

Greater St. Joseph Area
MPO
Metropolitan Planning Organization



FY2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

Missouri CPG Funds: \$142,833

Kansas CPG Funds: \$3,520

Local Funds: \$36,588

Total UPWP Amount: \$182,942

Approved by SJATSO Coordinating Committee:

MO ONEDOT Approval:

KS ONEDOT Approval:

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<http://stjoempo.org>.

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The following table will be used throughout the timeframe that the FY2020 UPWP is in effect to record the adoption and any future amendments or modifications that are processed.

Type of Revision (adoption, review, amendment)	Date	Description
Public review on draft		Draft UPWP was published online and sent to libraries, newspapers and social media outlets for public review and comment
Approved by Coordinating Committee		Draft was taken through Technical Committee and was given final approval at the November Coordinating Committee Meeting
Submitted to MoDOT and KDOT for approval and transmittal to ONEDOT		Final draft was submitted to State DOTs for final approval and transmittal to ONEDOT
ONEDOT Approval		Received final approval

INTRODUCTION

What is SJATSO?

A [Metropolitan Planning Organization \(MPO\)](#) is a regional decision-making body composed of elected officials, state and federal partners, and city staff from the metropolitan area. The St. Joseph Area Transportation Study Organization (SJATSO) is the federally designated Metropolitan Planning Organization for the region. The SJATSO is charged with producing federally required transportation policy and planning documents as well as ensuring an inclusive public participation process is followed. A MPO is comprised of a Policy Board which is composed of mostly elected officials (referred to in SJATSO as a Coordinating Committee), a Technical Committee which is made up of transportation planning and engineering professionals, MPO Staff, and various other advisory committees that the MPO may form to advise on specific subjects or projects (see Figure 1).

SJATSO seeks to build a stronger regional community through cooperation, leadership and planning surrounding transportation. Through SJATSO's leadership, area jurisdictions and diverse community interests collaborate to address the regions problems and identify the opportunities for cooperative solutions. These efforts, in turn, enhance the effectiveness of local government. SJATSO plays an active leadership role in strengthening the metropolitan community by providing:

- A forum for addressing regional objectives and diverse community issues related to transportation
- Long-Range transportation planning and public policy coordination
- Technical assistance and services to enhance the effectiveness of local government in relation to transportation issues

SJATSO Boards & Committees

SJATSO serves the tri-county St. Joseph metropolitan region, which includes five separate city governments. As a bi-state MPO, SJATSO's metropolitan planning area boundary includes portions of Buchanan County and Andrew County in Missouri and Doniphan County in Kansas (see Figure 2).

Transportation planning at SJATSO is overseen by the Technical Committee, which provides technical support and recommendations to the Coordinating Committee. SJATSO's Coordinating Committee (Policy Board) consists of locally elected and appointed leaders that represent their local government. SJATSO's bylaws determine the positions that should be represented on each committee. Advisory Committees are appointed by the individual boards based upon need.

