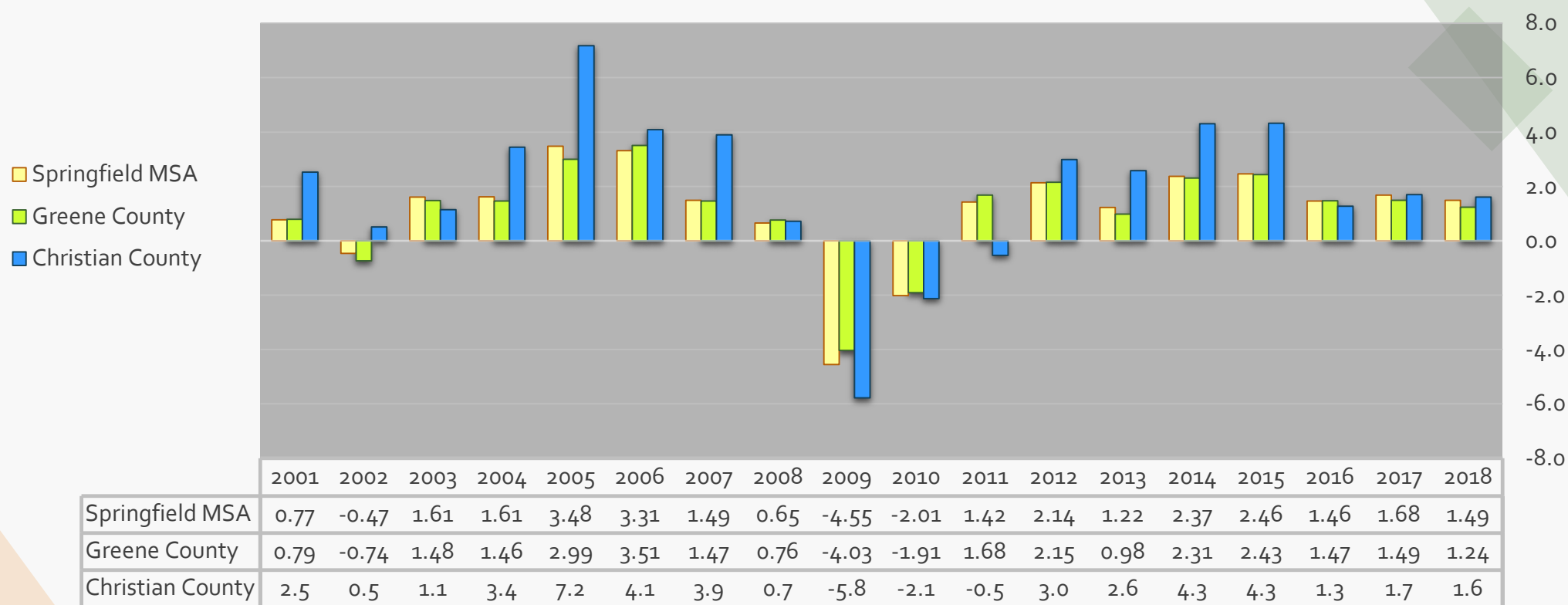


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Battlefield	-	-	-	-	-	-	-	-	-	-	-	40	29	36	47	53	36	106	14
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	211	247	248
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122
Strafford	-	-	-	-	-	-	-	-	-	-	-	0	3	2	2	27	24	8	15
Willard												13	7	59	26	14	80	25	17
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,477	1,884	1,173

Appendix B: Year-over-Year Population Percent Change 2000 - 2018



Appendix C: Year-over-Year Total Jobs Percent Change 2000 - 2018



TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2020; ITEM II.B.

Administrative Modification 4 to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The following change is included as part of Administrative Modification Four to the FY 2020-2023 Transportation Improvement Program.

SP2015-20A2 to SP2015-20AM4

Grant Avenue Parkway Project

Changing preliminary engineering in the amount of \$2,103,000 to advance construction (\$1,682,400 Local-AC and \$420,600 Local) and moving the remaining engineering and right-of-way from FY 2020 to FY 2021.

Basis for Administrative Modification

- Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP
- Changes in a project's fund source(s) from Federal to non-Federal with no changes to the project's scope

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 are provided to the Technical Planning Committee, Board of Directors, MoDOT, and ONEDOT. TIP administrative modifications require no public comment period. OTO staff ensures fiscal constraint is maintained.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

23 April 2020

Mr. Mike Henderson
Transportation Planning
Missouri Department of Transportation
P. O. Box 270
Jefferson City, Missouri 65102

Dear Mr. Henderson:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Four to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on April 23, 2020. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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



Administrative Modification 4 to the FY 2020-2023 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

DESCRIPTION:

The following change is included as part of Administrative Modification Four to the FY 2020-2023 Transportation Improvement Program.

SP2015-20A2 to SP2015-20AM4

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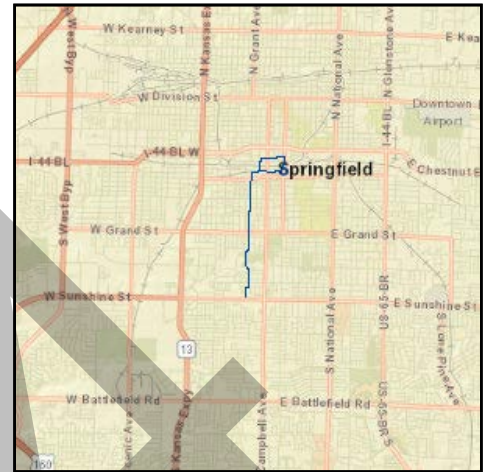
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2015-20AM4 **GRANT AVENUE CONNECT PARKWAY PROJECT**

Route Grant Avenue
From Sunshine
To College
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category BUILD
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID # 5901816



Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnacht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL-AC	Local	ENG	\$1,682,400	\$0	\$0	\$0	\$1,682,400
FHWA (BUILD)	Federal	ENG	\$0	\$1,073,095	\$0	\$0	\$1,073,095
LOCAL	Local	ENG	\$420,600	\$268,274	\$0	\$0	\$688,874
FHWA(BUILD)	Federal	ROW	\$0	\$3,824,000	\$0	\$0	\$3,824,000
LOCAL	Local	ROW	\$0	\$956,000	\$0	\$0	\$956,000
FHWA(BUILD)	Federal	CON	\$0	\$14,381,327	\$0	\$0	\$14,381,327
LOCAL	Local	CON	\$0	\$3,595,332	\$0	\$0	\$3,595,332
Totals			\$2,103,000	\$24,098,028	\$0	\$0	\$26,201,028

Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$26,201,028



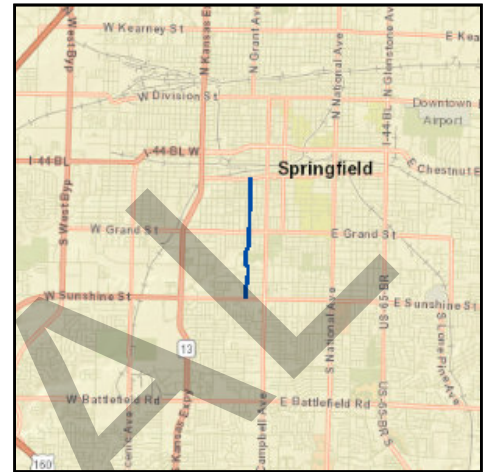
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2015-20A2 **GRANT AVENUE CONNECT PARKWAY PROJECT**

Route Grant Avenue
From Sunshine
To College
Location City of Springfield
Federal Agency
Project Sponsor City of Springfield
Federal Funding Category BUILD
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID #



Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnight Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA(BUILD)	Federal	ENG	\$2,755,495	\$0	\$0	\$0	\$2,755,495
LOCAL	Local	ENG	\$688,874	\$0	\$0	\$0	\$688,874
FHWA(BUILD)	Federal	ROW	\$3,824,000	\$0	\$0	\$0	\$3,824,000
LOCAL	Local	ROW	\$956,000	\$0	\$0	\$0	\$956,000
FHWA(BUILD)	Federal	CON	\$0	\$14,381,327	\$0	\$0	\$14,381,327
LOCAL	Local	CON	\$0	\$3,595,332	\$0	\$0	\$3,595,332
Totals			\$8,224,369	\$17,976,659	\$0	\$0	\$26,201,028

Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$26,201,028

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																			
EA1501-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$846,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,058,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$4,100
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$161,200	\$0	\$724,800	\$0	\$886,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$130,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$204,364	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$48,091	\$0	\$0	\$0	\$255,455
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,695,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal					FEMA	LOCAL	Local		OTHER	MoDOT	State		SEMA	TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISD)			LOCAL-AC	MoDOT-GCSA			MoDOT-AC			
2020 Continued																				
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1818-20A3	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,575,000
SP2012-20A3	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A3	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,103,000
ST1901-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$30,247,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$0	\$10,000	\$740,993	\$12,622,353	\$1,682,400	\$0	\$11,478,348	\$16,000	\$2,990,300	\$123,499	\$105,021,088	
2021																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,800	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000

Roadways

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal			FHWA (STBG)	FHWA(BUILD)	FRA (CRISD)	FEMA	LOCAL	Local		OTHER	MoDOT	State		SEMA	TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)						LOCAL-AC	MoDOT-GCSA			MoDOT-AC			
2021 Continued																					
MO2006-20	\$0		\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$415,000	\$0	\$0	\$0	\$1415,000
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000	
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000	
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,354,822	\$0	\$0	\$0	\$7,271,341	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,400	\$0	\$0	\$0	\$2,047,000	
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625	
RG0001-18A1	\$0	\$1,618,200		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,400														

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	State MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$240,000	\$0	\$0	\$175,600	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2019-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$1,636,402	\$0	\$0	\$5,268,000	\$205,000	\$3,413,600	\$0	\$40,989,906
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MC2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000
NK1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$5,145,775	\$0	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$24,002,876
GRAND TOTAL	\$36,400,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,761,367	\$10,343,881	\$10,278,422	\$25,000	\$740,993	\$24,473,907	\$1,682,400	\$0	\$26,703,770	\$341,000	\$12,632,400	\$123,499	\$230,853,864

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											TOTAL Federal Funds	Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA						
2020 Funds Programmed	\$30,247,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$0	\$10,000	\$740,993	\$76,108,188	\$14,304,753	\$14,484,648	\$123,499	\$5,380,129	\$110,401,217
2021 Funds Programmed	\$799,570	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,192,403	\$4,556,800	\$19,278,422	\$10,000	\$0	\$46,840,295	\$5,069,377	\$8,930,322	\$0	\$5,476,971	\$66,316,965
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$30,466,904	\$1,636,402	\$8,886,600	\$0	\$5,575,557	\$46,565,463
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$11,481,501	\$5,145,775	\$7,375,600	\$0	\$5,675,917	\$29,678,793
Total	\$36,400,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,761,367	\$10,343,881	\$19,278,422	\$25,000	\$740,993	\$164,896,888	\$26,156,307	\$39,677,170	\$123,499	\$22,108,574	\$252,962,438

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$52,790,375	\$35,099,179	\$40,074,500	\$28,219,000	\$164,311,047
Federal Discretionary Funding	\$0	\$20,985,822	\$-	\$-	\$-	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$14,304,753	\$5,069,377	\$1,636,402	\$5,145,775	\$26,279,806
Available Suballocated Funding	\$27,323,332	\$1,254,632	\$6,826,962	\$6,963,501	\$7,102,771	\$49,471,197
TOTAL AVAILABLE FUNDING	\$37,574,824	\$94,715,711	\$52,472,489	\$54,249,960	\$44,143,463	\$283,156,446
Prior Year Funding	\$37,574,824	\$21,889,317	\$8,044,841	\$15,729,338	\$30,194,008	\$30,194,008
Programmed State and Federal Funding		(\$110,401,217)	(\$66,316,965)	(\$46,565,463)	(\$29,678,793)	(\$252,962,438)
TOTAL REMAINING	\$37,574,824	\$21,889,317	\$8,044,841	\$15,729,338	\$30,194,008	\$30,194,008

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

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

See Table H.9 for details on Local Share Financial Capacity.

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$159,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$198,523.00)	(\$63,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$159,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$231,504.00)	(\$239,302.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36	\$7,248,999.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$290,104.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,574,853.00)	(\$294,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$290,104.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,763,962.45	\$3,623,404.03	\$5,479,715.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	(\$98,554.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,763,962.45	\$3,623,404.03	\$5,479,715.38	\$7,332,840.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$17,649,549.28	\$33,418,098.08	\$53,504,821.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$5,357,019.00)	(\$7,191,657.00)	(\$2,826,285.00)	(\$2,826,285.00)
Amount Available for Local Projects	\$17,649,549.28	\$33,418,098.08	\$53,504,821.86	\$73,543,499.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84	\$22,715,561.43
Greene County				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$17,564,435.81	\$41,433,241.35	\$64,037,252.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$7,379,411.00)	(\$1,000.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$17,564,435.81	\$41,433,241.35	\$64,037,252.28	\$82,883,307.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,455.00)	(\$5,962,365.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,045.00	\$2,888,135.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00
Estimated TIP Project Expenditures	(\$261,483.00)	(\$224,446.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00	\$12,191,734.00

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2020; ITEM II.D.

Congestion Management Process: Congestion Monitoring and Strategy Evaluation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

All MPO's that serve a metropolitan area with a population greater than 200,000 are required by federal law to develop a Congestion Management Process (CMP). The CMP is a multi-phased program that monitors congestion and tracks efforts to mitigate that congestion. Mitigation includes operational improvements, behavioral changes, and added capacity.

The OTO began its Congestion Management Process in 2005. The CMP Subcommittee and staff have completed expansions and updates to the process in 2008, 2012, 2017, and now in 2020. The process evaluates congestion based on (1) volume-to-capacity ratio, (2) average travel delay, (3) accident frequency, and (4) intersection level of service measures. Where three or more measures show unsatisfactory performance, congestion exists. The process also tracks capacity and operational improvements completed in the OTO area. Completed projects can be compared to changes in congestion to measure the success of the completed projects.

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

Table 8: Congested Facilities, 2019	
Method #1	Method #2
Crashes, V/C Ratio, Travel Speed	Intersection LOS, V/C Ratio, Travel Speed
Campbell	Campbell and Republic
Primrose to Republic	Kansas and Sunshine
Glenstone	Kansas and Walnut Lawn
At Kearney	Kansas and WB James River Freeway
Chestnut to Monroe	Sunshine and National
Portland/Cinderella to Battlefield	US 60 and Rt. MM/M
Kansas	
Talmage to Kearney	
Bennett to Sunshine	
Battlefield to James River Freeway	
Kearney	
US 65 to Le Compte	
National	
At Battlefield	
Sunshine	
At Campbell	
National to Glenstone	
Lone Pine to Oak Grove	
Deeswood to US 65	
US 160	
Rt. AA to Rt. CC	

The CMP subcommittee generally felt the results of the study matched what drivers experienced on area roads. Congestion was only measured on area arterials; James River Freeway, US 65, and I-44 had some volume and travel speed issues but were not considered congested.

Efforts were again made to evaluate the effectiveness of congestion mitigation activities. The current analysis focuses on evaluating the system's performance across time and before and after improvements. Operational improvements and adding capacity seem to be the most effective mitigation strategies. The current analysis is different than what was performed in 2017. The previous evaluation relied on a detailed statistical analysis that was ultimately inconclusive.

SUBCOMMITTEE RECOMMENDATION:

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend that the Board of Directors approve the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation*, dated April 2020."

OR

"Move to recommend that the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation*, dated February 2020, have the following revisions..."



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

DRAFT

Congestion Management Process

Congestion Monitoring and Strategy Evaluation

Board of Directors Adoption: *Expected April 2020*

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Report Highlights

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

The following are highlights found during the Congestion Monitoring Process.

Volume-to-Capacity Ratio

- Only 5.8 miles of roadway, of the 134 miles with data available for comparisons, have seen peak hour volumes rise above roadway capacities since the publication of the 2016 CMP update
- Approximately 90 of the 134 miles of roadway with volume data available have remained or improved to an acceptable Volume-to-Capacity ratio

Crash Frequency

- 130 of 175 signalized intersections have an average or below average frequency of crashes
- 18% of CMP mileage have crash frequencies above the MPO average for a given road type
- The percentage of roads and intersections with above-average crash frequencies is higher than recorded in the 2017 CMP.

Average Travel Speeds

- The average delay decreased from 8.8 to 8.2 mph below posted speed limits since 2016.
- PM Northbound, Southbound, and Westbound traffic have the highest average delay.
- Travel speeds have increased along freeway segments with recently added capacity.

Intersection Level-of-Service

- 93% of intersections during the AM commute and 95% of intersections during the PM period have an acceptable LOS.
- More intersections experienced declines in service than experienced improvements.
- Only 7 intersections function at an LOS F, all during the AM commute.

Congested Facilities and Facility of Concern

Congested Facilities, 2019	
Method #1	Method #2
Crashes, V/C Ratio, Travel Speed	Intersection LOS, V/C Ratio, Travel Speed
Campbell	Campbell and Republic
Primrose to Republic	Kansas and Sunshine
Glenstone	Kansas and Walnut Lawn
At Kearney	Kansas and WB James River Freeway
Chestnut to Monroe	Sunshine and National
Portland/Cinderella to Battlefield	US 60 and Rt. MM/M
Kansas	
Talmage to Kearney	

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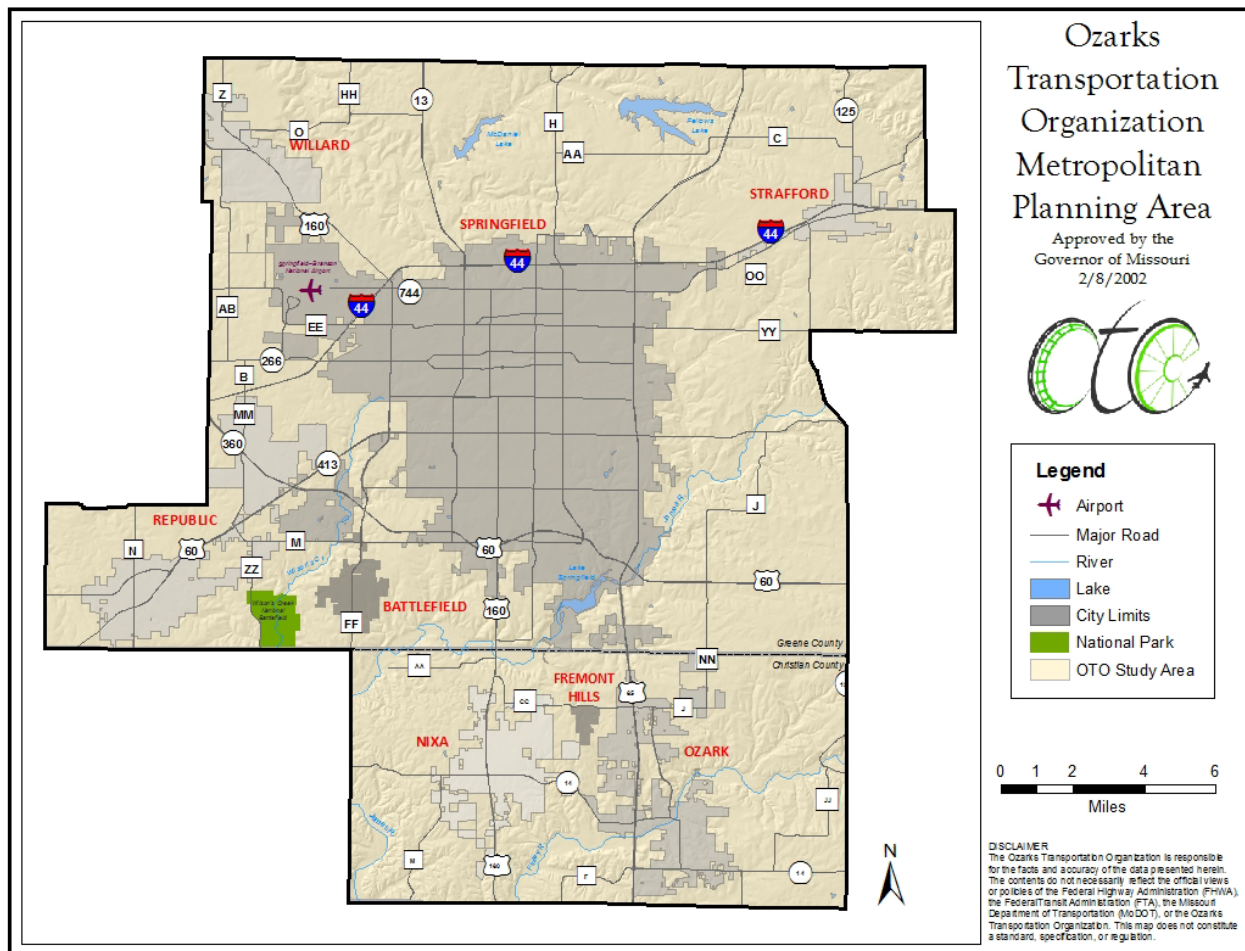
Congested Facilities, 2019, <i>continued</i>	
Method #1	Method #2
Crashes, V/C Ratio, Travel Speed	Intersection LOS, V/C Ratio, Travel Speed
Kansas (<i>continued</i>)	
Bennett to Sunshine	
Battlefield to James River Freeway	
Kearney	
US 65 to Le Compte	
National	
At Battlefield	
Sunshine	
At Campbell	
National to Glenstone	
Lone Pine to Oak Grove	
Deeswood to US 65	
US 160	
Rt. AA to Rt. CC	

Facility of Concern

There is one area that has been identified as a *Facility of Concern*. Route CC, between 22nd and US 65, has issues related to all four congestion indicators but there isn't sufficient overlap to meet the strict definition of congestion using Method #1 or Method #2. There are safety and capacity concerns throughout this area. The intersection at 22nd has LOS issues, and there are speed issues related to the interchange.

Introduction

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



Map 1: Ozarks Transportation Organization Metropolitan Planning Area Map

Overview of Previous Phases

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

Congestion Monitoring

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

1. Volume-to-Capacity Ratio

The first measure OTO utilizes to monitor congestion is peak hour volume-to-capacity ratio. This ratio is used to determine which roads have peak volumes that exceed the road's capacity and which roads are

Year	VMT	OTO Population	VMT per Capita
2018	5,460,490	332,321*	16.43
2017	5,502,933	329,330*	16.71
2016	5,395,874	327,861*	16.46
2015	5,229,938	326,321*	16.03
2014	5,061,794	323,031*	15.67
2013	4,933,188	320,259*	15.40
2012	4,954,024	316,298*	15.66
2011	4,931,037	312,126*	15.80
2010	5,010,884	310,283	16.14
2009	4,969,336	303,720*	16.36
2008	5,063,022	298,910*	16.94

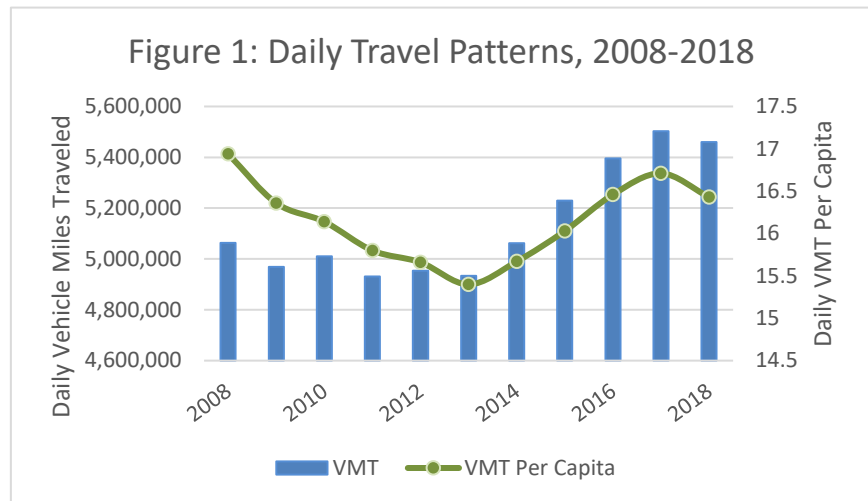
*Census Estimate

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

Daily Vehicle Miles Traveled (VMT)

Table 1 shows the 2018 VMT for the OTO area is down

from 2017, but is generally continuing to follow the upward trend that has existed since 2014. The overall increase is associated with a strong national economy and low energy costs. Data shows the VMT increase of 527,303 miles traveled, or 10.7 percent, since 2013. Per Capita VMT, as shown **Figure 1**, has experienced more change over the last decade. Since 2013, has track closely with VMT. This suggests VMT is rising faster than population growth. People are driving more.



Volume-to-Capacity Ratio

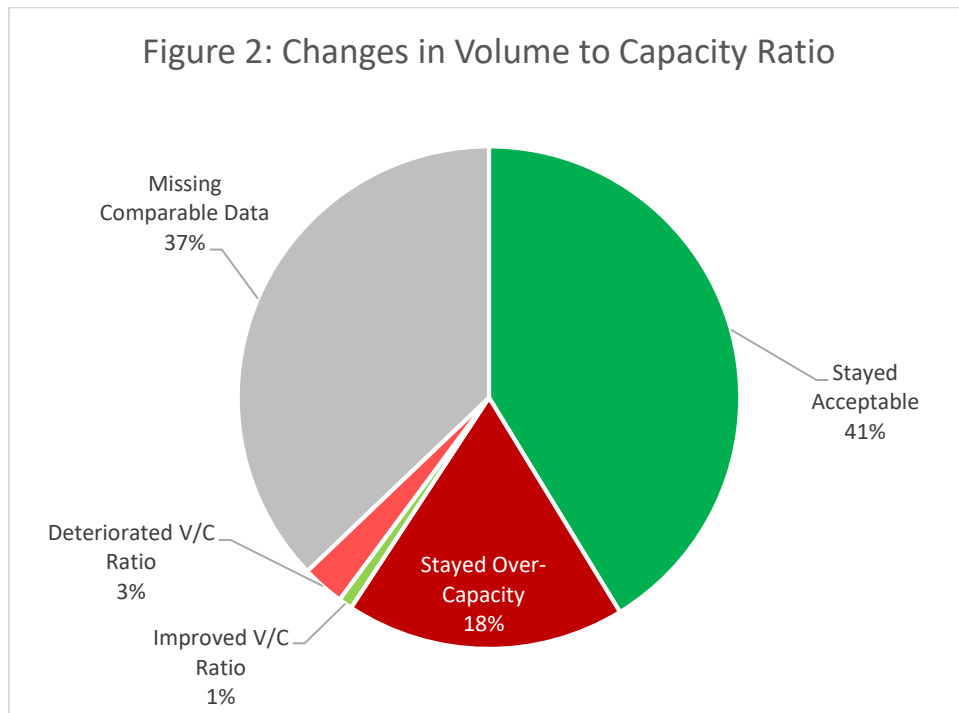
Map 3.1 includes volume-to-capacity ratios broken into three categories: *below capacity*, *nearing capacity*, and *at or above capacity*. Segments with a volume-to-capacity ratio of 0 to 0.77 are *below capacity* and offer an LOS of A, B, or C. Segments with a ratio of .78 to .86 are *nearing capacity* and offer a LOS of D. Ratios of 0.86 or above offer LOS E or F and are *at or above capacity*. For purposes of this study, LOS A, B, C, or D are acceptable. The Volume to Capacity status of roads can be reviewed in **Table 2** below. Approximately 90 of the 134 miles of roadway with volume data available have remained or improved to an acceptable Volume-to-Capacity ratio, as shown in **Figure 2**.

Table 2: Volume to Capacity Ratio Status, 2016-2019				
Stayed Acceptable	Stayed Over-Capacity	Improved V/C Ratio	Deteriorated V/C Ratio	Missing Data
I-44				
Entire OTO segment				
James River Freeway (I-44 to US 65)				
I-44 to Campbell	Campbell to US 65			
US 65				
I-44 to Division	Battlefield to US 60			Division to Sunshine
Sunshine to Battlefield				South of US 60
US 60 West / MO 413				
Illinois to Hines	Oakwood to Rt MM			Rt MM to JRF
JRF to McCurry				
US 60 East				
Rt. NN/J to MO 125				US 65 to Rt. NN/J
US 160 North (Willard to I-44)				
OTO Line to Fm Rd. 94	Fm Rd 94 to I-44			
US 160 South (Nixa to Springfield)				
JRF to Melbourne	Rt AA to Rt CC	Bentwater to Tracker	Rt CC to Bentwater	Melbourne to Rt CC
Kathryn to OTO Line				
MO 13 (North of Springfield)				
Radio Ln to I-44				OTO Line to Radio Ln
West Bypass / Rt F (I-44 to Republic Rd)				
Entire OTO segment				
Kansas Expressway				
	Chestnut to JRF		I-44 to Division	Division to Chestnut
				JRF to Republic

Table 2: Volume to Capacity Ratio Status, 2016-2019, cont.				
Stayed Acceptable	Stayed Over-Capacity	Improved V/C Ratio	Deteriorated V/C Ratio	Missing Data
Campbell (Sunshine to JRF)				
	Sunshine to Broadmoor			Broadmoor to Primrose
	Primrose to JRF			
National				
Primrose to JRF	St Louis to Battlefield			Battlefield to Primrose
Kearney to St Louis				
Glenstone				
Battlefield to JRF	I-44 to Sunset		Scenic to Battlefield	
Kearney				
General Aviation to Glenstone	US 65 to Le Compte	Glenstone to Barnes		Le Compte to I-44
Barnes to US 65				
Chestnut Expressway				
West Bypass to West St.	Belcrest to US 65	Grant to Drury		Airport Blvd to West Bypass
Kansas to Grant				
Drury to Belcrest				
Sunshine				
McCurry to Kansas	Kansas to US 65			
Battlefield				
West Bypass to Scenic	Scenic to Kansas			Fort to Fremont
Kansas to Fort	Lone Pine to US 65			
Glenstone to Lone Pine				
Republic				
Fremont to Harvard	Harvard to JRF/Glenstone			Golden to Broadway
Rt. CC				
US 160 to Main				Main to US 65
MO 14				
	Fort to 22 nd	US 160 to Fort		22 nd to US 65

Volume-to-Capacity Level of Service Summary

Only 5.8 miles of roadway, of the 134 miles with data available for comparisons, have seen peak hour volumes rise above roadway capacities since the publication of the 2017 CMP update. During this time, 6,000 people have moved to the region and daily VMT has increased by 4.4%.



The pace at which roads are becoming overcapacity seems to correspond with the region's overall growth.

2. Crash Frequency

Crash frequency is important to consider because it affects the reliability of the transportation system. A fender bender may only cause traffic to back up for a few minutes, but for every minute a lane is blocked, it takes four minutes for traffic to return to normal flows. This slow recovery helps contribute to congestion. Crash data used in this analysis is provided by the Missouri Highway Patrol and the Missouri Department of Transportation. Crash frequencies are analyzed for both intersections and along roadways. For comparison purposes, intersections are divided into major intersection (*over 30,000 entering volume*) and minor intersections (*under 30,000*). Range, or roadway, crash frequencies are compared to same year MPO crash frequencies for each type of road; such as freeway, expressway, 5-lane, or 3-lane. **Map 4.1** and **4.2** contains crash frequency information for both intersections and segments, for the OTO entire area and focused on the City of Springfield respectively.

Range Crash Frequency

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

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

Below Average: Crash frequency for that segment is 50% or less of the MPO average crash frequency for that type of road during the same period.

Average: Crash frequency for that segment is between 50.1% and 150% of the MPO average crash frequency for that type of road during the same period.

Above Average: Crash frequency for that segment exceeds 150% of the MPO average crash frequency for that type of road during the same period.

Table 3 shows the change in crash frequencies along CMP road segments. Five segments along four roads experienced decreased crash frequencies relative to the average, and 15 segments along eight roads experienced increases relative to the average.

Table 3: Road Segments Experiencing a Change in Crash			
Decline in Crashes		Increase in Crashes	
Above Average Segment Now in Average or Below Average Category		Segment Moved into Above Average Category	
Glenstone		Battlefield	
Division to Chestnut		Lone Pine to US 65	
US 65		Kansas	
SB Evans to County Line	NB Kearney to I-44	SB Kearney to Grand	NB JRF to Battlefield
US 160 (North Of Springfield)		James River Freeway	
Farm Road 102 to I-44		WB Campbell to Kansas	WB US 65 to Glenstone
US 160 (South of Springfield)		EB National to Glenstone	
Farm Road 186 to JRF		MO 14	
		US 160 to Cheyenne	EB Fremont to US 65
		Rt. CC	
		US 160 to Cheyenne	Fremont to US 65
		US 60 (West)	
		Oakwood to MO 174	
		US 65	
		SB Battlefield to Glenstone	NB Business 65 to MO 14
		US 160 (South of Springfield)	
		SB County Line to Rt. CC	NB Rt. CC to County Line

Overall, 18% of CMP segment length, both divided and undivided, have crash frequencies above the MPO average. This amount is a sizeable increase from 2016, when only 10% of segment length had above average frequencies.

Intersection Crash Frequency

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

Formula for Crash Frequency (Intersection):

Intersection Crash Frequency = Number of Crashes (3yr)

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

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

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

Tables 4 shows changes in crash frequencies at CMP intersections. Twenty-one intersections experienced increases in crashes, compared to MPO averages. Twelve intersections experienced decreases in crashes. 166 of 220 measured signalized intersections have an acceptable frequency of crashes. Conversely, 25% of measured signalized intersections have an above-average crash frequency. This is an increase as compared to approximately 19% of measured intersections having an above-average crash frequency in 2016.

Table 4: Intersections Experiencing a Change in Crashes

Decline in Crashes		Increase in Crashes	
Above Average Intersection Now in Average or Below Average Category		Intersection Moved into Above Average Category	
Battlefield		Battlefield	
Campbell ^A	Glenstone ^B	Fort	
Campbell		Chestnut Expressway	
Sunset	Battlefield ^A	Grant	
Chestnut		Glenstone	
Benton	National ^C	EB I-44 Ramp	
Glenstone		Kansas Expressway	
Bennett	Battlefield ^B	Mount Vernon	Elfindale
Kansas		Kearney	
Division	Walnut Lawn	Grant	Mayfair
National		NB US 65 Ramp	National ^A
Sunshine ^D	Chestnut ^C	Republic	
Republic		Cox	
Fremont		Rt. CC	
Sunshine		US 160 ^B	
West Bypass ^E	National ^D	Sunshine	
US 60		Zimmer	
Rt. MM/Rt. M		US 13 (North of Springfield)	
West Bypass		Rt. O	
Mt. Vernon	Sunshine ^E	US 160 (North of Springfield)	
		Rt. AB	Jackson
		US 160 (South of Springfield)	
		Tracker	Aldersgate
		Wasson	Rt. CC ^B
		West Bypass (I-44 to JRF)	
		EB I-44 Ramp	Division
		WB JRF Ramp	
		National	
		Kearney ^A	

*Superscripts indicate a major intersection that is listed along both intersecting corridors.

A total of 25% of signalized intersections on the CMP network have above average crash frequencies in 2019. This is an increase from 19% in 2016. These crashes are also negatively impacting the experienced level of service at the affected intersections.

Crash Frequency Summary

Within the OTO area, increasing numbers of crashes is concerning. Twenty-three intersections and 15 road segments moved into the above average category from 2016-2019.

3. Average Travel Speed

Historical data collected through real-time traffic monitoring programs Acyclica® and RITIS®, commonly referred to as probe data, was used to calculate travel speeds along the CMP network in 2019. Data from the morning rush, 7am-8am, and evening rush, 5pm-6pm in Springfield and 5:30-6:30 outside of Springfield, was during April and May 2019. Samples ranged from several hundred travel times to several thousand, depending on the corridor and time of day. To better represent the range in delay experienced, 25th percentile speeds were used in delay calculations. These 25th percentile speeds are then compared to posted speed limits to calculate delay. A road is considered severely delayed if the travel speed is greater than 20mph below the posted speed limit. **Maps 5.1** and **5.2** shows travel delay for the AM and PM peaks, respectively.

Table 5 identifies the average peak hour travel time delays in miles per hour by direction of travel. Overall, average delay is down. Delay is improved in three of the four AM commutes and in one of the four PM commutes. Overall delay has increased slightly when compared to 2016. PM Southbound continues to suffer the most delay of any commute.

Peak Hour / Direction	2016 Average Delay	2019 Average Delay
AM Eastbound	7.2	7.0
AM Westbound	6.2	7.0
AM Northbound	8.0	7.2
AM Southbound	8.1	8.0
PM Eastbound	9.4	9.8
PM Westbound	9.0	10.1
PM Northbound	11.0	10.4
PM Southbound	12.9	13.5
Average	8.8	9.0

Travel Speed Summary

The corridors experiencing severe delay in 2019 are similar to the corridors identified in 2016. Many of these are urban primary arterials or expressways that carry significant traffic volumes. The corridors have constrained rights-of-ways and many intersecting streets. Highways, such as US 60 West and US 160 South, have ongoing planning and design projects aimed at improving traffic flow or evaluating the public's interest in maintaining traffic flow. The planned extension of Kansas Expressway to the south will also provide traffic relief for existing highways in southern Greene county. These projects and studies are important steps towards holding travel delay steady or seeing it decline.

4. Intersection Level of Service (LOS)

Intersection level of service is a function of delay. Accordingly, an intersection with LOS A would have a shorter delay than an intersection with LOS F. The longer traffic is delayed at an intersection, the lower/worse the level of service for that intersection. **Maps 6.1** and **6.2** show changes in intersection LOS for the entire OTO region. **Maps 6.3** and **6.4** show changes within the City of Springfield.

Level OF Service Scale:

LOS A, B, C (Green)

LOS D (Yellow)

LOS E (Orange)

LOS F (Red)

Table 6 and **Table 7** contain summaries of intersection LOS for the AM and PM commutes. All intersections with 2019 data are represented in the totals included in each table.

Table 6: AM Peak Intersection LOS Summary									
LOS in 2019	Total, 2019	No Change Since 2016	LOS Improved from 2016			LOS Declined from 2016			
			From LOS D	From LOS E	From LOS F	From LOS A,B,C	From LOS D	From LOS E	From LOS F
LOS A,B,C	194	157	14	2	2	-----	-----	-----	-----
LOS D	30	11	-----	2	2	13	-----	-----	-----
LOS E	11	2	-----	-----	2	4	2	-----	-----
LOS F	7	0	-----	-----	-----	5	0	1	-----

Table 7: PM Peak Intersection LOS Summary									
LOS in 2019	Total, 2019	No Change Since 2016	LOS Improved from 2016			LOS Declined from 2016			
			From LOS D	From LOS E	From LOS F	From LOS A,B,C	From LOS D	From LOS E	From LOS F
LOS A,B,C	178	140	13	3	3	-----	-----	-----	-----
LOS D	51	25	-----	2	4	16	-----	-----	-----
LOS E	12	1	-----	-----	0	3	7	-----	-----
LOS F	0	0	-----	-----	-----	0	0	0	-----

An intersection must have data for 2016 and 2019 for it to be represented in the change statistics shown in Table 6 and 7.

Intersection LOS Summary

Overall, OTO's intersections are providing acceptable service. A total of 24 intersections saw improved LOS and 25 intersections saw deteriorated LOS during morning commutes between 2016-2019. The PM commute saw similar movements, with 25 improving and 26 deteriorating.

5. Congested Facilities

There are two methods for identifying congested facilities used in this CMP. A facility must be shown as unacceptable for three different congestion measures. All facilities identified as congested have a Volume-to-Capacity ratio over 0.86 and a travel delay of 20mph or greater. Facilities identified with Method #1 also have above average crash frequencies, while facilities identified with Method #2 also have an intersection LOS of E or F. Method #1 identifies intersections and segments as congested since its three factors include both intersections and segments. Method #2 only identifies intersections as congested since all three factors do not contain segments. **Table 8** contains a listing of congested facilities identified with both methods. Congested Facilities are also shown in **Maps 7.1** and **7.2**, allow with data on the three relevant measures. New for 2020, one area has been identified as a *Facility of*

Concern. Facilities of Concern show as unacceptable by three or more congestion measures, but do not meet the strict definition of Method #1 or #2.

Table 8: Congested Facilities, 2019	
Method #1	Method #2
Crashes, V/C Ratio, Travel Speed	Intersection LOS, V/C Ratio, Travel Speed
Campbell	Campbell and Republic
Primrose to Republic	Kansas and Sunshine
Glenstone	Kansas and Walnut Lawn
At Kearney	Kansas and WB James River Freeway
Chestnut to Monroe	Sunshine and National
Portland/Cinderella to Battlefield	US 60 and Rt. MM/M
Kansas	
Talmage to Kearney	
Bennett to Sunshine	
Battlefield to James River Freeway	
Kearney	
US 65 to Le Compte	
National	
At Battlefield	
Sunshine	
At Campbell	
National to Glenstone	
Lone Pine to Oak Grove	
Deeswood to US 65	
US 160	
Rt. AA to Rt. CC	

The facilities identified in this CMP are comparable to the facilities identified in the 2017 CMP. Similar portions of Kansas Expressway, Campbell, National, Glenstone, Kearney, Sunshine, Battlefield, and south US 160 are congested in both study periods. There are some differences between the periods. US 65, south of US 60, is no longer considered congested, while US 60 at Rt. MM/M is now considered congested.

As discussed in the 2017 CMP, many of congested facilities are located within built-out urban areas. These roadways have constrained rights-of-way and strong travel demand from both workers commuting home and from local Springfield residents. Some portions of these roadways will likely always be congested.

Facilities of Concern

There is one area that has been identified as a *Facility of Concern*. This is a new designation, but it captures a known issue. Route CC, between 22nd and US 65, has issues related to all four congestion indicators but there isn't the required overlap to meet the strict definition of congestion using Method #1 or Method #2. There are safety and capacity concerns throughout this area. The intersection at 22nd has LOS issues, and there are speed issues related to the interchange.

Strategies for Recurring Congestion Mitigation

Phase I of the adopted Congestion Management Process outlined five main strategies on which to focus the OTO Congestion Management Process. Recent projects related to the five strategies are outlined below.

Strategy #1: Improve Roadway Operations

- **Intersection Geometric Improvements:** Table 9 contains a selection of major interchange and intersection improvements were made to improve overall efficiency and operation of the CMP Network. Improvements listed for Congested Corridors and for other corridors in the CMP Network.

Many projects have been completed and are planned along congested corridors. Many of these corridors are arterial streets that are right-of-way constrained and serve both local and through traffic. Improvements along US 60 and US 160 are addressing know bottlenecks.

Table 9: Congested Corridors with Projects to Improve <i>Intersection Geometrics</i> (Non-Exhaustive)	
Recent Improvements	Programed / Under Construction Improvements
Glenstone Avenue	
Added turn lanes at Glenstone and EB I-44 Intersection	Intersection improvements at WB James River Freeway
Access to Glenstone Terrace removed at Peele St. Intersection and RIRO access added to Glenstone from Glenstone Terrace to the north.	Intersection improvements at EB James River Freeway
Signal Removed at Republic Ct. and access to E Republic Rd eliminated	
Added 4 th leg to Independence St intersection to accommodate realigned E Republic Rd/Luster.	
Sunshine Street	
Added signal at McCurry and realigned Old Sunshine Road, eliminated access to Sunshine from Old Sunshine Rd to the east.	none
Kansas Expressway	
Added turn lanes for SB Kansas at EB James River Freeway	Intersection Improvements at Walnut Lawn St.
Added 2 nd WB left turn lane to Norton St.	Intersection Improvements at Sunset St.
Kearney Street	
Added signal at Packer Rd.	Intersection improvements at West Bypass

Table 9: Congested Corridors with Projects to Improve <i>Intersection Geometrics</i> (Non-Exhaustive) (continued)	
Recent Improvements	Programed / Under Construction Improvements
Campbell Avenue	
Added 2 nd SB left turn, 2 nd WB left turn, and 2 nd EB through lanes at Primrose intersection	Intersection improvements at Walnut Lawn St.
Added NB right turn lane at Grand	Intersection improvements at Republic Rd.
Intersection improvements at Plainview Rd.	
Realigned Weaver Rd and added new signal with turn lanes	
National Avenue	
Intersection improvements at Republic Rd.	Intersection Improvements at Sunset
US 160 (South to Nixa)	
Intersection Improvements at Mount Vernon (Rt. 14)	J-turn at Farm Road 192
	Intersection Improvements at Tracker Rd
US 60 West	
Intersection Improvements at Rt. M/MM	Intersection Improvements at Rt. 174

Improvements have also been made to the CMP Network to address issues before congestion develops, as shown in **Table 10**. These improvements have included interchanges on US 60 east and the intersection improvements apart of the US 160 widening project.

Table 10: Other CMP Corridors with Projects to Improve <i>Intersection Geometrics</i> (Non-Exhaustive)	
Recent Improvements	Programed / Under Construction Improvements
Chestnut Expressway	
Removed at-grade railroad crossing west of Ingram Mill Rd and added signal at Ingram Mill Rd	None
US 160 (North to Willard)	
None	Intersection improvements at Rt. AB
	Roundabout at Jackson
	Roundabout at Farm Road 94.
	J-turn at Farm Road 115
	J-turn at Farm Road 123
US 60 East	
Interchange at Rt. NN/J	Interchange at Rt. 125
Route CC	
Diverging diamond interchange at US 65	Intersection improvements at US 160
Add signal at 22 nd St.	
Route 13 (north of Norton Rd.)	
Remove signal and add J-turn at Rt. O	None
J-turn at Rt. WW	
Interstate 44	
Ramp extensions at Kansas Expressway and West Bypass	None

- **Intersection Signalization Improvements:** Traffic engineers at the TMC of the Ozarks regularly observe individual intersections and corridors and make timing adjustments based on actual functionality. As technology allows, these improvements might be refined signal offsets, adjusted cycle lengths, changes to coordination status, creation of optional timing plans, or even peer-to-peer operations. **Table 11** contains a selection of signalization improvements made over the last few years.

Table 11: Selected Intersection Signalization Improvements			
Adjusted Cycle Lengths	Changes to Coordination Status	Optional Timing Plans	Peer-to-peer operations
<u>Kimbrough</u> : Madison to Trafficway AM Peak Cycle length increased from 65 to 75 seconds	<u>Division & Grant</u> : Set to free operation	<u>National & Sunshine</u> : alternative patterns were created to accommodate the regular fluctuations during long PM Peak	<u>Hammons</u> : Trafficway to St Louis
<u>National</u> : Trafficway to Grand weekend peak plan increased from 90 to 100 seconds	<u>Battlefield & Woodstock</u> : set to run in free operation except the AM and PM peaks	<u>Battlefield & Fremont</u> : alternative patterns were created to accommodate the regular fluctuations during long PM Peak	<u>Division</u> : Cedarbrook to Packer
<u>Battlefield</u> : Lone Pine to US65 included in the 100 second Off Peak plan operational area	<u>Kearney</u> : Corridor coordinated	<u>Campbell & Sunshine</u> : alternative patterns were created to accommodate the regular fluctuations during long PM Peak	<u>Division</u> : Grant to Weaver pedestrian signal

- **Incident Management - Detection, Response & Clearance:** The OTO region continues to make great strides with its incident management program. The region's TIM committee meets quarterly and hosts an annual regional TIM exercise. Major incidents are debriefed at these quarterly meetings and actions are identified to address issues experienced during response efforts. The TMC of the Ozarks also continues to make progress in its ability to detect and track incidents. The TMC is able to deploy warnings on the region's digital message signs and make alterations to signal timing if needed.
- **Bus Turnout Construction:** The City Utilities has discontinued the construction of future turnouts due to transit service delays caused by reentry of buses into traffic flow. City Utilities has partnered with the City of Springfield to add signage and striping at bus turnouts along city streets. The goal is to encourage drivers not to block buses. Drivers have seen some improvements in their ability to reenter traffic, but City Utilities still does not plan to add additional turnouts to its system.

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

- **Land Use Policies/Regulations:** OTO communities have land use policies and regulations that support mixed use developments. These developments create the opportunity to live and work in the same location. Existing mixed-use developments include Farmers Park and Quarry Town in Springfield. Planned developments include Field Stone PDD in Republic and Gauge Crossing in Willard.

- **Employer Flextime Benefits/Compressed Work Week:** Encouraging employers to consider allowing employees to maintain a flexible schedule - thus allowing the employee the option to commute during non-peak hours. **Table 12** shows some of the public and non-profit employers that are offering flexible schedules.

Table 12: Flexible Work Schedules in the OTO Area		
Flextime	Compressed Work Week	Non-Peak/Offset Schedules
MoDOT	City of Springfield	Area Schools
Ozarks Transportation Org	Greene County	Cox Hospital
City Utilities of Springfield		Mercy Hospital

Strategy #3: Shift Trips from Automobile to Other Modes

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

- **Fleet Expansion/Bus Service Expansion:** City Utilities Transit has no plans to make any major fleet expansions in the next couple years. The utility has recently reduced the number of spare vehicles it has in its fleet to be better in line with FTA standards. The utility was also awarded two electric buses in late 2019. These new buses will be replacement vehicles. The utility continues to make incremental improvements to the new routes implemented in May 2016. Incremental improvements are aimed at improving on time performance. One feature of the new routes is each route stops at a Walmart. This reduces the need for riders to make transfers.
- **Improve/Expand Bicycle and Pedestrian Networks:** The region's overall bicycle and pedestrian network is growing each year, as shown in **Table 13**. Ozark Greenways has completed portions of the Trail of Honor and the Fullbright Springs Trail. As new subdivisions are built, the region's sidewalk network is expanded. Additionally, the municipalities are actively completing and implementing ADA Transition Plans on public rights-of-way. The construction work associated with these plans are improving the accessibility of the region's sidewalks. The OTO has also invested nearly \$4 million in TAP funding towards sidewalk and trail projects that will be completed during 2020 and 2021.

Table 13: Bicycle and Pedestrian Network Size			
Type of Network	2016	2017	2018
Bike lane (SGF)	28.69	28.78	29.44
Shared Lanes (SGF)	---	29.58	29.58
Trails	62.6	64.51	64.51
Sidewalks	1,048	---	1,115
Percent of Roads with Sidewalks	31.10%	32.07%	32.07%

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

- **Rideshare Matching Services:** The OTO continues to offer carpool services through OzarksCommute.com. The service currently has 2,798 registered users.

- **Vanpool/Employer Shuttle Programs:** Several area employers and multifamily housing complexes have implemented vanpool or shuttle programs. Examples include Mercy Medical Center, TLC Properties, Missouri State University, and Prime Trucking.
- **Improved/Increased Park-and-Ride Facilities & Capital Improvements:** There is one MoDOT park-and-ride lot at US 65 and Evans Road. The lot has 50 spaces and is currently underutilized. No expansions are planned.

Strategy #5: Add Capacity

The OTO recognizes that added roadway capacity is often not a long-term fix for a congestion problem. Induced demand and the continuation of existing development patterns often result in increased traffic volumes. However, additional capacity is often needed to serve growing traffic volumes. Capacity has been added to corridors than are identified as congested and to non-congested corridors that have a volume-to-capacity problem. Projects aimed to add capacity to congested CMP roads are listed in **Table 14**, while projects along non-congested CMP roads are shown in **Table 15**.

Table 14: Congested Corridors with Projects to Add Capacity (Non-Exhaustive)	
Recent Improvements	Programed / Under Construction Improvements
Glenstone Avenue	
Added 6-lane segmented between Battlefield and James River Freeway	None
Kansas Expressway	
None	Extension of Kansas Expressway south of Republic Road to Plainview
Campbell Avenue	
Extend 3 rd NB travel lane between Republic Rd and Primrose	
Extended 6 lane segment between Republic Road and south of Plainview Rd.	
National Avenue	
Add 3 rd SB travel lane between Walnut Lawn St. and James River Freeway	Add 3 rd SB travel lane between Battlefield and Walnut Lawn
US 160 (South to Nixa)	
Extend 2 nd SB Travel Lane through Mount Vernon (Rt. 14) intersection	Capacity Improvements between Rt. AA and Rt. CC

Table 15: Other CMP Corridors with Projects to Add Capacity (Non-Exhaustive)	
Recent Improvements	Programed / Under Construction Improvements
US 160 (North to Willard)	
None	New 4-lane expressway segment between Jackson Rd and I-44
James River Freeway (I-44 to US 65)	
Add auxiliary lanes between Kansas Expressway and Campbell Ave.	Add 3 rd travel lane between National and US 65
Add auxiliary lanes between Campbell Ave. and National Ave.	
Add auxiliary lanes between National Ave and Glenstone.	
Add SB auxiliary lane between Glenstone and US 65	
US 65	
Add auxiliary lanes between Sunshine and Battlefield	None
Extend 6-lane segment south between US 60 and Rt. CC	
Route CC	
Extend 5 lane segment from 22 nd St. to 25 th St.	
Route 14 (US 160 to US 65)	
Add 5-lane segment between US 160 and Fort St.	Add 5-lane segment between Fort St and east of Ridgecrest Ave.
	Add 5-lane segment between west of Fremont and 22 nd St.
Republic Road	
Extend 5 lane segment from Golden to Rt. FF	Extend 5 lane segment from Republic Road to Chase
Extend 5 lane segment from Lark to Republic Rd	

Strategy Effectiveness

Efforts to maintain or improve congested conditions have had successes. Observable successes are primarily the result of two mitigation strategies: *Improving Roadway Operations* and *Adding Capacity*. Despite rising volumes, the region has maintained acceptable Intersection LOS at a vast majority of signalized intersections and has seen improved travel times associated with capacity projects. Strategies that rely on people using their automobiles less have been less effective. The region also has not had the same level of success getting businesses to alter work schedules. Many large employers have employee shift changes outside of peak commute times, but a large percentage of workers still work typical office hours and commute during peak commute times.

A complex geospatial statistical evaluation of was completed for the 2017 report, but the analysis was inconclusive. This analysis tried to identify connections between capacity or operational improvements

to changes in congestion. Some weak relationships were found, but no clear connections were revealed. A recommendation was made to focus on before/after analysis or other more anecdotal types of analysis. The following sections will describe observed successes.

Improve Roadway Operations

The City of Springfield and MoDOT work constantly to maintain and improve roadway operations throughout the OTO region. **Tables 6 and 7** contain the Intersection LOS data for 2019. Ninety-three percent of intersections during the AM commute and 95 percent of intersections during the PM period have an acceptable LOS, defined as LOS D or above. Of those intersections, 87 percent of acceptable intersections during the AM commute and 85 percent of intersections during the PM were acceptable during the 2017 CMP update. Additionally, 8 and 12 intersections improved to an acceptable LOS during the AM and PM commutes, respectively. The consistent performance of signalized intersections, despite the rise in VMT and per capita VMT outlined in **Table 1** and **Figure 1**, demonstrates the efforts of area traffic engineers have been successful.

Add Capacity

The region has been able to strategically add capacity to manage and mitigate congestion on the CMP network. A limited number of lane miles have seen traffic exceed capacity during the last three years. Additionally, added capacity has been able to improve the function of the system, as demonstrated in higher travel speeds.

Steady Volume-to-Capacity Ratios. The region has been able to successfully manage the growing volumes of traffic on CMP roads. As previously described, just under six miles of CMP roads, with data available, have experienced a shift to unacceptable volume-to-capacity ratios. This does not mean that capacity issues do not exist. Rather, it means the region has been able to limit the expansion of capacity problems. The region is successfully managing those areas nearing capacity.

Capacity and Travel Speed. Where capacity has been added along the region's freeways, travel speeds have increased. Volumes seem to be rising faster than capacity is being added, as seen in **Map 3.1**, but observed speeds are increasing. The improved speeds, despite the rising volumes, suggests that the added capacity has address bottlenecks. Anecdotally, drivers have more time to enter or exit the freeways and can maintain their travel speeds.

Table 16: Added Capacity and Associated Travel Speed Improvements		
Recent Improvement	AM Travel Speed 2016/2019	PM Travel Speed 2016/2019
James River Freeway: Connected Ramps Between Kansas and Campbell	EB: 60/62 WB: 56/50*	EB: 60/63 WB: 55/46*
James River Freeway: Connected Ramps Between Campbell and National	EB: 60/62 WB: 60/62	EB: 58/62 WB: 60/62
James River Freeway: Connected Ramps Between National and Glenstone	EB: 58/61 WB: 60/62	EB: 54/58 WB: 59/63
US 65: Connected Ramps Between Sunshine and Battlefield	NB: 60/63 SB: 61/63	NB: 60/63 SB: 59/63

While adding capacity is no panacea, it can address bottleneck situations and improve travel speeds. Only WB traffic on James River Freeway between Campbell and Kansas saw slower speeds between the two analysis periods.

Action Plan

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

Strategies for Recurring Congestion Mitigation

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

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

Strategy #1: Improve Roadway Operations

The OTO has prioritized several projects to improve roadway for inclusion in the 2021-2024 Transportation Improvement Program (TIP) and has programed a number of projects in the 2020-2023 TIP. Prioritized projects include fiber connections between Springfield and Ozark and operational improvements along Kansas Expressway from Norton Road to James River Freeway. Programed Projects include an operational and safety study of US 60 from Main Street in Republic to James River Freeway, a study of US 160 between Rt. AA and Rt. CC, along with intersection improvements as Kansas and Sunset, Kansas and Walnut Lawn, Campbell and Walnut Lawn, Campbell and Republic Road, and Kearney and West Bypass. Additionally, funding has been set aside for improvements along Glenstone. These projects will help improve roadway operations.

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

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

Strategy #3: Shift Trips from Automobile to Other Modes

The OTO will continue to pursue policies that encourage and facilitate alternative modes of transportation. For example, the OTO is working towards the completion of a Bike and Pedestrian Trail Investment Study. This study will help the OTO complete an integrated network of trails connecting OTO communities. This trail network will provide a viable alternative to autos for regional intercity travel. The

OTO has also prioritized sidewalk construction with all MoDOT sponsored projects. The OTO wants to see sidewalks built alongside road projects. The OTO is also involved with *Let's Go Smart: Transportation Collaborative*, a community partnership designed to encourage residents to consider their transportation choices every day. The organization encourages walking, biking, riding the bus, and other forms of active transportation. The City of Springfield's Sustainability Office helps coordinate city activities related to environmental sustainability, including the sustainability of transportation choices. This office is involved with many area transportation initiatives. These actions all make it easier for OTO residents to shift to other modes of travel.

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

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

Strategy #5: Add Capacity

The OTO recognizes that added roadway capacity is often not a long-term fix for a congestion problem. Induced demand and the continuation of existing development patterns often result in increased traffic volumes. However, additional capacity is often needed to serve growing traffic volumes. The OTO has prioritized additional travel lanes along US 60/James River Freeway and I-44. Projects have been programmed along MO 14 and James River Freeway, and construction is underway along US 160 towards Willard. This added capacity will ensure efficient movement within and across the region as populations continue to grow.

Evaluation of Current Congestion Measurement

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

Conclusion

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

Four indicators of congestion were used to identify areas of significant congestion. Approximately 90 of the 134 miles of roadway with volume data available have remained or improved to an acceptable Volume-to-Capacity ratio. The crash frequencies showed some increase from 2016. The decline of average delay travel delay indicated an overall improvement in speeds. The intersection level of service ratings relatively unchanged. Ninety three percent of intersections in the AM commute and ninety five percent of intersections during the PM commute offered acceptable levels of service. There were only seven intersections with LOS F service.

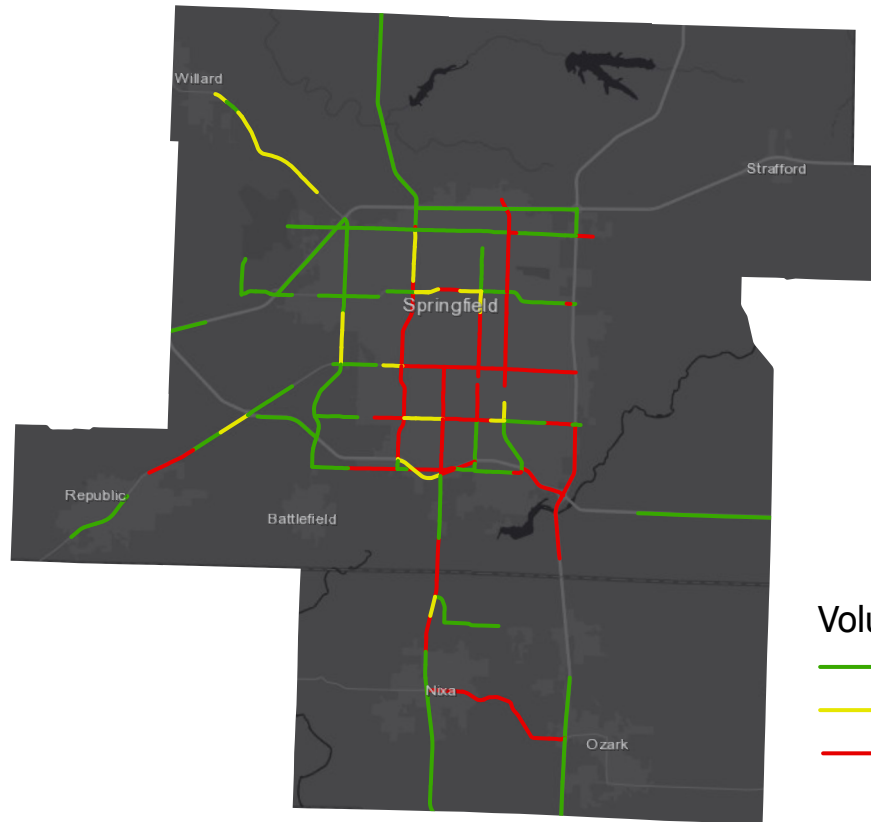
The OTO will continue to pursue the five strategies for recurring congestion mitigation. The strategies include important engineering and behavior solutions for congestion. Early priorities for the 2021-2025 STIP include several projects drawing from these strategies.

The facilities identified in this CMP are comparable to the facilities identified in the 2017 CMP. Similar portions of Kansas Expressway, Campbell, National, Glenstone, Kearney, Sunshine, Battlefield, and south US 160 are congested in both study periods. There are some differences between the periods. US 65, south of US 60, is no longer considered congested, while US 60 at Rt. MM/M is now considered congested. Some physical improvements are possible along the region's freeways, but changes in transportation behavior are required to dramatically improve traffic on the region's arterial system.

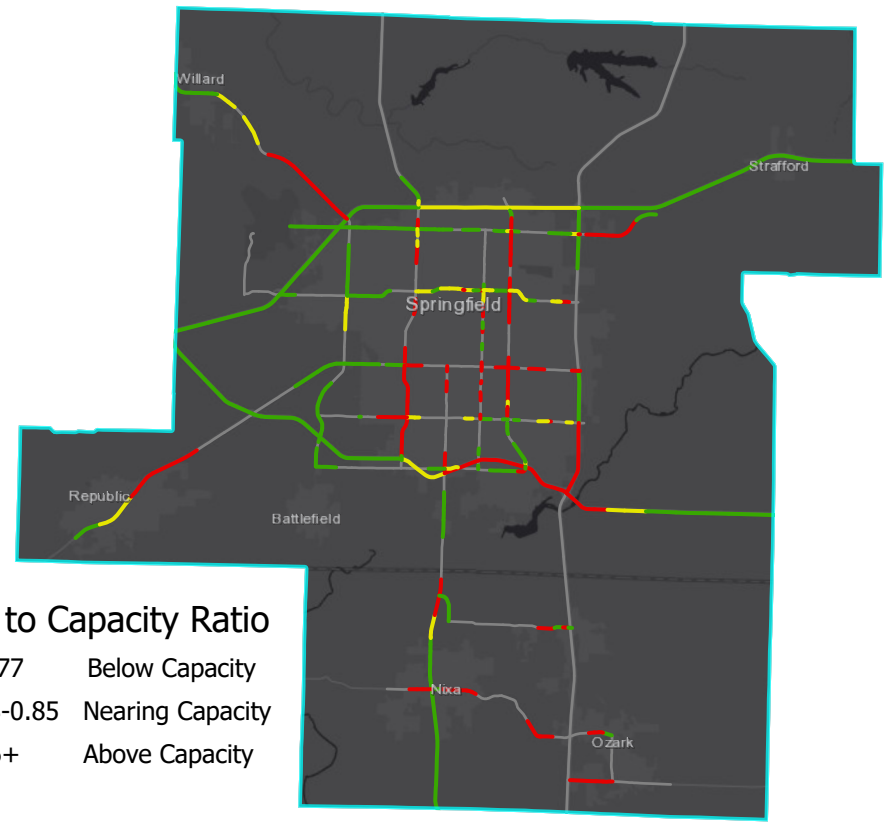


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Volume to Capacity Ratio



2016 Esri, HERE, Garmin, (c) OpenStreetMap
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2019 Esri, HERE, Garmin, (c) OpenStreetMap
contributors, and the GIS user community

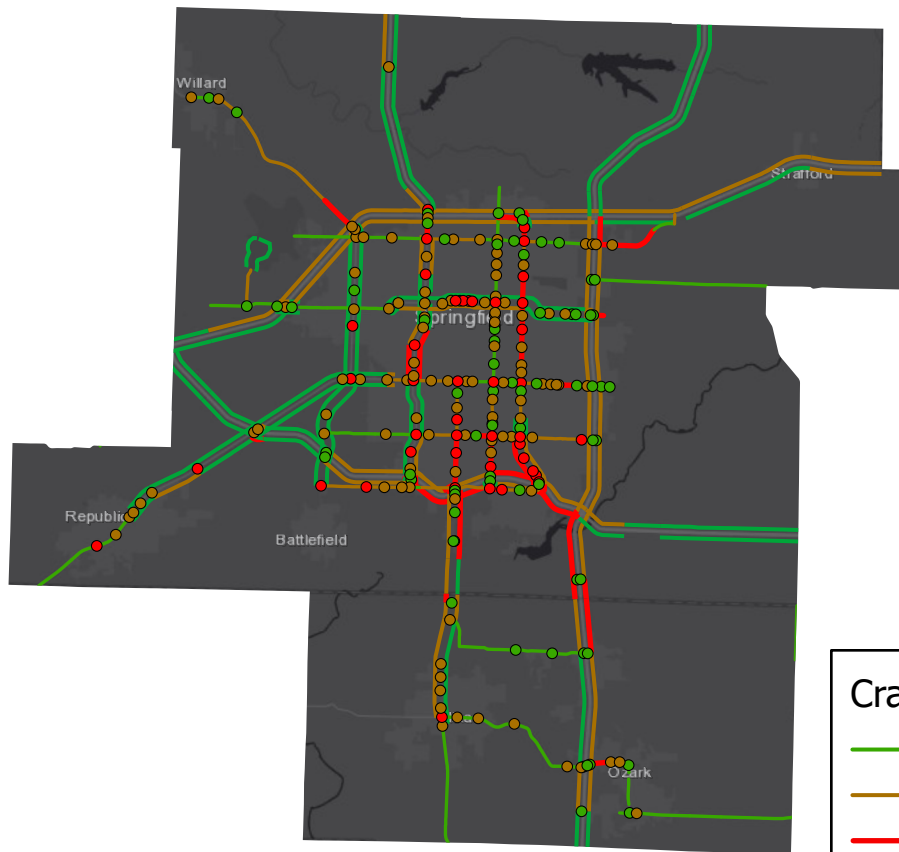
What facilities are at or above capacity?

Map 3.1



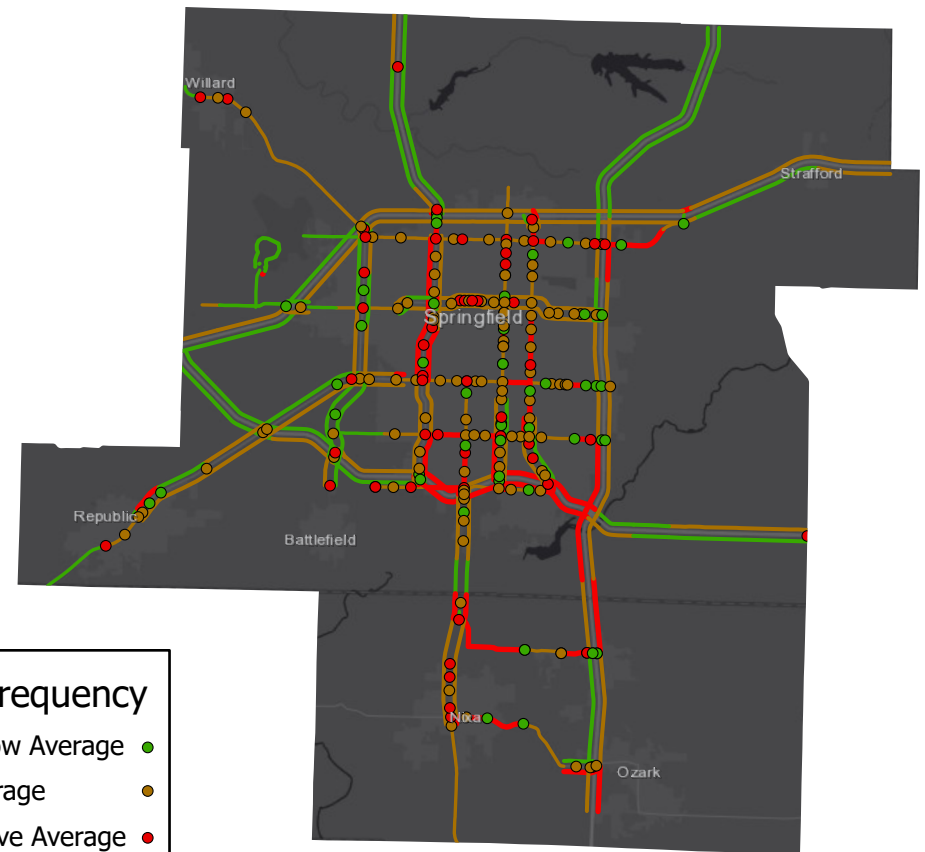
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Crash Frequency



Esri, HERE, Garmin, (c) OpenStreetMap
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2016



Esri, HERE, Garmin, (c) OpenStreetMap
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2019

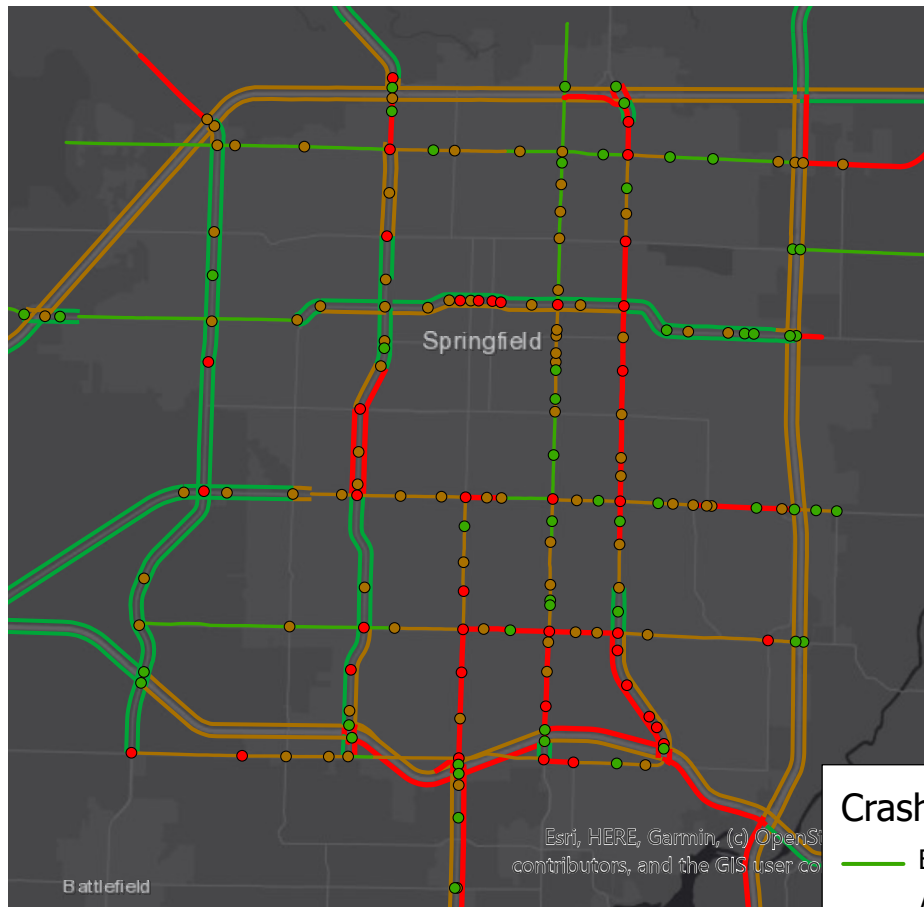
Where are crashes frequently happening?

Map 4.1



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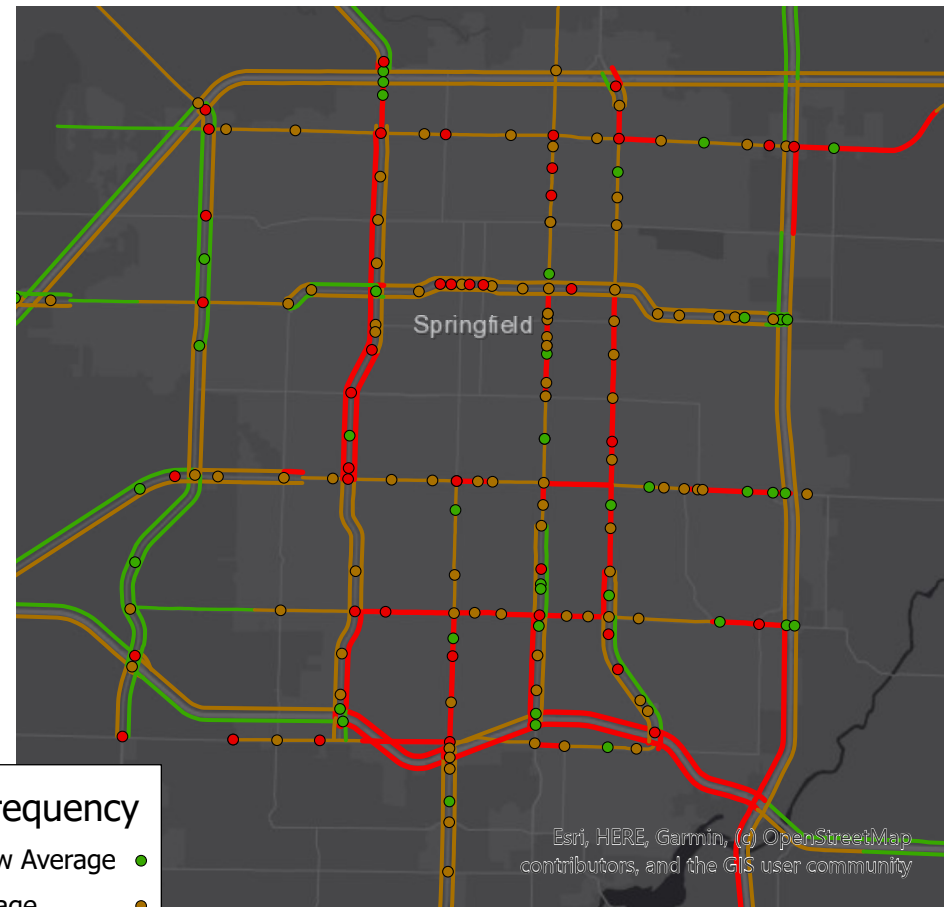
Crash Frequency: Springfield Focus



2016

Crash Frequency

- Below Average ●
- Average ●
- Above Average ●



2019

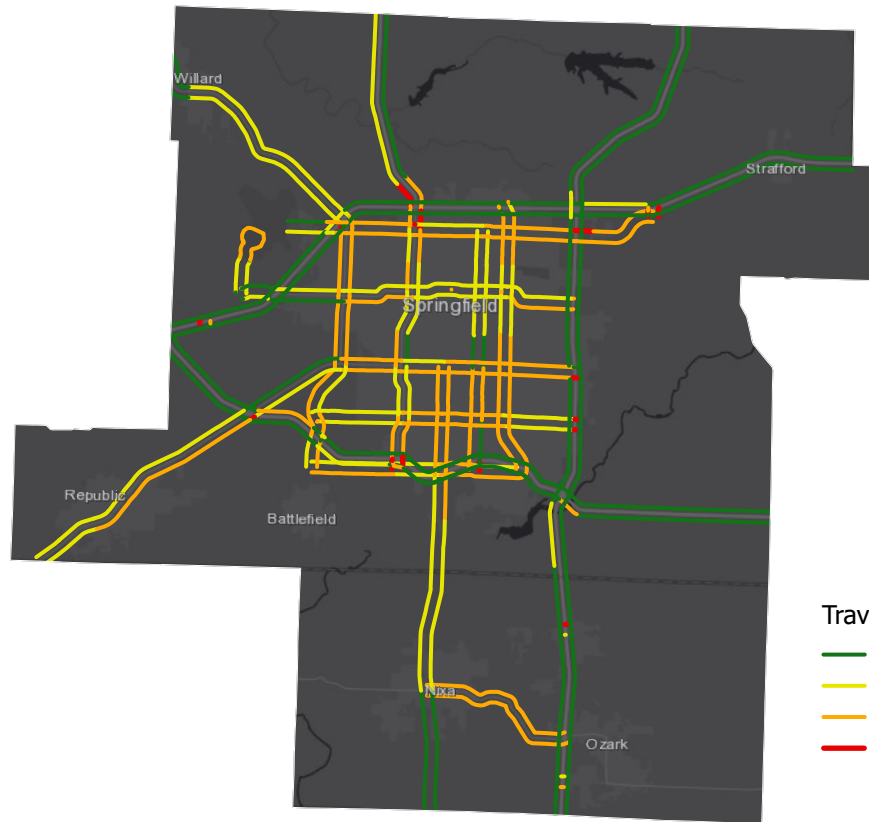
Where are crashes frequently happening?

Map 4.2



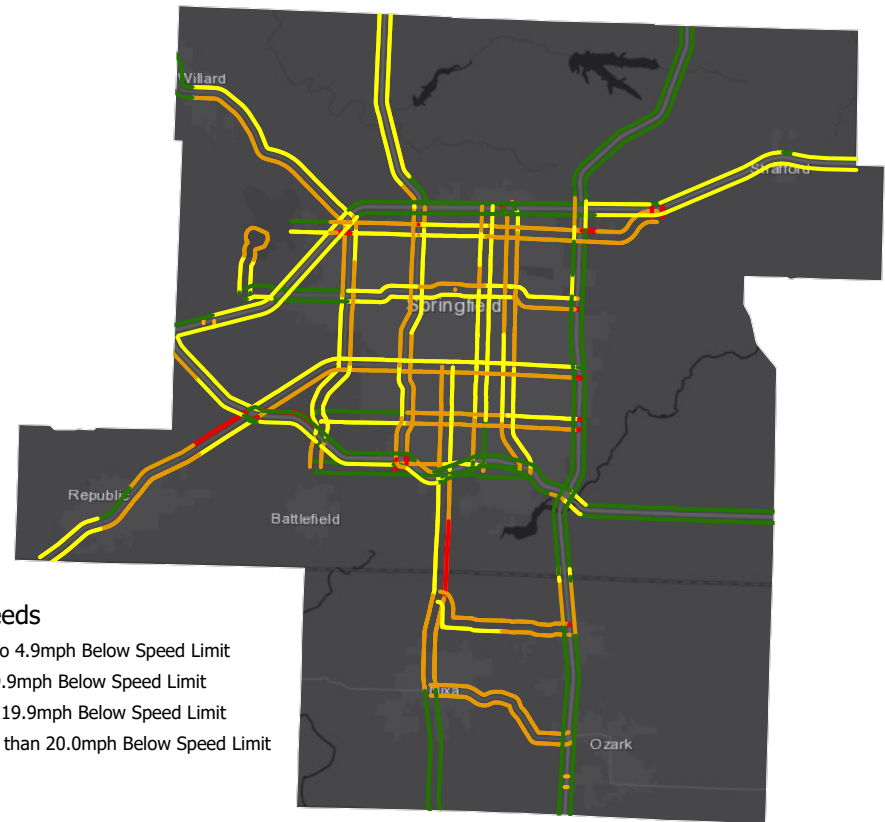
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Morning Travel Delay



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2016



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

2019

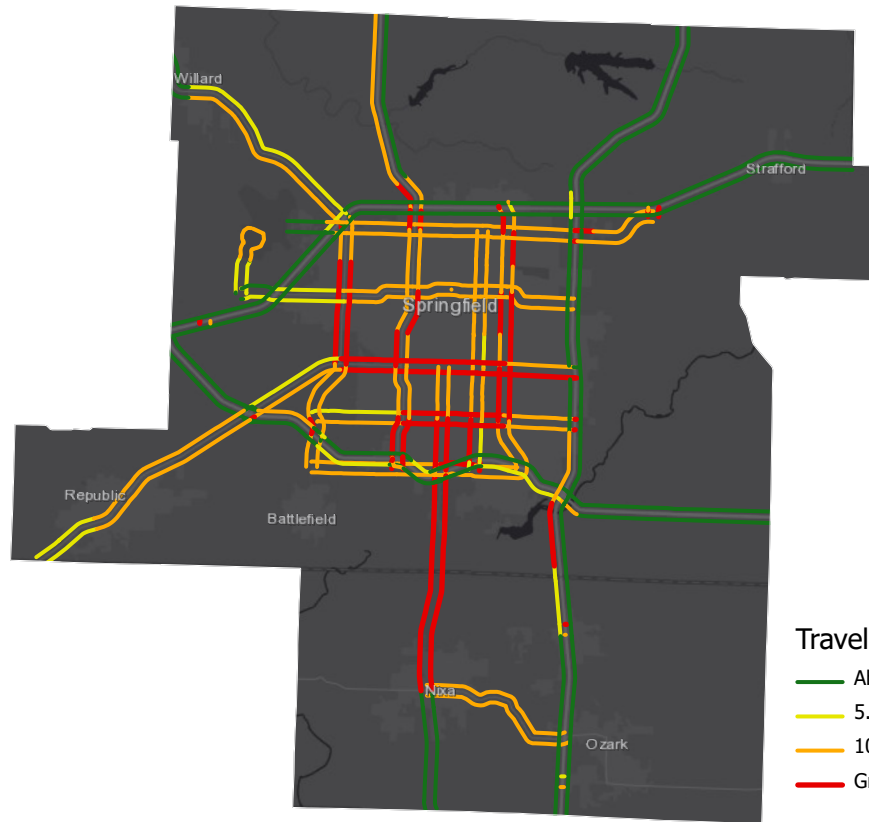
How badly are drivers delayed?

Map 5.1



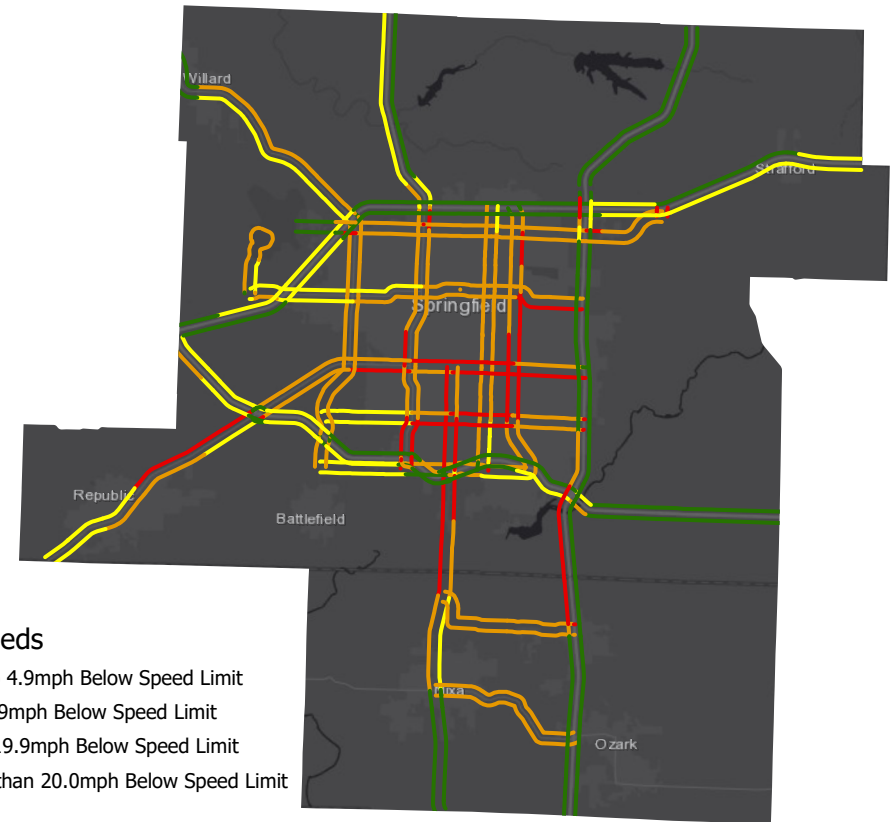
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Evening Travel Delay



2016

How badly are drivers delayed?



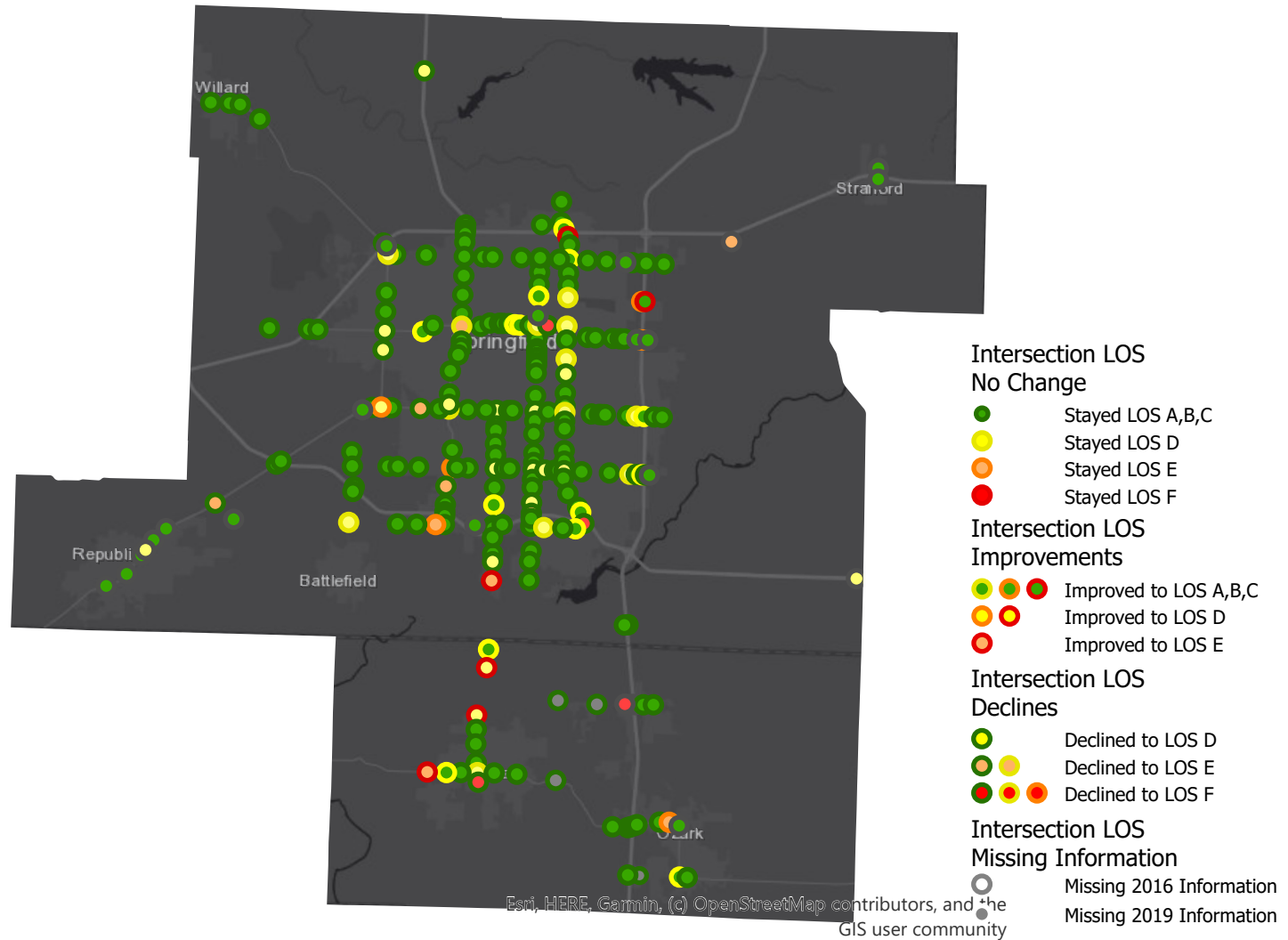
2019

Map x.x



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Morning Intersection Level of Service



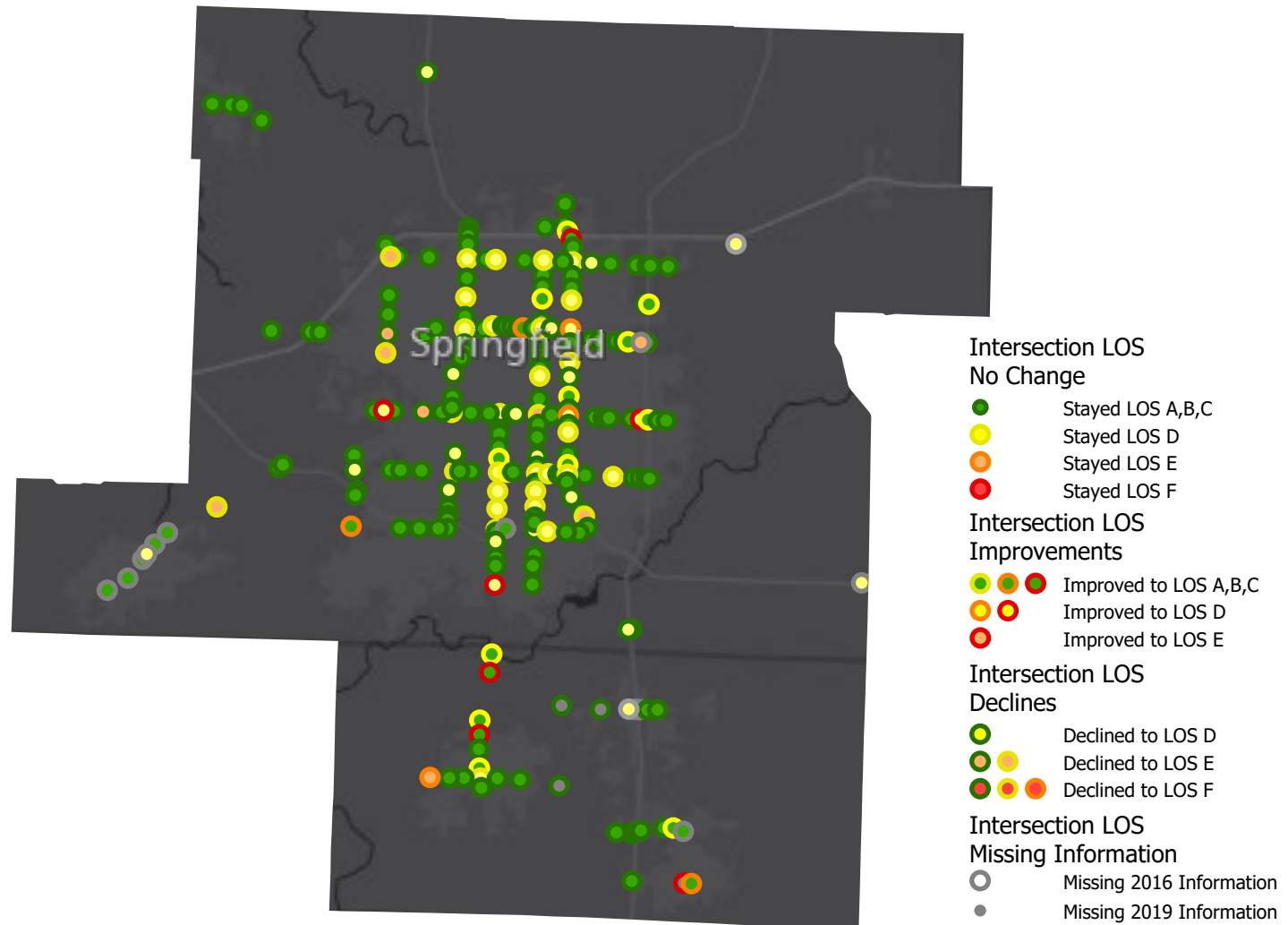
Where are intersections a source of congestion?

Map 6.1



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Evening Intersection Level of Service



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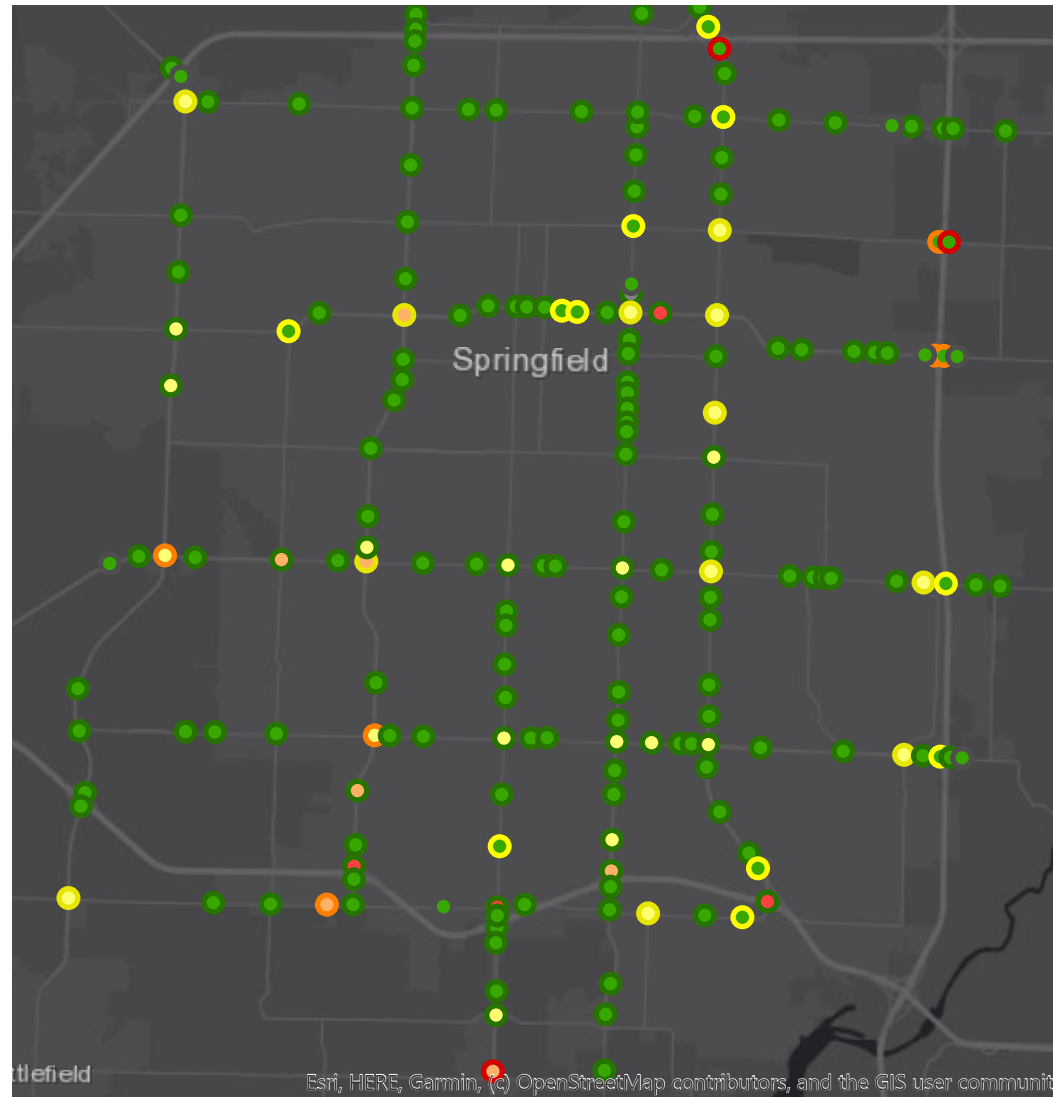
Where are intersections a source of congestion?

Map 6.2



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Morning Intersection Level of Service: Springfield Focus



- Intersection LOS
No Change, 2016-2019**
- Stayed LOS A,B,C
 - Stayed LOS D
 - Stayed LOS E
 - Stayed LOS F
- Intersection LOS
Improvements, 2016-2019**
- Improved to LOS A,B,C
 - Improved to LOS D
 - Improved to LOS E
- Intersection LOS
Declines, 2016-2019**
- Declined to LOS D
 - Declined to LOS E
 - Declined to LOS F
- Intersection LOS
Missing Information**
- Missing 2016 Information
 - Missing 2019 Information

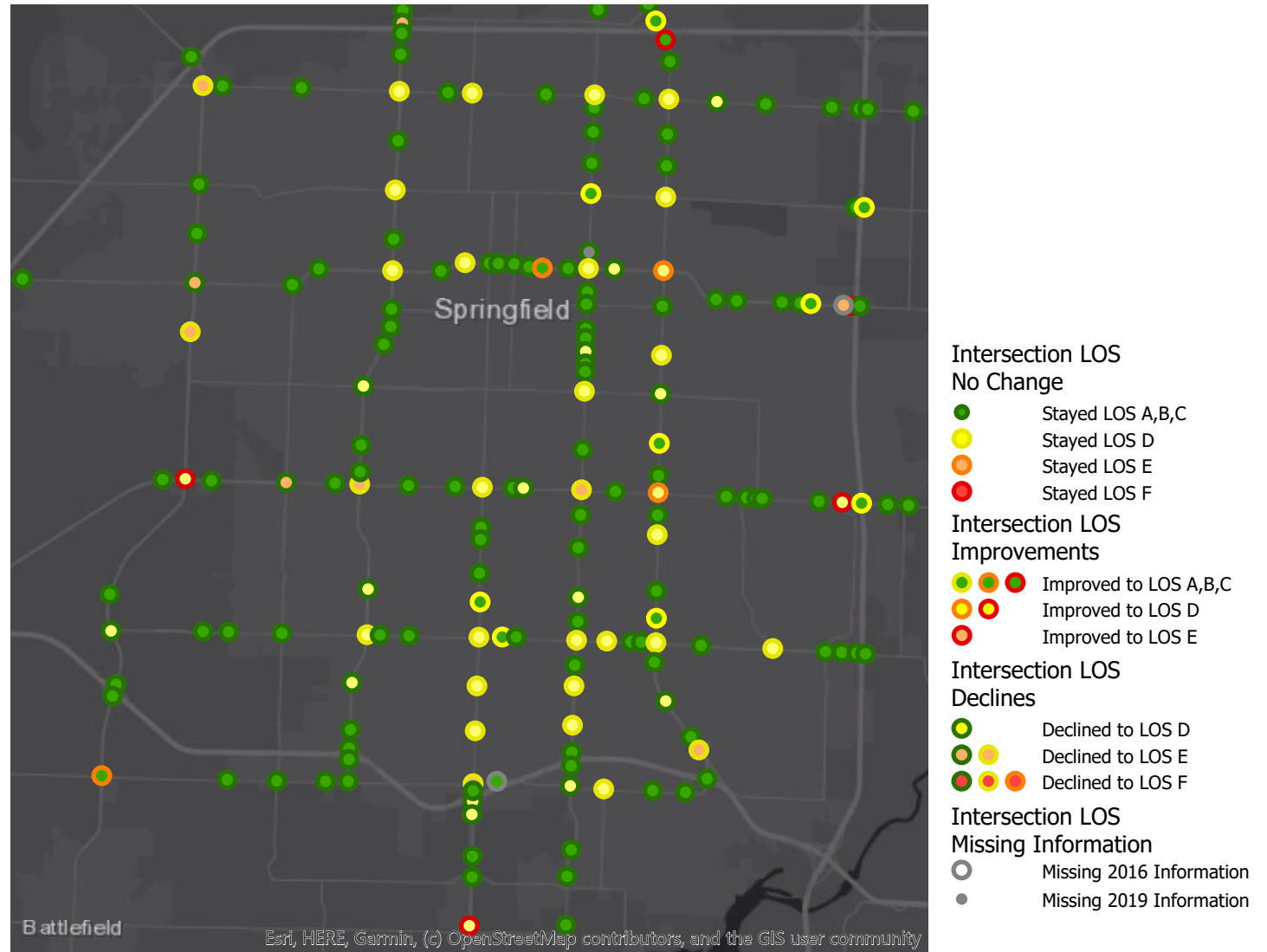
Where are intersections a source of congestion?

Map 6.3



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Evening Intersection Level of Service



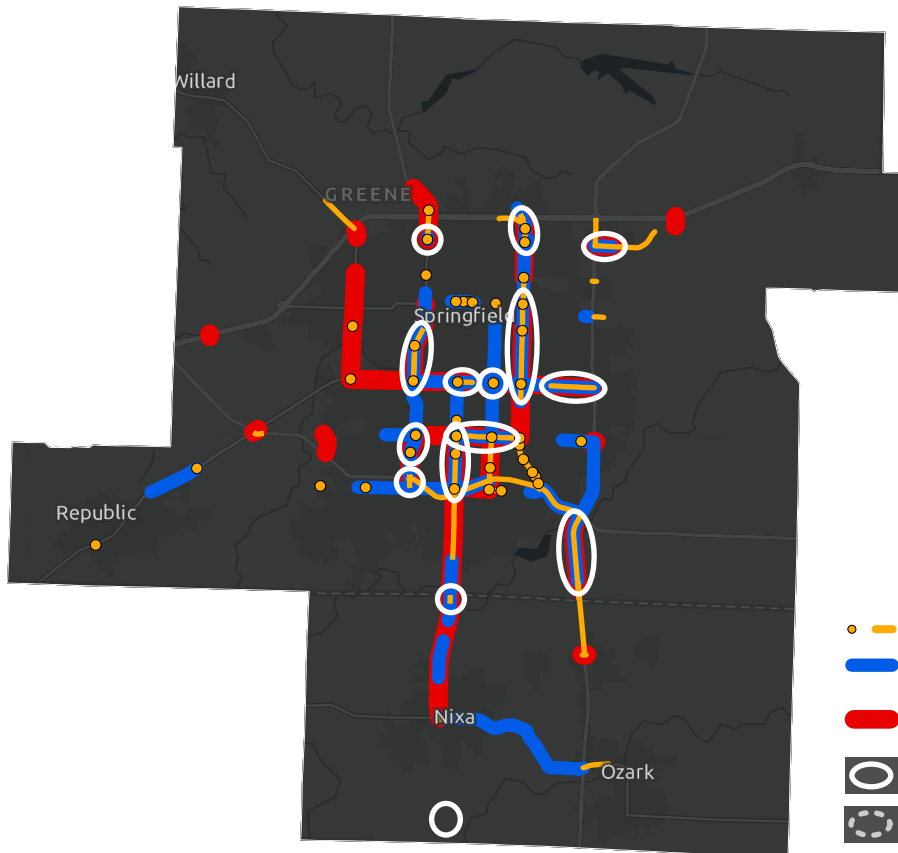
Where are intersections a source of congestion?