FIGURE 1: SJATSO COMPOSITION

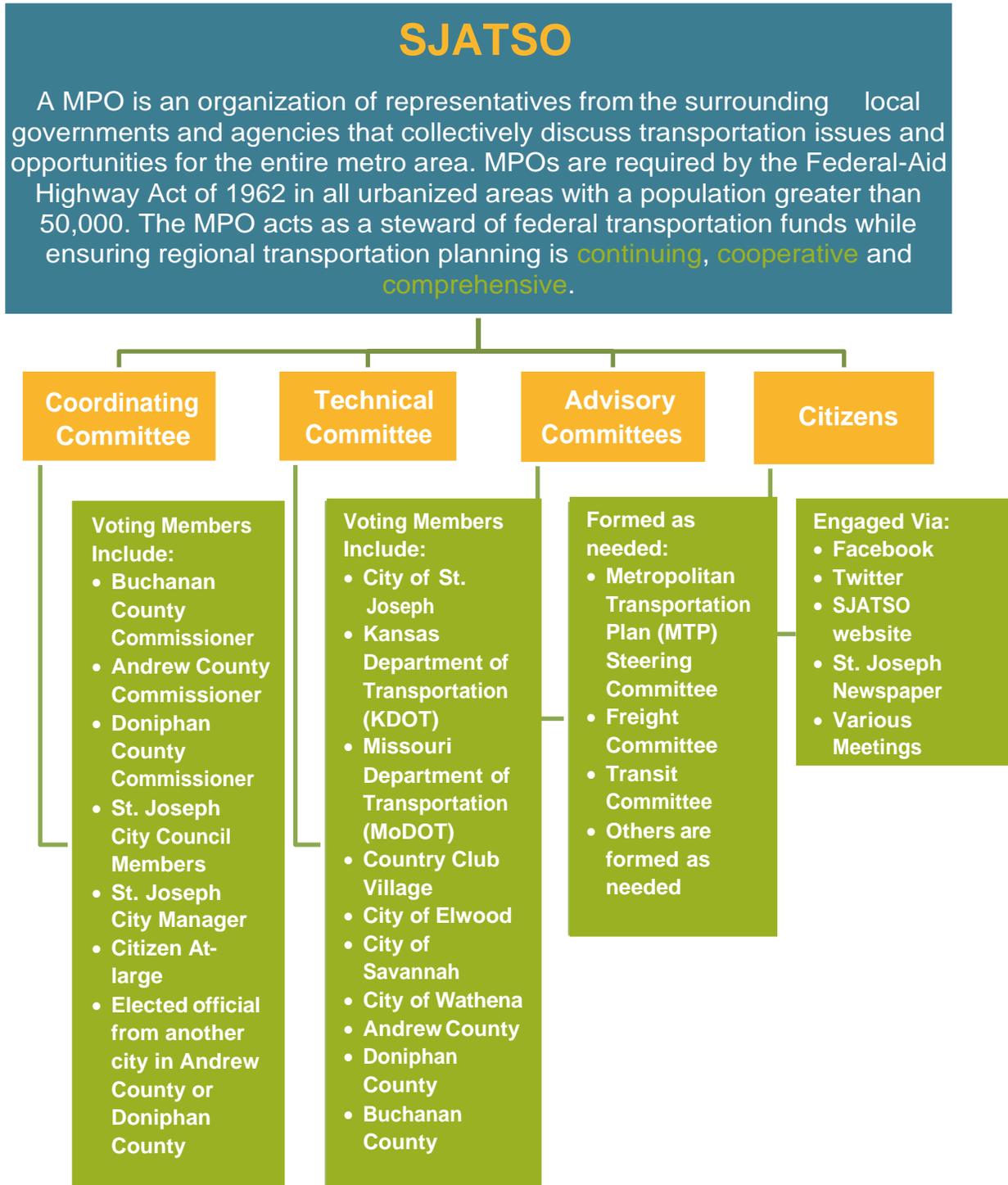
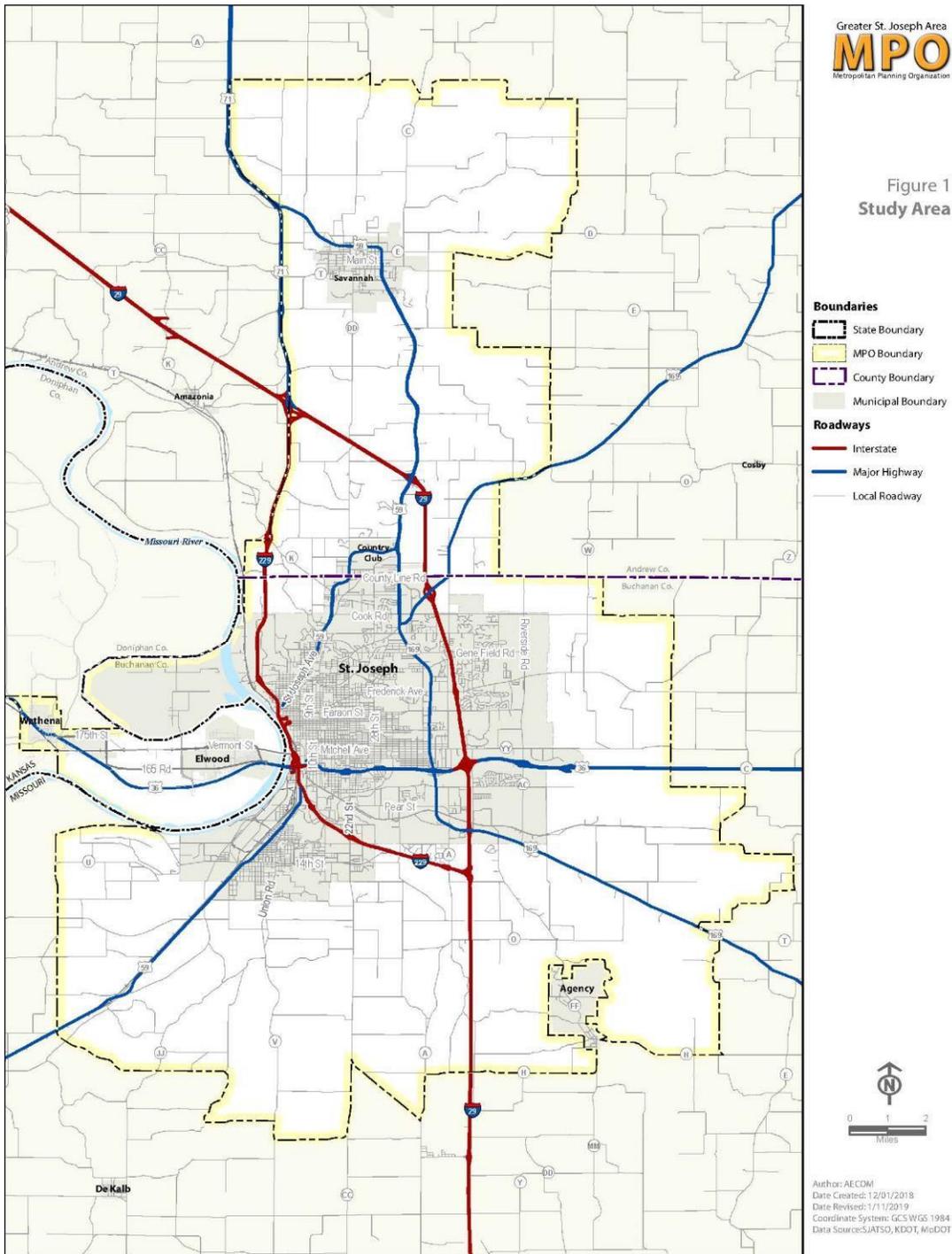


FIGURE 2: SJATSO METROPOLITAN PLANNING AREA



THE UNIFIED PLANNING WORK PROGRAM

What is the UPWP?

The Unified Planning Work Program (UPWP) is a description of the proposed activities of SJATSO during the fiscal year 2020 (January 1, 2020 – December 31, 2020). This program is prepared annually and provides a foundation for the request of federal planning funds from the U.S. Department of Transportation (DOT) through the Missouri and Kansas DOT(s). All tasks are to be completed by SJATSO staff unless otherwise identified.

The UPWP is a one (1) year planning work program detailing transportation planning, programs, and activities to be performed in the metropolitan planning area for the period of January 1st – December 31st 2020.

The UPWP provides guidance and serves as a management mechanism for scheduling and budgeting. The UPWP defines the major administrative and technical work elements for a specific planning year and identifies the major sources of funding for these projects. The primary purpose of the UPWP is to ensure adherence to/compliance with provisions of 23 CFR 450¹. The UPWP guides SJATSO in completing the work elements that lead to the development and implementation of the

Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Such elements may include, but are not limited to:

- Revising/updating the technical elements of the traffic demand model
- Performing demographic analysis
- Expanding the GIS program through developing new skills through trainings. Workshops and conferences
- Performing special transportation-related studies, plans and programs

GIS

GIS stands for Geographical Information System and is a computer software program that allows staff to create graphical/thematic maps to illustrate data sets.