Map 6.4



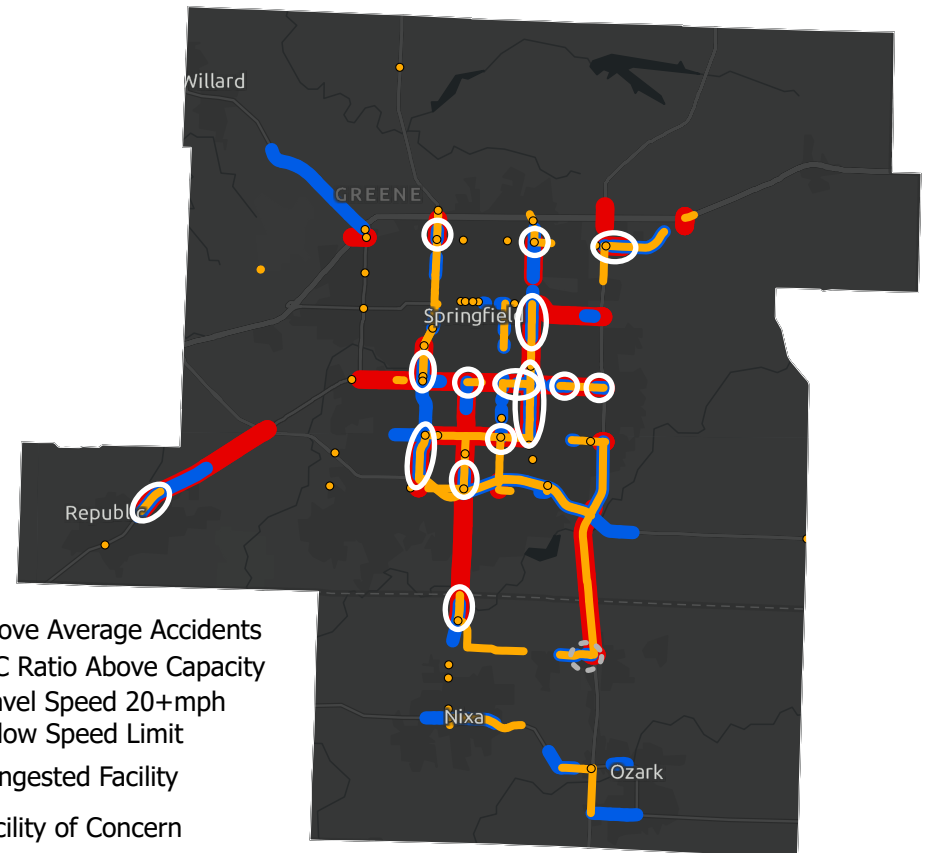
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Congested Facilities: Method #1



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

2016



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

2019

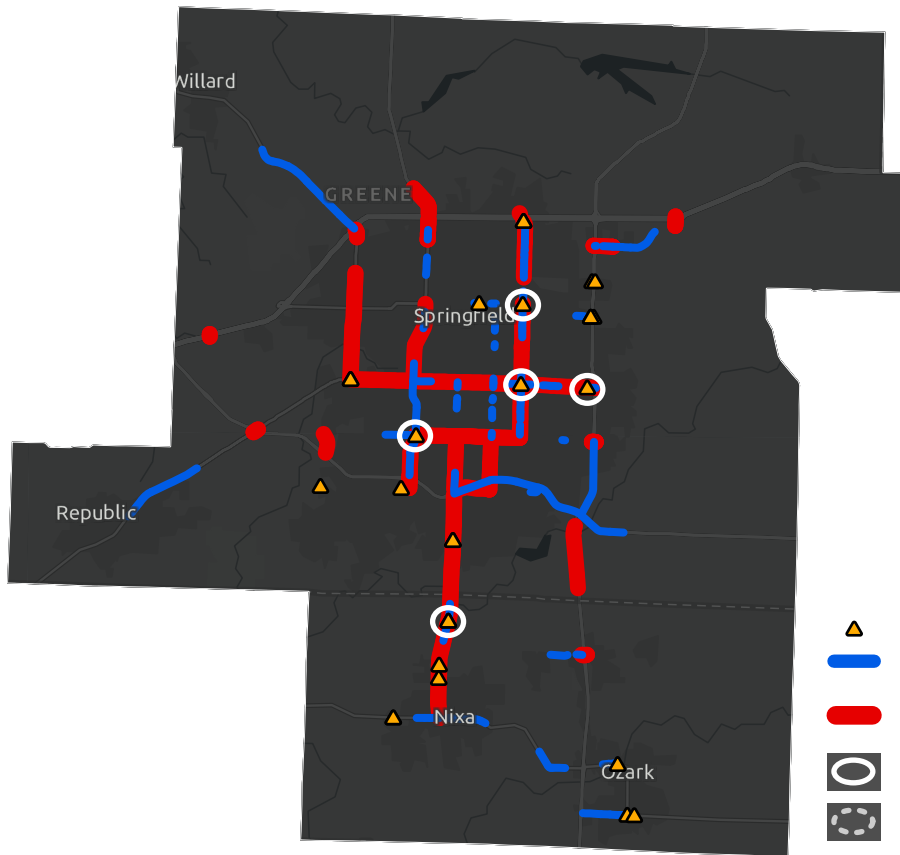
Which roads are delayed, very full, and prone to crashes?

Map 7.1



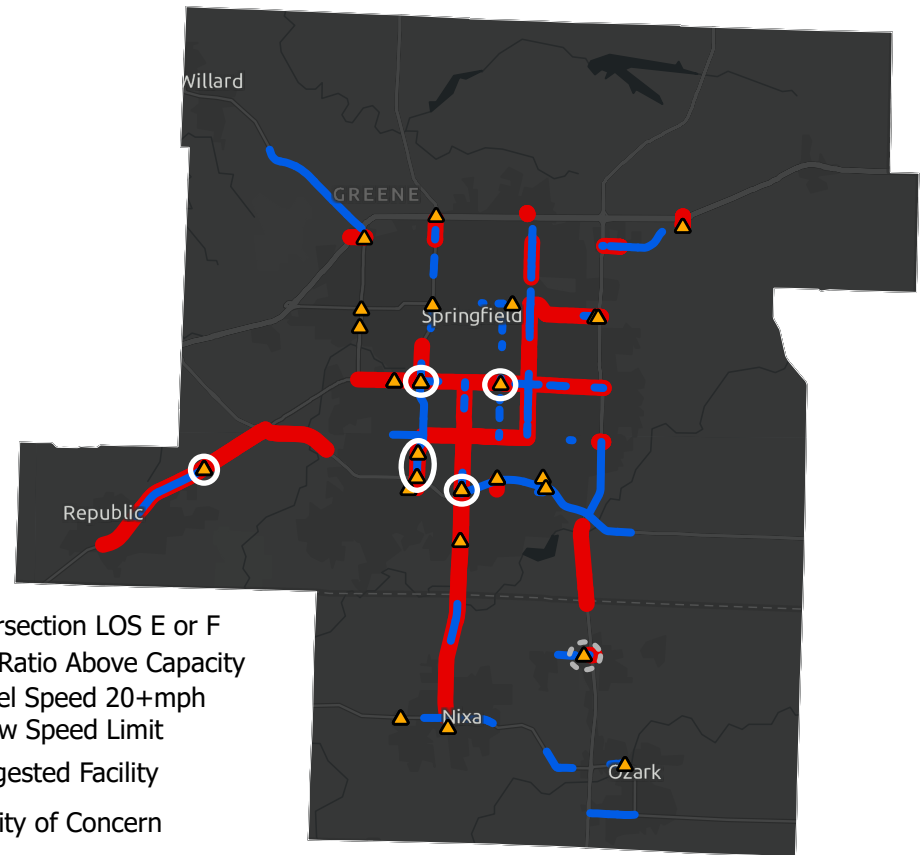
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Congested Facilities Method #2



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2016



Sources: Esri, HERE, Garmin, FAO, NOAA,
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the GIS User Community

2019

Which roads are delayed, very full,
and have problem intersections?

Map 7.2

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2020; ITEM II.E.

Ozarks Regional Bicycle Destination Plan

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

AGENDA DESCRIPTION:

Bicycle tourism is a rapidly growing form of vacation travel. States, counties, and cities across America are increasingly promoting themselves as bicycle tourist destinations, often under the umbrella of "ecotourism."

In 2014, Ozark Greenways developed a bicycle destination plan for Greene County. The plan highlights why Greene County can succeed as a bicycle tourism destination. The plan provides strategies for marketing and way-finding. Specific locations are identified and routes named to promote various destinations. Mountain biking and special events are also addressed.

In 2018, the Ozarks Transportation Organization worked with the communities of Christian County to expand the destination plan for the OTO region. An additional route and various destinations in northern Christian County have been identified for inclusion in the plan.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE RECOMMENDATION:

The BPAC met on May 12, 2020 and voted to recommend the Technical Planning Committee endorsement of the *Ozarks Regional Bicycle Destination Plan* and adoption by the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

"Move to recommend that the Board of Directors approve the *Ozarks Regional Bicycle Destination Plan*."

OR

"Move to recommend that the *Ozarks Regional Bicycle Destination Plan* have the following revisions..."

Ozarks Regional Bicycle Destination Plan



Executive Summary

Bicycle tourism is a rapidly growing form of vacation travel. States, counties, and cities across America are increasingly promoting themselves as bicycle tourist destinations, often under the umbrella of "ecotourism."

In 2014, Ozark Greenways developed a bicycle destination plan for Greene County. The plan highlights why Greene County can succeed as a bicycle tourism destination. The plan provides strategies for marketing and way-finding. Specific locations are identified and routes named to promote various destinations. Mountain biking and special events are also addressed.

In 2018, the Ozarks Transportation Organization worked with the communities of Christian County to expand the destination plan for the OTO region. An additional route and various destinations in northern Christian County have been identified for inclusion in the plan.

Ecotourism

The practice of touring natural habitats in a manner to minimize ecological impact (Merriam-Webster). The OTO region boasts four National Recreation Trails:

- Frisco Highline Trail
- Galloway Creek Greenway
- South Creek Greenway
- Wilson's Creek Greenway



"Bicycling is the second most popular outdoor activity in the United States by frequency of participation. In 2015, Americans aged 6 and older went on 2.7 billion bicycle outings."

- THE OUTDOOR FOUNDATION

Executive Summary

Recommendations

- Seek public and private partners and funding to permanently sign the routes identified in this plan.
- Partner and invest in efforts to improve and market the Frisco Highline Trail as a regional destination trail.
- Work with the communities of Christian County to sign and improve designated cycling routes to ensure a safe experience for future cycling tourists.
- Provide area communities and chambers of commerce a copy of this Plan with information on how they can better position their communities to be welcoming to bicyclists.



OTO and Ozark Greenways

Ozark Greenways

The mission of Ozark Greenways is to build a trail system that connects and enhances the community. Since 1991, they have been guided by a plan for over 120 miles of greenway trails throughout the Springfield Community.



Ozarks Transportation Organization

The OTO is the transportation planning organization for the Springfield metropolitan area. The mission of OTO is to provide a forum for cooperative decision-making in support of an excellent regional transportation system. Metropolitan Planning Organizations (MPOs) are charged with maintaining and conducting a "continuing, cooperative, and comprehensive" regional transportation planning and project programming process for the MPO's study area. The study area is defined as the area projected to become urbanized within the next 20 years.



Introduction

Bicycle tourism is a rapidly growing form of vacation travel that has become a significant economic resource in the U.S. and around the world. States, counties, and cities across America are increasingly promoting themselves as bicycle tourist destinations, often under the umbrella of "ecotourism."

The Ozarks Transportation Organization region, including Christian and Greene Counties, in southwest Missouri, are in a prime position to be promoted as a bicycle tourist destination. The area is well known for its beautiful scenery, fascinating history and culture, and for its friendly citizens. Combined with the area's excellent on-road and off-road biking infrastructure, these factors create a perfect opportunity to attract riders of all ages and skill levels.

Bicycle tourism can bring vast benefits to Christian and Greene Counties. Recent studies show that bicycle vacationers spend more on food and lodging than do those who travel by car. Not only do these active, curious tourists spend more dollars, they spend them at local businesses.

In a time when communities are working to distinguish themselves as unique destinations, the time is right to think creatively about new attractions that can stand-out and diversify economic returns for the region. Bicycle tourism has the potential to being a new and unique source of income to the area. A wide variety of businesses will benefit - from restaurants and hotels to bike-specific enterprises such as equipment, rental, bike park, and touring companies. The sales tax generated from cycling tourists offer a new revenue stream for the cities and counties that create the infrastructure to attract them.

This plan highlights the successes of other communities in becoming bicycle tourist destinations and showcases the opportunities this region can capitalize to prosper from this form of travel. The natural beauty of the Ozarks, when combined with scenic routes, way-finding signage, and good road infrastructure already in place, puts the region in position to take advantage of this growing trend.

"Bicycling is an important element of the Quad Cities tourism promotion. One hundred miles of trail connect the MRT and ADT systems. The 18,000 riders on RAGBRAI ended their ride in Davenport, IA in 2011, so we know bicycle tourism puts heads in beds."

- JOE TAYLOR, PRESIDENT QUAD CITIES CVB

Fast Facts

As of 2012, outdoor recreation accounted for \$646 billion in annual spending in the U.S., which supported 6.1 million direct jobs and \$80 billion in federal, state, and local tax revenues.

- OUTDOOR INDUSTRY
ASSOCIATION



The Plan

The Ozarks Regional Bicycle Destination Plan showcases the potential of the region as a destination for bicycle tourism. This includes the identification and promotion of the region's natural and cultural attractions to cyclists, as well as an analysis of trends and the impact of rural-based eco-tourism.

This workable implementation plan capitalizes on the foundation of existing infrastructure, including routes, transportation systems, and community support.

The plan includes the region's growing 76-mile greenway trail network; Springfield's growing 96 mile on-street bike route system; the area's top-notch mountain biking trails; eight nationally designated bike trails and proposed touring routes; Greene County's completely paved road system; and the paved roads of Christian County.

This Bicycle Destination Plan:

- Accounts for and utilizes the current and future greenway trail and on-street connections to area attractions and points of interest.
- Provides current demographics and destination tourism trends, specifically for bicycle ecotourism.
- Provides examples of similar communities that have undertaken such initiatives.
- Provides examples of way-finding signage systems to identify and direct users to specific routes.
- Coordinates with Christian and Greene Counties to identify a way-finding system that can be executed by all parties, and identify costs.
- Integrates outlying communities as destinations where appropriate.

- Incorporates public participation through potential public and private partners, such as jurisdictions, Chambers of Commerce, visitor centers, historic sites and boards, the National Parks Service, and the Natural Resource Conservation Service.
- Considers the public health benefits.
- Includes 5-7 proposals for themed destination routes with descriptions, specific directions, levels of difficulty, and route maps.
- Identifies possible partners and events that might act as a catalyst for the promotion of the routes.
- Provides recommendations for the best methods of public information sharing.
- Recommends initiatives to promote and encourage use by residents and visitors.
- Identifies future route possibilities with general descriptions that could be used if funding becomes available.



"Bicycling in the U.S. increased by 46 percent from 2009 to 2012."

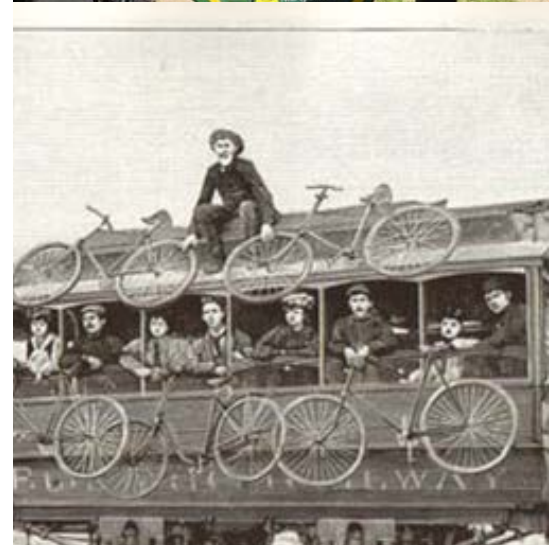
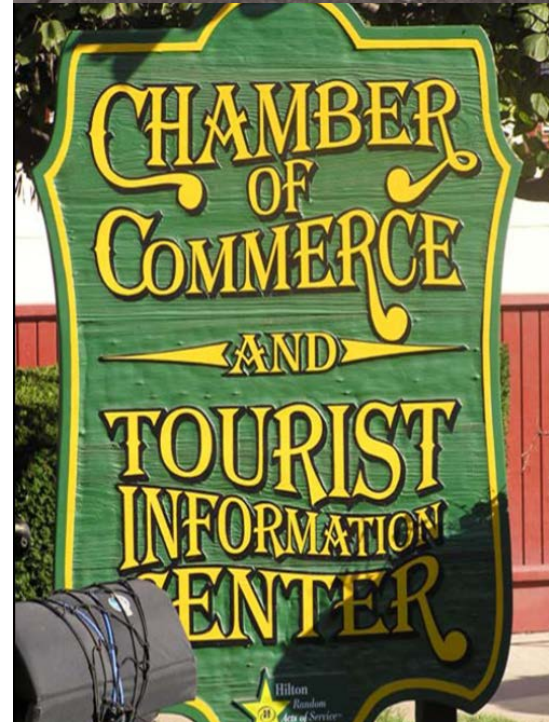
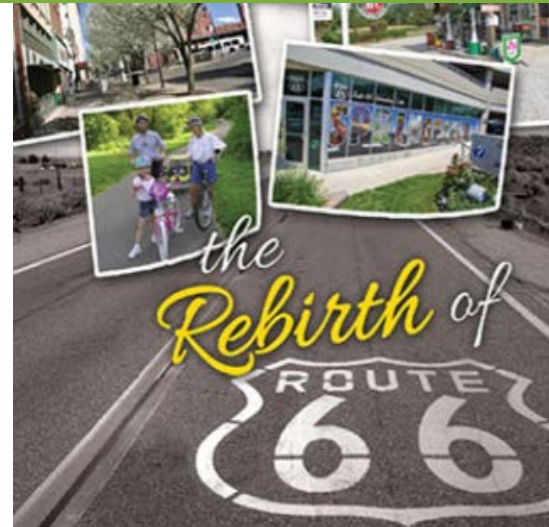
- LEAGUE OF AMERICAN BICYCLISTS

History of Bicycle Tourism

Ever since the bicycle was invented in the 1800s, people have toured the countryside as a leisure activity. Yet it wasn't until the last twenty years that bicycle tourism reached a following enough to be worthy of serious consideration and promotion as an economic resource. Bicycle tourism has been increasing at an even more rapid pace over the past ten years because the sport's appeal is catching on with both tourists and community leaders.

This growing segment can be explained by the presence of several variables:

- Once considered too adventurous for the average person, or only accessible to those with special knowledge or abilities, bicycling has been demystified. It is now attracting a much broader and more varied range of participants.
- Cities are developing and improving biking infrastructure, including on-street bike routes, greenway trails, and well-maintained county road systems. This increased accessibility is one of the main reasons average people now feel more comfortable with bicycle tourism and are much more likely to explore using these resources.
- Current trends toward a more active lifestyle are carrying over to the kinds of vacations people choose. This is the case for young adults as well as for families and senior citizens.
- More communities around the country are promoting bicycling as a tourist activity in their area as a complement to existing tourist attractions and unique features of the local landscape.
- According to peopleforbikes.org, more than three times as many new bicycles are sold each year than cars in the U.S. In 2010, there were 14.9 million bikes sold compared to 4.6 million cars sold.
- Public transit has become more bike-friendly as well. Bike racks that are easy to use have been installed on the fronts of city buses across the country, including the City Utilities Transit System.



"Nothing compares to the simple pleasure of a bike ride."

- JOHN F. KENNEDY

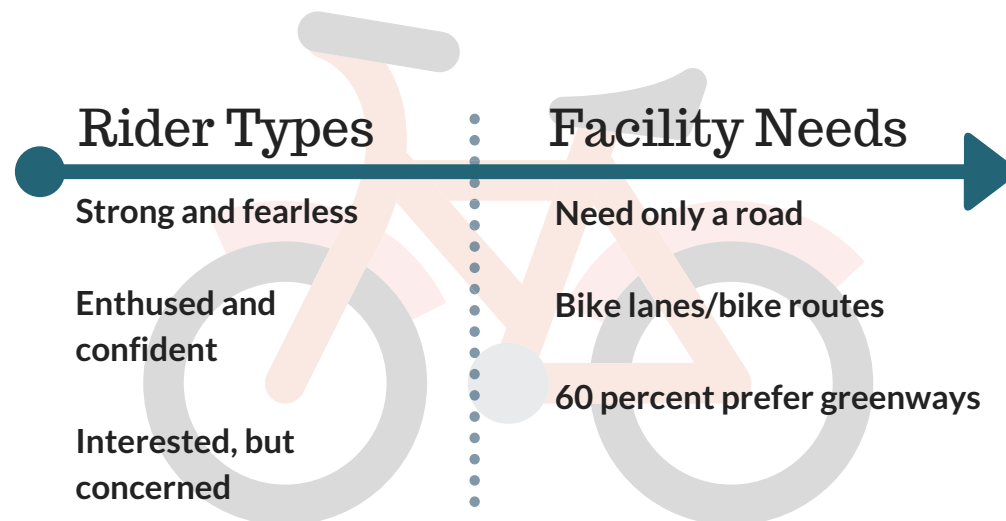
The Bicycle Tourist

Bicycling tourist can be categorized into various market segments in several different ways. The terms used in this plan are derived from the "Cycle Tourism Assessment and Strategy," from the Regional Tourism Organization Region 8 of Ontario, Canada.

Bicycle Tourists can be divided by both the frequency and intensity of their journeys. They identify four classes of cycling tourists: occasional riders, short distance riders, long distance riders, and competitive riders.

These categories can be further differentiated by demographics, frequency, distance, speed, motivation, preferred location, and lodging preferences. All of these factors need to be considered in the development of a bicycling tourism campaign.

As more people of all ages, abilities, and backgrounds are attracted to the different models of cycling, these categories will expand and adapt. Fortunately, whether cyclists prefer urban trail riding, country road riding, or mountain biking, the OTO region truly has something to satisfy everyone.



"To my mind, the greatest reward and luxury of travel is to be able to experience everyday things as if for the first time, to be in a position in which almost nothing is so familiar it is taken for granted."

- BILL BRYSON, INTRO TO THE BEST AMERICAN TRAVEL WRITING 2000

The Bicycle Tourist

Occasional Riders

Demographic:

Young adults, families with children, and mature adults; rides with family, friends, and sometimes children

Frequency:

Ride sporadically, a few times a year

Distance:

Five to ten miles, up to an hour or two

Speed:

Slower speeds, frequent stops, 10-12 mph

Motivation:

Fitness, fun, family time, social activity

Location:

Paths or sidewalks close to home, parks, or recreational areas

Lodging:

Everything from camping to nice hotels, depending on other planned trip activities

Negatives:

Dislike riding with motor vehicles, hills

Short Distance Riders

Demographic:

All ages, including adults and retirees; rides with family, friends, groups, or solo

Frequency:

Weekly and/or monthly rides

Distance:

Day-ride distances of 15-20 miles

Speed:

Slower to medium, frequent stops, 12-20 mph

Motivation:

Fitness, fun, family time, social activity

Location:

Rail trails, paths, or roads with low volumes of motor vehicle traffic; mostly near home with occasional longer group trips; organized rides (including international) with arrangements for bicycles, accommodations, and luggage

Lodging:

Affordable accommodations - economical motels and restaurants; expanding to all types of lodging

Negatives:

Hilly roads with motor vehicle traffic, particularly no paved shoulders

The Bicycle Tourist

Long Distance Riders

Demographic:

Young and mature adults, retirees; rides with grown children, family, group, or solo

Frequency:

Ride frequently, weekly or monthly

Distance:

Day-ride distances of 40-60+ miles

Speed:

Medium/top speeds, few stops, 15-25 mph

Motivation:

Fitness and/or joy of the experience

Location:

Trails and paved roads with low traffic volumes and paved shoulders; rolling topography; multi-day rides solo or with others, close to home or on vacation; might travel to ride internationally for pleasure and a challenge

Lodging:

Accommodation and meals match budget, often the best available

Negatives:

Find trails boring and crowded

Competitive Riders

Demographic:

Young to mature adults in groups or solo

Frequency:

Regular training to maintain fitness level, multi-day rides solo or with others, club rides

Distance:

Day-ride distances of 60-100+ miles

Speed:

Top speeds, stops when necessary, 25 mph+

Motivation:

Fitness, joy of the experience, competitive challenge

Location:

Paved roads with low motor vehicle traffic and good paved shoulders; challenging topography in terms of distance and hills

Lodging:

Affordable choices for groups - colleges, budget motels, camping

Negatives:

Ozarks Greenways trails are not designed for higher speed riders

Why the OTO Region?

Both Christian and Greene Counties in Missouri are named for Revolutionary War soldiers, William Christian and Nathanael Greene, respectively. The region is rich with cultural and historic significance, as well as green rolling hills, pastoral fields of lush crops and hardy livestock, and cultivated areas intermix with lovely streams, springs, lakes, caves, and public open space. Area leaders should continue promoting wise use of the region's natural resources, striving for a balance between man-made development and open space preservation for future generations.

Christian County is comprised of 564 square miles of land. The County Commission and an additional six road districts maintain the roads throughout Christian County. Greene County is comprised of 678 square miles of land, served by a 3,000-mile system of paved county roads, maintained by the Greene County Highway Department. The OTO region does not cover all of these two counties and any routes recommended in this plan are on paved roads.

Several factors make the OTO region perfect for bicyclists of varying skill levels. The location of the touring sites in this plan are either inside or fairly close to the Springfield metropolitan area services and lodging. The area is home to four National Recreation Trails, as designated by the National Park Service; a water trail on the James River for canoeing and kayaking right through Springfield; Busiek State Forest; and the national cross-country bike route, the Trans-America Trail.

Existing Infrastructure

The OTO region has 76 miles of greenway trail and Springfield 96 miles of an interconnecting network of on-street bike routes. This includes marked routes and bike lanes, as well as other cyclist-friendly amenities developing throughout the community. There are opportunities for road biking, mountain biking, touring, commuting, or greenway cruising with the family. All public roads in Greene County are paved with asphalt or



Fast Facts

Trails are important to tourism in Iowa. Each year, an estimated 610,000 people use the Cedar River Trails, a 100-mile network of hard-surfaced trails. Some 17 percent of these cyclists come from outside the area. Those 103,700 visitors spend an estimated \$2,592,500 per year.

- THE IOWA TOURISM OFFICE AND
TRAVEL FEDERATION OF IOWA

"Southwest Missouri is primed to take advantage of the increasing interest in bicycle tourism."

- KATIE STEELE DANNER, DIRECTOR OF THE MISSOURI DIVISION OF TOURISM

Why the OTO Region?

concrete, which is ideal for cycling. The County is only one of three in the State of Missouri to boast this claim (St. Louis County and Kansas City's Jackson County are the other two). In the last 25 years, nearly every bridge in Greene County has been repaired or replaced, or is awaiting repairs. Site distances and geometrics have been modernized for safety at intersections, curves, and hills.

Motor vehicle traffic volumes in unincorporated areas of the OTO region are minimal, but as one might expect, volumes intensify as the transition is made from a rural to an urban setting.

Significant improvements have been and continue to be made with the City of Springfield's designated bike lanes and routes on primary and secondary arterials throughout the corporate city limits.

Pavement and shoulder widths comply with both state and federal guidelines for roadway categories. Both the City of Springfield and Greene County also comply with their respective design standards for public improvements. In addition, Christian and Greene Counties, and the metropolitan jurisdictions are active members of the OTO.

Road and Trail gradients follow the natural features of the Ozarks. The terrain, dominated by limestone and dolomite rock formations, has a pronounced karst topography. That means there are many challenging "hills and hollers" for bicycle enthusiasts to enjoy.

The nationally designated cross-country Trans-America Trail travels through the northern part of Greene County. An alternate TA route through Springfield has been proposed and should be promoted to attract the ongoing flow of touring cyclists into the Springfield area as they make their way through this part of the Ozarks. U.S. Bike Route 66 does intersect with the Trans-America Trail in Marshfield, following Historic Route 66 through Springfield.

Cultural/Historical Attractions

Historic structures and sites within Christian and Greene Counties can be identified by consulting a variety of sources: the Springfield-Greene County Library, the Christian County Library, the History Museum on the Square, Missouri State University, and other local and online resources. Local historical sites and events include Wilson's Creek National Battlefield, Route 66, the Trail of Tears, the Butterfield Stagecoach, and Smallin Cave.

Natural Features

Rivers, lakes, springs, and caves are plentiful throughout the Ozarks region. Popular rivers for canoeing and kayaking include the James River Water



City Utilities and the Greene County Highway Department preserved McDaniel Lake bridge for use as a bicycling connection.

Why the OT0 Region?

Trail, cutting right through the east side of Springfield. Others include the Little Sac River, Pomme de Terre River, Finley River, and adjacent tributaries. Terminal reservoirs include Fellows Lake, McDaniel Lake, Springfield Lake, and Valley Water Mill at the Watershed Educational Center. Caves and other karst features are prevalent throughout. A recent inventory counted more than 2,500 caves in the Ozarks.

The most well-known commercial cave is Fantastic Caverns, one of four ride-through caves in the world and the only all riding cave tour in North America. The area also contains the oldest known fossil cave in North America, Riverbluff Cave, a non-commercial cave discovered in 2001. Smallin Cave was home to Osage Indians and possibly members of the Cherokee Tribe. There is evidence it was also used for Civil War activities. The first cave to be documented in the Ozarks, Smallin Cave is home to several endangered species. Almost all these sites are easily accessible via bicycle.

Year-Long Seasonal Beauty

There are four distinct seasons in the Ozarks, and each one offers beautiful scenery and unique characteristics to both visitors and residents. The weather is famously changeable, but typically moderate, so biking can be enjoyed year round.

Spring and fall can be particularly spectacular with jaw-dropping wildflowers and some of the best fall foliage colors in the country. Winter typically has many warm days intermixed and summer is always a great time to get outdoors and explore the region.



Why the OT0 Region?

Road Character

The initial routing and design of the county roads in the region were developed as the "path of least resistance" around and through the landscape. Technology improved our ability to execute road development as the straightest line between two points, allowing road-builders to bulldoze through the physical environment. Today, hilltops are leveled and valleys filled, while bluffs are blasted, rather than skirting the edge and flowing with the natural topography of the land. As a result, road networks become straight-lined, checker-board grids.

A grid system of roads is efficient for auto travel in terms of time, safety, and way-finding. Tourists, and especially touring cyclists, however, are more attracted by rolling hills; seductive curves; short, intimate stream crossings with bridge architecture that denotes a special sense of place; and helpful indications that a specific location is of local importance.

As opposed to auto travelers, cyclists are attracted to narrow roads with serial twists and curves that do not allow for long views of what is ahead, but rather inspire speculation as to just what might lie around the next turn. A good bicycle route encourages the possibility of surprise and adventure, and promises the hope of a new discovery around every corner or atop the next hill.

National examples of this road design exist with the Natchez Trace (photo right) and the Blue Ridge Parkways. They both utilize roads that were designed within the landscape and are scenic, safe, attractive, and used by both cyclists and vehicles.

When preserving, enhancing, or creating new roadways in the area, long-term ecotourism opportunities should be considered. Officials should avoid allowing the landscape to become so ordinary and roadways so schematic, that the natural features of the Ozarks become invisible to locals and indistinguishable to visitors.

The Christian and Greene County road systems have been able to maintain this natural flow and yet provide the safety and connectivity supportive of bicycle tourism.

Natchez Trace - Mississippi, Alabama, and Tennessee



Marketing Strategies

Attracting Tourists

Making a community bike-friendly is only the first step in attracting bicycle tourists. The second is to implement a comprehensive strategic marketing plan that reaches the intended audience.

First challenge is to identify the market. Earlier, this plan examined the demographics and categories of potential cycling tourist. Now, it is time to ask: What type of people would be drawn to the OTO region for a short bike ride, a long ride, or a multi-day trip? How are experiences tailored to appeal to the various types of cyclists. The target groups overlap, but each of them has a unique set of needs and expectations.

Second challenge is to identify a list of regional assets that would be the most effective to promote in conjunction with specific biking routes. The Ozarks has plenty of attractions to choose from, and these will be outlined later. Developing ongoing local partnerships at these locations will help ensure the ongoing success of the program and the shared economic benefits that will result.

Third challenge is to use effective marketing tools to promote this unique new form of tourism, making all its features and components sound enticing. Emphasizing the friendly Ozarkian hospitality will also enhance the appeal of the area. Eventually, positive biking experiences will lead to positive word-of-mouth, which is an invaluable resource for promotion.

Suggested Marketing Tools

- **Website:** user- and mobile-friendly, contains all info
- **Route Maps:** mobile-friendly, print from website
- **Printed Pamphlet:** printable from website
- **Logo:** use on all promo items to create a brand
- **Social Media:** encourages word-of-mouth, sharing
- **Links on Relevant Websites:** local, regional, national
- **Visitor's Guide Listing:** printed and online
- **Business-Card Size Ad:** printed cards and media ads
- **Route Signage:** small, large, logo, consistent brand
- **Magazine Ads and Guides:** local, regional, national
- **TV and Radio:** personal-interest stories and PSAs
- **Poster Ads:** in strategic locations, bike shops, CVB



"It is generally assumed that tourism is good, that ecotourism is best, and that bicycle tourism is at or near the top of the list of ecotourism."

~ DAVID MOZER, INTERNATIONAL BICYCLE FUND

Marketing Strategies

Make it Easy with a Website

A website is the most important marketing tool, providing a convenient source of information for tourists. Unlike printed material, which is updated only periodically, websites can be updated frequently and are accessible anytime from anywhere. The website should be very easy to use and mobile-friendly. It should be as comprehensive as possible, including all information and services useful for planning a ride, identifying services and attractions located along or close to the designated routes.

Website Contents:

- Printable **bike route maps** with cue sheets are
- the number one piece of information a cyclist
- seeks. They should show designated routes,
- trailheads, rest stops, places to refuel,
- wayfinding, mileage, and elevation.
- Link to **lodging options** that are available is also
- crucial, including everything from nice hotels
- and bed and breakfasts to budget motels and
- camping.
- **Restaurants** that are located along the bike
- routes are ideal for cycling tourists to choose
- from, but providing a wider list from the area is
- also good.
- Links to other **area attractions**, entertainment,
- arts, festivals, shopping, and various outdoor
- activities.
- Area **bike shop information** is important. They
- provide supplies and can fix mechanical
- problems.

Provide a Quality Experience

Environment and Atmosphere:

An experience that matches or exceeds expectations is the best way to bring tourists back and encourage them to spread the word. Regions that provide something above the norm, something pleasantly unexpected, will be more likely to increase tourism. Most traditional tourism in the U.S. revolves around energy-intensive motor vehicle travel to destinations offering a primary activity, such as going to the beach, golfing, skiing, or site-seeing. Rewarding tourism depends on the quality of the experience, so preserving the environment and promoting environmental awareness are fundamental to the long-term success of bicycle tourism.

A bike-friendly atmosphere and infrastructure are crucial to developing a bicycle tourism program. The bicycle activity of local residents is a good indicator. If the level of bicycle use is high, that means good cycling for visitors. If local bicycling is on the wane, it is probably time to address the physical and social climate for cycling.

Hospitality:

All of us have heard the phrase, "Service with a smile." Generous servings of friendliness and helpfulness go a long way toward bringing tourists back.

The training of staff at establishments that will benefit from bicycle tourism will be very important. We must find ways to ensure that employees of local hotels and related services are knowledgeable about area cycling facilities and know to refer tourists to the correct website for specific routes and information.

Lodging sites that want to cater to cyclists can add just

Marketing Strategies

a few creative options to attract tourists, or play up existing features that can be seen as bike friendly.

Partnerships and Shared Economic Benefits:

Each community has its own personality, so looking at what each has to offer to bike tourists should be examined case-by-case. There are many opportunities to partner and share in the economic benefit of tourism.

- Attain agreements with adjacent property owners to promote the maintenance and appearance of road-sides, buildings, or other structures along the route.
- Evaluate the suitability of all routes for designation as state and/or federal scenic byways.
- Post banners where routes pass through downtowns or along planned streetscapes and partner districts.
- Some cyclists will be looking for assistance in planning a ride, finding accommodations, or luggage transfer. Local businesses might take the opportunity to assist cyclists with their travel planning.
- Arrangements might be made with a local courier to offer luggage transfer on demand.
- Established locations along routes, such as tourist information centers or public libraries, might serve as points for internet access and restrooms.

Special Biking Events:

Develop bicycling events with broad appeal to attract tourists to the region and leverage the appeal of existing events. Look for opportunities to attract touring events as well as competitive activities. A signature ride developed in conjunction with local cycling clubs would introduce many people to the bicycling opportunities in the Ozarks. Plan "car-free" days on portions of designated county road routes. This will encourage locals who might otherwise be deterred from biking alongside cars to experience cycling. It will introduce them to the rewards of cycling, and invite them to try the biking opportunities in the area.

"Cyclists arrive at their accommodations at the end of the day when they are tired and, as always, concerned about the security of their bikes. Hotels with reception areas on the ground floor get a plus because it's easier to keep an eye on the bikes while going in to inquire about room availability, rates, and conditions. As a rule, hotels with large rooms on the ground floor and where bikes can stay in the room are preferred."

~ DAVID MOZER
INTERNATIONAL BICYCLE FUND



Cultural tourism appeals to individuals who want to explore history, culture, and their own heritage, and it appeals to communities that want to share their history and character.

~ CHAD SMITH, PRINCIPAL CHIEF OF THE CHEROKEE NATION

Marketing Strategies

Tandems of the Ozarks

Tandem cycling is gaining new interest across the country and events, such as one now hosted annually in Springfield, demonstrate the types of events that can be developed to attract new people and tourists to the region. In 2014, for the first time, a small event was hosted by local bicycling enthusiasts and members of the club, Tandems of the Ozarks. The group hosted 24 riders in Springfield and Greene County for a weekend of cycling on "bicycles built for two."

The inaugural ride offered two route options, 15 or 24 miles, followed by a wine and cheese tasting at the Double Tree. A Saturday ride was followed by dinner at Houlihan's. The weekend finished with a Sunday ride on the Frisco Highline Trail and the Greene County road system, finishing at Ritter Springs Park.

Ozark Greenways conducted a brief survey of riders who participated in the 2014 Tandem Weekend.

Participant Snapshot:

- Participants came from as near as 5 miles
- to as far as 700 miles away.
- Average traveling distance was 205 miles (3 hour drive), also the target marketing radius
- recommended for Springfield cycling events.
- Riders participate in an average of 7.8 organized cycling events annually.
- Average spending per rider was \$135 with \$3,245 spent by the group.
- Participants were comprised of 41% professionals, with the remainder split between retired and other.
- Average age was 55.4 years.



Participant Survey Comments:

What was your impression of bicycling in this area and would you return for a future ride?

- Love it.
- Absolutely would do it again. Very pleasing.
- Smooth roads and drivers were patient...we want to return
- Yes, we want to return. Beautiful scenery, few cars

Would you recommend the Springfield area as a cycling destination to other cyclists?

- Of course, certainly
- Yes, we plan to come back for next year's event and bring friends
- Yes x 9

What could the community do to make your cycling experience and visit better?

- You have done great
- Keep adding bike lanes, trails, and routes

It's a Tradition Now

The Southwest Missouri Tandem Rally is now an annual event with almost 40 riders most recently. Social media activity has increased in the advent of the 2019 rally, set for May 31 through June 2.

Marketing Strategies

Building Bike Tourism in the Beyond the OTO Region

The intention of this plan is not simply to create a few themed bicycle loops in the area. A comprehensive plan should address the outlying communities and how they might participate in the benefit from promoting their communities as a bicycle-friendly destination. Interesting community attractions, history, and events are all potential tools to be used.

Within the OTO region, three outlying communities - Fair Grove, Walnut Grove, and Ash Grove - are located along Adventure Cycling's Trans-America Trail bicycling route. This is a great initial advantage for some creative local marketing. The following information is provided from Adventure Cycling and offers some very basic tips to get the rural area residents of Christian and Greene Counties thinking about attracting cyclists to their communities.

Ideas and Resources for Building Bicycle Tourism

Traveling cyclists seek out services in nearly every town they visit. By providing some or all of the following services, your town could become a favorite destination for bicycle travelers to visit, dine, and spend the night. Attracting cyclists is an economic boon to communities, especially rural towns.

- A small community investment in the
- development of a bike camp in 2009 put Twin
- Bridges, MT on the map for cyclists traveling
- along the Trans-America Trail.
- Farmington, MO has accomplished the same
- kind of success with Al's Place, a cyclist-only
- hostel created by the city.

Identify Routes Near Your Community

Is your town near a known bike route? Check in with your state and county to see if you're near a state, regional, or county route, such as a rail-trail. Even if you are not currently on a designated bike route, you can encourage cyclists to make short detours from an existing route by making your area bike-friendly.

If you are not on or near a designated bike route, but see opportunities to build bike tourism in your community (for example, if you are near a stunning state park,), work to create safe and interesting routes that bike tourists want to visit and see if it's possible to connect your routes with other regional or state bike routes, or the budding U.S. Bicycle Route System. Your state bicycle/pedestrian coordinator or local bike advocacy organization are good places to start.

Offer More Services for Cyclists

Does your community offer the basic services that traveling cyclists are looking for? Up the ante by providing more. Perhaps someone in town could offer cyclist-only accommodations.

Build Support and Promote Benefits

Looking to make a case to your community about the importance of welcoming traveling cyclists and the potential benefits of building bike tourism> There is a lot of research that supports the impact of bike travel on the economies of rural communities and states.

Post Welcome Signs and Route Decals

Many communities put up signs at the end of town that say, "Bicyclists Welcome" or "Bicycle-Friendly Town." These signs are a great way to convey the fact that your town is welcoming to traveling cyclists.

Marketing Strategies

Businesses can put up signs in their windows saying, "Welcome Bicyclists" as well. The small town of Farmington, Missouri, even spray-painted directions on the road to their town's cyclists-only lodging. This small gesture proved invaluable to travelers on two wheels.

If your community is on one of the Adventure Cycling routes, ask town businesses to order and display AC route window-cling decals to show their support of traveling cyclists and to promote awareness of the local route/trail network.

Promote Your Town's Resources

Inform your local newspaper and radio station of the steps you are taking to build bike tourism, and why you are taking them. A local travel or lifestyle magazine, may be interested in featuring an article about your town's efforts. Regional and state bike organizations and tourism bureaus are also great allies. The more partners you have in this effort, the more you will get the word out, and word of mouth is great advertising.

Provide a visitor's map to cyclists that shows basic resources and services of your community. Smaller communities could distribute a map, or even just a list of services for cyclists, at the town cafe, library, visitor's center, or other business. Does your town have its own website? Post your services for cyclists there, maybe with a nice welcome message.

Community residents could also brainstorm creative activities or attractions for people to participate in when not on the bike. Several communities on national routes have promoted fishing, birding, cave tours, farm tours, or general

sightseeing, some with local themes. The goal is to promote and preserve your region's special character and sense of place, while offering a unique visitor experience.

Engage with the Bike-Travel Community

Cities and counties in the OTO region can connect with Spring Bike, Ozark Greenways, the Missouri Bicycle and Pedestrian Federation, or other cycling clubs to help promote their cycle attractions to the cycling community.

Social media is a great way to reach out to traveling cyclists. Contact your state's bicycle/pedestrian coordinator as they may be able to point you toward bike-travel resources in your region. Finally, take with traveling cyclists. Passing cyclists often talk to each other, and this word-of-mouth advertising is invaluable.

Contact the Experts

In addition to the Adventure Cycling Association, there may be other valuable resources in Missouri, including the Missouri Department of Transportation's (MoDOT's) Bicycle and Pedestrian Coordinator, local bicycle nonprofits, or the Alliance for Biking and Walking.



Marketing Strategies

Become a Bike-Travel-Friendly Town

Food

Traveling bicyclists are always looking for grocery stores and restaurants. Even if your community does not have a full-blown eatery or grocery store, other businesses, such as gas stations, convenience stores, or even campgrounds, may want to stock some basic cycling foods - energy bars, oatmeal, and trail mix. Do not forget to put up a sign that says, "Snacks Available."

Water

Bicyclists like to fill up their water bottles when they get to towns, so even if your town does not have a public water fountain, sometimes just a spigot outside a shop does the trick. During summer, ice is always appreciated.

Accommodations

Many small communities along national bike routes, and even local regional trail systems, allow bicyclists to state at local churches, parks, community centers, and fairgrounds. Some even have separate tent pads with picnic tables available. Communities should set aside space away from lawn sprinklers. If possible, keep the restrooms open at night, especially at the height of bicycling season.

Bike Storage

Cyclists need a safe place to park their bikes while shopping or staying in a hotel. There are many options to choose from when providing racks for bike parking. When placing your racks, remember to allow breathing room between the racks and the

building. A rack too close to a building or wall can reduce its capacity by half or even make it unusable. For hotel stays, most cyclists will want to bring their bicycle inside. A hotel/motel where bikes aren't welcome in rooms will not be a first choice for a cyclist.

Communications

Making a phone available for use by cyclists at the local diner, coffee shop, or laundromat is great. These days, a simple electric outlet for phone charging is a great service to offer. Allowing cyclists temporary access at the local library is also great. Phone/internet access allows cyclists to keep in touch with loved ones, pay bills back at home, and stay connected with the larger world.

Hygiene

Showers are always a big hit with cyclists, and your local pool, community center, YMCA, or church may have some facilities that could be shared with them. Bicyclists usually travel very light, so doing laundry becomes an important task. If your community does not have a laundromat, washers and dryers might be made available through your local YMCA, church, community center, or store.

Bike Tools

Cyclists are often in need of some basic bike tools and supplies. These include items such as tubes, spokes, oil, patch kits, etc. If your town doesn't have a local bike shop, some communities stock a basic array of bicycle supplies in their hardware store. Make sure to let folks know about these products with a small sign in the window saying, "Basic Bike Tools Available." Having bike pumps available at local gas stations or hardware stores for bicyclists to borrow is also a welcome service.

Way-Finding Signage

No one likes getting lost. The easier that bicycling tourists can find their way along their routes and to related destinations, the more enjoyable their trip will be. It's good for them and for the program. The comfort level of most people requires visual guidance as well as a map.

Suggestions

Develop consistent signage with a repeating logo and branding for designated bicycling routes. This should include directional signs from major roads to trailheads and parking areas. Directional signage for routes could be painted on the road surface rather than using signs. It's a durable technique, less expensive, easier to maintain, and not subject to theft.

Coordinating the design of the printable route map with the way-finding signage is very important to keeping a consistent identity to the program, making it easy to identify. Developing a simple, relevant, easily identifiable logo helps marketing, as well as way-finding. In the attachments to this chapter, we include examples of bike-route signage from other communities around the country.

Springfield's existing on-street bike routes and greenways already have signage, so these suggestions apply to the need to create signage for bike routes on county roads.

The World of Signs

The Placement of signs along our public roadways is a challenge for this type of project. The assumption that you can simply place a post and attach a desired sign bearing your message at a desired location is more fantasy than reality.

Where to Place Way-Finding Signage

- Parking areas and trailheads
- Road bike routes, as identified in the next chapter
- Connections to urban on-street bike routes and off-street trails such as the Frisco Highline Trail and other Ozarks Greenways paths
- Related services within 1.5 miles of mapped routes, including public restrooms, convenience stores, bike services and rentals, and accommodations
- Attractions within 1.5 miles of mapped routes, including commercial, cultural, historic, and scenic sites
- Connections to public transportation and airports
- Connections throughout the region and beyond



"I feel that I am entitled to my share of lightheartedness and there is nothing wrong with enjoying one's self simply, like a boy."

~LEO TOLSTOY, IN RESPONSE TO BEING CRITICIZED FOR LEARNING TO RIDE A BICYCLE AT AGE 67

Way-Finding Signage

A considerable amount of time has been spent on the subject of way-finding, or directional, signage for this project. As the design, placement, maintenance, and possible replacement of signage are costly in terms of both material and labor, we are challenged to find the most efficient, and sustainable, method to fulfill the objective of providing directional guidance for future users.

Why Directional Signs are Needed

Bike tourists, like auto drivers, travel more safely when directional and warning signs are placed along roadways. Signs offer not only direction, but also a reinforced feeling that one is headed in the right direction to reach their destination, and thus help contribute to a more relaxed operator, whether traveling by bicycle, motorcycle, or car. For visitors from outside the area, directional signage offers an added assurance that they are traveling in the correct direction, and that, in turn, adds to both the enjoyment and safety of their experience.

The Sign Challenge

The original approach for the directional signs recommended in this plan was thought to be very simple. After discussions with area agency highway officials, it was learned that this project was not as simple as anticipated.

The initial concept called for placing small, 8-inch, square route logo signs on existing signposts in county rights-of-way. While this approach would not work for every location, it was thought that 90 percent of the signage needs might be covered in this fashion. The benefits were that directional signs could be placed on existing posts,

thus avoiding the cost of buying and installing new posts. That plan would also keep sign "clutter" to a minimum - a service for mowing and other required maintenance tasks.

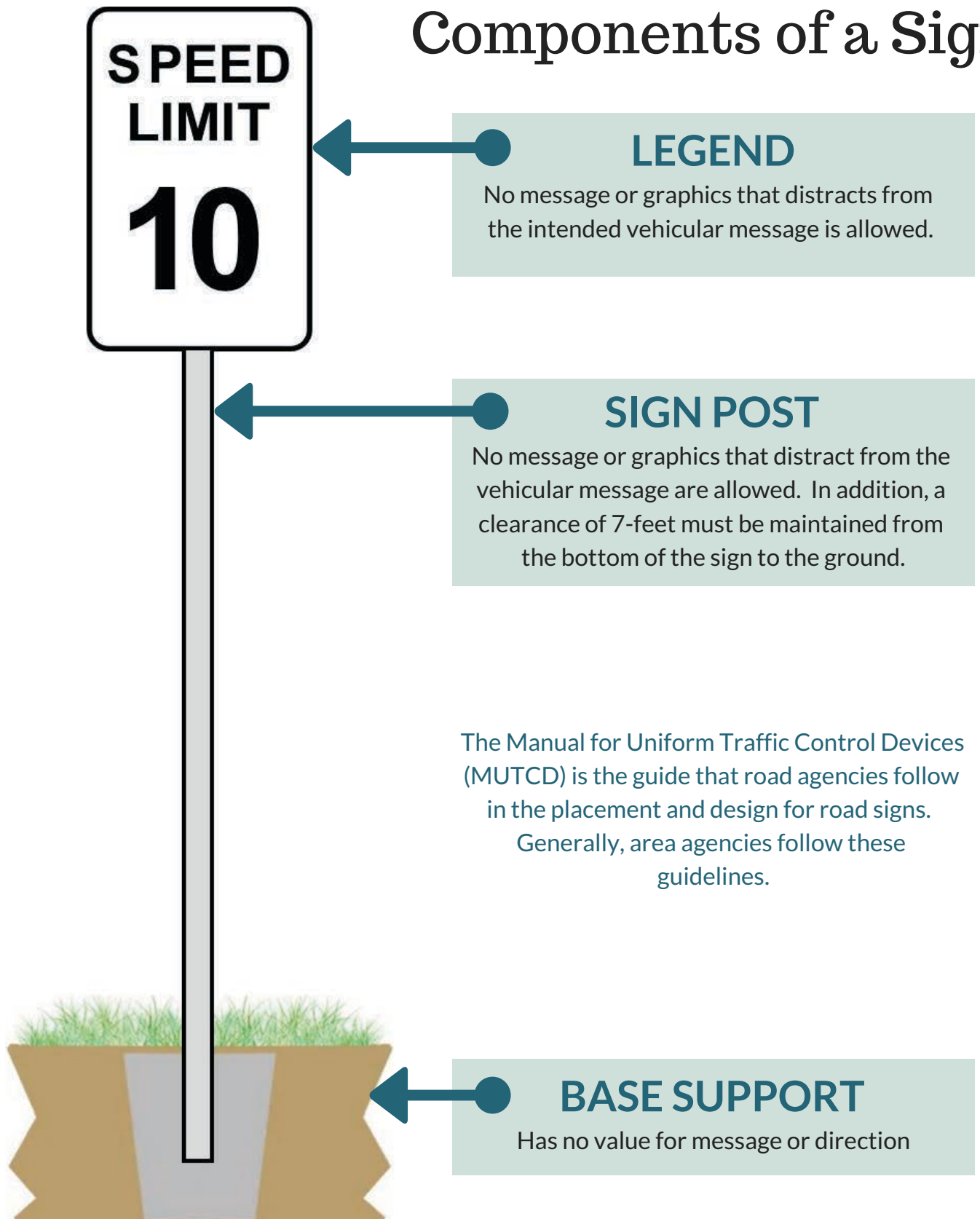
This plan had the additional benefit of reducing cost. For example, if one were to consider the directional signage of the proposed annual Queen City Century Bicycle Ride, which would require at the minimum 100 signs (placed only in one direction), the cost could easily be as much as \$15,000. Using an average of one sign per mile, this is a conservative estimate of the number of signs needed. If, however, 90 percent of the signs could be placed on existing sign posts, the cost would be reduced considerably.

The graphic on the next page, "Components of a Sign," illustrates the reasons to avoid placing additional signs on existing sign posts. Many examples of stacked signs can be found along the county roads, however, considering the county is interested in the gradual removal and cleaning up of its sign posts, we do not wish to add to the challenge.



Way-Finding Signage

Components of a Sign



Way-Finding Signage

Proposed Solution

Our recommendation is to sign the routes in the method shown in the photos on this page, with the name of the particular route/loop listed. Place the route/loop name identifier sign above sign posts currently in the field, as shown to the right. These suggestions take some advantage of current sign structures in the rights-of-way without additional signs being installed at intersections. While this goes a long way in providing a solution for directions at intersections, there is still a need for some "reinforcement" signing between intersections where one might travel a mile or more without changing direction.

Additional Benefits

One objective of this project is to discover a method by which both the Queen City Century bike ride and the annual Tour de Bass ride routes might be permanently marked in Greene County. This 100-mile loop is used twice a year for these events. In between events, many local cyclists use sections of the loops for routine fitness/training rides. The route is marked twice a year by event volunteers, who spray-paint the route turns and rest stops on the road surface. This involves a considerable amount of time and effort. This practice has at times added confusion to the marking of utilities crossing the roadways. If a system of permanently signed directions/turns could be established, it would go far to begin establishing themed routes in the counties and would add greatly to both the local and visitor biking experience in the OTO region.



The Routes

The Ozarks region possesses a variety of biking options suitable to a wide range of skill levels and interests, including a 70-mile greenway trail network, urban on-street bike routes, and a network of paved county roads that are excellent for road biking.

In this section, we will explore several routes in both Christian and Greene Counties that would be excellent to promote as tourist destinations.

The routes presented here were selected after much study and review of area natural and physical resources, as well as interest levels and road routing conditions. Also in play was the value of current and potential points of interest from local cyclists and consideration for what might be the most interesting features for visitors.

Many route opportunities exist, all based on an individual's level of interest and cycling ability. We do not claim to have identified the only themed route possibilities, but instead have selected the examples that are believed to best capture the intent of this study.

- Frisco Highline Trail, Boone Route
- Loop the Lakes
- Bikes and Battlefields
- Ozark/Nixa/Springfield

Future Route Considerations

- Trail of Tears Corridor
- Route 66 Corridor
- Bois D'Arc Loop
- Turners Station Loop



"It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them. Thus you remember them as they actually are, while in a motor car only a high hill impresses you, and you have no such accurate remembrance of country you have driven through as you gain by riding a bicycle."

~ERNEST HEMINGWAY

The Routes-FHT Boone Loop

Frisco Highline Trail Boone Loop

The Frisco Highline Trail (FHT) was acquired in 1994 by Ozark Greenways (OG), and is currently the second longest rail-trail in Missouri. Its length of 35 miles connects Springfield to Bolivar.

Following salvage operations and removal of rails and ties, development of this route as a bike trail began in 1995 with funding from OG, a variety of state and local grants, and the federal Intermodal Surface Transportation Efficiency Act (ISTEA).

While OG has worked to improve and maintain this trail over the past 18 years, it is still a diamond in the rough as a tourism attraction. The potential for this trail to attract visitors from a 200-mile radius has not yet been fully realized. A well-funded marketing plan and resources to implement such a plan would greatly benefit the communities along the trail by attracting visitors and related revenues.

Working with what is already on the ground, the FHT is a great attraction. It functions well by offering a great cycling experience within the existing 35-mile corridor. The trail is currently referred to as “Southwest Missouri’s Premier Rail-Trail,” suggesting a unique trail experience.

However, there is an outstanding opportunity to expand the trail’s role in local tourism. By using the trail as a spine and developing attractive loops off of it that utilize the county road system, towns and places of historic or cultural interest could be connected, greatly expanding the role of this trail as a major tourism hub.

The successful role of a rail-trail in regional tourism

is strong in areas where the local communities have invested in trail infrastructure, marketing and unique attractions that set their communities apart from others. For a comparison, we visited the following rail-trails, as well as the communities along them:

- Katy Trail State Park, Missouri
- Prairie Spirit Trail, Kansas
- Root River & Paul Bunyan Trails, Minnesota
- Raccoon Valley Trail, Iowa
- Cowboy Trail, Nebraska South Dakota
- George Mickelson Trail, South Dakota

Boone Loop Route - 32.18 miles

This route offers two choices for the starting point. One is the Springfield Trailhead located at Kearney and Eldon streets. This start point adds 12 miles to the route and backtracks the last 6 miles. Or, another starting point is at the Willard Trailhead , located at Highway O and Jackson streets in Willard. For the description below, we start at the Willard Trailhead which makes a great out and back loop route and is friendly to the beginning cyclist.

- Starting at the Willard Trailhead, mile marker 6, travel northwest following the Frisco Highline Trail (FHT). The first two miles of this route are an asphalt surface. The surface changes to gravel at mile marker 8.
- Follow the FHT to mile 13.5 and watch for Farm Road 36. This is the location of a historic railroad community called Harold, which once included a small depot and not much more.
- From the trail, cross highway 123 onto Farm Road 36. Follow FR36 1.6 miles to FR45 and go left.

The Routes-FHT Boone Loop

- The remnants of the old mining community of Phenix will start to appear on your left in the form of two old lime kilns. The quarry is still in operation today. Across from the quarry entrance, one will find an old building which was once a main attraction to this mining village.
- Phenix was a company town that existed for the sole purpose of mining marble and limestone from the adjacent quarry. It was unique in that the town had a library, an orchestra, movies, and a theaters, and a church with a full-time minister. Bonnie Parker of Bonnie and Clyde fame also attended elementary school here for a time! Today, the quarry is still mined for crushed stone and a few of the old buildings still remain, but the town has ceased to exist.
- Of particular interest at this site are the original lime kilns and the remains of a once-thriving town of approximately 500 that disappeared during the Great Depression. Marble from Phenix Quarry was used to build the New York Stock Exchange, San Francisco's Russ Building, the Petroleum Securities building in Los Angeles, Kansas City's Southwestern Bell Telephone Building, the Missouri State Capitol building in Jefferson City, and other well-known buildings across the United States.
- Continue on Farm Road 45 to the junction of FR 34. Turn left on FR 34.
- Follow FR34 for 1.5 miles to FR33. Turn left on FR33 for 2 miles to State Highway "V."
- Follow Highway "V" for 1 mile to the entrance of Nathan Boone Historic Site. Service includes restrooms, water, picnic tables and a small park office. This site was established in 1991 to preserve Nathan Boone's home; he was the youngest child of the legendary pioneer Daniel Boone. The Missouri Division of State Parks offers tours of the home and the cemetery.
- From this point, one may return to Willard along the same route for a round-trip distance of 14.16 miles, or continue the loop through Ash Grove*, adding 17.57 miles.
- Continuing to Ash Grove: From the Boone historic site entrance on Highway "V", turn left and follow "V" for 1.8 miles to Ash Grove. Here one will find convenience stores, restaurants and limited antique shopping. At the intersection of Highway "V" and 160, continue on "V" for four blocks to historic Main Street. Explore as you see fit.
- At Main Street, turn left/east, then veer right at the "Y" onto Daniel Ave. for two blocks to Prairie Lane. Follow Prairie Lane for .66 mile to Piper Road (also called FR33).
- Turn left on Piper Road crossing State Highway 160 for 1.2 miles to FR64. Turn right on FR64 and follow for 1.02 miles to FR43.
- Turn left on FR43 for 2.03 miles to FR48.
- Turn right on FR58 for 1.54 miles to FR53.
- Turn left on FR53 for 1.14 miles to FR36

The Routes-FHT Boone Loop

- Turn right on FR 36 cross Hwy 123 and rejoin the Frisco Highline Trail.
- Turn right on to the FHT and follow it 7.2 miles back to the Willard Trailhead.

Natural Features

Great farm scenery
Creeks

Historic Features

Frisco Highline Trail
Remnants of the Village of Phenix
Nathan Boone Homestead
Father Moses Museum (open by appointment)

Recommended Travel Direction

Counter-clockwise

Why This Route Is Attractive

What attracts bicyclists to rail trails? A good trail surface is the number one attraction that will entice visitors and encourage return visits. Whether it's a hard gravel surface or a hard asphalt surface makes little difference. A well maintained surface free of ruts, holes, cracks and other debris is the number one investment a community can make in attracting visitors to their trail and community.

Secondary, yet still very important, are trailheads with secure parking, restrooms, and access to drinking water. The best trailheads are those that work in conjunction with existing parks that provide these amenities. The best trailheads on long distance trails provide for low-impact camping, including fire rings, picnic tables, and shower facilities.

The third element is physical attractiveness: the geography, landscape and scenery of the trail. The Katy Trail along the Missouri River is known for its limestone bluffs, while Nebraska's Cowboy Trail is known for its wide open prairie landscape.

The George S. Mickelson Trail in South Dakota cuts a curving course through mountains and Ponderosa pine forests, over creeks and through narrow valleys. Every few miles the trail traverses a converted railroad bridge. There are 97 bridges along the way. Indeed, if there's a signature feature to this rail-trail it is the bridges, many of which are set on trestles hundreds of feet high. The FHT offers 16 trestle bridges along its corridor, ranging in length from 15 feet to 300 feet long. These trestles offer a great opportunity as an attraction and should be included in a marketing plan.



The Routes-FHT Boone Loop

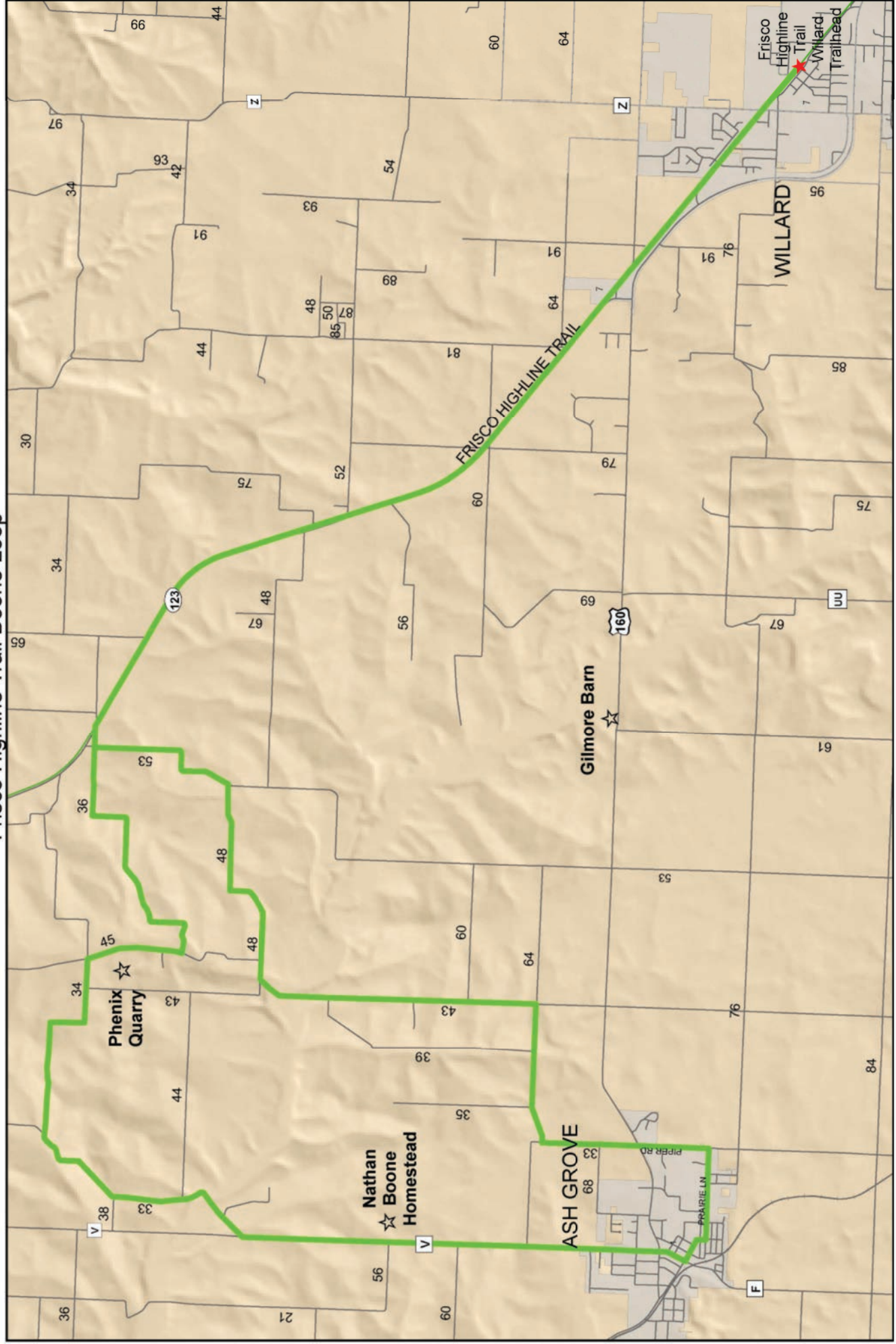
Recommendations for Marketing the FHT

- Develop a strong marketing plan that involves the trail communities of Springfield, Willard, Walnut Grove and Bolivar.
- Establish partners and funding sources to implement a marketing plan. Utilize the Missouri Division of Tourism and its website.
- Encourage communities to develop and promote special events that involve the trail or will draw trail users to their community via the trail.
- Encourage communities to invest in education about the trail, its benefits and amenities.
- Promote community pride/ownership of the trail.
- Provide directional signage to direct visitors to the trail and access points.
- Highlight special trail features such as the trestles and develop a signature event that includes and involves the trail communities, such as "The Bridges of Polk County," or the "FHT Gravel Grinder."
- In 2014, the Frisco Highline Trail was 20 years old. Communities and trail users capitalized on this anniversary to attract attention to this milestone, tell the story of the trail, and recommit new energy for the trail with a focus on the trail being a tool in the regions tourism tool box. Future anniversaries should be used to this same effect.
- Partnerships should be cultivated with motels at each end of the trail to combine motel stays and promote trail use thru incentives, discounts or events on the trail. Both Bolivar and Springfield have excellent motel lodging with in proximity of their trailheads.
- Kansas City, Columbia, Joplin should be first level areas in which weekend "Itinerary Trips" for the Frisco Highline Trail should be targeted. They are within a easy drive to the trail and the FHT offers a new and different trail weekend experience for these potential visitors.
- Local officials and agencies should encourage, support and promote the use of the trail for special events which involve cycling, walking, and running or fitness activities. The trail can accommodate highly organized or smaller informal vents. Such events can be of benefit to the local economy as well as offering activities for local residents.

Encouraging local participation with activities and events builds a sense of ownership, and can promote facilities beyond the region.



Frisco Highline Trail Boone Loop



☆ Historic Sites

★ Trailhead

— FHT Boone Loop





Visit the Nathan Boone Homestead State Historic Site by Bike

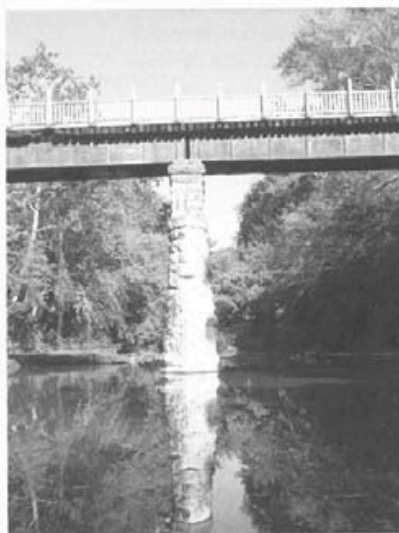
By Terry Whaley, Ozark Greenways, Inc.

With the exception of the KATY Trail State Park, most of Missouri's Parks and Historic sites require a vehicle to get in and around. In southwest Missouri, there is a secret little mix of privately owned (open to the public) rail trail and a state historic site, when combined; make a great day trip for area cyclists.

With the addition of five miles of the Frisco Highline Trail last fall, between Willard and Springfield, residents and visitors can start a trip in Springfield and visit Nathan Boone Homestead Historic Site, near Ash Grove, by bike via the Frisco Highline Rail Trail. The 48-mile round trip from the Springfield trailhead offers a great taste of rural Missouri landscapes and farms. For a shorter trip of 38 miles, start your ride in Willard, at the Jackson Street Trailhead. The route combines use of the trail and hard surface county farm roads.

The Frisco Highline Trail is the second longest rail trail project in Missouri, and has been developed by Ozark Greenways, Inc., a local trail advocate group. The Springfield-Greene County Park Board works in partnership with Ozark Greenways to manage the trail corridor in Greene County.

A visit to the Nathan Boone Homestead is a rewarding and educational experience about the life of the Boone frontier family that resided at this site. Efforts to restore the cabin to its original 1856 condition have been a challenge for park staff, but fantastic progress has been made in the past four years. This historic site offers a relaxing and tranquil contrast to today's world and gives a flavor of what living on the edge of a prairie frontier might have been like. The interpretation staff at the site knows the Boone story inside and out. They



Above is the Sac River Bridge on the Frisco Highline Trail. Below is the Nathan Boone



have a great gift for making history a relevant and exciting experience for visitors. In addition to the restored one and a half story log home, an old cemetery offers an opportunity for many stories for the park staff.

Along the route, you will pass through the old Phenix Quarry site. This 1902 community was once thriving with a school, church, general store and many homes, but little remains. The Phenix quarry, famous for its marble, used in the construction of the Greene County Courthouse and many other buildings throughout the state, is now privately owned. Views from the road offer a glimpse of some old buildings and large kilns used as part of a limestone operation.

Directions to Nathan Boone Historic site from the Willard Trailhead: follow the trail north seven miles to Greene County Farm Road 34, which enters across Highway 123 on the right; follow FR 34 to the intersection of Farm Road 45. Phenix Quarry is on your left; ride through the intersection to Farm Road 43 at the top of the hill; turn left and proceed to Farm Road 44; make a right on FR 44 to State Highway V (this is a very pretty section of the ride). Go south (left) on V and you will find the entrance to the historic site at the top of the hill, to the left. The entry road into the site was (at one time) gravel and a bit tricky on a road bike. Proceed with caution as you approach the visitor center at the bottom of the hill. •

For hours of operation and special event information on Boone Historic Site call 573-751-2768.

The Routes-Loop the Lakes

Loop the Lakes Route

One of the finest natural resources in Greene County is the Fellows Lake and McDaniel Lake area. While primarily functioning as drinking water reservoirs, these lakes offer recreation opportunities for fishing, sailing and canoeing. The area around the lakes represents a very scenic example of the Greene County countryside within minutes of the entire Springfield population. This is an excellent route to challenge local residents for fitness, though offers limited support facilities along the loops. This route can be accessed from trailheads located at Valley Water Mill, Lost Hill Farm Park, David C. Murray Park, and Truman Elementary School.

The roads in this area have low traffic volume and are maintained in excellent condition by the Greene County Highway Department. They offer some of the best mid-level road bicycling in the county. The routes in this document were explored to establish which of them might offer the best potential for bicycle tourism in this area.

Short Loop - 7.8 miles

- Left on FR175, following it to State Highway AA
- A short left on AA to FR177
- Right on FR177 to FR88
- Right on FR88 to FR175
- FR175 to FR94
- Right on FR94 to FR177, returning to Valley Water Mill

Moderate Loop - 15.87 miles

- Starting at the Valley Water Mill Education Center (VWM), at 1234 Valley Water Mill Road, this route will loop to Fellows Lake and back to the VWM site; another option is to loop to McDaniel Lake as well. VWM offers parking, restrooms and drinking water, as well as fishing and nature trail hiking.
- Exit VWM parking lot and turn left on VWM Road traveling below and across the damn spillway.
- Turn right on FR 171 for 0.51 miles to FR94
- Right on FR94 for 0.78 miles to FR175
- Left on FR175 for 0.5 miles to FR88
- Right on FR88 to FR189
- Left on FR189 for 0.91 miles to State Highway AA
- Right on Hwy AA for 1.36 miles, where it will merge into FR197
- Remain on FR197, cross the lake to the junction of FR68, veer left at Y, but stay on FR197
- Continue on FR197, which will transition into FR66.
- Pass the public access entrance for Fellows Lake. (Restrooms, shade, picnic tables, water and small seasonal bait shop/concessions are available, as is an optional route along the lake shore hills which rejoins FR66.)
- Continue on FR66 to FR175

The Routes-Loop the Lakes

Long Loop to McDaniel Lake - 25.4 miles

- Continue on FR66 TO FR171
- Left on FR171 to State Highway AA
- Right on AA crossing Highway H. AA changes to FR80, continue west on FR80 to FR159
- Right on FR159 to FR76
- Left on FR76 crossing McDaniel Lake - Lake bridge open to bicycle and pedestrian use only.
- Follow FR76 to FR141 (Old Hwy 13) and turn left for 1.28 miles to FR86
- Left FR 86 to FR 145 follow to FR 84
- Right on FR 84 to FR 151
- Right on FR 151 Pass Lost Hill Natural Resource Park—Restrooms water and Trailhead Parking. Also, access to the South Dry Sac Trail and connection to Truman School and Trailhead. (FR159 & FR100)
- Continue on FR151, uphill and no shoulder to FR96
- Left on FR96 to FR159
- Right on FR159 to FR100
- FR100 to FR165 Right on FR165 to Valley Water Mill Road

- Left on VWM Road crossing State HWY “H,” then continue east to FR171

- Left on FR171, returning to VWM

Natural Features

Valley Water Mill

Fellows Lake

McDaniel Lake

Lost Hill Natural Resources Park

Historic Features

Glidewell School

David C. Murray Homestead

Butterfield Stage Coach River Crossing

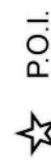
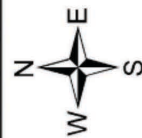
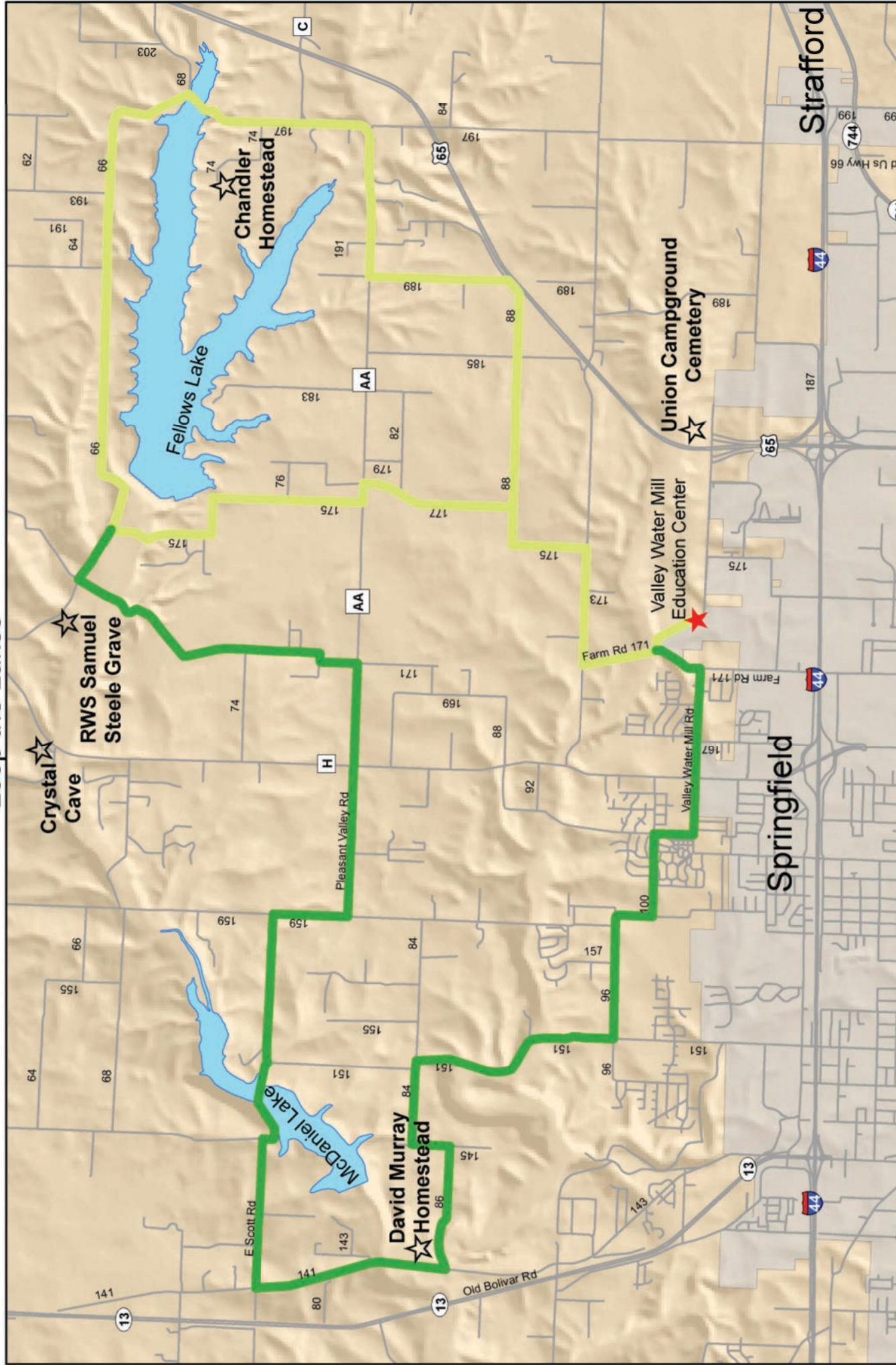
Spring Lawn Farm

Recommended Direction of Travel

Counter-Clockwise



Loop the Lakes



P.O.I.



Starting Point



Long Loop



Moderate Loop



Miles

The Routes-Bikes & Battlefields

Bikes and Battlefields Loop

This route starts in the center of Springfield and guides one from a heavily urbanized area along the South Creek Greenway to some of the best landscape in the county. The unique trait of this route is the use of an established urban greenway to connect to county roads, which encourages cyclists to explore both the urban and country landscapes. Within the urban area, the greenway passes through commercial and residential areas, connecting to parks, neighborhoods and schools. The designers did a great job weaving this greenway through the built environment and along the floodway. The community has also worked to provide safe underpasses and overpasses at busy intersections in order for cyclists to avoid street level crossings at these points.

Although the route below starts at Lee McDaniel Park, cyclists may also start further down the trail at Nathanael Greene Park Trailhead, or at the Volunteer Nature Trail Trailhead at FR168 (also known as Rountree Road).



Bikes and Battlefields Loop - 29.14 miles

(without the 5-mile loop at the National Battlefield)

- This route begins in the Springfield at Lee McDaniel Park Trailhead, at National and Sunset Avenues. This is the trailhead parking area for the South Creek Greenway, and riders get to enjoy the greenway trail for the first five miles of this route.
- From the trailhead, proceed west on South Creek Greenway. After crossing the Kansas Expressway overpass, there is an information kiosk on the right that presents information about the Trail of Tears.
- Continue west through Nathanael Greene/Close Park and past the Botanical Center. Restrooms and drinking fountains are available in the visitor center.
- Proceed west to Battlefield Road at mile marker 5. The trail continues past this point for another 1,200 feet before it dead-ends.
- Follow the pedestrian access ramp up to Battlefield Road and then proceed west in the striped bike lane to the intersection of Battlefield Road and Highway.160, known also as West Bypass.
- Restrooms and drinks are available at the convenience store there.
- Cross Highway 160 and veer left, continue on the old outer road, called Kauffman Road. Just past a small church on the right, the South Creek Greenway continues into the woods.
- Remain on the trail for the next 1.02 miles until the exit at FR168.

The Routes-Bikes & Battlefields

- Exit the trail, turn left and follow FR168 for 0.57 miles to Highway 160.
- At Highway 160, turn right. The wide shoulders and MoDOT's signed "Share the Road" bike route to Republic Road make this a safe and easy connection into the City of Battlefield. This may not be for all cyclists, as car traffic can travel fast through this stretch, but the wide shoulder offers a comfort margin for most cyclists. Remain in single file and follow all traffic rules when approaching and passing through intersections.
- Pass through the intersection of FF and Highway M. Remain on FF into the City of Battlefield for 1.39 miles to Mary Street on the right. Turn right and proceed one block on Mary Street.
- Turn left onto Old Wire Road.
- The Old Wire Road is a historic road in Missouri and Arkansas. Several local roads are still known by this name. It followed an old Native American route, the Great Osage Trail, across the Ozarks and then became a road along the telegraph line from St. Louis to Fort Smith, Arkansas. This route was also used by the Butterfield Overland Mail. It was known as the "Wire Road" while the telegraph line was in use, but when the line was later removed, it became known as the "Old Wire Road."
- In St. Louis, where the road begins at Jefferson Barracks, it is called Telegraph Road. From St. Louis to Springfield, it became designated Route 14, which later became U.S. Route 66, and still later Interstate 44). At Springfield, it turned southwest and passed through what is now Wilson's Creek National Battlefield. From the Battlefield, it meandered southwest through Christian and Stone counties in Missouri towards the Arkansas state line. Once in the Natural State, it passed near Pea Ridge and then Fayetteville, on its way to Fort Smith, Arkansas.
- The Old Wire Road was used as part of the Trail of Tears and then during the Civil War when Confederate soldiers often cut the telegraph line.
- Follow the Old Wire Road thru a residential area for 0.96 mile to Elm Street. Services can be found just two blocks off this route within the City of Battlefield.
- Turn right on Elm Street, which becomes FR182. Follow for 2.18 miles to the entrance of Wilson's Creek National Battlefield, a facility of the National Park Service.
- The Battlefield offers a great visitor center with education and interpretation of the Battle of Wilson's Creek in 1861. Cyclists can use the park restrooms and vending machines.
- The 5-mile tour road loop is open to bicyclists and contains additional interpretation of this important Civil War battle. The asphalt road is good condition and is generally friendly to cyclists. Riding a bike through the Battlefield is a great way to explore and learn about this battle.

The Routes-Bikes & Battlefields

- Wilson's Creek was the first major Civil War battle fought west of the Mississippi River, and the scene of the death of Nathaniel Lyon, the first Union general killed in combat. The bloody Southern victory on August 10, 1861, focused greater national attention on the War in Missouri. The nearly pristine landscape allows visitors to experience one of the best-preserved Battlefields in the nation.
- From this point one may retrace the route and return to the starting point for a total distance of 22.46 miles, tour the in-park battlefield loop, adding additional 5 miles, or continue the full road loop listed below.

Continuing Option

- Exit the Battlefield and turn left on FR182 to the intersection of Highway Z.
- Turn left on Highway Z for 2.64 miles entering Christian County and on to Wilson Road.
- Turn left on Wilson Road and follow for 1.59 miles to Heseltine Road. Wilson Road is a bit rough and a short section is gravel, however, most road bikes will handle the surface well.
- Cross Wilson's Creek at a low-water bridge that is a wet crossing of 4-6 inches deep for most of the year.
- At the intersection of Heseltine Road and Wilson Road turn left (north) on Heseltine Road and 2.52 miles returning to FR182.
- Turn right on FR182 and return to the Old Wire Road and retrace the route back to the start.

Natural Features

South Creek
Wilson Creek
Urban Open Space
Drummond Lake
Rural Farm Landscape

Historic Features

Cherokee Trail of Tears Route Crossing
Gray Campbell Homestead
Wilson's Creek National Civil War Battlefield

Recommended Direction of Travel

This is an out and back route with the inclusion of two loop options. The loop within the Battlefield in a one way direction and should be traveled in the direction of traffic flow which is clock wise. The optional road loop is best traveled in a counter-clockwise direction. This route offers several challenging hills. but it is very family friendly for the first 5-miles which offers a 10-mile round trip for families.

Why this Route is Attractive

Since this route starts in town, it will be attractive to locals since it is very accessible and family-friendly. To the visitor, it will be attractive due to the amount of services offered and its proximity to restaurants and hotels.

The route also offers a mix of terrain from the flat and level floodplains to some very challenging hills in the county as well as the 5-mile Bloody Hill within the Wilson's Creek National Battlefield. This route also offers residents and visitors some great learning opportunities about area history and the important role the Ozarks played in the Civil War and the Trail of Tears.

The map displays the Springfield, Missouri region, highlighting the Wilson's Creek National Battlefield and its surrounding trails. Key features include:

- Trails and Routes:** A green line traces the path from Springfield, through the Wilson's Creek Greenway, and into the Wilson's Creek National Battlefield. The path is marked with red stars at key locations: "Springfield", "Wilson's Creek Greenway", "Wilson's Creek", "Tail's Trailhead", "Wilson's Creek Trail", and "South Creek Trail".
- Geographic Labels:** Major roads such as I-44, I-76, and I-13 are shown. Local roads include Sunset St, Jefferson Ave, Campbell Ave, Kansas Expy, Walnut Lawn St, Golden Ave, Republic Rd, S Farm Road, Old Wire Rd, Elm St, Farm Rd 128, Farm Rd 194, Hazeltine Rd, and W Old Limney Rd. Other labels include "Springfield", "Battlefield", "Wilson's Creek", "Wilson's Creek National Battlefield", "Greene County", and "Christian County".
- Topographic Features:** The map shows the terrain of the area, with higher elevations in the south and west, and lower elevations in the east. The Wilson's Creek National Battlefield is highlighted in a darker green color.
- Map Details:** The map includes a scale bar (0 to 1 mile) and a north arrow. It also shows the locations of various landmarks and trails, such as the "Wilson's Creek Greenway" and the "Wilson's Creek National Battlefield".



The Routes-Finley Loop

Finley Loop Route

Cycling through Christian County offers a rustic experience within close proximity to the urban area. The Finley Loop is a new route with the development of the Ozarks Regional Destination Plan. This route offers the opportunity to see both downtown Ozark and downtown Nixa, as well as venture near some of the County's more popular natural and cultural sites.

Finley Loop - 36.05 miles

- Starting at downtown Ozark at Ozark Square, turn left on Church St., then turn north (right) onto 3rd street for approximately .5 miles. Merge right at the Jackson St. intersection. On the left will be historic Ozark Mill & McCracken Bridge
- Continue straight onto N Riverside Rd. for 1 mile
- Turn right onto E Greenbridge Rd. for 1.5 miles
- Turn left onto Smyrna Rd. for 1.75 miles
- Turn left onto Parchcorn Rd., then quickly turn left onto Cottonwood Rd. for approximately 2.8 miles
- Turn left onto S Farm Rd. 194 and continue for approximately 4 miles
- Turn left onto Farmer Branch Rd. for 2 miles
- Turn right onto Route J continuing through the Hwy 65 overpass onto Route CC
- Turn left onto N 22nd St. for 1 mile and merge right onto N 21st St. for .5 miles
- Turn right onto Longview Rd. for .9 miles, merging straight onto North Rd. for 2.6 miles
- Turn right onto N Main St. for .25 miles
- Turn left onto Northview Rd. for approximately 1.25 miles, crossing through the Hwy 160 intersection
- Turn left onto N Gregg Rd. for approximately 5.3 miles
- Turn left onto W Riverdale Dr. for 2.7 miles, continuing through the Hwy 160 intersection, and staying right on Riverdale Dr.
- After crossing Riverdale Dam, continue down Riverdale Rd. for approximately 2.4 miles
- Turn right onto Tennessee Rd. for approximately .8 miles
- Turn left onto Collins Rd. (which turns into Wyoming Dr.) for 1.3 miles, turn left onto the Hwy 65 overpass, then make another left onto Selmore Rd. for 2.6 miles. The Covered Bridge will be on the right approximately 1.1 miles down Selmore Rd.
- Continue straight through the South St. intersection and follow S 3rd St. for 1.1 miles, turn right onto Elm St., and arrive back to Ozark Square.

The Routes-Finley Loop

Natural Features

Finley River

Rural Farm Landscape

Historic Features

Downtown Ozark

Ozark Mill

McCracken Bridge

Downton Nixa

Hawkins Bridge

Riverdale Dam

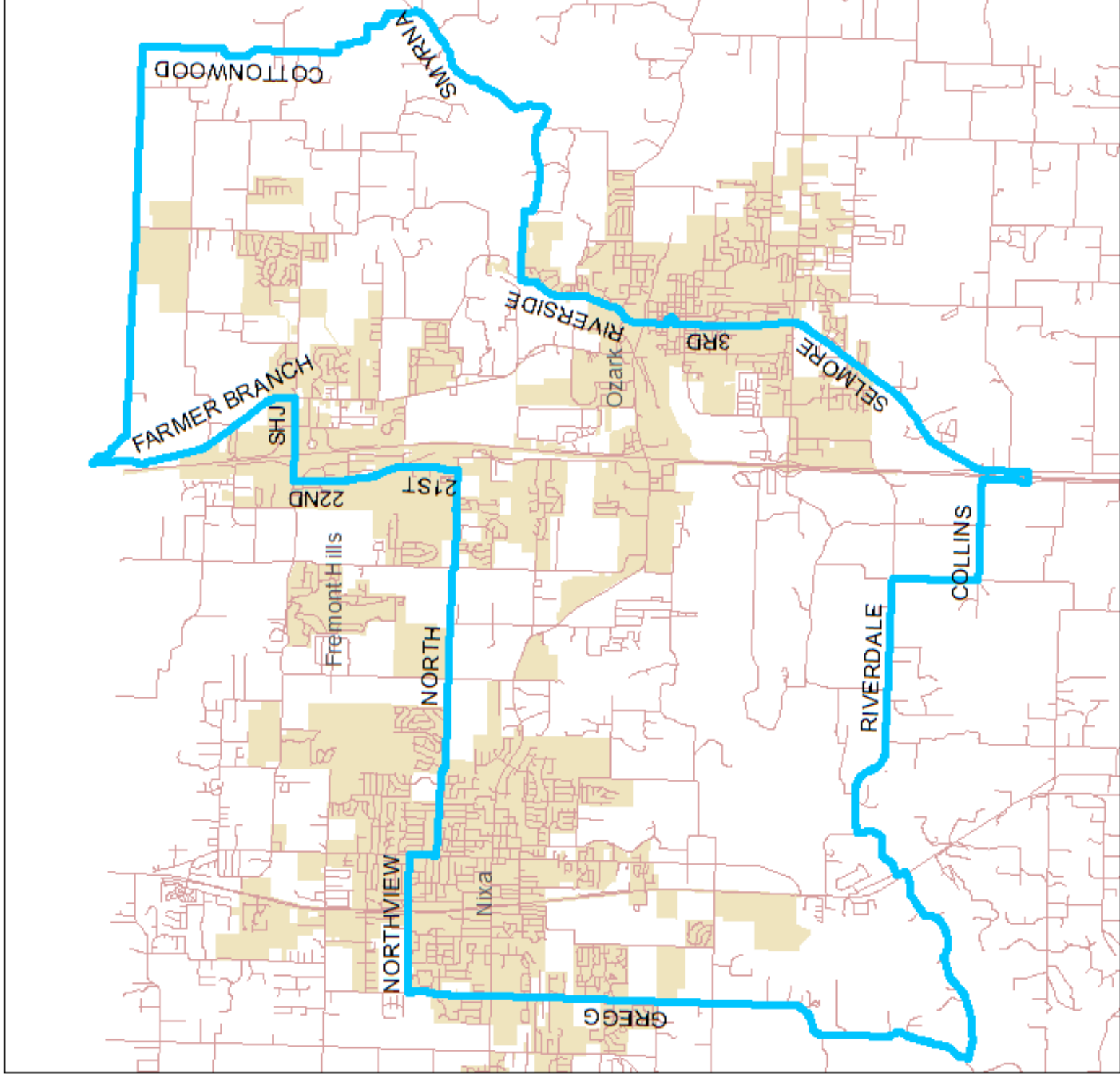
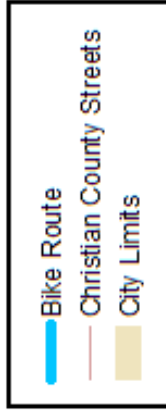
Covered Bridge

Recommended Direction of Travel

Counterclockwise



Ozark, Nixa, Springfield Loop



Special Routes

TransAmerica Trail

The TransAmerica Trail (TA) route was established as part of the U.S. bicentennial in 1976. According to Adventure Cycling* the TA, “is still the greatest and most used route crossing America.”

A recent poll among local trail cyclists found that 98.5% of people in Greene County were unaware of our connection to Yorktown, Virginia or Astoria, Oregon. However, from a cycling and tourism perspective the thin thread that ties Greene County to these towns is the TA. This is a 4,233-mile east-west road route that explores all types of scenery and terrain. The route offers an off-the-interstate, “blue highways” view and the chance to travel and explore America’s rural communities and scenery.

According to Adventure Cycling for the period between January 2010 and January 2013 there were 866 TA map sets purchased from their home office. During that same time period an additional 664 maps were purchased for “section nine”, the section which includes Greene County. Adventure Cycling confirmed local observations of an increase in cyclists taking on the TA route. The current demographic of TA cyclists falls into the categories of college age, retired, and increasing participation from individuals seeking to change their lifestyle, deal with crises, or take on a physical challenge.

Various states on the route have earned reputations from cyclists that reflect the general perception of route users. Word from cyclists on the route is, “Kansas is legendary for its hospitality.” At the other end of the scale, Missouri is famous for its “rude and unfriendly treatment



toward cyclist by vehicle operators” along the route. Road signage of the route was severely lacking in Missouri and is an improvement that would go far in creating a friendlier image and reputation for Missouri.

An attempt to better sign the route within Greene County was initiated in 2009 by Ozark Greenways with participation from the local MoDOT district. Costs and technical aspects related to sign placement, had stalled this initiative. However, in July of 2013 new ROUTE 76 signs were installed across Missouri as part of the new initiative to sign and identify parts of a national bicycle route system by FHWA.

Special Routes

From the east the TA enters Greene County on State Hwy E east of Fair Grove and proceeds west via State Hwy. CC & BB toward Walnut Grove. West of Walnut grove the route follows Hwy. VV thru AshGrove, exiting the county on highway 160 west of Ash Grove. The route is all on state roads, and rarely used by local cyclist. Locals find routes with lower traffic volumes, lower vehicular speeds, better sight lines and safer shoulders more appealing for cycling. Locals also prefer loop routes near their homes as opposed to out-and-back routes.

Most cross-country cyclists traveling the TA average 65-80-miles a day. Depending on a rider's physical skill, travel schedule and desire, 120-mile days are not uncommon, particularly in the Midwest. As Marshfield is a popular overnight stop, many cyclist traverse the Greene County section in one day.

Greene County is fortunate to have the TA passing thru the northern half of the county. While challenging, opportunities to promote community business, activities, events, festivals, and history are not taken advantage of as they might be. While the current number of users is too low to invest in events to attract cyclists, most communities would be best served by the following simple steps.

- Improve residents' awareness that the TA passes through their towns focusing on the business community.
- Offer "cyclist's specials" in local restaurants, motels, camping facilities.

- Promote the use of local parks or other areas for bicycle camping, and employ community centers for showers, etc.
- Improve the awareness of local residents of the existence of the TA so simple inquiries such as directions, local services, distance to next town, best place to eat can be accurately and politely provided.
- Work with MoDOT to provide directional signage across the county.

Greene County would be well served to develop a strategy to set themselves apart from other counties the TA passes thru in Missouri. An opportunity and marketing niche to be the "friendliest county" in Missouri is not an impossible task. A simple program of placing "Welcome TransAmerica Cyclists" at the city limits of each pass thru community would be a simple and inexpensive start.

The City of Farmington Missouri took advantage of being on the TA route by offering their historic jail structure as lodging quarters for cyclists. This move garnered them national attention and recognition in trail and bike touring circles.

A second opportunity to Greene County's location on the TA is the intersection of the route with the Frisco Highline Trail on highway BB east of Walnut Grove. Possibilities may exist to pull the more liberally scheduled cyclists off the TA and onto the Frisco into Willard and Springfield. The task would be to promote and market unique attractions, activities, or services the touring road cyclists would find worthy of their

Special Routes

time. The greatest service may very well be the presence of several well equipped and staffed cycle shops in Springfield for necessary repairs of equipment resupply.

Springfield and the TransAmerica Trail

Research for this report investigated the possibility and process to have a TA alternative route passing thru Springfield. The popular thought is to route the TA along proposed county road bike routes currently identified on the Ozark Transportation Organization bicycle plan. The perceived advantages to this would be to attract cyclists into Springfield for goods, services and attractions. Advantages to the cyclists would be a closer proximity to larger city amenities.

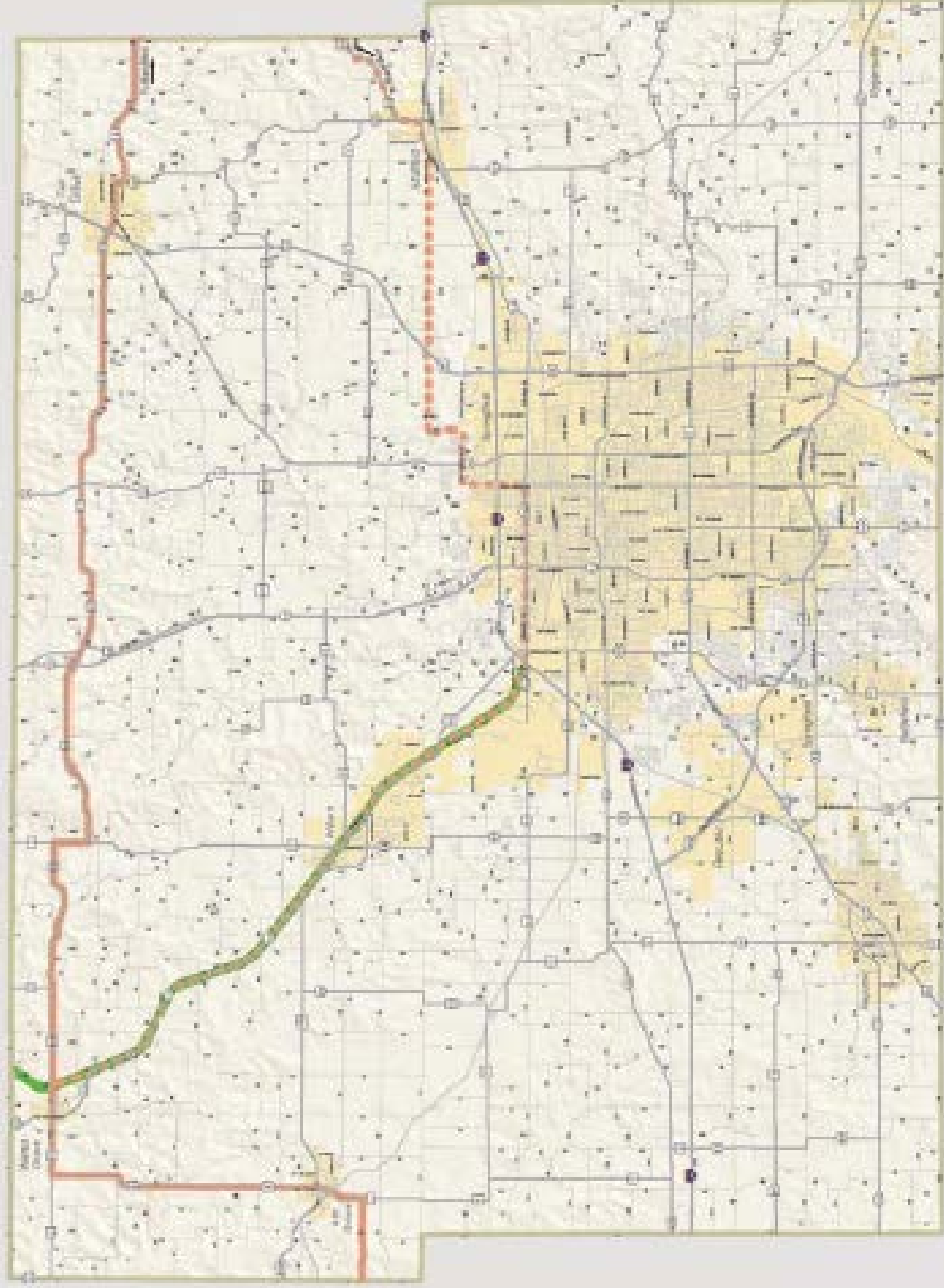
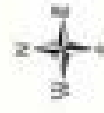
Because TA riders are working to cover 4,000+ miles and usually on a set schedule, the most direct routes are the preferred choice. Out of the way, “off route” or “side trips” are rare unless physical injury or equipment failures are in play. Also the proposed alternate route would avoid the communities of Fair Grove and Walnut Grove routing instead through Strafford and Willard.

It may be possible to develop and list an alternate route thereby giving the cyclists a choice. Working with Adventure Cycling, the county should proceed with establishing an alternate route option for the TA to bring it closer to Springfield. The cost of this is one of administration time, and the results could bring increased tourism spending in to Springfield. This action would also promote the TA route much better to local cyclists who would find themselves cycling parts of the alternative route in local rides.



Trans-America Trail
Greene County

Existing Route & Proposed Alternate Route



Special Routes

Fair Grove, Missouri

The community of Fair Grove in Greene County is a great example of how a community can accept and capitalize on bicycle tourism. The TA route runs through Fair Grove and for years cyclists have been allowed to camp in the local park area and grounds near the historic Wommack Mill. The community offers a grocery store for food resupply as well as a small choice of restaurants.

Most importantly, Fair Grove has become known for having a post office right on the TA route. This amenity affords cyclists an opportunity to arrange mail-drops containing clothing, camp supplies or equipment needs delivered to them in route. It also provides an opportunity for cyclists to lighten their loads by sending away unneeded supplies. Fair Grove has done a great job in making cyclists feel welcome in their community.

Fast Facts

In 2011, the Political Economy Research Institute, University of Massachusetts conducted a national study of employment impact of building pedestrian/bicycle infrastructure. It found that for each \$1 million spent on bicycle infrastructure, 11.4 jobs were created. Pedestrian-only projects created 10 jobs for every \$1 million. Multi-use trails created 9.6 jobs for every \$1 million. Road and highway projects created only 7.8 jobs per \$1 million.



Wommack Mill and the town of Fair Grove are important features of the TransAmerica Trail/U.S. Bike Route 76 alternative route proposal. Features such as historic buildings and quaint main street areas have shown to be a major draw for cycling tourists when they choose an area in which to spend their time and money.

Special Routes

Mountain Biking

Given cycling's current popularity in the Midwest, and regionally in Missouri and northwest Arkansas, it is important to include mountain biking (single-track biking) among local attractions. While mountain biking has remained level in national participation, we are seeing an increasing interest in our area. Additionally, the current development of biking trails and bike parks is encouraging a new generation of participants to take up the sport. Mountain biking as a destination sport is also on the increase, with people traveling between 2-12 hours to reach trails and venues offering challenges and opportunities. These visits last from a few hours to several days.

Locally

Until 1997, the nearest location for Springfield participants in the sport of single-track mountain biking was Busiek State Forest, 30 minutes south of town, or the Springfield-Greene County Park Board's Ritter Springs Park on the north side of town. Due to overuse at Ritter Spring Park, biking as well as horseback riding were discontinued in 1997. That same year, with leadership from Ozark Greenways and support from local cyclists, a new network of single-track trails were laid out near the Northwest Water Treatment Plant on city owned property. Since that time, the area known as the Sac River Mountain Bike Trail has gone through a variety of route changes and trail improvements for rider experience and safety.

In 2010, a new single-track club was formed locally called the Midwest off Road Cyclists. (MORC). This club has been high-energy since its start in promoting trail development, providing

volunteers, and undergoing training for proper trail stewardship and design. In 2012, the group successfully developed a pavilion at the Sac River Trail trailhead to stage events and training workshops from. The formation of MORC demonstrates the high interest in the Greene County area for good single-track facilities. MORC not only holds volunteer work days at the Sac River Trail, but also volunteers in conjunction with the Missouri Department of Conservation at Busiek State Forest. The groups also worked with Ozark Greenways to implement a beginner level single-track trail within the Frisco Highline Trail corridor. Future plans include a 10-mile single-track trail running parallel to the main Frisco Highline Trail. This effort is being led by MORC and A&B Bicycle shop.

In August 2013, a new non-profit mountain bike trail developer, TrailSpring, created and opened Two Rivers Bike Park in Highlandville, Missouri. This state-of-the-art bike park offers challenging obstacles for riders of all abilities. Two Rivers is built on private property and was developed with private funds. It is open to the public and demonstrates the best current trail building techniques and features in a single-track riding facility. The trail design and features at Two Rivers are of such quality that this park is attracting cyclists from outside the area for weekend rides and special events.

National Economics of Bicycling

The most frequently cited participation statistics in the U.S. are produced by a research group called the Outdoor Industry Foundation (OIF), which tracks outdoor recreation and publishes the annual Outdoor Recreation Participation Study.

Special Routes

According to a 2010 study prepared by the Outdoor Foundation, 60 million adult Americans (18 years of age and older) bicycle each year. Bicycling creates major economic growth in the United States:

- \$133 billion annual contribution to U.S. economy
- Supports nearly 1.1 million jobs across the U.S.
- Produces \$53.1 billion annually in retail sales and services
- Generates \$6.2 billion in bicycling gear sales and services
- Consumes \$46.9 billion in bicycling trip-related expenditures
- Generates \$17.7 billion in annual federal and state tax revenue
- Provides sustainable growth in rural communities

Key Pieces of Information for Mountain Biking

- Mountain biking is a very popular activity in the U.S., with nearly 40 million participants annually.
- Mountain biking participation peaked in 2001, and has remained relatively steady since then.
- Mountain biking participation is about half of hiking participation, but much larger than other trail activities.

Many studies can be found which cite the economic benefits related to mountain biking. Below are a few results of recent studies:

- In 2010, mountain bike trails at Raystown Lake, PA, attracted more than 25,000 visitors, 2.5 times more than predicted. Mountain bikers brought \$1.2 million in spending to the region. ~Wimpey, J., and Maguire, F., 2011~

- Mountain bikers contribute an estimated \$25 million to the Fruita, Colorado economy, approximately 15 percent of the annual budget for the entire Mesa County. ~LeCarner, T., 2011~
- Mountain bike trails in the Chequamegon Area of Northern Wisconsin brought \$1.17 million to the area's economy in 1997. ~Sumathi, N., and D. Berard, 1997~
- A 1996 study estimated that mountain bike tourism brings \$8.4 to \$8.8 million to Moab, Utah's economy annually. ~Fix, P., and J. Loomis, 1996~
- Recreational bicycling brings more than \$924 million to the state of Wisconsin every year. ~Grabow, M., et al., 2010~
- If resident and non-resident recreational cycling increased 20% in Wisconsin, it would create \$184 million in economic activity and generate 2,638 additional jobs. ~Grabow, M., et al., 2010~
- The average bicycle shop has 6 full-time employees. With approximately 4,200 specialty bicycle retailers in the U.S., this totals 25,620 people employed full-time by these retailers. ~National Bicycle Dealer Association, 2009~
- Trails in the Miami Valley of Ohio attract 1 million visitors who spend up to \$16 million on goods and services related to their use of the trails every year. ~Miami Valley Regional Planning Commission, 2009~
- The quality of bicycling in the northern Outer Banks region of North Carolina positively impacts vacationers' planning: 12% report staying three to four days longer to bicycle, while 43% report that bicycling is an important factor in their decision to come to the area, and 53% report that bicycling will strongly influence their decision to return to the area in the future. ~North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation, 2004~

Special Routes

Summary from 2012 Bicycling Feasibility Study Commissioned by TrailSpring for Springfield

Springfield has a number of excellent recreational opportunities available to its residents, but the city lacks a significant infrastructure of native surface trails. Single track trails are an important part of many vibrant communities, and while Springfield is a little behind in the development of native surface trails, it is well positioned to develop such systems.