The work elements defined in the UPWP are reviewed by and approved by SJATSO, ONE DOT (Federal Highway Administration and Federal Transit Administration), and the Missouri and Kansas DOT(s) who in turn have designated the City of St. Joseph as the contracting agent responsible for administering and performing these

¹ FHWA, 23 CFR Part 450

http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&sid=7f5985b5d2fe301f3fd5a6f537e6bfb8&rgn=div5&view=text&node=23:1.0.1.5.11&idn_o=23

elements approved within the program. The UPWP also defines work elements that may be performed by private transportation organizations in partnership with the SJATSO.

Federal Regulations and Guidance

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act² which provides long-term funding certainty for surface transportation infrastructure planning and investment. Additionally, the FAST Act builds on the previous rulemaking within MAP-21 which addresses Federal Highway Administration (FHWA) 23 CFR Parts 450 and 500³, and Federal Transit Administration (FTA) 49 CFR Part 613 subpart C⁴ – Metropolitan Transportation Planning and Programming. It calls upon MPOs, in coordination with the state and operators of publicly owned transit, to develop Unified Planning Work Programs that meet the requirements of 23 CFR Part 450 subpart C, and:

(1) discuss the planning priorities facing the metropolitan area and describe the metropolitan transportation plan and transportation-related planning activities anticipated within the next year, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing the work, the products that will be produced, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds; and

(2) Document planning activities to be performed with funds provided under Title 23 and Chapter 53 of Title 49 U.S.C.

Additionally, FAST Act specifies eight planning factors that must be considered in developing transportation plans, including the consideration and implementation of projects, strategies, and services (per 23 CFR 450.306). They are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;

² Fixing America's Surface Transportation (FAST) Act

<https://www.gpo.gov/fdsys/pkg/PLAW-114publ94/pdf/PLAW-114publ94.pdf>

³ FHWA, 23 CFR Part 500

<http://www.ecfr.gov/cgi-bin/text->

[idx?SID=998fe49e69606363b53d587426e8e1db&mc=true&node=pt23.1.500&rgn=div5](http://www.ecfr.gov/cgi-bin/text-idx?SID=998fe49e69606363b53d587426e8e1db&mc=true&node=pt23.1.500&rgn=div5)

⁴ FTA, 49 CFR Part 613, Subpart C <https://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12163.pdf>

3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

On March 18, 2015 FHWA and FTA's Office of Planning jointly issued Planning Emphasis Areas (PEAs)⁵ for FY2016 to be incorporated into the unified planning work program; PEAs for FY2017 have not yet been released. The PEAs include MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity.

- **Regional Models of Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MPO serves an urbanized area or adjacent to urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.
- **MAP-21/FAST Act Implementation:** Transition to Performance Based Planning and Programming to further develop a performance management approach to transportation planning and programming. Performance-based

⁵ FHWA and FTA joint Planning Emphasis Areas

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FY2016_Planning_Emphasis_Areas.pdf

planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Work products in relation to MAP-21 Implementation include: Working with local planning partners to identify how to implement performance based planning provisions such as collecting performance data, selecting and reporting performance targets for the MPO, and reporting actual system performance related to those targets.

Priorities and Challenges

The 2020 UPWP addresses a number of interrelated transportation issues regarding projects and programs to improve access, regionalism, performance measurement, and sustainability. SJATSO has the responsibility of preparing and maintaining various federal planning requirements including: the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). Each of these areas, together with travel forecasting, geographic information systems (GIS), and demographic analysis, represent core planning functions of SJATSO and will be key areas of emphasis for 2020. Additionally, federal and regional priorities in recent years have placed more emphasis on non-motorized modes of transportation (bicycle/pedestrian); this emphasis will be continued into the FY 2020. Local priorities include emphasis on the development of enhanced public transit services, regionalism, performance measurement, and safety/accessibility.

FY2019 Staff Accomplishments

Program Support & Administration

1A Administration

- Provided management and administrative work elements in support of the SJATSO
- Planned and presented in regular Technical and Coordinating Committee meetings as well as hosted Bicycle and Pedestrian Working Group, Safety Working Group, Freight and Transit Working Group meetings.
- Staff continued distributing a quarterly newsletter

1B Unified Planning Work Program

- UPWP was developed for FY2020
- Staff held meetings with communities and focused on UPWP creation where local needs were assessed, as well as how UPWP tasks align with those needs and the overall goals and objectives in the MTP

1C Public Participation Plan

- Staff utilized internet -based communications, social media and newspapers to continuously update the community on projects and opportunities for comments.
- Staff completed one survey as part of the MTP update; the first of which had a mapping function that was uploaded to the website with all public comments available.
- Staff is working to update and revamp the website to make it more interactive and user friendly

1D Travel and Training

- Monthly conference calls with Karen Miller
- Webinars/Online Training
 - Linking Bike Share and Transit
 - Facing Contention- How to Detox Public Engagement
 - TAM Refresher I and II
 - MoDOT Draft LRTP
 - Cultivating Trail Champions
 - Performance-based Transportation Investment
 - Bridge Performance Measures Implementation
 - Pavement Performance Measures Implementation
 - EJ CoP: Disproportionate Impact from Planning
- NTI Courses
 - Procurement Course
 - State and Metro Transportation Planning
- Conferences
 - Blueprint for Roadway Safety (Columbia)
 - Missouri Public Transit Association (Columbia)
 - Quad-State APA (Kansas City)
- Workshops/Summits
 - Hosted Northwest Freight Summit
- Meetings
 - Statewide Planning Partner Meeting
 - Joint TAC
 - Missouri Public Transit Association Board meetings
 - Bi-Monthly Northwest Coalition for Roadway Safety Meetings/Blueprint Committee meetings (Impaired and Distracted Driving and Occupant Protection)

Short Range Transportation Planning

2A Transportation Improvement Program

- TIP application processing, draft development, certifications, and final draft comments received from State/Federal review, finalized and adopted
- Conducted a Technical Work Session on the TIP for project sponsors and continued to fine tune the TIP update and amendment process.