The relative lack of high quality mountain biking opportunities in the region should be looked upon as an opportunity for Springfield. The city offers a good variety of interesting topography, geology, and land-scapes that will provide good settings for trails. Underutilized lands in and around Springfield that can be further explored for their suitability for trails development.

The Ozark Greenways trail network is expanding and will provide increased interconnectivity between a variety of recreational and cultural sites across the city. Additionally, having the ability to start with a relatively blank canvas in many of the areas under consideration for new trails will

provide planners and designers with opportunities to develop outstanding systems of interconnected trails.

The mountain biking community in Springfield is increasing its trail stewardship responsibilities and developing its ability to educate the community about the health and social benefits of native surface shared-use trails and mountain biking. The trails community in Springfield is becoming increasingly well known for its advocacy work and trail maintenance efforts. This good standing will be useful as this group looks to make a stronger case for Springfield's trails.

Adding native surface trails to an area is one of the most cost-effective ways to provide a community with increased, accessible recreational opportunities. The importance of the many community health benefits derived from such developments cannot be over-emphasized.

Trails energize communities. Where there are trails people are more active and economies have another way to grow. A study by the Outdoor Industry Foundation titled, "The Active Outdoor Recreation Economy," estimates that active outdoor recreation



Special Routes

(bicycling, camping, fishing, hunting, paddling, snow sports, wildlife viewing, trail-running, hiking, and climbing) contributes \$730 billion annually to the U.S. economy.

Mountain Biking Conclusion

Given that the intent of this project is to consider the possibilities of Greene County becoming a bicycle destination, it is advisable that mountain biking be included in the formula, offering opportunities for economic growth as well as health and fitness benefits for local residents.

Partnerships with the Springfield-Greene County Park Board, MORC, TrailSpring, and Ozark Greenways should be explored and encouraged as we seek to expand mountain-biking opportunities for the community. A simple but aggressive

marketing strategy for attracting visitors to Greene County should be implemented once there are more quality facilities developed for this type of biking. With the current amount of trail on the ground, the area is well on its way to achieving this goal.

Marketing and promotion support should be given to events currently active, including the Black Locust and Omba Caramba Races held at Sac River Trail.

Bonus Usage—Trail Running and Hiking

Mountain bike trails double as trails for hiking and running as well. Trail running is very popular in the Ozarks. The Dogwood Canyon 25k/50k Trail Run sells out each year - up to 500 runners in 2013.

“Bicycle tourism is varied and can take shape in many different forms. Everything from the logistical miracles of large event rides to popular biking destinations, all the way to solo self-supported bike tourists. What is remarkable about bicycle tourism is that it can occur virtually anywhere there is a place available to ride a bike. Unlike skiing or surfing, which are dependent on particular geographical features, people ride bikes on mountains, quiet country roads, in cities, on beach paths, and even on snow. It is the sort of tourist activity that almost any region can foster and promote.” ~Russ Roca, *The Path Less Traveled*~



Special Events

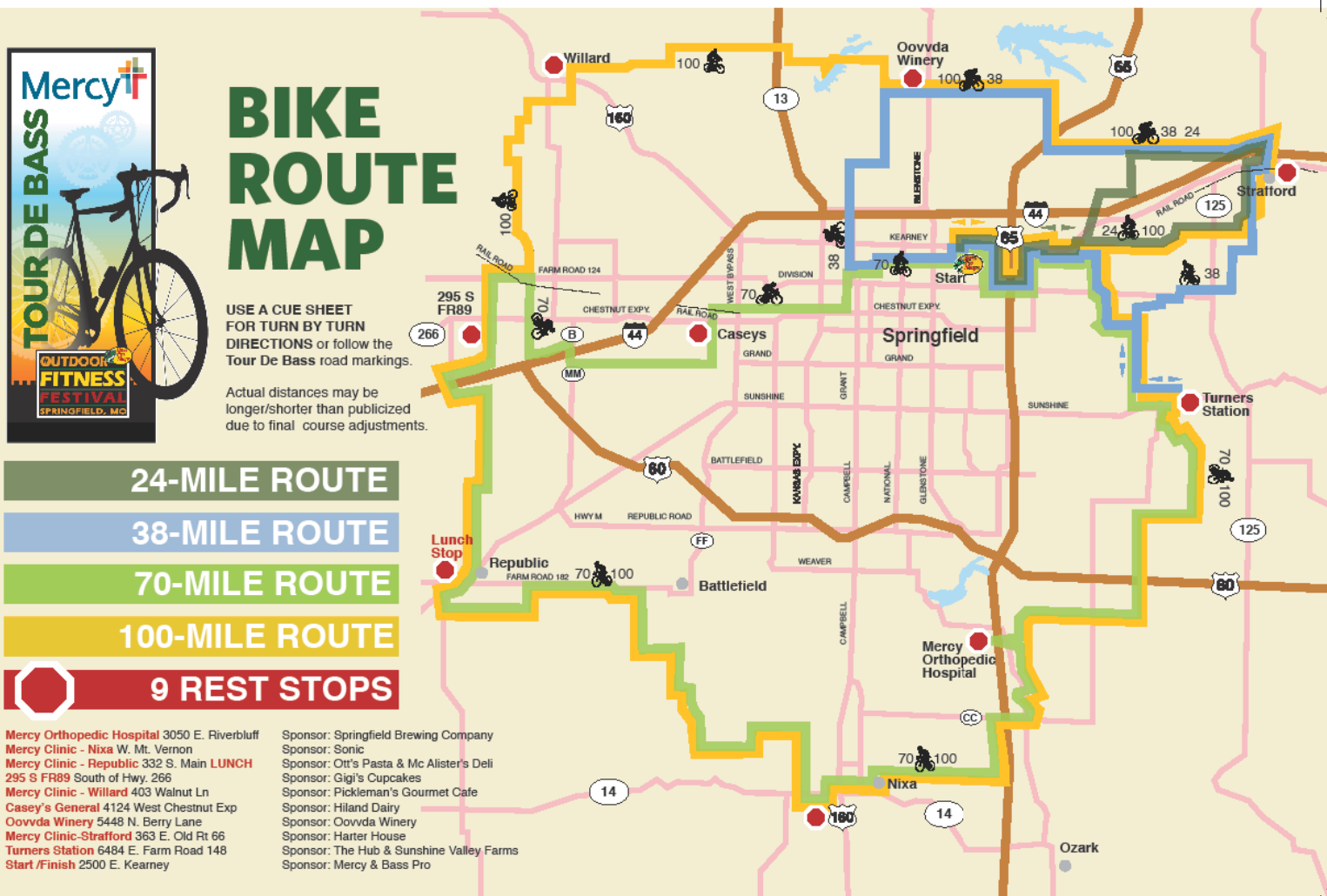
Geotourism

As special events related to cycling are a big part of geotourism, the following points should be kept in mind as potential benefits to be gained from such an endeavor related to event planning and the promotion of events:

- Seek to capture and protect authenticity of place
- Nourishes small and medium business which, reflect the character and nuances of each locale.
- Utilize tourism economics as a means to protect and preserve sensitive environments; natural wonders, our history, culture, and lore.
- Promote active outdoor recreation and

- exploration of our local environment and “back yard” features/ attractions.
- Unite rural communities with neighbors, introduces visitors, and can promote an area with a new and creative approach.

As a research task for this plan writers attended the 2013 National Bicycle Tourism Conference. The four day conference is organized by the National Bicycle Tour Network an organization of bike-tour professionals founded in 1990. This organization is a service that matches touring cyclists with the best tours available from around the world. Collectively the Bicycle Tour Network represents hundreds of tour directors offering multi-day, non-competitive bicycle



The 2013 Tour de Bass attracted 426 participants from 9 states - 166 riders took the 38-mile route and 92 took the 100-mile century loop.

Special Events

tours. The conference offered an excellent array of educational session, on professional tour development, tour/event planning, tour organization, marketing/ promotion, mapping, economic development and cycling trends.

The task of attending this conference and networking with tour directors/organizations from across the country strengthen the assumptions and recommendation in this plan that Greene County has a great opportunity for a lead organization, club, agency, or private individuals to capitalize on bicycle tourism possibilities in this area.

The key to any successful venture would be the consideration of asking the question, what you have that you can tempt people with, what is unique that a visitor cannot get elsewhere, and is that enough to get their attention to spend time in your community.

The best advantage Greene County and Springfield have is in adapting and utilizing per-existing assets which do not require a large investment in infrastructure. As pointed out earlier in this plan the Greene County road system is a very big plus for this type of endeavor.

A challenging but necessary element of promoting a local are regardless of size or even attractions is the understanding and knowledge of local residents to give directions and pass out verbal information. Regardless of the organizations or partners engaged in bicycle tourism project an investment in marketing the product, and local hospitality awareness & training is critical. This training can take on a wide range of initiatives

from a formal curriculum for front line service employees to the more practiced word of mouth information exchange with key parties. Many people might ask the question; just what is bicycle tourism? The Bicycle Tour Network defines bicycle tourism as: "Any travel related activity for the purpose of pleasure which incorporates a bicycle."

Special events such as tours, rides, races and rally's all fit into the definition as does a local resident out for a weekend or afternoon bike ride whether it be on a road or a local trail.

Currently there are several bicycle events in Greene County, from the many weekly rides offered by Spring Bike to the traditional Queen City Century in June to the Tour-de-Bass in October. The Queen City and Tour-de-Bass are the larger rides and both offer a variety of short distances with the main draw being the century loop which is well established in the county but not labeled or marked at all.

The Queen City Century which is organized by Spring Bike has been around for many years and is primarily directed to local Spring Bike membership. The route that has been established for many years is the same as the annual Tour-de-Bass sponsored by Bass Pro Shops which has been offered in the fall for the past 6 years.

In a 2013 membership survey asking members of Spring Bike if they would "... like to see the Queen City become a much larger ride,..." 77.8% indicated that they would like to see an event similar to the Big Dam Bridge ride in Little Rock or the Tour de Corn in East Prairie Missouri. The participation level in this case could raise both the Tour de Bass and the Queen City Century to a much greater number. While these

Special Events

participation numbers are adequate for a local ride there exists a much greater potential to attract cyclist to the area from a much border region. To date locally these current rides lack aggressive marketing and a committed organized effort locally.

Why might bicycle tourism be of interest to the future of Greene County? Taking a look at some figures from the 2013 National Bicycle Tourism Conference, we see that communities/regions that have established ride events, promote a safe ride environment, and market their community uniqueness stand to gain greatly from this form of tourism.

- Wisconsin 2010 cycling benefit—\$1.5 billion
- Iowa 2012 cycling related economic and health benefits Iowa—\$365 million
- Minnesota's Root River County Trail in annual cycling benefit—\$25 million
- State of Oregon annual cycling benefit—\$400 million
- A State of Oregon study found that bicycle travelers spent 20% more than other visitors
- Europe annual value of bicycle tourism—\$44 billion

Venues of Greene County

For special events Greene County's greatest bicycle facility is without a doubt the Frisco Highline Trail... A recent Tourism and Economic Infrastructure study on the Root River Trail in Houston County Minnesota concluded that the Root River Trail has an \$11.3 million dollar value to the county in terms of a built facility. That is a fairly small investment on a feature that today has an annual tourism benefit of \$25 million. Another

mid-west trail system with equal success is the Raccoon Valley Trail in Polk County Iowa. The Raccoon Valley Trail system spends \$25,000 annually to market their trail.

The county and other partners in conjunction with Ozark Greenways the owners and managers of the trail should develop, fund and implement an aggressive and comprehensive marketing plan for the Frisco Highline Trail. After twenty years of trail development the Frisco Highline Trail has a capital investment of \$2,472,308 as a recreational facility. Greater efforts should be directed to the tourism benefits that have not yet been cultivated.

Bicycle tour riders are considered a niche market. Yet they are out there and may not always be where or who you might think they are. Consider more people bicycle than participates in golf, tennis, or skiing combined. This covers all people on all bikes from the day user to the racer and the touring cyclists. However when it comes to the touring target we find that:

- 52% earn \$100,000 /annually or greater
- 10% earn \$200,000 /annually or greater
- 32% spent more than \$1,000 last year on gear or related travel
- 24% have 4-or more bikes
- 34% purchased a bike last year

History of Tour de Corn—An Example for Missouri

Tour de Corn is a ride that takes place in East Prairie Missouri a community of just 3,176. Tour de Corn began when a local cyclist, Mike Bryant, had the idea of starting a charity ride in East Prairie.

He approached Silvey Barker, then coordinator for East Prairie Tourism, with his idea. He said, "I wish the

Special Events

Office of Tourism would sponsor a ride.” The potential was discussed for a few minutes, and Mike said, “I don’t know what we’d call it, but I think it can be done!” That was in 2001.

Soon after the conversation, a committee of local cyclists and interested citizens gathered to form the Tour de Corn Committee. Today, the Tour de Corn Committee continues to be the backbone of the ride. Attendance at Tour de Corn has grown from 175 in 2002 to over 800 in 2011.

The Tour de Corn Committee works year-round to create the best ride possible for the one-day event in June. Many of our cyclists have been attending since the first ride in 2002, and they continue to be our best advertisement – helping spread the word about Tour de Corn.

~Excerpted from TourdeCorn.com~

If a community of 3,000 can offer an event that attracts almost 1,000 visitors to their community what might one of the communities in OTO region have the potential to offer?



TAB 7

TECHNICAL COMMITTEE AGENDA 5/20/2020 ITEM II.F.

FY 2021 Unified Planning Work Program (UPWP)

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

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

The UPWP contains the proposed budget for FY 2021 for inclusion in the contract with MoDOT for funding the OTO annual operational expenses. The budget is based on the federal funds available and the local 20 percent match. The OTO portion of the UPWP budget for FY 2020 and FY 2021 is shown below:

	<u>FY 2020</u>	<u>Proposed FY2021</u>
OTO Consolidated FHWA/FTA PL Funds	\$558,554	\$654,352
Surface Transportation Block Funds	\$200,000	\$100,000
Local Jurisdiction Match Funds/In-Kind Match	\$139,638	\$128,864
<u>MoDOT "Direct Costs"</u>	<u>\$20,000</u>	<u>\$23,724</u>
Total OTO Revenue	\$948,192	\$942,940

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$216,000. City Utilities is providing the local match in the amount of \$54,000. The total budget amount for FY 2021 UPWP is \$1,212,940.

OTO is utilizing In-Kind Match and Direct Cost Match Funds. These additional match sources allow OTO to build an operating fund balance.

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

- Board of Directors, Technical Committee, Local Coordinating Board for Transit, Bicycle and Pedestrian Committee and Traffic Incident Management Subcommittee meetings

- Complete Long-Range Transportation Plan Update
- FY 2022 Unified Planning Work Program development
- Continued maintenance of Ozarkstransportation.org and giveusyourinput.org
- Social Media updates
- Public Participation Plan Annual Evaluation
- Bicycle and Pedestrian Plan Implementation
- Mapping and graphic support
- Financial Audit
- Annual State of Transportation Report
- Congestion Management Process Implementation
- Travel Demand Model Scenarios as needed
- Growth Trends Reports
- Fund Balance Reporting
- FY 2021-2024 Transportation Improvement Program
- Online Transportation Improvement Program Tool Maintenance

UPWP SUBCOMMITTEE ACTION TAKEN:

At its February 26, 2020 meeting, the UPWP Subcommittee unanimously recommended that the Executive Committee forward the FY 2021 Unified Planning Work Program for approval.

EXECUTIVE COMMITTEE ACTION TAKEN:

The Executive Committee will meet and make a recommendation at their regularly scheduled meeting on March 13, 2020.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend approval of the FY 2021 UPWP to the Board of Directors.”

OR

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

DRAFT

Unified Planning Work Program

Fiscal Year 2021

(July 1, 2020 – June 30, 2021)

APPROVED BY OTO BOARD OF DIRECTORS: TBD

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

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

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

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

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2020 (July 2020 - June 2021). 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:

https://media.ozarkstransportation.org/documents/2017_Public_Participation_Plan.pdf

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

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

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

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

In fulfilling that mission, much staff time and effort are spent bringing together decision-makers who make funding and planning decisions that better the transportation network, including all modes. Transportation Plan 2040 is continuing to guide the decisions of the region.

Destination 2045, the Metropolitan Transportation Plan update, is underway. The public input process started in early 2020, and the initial draft should be ready for public comment in early 2021. While the plan has yet to be developed, the community seems to have a renewed interest in multimodal transportation. In addition, the lack of adequate revenue will be an obvious issue.

Staff will continue to prioritize projects for placement in the Transportation Improvement Program and Statewide Transportation Improvement Program. The work done during the last fiscal year in determining the best way to prioritize projects will be implemented during the next year. With the lack of needed funding, this will be a difficult task.

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

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

Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the 2021 Fiscal Year. Most of the contracts listed below are carryover multi-year contracts.

Cost Category	Budgeted Amount FY 2021
Travel Sensing & Travel Time Services Project	\$3,000
Audit	\$4,640
Professional Services Fees	\$24,000
Data Storage/Backup	\$4,400
IT Maintenance Contract	\$12,000
Online TIP Tool Maintenance	\$9,600
Travel Demand Model Update	\$15,000
Transportation Consultant/Modeling Services	\$30,000
Webhosting	\$900
Payroll	\$2,700
Total Consultant Usage	\$106,240

Items to be purchased that exceed \$5,000

IT Maintenance Contract	\$12,000
Online TIP Tool Maintenance	\$9,600
Professional Services Fees	\$24,000
Transportation Consultant/Modeling Services	\$30,000
Travel Demand Model Update	\$15,000
Tablet Upgrade	\$11,500

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	\$35,901
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • 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
<i>August to December</i>	
Consultant Contract	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Conduct an annual and likely single audit of FY 2020 and report to Board of Directors. • Implement measures as suggested by audit. 	
1.3 Unified Planning Work Program (UPWP)	\$11,250
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Amendments to the FY 2021 UPWP as necessary. • Development of the FY 2022 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. • Invoicing and Year-end Report • Obtain Board of Directors, MoDOT and ONE DOT approval of FY2022 UPWP 	
1.4 Travel and Training.....	\$47,500
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Travel to meetings regionally nationally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees. 	
Possible training includes:	
<ul style="list-style-type: none"> ○ Association of MPOs Annual Conference ○ Mid-American Geographic Information Consortium (MAGIC) Conference ○ Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter ○ ITE Web Seminars ○ Missouri Chapter and National, American Planning Association Conference and Activities ○ Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products) ○ Missouri Public Transit Association Annual Conference 	

- MoDOT, Local and OTO Planning Partners Meetings
- MoDOT Statewide Planning Partner Meeting (Jefferson City)
- Government Finance Officers Association
- Employee Educational Assistance
- Provide Other OTO Member Training Sessions, as needed and appropriate
- Transportation Research Board Training and Conference
- Performance Based Planning Training

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

July to June

Responsible Agency – OTO

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

1.6 Electronic Support for OTO Operations \$36,000

July to June

Responsible Agency – OTO

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

End Products for FY 2021

- 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 2020 Audit Report.
- Adoption of FY 2022 UPWP.
- Execute annual CPG Grant.
- FY 2021 UPWP Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly content updates to websites.
- Social media postings.
- Graphics for documents.
- Legal services.
- Updated By-laws

Tasks Completed in FY 2020

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2020).
- Quarterly Financial Reporting to the Board of Directors (Completed June 2020).
- Dues calculated and mailed statements for FY 2020 (Completed April 2020).
- FY 2019 Audit Report (December 2019).
- FY 2021 UPWP developed and approved by OTO Board of Directors, MoDOT and ONE DOT (Completed June 2020).
- Staff attended various conferences and training (Completed June 2020).
- Monthly website maintenance (Completed June 2020).
- Social Media Postings.
- Graphics for documents.
- Legal Services
- UPWP Amendments and Administrative Modifications.

Training Attended in FY 2020

- Missouri GIS Conference
- Ohio Freight Conference/MAFC Conference
- Highway Safety & Traffic Blueprint Conference
- APA Conferences
- Association of Metropolitan Planning Organizations Annual Conference
- Grants Management Training- Grants Management USA
- MoDOT AV/CV Workshop
- OCITE Training
- SHRM and SAHRA Training
- AGA and GFOA Trainings
- MoDOT Statewide Planning Partner Meeting (Jefferson City)

Funding Sources

Local Match Funds	\$26,415	18.0851%
Federal CPG Funds	\$115,541	71.0359%
Federal STBG Funds	\$17,695	10.879%
Total Funds	\$162,651	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	\$145,000
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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 and Traffic Incident Management meetings.
- Respond to individual committee requests.
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year.

2.2 Community Committee Participation	\$19,205
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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
 - Area Chambers of Commerce
 - Worked with Springfield Transportation Collaborative (Completed June 2020).
 - Other committees as needed

2.3 OTO Policy and Administrative Documents	\$10,000
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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..... \$32,500*July to June*

Responsible Agency – OTO

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

2.5 Member Attendance at OTO Meetings..... \$36,000*July to June*

Responsible Agencies – OTO and Member Jurisdictions

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

End Products for FY 2021

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

Tasks Completed in FY 2020

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees, Subcommittees, and Board of Directors.
- Documented meeting attendance for in-kind reporting (Completed June 2020).
- Staff participated in multiple community committees (Completed June 2020).
- Update of Public Participation Plan (PPP) and implementation of PPP through website and press releases (Completed June 2020).
- Public input tracked and published (Completed June 2020).
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects (Completed June 2020).
- One Bylaw Amendment.
- Annual PPP Evaluation.

Funding Sources

Local Match Funds	\$7,893	14.1687%
In-kind Services*	\$36,000	3.9164%
Federal CPG Funds	\$172,408	71.0359%
Federal STBG Funds	\$26,404	10.879%
Total Funds	\$242,705	100.00%

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

Task 3 – General Planning and Plan Implementation

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

Work Elements	Estimated Cost
3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i>	\$38,000
<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. • Continued Implementation of Action Items • One-page summary report on status of implementation plan 	
3.2 Performance Measures	\$23,705
<i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> • Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities, as outlined in MAP-21 and continued by the FAST Act. • Production of an annual state of transportation report to monitor the performance measures as outlined in the Long-Range Transportation Plan, incorporating connections to FAST Act performance measures. 	
3.3 Congestion Management Process Implementation	\$12,000
<i>July to December</i> Responsible Agency – OTO <ul style="list-style-type: none"> • Coordinate ongoing data collection efforts. • Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system. • Use travel time data for Annual Report. • Conduct before and after analysis for completed projects. 	
3.4 Federal Functional Classification Maintenance and Updates	\$5,300
<i>July to June</i> Responsible Agency – OTO <ul style="list-style-type: none"> • Annual call for updates. • Other periodic requests will be processed as received. • Seek approval of requests by OTO Board, MoDOT, and USDOT. 	
3.5 Bicycle and Pedestrian Plan Implementation	\$25,000
<i>July to June</i> Responsible Agency – OTO	

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

3.6 Freight Planning \$9,500

July to June

Responsible Agency – OTO

- Participate in the Southwest Missouri Freight Advisory Committee. The goal is to analyze local goods movement and identify essential freight corridors.
- Participation in the Heartland Freight Technology Plan.
- Coordinate local stakeholders for Heartland Freight Technology Plan.

3.7 Traffic Incident Management Planning \$9,500

July to June

Responsible Agency – OTO

- Continued Implementation of the Traffic Incident Management Action Plan.

3.8 Air Quality Planning \$7,500

July to June

Responsible Agency – OTO

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

3.9 Hazard Environmental Assessment \$5,000

July to December

Responsible Agency – OTO

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

3.10 Demographics and Future Projections \$17,400

July to June

Responsible Agency – OTO

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

3.11 Geographic Information Systems (GIS) \$39,000

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.

3.12 Mapping and Graphics Support for OTO Operations \$18,700*December to June*

Responsible Agency – OTO

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

3.13 Support for Jurisdictions Plans \$10,500*July to June*

Responsible Agency – OTO

- Provide support for Long Range Transportation Planning for member jurisdictions.
- Development a transportation planning one-sheet handout and host short trainings as requested.

3.14 Studies of Parking, Land Use, and Traffic Circulation \$7,000*July to June*

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

3.16 Civil Rights Compliance \$5,500*July to June*

Responsible Agency – OTO

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

3.17 Travel Demand Model Update \$15,000*July to June***Consultant Contract**

Responsible Agency – OTO

- Develop model scenario for financially constrained 20-year project list.

3.18 Transportation Plan 2045..... \$39,700*July to June*

Responsible Agency – OTO

- Continue to develop Draft Plan
- Seek public input on Draft
- Final Plan adoption

End Products for FY 2021

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

Tasks Completed in FY 2020

- Major Thoroughfare Plan Amendments
- Maintenance of GIS System Layers (Completed June 2020).
- Continued Monitoring of Attainment Status (Completed June 2020).
- Performance Measure Report (Completed July 2019).
- Assist jurisdictions compliance with Major Thoroughfare Plan.
- Annual State of Transportation Report.
- Bike/Ped Implementation Report (October 2019)
- Called for Federal Function Class Updates.
- TIM Implementation Report.
- DBE Report submitted to MoDOT (Completed October 2019 and April 2020).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2019 and February 2020).
- Title VI Annual Survey submitted to MoDOT (Completed February 2020).
- Completed travel time analysis for prioritization purposes.
- Aerial Photography files received
- Congestion Management Process Update

Funding Sources

Local Match Funds	\$57,567	18.0851%
Federal CPG Funds	\$226,111	71.0359%
Federal STBG Funds	\$34,627	10.879%
Total Funds	\$318,305	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 2021-2024 Transportation Improvement Program (TIP).....	\$16,000
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July to August

Responsible Agency – OTO

- Complete and publish the 2021-2024 TIP.
 - Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.

4.2 FY 2022-2025 Transportation Improvement Program (TIP).....	\$26,000
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October to June

Responsible Agency – OTO

- Begin development of the 2022-2025 TIP.
- Conduct the Public Involvement Process for the TIP (October-August).
- Work with the TIP subcommittees.
- Complete Draft document.

4.3 Project Programming.....	\$21,705
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July to June

Responsible Agency – OTO

- Process all modifications to the FY 2020-2023 and the FY 2021-2024 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	\$13,200
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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.
- Publish Funds Balance Report two times per year.
- 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 STIP Project Prioritization and Scenarios \$17,500*July to June*

Responsible Agency – OTO

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

End Product(s) for FY 2021

- TIP amendments, as needed.
- Draft of the FY 2022-2025 Transportation Improvement Program.
- Approved FY 2021-2024 Transportation Improvement Program.
- Annual Listing of Obligated Projects.
- Federal Funds Balance Reports.
- Online searchable database of TIP projects.
- Award funding and program projects.
- STIP Prioritization and Scenarios
- Revised Prioritization Criteria as warranted
- Publish Funds Balance Report

Tasks Completed in FY 2020

- Amended the FY 2020-2023 TIP numerous times (Completed June 2020).
- Annual Listing of Obligated Projects for FY 2020 (Completed December 2019).
- Maintained fund balance information (Completed June 2020).
- Published funds balance report
- Maintained online searchable database of TIP projects (Completed June 2020).
- Draft 2021-2024 TIP
- Revised Prioritization Criteria

Funding Sources

Local Match Funds	\$18,810	18.0851%
Federal CPG Funds	\$73,880	71.0359%
Federal STBG Funds	\$11,315	10.879%
Total Funds	\$104,005	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.....	\$8,000
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July to June

Responsible Agencies – OTO

- OTO staff shall support operational planning functions with available data.
- 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.
- Attend the CU Advisory Committee.

5.2 Transit Coordination Plan Implementation.....	\$10,800
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July to June

Responsible Agencies – OTO, Human Service Transit Providers

- Transit Coordination Plan Implementation with one-page report on status of action items.
<https://media.ozarkstransportation.org/documents/Transit-Coordination-Plan-2017.pdf>
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds.
- OTO staffing of the Local Coordinating Board for Transit.
- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.
- Research additional funding for senior centers and human service agencies.

5.3 Program Management Plan Implementation.....	\$5,000
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July to June

Responsible Agencies – OTO

- Continue to implement the Program Management Plan.
<https://media.ozarkstransportation.org/documents/Program-Management-Plan-2018.pdf>

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

Responsible Agencies – OTO

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

5.5 Community Support \$6,000*July to June*

Responsible Agencies – OTO

- OTO will assist the City of Springfield in transit planning for the Impacting Poverty Commission support initiatives.
- Assist City of Springfield in exploring high frequency transit.
- Attend Missouri Public Transit Board meetings.

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

Responsible Agencies – OTO

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

End Products for FY 2021

- Transit agency coordination
- Special Studies
- LCBT agendas, minutes, and meetings.
- CU Transit ADA/Title VI Appeals as requested.
- Data collection
- PMP review
- Monitor 5310 vehicle delivery and OTO balance.
- Continued Transit Coordination Plan Implementation
- Regional paratransit coordination
- Transit Signal Priority Committee

Tasks Completed in FY 2020

- Solicited for 5310 FTA funding, rank applications and program projects for TIP amendments (Completed December 2019).
- LCBT agenda, minutes, and meetings (Completed June 2020)
- Transit agency coordination
- CU Transit Services Origin/Destination Accessibility Analysis

Funding Sources

Local Match Funds	\$7,741	18.0851%
Federal CPG Funds	\$30,403	71.0359%

Federal STBG Funds	\$4,656	10.879%
Total Funds	\$42,800	100%

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

Work Elements	Estimated Cost
6.1 Operational Planning.....	\$123,312
<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.....	\$22,000
<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	\$8,100
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> CU will implement recommendations of the Transit Fixed Route Regional Service Analysis. 	
6.4 Service Planning	\$54,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> Collection of data from paratransit operations as required. CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01) Title VI service planning. 	
6.5 Financial Planning	\$37,000
<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 \$1,780*July to June*

Responsible Agencies – City Utilities

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

6.7 Safety, Security and Drug and Alcohol Control Planning..... \$5,900*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 and Ozarks Transportation

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

6.9 Program Management Plan \$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 \$8,908*July to June*

Responsible Agencies – City Utilities

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

End Products for FY 2021

- 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 2020

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

Funding Sources

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

Task 7 – Special Studies and Projects

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

Work Elements**Estimated Cost**

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

July to June

Responsible Agency – OTO

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

7.2 Grant Applications **\$6,500**

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

- Studies relating to projects in the Long-Range Transportation Plan.
- Continued work with City of Springfield to update the Comprehensive Plan.
- Continued work with City of Republic to update the Comprehensive Plan.
- Continued work with City of Nixa to update the Comprehensive Plan.
- Continued work with City of Strafford to update the Comprehensive Plan.

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

July to June

Responsible Agency – OTO

- Ongoing maintenance of WiFi travel time units.

End Products for FY 2021

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

Tasks Completed in FY 2020

- ITS Coordination (Completed June 2020).
- Worked with City of Springfield Comprehensive Plan Update.
- Worked with City of Republic Comprehensive Plan Update.

- Ongoing maintenance of Wifi travel time units.
- Explored BUILD Grant/INFRA Grant Opportunities.

Funding Sources

Local Match Funds	\$5,380	18.0851%
Federal CPG Funds	\$21,133	71.0359%
Federal STBG Funds	\$3,237	10.879%
Total Funds	\$29,750	100.00%

Task 8 – Transportation Demand Management

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

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

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

July to June

Responsible Agencies – OTO, City of Springfield

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

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

July to June

Responsible Agency – OTO

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

End Product(s) for FY 2021

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

Tasks Completed in FY 2020

- 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.
- New Rideshare Informational signs to reflect transition to web-based system

Funding Sources

Local Match Funds	\$3,436	18.0851%
Federal CPG Funds	\$13,497	71.0359%
Federal STBG Funds	\$2,067	10.879%
Total Funds	\$19,000	100.00%

Task 9 – MoDOT Transportation Studies & Data Collection**Work Elements** **Estimated Cost****MoDOT Transportation Studies and Data Collection \$23,724***July to June* MoDOT Southwest District - \$23,724

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.

MoDOT Position	Annual Salary	Annual Fringe	Annual Additive	Total	% Time	Eligible
Traffic Center Manager	\$73,956	\$55,460	\$8,335	\$137,750	1%	\$ 1,378
Senior Traffic Study Specialist	\$55,968	\$43,532	\$6,308	\$105,808	7%	\$ 7,407
Senior Traffic Study Specialist	\$60,276	\$57,178	\$6,793	\$124,247	1%	\$ 1,242
Senior Information Systems Technologist	\$49,056	\$45,583	\$5,529	\$100,167	5%	\$ 5,008
Senior Traffic Technician	\$41,088	\$41,174	\$4,631	\$86,893	10%	\$ 8,689
Total						\$ 23,724

End Products for FY 2021

- 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 2020

- Annual traffic counts within the OTO area for MoDOT roadways (Completed June 2020) .
- Annual crash data (Completed June 2020).
- Speed Studies (Completed June 2020).
- Signal Timing (Completed June 2020).

Funding Sources

Value of MoDOT Direct Costs	\$23,724
	<u>X 80%</u>
Credit amount available for local match	\$18,979.20
(Federal pro-rata share of value of direct costs – no actual funds)	

Expenditure Summary by Work Task

	Local Funding			Federal Funding				
Task	Local Match (14.999%)	City Utilities	In-Kind (3.8785%)	CPG (71.0359%)	STBG (10.879%)	5307	Total	Percent (%)
1	\$29,415			\$115,541	\$17,695		\$162,651	13.68%
2	\$7,893		\$36,000	\$172,408	\$26,404		\$242,705	20.41%
3	\$57,567			\$226,111	\$34,627		\$318,305	26.77%
4	\$18,810			\$73,880	\$11,315		\$104,005	8.75%
5	\$7,741			\$30,403	\$4,656		\$42,800	3.60%
6		\$54,000				\$216,000	\$270,000	22.70%
7	\$5,380			\$21,133	\$3,237		\$29,750	2.50%
8	\$3,436			\$13,497	\$2,067		\$19,000	1.60%
TOTAL	\$130,243	\$54,000	\$36,000	\$652,973	\$100,000	\$216,000	\$1,189,216	100.00%
9	Value of MoDOT "Direct Cost"						\$23,724	
Total of Transportation Planning Work							\$1,212,940	

Federal Consolidated Planning Grant (CPG) & Surface Block Transportation Grant (STBG) Funding FY 2021 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 1-8	\$1,189,216
Minus City Utilities Transit (FTA 5307 Funding)	(\$270,000)
Actual Total Ozarks Transportation Organization Expenditures	\$919,216
PLUS, Value of Task 8 MoDOT Direct Costs Credit	\$23,724
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$942,940
Federal Pro-Rata share	80%
Federal CPG and STBG Funding Eligible	\$754,352

*Federal Funding as a percentage of total OTO actual transportation planning costs is 82.0647% (\$754,352/\$919,216). The value of MoDOT Direct Costs allows the OTO to include an additional \$18,979.20 in Federal CPG funding.

Budgeted Revenue for Actual Costs FY 2021 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$654,352
Surface Transportation Block Grant	\$100,000
Local Match to be Provided	\$128,864
Value of In-Kind Match	\$36,000
Total OTO Revenue	\$919,216

Total Available Federal Revenue for FY 2020 UPWP Work Activities

(MO-81-0013) CPG Fund Balance as of 12/31/2019*	\$663,552.12
Less remaining CPG funds to be spent FY 2020	<u>\$400,145.52</u>
Estimated Remaining Balance of Previous FY Funds on 6/30/20	\$263,406.60
 FY 2020 CPG Funds allocation (Received February 2020)	 <u>\$637,262.00</u>
TOTAL Estimated CPG Funds Available for FY 2021 UPWP	\$900,668.60
TOTAL CPG Funds Programmed for FY 2021	<u>-\$652,973.00</u>
CPG Fund Balance estimated remaining at fiscal year-end 2021	\$247,695.60
 FY 2021 Estimated CPG Funds allocation**	 <u>\$637,262.00</u>
 Remaining Unprogrammed Balance****	 \$884,957.60

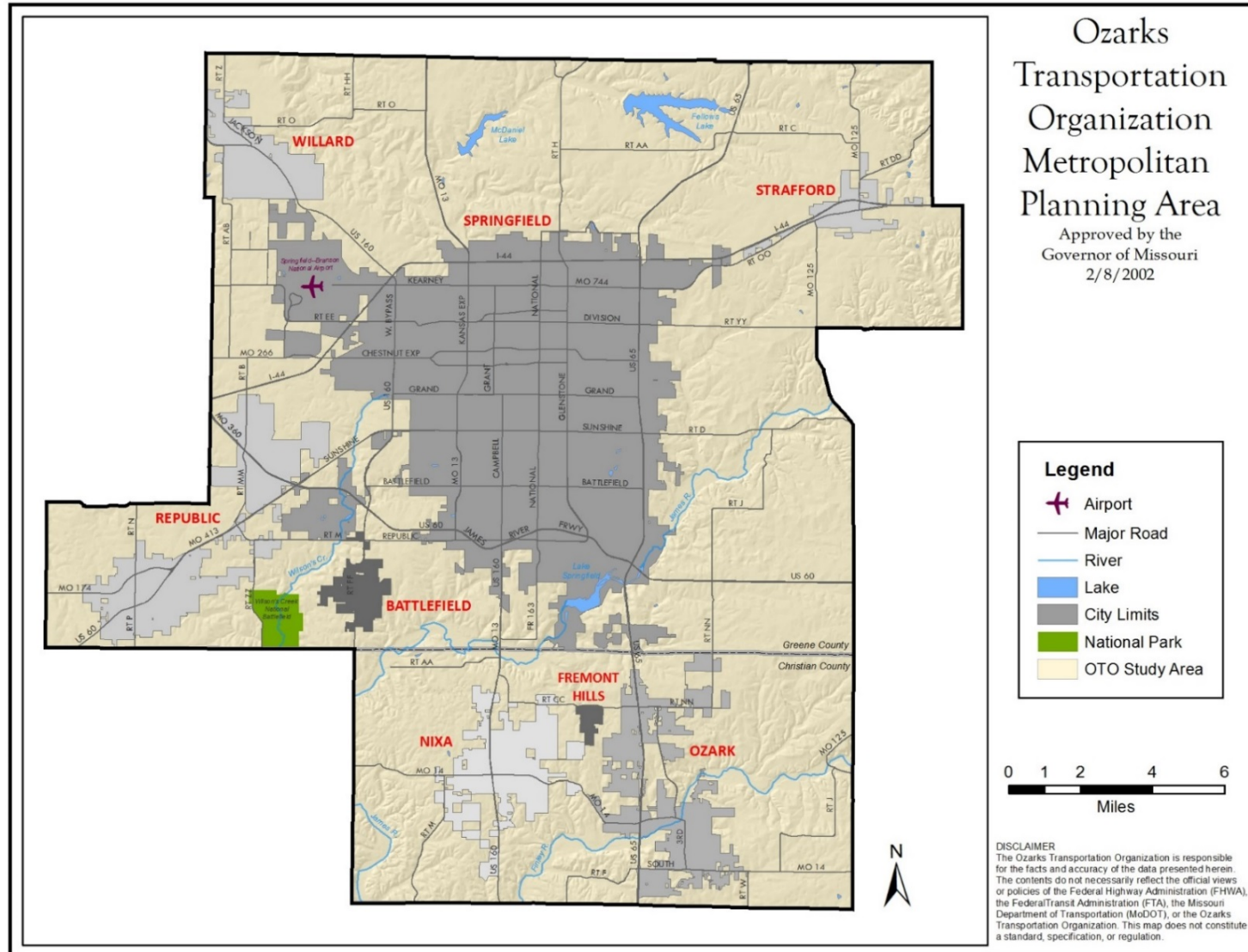
*Previously allocated, but unspent CPG Funds through 12/31/2019.

**The FY 2021 Estimated CPG Funds Available is an estimated figure based on the FAST ACT funding bill. The FY 2020 allocation is expected to be released by Spring 2020 making the funds unavailable for the majority of the FY 2020. Funding is essentially one fiscal year behind expenses. FY 2021 allocation will not likely be available in FY 2021 and therefore FY 2020 funds will be used in FY 2021.

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

Justification for Carryover Balance

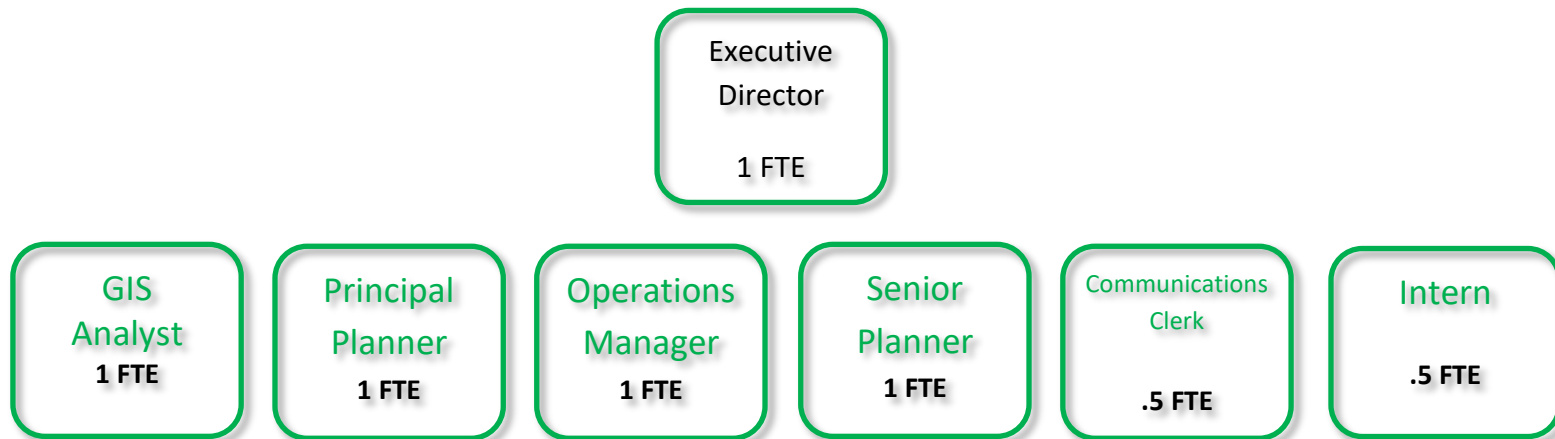
The projected carryover balance of \$884,957.60 represents more than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. OTO cannot spend full current year allocations due to congressional inaction to fully appropriate annual authorizations for transportation.



Ozarks Transportation Organization

Organizational Chart

Ozarks Transportation Organization Planning Staff
100% Dedicated to Transportation Planning



APPENDIX A

Fiscal Year 2021

July 1, 2020 - June 30, 2021

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Proposed Budgeted Amount FY21</i>	<i>Total Budget FY21</i>	<i>Increase/ Decrease</i>
Building					
Building Lease	\$75,400		\$52,125		↓ \$23,275
Building Common Area Main Exp	\$0		\$19,950		↑ \$19,950
Infill Costs	\$2,000		\$2,000		SAME
Maintenance	\$4,000		\$4,000		SAME
Utilities	\$3,500		\$3,500		SAME
Office Cleaning	\$4,400		\$5,550		↑ \$1,150
Total Building		\$89,300		\$87,125	
Commodities					
Office Supplies/Furniture	\$7,000		\$7,000		SAME
Publications	\$300		\$1,000		↑ \$700
Public Input Promotional Items	\$2,500		\$2,500		SAME
Total Commodities		\$9,800		\$10,500	
Information Technology					
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME
Data Backup/Storage	\$4,400		\$4,400		SAME
GIS Licenses	\$5,500		\$5,500		SAME
IT Maintenance Contract	\$12,000		\$12,000		SAME
Server Upgrade	\$6,000		\$0		↓ \$6000
Software	\$4,900		\$4,900		SAME
Webhosting	\$2,300		\$2,300		SAME
Total Information Technology		\$43,100		\$37,100	
Organization Insurance					
Directors and Officers	\$3,000		\$3,000		SAME
Errors & Omissions	\$3,000		\$3,000		SAME
Professional Liability	\$2,700		\$2,700		SAME
Workers Comp	\$1,700		\$1,700		SAME
Total Insurance		\$10,400		\$10,400	
Operating					
Copy Machine Lease Principal	\$5,700		\$1,650		↓ \$4,050
Copy Machine Lease Interest	\$0		\$200		↑ \$200
Copy Machine Maintenance	\$0		\$650		↑ \$650
Copy Machine Toner & Overages	\$0		\$3,200		↑ \$3,200
Dues/Memberships	\$5,500		\$8,000		↑ \$2,500
Education/Training/Travel	\$23,000		\$23,000		SAME
Food/Meeting Expense	\$4,300		\$4,300		SAME
Legal/Bid Notices	\$2,500		\$2,000		↓ \$500
Postage/Postal Services	\$1,800		\$1,800		SAME
Printing/Mapping Services	\$2,500		\$14,000		↑ \$11,500
Public Input Event Registrations	\$1,500		\$1,500		SAME
Staff Mileage Reimbursement	\$3,500		\$3,500		SAME
Telephone/Internet	\$5,000		\$5,000		SAME
Total Operating		\$55,300		\$68,800	

<i>Cost Category</i>	<i>Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Budgeted Amount FY21</i>	<i>Total Amount Budgeted FY21</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$528,152		\$544,811		↑ 16,692
Mobile Data Plans	\$3,240		\$3,240		SAME
Total Personnel		\$531,392		\$548,051	
Professional Services in Lieu of Staff					
Professional Services	\$24,000		\$50,000		↑\$26,000
Transportation Consultant/Modeling Services	\$30,000		\$30,000		SAME
Payroll Services	\$2,700		\$4,000		↑\$1,300
Total Professional Services in Lieu of Staff		\$56,700		\$84,000	
Other Services and Special Projects					
Aerial Photos	\$25,000		\$0		↓ \$25,000
Audit	\$4,600		\$4,640		↑ \$40
Long-Range Plan Update	\$10,000		\$5,000		↓ \$5,000
TIP Tool Maintenance	\$9,600		\$9,600		SAME
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000		SAME
Travel Demand Model Update	\$50,000		\$15,000		↓ \$35,000
Total Other Services and Special Projects		\$102,200		\$37,240	
		\$898,192		\$883,216	
In-Kind Match, Donated					
Member Attendance at Meetings	\$30,000		\$36,000		↑ \$6,000
TOTAL OTO Expenditures		\$928,192		\$919,216	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$20,000		\$23,724		↑ \$15,000
TOTAL OTO Budget		\$948,192		\$942,940	
Direct Outside Grant					
CU Transit Salaries*	\$270,000		\$270,000		Same
TOTAL EXPENDITURES		\$1,218,192		\$1,212,940	↓ \$5,252

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

ESTIMATED REVENUES

Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$558,554		\$654,352		
Surface Transportation Block Grant	\$200,000		\$100,000		
Local Jurisdiction Match Funds	\$139,638		\$128,864		
In-kind Match, Meeting Attendance**	\$30,000		\$36,000		
MoDOT Direct Service Match**	\$20,000		\$23,724		
Total Ozarks Transportation Organization Revenue		\$948,192		\$942,940	↓ \$5,252
Direct Outside Grant					
FTA 5307	\$216,000		\$216,000		
City Utilities Local Match	\$54,000		\$54,000		
Total Direct Outside Grant		\$270,000		\$270,000	
TOTAL REVENUE		\$1,218,192		\$1,212,940	

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 2020

July 1, 2020 - June 30, 2021

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Budgeted</i>	<i>Total Amount</i>	<i>Budgeted</i>	<i>Total Amount</i>
	<i>Amount</i>	<i>Budgeted</i>	<i>Amount</i>	<i>Budgeted</i>
	<i>FY20</i>	<i>FY20</i>	<i>FY21</i>	<i>FY21</i>
Aerial Photos	\$25,000		\$0	
Audit	\$4,600		\$4,640	
Professional Services Fees	\$24,000		\$50,000	
Data Storage/Backup	\$4,400		\$4,400	
IT Maintenance Contract	\$12,000		\$12,000	
Online TIP Tool	\$9,600		\$9,600	
Travel Demand Model Update	\$50,000		\$15,000	
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000	
Webhosting	\$0		\$900	
GIS Services	\$0		\$5,050	
Transportation Consultant/Modeling Services	\$30,000		\$30,000	
Total Consultant Usage		\$162,600.00		\$134,590.00

TAB 8

TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2020; ITEM II.G.

Additional Federal Funding

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

According to the federal register notice, as part of the 2020 Omnibus budget bill, Congress authorized an additional \$471,885 in federal funding for the OTO area. This funding must be obligated by September 30, 2023. This is a one-time funding source that will not be mixed in with other funds due to differing timeline requirements for obligation.

There are several options available for this funding:

- 1) Finish funding the City of Republic Shuyler Creek Trail project
- 2) Distribute funds via another round of transportation alternative funding
- 3) Distribute funds through the STBG-Urban formula
- 4) Select one local project
- 5) Select one MoDOT project

Staff is recommending that this funding be used specifically for the construction portion of the City of Republic Shuyler Creek Trail project. This project received partial funding in the 2019 omnibus funding that was used for transportation alternatives projects. With design and right-of-way funded, this would provide funding to complete the construction portion of that application. The City of Republic has expressed interest in using this funding and has the funding in place for the required match.

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

	FY 2020 Omnibus
STP/BG-Urban Allocation	471,885.00
STP/BG-Urban Distribution	
Christian County	24,698.46
Greene County	105,117.10
City of Battlefield	8,522.24
City of Nixa	29,006.77
City of Ozark	27,171.14
City of Republic	22,494.75
City of Springfield	243,214.25
City of Strafford	3,595.76
City of Willard	8,064.51
	<hr/> 471,885.00

This decision does not have to be made immediately, however, it is recommended that the funds be obligated by September 2022, to guarantee no loss of funding due to delays.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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

“Move to recommend to the Board of Directors that the additional \$471,885 in available funding is awarded for construction of the City of Republic Shuyler Creek Trail.”

OR

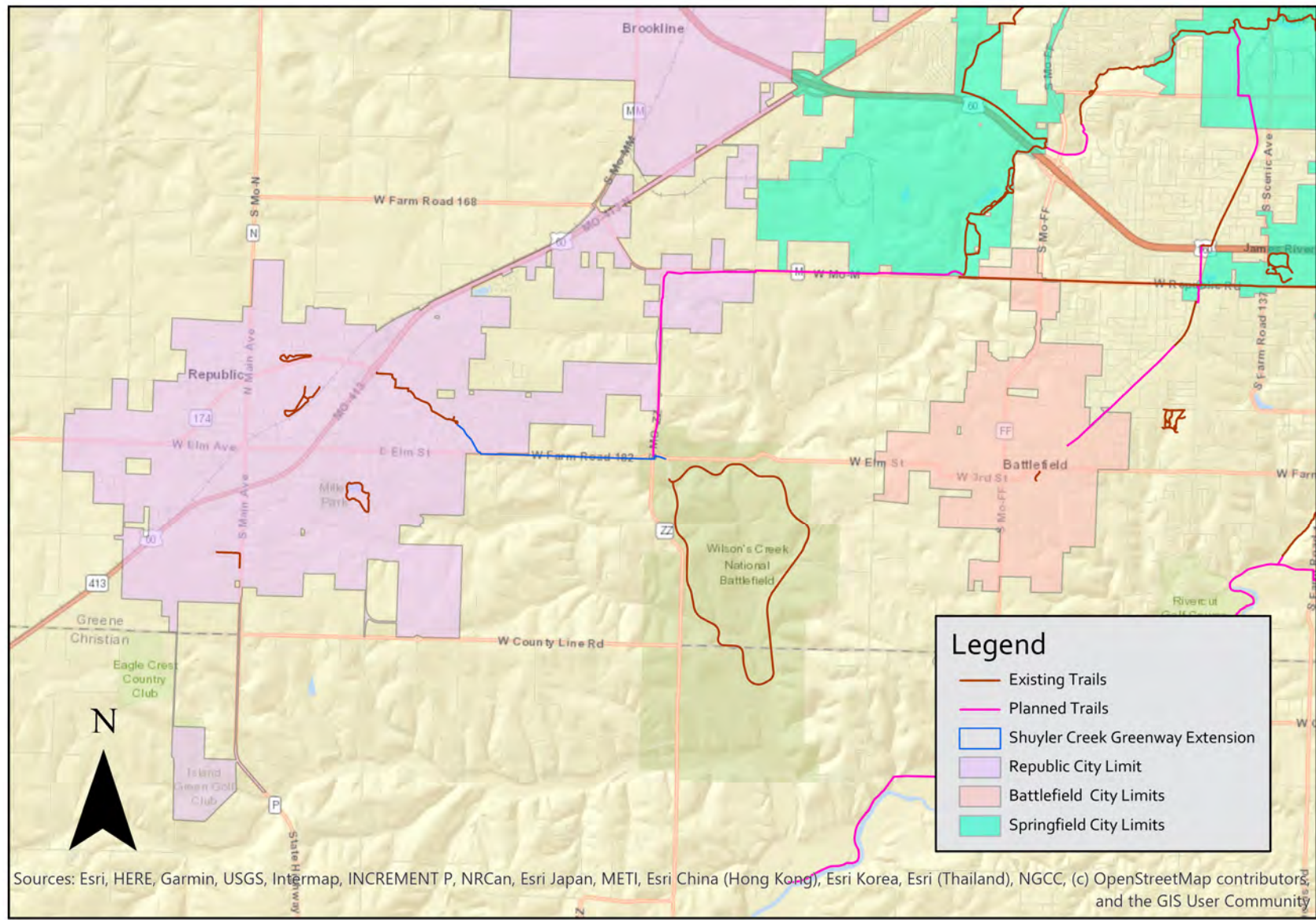
“Move to recommend that the funds be spent as follows...”

OR

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

Area Map

How the Shuyler Creek Greenway Extension Connects Future and Existing Trails



TAB 9

TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2020; ITEM II.H.

Public Participation Plan 2019 Annual Evaluation

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

AGENDA DESCRIPTION:

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Information only. No action required.

Public Participation Plan 2019 Annual Evaluation



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

April 1, 2020

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

Introduction

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

Goal

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

Previously Designated Action Items

As part of the 2018 Public Participation Plan Evaluation, five action items were identified to improve outreach and increase public involvement. The five items include:

- Website Redesign – the OTO website redesign is expected to be operational by summer 2019. The new site will have more accessible public comment functions and streamline navigation to planning documents and announcements. The redesign will be an overhaul and major update from the old website and enhance engagement with the public
- Increase Social Media presence, frequency of messaging, and quality of information – users following the OTO on Twitter and Facebook have increased steadily over the last few years, however, utilization of this medium can be improved through more strategic messaging campaigns
- Logo Branding – the OTO staff will ensure that updated logos are prominently displayed on applicable documents and publications

- Maintain comment log - The OTO shall strive ensure and demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration through the inclusion of all comments in Board of Director meeting agendas
- Prepare a public involvement outline – a checklist for involvement tools for plans and activities will help ensure that staff are following protocols to notify the public of opportunities to comment for plans activities at the OTO

Performance Measures

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

Facebook Participation

Date	Likes	Men/Women
August 2013	51	Not Available
August 2014	108	56/43
April 2015	137	52/45
July 2016	175	54/43
March 2017	177	55/43
March 2018	220	56/43
March 2019	234	53/45
March 2020	437	44/55

Facebook Participation by Location

Date	Battlefield	Springfield	Nixa	KC	Ozark	Republic
August 2014	-	60	4	3	2	2
April 2015	-	82	4	3	4	3
July 2016	15	72	5	2	11	7
March 2017	13	66	5	3	11	5
March 2018	3	117	8	3	13	4
March 2019	2	129	7	4	15	5
March 2020	3	207	21	5	41	13

Twitter Participation

Date	Followers	Following	Tweets
August 2014	57	241	284
April 2015	91	218	628
July 2016	149	216	1,503
March 2017	169	214	1,648
March 2018	185	219	1,712
March 2019	217	289	1,743
March 2020	264	308	1,881

Number of Meetings Open to the Public

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

Board of Directors

Technical Planning Committee

Local Coordinating Board for Transit

Bicycle and Pedestrian Advisory Committee

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

Meetings Held Annually

Year	BOD	TPC	LCBT	BPAC
2012	7*	7*	4	5
2013	6	6	6	6
2014	7*	7*	9	5
2015	8*	8*	5	6
2016	7*	8	4	6
2017	9*	8*	6	11
2018	8*	7*	3	6
2019	6	7*	3	2

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

Press Releases Sent

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

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

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

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

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

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

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

Press releases sent out for **2019 - 34**

Media Coverage of OTO

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

- Media coverage from October 2014 to December 31, **2014– 8**
- Media coverage from January 1, 2015 to December 31, **2015 – 20**
- Media coverage from January 1, 2016 to December 31, **2016 – 10**
- Media Coverage from January 1, 2017 to December 31, **2017 – 12**
- Media Coverage from January 1, 2018 to December 31, **2018 – 12**
- Media Coverage from January 1, 2019 to December 31, **2019 - 13**

Events Attended by OTO Staff in 2019

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

- Community Study Tour to Northwest Arkansas – May 1
- Lawnmower Equipment demonstration at Farmer’s Market of the Ozarks – May 15
- Regional Trails Luncheon – May 23
- Springfield City Council Walkability Action Team – June 3
- Republic Chamber of Commerce – July 1
- Chadwick Flyer Regional Trail Meeting – July 30
- City of Springfield Transportation Advisory Board Project Tour - July 30
- Republic Comprehensive Plan Update Meeting – October 2
- Community Focus Report Release Event – October 10

- Forward SGF Workshop - October 12
- Ozark State of the Community 2019 – October 15
- OTO Legislative Breakfast – October 16
- Nixa State of the Community – October 29

Website Statistics

In 2014, the OTO was not able to provide analytics for Ozarkstransportation.org, however, for the past five years the OTO has utilizing Google Analytics to document website statistics. Below are the google analytics for ozarkstransportation.org for 2015, 2016, 2017, 2018, and 2019.

Analytics for the OTO website

Year	Sessions	Users	Page Views	Avg. Session Duration	male/female	Percent New Visitors
2015	7,454	4,918	14,926	2:19	54/45	63.3
2016	7,816	4,873	17,339	2:15	N/A	61.3
2017	6,189	3,677	14,041	2:06	57/43	83.9
2018	6,559	3,869	13,911	2:13	58/42	98.1
2019	7,300	4,413	17,338	2:13	55/44	88.8

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 redesign of the OTO website in 2019 integrated the giveusyourinput site as a webpage. The giveusyourinput site was taken offline in June of 2019.

Giveusyourinput.org Site Data

Year	Sessions	New Users	New Visitors (%)	Post Count	Comments
2015	11	11	100	30	15
2016	613	527	86	18	7
2017	842	688	93.6	39	10
2018	1,354	1,233	91.1	22	6
2019*	510	432	95.6	18	3

*Through June 2019

Legal Ads

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

Year	No. of Ads Printed
2012	4
2013	7
2014	3
2015	3
2016	6
2017	3
2018	3
2019	4

Public Comment Log

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

The log maintains the individuals:

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

OTO logged 70 comments in 2013, 195 in 2014, 63 for 2015, 22 in 2016, 40 in 2017, 16 in 2018, and 20 in 2019.

Action Items for 2020

Below is a list of revised action items to enhance Public Participation in 2020. The updated list is based on progress towards completion of the previously designated action items and performance measures. The updated items are recommendations for moving forward and represent refocused objectives for 2020. The OTO staff will work towards accomplishing the updated action items in advance of the next Public Participation Plan Evaluation. These items include:

- Ensure that email addresses are included and up to date for all contacts in the OTO Master Contacts database. Public Participation surveys conducted in 2017 and 2020 indicated that emails are a very effective way to provide information and solicit feedback
- Follow procedures for posting press releases and announcements on the News & Updates Entry page on the OTO Website. This is a critical step in a workflow where URL links to this material can be pasted to social media posts branded with prepared SEO content built into the OTO Website such as logos, images, and a description of the OTO
- Research and enhance virtual conferencing applications and online broadcasting platforms such as Youtube and Facebook live that allow for moderated comments from the public in real time
- Recruit and hire an executive assistant whose job description will include responsibilities for following and executing public participation procedures outlined in the Public Participation Plan

Summary

Several years of performance measures used to evaluate the PPP have been compiled and now include data for the 2019 calendar year. The performance measures produce data for understanding how the public are utilizing tools that the OTO provides for keeping them informed and collecting feedback compared to the number of ways and methods that the OTO has solicited public engagement. In 2019 there were no major plan updates that required a

coordinated public involvement effort. A summary of conclusions from the performance measures include:

- In 2019, 20 comments were logged compared to 16 in 2018. Over half of the comments were submitted through the “Map a Concern” feature on the Give Us Your Input page on the OTO Website
- The OTO sent out 34 press releases in 2019 compared to 54 in 2018, 56 in 2017, and 53 in 2016. Although the number of press releases has been significantly less than the past three years, a similar number of news articles resulted with 13, 12, 12, and 10, respectively. as has the number of news articles focused on the OTO’s role.
- The number of followers on OTO social media accounts has steadily increased, however in 2019, the number of users following the Ozarks Transportation Page nearly doubled. This was due in large part to sharing a schedule of closures of sections of Highway 65 for a rebuild. The OTO post was reshared numerous times and reached over 60,000 accounts and elicited over 50 comments however these were mostly unrelated to OTO activities. This following has been maintained and although subsequent posts elicited a high degree of interaction and reach, they have not garnered much input as far as public comment is concerned.

In anticipation of the completion of the public involvement process for the Destination 2045 long-Range Transportation Plan will be completed in 2020, the OTO staff will continue to increase public awareness of its role in the region and planning activities. The action items, especially maintaining email contacts for interested parties, should be effective in directly providing information and gathering public feedback from them. In addition, the public involvement processes outlined in the update of the PPP and creation of an executive assistant position will provide continuity in public involvement efforts and implementation the PPP.

TAB 10

TECHNICAL PLANNING COMMITTEE AGENDA 5/20/2020; ITEM II.I.

Federal Funds Balance Report – March 31, 2020

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

OTO has elected to sub-allocate the STBG-Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2020.

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

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

March 2020

FUNDS BALANCE REPORT

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Surface Transportation Block Grant Funding

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

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

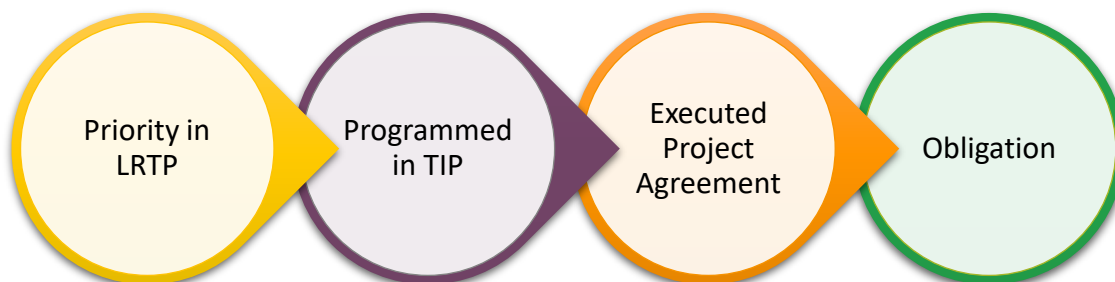
OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for several subcategories of STBG funding – Transportation Alternatives Program (now known as STBG Set-Aside), On-System Bridge (BRM), and STBG funding (both Urban and Small Urban), as well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

Eligible Entities for OTO Suballocated Surface Transportation Funds

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

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

Obligating a Project



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

Program Balances

OTO has elected to sub-allocate the STBG-Urban and Small Urban funds among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored as a whole by MoDOT, while OTO staff monitors each jurisdiction's individual balance. MoDOT calculates the OTO balance based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from the Federal Highway Administration (FHWA). OTO has access to the FHWA Fiscal Management Information System, which provides details on project obligations. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2020.

This report documents the balance allowed, the balance obligated, and the balance is available to be programmed. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT, funding exceeding the minimum amount required to be programmed for FY 2020, though just barely.

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

Highway Improvement Program funding, also described as Omnibus funding in this report, has been allocated through the FY 2018, FY 2019, and FY 2020 Federal Omnibus Appropriations bills. The OTO Board of Directors voted to apply both the FY 2018 and 2019 funding amount to use on Transportation Alternatives Program projects. No decision has yet been made for the FY 2020 Omnibus funding. This funding has specific obligation deadlines and OTO is monitoring the use of this funding to ensure its timely obligation.

FY 2020 To Date (3/31/2020)

Federal Funding Category	Balance
STBG-Urban	\$25,712,774.34
Balance After Cost Shares	\$19,482,787.46
Maximum Allowed	\$19,989,927.07
TAP Only (No HIP)	\$1,337,714.74
Maximum Allowed	\$1,273,237.93
FY 2018-2019 Omnibus (HIP) – Flexed for TAP	\$2,603,932.34
FY 2020 Omnibus (HIP) – Unassigned	\$471,885.00

Obligated vs. Programmed

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

Federal Funds Balance Report

Balance Summary

Accounts	3/31/2020 Ending Balance	Balance After Cost Shares	Max Balance Allowed
Transportation Alternatives Program (TAP) (Includes HIP)	3,941,647.08	3,941,647.08	--
TAP Only	1,337,714.74	--	1,273,237.93
STBG-U HIP Flexed to TAP	2,603,932.34	--	2,778,791.00
Total STBG-Urban	26,359,217.03		--
STBG-Urban	25,712,774.34	19,482,787.46	19,989,921.07
Unassigned Omnibus	471,885.00	471,885.00	471,885.00
OTO STBG Payback	174,557.69	--	--
	30,300,864.11	23,896,319.54	24,513,835.00

Total Balance All Accounts (10/1/2002-3/31/2020)

Allocations	103,104,051.64
Obligations	(72,803,187.53)
	30,300,864.11

Ending Balance (All Funding Sources) 3/31/2020	All Accounts	Unobligated Cost Shares	Remaining Balance
Transportation Alternatives Program (TAP)	3,941,647.08	0.00	3,941,647.08
Unassigned Omnibus Funding	471,885.00	0.00	471,885.00
OTO Operations	210,000.00	0.00	210,000.00
Christian County	115,231.82	0.00	115,231.82
Greene County	11,028,365.36	0.00	11,028,365.36
City of Battlefield	540,765.66	0.00	540,765.66
City of Nixa	1,436,280.37	(48,333.17)	1,387,947.20
City of Ozark	(120,512.20)	(398,455.06)	(518,967.26)
City of Republic	(290,265.66)	(93,555.34)	(383,821.00)
City of Springfield	12,865,799.30	(5,864,201.00)	7,001,598.30
City of Strafford	187,044.37	0.00	187,044.37
City of Willard	(85,376.99)	0.00	(85,376.99)
	30,300,864.11	(6,404,544.57)	23,896,319.54

MoDOT Cost Shares	Total	Obligated	Balance
1601071 160 and South	584,000.00	(574,703.35)	9,296.65
1601063 Tracker/Northview/160	882,400.00	(843,363.48)	39,036.52
9901815/0141029 Jackson/NN	1,512,439.00	(1,286,520.09)	225,918.91
0141030 South and Third	1,517,720.00	(1,345,183.85)	172,536.15
S601061 M/Repmo Drive	992,800.00	(899,244.66)	93,555.34
SP1818-18A4 Campbell and Republic	1,400,800.00	(240,000.00)	1,160,800.00
SP1815-18A2 Kearney/West Bypass^	1,004,800.00	0.00	1,004,800.00
MO2101-18 FY 2021 TMC Staff	332,000.00	0.00	332,000.00
MO2104-19 FY 2022 TMC Staff	340,000.00	0.00	340,000.00
MO2301-20 FY 2023 TMC Staff	344,000.00	0.00	344,000.00
SP1816 Kansas/Sunset^	1,092,743.00	0.00	1,092,743.00
SP1817 Kansas/Walnut Lawn^	1,237,858.00	0.00	1,237,858.00
MO2401-21 FY 2024 TMC Staff	352,000.00	0.00	352,000.00
	11,593,560.00	(5,189,015.43)	6,404,544.57

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

Lapse Potential

Name	Account	Amount	Balance
<i>FY 2013-2017 TAP Balance</i>	<i>TAP</i>	<i>192,106.57</i>	<i>192,106.57</i>
FY 2018 TAP Allocation	TAP	429,463.81	621,570.38
9901811 Finley R. Park Connection	TAP	(5,812.80)	615,757.58
9900856 Willard Kime Sidewalks	TAP	9,657.43	625,415.01
9900845 Strafford Schools SW 2014	TAP	7.21	625,422.22
9901812 Hartley Road Sidewalks	TAP	(1,665.60)	623,756.62
9901812 Hartley Road Sidewalks	TAP	524.62	624,281.24
5911802 College and Grant SW	TAP	28,236.79	652,518.03
5911802 College and Grant SW	TAP	61,024.03	713,542.06
5911802 College and Grant SW	TAP	(89,260.82)	624,281.24
<i>9/30/2018 Balance</i>			<i>624,281.24</i>
FY 2019 TAP Allocation	Estimated	421,887.06	1,046,168.30
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,199,674.30
9901811 Finley R. Park Connection	TAP	0.02	2,199,674.32
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,171,674.32
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,144,347.58
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,126,815.66
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,099,075.72
<i>9/30/2019 Balance</i>			<i>2,099,075.72</i>
FY 2020 TAP Allocation	Estimated	421,887.06	2,520,962.78
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,146,247.78
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,114,247.44
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,086,247.44
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,073,247.08
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	3,943,247.08
5944804 Hunt Road SW Connections	TAP	(800.00)	3,942,447.08
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	3,941,647.08
<i>9/30/2020 Balance</i>			<i>3,941,647.08</i>
		3,941,647.08	3,941,647.08
Remaining Balance TAP Funds (9/30/2020)			1,337,714.74
Remaining Balance Omnibus Funds (9/30/2020)			2,603,932.34
Remaining Balance All Funds (9/30/2020)			3,941,647.08
March 31, 2020 Balance TAP Funds			1,337,714.74
3-Year Maximum TAP Balance Allowed (MoDOT)			1,273,237.93
Amount of TAP Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			64,476.81

OTO Omnibus Funding Reasonable Progress Deadlines		Amount Remaining to Obligate
FY 2018	9/30/2020	978,647.34
FY 2019	9/30/2021	1,625,285.00

Note:

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

Balance Based on Current Obligations

Transportation Alternatives Program (TAP)

Funds Available for Programming

Name	Account	Amount	Balance
<i>FY 2013-2017 TAP Balance</i>	<i>TAP</i>	<i>192,106.57</i>	<i>192,106.57</i>
FY 2018 TAP Allocation	TAP	429,463.81	621,570.38
9901811 Finley R. Park Connection	TAP	(5,812.80)	615,757.58
9900856 Willard Kime Sidewalks	TAP	9,657.43	625,415.01
9900845 Strafford Schools SW 2014	TAP	7.21	625,422.22
9901812 Hartley Road Sidewalks	TAP	(1,665.60)	623,756.62
9901812 Hartley Road Sidewalks	TAP	524.62	624,281.24
5911802 College and Grant SW	TAP	28,236.79	652,518.03
5911802 College and Grant SW	TAP	61,024.03	713,542.06
5911802 College and Grant SW	TAP	(89,260.82)	624,281.24
<i>9/30/2018 Balance</i>			<i>624,281.24</i>
FY 2019 TAP Allocation	Estimated	421,887.06	1,046,168.30
FY 2018 Omnibus Transfer	STBG-U	1,153,506.00	2,199,674.30
9901811 Finley R. Park Connection	TAP	0.02	2,199,674.32
5944804 Hunt Road SW Connections	TAP	(28,000.00)	2,171,674.32
9901818 Nicholas SW Ph 1 and 2	STBG-U	(27,326.74)	2,144,347.58
9901820 Ozark Fremont	STBG-U	(17,531.92)	2,126,815.66
9901822 Ozark West Elementary SW	TAP	(27,739.94)	2,099,075.72
<i>9/30/2019 Balance</i>			<i>2,099,075.72</i>
FY 2020 TAP Allocation	Estimated	421,887.06	2,520,962.78
FY 2019 Omnibus Transfer	STBG-U	1,625,285.00	4,146,247.78
9901816 Pine and McCabe Sidewalks	TAP	(32,000.34)	4,114,247.44
9901817 Battlefield Third St Sidewalk	TAP	(28,000.00)	4,086,247.44
9901821 Ozark South Elementary SW	TAP	(13,000.36)	4,073,247.08
0141032 Ozark MoDOT Hwy 14 SW	STBG-U	(130,000.00)	3,943,247.08
5944804 Hunt Road SW Connections	TAP	(800.00)	3,942,447.08
9901816 Pine and McCabe Sidewalks	TAP	(800.00)	3,941,647.08
9901817 Battlefield Third St Sidewalk	TAP Programmed	(272,000.00)	3,669,647.08
5901811 Springfield Greenwood	STBG-U Programmed	(183,365.00)	3,486,282.08
5901815 Springfield Harvard	STBG-U Programmed	(110,869.44)	3,375,412.64
5901814 Springfield Luster Sidewalks	TAP Programmed	(85,911.00)	3,289,501.64
5944804 Hunt Road SW Connections	TAP Programmed	(178,639.00)	3,110,862.64
9901816 Pine and McCabe Sidewalks	TAP Programmed	(232,274.66)	2,878,587.98
9901821 Ozark South Elementary SW	TAP Programmed	(139,669.64)	2,738,918.34
9901822 Ozark West Elementary SW	TAP Programmed	(297,119.06)	2,441,799.28
5901813 Springfield Fasnigh	TAP Programmed	(72,708.00)	2,369,091.28
9901818 Nicholas SW Ph 1 and 2	STBG-U Programmed	(350,287.26)	2,018,804.02
9901820 Ozark Fremont	STBG-U Programmed	(188,028.08)	1,830,775.94
5901812 Springfield Galloway Recon	STBG-U Programmed	(146,097.60)	1,684,678.34
9901829 OGI Trail Planning Services	STBG-U Programmed	(100,000.00)	1,584,678.34
9901827 Chadwick Flyer Jackson to Clay	STBG-U Programmed	(870,949.00)	713,729.34
5901817 Fasnigh Clay to Brookside	STBG-U Programmed	(217,461.00)	496,268.34
6900813 Shuyler Creek Design and ROW	STBG-U Programmed	(394,214.00)	102,054.34
9901828 Trail of Tears Elm to Somerset	STBG-U Programmed	(102,052.40)	1.94
<i>9/30/2020 Balance</i>			<i>1.94</i>
		1.94	1.94
Remaining Balance All Funds (9/30/2020)			1.94
Funds Immediately Available to be Programmed through 2020			1.94

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban/Small/Payback</i>	<i>15,779,039.15</i>	<i>15,779,039.15</i>
FY 2017 Allocation	STBG-Urban	6,064,303.41	21,843,342.56
Obligations	STBG-Urban	(3,242,441.48)	18,600,901.08
<i>9/30/2017 Balance</i>			<i>18,600,901.08</i>
FY 2018 Allocation	STBG-Urban	6,409,144.05	25,010,045.13
FY 2018 Omnibus	STBG-Urban (HIP)	1,153,506.00	26,163,551.13
FY 2018 Omnibus Transfer to TAP	STBG-Urban	(1,153,506.00)	25,010,045.13
Obligations	STBG-Urban	(4,852,799.68)	20,157,245.45
<i>9/30/2018 Balance</i>			<i>20,157,245.45</i>
FY 2019 Allocation	STBG-Urban	6,768,092.40	26,925,337.85
FY 2019 Omnibus	STBG-Urban (HIP)	1,625,285.00	28,550,622.85
FY 2019 Omnibus Transfer to TAP	STBG-Urban	(1,625,285.00)	26,925,337.85
Obligations	STBG-Urban	(4,853,398.68)	22,071,939.17
OTO Operations	STBG-Urban	(200,000.00)	21,871,939.17
Rideshare	STBG-Urban	(10,000.00)	21,861,939.17
<i>9/30/2019 Balance</i>			<i>21,861,939.17</i>
FY 2020 Allocation	STBG-Urban	6,812,684.62	28,674,623.79
FY 2020 Omnibus	STBG-Urban (HIP)	471,885.00	29,146,508.79
Obligations	STBG-Urban	(2,777,291.76)	26,369,217.03
Rideshare	STBG-Urban	(10,000.00)	26,359,217.03
OTO Operations	STBG-Urban	(210,000.00)	26,149,217.03
Programmed Cost Shares/Transfers	STBG-Urban	(2,881,475.92)	23,267,741.11
<i>9/30/2020 Balance</i>			<i>23,267,741.11</i>
*Estimate		23,267,741.11	23,267,741.11

Remaining Balance All Funds (9/30/2020) 23,267,741.11

March 31, 2019 Balance	26,359,217.03
MoDOT STIP Programmed Cost Shares	
1601071 160 and South	(9,296.65)
1601063 Tracker/Northview/160	(39,036.52)
9901815/0141029 Jackson/NN	(225,918.91)
0141030 South and Third	(172,536.15)
S601061 M/Repmo Drive	(93,555.34)
SP1818-18A4 Campbell and Republic	(1,160,800.00)
SP1815-18A2 Kearney/West Bypass	(1,004,800.00)
MO2101-18 FY 2021 TMC Staff	(332,000.00)
MO2104-19 FY 2022 TMC Staff	(340,000.00)
MO2301-20 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset	(1,092,743.00)
SP1817 Kansas/Walnut Lawn	(1,237,858.00)
MO2401-21 FY 2024 TMC Staff	(352,000.00)
9/30/2019 Balance after MoDOT STIP Programmed Cost Shares	19,954,672.46
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	19,989,921.07
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2019)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Combined STBG-U Balance Scenarios

STBG-U/Small Urban Summary

Funds Available for Programming

Name	Account	Transactions	Balance
FY 2003 - FY 2019 Balance	STBG-Urban	21,861,939.17	21,861,939.17
FY 2020 Allocation	STBG-Urban	6,812,684.62	28,674,623.79
Obligations:		(2,777,291.76)	25,897,332.03
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	
1601071 160 and South	STBG-Urban	(524,703.35)	
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	
5909802 Kansas Extension Ph. I ROW	STBG-Urban	(348,000.00)	
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	
Programmed:		(7,676,220.10)	18,221,111.93
OT1901-19A5	Programmed	(210,000.00)	
9901814 FF SW Weaver to Rose	Programmed	(105,679.62)	
EN2011 Trail of Tears Elm to Somerset	Programmed	(33,603.00)	
1601063 Tracker/Northview/160	Programmed Cost Share	(39,036.52)	
1601071 160 and South	Programmed Cost Share	(9,296.65)	
0141030 South and Third	Programmed Cost Share	(172,536.15)	
9901815/0141029 Jackson/NN	Programmed Cost Share	(225,918.91)	
S601061 M/Repmo Drive	Programmed Cost Share	(93,555.34)	
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	
SP2012-20A2 Overlay Improvements	Programmed	(2,990,000.00)	
SP2014-20A2 ADA Improvements	Programmed	(1,610,000.00)	
5944803 Miller Road Widening	Programmed	(186,593.91)	
9/30/2020 Balance			18,221,111.93
FY 2021 Allocation*	STBG-Urban	6,948,938.31	25,170,050.24
Programmed:		(20,617,664.05)	4,552,386.19
OT1901-19A5	Programmed	(220,500.00)	
GR2009-20AM1	Programmed	(480,000.00)	
New FR 175 Bridge Replacement	Unprogrammed	(480,000.00)	
New FR 135/102 Mill/Fill and ADA	Unprogrammed	(560,000.00)	
5909802 Kansas Extension Ph. I ROW	Programmed (See Springfield)	(250,885.50)	
5909802 Kansas Extension Ph. I Const.	Programmed (See Springfield)	(6,100,000.00)	
5909802 Kansas Extension Ph. II ROW	Programmed	(2,960,678.00)	
EN2011 Trail of Tears Elm to Somerset	Programmed	(151,231.05)	
0141028 14 from Fort to Ridgecrest	Programmed	(202,270.00)	
New NX2101 N. Main Street	Unprogrammed	(1,873,146.00)	
New NX2102 North St Maplewood Cheye	Unprogrammed	(437,506.00)	
5909802 Kansas Extension Ph. I ROW	Rem. Programmed (See Gree	(283,847.50)	
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	
S602027 Campbell and Republic	Programmed Cost Share	(1,160,800.00)	
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	
SP2011-20 Signal Improvements	Programmed	(1,260,000.00)	
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(44,800.00)	
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	
9/30/2021 Balance			4,552,386.19
FY 2022 Allocation*	STBG-Urban	7,087,917.08	11,640,303.27
Programmed:		(10,080,783.00)	1,559,520.27
OT1901-19A5	Programmed	(231,525.00)	
5909802 Kansas Extension Ph. I Const.	Programmed	(7,587,559.00)	
New NX2201 Truman Heather Pembrook	Unprogrammed	(961,699.00)	
SP1815-18A2 Kearney/West Bypass	Programmed Cost Share	(960,000.00)	
MO2104-19 FY 2022 TMC Staff	Programmed Cost Share	(340,000.00)	
9/30/2022 Balance			1,559,520.27
FY 2023 Allocation*	STBG-Urban	7,229,675.42	8,789,195.69
Programmed:		(3,175,282.00)	5,613,913.69
OT1901-19A5	Programmed	(243,101.00)	
New NX2301 Downtown N. Main	Unprogrammed	(257,580.00)	
Kansas/Walnut Lawn	Cost Share-Unprogrammed	(1,237,858.00)	
Kansas/Sunset	Cost Share-Unprogrammed	(1,092,743.00)	
MO2301-20 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	
9/30/2023 Balance			5,613,913.69
*Estimate		5,613,913.69	5,613,913.69
Remaining Balance All Funds (9/30/2023)			5,613,913.69
Funds Available to be Programmed through 2023			5,613,913.69

Funds Balance Scenarios by Jurisdiction

Christian County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>848,984.10</i>	<i>848,984.10</i>
FY 2017 Allocation	STBG-Urban	317,405.64	1,166,389.74
FY 2017 Rideshare	City of Springfield	(523.40)	1,165,866.34
Transfer (OK1802)	City of Ozark	(400,000.00)	765,866.34
Transfer (OK1801)	City of Ozark	(150,000.00)	615,866.34
Transfer (NX1801)	City of Nixa	(451,443.00)	164,423.34
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	65,866.34
<i>9/30/2017 Balance</i>			<i>65,866.34</i>
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			<i>(573,079.85)</i>
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			<i>(229,829.29)</i>
FY 2020 Allocation*	STBG-Urban	345,061.11	115,231.82
<i>9/30/2020 Balance</i>			<i>115,231.82</i>
*Estimate		115,231.82	115,231.82
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			115,231.82
March 31, 2020 Balance			115,231.82
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,023,766.27
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

Christian County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>848,984.10</i>	<i>848,984.10</i>
FY 2017 Allocation	STBG-Urban	317,405.64	1,166,389.74
FY 2017 Rideshare	City of Springfield	(523.40)	1,165,866.34
Transfer (OK1802)	City of Ozark	(400,000.00)	765,866.34
Transfer (OK1801)	City of Ozark	(150,000.00)	615,866.34
Transfer (NX1801)	City of Nixa	(451,443.00)	164,423.34
Transfer (Nixa Northview)	City of Nixa	(98,557.00)	65,866.34
<i>9/30/2017 Balance</i>			<i>65,866.34</i>
FY 2018 Allocation	STBG-Urban	335,454.60	401,320.94
CC/65 MTFC (0442239 I-44 Bridge-65)	STBG-Urban	(973,877.39)	(572,556.45) **
FY 2018 Rideshare	City of Springfield	(523.40)	(573,079.85)
<i>9/30/2018 Balance</i>			<i>(573,079.85)</i>
FY 2019 Allocation	STBG-Urban	343,250.56	(229,829.29)
<i>9/30/2019 Balance</i>			<i>(229,829.29)</i>
FY 2020 Allocation*	STBG-Urban	345,061.11	115,231.82
<i>9/30/2020 Balance</i>			<i>115,231.82</i>
FY 2021 Allocation*	STBG-Urban	351,962.33	467,194.15
<i>9/30/2021 Balance</i>			<i>467,194.15</i>
FY 2022 Allocation*	STBG-Urban	359,001.58	826,195.73
<i>9/30/2022 Balance</i>			<i>826,195.73</i>
FY 2023 Allocation*	STBG-Urban	366,181.61	1,192,377.34
<i>9/30/2023 Balance</i>			<i>1,192,377.34</i>
*Estimate		1,192,377.34	1,192,377.34
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			1,192,377.34
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			1,192,377.34

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

Greene County

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
FY 2017 Allocation	STBG-Urban	1,350,884.23	7,115,740.04
FY 2017 Rideshare	City of Springfield	(2,227.60)	7,113,512.44
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,053,543.64
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,953,543.64
Transfer	City of Republic	(100,000.00)	6,853,543.64
<i>9/30/2017 Balance</i>			<i>6,853,543.64</i>
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			<i>8,279,016.97</i>
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension	STBG-Urban	(180,118.70)	9,559,778.93
<i>9/30/2019 Balance</i>			<i>9,559,778.93</i>
FY 2020 Allocation	STBG-Urban	1,468,586.43	11,028,365.36
<i>9/30/2020 Balance</i>			<i>11,028,365.36</i>
*Estimate		11,028,365.36	11,028,365.36
Remaining Balance All Funds (9/30/2020)			11,028,365.36
March 31, 2020 Balance			11,028,365.36
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			4,357,168.02
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			6,671,197.34

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

Greene County

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,764,855.81</i>	<i>5,764,855.81</i>
FY 2017 Allocation	STBG-Urban	1,350,884.23	7,115,740.04
FY 2017 Rideshare	City of Springfield	(2,227.60)	7,113,512.44
5909802 Kansas Extension	STBG-Urban	(59,968.80)	7,053,543.64
0652079 Eastgate Relocation	STBG-Urban	(100,000.00)	6,953,543.64
<i>9/30/2017 Balance</i>			<i>6,953,543.64</i>
FY 2018 Allocation	STBG-Urban	1,427,700.93	8,381,244.57
Transfer	City of Republic	(100,000.00)	8,281,244.57
FY 2018 Rideshare	Greene County	(2,227.60)	8,279,016.97
<i>9/30/2018 Balance</i>			<i>8,279,016.97</i>
FY 2019 Allocation	STBG-Urban	1,460,880.66	9,739,897.63
5909802 Kansas Extension Eng.	STBG-Urban	(180,118.70)	9,559,778.93
<i>9/30/2019 Balance</i>			<i>9,559,778.93</i>
FY 2020 Allocation	STBG-Urban	1,468,586.43	11,028,365.36
<i>9/30/2020 Balance</i>			<i>11,028,365.36</i>
FY 2021 Allocation*	STBG-Urban	1,497,958.16	12,526,323.52
GR2009-20AM1	Programmed	(480,000.00)	12,046,323.52
New FR 175 Bridge Replacement	Unprogrammed	(480,000.00)	11,566,323.52
New FR 135/102 Mill/Fill and ADA	Unprogrammed	(560,000.00)	11,006,323.52
5909802 Kansas Extension Ph. I ROW	Programmed (See Springfield)	(250,885.50)	10,755,438.02
5909802 Kansas Extension Ph. I Const.	Programmed (See Springfield)	(6,100,000.00)	4,655,438.02
5909802 Kansas Extension Ph. II ROW	Programmed	(2,960,678.00)	1,694,760.02
<i>9/30/2021 Balance</i>			<i>1,694,760.02</i>
FY 2022 Allocation*	STBG-Urban	1,527,917.32	3,222,677.34
5909802 Kansas Extension Ph. I Const.	Programmed	(7,587,559.00)	(4,364,881.66) **
<i>9/30/2022 Balance</i>			<i>(4,364,881.66)</i>
FY 2023 Allocation*	STBG-Urban	1,558,475.67	(2,806,405.99)
<i>9/30/2022 Balance</i>			<i>(2,806,405.99)</i>
FY 2024 Allocation*	STBG-Urban	1,589,645.18	(1,216,760.81)
<i>9/30/2023 Balance</i>			<i>(1,216,760.81)</i>
*Estimate		(1,216,760.81)	(1,216,760.81)
** Need Advance Agreement on File			
Remaining Balance All Funds (9/30/2024)			(1,216,760.81)
Funds Immediately Available to be Programmed through 2024 (w/ 3 Year Advance Agreement)			--

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>507,125.81</i>	<i>507,125.81</i>
FY 2017 Allocation	STBG-Urban	109,521.32	616,647.13
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,689.07
FY 2017 Rideshare	City of Springfield	(180.60)	570,508.47
<i>9/30/2017 Balance</i>			<i>570,508.47</i>
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			<i>686,077.01</i>
FY 2019 Allocation	STBG-Urban	118,439.15	804,516.16
<i>9/30/2019 Balance</i>			<i>804,516.16</i>
FY 2020 Allocation	STBG-Urban	119,063.88	923,580.04
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	469,058.10
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	540,765.66
<i>9/30/2020 Balance</i>			<i>540,765.66</i>
*Estimate		540,765.66	540,765.66
Remaining Balance All Funds (9/30/2020)			540,765.66
March 31, 2020 Balance			540,765.66
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			353,252.17
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			187,513.49

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Battlefield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	STP-Urban	507,125.81	507,125.81
FY 2017 Allocation	STBG-Urban	109,521.32	616,647.13
9901814 FF SW Weaver to Rose	STBG-Urban	(45,958.06)	570,689.07
FY 2017 Rideshare	City of Springfield	(180.60)	570,508.47
<i>9/30/2017 Balance</i>			570,508.47
FY 2018 Allocation	STBG-Urban	115,749.14	686,257.61
FY 2018 Rideshare	City of Springfield	(180.60)	686,077.01
<i>9/30/2018 Balance</i>			686,077.01
FY 2019 Allocation	STBG-Urban	118,439.15	804,516.16
<i>9/30/2019 Balance</i>			804,516.16
FY 2020 Allocation	STBG-Urban	119,063.88	923,580.04
9901814 FF SW Weaver to Rose	STBG-Urban	(454,521.94)	469,058.10
9901814 FF SW Weaver to Rose	STBG-Urban	71,707.56	540,765.66
9901814 FF SW Weaver to Rose	Programmed	(105,679.62)	435,086.04
EN2011 Trail of Tears Elm to Somerset	Programmed	(33,603.00)	401,483.04
<i>9/30/2020 Balance</i>			401,483.04
FY 2021 Allocation*	STBG-Urban	121,445.16	522,928.20
EN2011 Trail of Tears Elm to Somerset	Programmed	(151,231.05)	371,697.15
<i>9/30/2021 Balance</i>			522,928.20
FY 2022 Allocation*	STBG-Urban	123,874.06	646,802.26
<i>9/30/2022 Balance</i>			646,802.26
FY 2023 Allocation*	STBG-Urban	126,351.54	773,153.80
<i>9/30/2023 Balance</i>			773,153.80
*Estimate		621,922.75	773,153.80
Remaining Balance All Funds (9/30/2023)			773,153.80
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			773,153.80

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Nixa

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		578,343.20	578,343.20
FY 2017 Allocation	STBG-Urban	372,772.73	951,115.93
FY 2017 Rideshare	City of Springfield	(614.70)	950,501.23
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	910,723.88
0141023 160/14	STBG-Urban	(264,206.59)	646,517.29
Transfer	Christian County	451,443.00	1,097,960.29
Transfer	Christian County	98,557.00	1,196,517.29
<i>9/30/2017 Balance</i>			<i>1,196,517.29</i>
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	STBG-Urban	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			<i>1,857,035.60</i>
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			<i>1,555,731.40</i>
FY 2020 Allocation	STBG-Urban	405,252.32	1,960,983.72
1601071 160 and South	STBG-Urban	(524,703.35)	1,436,280.37
1601063 Tracker/Northview/160	Programmed Cost Share	(39,036.52)	1,397,243.85
1601071 160 and South	Programmed Cost Share	(9,296.65)	1,387,947.20
<i>9/30/2020 Balance</i>			<i>1,387,947.20</i>
*Estimate		1,387,947.20	1,387,947.20
Remaining Balance All Funds (9/30/2020)			1,387,947.20
March 31, 2020 Balance			1,436,280.37
MoDOT STIP Programmed Cost Shares			
1601071 160 and South		(9,296.65)	
1601063 Tracker/Northview/160		(39,036.52)	
9/30/2020 Balance after MoDOT STIP Programmed Cost Shares			1,387,947.20
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,202,348.34
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			185,598.86

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Nixa

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		578,343.20	578,343.20
FY 2017 Allocation	STBG-Urban	372,772.73	951,115.93
FY 2017 Rideshare	City of Springfield	(614.70)	950,501.23
1601063 Tracker/Northview/160	Small Urban	(39,777.35)	910,723.88
0141023 160/14	STBG-Urban	(264,206.59)	646,517.29
Transfer	Christian County	451,443.00	1,097,960.29
Transfer	Christian County	98,557.00	1,196,517.29
<i>9/30/2017 Balance</i>			1,196,517.29
FY 2018 Allocation	STBG-Urban	393,970.08	1,590,487.37
1601063 Tracker/Northview/160	Cost Share	(18,778.80)	1,571,708.57
9901804 Tracker/Main	STBG-Urban	285,941.73	1,857,650.30
FY 2018 Rideshare	City of Springfield	(614.70)	1,857,035.60
<i>9/30/2018 Balance</i>			1,857,035.60
FY 2019 Allocation	STBG-Urban	403,125.94	2,260,161.54
9900859 Main Street	STBG-Urban	46,654.94	2,306,816.48
9900854 CC Realignment	STBG-Urban	233,631.58	2,540,448.06
S602083 Northview Rd Improvements	STBG-Urban	(180,000.00)	2,360,448.06
1601063 Tracker/Northview/160	STBG-Urban	(641,793.86)	1,718,654.20
0141023 160/14	STBG-Urban	149,155.47	1,867,809.67
S601065 Hwy 14 Ped Imp Cedar-Ellen	STBG-Urban	(100,286.00)	1,767,523.67
1601071 160 and South	STBG-Urban	(50,000.00)	1,717,523.67
1601063 Tracker/Northview/160	STBG-Urban	(161,792.27)	1,555,731.40
<i>9/30/2019 Balance</i>			1,555,731.40
FY 2020 Allocation	STBG-Urban	405,252.32	1,960,983.72
1601071 160 and South	STBG-Urban	(524,703.35)	1,436,280.37
1601063 Tracker/Northview/160	Programmed Cost Share	(39,036.52)	1,397,243.85
1601071 160 and South	Programmed Cost Share	(9,296.65)	1,387,947.20
<i>9/30/2020 Balance</i>			1,387,947.20
FY 2021 Allocation*	STBG-Urban	413,357.37	1,801,304.57
0141028 14 from Fort to Ridgecrest	Programmed	(202,270.00)	1,599,034.57
New NX2101 N. Main Street	Unprogrammed	(1,873,146.00)	(274,111.43) **
New NX2102 North St Maplewood Cheyenn	Unprogrammed	(437,506.00)	(711,617.43)
<i>9/30/2021 Balance</i>			(711,617.43)
FY 2022 Allocation*	STBG-Urban	421,624.51	(289,992.92)
New NX2201 Truman Heather Pembrook	Unprogrammed	(961,699.00)	(1,251,691.92)
<i>9/30/2022 Balance</i>			(1,251,691.92)
FY 2023 Allocation*	STBG-Urban	430,057.00	(821,634.92)
New NX2301 Downtown N. Main	Unprogrammed	(257,580.00)	(1,079,214.92)
<i>9/30/2023 Balance</i>			(1,079,214.92)
*Estimate		(1,079,214.92)	(1,079,214.92)
** Need Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			(1,079,214.92)
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			(1,079,214.92)

Funds Balance Scenarios by Jurisdiction

City of Ozark

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>1,599,554.37</i>	<i>1,599,554.37</i>
FY 2017 Allocation	STBG-Urban	349,182.59	1,948,736.96
FY 2017 Rideshare	City of Springfield	(575.80)	1,948,161.16
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,161.16
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,161.16
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,507.29
Transfer	Christian County	400,000.00	2,035,507.29
Transfer	Christian County	150,000.00	2,185,507.29
<i>9/30/2017 Balance</i>			<i>2,185,507.29</i>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
FY 2020 Allocation	STBG-Urban	379,606.78	1,032,993.80
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(120,512.20)
0141030 South and Third	Programmed Cost Share	(172,536.15)	(293,048.35)
9901815/0141029 Jackson/NN	Programmed Cost Share	(225,918.91)	(518,967.26) **
<i>9/30/2020 Balance</i>			<i>(518,967.26)</i>
*Estimate		(518,967.26)	(518,967.26)
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			(518,967.26)
March 31, 2020 Balance			(120,512.20)
MoDOT STIP Programmed Cost Shares			
9901815/0141029 Jackson/NN			(225,918.91)
0141030 South and Third			(172,536.15)
9/30/2020 Balance after MoDOT STIP Programmed Cost Shares			(518,967.26)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			1,126,260.25
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Ozark

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STBG-Urban</i>	<i>1,599,554.37</i>	<i>1,599,554.37</i>
FY 2017 Allocation	STBG-Urban	349,182.59	1,948,736.96
FY 2017 Rideshare	City of Springfield	(575.80)	1,948,161.16
9901815 Jackson/NN	STBG-Urban	(280,000.00)	1,668,161.16
9901815 Jackson/NN	STBG-Urban	(40,000.00)	1,628,161.16
9901815 Jackson/NN	STBG-Urban	7,346.13	1,635,507.29
Transfer	Christian County	400,000.00	2,035,507.29
Transfer	Christian County	150,000.00	2,185,507.29
<i>9/30/2017 Balance</i>			<i>2,185,507.29</i>
FY 2018 Allocation	STBG-Urban	369,038.51	2,554,545.80
FY 2018 Rideshare	City of Springfield	(575.80)	2,553,970.00
9901815/0141029 Jackson/NN	STBG-Urban	(133,014.09)	2,420,955.91
0141030 South and Third	STBG-Urban	(1,279,524.03)	1,141,431.88
<i>9/30/2018 Balance</i>			<i>1,141,431.88</i>
FY 2019 Allocation	STBG-Urban	377,614.96	1,519,046.84
0141030 South and Third	STBG-Urban	(65,659.82)	1,453,387.02
B022009 Riverside Bridge	STBG-Urban	(800,000.00)	653,387.02
<i>9/30/2019 Balance</i>			<i>653,387.02</i>
FY 2020 Allocation	STBG-Urban	379,606.78	1,032,993.80
9901815/0141029 Jackson/NN	STBG-Urban (HIP)	(1,153,506.00)	(120,512.20)
0141030 South and Third	Programmed Cost Share	(172,536.15)	(293,048.35)
9901815/0141029 Jackson/NN	Programmed Cost Share	(225,918.91)	(518,967.26) **
<i>9/30/2020 Balance</i>			<i>(518,967.26)</i>
FY 2021 Allocation*	STBG-Urban	387,198.92	(131,768.34)
<i>9/30/2021 Balance</i>			<i>(131,768.34)</i>
FY 2022 Allocation*	STBG-Urban	394,942.89	263,174.55
<i>9/30/2022 Balance</i>			<i>263,174.55</i>
FY 2023 Allocation*	STBG-Urban	402,841.75	666,016.30
<i>9/30/2023 Balance</i>			<i>666,016.30</i>
*Estimate		666,016.30	666,016.30
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2023)			666,016.30
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			666,016.30

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2016 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>854,997.31</i>	<i>854,997.31</i>
FY 2017 Allocation	STBG-Urban	289,085.34	1,144,082.65
FY 2017 Rideshare	City of Springfield	(476.70)	1,143,605.95
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,605.95
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,605.95
<i>9/30/2017 Balance</i>			<i>1,143,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,449,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.27	151,905.72
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.21)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.90)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.91)
<i>9/30/2019 Balance</i>			<i>(551,193.91)</i>
FY 2020 Allocation*	STBG-Urban	314,273.28	(236,920.63)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(290,265.66)
S601061 M/Repmo Drive	Programmed Cost Share	(93,555.34)	(383,821.00)
<i>9/30/2020 Balance</i>			<i>(383,821.00)</i>
*Estimate		(383,821.00)	(383,821.00)

**Advance Agreement on File

Remaining Balance All Funds (9/30/2020)	(383,821.00)
March 31, 2020 Balance	(290,265.66)
MoDOT STIP Programmed Cost Shares	
S601061 M/Repmo Drive	(93,555.34)
3/31/2020 Balance after MoDOT STIP Programmed Cost Shares	(383,821.00)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	932,421.45
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Republic

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2013 - FY 2016 Balance</i>	<i>STBG-Urban/Small Urban</i>	<i>854,997.31</i>	<i>854,997.31</i>
FY 2017 Allocation	STBG-Urban	289,085.34	1,144,082.65
FY 2017 Rideshare	City of Springfield	(476.70)	1,143,605.95
S601061 M/Repmo Drive	STBG-Urban	(100,000.00)	1,043,605.95
S601061 M/Repmo Drive	Greene County	100,000.00	1,143,605.95
<i>9/30/2017 Balance</i>			<i>1,143,605.95</i>
FY 2018 Allocation	STBG-Urban	305,523.90	1,449,129.85
FY 2018 Rideshare	City of Springfield	(476.70)	1,448,653.15
6900811 Oakwood/Hines	STBG-Urban	(1,566,571.70)	(117,918.55) **
S601061 M/Repmo Drive	STBG-Urban	(42,800.00)	(160,718.55)
<i>9/30/2018 Balance</i>			<i>(160,718.55)</i>
FY 2019 Allocation	STBG-Urban	312,624.27	151,905.72
S601061 M/Repmo Drive	STBG-Urban	(778,772.93)	(626,867.21)
S601061 M/Repmo Drive	STBG-Urban	111,673.31	(515,193.90)
S601061 M/Repmo Drive	STBG-Urban	(36,000.01)	(551,193.91)
<i>9/30/2019 Balance</i>			<i>(551,193.91)</i>
FY 2020 Allocation*	STBG-Urban	314,273.28	(236,920.63)
S601061 M/Repmo Drive	STBG-Urban	(53,345.03)	(290,265.66)
S601061 M/Repmo Drive	Programmed Cost Share	(93,555.34)	(383,821.00)
<i>9/30/2020 Balance</i>			<i>(383,821.00)</i>
FY 2021 Allocation*	STBG-Urban	320,558.75	(63,262.25)
<i>9/30/2021 Balance</i>			<i>(63,262.25)</i>
FY 2022 Allocation*	STBG-Urban	326,969.92	263,707.67
<i>9/30/2022 Balance</i>			<i>263,707.67</i>
FY 2023 Allocation*	STBG-Urban	333,509.32	597,216.99
<i>9/30/2023 Balance</i>			<i>597,216.99</i>
*Estimate		597,216.99	597,216.99

**Advance Agreement on File

Remaining Balance All Funds (9/30/2023) 597,216.99

Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement) 597,216.99

Note:

Funds Balance Scenarios by Jurisdiction

City of Springfield

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,032,696.99</i>	<i>5,032,696.99</i>
FY 2017 Allocation	STBG-Urban	3,125,602.62	8,158,299.61
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	8,163,145.51
0652087 Chestnut RR	STBG-Urban	6,553.61	8,169,699.12
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,146,070.09
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,134,870.41
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,129,452.11
0652088 Division/65	STBG-Urban	(813,318.86)	6,316,133.25
0652088 Division/65	STBG-Urban	(62,616.16)	6,253,517.09
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,198,155.49
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,142,338.50
<i>9/30/2017 Balance</i>			<i>6,142,338.50</i>
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
<i>9/30/2018 Balance</i>			<i>8,466,345.94</i>
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
5909802 Kansas Extension	STBG-Urban (See Greene)	(1,448,152.50)	10,328,299.84
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	10,370,786.72
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	10,130,786.72
<i>9/30/2019 Balance</i>			<i>10,130,786.72</i>
FY 2020 Allocation	STBG-Urban	3,397,935.58	13,528,722.30
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	13,538,722.30
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	13,273,122.30
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	13,206,722.30
5909802 Kansas Extension Ph. I ROW	STBG-Urban	(348,000.00)	12,858,722.30
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	12,865,799.30
<i>9/30/2020 Balance</i>			<i>12,865,799.30</i>
*Estimate		12,865,799.30	12,865,799.30

Remaining Balance All Funds (9/30/2020) 12,865,799.30

March 31, 2020 Balance	12,865,799.30
MoDOT STIP Programmed Cost Shares	
S602027 Campbell and Republic	(1,160,800.00)
SP1815-18A2 Kearney/West Bypass^	(1,004,800.00)
MO2101-18 FY 2021 TMC Staff	(332,000.00)
MO2104-19 FY 2022 TMC Staff	(340,000.00)
MO2301-20 FY 2023 TMC Staff	(344,000.00)
SP1816 Kansas/Sunset^	(1,092,743.00)
SP1817 Kansas/Walnut Lawn^	(1,237,858.00)
MO2401-21 FY 2024 TMC Staff	(352,000.00)
9/30/2020 Balance after MoDOT STIP Programmed Cost Shares	7,001,598.30
3-Year Maximum STBG-Urban Balance Allowed in 2020 (MoDOT)	10,081,378.92
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