2B Current Planning

- Transit performance based measures were included in planning documents; TAM plan adopted.
- Meetings with local planning partners occurred to better encourage the implementation of the MTP at the local level as well as open dialogue between the MPO and local members for discussion surrounding opportunities and barriers.

2C Title VI & LEP & EJ

- EJ chapter and analysis was expanded upon in the TIP update, as well new maps were added to the TIP projects including EJ populations
- SJATSO had an intern who focused a semester project on Title VI and its implementation in TIPs, which was used to help update the program as well as TIP

2D Model Maintenance and Use

- Staff held meetings with AECOM to begin modeling updates for the 2045 MTP update

2E Safety

- Staff was involved with reviewing the grant applications with the Northwest Coalition for Roadway Safety.
- Staff attended regular Northwest Coalition for Roadway Safety committee meetings

2F Planning Review

- Staff collected and organized documents in anticipation of the upcoming review.

Metropolitan Transportation Planning

3A Metropolitan Transportation Planning

- Staff held conference calls and meetings with AECOM to discuss work on the 2045 MTP update

- Staff hosted a combined meeting of all active committees to focus on the MTP timeline and upcoming work
- Surveys were released, data analyzed
- Existing conditions analysis completed
- Multiple Sector Workshops and Open houses were held for the MTP Development

3B Non-Motorized Program Planning

- Bike to workday preparation and completion.
- Continued work on the MPO regional Active Transportation Plan with the Bicycle and Pedestrian Committee
- Continued to update bicycle and pedestrian maps

Transit Planning

4A Public Transit Planning

- Staff represented SJATSO at the MPTA board meeting.
- Staff assisted with transit grants for St. Joseph Transit

Transit Planning

5A Geodatabase

- SJATSO has focused on continuing to update maps, including the asphalt overlay program

Developing the UPWP

Relationship with Existing Planning Documents

The UPWP is linked to several other planning documents including the Metropolitan Transportation Plan (MTP) and Public Participation Plan (PPP). The MTP is a 20-year horizon plan which is focused into a five year Strategic Plan and ultimately into a 1 year UPWP.

Metropolitan Transportation Plan (MTP): The Metropolitan Transportation Plan (MTP) represents the community's vision for a healthy, safe and efficient multimodal transportation system for the next 20 years and beyond. This plan identifies future transportation needs, investments, and recommendations for all modes of transportation (automobile, truck, public transit, bicycle, freight and pedestrian). The MTP outlines goals that are used to create the Strategic Plan, and in turn the UPWP Work Tasks.

Strategic Plan: This Strategic Plan is an effort to lift SJATSO out of the day-to-day operations and focus on organizing the long-range policy development, routine planning work, reporting, and various programs into a cohesive whole. The intent of the Strategic Plan is to define projects for SJATSO that are proactive, progressive and advance the goals stated within the MTP. The Strategic Plan outlines goals and priorities for the next five years and is used as an internal document only and is not federally required. The UPWP is based on these identified projects and timelines.

Public Participation Plan (PPP): The Public Participation Plan (PPP) has been prepared to ensure that the public has ample opportunity to participate in SJATSO activities and is also intended to provide direction for SJATSO staff to help engage public involvement. It is SJATSO's goal to provide the public with thorough information on transportation planning services and project development in a convenient and timely manner. The PPP contains goals, strategies and policies used by SJATSO staff for all public involvement. This plan was last updated in September 2017 and can be read in its entirety.

Partners in Developing the UPWP

A number of federal, state, regional, and local agencies and jurisdictions were involved in the development of the FY 2020 UPWP. They include:

- Federal Highway Administration

The 2020 UPWP was open for public comment for 14 days beginning November 14, 2019.

(FHWA)

- Federal Transit Administration (FTA)
- Missouri Department of Transportation (MoDOT)
- Kansas Department of Transportation (KDOT)
- Buchanan County
- Andrew County
- Doniphan County
- Country Club Village
- City of Elwood
- City of Savannah
- City of Wathena
- City of St. Joseph

SJATSO invited each municipality to meet with staff during the early stages of the UPWP development. Staff asked the municipalities what they considered to be the most critical needs in their communities for the next two years, and with that brainstormed with the cities to identify specific work tasks that could be included in the UPWP to address these needs. Most notably a common theme of needing additional planning documents for non-motorized transportation emerged from these conversations. The Cities of Savannah and Wathena both continue to express interest in further analysis of sidewalk gaps and potential plans for filling in these gaps. These planning documents would help to prioritize local funds as well as support local efforts in applying for grants such as the Transportation Alternatives Program.

Public Input

The public is invited and encouraged to participate in all phases of the SJATSO's planning process. Guidelines for public participation are listed in SJATSO's Public Participation Plan (PPP), which is available on the website at <https://www.stjoemo.info/DocumentCenter/View/10484/2017-PPP-SJATSO-Final> or at SJATSO's office. Efforts to encourage public involvement include, but are not limited to:

- All meetings held by the SJATSO Coordinating and Technical Committees and subcommittees are open to the public
- Agendas, with public comment opportunity as a standing item, are published 2 weeks (14 days) in advance on SJATSO's web site, and available at the SJATSO office; public comments are encouraged and welcomed at these meetings
- Public meetings/hearings and document review sessions are generally held for major projects such as the Metropolitan Transportation Plan (MTP)
- All key documents are published and accessible for download online on

SJATSO’s website; translation is available upon request as well there is a translation application on the website which translates the entire website to any language supported by google.

Committee Approval

Prior to its adoption, the FY2020 UPWP was presented to SJATSO’s Coordinating and Technical Committees for consideration and approval. The UPWP will also be released for a public comment period of 14 days; all comments received will be presented to the Coordinating and Technical Committees and considered in the finalization of the UPWP.