^ Must be programmed in the STIP prior to 9/30/2020

Funds Balance Scenarios by Jurisdiction

City of Springfield

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		<i>5,032,696.99</i>	<i>5,032,696.99</i>
FY 2017 Allocation	STBG-Urban	3,125,602.62	8,158,299.61
FY 2017 Rideshare	All Other Cities and Counties	4,845.90	8,163,145.51
0652087 Chestnut RR	STBG-Urban	6,553.61	8,169,699.12
0652087 Chestnut RR	STBG-Urban	(1,023,629.03)	7,146,070.09
3301486 160/Campbell/Plainview 1	STBG-Urban	(11,199.68)	7,134,870.41
3301486 160/Campbell/Plainview 1	STBG-Urban	(5,418.30)	7,129,452.11
0652088 Division/65	STBG-Urban	(813,318.86)	6,316,133.25
0652088 Division/65	STBG-Urban	(62,616.16)	6,253,517.09
5938806 FY 2016 TMC Staff	STBG-Urban	(55,361.60)	6,198,155.49
0652079 Eastgate Relocation	STBG-Urban	(55,816.99)	6,142,338.50
<i>9/30/2017 Balance</i>			<i>6,142,338.50</i>
FY 2018 Allocation	STBG-Urban	3,303,336.94	9,445,675.44
FY 2018 Rideshare	All Other Cities and Counties	4,845.90	9,450,521.34
5938806 FY 2016 TMC Staff	STBG-Urban	0.20	9,450,521.54
S601071 FY 2017 TMC Staff	STBG-Urban	(315,000.00)	9,135,521.54
0652079 Eastgate Relocation	STBG-Urban	(0.01)	9,135,521.53
1601053 160/Campbell/Plainview 2	STBG-Urban	(208,757.98)	8,926,763.55
KS Overruns (0442239 I-44 Bridge-65)	STBG-Urban	(136,417.61)	8,790,345.94
5901809 FY 2019 TMC Staff	STBG-Urban	(259,200.00)	8,531,145.94
5901809 FY 2019 TMC Staff	STBG-Urban	(64,800.00)	8,466,345.94
<i>9/30/2018 Balance</i>			<i>8,466,345.94</i>
FY 2019 Allocation	STBG-Urban	3,380,106.40	11,846,452.34
FY 2019 Rideshare	All Other Cities and Counties	10,000.00	11,856,452.34
5901810 Republic Road Widening	STBG-Urban	(80,000.00)	11,776,452.34
S602027 Campbell and Republic	STBG-Urban	(240,000.00)	11,536,452.34
S601071 FY 2017 TMC Staff	STBG-Urban	42,486.88	11,578,939.22
5909802 Kansas Extension Ph. I ROW	STBG-Urban (See Greene)	(1,448,152.50)	10,130,786.72
<i>9/30/2019 Balance</i>			<i>10,130,786.72</i>
FY 2020 Allocation	STBG-Urban	3,397,935.58	13,528,722.30
FY 2020 Rideshare	All Other Cities and Counties	10,000.00	13,538,722.30
5938807 FY 2020 TMC Staff	STBG-Urban	(265,600.00)	13,273,122.30
5938807 FY 2020 TMC Staff	STBG-Urban	(66,400.00)	13,206,722.30
5909802 Kansas Extension Ph. I ROW	STBG-Urban	(348,000.00)	12,858,722.30
5901809 FY 2019 TMC Staff	STBG-Urban	7,077.00	12,865,799.30
EN1803-18A3 Jefferson Footbridge	Programmed	(2,000,000.00)	10,865,799.30
SP2012-20A2 Overlay Improvements	Programmed	(2,990,000.00)	7,875,799.30
SP2014-20A2 ADA Improvements	Programmed	(1,610,000.00)	6,265,799.30
<i>9/30/2020 Balance</i>			<i>6,265,799.30</i>
FY 2021 Allocation*	STBG-Urban	3,465,894.29	9,731,693.59
5909802 Kansas Extension Ph. I ROW	Rem. Programmed (See Greene)	(283,847.50)	9,447,846.09
5909802 Kansas Extension Ph. I Const.	Programmed (See Greene)	(2,700,000.00)	6,747,846.09
S602027 Campbell and Republic	Programmed Cost Share	(1,160,800.00)	5,587,046.09
SP1902-18A4 Republic Road	Programmed	(1,120,000.00)	4,467,046.09
SP2011-20 Signal Improvements	Programmed	(1,260,000.00)	3,207,046.09
SP1815-18A2 Kearney/West Bypass^	Cost Share-Unprogrammed	(44,800.00)	3,162,246.09
MO2101-18 FY 2021 TMC Staff	Programmed Cost Share	(332,000.00)	2,830,246.09
<i>9/30/2021 Balance</i>			<i>2,830,246.09</i>
FY 2022 Allocation*	STBG-Urban	3,535,212.18	6,365,458.27
SP1815-18A2 Kearney/West Bypass^	Cost Share-Unprogrammed	(960,000.00)	5,405,458.27
MO2104-19 FY 2022 TMC Staff	Programmed Cost Share	(340,000.00)	5,065,458.27
<i>9/30/2022 Balance</i>			<i>5,065,458.27</i>
FY 2023 Allocation*	STBG-Urban	3,605,916.42	8,671,374.69
Kansas/Walnut Lawn^	Cost Share-Unprogrammed	(1,237,858.00)	7,433,516.69
Kansas/Sunset^	Cost Share-Unprogrammed	(1,092,743.00)	6,340,773.69
MO2301-20 FY 2023 TMC Staff	Programmed Cost Share	(344,000.00)	5,996,773.69
<i>9/30/2023 Balance</i>			<i>5,996,773.69</i>
*Estimate		5,996,773.69	5,996,773.69
^ Must be programmed in the STIP prior to 9/30/2020			
Remaining Balance All Funds (9/30/2023)			5,996,773.69
Funds Immediately Available to be Programmed through 2023			5,996,773.69

Note: Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Strafford

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>177,778.86</i>	<i>177,778.86</i>
FY 2017 Allocation	STBG-Urban	46,209.99	223,988.85
FY 2017 Rideshare	City of Springfield	(76.20)	223,912.65
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,112.65
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	50,236.26	187,044.37
<i>9/30/2020 Balance</i>			<i>187,044.37</i>
*Estimate		187,044.37	187,044.37
Remaining Balance All Funds (9/30/2020)			187,044.37
March 31, 2020 Balance			187,044.37
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)			149,046.60
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]			37,997.77

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Strafford

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>	<i>STP-Urban</i>	<i>177,778.86</i>	<i>177,778.86</i>
FY 2017 Allocation	STBG-Urban	46,209.99	223,988.85
FY 2017 Rideshare	City of Springfield	(76.20)	223,912.65
S601055 I-44/125 Strafford	STBG-Urban	(158,800.00)	65,112.65
<i>9/30/2017 Balance</i>			<i>65,112.65</i>
FY 2018 Allocation	STBG-Urban	48,837.68	113,950.33
FY 2018 Rideshare	City of Springfield	(76.20)	113,874.13
<i>9/30/2018 Balance</i>			<i>113,874.13</i>
FY 2019 Allocation	STBG-Urban	49,972.66	163,846.79
S601055 I-44/125 Strafford	STBG-Urban	(27,038.68)	136,808.11
<i>9/30/2019 Balance</i>			<i>136,808.11</i>
FY 2020 Allocation	STBG-Urban	50,236.26	187,044.37
<i>9/30/2020 Balance</i>			<i>187,044.37</i>
FY 2021 Allocation*	STBG-Urban	51,240.99	238,285.36
<i>9/30/2021 Balance</i>			<i>238,285.36</i>
FY 2022 Allocation*	STBG-Urban	52,265.80	290,551.16
<i>9/30/2022 Balance</i>			<i>290,551.16</i>
FY 2023 Allocation*	STBG-Urban	53,311.12	343,862.28
<i>9/30/2023 Balance</i>			<i>343,862.28</i>
*Estimate		343,862.28	343,862.28
Remaining Balance All Funds (9/30/2023)			343,862.28
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			343,862.28

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funds Balance Scenarios by Jurisdiction

City of Willard

Lapse Potential

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		414,702.70	414,702.70
FY 2017 Allocation	STBG-Urban	103,638.95	518,341.65
FY 2017 Rideshare	City of Springfield	(170.90)	518,170.75
9900841 160/Hughes	STBG-Urban	12,240.11	530,410.86
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	377,900.95
<i>9/30/2017 Balance</i>			377,900.95
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			(198,045.97)
FY 2020 Allocation	STBG-Urban	112,668.98	(85,376.99)
<i>9/30/2020 Balance</i>			(85,376.99)
*Estimate		(85,376.99)	(85,376.99)

Remaining Balance All Funds (9/30/2020) (85,376.99)

March 31, 2020 Balance	(85,376.99)
3-Year Maximum STBG-Urban Balance Allowed (MoDOT)	334,279.05
Amount Over MoDOT 3-Year Lapse Policy (Sept. 30, 2020)[†]	0.00

Note:

Rideshare - MPO area wide funds from all jurisdictions

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

Funds Balance Scenarios by Jurisdiction

City of Willard

Funds Available for Programming

Name	Account	Transactions	Balance
<i>FY 2003 - FY 2016 Balance</i>		414,702.70	414,702.70
FY 2017 Allocation	STBG-Urban	103,638.95	518,341.65
FY 2017 Rideshare	City of Springfield	(170.90)	518,170.75
9900841 160/Hughes	STBG-Urban	12,240.11	530,410.86
5944803 Miller Road Widening	STBG-Urban	(152,509.91)	377,900.95
<i>9/30/2017 Balance</i>			377,900.95
FY 2018 Allocation	STBG-Urban	109,532.27	487,433.22
FY 2018 Rideshare	City of Springfield	(170.90)	487,262.32
5944803 Miller Road Widening	STBG-Urban	(140,000.00)	347,262.32
<i>9/30/2018 Balance</i>			347,262.32
FY 2019 Allocation	STBG-Urban	112,077.80	459,340.12
5944803 Miller Road Widening	STBG-Urban	(657,386.09)	(198,045.97) **
<i>9/30/2019 Balance</i>			(198,045.97)
FY 2020 Allocation	STBG-Urban	112,668.98	(85,376.99)
5944803 Miller Road Widening	Programmed	(186,593.91)	(271,970.90)
<i>9/30/2020 Balance</i>			(271,970.90)
FY 2021 Allocation*	STBG-Urban	114,922.36	(157,048.54)
<i>9/30/2021 Balance</i>			(157,048.54)
FY 2022 Allocation*	STBG-Urban	117,220.81	(39,827.73)
<i>9/30/2022 Balance</i>			(39,827.73)
FY 2023 Allocation*	STBG-Urban	119,565.22	79,737.49
<i>9/30/2023 Balance</i>			79,737.49
*Estimate		79,737.49	79,737.49
**Advance Agreement on File			
Remaining Balance All Funds (9/30/2020)			79,737.49
Funds Immediately Available to be Programmed through 2023 (w/ 3 Year Advance Agreement)			79,737.49

Note:

Rideshare - MPO area wide funds from all jurisdictions

Funding Allocation

	FY 2003-2016	FY 2017	FY 2018	FY 2019	FY 2020
Republic Small Urban Allocation	453,222.55	0.00	0.00	0.00	0.00
STP/BG-Urban Allocation	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	6,812,684.62
STP/BG-Urban Distribution					
OTO Operations	N/A	N/A	N/A	200,000.00	210,000.00
Rideshare	N/A	N/A	N/A	10,000.00	10,000.00
Christian County	3,337,442.89	317,405.64	335,454.60	343,250.56	345,061.11
Greene County	13,735,863.80	1,350,884.23	1,427,700.93	1,460,880.66	1,468,586.43
City of Battlefield	838,912.89	109,521.32	115,749.14	118,439.15	119,063.88
City of Nixa	3,401,357.72	372,772.73	393,970.08	403,125.94	405,252.32
City of Ozark	2,980,931.23	349,182.59	369,038.51	377,614.96	379,606.78
City of Republic	1,258,457.77	289,085.34	305,523.90	312,624.27	314,273.28
City of Springfield	35,565,190.95	3,125,602.62	3,303,336.94	3,380,106.40	3,397,935.58
City of Strafford	241,706.26	46,209.99	48,837.68	49,972.66	50,236.26
City of Willard	524,344.46	103,638.95	109,532.27	112,077.80	112,668.98
	61,884,207.97	6,064,303.41	6,409,144.05	6,768,092.40	6,812,684.62
Republic Small Urban Distribution	453,222.55	0.00	0.00	0.00	0.00

Funding Allocation

OTO Population Distribution

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

OTO Special Projects

	N/S Corridor Study	N/S Corridor Credit	Rideshare	FY 2019 OTO Operations	FY 2020 OTO Operations
Springfield Area Small Urban	(184,224.00)	14.67			
STBG-Urban			(10,000.00)	(200,000.00)	(210,000.00)
Distribution					
Christian County	(10,182.16)	0.81	(523.40)	(10,468.00)	(10,991.40)
Greene County	(40,844.89)	3.25	(2,227.60)	(44,552.00)	(46,779.60)
City of Battlefield	(1,851.03)	0.15	(180.60)	(3,612.00)	(3,792.60)
City of Nixa	(9,203.80)	0.73	(614.70)	(12,294.00)	(12,908.70)
City of Ozark	(7,530.18)	0.60	(575.80)	(11,516.00)	(12,091.80)
City of Republic	N/A	N/A	(476.70)	(9,534.00)	(10,010.70)
City of Springfield	(114,611.94)	9.13	(5,154.10)	(103,082.00)	(108,236.10)
City of Strafford	N/A	N/A	(76.20)	(1,524.00)	(1,600.20)
City of Willard	N/A	N/A	(170.90)	(3,418.00)	(3,588.90)
	(184,224.00)	14.67	(10,000.00)	(200,000.00)	(210,000.00)

Notes:

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

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

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

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

Republic Small Urban FY 11-16 included in overall distribution

Small Urban Program Discontinued FY 17 and beyond

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

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

All Allocations

	Type	Date	Account	Amount	Balance
FY 2018 Allocation					
	Deposit	10/01/2017	City of Republic	0.00	0.00
	Deposit	10/01/2017	Christian County	335,454.60	335,454.60
	Deposit	10/01/2017	Greene County	1,427,700.93	1,763,155.53
	Deposit	10/01/2017	City of Battlefield	115,749.14	1,878,904.67
	Deposit	10/01/2017	City of Nixa	393,970.08	2,272,874.75
	Deposit	10/01/2017	City of Ozark	369,038.51	2,641,913.26
	Deposit	10/01/2017	City of Republic	305,523.90	2,947,437.16
	Deposit	10/01/2017	City of Springfield	3,303,336.94	6,250,774.10
	Deposit	10/01/2017	City of Strafford	48,837.68	6,299,611.78
	Deposit	10/01/2017	City of Willard	109,532.27	6,409,144.05
Total FY 2018 Allocation*				6,409,144.05	6,409,144.05
FY 2018 TAP Allocation					
	Deposit	10/01/2017	Enhancements (TAP)	429,463.81	429,463.81
Total FY 2018 TAP Allocation				429,463.81	429,463.81
FY 2018 Omnibus Allocation					
	Deposit	03/23/2018	STBG-U (HIP)	1,153,506.00	1,153,506.00
Total FY 2018 Omnibus Allocation				1,153,506.00	1,153,506.00
FY 2019 Allocation					
	Deposit	10/01/2018	OTO Operations	200,000.00	200,000.00
	Deposit	10/01/2018	Rideshare	10,000.00	210,000.00
	Deposit	10/01/2018	Christian County	343,250.56	553,250.56
	Deposit	10/01/2018	Greene County	1,460,880.66	2,014,131.22
	Deposit	10/01/2018	City of Battlefield	118,439.15	2,132,570.37
	Deposit	10/01/2018	City of Nixa	403,125.94	2,535,696.31
	Deposit	10/01/2018	City of Ozark	377,614.96	2,913,311.27
	Deposit	10/01/2018	City of Republic	312,624.27	3,225,935.54
	Deposit	10/01/2018	City of Springfield	3,380,106.40	6,606,041.94
	Deposit	10/01/2018	City of Strafford	49,972.66	6,656,014.60
	Deposit	10/01/2018	City of Willard	112,077.80	6,768,092.40
Total FY 2019 Allocation				6,768,092.40	6,768,092.40
FY 2019 TAP Allocation					
	Deposit	10/01/2018	Enhancements (TAP)	421,887.06	421,887.06
Total FY 2019 TAP Allocation				421,887.06	421,887.06

All Allocations

	Type	Date	Account	Amount	Balance
FY 2019 Omnibus Allocation					
	Deposit	03/15/2019	STBG-U (HIP)	1,625,285.00	1,625,285.00
Total FY 2019 Omnibus Allocation				1,625,285.00	1,625,285.00
FY 2020 Allocation					
	Deposit	10/01/2019	OTO Operations	210,000.00	210,000.00
	Deposit	10/01/2019	Rideshare	10,000.00	220,000.00
	Deposit	10/01/2019	Christian County	345,061.11	565,061.11
	Deposit	10/01/2019	Greene County	1,468,586.43	2,033,647.54
	Deposit	10/01/2019	City of Battlefield	119,063.88	2,152,711.42
	Deposit	10/01/2019	City of Nixa	405,252.32	2,557,963.74
	Deposit	10/01/2019	City of Ozark	379,606.78	2,937,570.52
	Deposit	10/01/2019	City of Republic	314,273.28	3,251,843.80
	Deposit	10/01/2019	City of Springfield	3,397,935.58	6,649,779.38
	Deposit	10/01/2019	City of Strafford	50,236.26	6,700,015.64
	Deposit	10/01/2019	City of Willard	112,668.98	6,812,684.62
Total FY 2020 Allocation				6,812,684.62	6,812,684.62
FY 2020 TAP Allocation					
	Deposit	10/01/2019	Enhancements (TAP)	421,887.06	421,887.06
Total FY 2020 TAP Allocation				421,887.06	421,887.06
FY 2020 Omnibus Allocation					
	Deposit	02/14/2020	STBG-U (HIP)	471,885.00	471,885.00
Total FY 2020 Omnibus Allocation				471,885.00	471,885.00
Republic Small Urban Opening Balance					
	Deposit	09/30/2002	City of Republic	278,258.25	278,258.25
Total Republic Small Urban Opening Balance				278,258.25	278,258.25
Springfield Area Small-U Opening Balance					
	Deposit	09/30/2006	City of Springfield	3,163,403.16	3,163,403.16
	Deposit	09/30/2006	Greene County	344,278.68	3,507,681.84
Total Springfield Area Small-U Opening Balance				3,507,681.84	3,507,681.84
TOTAL ALLOCATIONS				103,104,051.64	

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
00FY820 OTO Operations/Planning			
	06/26/2019	OTO Operations	(200,000.00)
			<u>(200,000.00)</u>
0132056 13/I-44			
Closed	08/21/2009	City of Springfield	(978,000.00)
			<u>(978,000.00)</u>
0132070 Kansas/JRF			
Closed	10/02/2011	Greene County	(385,519.89)
	10/02/2012	Greene County	48,882.69
	02/12/2015	City of Springfield	(18,250.34)
			<u>(354,887.54)</u>
0132078 Kansas Expy Pavement			
Closed	04/22/2014	City of Springfield	(799,517.00)
			<u>(799,517.00)</u>
0141014 17th Street Relocation			
	04/18/2008	City of Ozark	(244,800.00)
			<u>(244,800.00)</u>
0141021 14ADA			
Closed	01/06/2014	Enhancements (TAP)	(165,587.00)
			<u>(165,587.00)</u>
0141023 14 and 160			
	05/30/2016	City of Nixa	(933,056.71)
	08/07/2017	City of Nixa	(264,206.59)
	03/18/2019	City of Nixa	149,155.47
			<u>(1,048,107.83)</u>
0141029 Jackson and NN			
	03/08/2018	City of Ozark	(133,014.09)
	02/20/2020	City of Ozark	(1,153,506.00)
			<u>(1,286,520.09)</u>
0141030 South and Third			
	03/08/2018	City of Ozark	(1,279,524.03)
	11/27/2018	City of Ozark	(65,659.82)
			<u>(1,345,183.85)</u>
0141032 14 in Ozark 32nd to 22nd			
	02/11/2020	City of Ozark	(130,000.00)
			<u>(130,000.00)</u>
0442239 I-44 Bridge-65			
	02/08/2018	City of Springfield	(136,417.61)
	02/08/2018	Christian County	(973,877.39)
			<u>(1,110,295.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0602064 JRF/Glenstone			
Closed	10/02/2006	City of Springfield	(2,103,741.90)
	10/02/2006	Greene County	(500,000.00)
	10/02/2006	City of Springfield	(446,611.27)
	10/23/2007	City of Springfield	(446,611.27)
	10/23/2007	Greene County	(500,000.00)
	10/02/2009	City of Springfield	47,734.48
			<u><u>(3,949,229.96)</u></u>
0602065 60/65			
Closed	10/02/2011	City of Springfield	(100,000.00)
			<u><u>(100,000.00)</u></u>
0602066 James River Bridge			
Closed	01/02/2009	Bridge (BRM)	(780,000.00)
	06/20/2014	Bridge (BRM)	21,990.93
			<u><u>(758,009.07)</u></u>
0602067 National/JRF			
Closed	06/18/2009	City of Springfield	(1,244,617.00)
	10/02/2009	City of Springfield	1,244,617.00
			<u><u>0.00</u></u>
0602068 JRF/Campbell (160)			
Closed	10/02/2009	Greene County	(1,000,000.00)
	10/02/2009	City of Springfield	(800,000.00)
			<u><u>(1,800,000.00)</u></u>
0602076 Oakwood/60			
Closed	10/02/2011	City of Republic	(173,050.00)
	10/03/2013	City of Republic	(50,000.00)
			<u><u>(223,050.00)</u></u>
0651056 65/CC/J			
	02/02/2014	Christian County	(228,000.00)
	04/06/2015	Christian County	(2,072,000.00)
			<u><u>(2,300,000.00)</u></u>
0651064 Farmer Branch			
Closed	07/15/2013	Bridge (BRM)	(1,000,000.00)
			<u><u>(1,000,000.00)</u></u>
0652048 44/65			
Closed	04/17/2007	City of Springfield	(74,000.00)
			<u><u>(74,000.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652058 Glenstone/Primrose			
Closed	12/21/2007	City of Springfield	(134,432.60)
	02/29/2008	City of Springfield	22,101.02
	07/09/2009	City of Springfield	(312,694.65)
	10/02/2009	City of Springfield	(7,570.99)
			<u>(432,597.22)</u>
0652065 US 65 6-Laning			
Closed	11/02/2013	Greene County	(240,794.13)
	11/03/2014	Greene County	240,794.13
			<u>0.00</u>
0652067 US65			
Closed	10/02/2009	City of Springfield	(1,061,000.00)
			<u>(1,061,000.00)</u>
0652069 Glenstone Sidewalks			
Closed	10/02/2010	City of Springfield	(106,000.00)
			<u>(106,000.00)</u>
0652074 South Glenstone			
Closed	10/02/2012	City of Springfield	(233,600.00)
	10/02/2012	City of Springfield	(395,760.80)
	10/02/2012	City of Springfield	(1,244,239.20)
	12/02/2013	City of Springfield	(2,064,703.81)
	12/02/2013	Greene County	(500,000.00)
	03/02/2014	City of Springfield	145,628.38
	08/27/2015	City of Springfield	(248,493.49)
			<u>(4,541,168.92)</u>
0652076 65/Chestnut			
Closed	10/02/2011	Greene County	(589,570.53)
	10/02/2011	City of Springfield	(779,945.21)
	09/08/2015	City of Springfield	(81,046.35)
			<u>(1,450,562.09)</u>
0652079 Eastgate Relocation			
	09/14/2017	Greene County	(100,000.00)
	09/14/2017	City of Springfield	(55,816.99)
	01/08/2018	City of Springfield	(0.01)
			<u>(155,817.00)</u>
0652086 Battlefield/65			
Closed	10/02/2013	Greene County	(452,800.00)
	06/12/2014	Bridge (BRM)	(1,189,657.00)
	07/23/2014	Greene County	(47,200.00)
	07/23/2014	City of Springfield	(4,660,769.24)
	02/26/2016	City of Springfield	127,167.96
			<u>(6,223,258.28)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
0652087 Chestnut RR			
	12/02/2013	City of Springfield	(500,000.00)
	07/31/2014	City of Springfield	(1,126,800.00)
	05/21/2015	City of Springfield	(1,946,401.00)
	08/27/2015	City of Springfield	1,946,401.00
	04/15/2016	City of Springfield	(353,624.14)
	08/08/2016	City of Springfield	(478,187.86)
	11/28/2016	City of Springfield	(1,023,629.03)
			<u><u>(3,482,241.03)</u></u>
0652088 US65/Division Interchange			
	07/27/2015	City of Springfield	(734,148.00)
	04/11/2017	City of Springfield	(813,318.86)
	06/20/207	City of Springfield	(62,616.16)
			<u><u>(1,610,083.02)</u></u>
0652099 Chestnut RR Utilities			
	02/23/2016	Greene County	(400,000.00)
	02/23/2016	City of Springfield	(659,663.24)
	06/01/2016	City of Springfield	(54,925.76)
	11/18/2016	City of Springfield	6,553.61
			<u><u>(1,108,035.39)</u></u>
1601043 160/Hunt Road			
	10/02/2012	City of Willard	(21,000.00)
			<u><u>(21,000.00)</u></u>
1601053 160/Campbell/Plainview 2			
Closed	12/02/2013	City of Springfield	(231,767.60)
	07/01/2014	City of Springfield	83,126.86
	01/08/2018	City of Springfield	(208,757.98)
			<u><u>(357,398.72)</u></u>
1601054 160/Campbell/Plainview 3			
Closed	02/02/2014	City of Springfield	(386,800.00)
	12/08/2014	City of Springfield	(109,976.12)
	04/15/2015	City of Springfield	(41,457.16)
			<u><u>(538,233.28)</u></u>
1601063 Tracker/Northview/160			
	07/14/2017	City of Nixa	(39,777.35)
	12/22/2017	City of Nixa	(18,778.80)
	03/27/2019	City of Nixa	(641,793.86)
	08/01/2019	City of Nixa	(161,792.27)
			<u><u>(862,142.28)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
1601071 160 and South			
	05/13/2019	City of Nixa	(50,000.00)
	02/10/2020	City of Nixa	(524,703.35)
			<u>(574,703.35)</u>
2661009 Midfield Terminal Access			
Closed	11/08/2007	City of Springfield	(993,062.73)
	11/08/2007	Greene County	(1,000,000.00)
	11/09/2007	City of Springfield	(2,461,290.27)
	01/24/2008	City of Springfield	1,069,858.00
	02/15/2008	City of Springfield	(508,570.80)
	10/02/2010	City of Springfield	(43,205.64)
	10/02/2010	City of Springfield	(59,268.28)
	10/02/2010	City of Springfield	0.15
			<u>(3,995,539.57)</u>
3301486 160/Campbell/Plainview 1			
Closed	03/31/2016	City of Springfield	(247,061.44)
	06/16/2016	City of Springfield	48,701.44
	02/06/2017	City of Springfield	(11,199.68)
	02/27/2017	City of Springfield	(5,418.30)
			<u>(214,977.98)</u>
5900837 NS Corridor Study			
Closed	10/02/2007	City of Ozark	(7,530.18)
	10/02/2007	Christian County	(10,182.16)
	10/02/2007	Greene County	(40,844.89)
	10/02/2007	City of Battlefield	(1,851.03)
	10/02/2007	City of Nixa	(9,203.80)
	10/02/2007	City of Springfield	(114,611.94)
	10/02/2009	Christian County	0.81
	10/02/2009	Greene County	3.25
	10/02/2009	City of Battlefield	0.15
	10/02/2009	City of Nixa	0.73
	10/02/2009	City of Ozark	0.60
	10/02/2009	City of Springfield	9.13
			<u>(184,209.33)</u>
5900845 Bicycle Destination Plan			
Closed	10/02/2010	Greene County	(40,033.84)
	11/04/2015	Greene County	15,041.57
			<u>(24,992.27)</u>
5901805 Main Cycle Track			
Closed	11/20/2015	Enhancements (TAP)	(250,000.00)
			<u>(250,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5901806 S. Dry Sac Trail Parks			
	02/15/2016	Enhancements (TAP)	(12,007.42)
	01/31/2017	Enhancements (TAP)	(2,118.22)
	01/31/2017	Enhancements (TAP)	(178,554.36)
			<u><u>(192,680.00)</u></u>
5901807 Mt. Vernon Bridge			
	08/05/2016	Bridge (BRM)	(37,936.80)
	12/12/2018	Bridge (BRM)	(944,968.20)
	02/19/2019	Bridge (BRM)	(18,163.99)
			<u><u>(1,001,068.99)</u></u>
5901809 FY 2019 TMC Staff			
	08/01/2018	City of Springfield	(259,200.00)
	08/09/2018	City of Springfield	(64,800.00)
	03/11/2020	City of Springfield	7,077.00
			<u><u>(316,923.00)</u></u>
5901810 Republic Road Widening			
	03/18/2019	City of Springfield	(80,000.00)
			<u><u>(80,000.00)</u></u>
5903802 Commercial St.scape Ph 5			
Closed	03/17/2016	City of Springfield	(459,587.00)
			<u><u>(459,587.00)</u></u>
5904810 Division Underground Tank			
	10/02/2006	Greene County	(64,027.15)
			<u><u>(64,027.15)</u></u>
5905804 FY 2008 TMC Staff			
Closed	10/24/2007	City of Springfield	(112,000.00)
	10/02/2009	City of Springfield	659.24
			<u><u>(111,340.76)</u></u>
5905805 FY 2009 TMC Staff			
Closed	11/28/2008	City of Springfield	(128,800.00)
	03/13/2009	City of Springfield	(61,600.00)
	10/02/2009	City of Springfield	859.06
			<u><u>(189,540.94)</u></u>
5905806 FY 2010 TMC Staff			
Closed	10/02/2009	City of Springfield	(228,000.00)
	03/02/2014	City of Springfield	130.02
			<u><u>(227,869.98)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5907801 Campbell/Weaver			
	03/07/2008	City of Springfield	(124,524.56)
	10/02/2009	City of Springfield	(124,524.56)
	10/02/2009	Greene County	(1,328,793.88)
	10/02/2009	City of Springfield	(1,328,793.88)
	10/02/2009	Greene County	164,058.91
	10/02/2009	City of Springfield	164,058.91
	03/02/2014	City of Springfield	145,202.00
	03/02/2014	Greene County	145,202.01
	03/28/2014	City of Springfield	35,547.11
	03/28/2014	Greene County	35,547.10
			<u><u>(2,217,020.84)</u></u>
5909802 KS Extension			
	09/11/2015	Greene County	(2,159,912.50)
	11/16/2015	Greene County	1,439,840.00
	05/02/2017	Greene County	(59,968.80)
	11/29/2018	Greene County	(180,118.70)
	12/12/2018	City of Springfield	(1,448,152.50)
	01/30/2020	City of Springfield	(348,000.00)
			<u><u>(2,756,312.50)</u></u>
5911802 College and Grant SW			
	08/25/2017	City of Springfield	(250,000.00)
	11/17/2017	City of Springfield	28,236.79
	11/17/2017	City of Springfield	61,024.03
	11/17/2017	City of Springfield	(89,260.82)
			<u><u>(250,000.00)</u></u>
5911803 Broadway and College			
Closed	06/21/2016	Enhancements (TAP)	(240,000.00)
			<u><u>(240,000.00)</u></u>
5916806 Highway M Study			
Closed	10/02/2009	City of Battlefield	(14,399.22)
	08/18/2014	City of Battlefield	184.00
			<u><u>(14,215.22)</u></u>
5933803 Kansas/Evergreen			
Closed	03/25/2009	City of Springfield	(300,000.00)
	03/25/2009	City of Springfield	19,036.04
	09/05/2009	City of Springfield	38,753.65
	01/02/2014	City of Springfield	4,818.49
			<u><u>(237,391.82)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5935803 Chestnut/National			
Closed	10/02/2006	City of Springfield	(948,888.79)
	10/02/2006	City of Springfield	(20,056.73)
	10/02/2007	Greene County	500,000.00
	10/02/2007	City of Springfield	446,611.27
	10/02/2008	City of Springfield	124,524.56
	11/28/2008	City of Springfield	(78,307.24)
			<u><u>23,883.07</u></u>
5938801 FY 2011 TMC Staff			
Closed	10/02/2010	City of Springfield	(276,000.00)
	10/02/2012	City of Springfield	9,145.43
			<u><u>(266,854.57)</u></u>
5938803 FY 2013 TMC Staff			
Closed	10/02/2012	City of Springfield	(260,000.00)
			<u><u>(260,000.00)</u></u>
5938804 FY 2014 TMC Staff			
Closed	04/03/2014	City of Springfield	(268,000.00)
	06/17/2015	City of Springfield	16,968.66
			<u><u>(251,031.34)</u></u>
5938805 FY 2015 TMC Staff			
Closed	01/16/2015	City of Springfield	(276,000.00)
	03/22/2016	City of Springfield	88,217.90
			<u><u>(187,782.10)</u></u>
5938806 FY 2016 TMC Staff			
Closed	08/02/2016	City of Springfield	(240,000.00)
	09/06/2017	City of Springfield	(55,361.60)
	11/17/2017	City of Springfield	0.20
			<u><u>(295,361.40)</u></u>
5938807 FY 2020 TMC Staff			
	10/24/2019	City of Springfield	(265,600.00)
	11/01/2019	City of Springfield	(66,400.00)
			<u><u>(332,000.00)</u></u>
5944802 Jackson/Main Sidewalk			
Closed	05/27/2015	City of Willard	(12,465.81)
	05/01/2016	City of Willard	(35,834.19)
			<u><u>(48,300.00)</u></u>
5944803 Miller Road Widening			
	05/05/2017	City of Willard	(152,509.91)
	11/09/2017	City of Willard	(140,000.00)
	04/01/2019	City of Willard	(657,386.09)
			<u><u>(949,896.00)</u></u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
5944804 Hunt Rd Sidewalks			
	05/06/2019	City of Willard	(28,000.00)
	03/06/2020	City of Willard	(800.00)
			<u><u>(28,800.00)</u></u>
6900804 60 East			
Closed	03/19/2004	City of Republic	(303,436.00)
			<u><u>(303,436.00)</u></u>
6900809 Rte 174 Trail			
	08/11/2015	Enhancements (TAP)	(44,535.20)
	01/31/2017	Enhancements (TAP)	(14,594.17)
	01/31/2017	Enhancements (TAP)	(190,870.63)
			<u><u>(250,000.00)</u></u>
6900811 Oakwood/Hines			
	01/28/2016	City of Republic	(191,571.10)
	08/11/2016	City of Republic	(89,290.44)
	08/11/2016	City of Republic	(64,190.51)
	05/08/2018	City of Republic	(1,566,571.70)
			<u><u>(1,911,623.75)</u></u>
7441012 Kearney/Packer			
	08/15/2014	City of Springfield	(47,380.00)
	01/13/2016	City of Springfield	(681,341.00)
			<u><u>(728,721.00)</u></u>
9900077 Republic Trans. Plan			
Closed	01/02/2014	City of Republic	(14,751.58)
	01/02/2014	City of Republic	(49,233.29)
			<u><u>(63,984.87)</u></u>
9900824 Third Street/14			
	10/02/2006	City of Ozark	(89,600.00)
	10/02/2006	City of Ozark	(43,200.00)
	10/02/2009	City of Ozark	(56,192.80)
	10/02/2010	City of Ozark	(72,962.40)
	10/02/2011	City of Ozark	(177,500.00)
	09/30/2013	City of Ozark	(29,733.60)
	10/02/2013	City of Ozark	(643,549.07)
	06/17/2015	City of Ozark	18,156.26
	06/17/2015	City of Ozark	16,297.93
			<u><u>(1,078,283.68)</u></u>
9900841 Hwy160/Hughes			
Closed	05/27/2015	City of Willard	(40,000.00)
	10/20/2016	City of Willard	12,240.11
			<u><u>(27,759.89)</u></u>

All Obligations by Project

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

All Obligations by Project

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

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901810 Weaver Rd Widening			
Closed	05/15/2014	City of Battlefield	(138,336.00)
	06/04/2014	City of Battlefield	(32,000.00)
	08/03/2015	City of Battlefield	(33,229.60)
	11/04/2015	City of Battlefield	6,868.38
			<u>(196,697.22)</u>
9901811 Finley R. Park Connection			
Closed	06/29/2015	Enhancements (TAP)	(18,441.18)
	03/08/2017	Enhancements (TAP)	(93,233.14)
	06/14/2017	Enhancements (TAP)	283.20
	06/14/2017	Enhancements (TAP)	(5,812.80)
	01/07/2019	Enhancements (TAP)	0.02
			<u>(117,203.90)</u>
9901812 Hartley Road Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(21,569.35)
	11/29/2016	Enhancements (TAP)	(120,076.05)
	03/14/2017	Enhancements (TAP)	31,874.02
	11/22/2017	Enhancements (TAP)	(1,665.60)
	02/01/2018	Enhancements (TAP)	524.62
			<u>(110,912.36)</u>
9901813 McGuffy Park Sidewalks			
Closed	06/29/2015	Enhancements (TAP)	(10,814.75)
	04/06/2017	Enhancements (TAP)	(29,219.25)
			<u>(40,034.00)</u>
9901814 FF SW Weaver to Rose			
	09/01/2017	City of Battlefield	(45,958.06)
	11/26/2019	City of Battlefield	(454,521.94)
	03/09/2020	City of Battlefield	71,707.56
			<u>(428,772.44)</u>
9901815 Jackson/NN			
Closed	12/19/2016	City of Ozark	(280,000.00)
	02/24/2017	City of Ozark	(40,000.00)
	08/07/2017	City of Ozark	7,346.13
			<u>(312,653.87)</u>
9901816 Pine and McCabe Sidewalks			
	10/18/2019	Enhancements (TAP)	(32,000.34)
	03/06/2020	Enhancements (TAP)	(800.00)
			<u>(32,800.34)</u>
9901817 FF SW Weaver to Rose			
	10/18/2019	Enhancements (TAP)	(28,000.00)
			<u>(28,000.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
9901818 Nicholas SW Ph 1 & 2			
	06/14/2019	Enhancements (TAP)	(27,326.74)
			<u>(27,326.74)</u>
9901820 Ozark N. Fremont SW			
	06/14/2019	Enhancements (TAP)	(17,531.92)
			<u>(17,531.92)</u>
9901821 Ozark South Elem SW			
	10/18/2019	Enhancements (TAP)	(13,000.36)
			<u>(13,000.36)</u>
9901822 Ozark West Elem SW			
	08/23/2019	Enhancements (TAP)	(27,739.94)
			<u>(27,739.94)</u>
B022009 Riverside Bridge			
	09/01/2109	City of Ozark	(800,000.00)
			<u>(800,000.00)</u>
ES08006 Traffic Analysis			
Closed	09/03/2009	City of Ozark	(6,821.60)
	10/02/2010	City of Ozark	17.39
			<u>(6,804.21)</u>
ES08007 Master Transportation Pln			
Closed	09/22/2009	City of Ozark	(7,243.20)
	10/02/2009	City of Ozark	7,243.20
			<u>0.00</u>
S600040 Republic Rd Bridges			
Closed	07/01/2014	City of Springfield	(2,584,800.00)
			<u>(2,584,800.00)</u>
S601055 I-44/125 Strafford			
	05/02/2017	City of Strafford	(158,800.00)
	04/09/2019	City of Strafford	(27,038.68)
			<u>(185,838.68)</u>
S601061 M/Repmo Drive			
	03/22/2017	City of Republic	(100,000.00)
	08/27/2018	City of Republic	(42,800.00)
	12/03/2018	City of Republic	(778,772.93)
	03/05/2019	City of Republic	111,673.31
	03/21/2019	City of Republic	(36,000.01)
	10/29/2019	City of Republic	(53,345.03)
			<u>(899,244.66)</u>
S601065 14 SW Cedar Hts to Ellen			
	04/04/2019	City of Nixa	(100,286.00)
			<u>(100,286.00)</u>

All Obligations by Project

	<u>Date</u>	<u>Jurisdiction</u>	<u>Amount</u>
S601071 FY 2017 TMC Staff			
	12/06/2017	City of Springfield	(315,000.00)
	07/09/2019	City of Springfield	42,486.88
			<u><u>(272,513.12)</u></u>
S602027 Campbell and Republic			
	04/01/2019	City of Springfield	(240,000.00)
			<u><u>(240,000.00)</u></u>
S602083 Northview Rd Improvements			
	03/28/2019	City of Nixa	(180,000.00)
			<u><u>(180,000.00)</u></u>
S947010 Glenstone (H) I-44 to VWM			
Closed	09/18/2008	City of Springfield	(1,200,000.00)
	09/18/2008	Greene County	(1,500,000.00)
			<u><u>(2,700,000.00)</u></u>
S950012 M/ZZ			
Closed	10/02/2009	City of Republic	(198,465.00)
			<u><u>(198,465.00)</u></u>
S959003 Route FF Pavement Imp			
Closed	10/02/2009	City of Battlefield	(70,000.00)
	10/02/2010	City of Battlefield	35,578.89
	10/02/2011	City of Battlefield	3,552.55
			<u><u>(30,868.56)</u></u>
Adjustments			
	10/02/2005	Bridge (BRM)	(0.43)
			<u><u>(0.43)</u></u>
TOTAL OBLIGATIONS			<u><u>(72,803,187.53)</u></u>

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



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TAB 11

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Missouri News

MoDOT could face deep construction cuts

The Missouri Department of Transportation is among a group of state transportation departments calling for nearly \$50 billion in federal stimulus to keep road work going while key sources of revenue like the gas tax decline.

by Brendan Crowley Apr. 25 2020 @ 10:44pm



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The Missouri Department of Transportation is among a group of state transportation departments calling for nearly \$50 billion in federal stimulus to keep road work going while key sources of revenue like the gas tax decline.

[Traffic is down in Missouri](#), and across the nation, as fewer people are driving because many are following stay-at-home orders to slow the spread of COVID-19. People are buying less fuel, and fuel prices are down so MoDOT is getting less revenue from the 17 cent gas and other user fees that account for almost 99 percent of MoDOT's state funds.

The American Association of State Highway and Transportation Officials, or AASHTO, estimates state transportation departments will lose \$50 billion in expected revenue over the next 18 months, and it wants Congress to give them \$49.95 billion as a "backstop" so they can go ahead with planned projects. It's similar to the \$25 billion for public transit agencies and \$10 billion for airports that Congress included in the CARES Act it passed in late March.

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MoDOT expects to lose 30 percent of its expected revenue over the next 18 months, about \$925 million, Director Patrick McKenna wrote [in a letter to Missouri's congressional delegation](#), urging them to support the stimulus AASHTO asked for this month.

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Without expected levels of revenue, or the federal backstop, Missouri would lose the ability to draw down \$2.1 billion in federal funds for construction projects, McKenna wrote. Added to a loss of \$530 million in state funds, the state wouldn't be able to award \$2.6 billion of the \$4.9 billion in construction projects it planned through 2025, he wrote.

"To put this into perspective, that would equate to approximately 400 bridges and 20,000 lane miles of Missouri roadways NOT being repaired that are in our current plan," he wrote.

MoDOT has already pushed back about [\\$45 million worth of projects](#) set to go out for bids this month because it expects it won't have the funds to pay for them with gas tax revenues likely to come in much lower than expected. It's not alone, as states including [North Carolina](#), [Ohio](#), [Oklahoma](#) and [Pennsylvania](#) are already cutting projects or furloughing workers ahead of revenue shortfalls.

"Additional consideration is being given to whether future lettings should be reduced or canceled," McKenna wrote.

Along with cutting projects, the department would also have to make operational cuts, reducing services like pavement repair, snow and ice removal, and mowing, he wrote. It could also mean cuts to the Missouri Highway Patrol and Department of Revenue, which also use gas tax revenue.

Even if the economy reopens soon, it's unlikely people are immediately going to return to their old behaviors, AASHTO Executive Director Jim Tyman said. Along with the reduced travel driven by the virus, the economic downturn will reduce travel, too. Even if it's close to normal, the revenue lost in the past month and a half isn't coming back, he said.

"We're expecting to see reduced travel and a reduction in state transportation revenue throughout the summer, throughout the rest of the year and into next year," he said.

If states lose out on that funding, people will lose jobs within state transportation departments, on construction sites and across the supply chains that feed construction, Tyman said. That's why the proposal has [support from industry groups](#) including the [Missouri Limestone Producers Association](#), he said.

"It's going to impact construction workers, it's going to impact asphalt providers, it's going to impact the folks that provide the steel and concrete for bridges and roadways, all of that is going to be impacted," he said.

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maintaining transportation infrastructure like highways supports 79,083 jobs across Missouri, with those workers earning \$2.9 billion a year.

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April 6, 2020

The Honorable Nancy Pelosi, Speaker, United States House of Representatives
The Honorable Mitch McConnell, Majority Leader, United States Senate

The Honorable Kevin McCarthy, Republican Leader, United States House of Representatives
The Honorable Charles E. Schumer, Democratic Leader, United States Senate

Dear Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer:

As the organization representing all 50 state departments of transportation (state DOTs), the District of Columbia, and Puerto Rico, the American Association of State Highway and Transportation Officials (AASHTO) lauds Congress's historic response to the COVID-19 pandemic. We very much appreciate your significant and timely support for aviation, passenger rail, and transit operating needs provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act last month. Despite the uncertainty and rapidly-changing nature of this pandemic, state DOTs are working tirelessly to ensure the health and safety of their residents, employees, and the traveling public as they maintain their transportation systems.

We now urge Congress to take two important steps related to surface transportation infrastructure in the next COVID-19 legislation—the “Phase 4” emergency relief and economic recovery package. First, we request an immediate \$49.95 billion in flexible federal funding to offset what we estimate will average at least a 30 percent loss in state transportation revenues in the next 18 months. This federal backstop will help to ensure state DOTs can operate and maintain their systems without disruption and allow current transportation projects and plans to continue. Second, in order to boost years-long economic recovery that will be necessary once the national emergency subsides, Congress should look to pass a major transportation investment package in the form of surface transportation and water transportation reauthorization.

These actions to shore up our nation's highway, transit, passenger rail, and water transportation systems will send a bold signal to raise consumer and investor confidence and expectations for economic recovery, while strengthening our national transportation system for decades to come.

Immediate Revenue Backstop for State DOTs

Congress should provide \$49.95 billion as an immediate revenue backstop to state DOTs in order to prevent major disruptions in their ability to operate and maintain their transportation systems during this national emergency. Compared to \$111 billion in state transportation revenues in FY 2019, preliminary projections from state DOTs show at least a 30 percent decline on average for the next 18 months. In addition, most recent data from INRIX shows that personal travel dropped between 38 and 44 percent nationally through the week ending March 27, 2020, and may worsen in the coming weeks. As such, AASHTO's request of \$49.95 billion in emergency funding distributed to state DOTs via formula is composed of \$16.7

billion for the remainder of FY 2020 (estimated 30 percent state revenue cut prorated over six months) and \$33.3 billion for all of FY 2021 (estimated 30 percent state revenue cut for a full year). This crucial federal backstop will prevent cancellations and delays of projects as well as potential job losses both in the State DOT workforce and the private sector.

Treatment as state revenue. Given the urgent nature of states' needs in the coming weeks and months, we request these backstop funds to be essentially treated as state revenues that would otherwise have been collected for a wide range of state DOT activities without the COVID-19 pandemic. This broad funding eligibility would recognize the fact that state transportation revenues are used for any and all transportation activities undertaken by state DOTs.

Operations and maintenance support. State DOT operations and maintenance activities should be fully eligible for funds provided as the revenue backstop. This will enable states to help pay for unusually heavy expenses resulting from extraordinary conditions caused by COVID-19, ranging from meeting payroll for state DOT workforce to prevent furloughs or layoffs to improving remote-working systems to prevent IT system overload contributing to project delivery delays and increased costs.

100 percent federal share. The estimated state revenue cuts threaten the ability to provide state and local match in the near term for the traditional Federal-aid Highway Program. In addition to supporting immediate capital, operations, and maintenance needs at state DOTs, this feature will also provide states the necessary fiscal space to meet existing debt obligations.

Sensible reporting. Taking lessons learned from past recovery efforts, we request Congress to not include maintenance of effort requirements and to avoid overlapping reporting and oversight requirements from multiple entities.

Obligation timeline. We request the backstop funds for both FY 2020 and FY 2021 to be available for obligation through September 30, 2021.

Platform for National Economic Recovery and Growth

Transportation investment is a proven platform for economic activity with long-lasting mobility and productivity benefits. Yet the Fixing America's Surface Transportation (FAST) Act which has provided five years of funding stability and certainty to state DOTs will expire in just six months. In the upcoming aftermath of the economic shock due to COVID-19, Congress must take bold and historic action to revitalize our nation's economy and secure our long-term future by enacting a robust, long-term surface transportation package that invests in highway, highway safety, transit, and passenger rail programs in every state and community across America. In addition, Congress should look to once again reauthorize the Water Resources Development Act on time.

According to the US Department of Transportation's *Conditions and Performance Report*:^{23rd Edition}, our nation's total investment backlog in 2014—the latest year available—stood at \$902 billion, comprising a highway and bridge backlog of \$786 billion and a transit backlog of \$116 billion. This cumulative backlog—resulting from decades of underinvestment—represents all

highway, bridge, and transit improvements that could be economically justified for immediate implementation.

To address this backlog and stimulate the economy we request that you double the amount of federal surface transportation funding and reauthorize these programs for at least another six years. These actions will finally put us on the path to eliminate this longstanding investment backlog by the end of this decade while meeting arising asset condition and performance needs to support and sustain our multiyear economic recovery and growth.

In providing these resources, we recommend that Congress utilizes contract authority for funding stability and certainty. In addition, we ask you to focus on maximizing formula-based dollars provided directly to states through the existing core formula programs and avoid incorporating untested new programs and discretionary grants that tend to add both uncertainty and additional costs to project sponsors.

To assist in enacting the next surface transportation authorization, we are proud to share [AASHTO's recommended policies](#) adopted by our Board of Directors last October for your consideration, including our Core Policy Principles:

Ensure timely reauthorization of a long-term federal surface transportation bill.

- Funding stability provided by federal transportation programs is absolutely crucial to meet states' capital investment needs, which take multiple years to plan and construct.
- A long-term transportation bill is needed in order to avoid an authorization gap upon FAST Act expiration in September 2020. Short-term program extensions cause unnecessary program disruptions and delays safety and mobility benefits to states and communities.

Increase and prioritize formula-based federal funding provided to states.

- The current federal highway program optimally balances national goals with state and local decision making.
- Formula-based transportation funding reflects the successful federal-state partnership by ensuring the flexibility necessary for each state to best meet its unique investment needs.
- Congress should increase the formula-based program's share of the Federal-aid Highway Program from 92 percent currently in the FAST Act.

Increase flexibility, reduce program burdens, and improve project delivery.

- Increase programmatic and funding flexibility to plan, design, construct and operate the surface transportation system.
- Reduce regulatory and programmatic burdens associated with federal programs that are not part of the project approval process.
- Modernize Clean Water Act, Clean Air Act, and Endangered Species Act processes to improve transportation and environmental outcomes and reduce delays.
- To streamline and improve project delivery, states should be provided with opportunities to assume more federal responsibilities and the associated accountability.

Support and ensure state DOT's ability to harness innovation and technology.

- Innovative approaches and technologies should be embraced to achieve a safer and more resilient, efficient and secure surface transportation system.
- State DOTs, as infrastructure owners and operators, need the 5.9 GHz spectrum for transportation safety and connected vehicle deployment purposes.
- Preserve state and local government authority to regulate operational safety of autonomous vehicles.
- Preserve state and local government authority to responsibly manage data collected from transportation technologies.

In addition to strengthening and securing federal highway and transit programs, we urge Congress to improve our nation's passenger rail and water transportation systems.

Ensuring Investment in America's State-supported Passenger Rail Network

Twenty-one public agencies in 18 states across the United States are responsible for 29 passenger rail routes serviced by Amtrak. At least \$55 billion has been identified by Amtrak for intercity passenger rail to support critical infrastructure, procurement of new passenger fleet, and to advance station development and ADA compliance of both the Northeast Corridor and National Network. Federal funding should be eligible for states or entities designated by a state and will dramatically improve passenger rail mobility and travel options in our nation for the long term.

Continuing our National Commitment to Improve Water Transportation

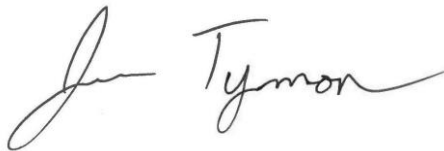
Water transportation is a vital element of the national multimodal transportation system and essential to the efficient movement of freight. AASHTO urges Congress to pass the next Water Resources Development Act (WRDA) this year which would authorize the critical U.S. Army Corps of Engineers (USACE) port, waterway, flood protection, and other water infrastructure improvements across the country. In addition to this reauthorization, it is imperative to address the growing backlog of authorized, but unconstructed USACE projects. A timely reauthorization of WRDA and supplemental funds to address this backlog will dramatically improve and modernize our ports, harbors, and waterways for the future of our nation's economic competitiveness.