UPWP Amendment Process

If necessary, amendments and administrative modifications may be made to the UPWP throughout the year. SJATSO follows the procedures specified in the SJATSO’s Public Participation Plan (PPP) as well as additional procedures outlined below.

- Amendments to the UPWP (those that involve adding or deleting funds more than 20%, change in the scope of the work tasks or to add or delete a work task) will follow the 7-day public review period
- Administrative modifications, changes that do not involve a change to the scope of the funded work tasks and/or adjustment funding amounts by no more than 20% of funds allocated in a work task , or minor text adjustments (e.g. grammatical error or spelling mistakes), do not require a public input process
- The FY2020 UPWP and any subsequent amendments are subject to review and approval by SJATSO’ state and federal partners: MoDOT, KDOT, FHWA and FTA. Administrative modifications are subject to review by MoDOT and KDOT

TABLE 1: UPWP AMENDMENT GUIDELINES

UPWP Administrative Adjustment	UPWP Amendment
Reallocation of budget funds	Addition or Removal of UPWP task(s)
Change in start/completion dates within the originally intended fiscal year	Change in start/completion dates outside of the originally intended fiscal year
Minor Adjustment to project scope (20% or less)	Significant change in project scope, cost, and/or time allocation*

*A change to a project scope, budget, and/or project schedule is considered significant when it alters the original intent of the project or intended deliverables of the project.

Only amendments must be voted on by SJATSO committees and are required to be published for public comment prior to adoption. Members of the public may attend and present comments at SJATSO meetings, at which amendments and are discussed. Administrative modifications may be made by SJATSO staff without legal notice or a public review period, although these can be provided at SJATSO's discretion and are presented to the committees for informational purposes.

Funding Sources

Federal funding is received from the Federal Highway Administration (FHWA) in the form of PL Funds and the Federal Transit Administration (FTA) in the form of Section 5303 funds, which when combined is referred to as a Consolidated Planning Grant (CPG). The City of St. Joseph, Missouri also provides a local match. See Table 2 for FY2020 funding; note that funding is divided by an 80/20 pro rata, meaning federal funds pay for 80% of SJATSO's budget, with the City of St. Joseph (represented by Local in the table below) pays the remaining 20%.

TABLE 2: FY 2020 UPWP FUNDING SOURCES

Total UPWP Funding Sources	
Missouri CPG	\$142,833
Kansas CPG	\$3,520
Local	\$36,588
Total	\$182,942

Each year MoDOT and KDOT allocate CPG funds to SJATSO based on a formula including population; however it is rare that every year the MPO uses the entire allocated amount. Years with a lot of consulting work generally account for more CPG funds used than other years. For that reason, SJATSO keeps a running CPG balance to demonstrate available revenue, as well as save for larger planning products that require additional help from consultants such as long range plan updates; balances are shown in table 3. As of the third quarter SJATSO has a remaining balance of \$662,118.01 remaining. Over the next three years, SJATSO anticipates this balance increasing slightly due to the reduction of consulting costs associated with the MTP update which will conclude at the end of FY19.

Table 3: Available Federal Revenue

Year Allocated	MoDOT			KDOT		Combined DOTs		
	PL Funds	5303 Funds	INVEST*	CPG Funds	5303 Funds	Total Allocation	Federal Agreement Amount	Available Revenue Remaining**
Prior to 2018								\$590,832
2018	\$146,957	\$40,505	\$14,998	\$3,003	\$983	\$206,452	\$252,664	\$544,620
2019	\$146,957	\$40,505		\$3,003	\$983	\$191,454	\$234,498	\$501,576
2020	\$157,746	\$41,364		\$3,003	\$983	\$203,096	\$253,870	\$611,771
*INVEST funds were awarded from FHWA for a National Case Study and will be spent by the end of FY18 **Available Revenue Remaining column assumes the entire agreement amount is spent ***2019 funds an estimate based on 2018								

WORK PROGRAM TASKS

Program Administration

Program Support and Administration includes providing program support, grant administration, interagency coordination, and public participation. It also includes coordinating public information regarding the planning grants received by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), in cooperation with the Missouri and Kansas DOT(s).

Additionally, federal and state requirements will be addressed and a new Unified Planning Work Program will be prepared. Quarterly reports are prepared and submitted to the referenced agencies to follow anticipated work outcome progress. Memberships, training, conferences, office supplies and minor equipment are also managed in this line item which includes procurements.

As a result, it is possible that extensive effort to coordinate, negotiate and implement new planning measures may be required during the period. All elements listed under Program Support & Administration will be the responsibility of SJATSO staff with support from the City of St. Joseph Staff.

TABLE 4: FUNDING TOTALS FOR PROGRAM ADMINISTRATION

Total for Program Administration	
Costs	
Consultant/Supply Costs	\$16,500
Labor Costs	\$36,652
Total	\$53,152
Funding Split	
Missouri CPG	\$40,922
Kansas CPG	\$1,600
Local	\$10,630

Task 1A – SJATSO Administration & Staffing

This work task covers all the administrative duties needed to support SJATSO. Such activities include quarterly billings for reimbursement, progress reports, meeting minutes, preparing agendas, general communications and other tasks that do not fall under other work outcomes.

This task also covers the purchase of any needed supplies or equipment. A budget of \$6,500 has been set under this work program for such purchases and can also include organizational membership fees with the Association of Metropolitan Planning Organizations (AMPO). KS CPG funds will specifically be used to

purchase technology such as a portable projector and screen as the Technical Committee meetings rotate among member jurisdictions and do not always have the necessary equipment for public presentations. \$36,652 has been budgeted to cover staff hours.

TABLE 5: 1A SJATSO ADMINISTRATION & STAFFING WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Technical Committee	6 Agendas & Minutes	Bi-Monthly
Coordinating Committee	6 Agendas & Minutes	Bi-Monthly
Bike and Pedestrian Working Group	24 Agendas & Minutes	Ongoing
Transit Working Group	2 Agendas & Minutes	Bi-Annual
Freight and Economic Development Working Group	2 Agendas & Minutes	Bi-Annual
Safety Working Group	2 Agendas & Minutes	Bi-Annual
UPWP Quarterly Reports	4 Reports detailing hours spent	Quarterly

Task 1B – Unified Planning Work Program (UPWP)

Each year a new UPWP must be developed and approved by the Technical and Coordinating Committees. SJATSO staff will prepare any needed amendments to the budget under this work program. \$3,476 in staff hours has been budgeted for this work element.

TABLE 6: 1B UNIFIED PLANNING WORK PROGRAM (UPWP) WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
2020 UPWP Development	Development of new UPWP based on the Strategic Plan	Approved by Coordinating Committee by November 2019
UPWP Amendments	Amendments to the tasks or	As needed

	allocation of funds	
CPG Agreement for both MO and KS	Coordinate a CPG Agreement with both state DOTs for FY2020	December 2019 - MoDOT January 2020 -KDOT

Task 1C – Public Participation Planning (PPP)

An update to the PPP was completed in September of FY2017. SJATSO staff will be responsible for ensuring all other plans are in compliance with the newly adopted PPP and that all processes follow the outlined requirements therein. \$5,000 has been included for this task to pay for legal notices in local newspapers. \$6,319 has been budgeted to this work task to cover staff hours. Work to establish successful measurements for reaching the public effectively are also included.

TABLE 7: 1C PUBLIC PARTICIPATION PLANNING (PPP) WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Public Involvement & Stakeholder Meetings	Facilitate meetings for major projects	Ongoing and as needed
Public Notification of Agendas and Minutes	Make agendas and minutes available to the public for comment	2 weeks (14 days) prior to Coordinating and Technical Committee Meetings
Website & Social Media Updates	Keep website and social media up-to-date with current information	Ongoing and as needed
Press Releases & Mailings	Distribute information regarding major events/projects as well as the SJATSO newsletter	Ongoing and as needed
Public Access Channel Updates	Provide relevant educational information (i.e. trail etiquette)	Ongoing and as needed
Online Advertising	Advertise special events/projects	Ongoing and as needed
Newspaper Advertising	Advertise special events/projects	Ongoing and as needed
Website and Social Media Updates	Update the website and social media outlets to keep member organizations well-informed	Ongoing and as needed

Task 1D – Travel & Training

Training events can include APA Conferences (local and national), Title VI training, GIS training and various seminars related to transportation. In addition, meetings that require travel are also included in this program such as the biannual KS Association of MPOs (KAMPO) meeting and the MPO meetings for Missouri. As well, the budget allows for unplanned and unforeseen meetings on various subjects requested by both Missouri and Kansas DOT(s). Travel expenses such as hotel, travel, conference fees and other expenses as needed are included. This work task sets aside \$5,000 in funding for SJATSO travel and training. \$7,899 has been budgeted to cover staff hours.

TABLE 8: 1D TRAVEL AND TRAINING WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Kansas and Missouri MPO Meetings	Meeting of state MPOs for peer exchange and training	Biannual (TBD)
Title VI Training/Social Innovation for Missouri (SIM) Training	To stay up-to-date with current Title VI requirements and best practices	Annual (TBD)
APA Conference (Local and National)	Conference of planners statewide and nationally to learn best-practices and lessons learned from the planning community	Annual (TBD)
Americans with Disabilities Act (ADA)	Available trainings, webinars, workshops	Annual (TBD)
Title VI	Available trainings, webinars, workshops	Annual (TBD)
GIS	Participate in workshops and trainings	As needed
Other conferences and workshops	For conferences and workshops that are not reoccurring	TBD

Short-Range Planning

The 2045 Metropolitan Transportation Plan (MTP) will be adopted in early 2020. The current planning will remain focused on educating, encouraging, and working with local governments to implement various elements of the MTP. Specifically, work will focus on transportation improvements, planning, modeling, project prioritization, financial analysis, and project development.

Working with local jurisdictions and agencies, SJATSO will work with member governments to encourage the implementation of the MTP at the local level, adopting the MTP as their municipal transportation plan; along with the corresponding representatives from member agencies.

TABLE 9: TOTAL FUNDING FOR SHORT-RANGE PLANNING

Total for Short-Range Planning	
Costs	
Consultant/Supply Costs	\$35,000
Labor Costs	\$48,880
Total	\$83,880
Funding Split	
Missouri CPG	\$67,103
Kansas CPG	\$0
Local	\$16,776

Task 2A – Transportation Improvement Program (TIP)

The TIP sets forth a four-year schedule of federally funded and regionally significant projects. The projects included in the TIP have been submitted by agencies within the metropolitan planning boundary and its contents are prioritized and approved by SJATSO. The new project selection and evaluation criteria tool and updated submittal forms and procedures are available [online](#). For projects within the state highway systems, under the authority of the Missouri and Kansas DOT(s), project selection is completed by the respective DOT. However, projects submitted for inclusion in the TIP must be consistent with the direction of the MTP, be a project listed within the MTP, and comply with policies set by SJATSO. Exceptions to the requirement for specific project listings may include some small safety projects and/or minor transit capital procurements. SJATSO also solicits amendments to the TIP two times a year. The program includes multi-modal projects and activities funded from non-federal sources, derived from local units of government’s capital improvement programs.

SJATSO staff will be responsible for this work task. \$12,639 in staff hours have been budgeted for this work element.

TABLE 10: 2A TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Update 2021-2024 TIP	Score and process proposed projects for the new TIP cycle, coordinate with partner agencies for review, public comment and committee review	Final copy approved by Coordinating Committee by June 1st
TIP Amendments	Amendments include staff time to review and process projects, post a draft for public comment and finalize the updates	March and September or as needed

Task 2B – Current Planning

SJATSO has developed an on-going 5 year strategic planning document for internal use and guidance. This strategic plan is an effort to shift focus from a series of annual programs to a field of view that tracks with the first 5 years of the MTP. The annual UPWP finds its origin within this product. This strategic plan will be updated to allow for performance planning measures; which conversely emphasize interrelated plan development based on transportation system performance and programming.