Thank you again for your bold leadership during this unprecedented crisis and for your consideration of state DOTs' request for the next COVID-19-related legislation. If you have any questions, please contact Joung Lee, AASHTO's Director of Policy and Government Relations at 202-624-5818 or jlee@aaasho.org.

Sincerely,



Patrick K. McKenna
President, AASHTO
Director, Missouri DOT



Jim Tymon
Executive Director, AASHTO

cc:

The Honorable Richard Shelby, Chair, Senate Appropriations Committee
The Honorable Patrick J. Leahy, Ranking Member, Senate Appropriations Committee
The Honorable Susan Collins, Chair, Senate Appropriations Subcommittee on Transportation,
Housing and Urban Development, and Related Agencies
The Honorable Jack Reed, Ranking Member, Senate Appropriations Subcommittee on
Transportation, Housing and Urban Development, and Related Agencies
The Honorable Michael Crapo, Chair, Senate Banking, Housing, and Urban Affairs Committee
The Honorable Sherrod Brown, Ranking Member, Senate Banking, Housing, and Urban Affairs
Committee
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The Honorable Maria Cantwell, Ranking Member, Senate Commerce, Science, and
Transportation Committee
The Honorable Chuck Grassley, Chair, Senate Committee on Finance
The Honorable Ron Wyden, Ranking Member, Senate Committee on Finance
The Honorable Nita M. Lowey, Chair, House Appropriations Committee
The Honorable Kay Granger, Ranking Member, House Appropriations Committee
The Honorable David E. Price, Chair, House Appropriations Subcommittee on Transportation,
Housing and Urban Development, and Related Agencies
The Honorable Mario Diaz-Balart, Ranking Member, House Appropriations Subcommittee on
Transportation, Housing and Urban Development, and Related Agencies
The Honorable Peter A. DeFazio, Chair, House Transportation and Infrastructure Committee
The Honorable Sam Graves, Ranking Member, House Transportation and Infrastructure
Committee
The Honorable Eleanor Holmes Norton, Chair, House Transportation and Infrastructure
Subcommittee on Highways and Transit
The Honorable Rodney Davis, Ranking Member, House Transportation and Infrastructure
Subcommittee on Highways and Transit
The Honorable Richard Neal, Chair, House Ways and Means Committee
The Honorable Kevin Brady, Ranking Member, House Ways and Means Committee

Missouri Department of Transportation
Patrick K. McKenna, Director

1.888.ASK MODOT (275.6636)

April 14, 2020

Dear Missouri Congressman/Senator:

We are writing to follow up on the [request made by the American Association of State Highway and Transportation Officials \(AASHTO\)](#) on April 6, 2020, to **provide \$49.95 billion as an immediate revenue backstop for state DOTs in Phase 4 of COVID-19 response.**

This crucial action will prevent major disruptions in state DOTs' collective ability to operate and maintain our Nation's transportation system during this unprecedented emergency. And, it will also prevent cancellations and delays of projects, as well as potential job losses both in the state DOT workforce and the private sector around the country.

Compared to \$111 billion in state transportation revenues in FY 2019 according to the National Association of State Budget Officers (State Expenditure Report [PDF Page 123](#)), preliminary projections from AASHTO show an estimated 30 percent decline on average for the next 18 months. In addition, [most recent data](#) from INRIX shows that personal travel dropped 47 percent nationally through the week ending April 3, 2020, and may worsen in the coming weeks.

AASHTO's \$49.95 billion request is composed of \$16.7 billion for the remainder of FY 2020 based on an estimated 30 percent state revenue cut prorated over six months and \$33.3 billion for all of FY 2021 based on an estimated 30 percent state revenue cut for a full year.

Given the urgent nature of states' needs in the coming weeks and months, we request these backstop funds to be essentially treated as state revenues that would otherwise have been collected for a wide range of state DOT activities without the COVID-19 pandemic. This broad funding eligibility would recognize the fact that state transportation revenues are used for any and all transportation activities undertaken by state DOTs.

For Missouri, we are currently estimating a 30 percent decline in state transportation revenues in the coming 18 months – a decline of approximately \$925 million. It is estimated that the AASHTO \$49.95 billion request would cover most of the Missouri transportation revenue loss. Absent Congressional action with this federal assistance there is deep and substantial impact to critical functions and transportation improvements in Missouri:



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--State Impact to Transportation Expenditures, which include:

- Capital expenditures including capital projects and construction – Under the 30 percent revenue reduction scenario, approximately \$2.1 billion in federal funds would go unmatched by the loss of \$530 million in state funds for a total estimated construction awards reduction from an estimated \$4.9 billion (SFY 2021-2025) to \$2.3 billion. That is a reduction of approximately \$2.6 billion in contractor awards including no new awards in 2021 – 2023. Under this scenario, no funds would be available for consultant design work or to purchase right of way. **To put this into perspective, that would equate to approximately 400 bridges and 20,000 lane miles of Missouri roadways NOT being repaired that are in our current plan;**

The remaining estimated revenue loss of approximately \$395 million would have to come from the following areas:

- Operational expenditures - The majority of the department's \$614 million of annual operational expenditures (FY 2019) are for system operations, planning, safety, technology and innovation, information systems, traffic and congestion management, and fleet services. The level of service for activities like pavement repair, snow and ice removal and mowing would need to be reduced in order to redirect money to match federal funds. In addition, the department could be faced with difficult choices if an emergency arises such as flooding, due to not having sufficient resources to respond, and;
- Other state agencies – In Missouri, highway user fees of motor fuel tax and a portion of the motor vehicle and driver's licensing fees, by constitutional provision fund not only transportation, but also two other state agencies, the Missouri State Highway Patrol and the Department of Revenue. The Missouri State Highway Patrol expenditures are limited by the appropriations made by the legislature. In fiscal year 2019, the Missouri State Highway Patrol expenditures totaled \$239 million. The Department of Revenue expenditures are capped at 3 percent of the highway user fees collected and has been totaling approximately \$21 million a year.

--Jobs impact both state and private sector – The impacts to jobs has not been quantified at this time, but it goes without saying that both state and private sector jobs could be impacted.

--Project impact in terms of delays and cancellations – Missouri has already acted to reduce the April letting by approximately \$46 million, and delayed construction agreements on the Governor's General Revenue cost share program and the MHTC cost share program until FY 2021. Additional consideration is being given to whether future lettings should be reduced or cancelled. Procurement review has been implemented to reduce or defer expenditures where possible without jeopardizing employee or public safety.

Thank you for your bold leadership during this unprecedented crisis and for your consideration of our request for the next COVID-19-related legislation.

Sincerely,

Patrick K. McKenna
Director



May 7, 2020

The Honorable Mitch McConnell
Majority Leader, United States Senate
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker, United States House of Representatives
Washington, DC 20515

The Honorable Charles Schumer
Minority Leader, United States Senate
Washington, DC 20510

The Honorable Kevin McCarthy
Minority Leader, United States House of Representatives
Washington, DC 20515

Dear Leader McConnell, Speaker Pelosi, Leader Schumer, and Leader McCarthy:

The Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC), and the National Association of Development Organizations (NADO) write to request that **Congress appropriate at least \$20 billion in flexible transportation funds through the Surface Transportation Block Grant Program (STBGP) in the next coronavirus relief bill.** These funds will be used to maintain vital transportation-related jobs, keep projects and programs moving forward, and address the loss of state and local revenues that support locally-selected transportation investments. State and local funding makes up two-thirds of the nation's investment in transportation infrastructure and pays the non-federal share of federally funded projects and programs.

Further, we urge that these **additional funds be suballocated in the same manner as funds that were apportioned in 2020 for urbanized and non-urbanized areas** under STBGP in the FAST Act (23 U.S.C. 133(d)(1)(A)). Eligible uses of these funds should be expanded to include **serving as the non-federal match** attributable to MPO and state planning activities and serving as the non-federal match for any program or programs under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transportation). Further, any **eligible uses for these funds should be allowed a 100% federal share.**

In conjunction with this immediate funding, we also urge you to **support the passage of a long-term surface transportation bill** before it expires September 30 of this year. These two actions taken together provide Congress a unique opportunity to increase federal transportation investments to help restart the economy that is reeling from the impacts of the coronavirus and to provide certainty of surface transportation policy and funding once the country moves past the pandemic.

As Congress seeks to promote recovery from the COVID19 crisis and stimulate the U.S. economy through infrastructure investments, utilizing the existing STBGP minimizes the need to design new systems or rules, so federal funding can more easily and quickly flow to local governments. Under the STBGP, projects are already programmed so have been vetted and are locally supported. STBGP provides flexibility that allows targeting highest priority projects, based on local economic circumstances and transportation conditions and needs. This is particularly compelling now as cities and counties are facing significant revenue losses in sources that they use for capital investment, including gas taxes and sales taxes. As local communities are forced to shift funds to cover revenue losses and pay for immediate needs in public health and safety, cities and counties are considering delaying or reducing their capital investment programs. This will result in a reduction of construction spending and

associated job losses in public works departments as well as in private-sector contractors. As such, when our nation is trying to move to economic recovery, we may have a drain on capital investment just when it would be most beneficial. An STBGP funding supplement could help to avoid job losses and stimulating economic recovery.

Additional suballocated funding through the STBGP would effectively allow already planned and programmed transportation capital projects to continue, i.e., help avoid project delays, deferrals, and corresponding public and private sector layoffs, and function as economic stimulus by injecting capital funding into the economy and accelerating some projects.

As Congress debates these important relief and recovery funds for transportation, we request that Congress ensure that states coordinate with the relevant Metropolitan Planning Organizations before changes are made to the state transportation improvement program (STIP) to prevent any possible delay in project schedules that have already been agreed to by the state and MPO.

Lastly, the impacts of the coronavirus have impacted more than the funding to support transportation investments. Members of AMPO, NARC, and NADO are also confronted with statutorily required deadlines and processes. To this end, we request that Congress:

- **Grant extensions to MPOs for requirements** such as long-range transportation plan (LRTP) and Transportation Improvement Program update and approvals, Unified Planning Work Program (UPWP) updates, FTA triennial reviews, quadrennial certifications, invoice processing, and other relevant deadlines that occur during fiscal year's 2020 and 2021.
- **Authorize and permit administrative Transportation Improvement Programs and UPWP amendments.** This will allow the MPOs to add new studies, consulting work or data purchases and budget changes related to the COVID-19 pandemic as these costs may exceed 5% of the existing budget. In addition, allow for flexible carry-over of any unspent 2020 planning funds directly into the 2021 budget year. These actions would not require a formal MPO meeting per the adopted and federally required Public Involvement Plans. This provision is only permitted during the time period that a state-level emergency declaration is in effect.
- **Extend deadlines for discretionary grant programs**, including obligation deadlines, so recipients are not penalized with the loss of their grant due to an extended period of slowdown or stoppage of required work.
- **Direct USDOT to develop guidance through FHWA and FTA or pass a statutory framework to provide maximum flexibility in regards to public involvement requirements**, allowing for distribution of materials on the internet or through other reasonable distribution methods, and allowing for gathering of comments electronically as sufficient under such requirements for the duration of the national state of emergency and until Federal, State, and local health officials agree that it is safe for public gatherings to recommence.
- **Direct USDOT to develop guidance through FHWA and FTA or pass a statutory framework to allow a MPOs policy board to meet electronically or telephonically** during the period in which a national disaster is declared. Policy boards that meet in this way should be able to vote and otherwise make decisions as if they were meeting in person.
- Further, grant emergency powers to an organization's Executive Director or Board Chairperson to approve documents on behalf of the MPO as needed.
- **Ease lapsing requirements** if a State can demonstrate that an impact of the national emergency declaration is the proximate cause of the funding lapse.

- **Provide flexibility to states and MPOs to update required performance targets and set new targets** as appropriate to adequately reflect the anticipated conditions. Further, allow for or **automatically grant extensions of performance target setting deadlines** as appropriate, including the MPO CMAQ Performance Plan which is currently due on October 1, 2020.
- **Consider changes to procurement processes** that will be necessary if whole offices are teleworking, such as allowing for electronic signatures.

Federal investments in the next stimulus bill and through the reauthorization of a surface transportation bill will provide immediate and future funding certainty essential to preserving transportation investments as the country continues to operate under the Federal and State health directives due to the coronavirus and beyond. Again, we appreciate your leadership during this unprecedented time and for your consideration of this request.

Sincerely,



Bill Keyrouze
Interim Executive Director
Association of Metropolitan
Planning Organizations



Leslie Wollack
Executive Director
National Association
of Regional Councils



Joe McKinney
Executive Director
National Association
of Development Organizations

Patrick K. McKenna, Director

May 6, 2020

Dear Planning Partners:

I am writing to inform you the Missouri Department of Transportation (MoDOT) will not be taking an annual update of the Statewide Transportation Improvement Program (STIP) to the Missouri Highways and Transportation Commission (MHTC), as traditionally is done in May of each year. MoDOT presented at the May 6, 2020 MHTC meeting today an informational update to MHTC concerning the STIP. In January, MoDOT shared the financial forecast with MHTC, which we use to help identify STIP projects. MoDOT and your teams worked to update the 2020-2024 STIP using this financial forecast. And then the world changed.

Since the beginning of the federal, state and local orders aimed at eliminating COVID-19, MoDOT has observed a reduction in traffic volume on Missouri's roads. Across the state, traffic is down about 35% and we believe revenues will follow along this trend. Taking a new STIP to MHTC, built on the financial forecast shared with them in January, would be irresponsible. Therefore, MoDOT is going to pause on an update to allow for more time to pass, which we hope will reveal more information about the decrease in revenue and allow us to reexamine the financial forecast. Uncertainty about revenues, and just about anything for that matter, is at an all-time high.

Nationwide states are experiencing about a 30-50% reduction in traffic volumes. MoDOT is carefully monitoring the situation in Missouri and evaluating how that will affect revenues and future bid lettings. Already, we are delaying 30% of projects in the May letting valued at approximately \$40 million. Most work for the 2020 construction season, however, is already under contract and continuing as planned. In the coming weeks, we believe we will have better information to help guide us through this National Emergency and provide a better picture of our next steps.

MoDOT sincerely appreciates the strong partnership we have with you and your teams. We also value your support when making tough choices about what to do with limited resources. We will undoubtedly have some to make in our future. However, it is my hope the solid work we did together prior to the National Emergency, will help us through these difficult times. We are in a good place in Missouri, relatively speaking. We have the nation's strongest partnership between the state DOT and locally elected officials, and we use this relationship to make responsible decisions, daily.

Thanks again for all you and your teams do to foster the excellent working relationship we enjoy, today. Truly, this working relationship will serve us well as we move forward together.

Sincerely,



Patrick K. McKenna
Director



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MARC wants your input on \$14.2B in future transportation projects



The Mid-America Regional Council's new regional transportation plan includes hundreds of projects that could amount to \$14.2 billion in spending across the metro.

ANDREW GRUMKE | KCBJ



By [Thomas Friestad](#) — Staff Writer, Kansas City Business Journal

a day ago

COMPANIES IN THIS ARTICLE

Mid-America R...
Kansas City, MO

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Government Administration

4,521
Employees [See full profile](#)

Kansas City St...
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Unified Govern...
Kansas City, KS
Government Administration

[See full profile](#)

Though many Kansas City-area residents temporarily have cut back on travel, the Mid-America Regional Council still is seeking their feedback as it hones its 30-year vision for transportation in the region.

Through June 2, MARC has invited locals to browse and comment on Connected KC 2050 — a digital deep dive into how transportation around

RECOMMENDED

TECHNOLOGY

Local publicly traded company returns PPP money



RESIDENTIAL REAL ESTATE

Drops in sales, listings in April show Covid impact on local housing industry



COMMERCIAL REAL ESTATE

Commercial real estate Sentiment Index drops to all-time low



the KC metro area should be managed over the next three decades — available in full at connectedkc.org.

The report takes into consideration factors like projected employment and population growth; new technologies and innovations for transportation; and climate and technological changes.

Thirty-nine area entities submitted 425 road and infrastructure projects for Connected KC 2050, which also identifies funding sources for efforts that help meet regional needs.

Those projects, which total \$14.2 billion, break down into five categories:

140 Missouri Department of Transportation system projects — \$4.4 billion

40 Kansas Department of Transportation system projects — \$3.4 billion

177 local system projects in Kansas — \$2.8 billion

53 local system projects in Missouri —

\$2.2 billion

15 public transit projects — \$1.4 billion

The four most expensive projects by far are:

The Unified Government of Wyandotte County/Kansas City, Kan., [submitted a \\$1.55 billion project](#) that would improve the state highway system along portions of interstates 70, 35 and 435 and Kansas Highway 7.

The [Kansas City Streetcar Authority](#) submitted a [project proposal to expand its system](#) at a current cost of about \$800 million. The project information details a number of expansion corridors, including a North extension running across the Heart of America Bridge into North Kansas City, a 39th Street extension that could run west to the KU Medical Center, a South extension that would serve south Kansas City, and extensions for Independence Avenue, 18th Street and Linwood Boulevard.

The [City of Kansas City](#) proposed two \$960 million projects — [one from](#)

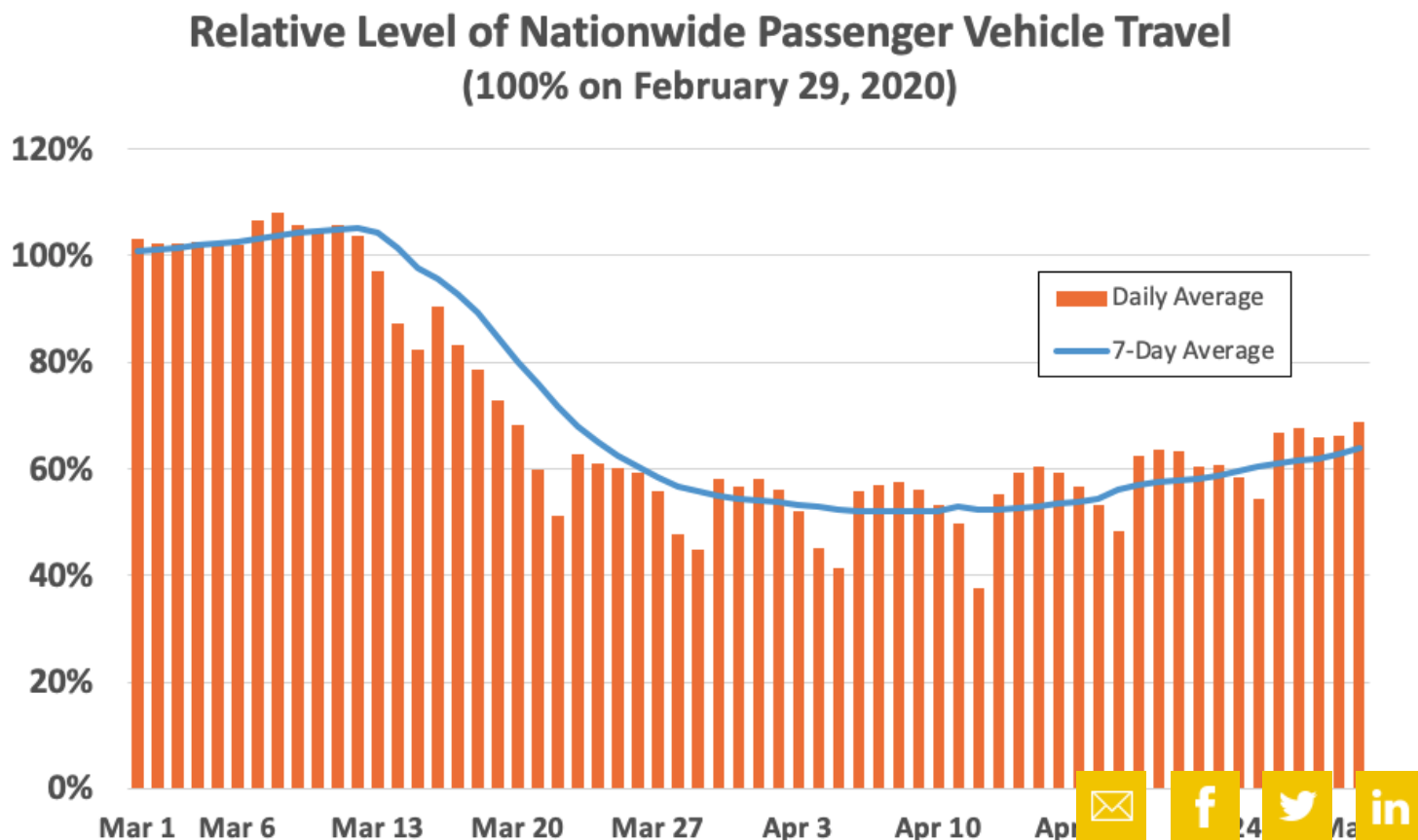
[2021-2030](#) and another from [2031-2040](#) — that would reconstruct areas identified as high infrastructure need areas.

MARC is asking interested residents to share ideas or feedback through an online survey at ConnectedKC.org/public-engagement. For those with limited internet access, the survey also can be taken via email transportation@marc.org or by phone 816-474-4240.

The regional transportation plan is required by the federal government. It will replace MARC's previous Transportation Outlook 2040, which first published in 2010 and was updated in 2015.

INRIX U.S. National Traffic Volume Synopsis Issue #7 (April 25 – May 1, 2020)

May 4, 2020 / By Rick Schuman



By Rick Schuman, VP, Public Sector Americas (rick@inrix.com)

This is the seventh edition of a weekly review of changes in road traffic demand in the United States from the COVID-19 virus spread and our collective response.^[1] We will endeavor to publish this Synopsis every Monday for the foreseeable future, providing results through Friday of the previous week. If interested in detailed information with daily updates, we have introduced the [INRIX Traffic Trends](#).

Key Findings

- Travel continued to rebound, particularly personal travel
 - Nationwide personal travel at levels last seen on Wednesday, March 25th, over five weeks ago
- Nationally, when compared to typical travel,^[2] Week 7 (Saturday, April 25 – Friday, May 1) saw:

- Personal travel down 36% vs. 41% in Week 6, increasing daily since April 15th
- Long haul truck travel down 9.1% vs. 9.3% in Week 6, holding steady throughout the week
- Local fleets in Metro Areas down 16% vs. 17% in Week 6
- Travel decline leaders in Week 7:
 - Statewide Personal Travel: New Jersey, down 55% vs. 58% last week
 - Statewide Long Haul Truck Travel: Michigan, down 35.0% vs. 35.2% last week
 - Metro Area Personal Travel: New York City, down 57% vs. 60% last week

Relative Level of Nationwide Passenger Vehicle Travel (100% on February 29, 2020)

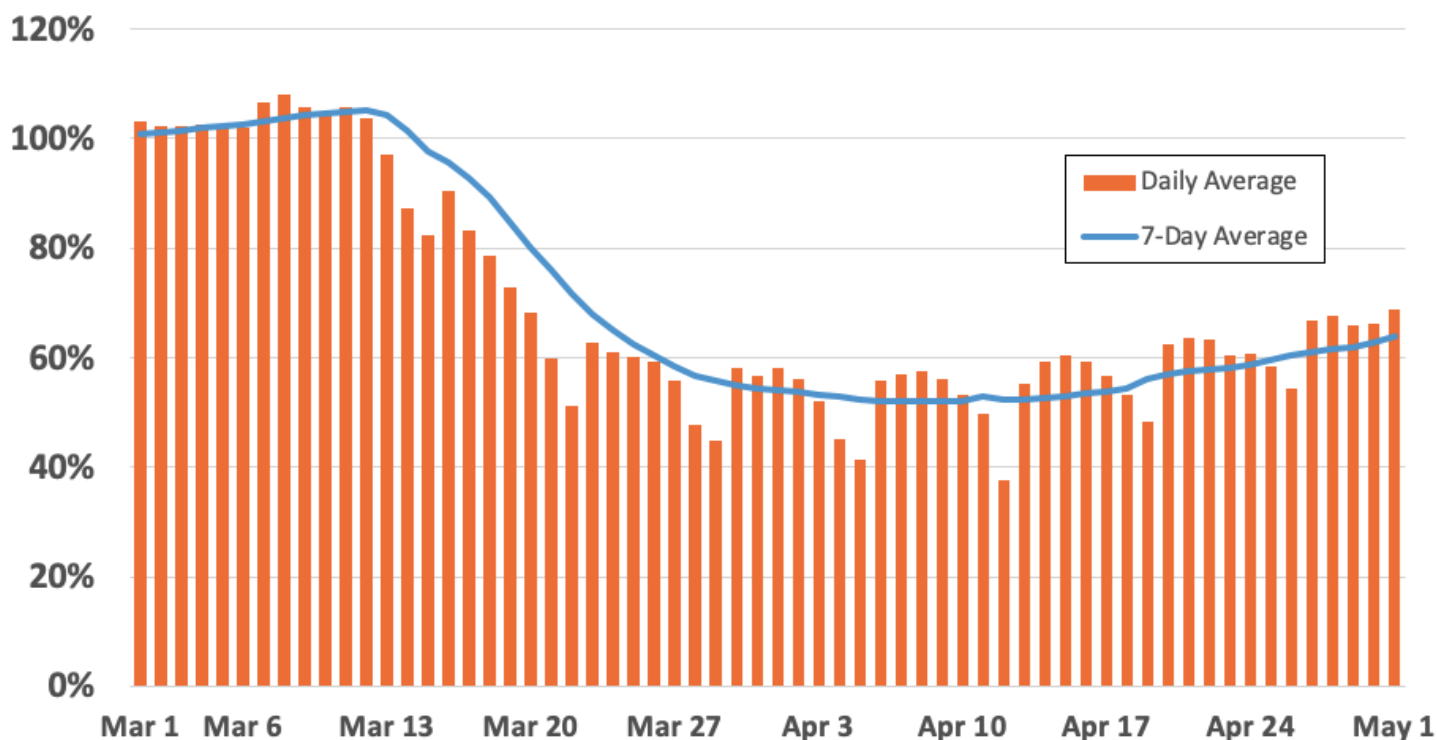


Figure 1

Background

Our incoming data sources (The 'INRIX Fleet') provides anonymous speed/location reporting to us in real-time and generates over 100 million trips, traveling over 1 billion total miles per day across the US. INRIX Fleet provides information about all roads in the national network, not just major roads and spans the full range of vehicle types: consumer vehicles, local fleets, long haul trucks.

We have re-purposed our [INRIX Trips](#) metadata – with only a 48-hour lag – to generate relevant summary level information about traffic demand.^[3] In this extraordinary time, we hope that this information will be

useful to policy makers and the public. We look forward to the week, hopefully soon, when we can report on congestion and volume growth – as this will be a sure sign of recovery.

Synopsis

It has been seven weeks since travel began its noticeable decline nationwide. Figure 1 shows the relative change in passenger vehicle travel from March 1, relative to the comparable day of the week during the control week of February 22 – 28, 2020. Figure 1 also includes a weekly rolling average. Passenger travel continued to trend upwards, down 36% weekly on Friday, May 1st, compared to 41% the previous Friday and 48% on April 9th the low point to date. The rolling average was last at 36% on Wednesday, March 25th, more than five weeks ago. The daily figure for May 1st was 69%, a figure last seen on Friday, March 20th, six weeks prior.

State Level Passenger Travel increased in every state compared to last week, for the second week in a row. Maine had the lowest increase (0.7%). Alaska had the highest increase (11%), the only state with a weekly increase of double digits. 26 states increased 5% or more this week. Figure 2 shows each state's weekly rolling average on May 1st in blue, last week's (April 24th) in orange, and the maximum drop at any point from March 1st in gray.

All states have recovered at least 7% from their maximum weekly rolling average reduction, with 41 states recovering 10% or more. Montana has had the largest recovery from its maximum reduction of 25%, from 40% to 15%.

Nationwide Long Haul Truck travel increased modestly in Week 7, down 9.1%, compared to 9.3% last week. Half the states had increased truck travel, while half declined, and in most cases state-level changes were minor. Only six states registered a change of 3% or more for the week. Vermont (7%), Alaska (7%), West Virginia (5%), and Maryland (3%) increased more than 3%; North Dakota (4%) and Rhode Island (3%) decreased more than 3%.

Through Week 7, only Arizona is at its maximum reduction in truck travel, down 11%. 15 states have overall reductions in truck travel exceeding 10%, compared to 16 states last week (West Virginia was removed from the list), still led by Michigan (35%) and Texas (19%). 11 states, now led by Nebraska, have increased truck travel compared to the control week, versus six states last week.

Reduction in Personal Travel, Current and Maximum Weekly Rolling Average, by State

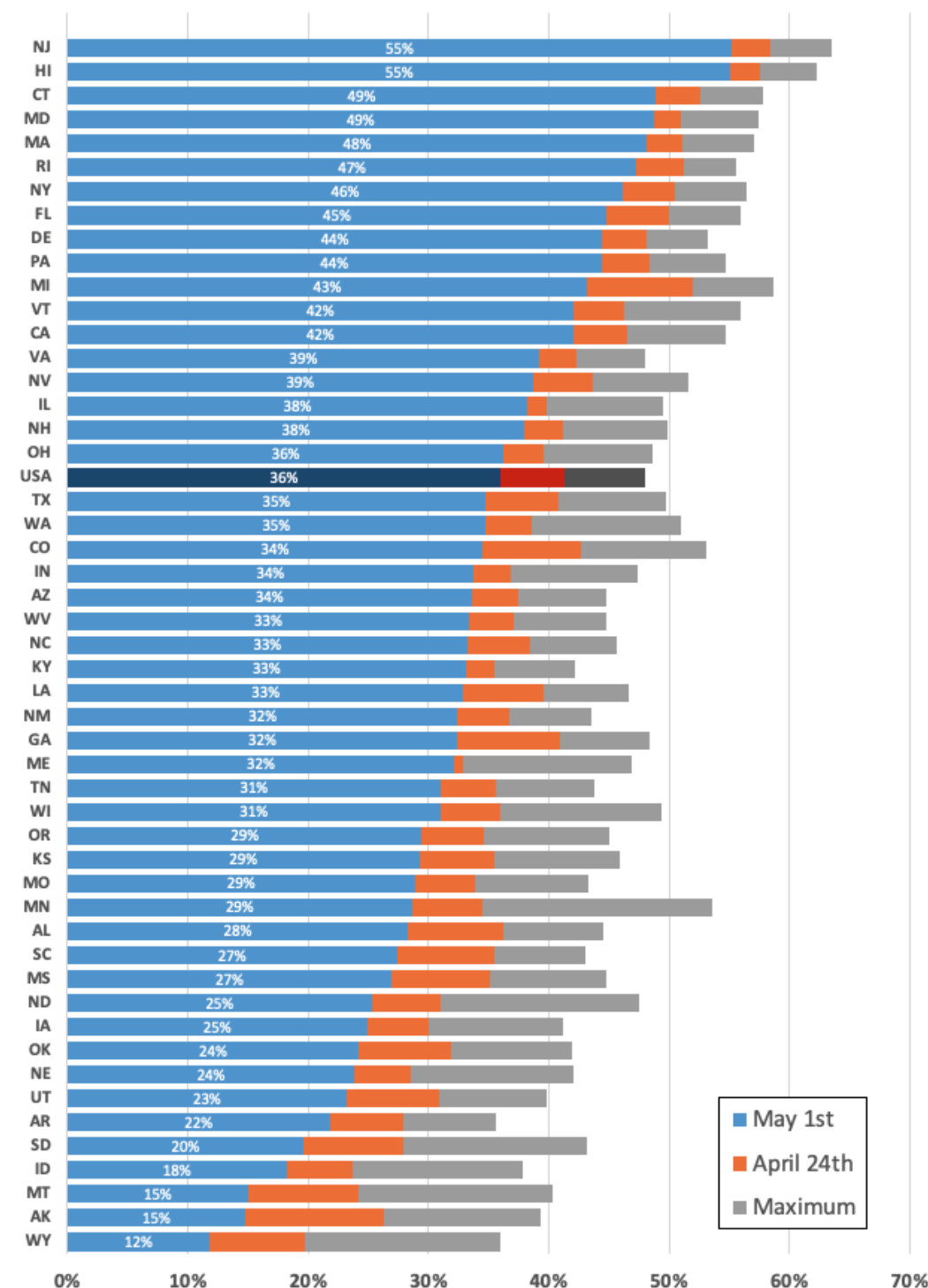


Figure 2

Metropolitan Area^[4] personal travel continued to increase overall this week, with all 98 metropolitan areas we track in this Synopsis increasing week over week for the second consecutive week. One area saw weekly increases of more than 10%.

All areas still have declines in personal travel of over 25% compared to the control week (last week all had declines in excess of 30%). Eight areas still have declines over 50% (vs. 16 last week), 24 areas have

declines in the 40%'s (vs. 53 last week) and 53 have declines in the 30%'s (vs. 29 last week), and 13 now have declines in the 20%'s (vs. none last week).

Personal travel has increased 10% or more from peak reduction in 78 metropolitan areas. Of the 20 with less than a 10% increase from peak reduction, Washington, DC has the least 'improvement' at 7%.

Noteworthy Statistics:

- Most Overall Reduction in Personal Travel Compared in Week 7 Compared to the Control Week:
 - New York (57%), Orlando (53%), Miami (53%), San Francisco (52%), Washington, DC (52%)
- Least Overall Reduction in Personal Travel Compared in Week 7 Compared to the Control Week:
 - Little Rock (25%), Boise (26%), Spokane (27%), Salt Lake City (27%), Visalia, CA (27%)
- Largest Increases in Travel in Week 7 as Compared to Week 6:
 - Colorado Springs (10%), Corpus Christi, TX (10%), Mobile, AL (9%), Charleston, SC (9%) Lansing, MI (9%)
- Largest Increases from Peak Reduction (% is Increase from Peak Reduction to Week 7):
 - Minneapolis (21%), Colorado Springs (21%), Corpus Christi, TX (20%), McAllen, TX (19%), Spokane (19%)

Local fleet traffic results for Week 7 are more mixed, with increased traffic in 73 of the 98 areas. And while local fleet traffic tends to be more volatile week-to-week in metropolitan areas, no area saw an increase or decrease above 10% in Week 7.

Seasonal Adjustments

According to the Federal Highway Administration, the average daily national vehicle miles traveled in April 2019 was 15.6% higher than the daily average in February 2019.^[5] Thus, if all else was equal, one would expect roughly a 15% increase in travel the last week in April as compared to the last week in February due to seasonal traffic variations. Thus, the 36% reduction in nationwide personal travel actually understates the true change in expected travel. In a 'typical' year, indices computed in this Synopsis would be expected to naturally rise at/near 15% as our method is not adjusting for seasonal variation.

To simplify, for every 64 miles traveled in the US last week, we could have expected 115 miles if not for the virus. Thus, the 36% reduction translates into a roughly 45% reduction, seasonally adjusted. This calculation is included for illustrative purposes and to remind readers that, depending upon when the indices shown in

this Synopsis return to 'normal' compared to the Control Week, they may or may not indicate full recovery on a seasonally adjusted basis.

[1] Previous Issues can be found on the [INRIX Blog](#) site

[2] Given the day of week pattern of travel demand, we compare a given day and area to the same day/area in a previous week, and we are using the week commencing Saturday, February 22, 2020 as our 'control week'

[3] Metadata used is total trip distance of all INRIX Trips originating in the country/state/region each day

[4] INRIX has established 98 metropolitan area geographies for internal purposes; these are the areas used in this analysis

[5] https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm

More People Turning to Cars Because of Fears of Coronavirus Infection on Public Transit

By Ron Brackett 2 days ago weather.com

At a Glance

Vehicle traffic is rising quickly in cities around the world as pandemic lockdowns are eased.

Ridership on public transit is likely to remain depressed because of the coronavirus outbreak.

Most people planning to buy a car this year say it reduces the chance of catching COVID-19 on public transit.

One of the bright spots amid the deadly coronavirus pandemic has been clearer skies over many of the world's most polluted cities.

As factories shut down and cars and trucks were parked because of the lockdowns, levels of nitrogen dioxide pollution dropped dramatically — more than 50% over some areas, according to Forbes. NO₂ is released when fossil fuels are burned, particularly in airplanes, ships and cars.

Now, pandemic restrictions are being eased, and those gains are likely to be erased, especially as more people turn to cars as their preferred mode of transportation to avoid the chance of being infected on public transit.

(MORE: Habitat Destruction Will Lead To More Pandemics, Scientists Warn)

"I have no interest in getting on the bus or a ride-sharing system unless I'm in a hazmat suit," Jason Rogers, who lives just outside Nashville, told Bloomberg. "I'm very much erring on the side of caution. I know where the car has been and who has been in it."

In Beijing, Shanghai and Guangzhou, morning traffic is higher than 2019 averages, according to Bloomberg, and subway use is well below normal.

A month ago, traffic in the U.S. was down more than 56% compared to the same day the year before, according to MS2, a transportation data agency. On Friday, U.S. traffic was down less than 29%.

Transit ridership in April in the U.S. was down 73% from April 2019, according to the American Public Transportation Association. Depressed ridership is expected to continue and will mean transit agencies will face a shortfall of \$23.8 billion through the end of 2021.

Apple Inc. tracks requests for directions on its Maps app for 27 cities around the world. In Atlanta, requests for driving directions have returned to normal after being down nearly 65%, while public transit use is still down 56%. In Los Angeles, driving, once down almost 70%, has reached 23% of normal, but public transit is down 73%.

For the U.S. as a whole, driving is down only 6% below normal, while public transit remains down 71%.



Cars drive on the Champs Elysees in Paris on Monday, May 11, 2020, on the first day of France's easing of lockdown measures in place for 55 days to curb the spread of the COVID-19 pandemic, caused by the novel coronavirus.

(Photo by THOMAS COEX/AFP via Getty Images)

In Berlin, one of the first European cities to relax its lockdown, public transit use remains down 61%, and the number of people driving has recovered to 28% below normal, Bloomberg reported.

Meanwhile, a survey of 11,000 consumers from 11 countries by the Capgemini Research Institute found 46% of respondents plan to use their car more frequently and make less use of public transport.

In the U.S., 53% said they would be less likely to use public transportation in the future, according to a Detroit Free Press report on the survey.

"We're going to see individual vehicle usage rise as people more concerned with hygiene choose personal transportation," Daniel Davenport of Capgemini's North America auto sector told the Free Press.

The survey, taken April 4-8, included about 1,000 people each in China, France, Germany, India, Italy, Spain, Sweden, the Netherlands, Norway, the United Kingdom and United States.

It found 35% of respondents were considering getting a car this year. Three-quarters of the people planning to buy a car in 2020 said it is because ownership gives them greater control of hygiene, and 68% said a personal vehicle reduces the chance of infection better than public transit or ride-sharing services, such as Uber and Lyft.

The pandemic also appears to be driving younger people who have never owned a car to consider buying one. The survey found 45% of people under 35 were considering buying a car. Half of the respondents under 35 plan to use public transport less often and take their car more often in the future.

"Younger consumers historically disliked car ownership for its hassles and environmental impact, especially in urban areas, where public transport is perceived as easier for daily travel," Johan Jansson, associate professor of Marketing at Lund University School of Economics and Management, said in a news release about the survey.

"It's potentially a seismic shift," Davenport said.

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Bike sales booming during pandemic

Local shops like Bicycles NYC in Manhattan are doing their best to keep up with their influx of new customers, online orders and non-stop phone calls.



By: [Justin Walters](#)

Posted at 6:11 PM, May 11, 2020 and last updated 5:11 PM, May 11, 2020

Every day is starting to feel like Black Friday for bicycle shops.

There's a biking boom nationwide. Local shops like Bicycles NYC in Manhattan are doing their best to keep up with their influx of new customers, online orders and non-stop phone calls.

"It's the same thing in New York, Texas and same thing in California. We are hearing it all over that people are just buying bikes like crazy," Bicycles NYC senior buyer Shane Hall told PIX 11 News. "We think it's great."

The recent sales surge is putting a lot of pressure on stores and manufactures.

"I'm seeing clients we've never seen before, which is awesome because that means there is new people riding bikes," Hall said. "They're getting the joy riding around Manhattan that they never experienced before."

New clients as well as repairs aren't the issue for most. It's the spike in purchases that are tough to handle.

More than a dozen new bikes are delivered every other day to Bicycles NYC.

"Our warehouse probably this time of the year, it might be 75 to 80 percent full. Our warehouse is now probably 15 to 20 percent full," Hall said.

More bikes on the street doesn't necessarily mean more chaos. Some cyclists enjoy seeing new riders and hope this trend is here to stay.

"Without traffic right now, it's like biking in heaven. It's like a bike paradise," avid biker Hal Sheffery said. "In a way it makes you think what could change for the good after the pandemic passes."

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Denver Keeping Streets Closed To Allow Greater Social Distancing

By [Tori Mason](#) May 11, 2020 at 10:56 pm Filed Under: [Colorado News](#), [Coronavirus](#), [Denver News](#)

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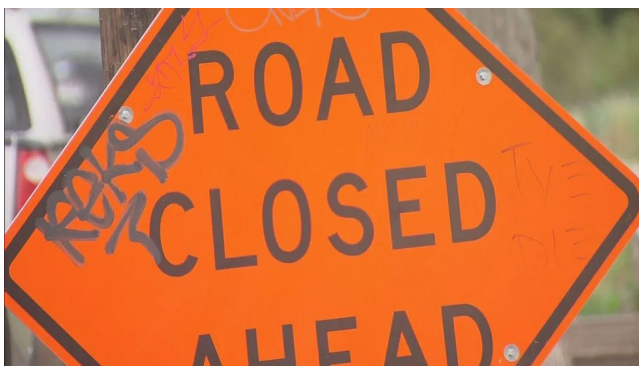
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DENVER (CBS4) – In April, Denver's Department of Transportation and Infrastructure temporarily [closed select streets to thru-traffic](#). The goal is to allow more space for residents to walk while maintaining a safe distance during the COVID-19 pandemic.

The city of Denver hasn't given a date on when roads like 16th and 11th Avenues will reopen. Denver Councilman Chris Hinds is pushing for the closures to remain until at least Labor Day.



(credit: CBS)

“We’ll still need to physical distance and our parks are packed already. We don’t need cars on the streets this summer as much as previous summers because we’re telling people to stay at home and telecommute,” explained Hinds.

He says most sidewalks are not wide enough for people to physically distance while walking. The city prioritized closures in areas of the city that don’t have immediate access to a park or trail.

According to a recent survey, Hinds says the majority of residents don’t mind the closure.

“Denver Streets Partnership conducted a survey and found that 90% of the people they surveyed enjoyed the street closures and hope it remains closed,” said Hinds.

The city reports up to four times the normal amount of people are biking and along these roads.

Hinds was behind the push to restrict thru-traffic on these roads, not with the intent of closing roads to cars — but rather opening roads to people. He sees this is an opportunity for Denverites to break their dependence on cars.



(credit: CBS)

According to the city, the current vehicle volume is about 65% of what it was before the stay-at-home order. DOTI will continue to monitor the streets and align any next steps as needed with the city’s COVID-19 recovery plans. Suspended enforcement activities, like parking meters fines, will also remain in place until further notice.



New Timeline Announced For Camping, Restaurants & Spring Skiing



Castle Rock Restaurant Serves Dozens On Mother's Day Despite Public Health Order



Several Colorado Counties Switch To Safer-At-Home Orders



'Open Colorado': Grizzly Rose Owners Express Frustration On Sign Visible From I-25



Colorado Judge Debra Gunkel Will Go To Jail For 2nd DUI

Roads that will close to thru-traffic are:

Capitol Hill Neighborhood

- E. 11th Avenue from Lincoln Street to Humboldt Street

Sloan Lake Neighborhood

- Bryon Place from Zenobia Street to Stuart Street
- Stuart Street from 24th Avenue to 21st Avenue

North Capitol Hill/City Park West Neighborhoods

- E. 16th Avenue from Lincoln Street to City Park Esplanade

Comments

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Paths to biking, walking improvements supported by wealth of research



In the Twin Cities metro area, during the first five weeks of the governor's coronavirus disease (COVID-19) stay-at-home order, people were [biking and walking 51 percent more](#) than usual, according to an analysis by the Minnesota Department of Transportation. And Minneapolis-St. Paul is not alone.

"We're seeing anywhere from three to eight times higher numbers on nonmotorized corridors since Utah issued "stay home, stay safe" guidelines," says Shaunna Burbidge, Director of Research at Avenue Consultants and a member of the TRB [Standing Committee on Pedestrians](#) and [Standing Committee on Bicycle Transportation](#). "The numbers didn't shoot up immediately, but over time, as people find more flexibility in their schedules, we've seen an explosion of active transportation."

Dr. Burbidge also points out that, like in other states, many Utah cities have closed some streets to vehicle traffic to accommodate cyclists and pedestrians because the normal paths haven't been able to accommodate the new volume. Closing these streets to vehicles may encourage some less confident bikers to get out there.

If you build it, they will bike

In places where roads are built explicitly for cars and larger vehicles, biking has long faced a "chicken and egg" problem. Biking seems dangerous, so people do not bike. Bike lanes aren't constructed, because people do not bike. It may seem obvious, but new research shows what data has failed to explicitly show in the past. Creating bike lanes clearly separated from traffic actually makes people more interested in biking. And that includes locations where biking is not popular, like northern

Alabama, as noted in a new report from TRB's National Cooperative Highway Research Program (NCHRP) titled *Bicyclist Facility Preferences and Effects on Increasing Bicycle Trips*.

The report focuses in on understanding why biking is less prevalent in some areas. There are steps to take to make people feel safer biking and, therefore, more inclined to bike more regularly. Parking and dooring (being hit by a quickly opened car door) are the biggest concerns to potential bikers, making on-street vehicle parking is a clear deterrent for perceived safety and willingness to bike finds the report. Separating bike paths from vehicle traffic and parked cars by a physical barrier or separate bike lanes encouraged study respondents to rate those roads as the ones they would be most willing to use.

Safety first

Cyclists and pedestrians often go hand in hand (not literally) in terms of transportation planning. The Oregon DOT Statewide Pedestrian and Bicycle Plan is in the process of implementing the method developed and recommended in NCHRP's *Systemic Pedestrian Safety Analysis*. Phase one of the project is currently looking at a "systemic" approach to identify, prioritize, and select appropriate action for locations with a high risk of pedestrian-related crashes. Phase two takes the same knowledge and applies it to locations with a high risk of bicycle-related crashes.

Doug Bish, Traffic Services Engineer at Oregon DOT highlighted the benefits of the project along with safety program managers Christina McDaniel-Wilson and Amanda Salyer. "This approach allows us to be strategic with limited funds to reduce fatal and serious injuries."

"We know that there are areas where there are heavy amounts of pedestrians, bicyclists, and vehicles, like around public transit. The systemic approaches focuses on high crash risk areas, where there is more risk for injuries. Applying this research alongside plans like our Blueprint for Urban Design help us plan and continue to design roads for all users and improve overall safety."

For intersections in particular, NCHRP's *Guidance to Improve Pedestrian and Bicyclist Safety at Intersections* is designed to help planners better understand safety issues and data limitations, and to see strategies to determine modal priorities. Intersections provide many improvement opportunities and the research addresses the top five crash types for pedestrians and top seven for bicyclists. TRB will continue exploring safety with future research addressing the ways design can reduce vehicle-bicycle conflicts at [controlled intersections](#).

TRB's *A Guide for Reducing Collisions Involving Bicycles* provides 23 strategies for reducing vehicle and bicycle crashes and takes care to point out these work best when used consistently at multiple locations so that all roadway users are familiar with them.

While encouraging safe behaviors is important, design plays an undeniable role in safety. TRB's NCHRP report *Recommended Bicycle Lane Widths for Various Roadway Characteristics* provides details about ideal widths for both vehicle and bike lanes. Unsurprisingly, it notes that as vehicle traffic increases, experienced cyclists position themselves closer to parked cars rather than moving traffic so

there are ideal widths for bike lanes to counter this behavior. Likewise, an active project is honing in on guidelines for bike and parking lane widths on [urban and suburb arterials](#).

The available knowledge on the interactions of more than 70 access management techniques across roadway users to evaluate the magnitude of interaction on a specific travel mode is summarized in NCHRP's [Guide for the Analysis of Multimodal Corridor Access Management](#). Additionally, NCHRP's [Design Guide for Low-Speed Multimodal Roadways](#) can assist in finding the balance between operational efficiency, comfort, safety, and convenience to create roadways for all users.

Motivation behind active transportation

Changing the road infrastructure is only one part of the puzzle in welcoming more bicyclists. Research also shows that some communities are less eager to bike. To reach a diverse audience across gender, age, and race, educational, outreach, safety, and promotional programs are recommended, in an NCHRP report, to [change attitudes](#) about more active transportation in addition to infrastructure changes.

Understanding cyclists' comfort level is crucial to increasing active transportation. [Research published in Transportation Research Record \(TRR\)](#), shows that in Quebec City, if a cyclist has access to all three facility types on their commute, they are most likely to use a recreational path. Another article in TRR explores the equity of crowdsourcing methods for gathering public participation in [active transportation planning in Austin](#) and found that the use of the smartphone-based platform was aligned with the lowest-income areas. Community buy-in is important and will not look the same across all communities.

A [Research Roadmap for Transportation and Public Health](#) points out that a number of federal agencies as well as nonprofits recognize the role that transportation plays in health and supports strategic research funding to prioritize future research. [Local Government Actions to Prevent Childhood Obesity](#) from the National Academies notes ties between active transportation and better planned transportation in health. For instance, bus routes or shuttles can be better aligned with the locations of grocery stores and farmers markets or residential areas can be connected to schools with sidewalks and bike lanes.

Increasing active transportation is not limited to the realm of roadways. TRB's Transit Cooperative Research Program (TCRP) synthesizes current partnerships in [Integration of Bicycles and Transit](#) to help transportation systems work more efficiently through extending catchment areas for transit and decreasing vehicle traffic to reduce air pollution. Other TCRP research elucidates the cooperative relationships between [Public Transit and Bikesharing](#) to strengthen the relationship between the modes.

As noted in [Livable Transit Corridors: Methods, Metrics, and Strategies](#), increased active transportation also benefits transit systems and their surrounding communities for enhanced livability and improved economic development.

If you are dedicated to active transportation, get involved with [TRB committees](#) on bicycle and pedestrian safety.

TRB research cited in this article:

- *Bicyclist Facility Preferences and Effects on Increasing Bicycle Trips*
- *Systemic Pedestrian Safety Analysis*
- *Guidance to Improve Pedestrian and Bicyclist Safety at Intersections*
- *Design Options to Reduce Turning Motor Vehicle – Bicycle Conflicts at Controlled Intersections*
- *A Guide for Reducing Collisions Involving Bicycles*
- *Recommended Bicycle Lane Widths for Various Roadway Characteristics*
- *Guidelines for Selecting Lane Widths on Urban and Suburban Arterials*
- *Guide for the Analysis of Multimodal Corridor Access Management*
- *Design Guide for Low-Speed Multimodal Roadways*
- *Does One Bicycle Facility Type Fit All? Evaluating the Stated Usage of Different Types of Bicycle Facilities among Cyclists in Quebec City, Canada, Transportation Research Record*
- *The Geography and Equity of Crowdsourced Public Participation for Active Transportation Planning, Transportation Research Record*
- *Research Roadmap for Transportation and Public Health*
- *Local Government Actions to Prevent Childhood Obesity*
- *Integration of Bicycles and Transit*
- *Public Transit and Bikesharing*
- *Livable Transit Corridors: Methods, Metrics, and Strategies*

Additional TRB resources:

- *Road User Understanding of Bicycle Signal Faces on Traffic Signals*
- *Methods and Technologies for Pedestrian and Bicycle Volume Data Collection: Phase 2*
- *Methods and Technologies for Pedestrian and Bicycle Volume Data Collection*
- *Pedestrian and Bicycle Transportation Along Existing Roads—ActiveTrans Priority Tool Guidebook*
- *Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments*
- *TRB Snap Search: Pedestrian & Bicycle*
- *TRB Snap Search: Transportation & Health*
- *Investigating the Mode Switching Behavior from Different Non-Car Modes to Car: The Role of Life Course Events and Policy Opportunities, Transportation Research Record*
- *Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 16, Pedestrian and Bicycle Facilities*
- *Transportation Systems for Livable Communities, Conference Proceedings*
- *2019 Conference on Health and Active Transportation*
- *TRB Roadside Safety Design and AASHTO Technical Committee on Roadside Safety*
- *Pedestrian Safety Relative to Traffic-Speed Management*
- *Application of Pedestrian Crossing Treatments for Streets and Highways*

- [Application of Pedestrian Crossing Treatments for Streets and Highways](#)
- [A Novel Approach for Identifying, Diagnosing, and Treating Active Transportation Safety Issues](#), Transportation Research Record

Additional National Academies resources:

- [Implementing Strategies to Enhance Public Health Surveillance of Physical Activity in the United States](#)

By [Beth Ewoldsen](#)/Transportation Research Board, May 11, 2020.



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