With the implementation of MAP-21/FAST Act, a transition to Performance Based Planning and Programming has become a priority for states and MPOs. SJATSO will spend considerable time working to continue to implement these performance measures. One part of this is an amendment to the Memorandum of Understanding (MOU), which FTA has identified as needing updates to include more detail surrounding Performance Measures.

AECOM will also be continuing their analysis of the 2045 transportation improvements and project prioritization and or any other projects that may come about in the next year; \$20,000 has been set aside for this task.

\$22,118 has been budgeted to this work element to cover staffing costs.

TABLE 11: 2B CURRENT PLANNING WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
MTP Implementation	Work with local municipalities for the implementation of the goals and priorities outlined in the 2045 MTP	Ongoing and as needed
SJATSO Strategic Plan Update	Frame goals and objectives within the MTP in a 5-year format, used to create the UPWP, and to ensure implementation of the MTP	August 1st
Performance Measures	Implementation of Performance Measures and data collection/monitoring	Ongoing and as needed
I-229 Environmental Assessment	Act as a sounding board and resource for the regional transportation elements in the Environmental Assessment for I-229 led by MoDOT to ensure the outlined goals and objectives in the MTP are considered	Spring

Task 2C – Title VI/EJ/ADA/LEP/PIP

SJATSO anticipates principally relying upon reports from the State DOT’s regarding complaints received or acting upon citizen complaints received regarding compliance. Staff will also continue to coordinate with the planning partners on any additional requirements as well as elaborate on the existing Title VI/EJ/ADA/LEP Policy program. A review of the current program began in 2017 and updates were completed in 2018. Work products include revision to current website and media outlets, enhancement of communication and notification processes, and annual reporting of Title VI compliance in accordance with SJATSO’s Title VI program.

Additionally, updates to the Public Involvement Plan (PIP) were completed in FY2017, in anticipation of the upcoming MTP update. The PIP should not be confused with the PPP, in that while the PPP acts as the general guiding document for all public involvement throughout the year, the PIP is a separate document used specifically for public engagement during the MTP update, allowing a much more detailed public engagement process to be outlined. SJATSO staff is responsible for this work task.

\$3,160 in staff hours has been budgeted for this task.

TABLE 12: 2C TITLE VI/EJ/ADA/LEP/PIP WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Revision to website and materials	With update to Title VI, revise website and materials	Ongoing and as needed
Revision of communication and notification processes	With update to Title VI, revise communication processes	Ongoing and as needed
Annual Title VI Reporting	Provide update of Title VI activities	Annually
Periodic Questionnaires from DOTs	Provide updated data to DOT(s)	Ongoing and as needed
Annual report including semi-annual DBE reporting	Provide information and update locations of DBE within the region	September

Task 2D – Model Maintenance & Use

Support will also be provided for units of government that seek to analyze the impact of new development on roadway systems or that seek to determine future design volumes for new roadways. This will be accomplished via the provision of scenarios reflecting the short and long-term phasing anticipated by the member government.

SJATSO will continue to encourage local governments to act upon its recommendations to implement some type of development impact fee to support new roadway construction that is in turn supportive of new development. In addition to this staff time, \$15,000 has been budgeted to pay an on-call consultant, AECOM, for an update to the travel demand model network. \$948 in staff hours has been budgeted as well.

TABLE 13: 2D MODEL MAINTENANCE & USE WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Output of scenario development	Miscellaneous Travel Forecasting Requests	As needed

Task 2E – Safety

As mentioned in the SJATSO Planning Process Review, SJATSO would like to encourage and promote the communication of safety issues within the metropolitan area. This work element will principally focus upon establishing relationships with the respective DOT(s) staff persons to share safety data and set measurable goals during the period. Additionally, efforts will be made within annual projects to increase awareness and safety surrounding cyclists and pedestrians, as well as distracted driving. Events include Walk to School Day and Bike to Work Day.

SJATSO currently participates in the Northwest Missouri Blueprint for Safety Coalition. Staff will also continue meeting with the Safety Working Group, a newer committee comprised of law enforcement and engineers from the MPA to analyze areas around the metro that are experiencing high incidents of vehicular and bike/ped crashes resulting in serious injury or death. From this committee, the SJATSO staff will begin identifying design issues so that the committee can take measures towards increasing safety outcomes in the MPA. The amount of \$6,319 has been budgeted to cover staffing costs.

TABLE 14: 2E SAFETY WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Work with the DOT(s) and respective agencies to include safety issues in future plans	Collaborate with DOT(s) to improve safety for regional projects	Ongoing and as needed
Participation in the Northwest Missouri Blueprint for Safety	Provide information and technical assistance for annual transportation funding	Quarterly and on an as needed basis

Coalition		
Safety and Innovation Mobile Lab	Provide a manual for Lab use and assist in data analysis	As needed
Safety Working Group	Form a committee to examine areas in the MPA experiencing high incidents of crashes	Biannual and as needed
Bike to Work Day	Encourage modal shift to bicycles through a day/week/month of programming	May
Walk to School Day	Increase safety and provide a healthy and sustainable transportation alternative for children	October

Task 2F - Planning Review

SJATSO will be participating in the next planning review, TBD by FHWA and FTA, which will also include follow up discussions. \$3,697 has been budgeted to cover staffing costs.

Long-Range Planning

The 2040 Metropolitan Transportation Plan (MTP) was adopted in FY2015 the 2045 Metropolitan Transportation Plan is pending approval. The MTP provides the framework for decision making with an increased multimodal emphasis. As related to transportation planning, long range transportation planning focuses on a program or system level approach. A system level approach is an analysis of the regional transportation network, or system, as a whole. Long-range planning activities may include performing land use planning, system planning and/or analyses regarding transportation facilities or modes of transportation.

TABLE 16: TOTAL FUNDING FOR LONG-RANGE PLANNING

Total for Long-Range Planning	
Costs	
Consultant/Supply Costs	\$0
Labor Costs	\$24,013
Total	\$24,013
Funding Split	
Missouri CPG	\$19,211
Kansas CPG	\$0
Local	\$4,803

Task 3A - Metropolitan Transportation Planning (MTP)

The current MTP focuses on public outreach, education, multimodal facilities, and transportation system development. The beginning of FY2020 SJATSO will complete the implementation process with area jurisdictions to support the long-term vision for the metropolitan planning area. Additionally, SJATSO will coordinate with area jurisdictions on implementing tracking measures for performance standards, and enhancing the reporting process per FAST Act requirements. This work task sets aside \$12,639 and it has been budgeted for staff time.

TABLE 17: 3A METROPOLITAN TRANSPORTATION PLANNING (MTP) WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Development and implementation of Performance Measures	Target setting and inclusion of performance measures in SJATSO functions and reporting	Ongoing
Compliance Review Process for TIP projects	Implementation of performance standards for future projects	As needed for TIP Amendments
Implementation of MTP by member agencies/municipalities	Create unified, regional vision for transportation and land use	Ongoing
Regional Future Development Plan	Strengthen transportation and land use connection throughout the region with the formation of a working committee	Ongoing
Metropolitan Transportation Plan (MTP) Updates	Finish updating information for the MTP, scheduled for approval in 2020	As needed

Task 3B - Non-Motorized Program Planning

The Non-Motorized Plan was utilized to evaluate projects that were listed in the development of the 2045 MTP however it is due for an update. This plan expands the scope of multi-modal planning in the region to include all on-going efforts of the past few years. Additionally, it looks at the potential of improving streetscapes and encouraging the implementation of a complete streets and complete network policy so that all infrastructure in the future is designed and built to accommodate all users safely and conveniently.

SJATSO staff will continue to focus on enhancing the Safe Routes to Schools plan that was developed for each of the school districts in the metropolitan planning area. The plans were adopted by the City of Savannah, Savannah School District, City of Elwood, City of Wathena, and Riverside School District. SJATSO staff will assist the school district in refining the document or mapping for individual funding applications and analyses.

There is also ongoing support and coordination with the development of the Urban Trail and Quad State Trails groups for bicycle and pedestrian modes of transportation throughout the urban area, compatible with the direction set forth in

the Non-Motorized Plan. Continued support will be provided to encourage the inter-urban, intra-metro and inter-state connections between neighboring towns and cities. This task is on-going every year.

SJATSO also coordinates the efforts for Bike to Work Day/Week; FY2020 will be the twelfth year that the SJATSO has completed this program. This coming year SJATSO will expand the project, with the goal being to increase capacity to eventually encompass the entire month of May (Bike to Work Month), scheduled to be completed by 2020.

SJATSO has had increased success with Walk to School Day by partnering with the Andrew County Health Department and Minnie Cline Elementary; SJATSO looks to enhance the event years passed and expand it to schools outside of the City of Savannah. This project provides a unique opportunity to partner with other non-profit and government agencies that focus on public health, social innovation, and safety (SIM, Blueprint Coalition, etc.). SJATSO staff will continue to assist the school district in public outreach through flyers, news coverage, website info, Facebook, and other social media outlets.

The National Bicycle and Pedestrian Documentation Project (NBPD) will continue in FY2020. The counts occur nationally twice a year, in spring and fall. This will be the tenth year SJATSO has collected data on cyclists and pedestrians. Volunteers will assist SJATSO staff in providing documentation of the pedestrians and cyclists in the St. Joseph area. Depending on volunteer capacity, count sites will be expanded to include smaller member communities such as Savannah and the Village of Country Club. The data is submitted to the NBPD to be incorporated into the national database. The data is also used by SJATSO staff to generate reports and trends to facilitate data-driven decisions concerning non-motorized planning and grant applications.

This work task sets aside \$11,375 in funding and for staff time.

TABLE 18: 3B NON-MOTORIZED PROGRAM PLANNING WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Implementation of Complete Streets Concepts	Support implementation within municipalities that have adopted complete streets ordinances	Ongoing coordination with local schools, counties and cities
Pony Express Bikeshare	Coordination of the multiple departments and stakeholders	Ongoing and as needed
Educational Materials & Brochures	Provide educational materials that emphasize the benefits and areas of opportunity for local bike/ped efforts	Ongoing and as needed for specific events
National Bicycle and Pedestrian Counts	Participate in biannual national counts to collect data on bike/ped activities	Fall
Bike to Work Week	One week focused on supporting bicycling as an alternative option for commuters to raise awareness of bicycle efforts and safety in the community	May
Walk to School Day	Coordinate with area schools to support the national walk to school day which emphasizes healthy and safe transportation alternative for children	October
Update Non-motorized Plan	Update existing non-motorized plan in coordination with the SJATSO bike/ped standing committee	Ongoing

Regional Public Transit Planning

Public transit is essential for providing transportation services to people with disabilities, the elderly, people who earn less than the national poverty level and people without access to personal vehicles. Transit is one piece of the system within the metro area and has a mutually beneficial relationship with other modes of transportation such as bicycling and walking. As such, SJATSO is committed to ensuring that people have access to an affordable, efficient and safe transportation alternative.

TABLE 19: TOTAL FUNDING FOR REGIONAL PUBLIC TRANSIT PLANNING

Total for Regional Public Transit Planning	
Costs	
Consultant Supply Costs	\$0
Labor Costs	\$12,323
Total	\$12,323
Funding Split	
Missouri CPG	\$19,858
Kansas CPG	\$0
Local	\$2,465

Task 4A - Public Transit Planning

SJATSO will continue facilitating the Transit Working Group to support improved communications among the many transit providers with a goal of better serving the region and reducing redundancy by improving coordination and collaboration.

SJATSO staff is responsible for this work task. SJATSO monitors transit ridership and has identified declining ridership trends on various routes; the Transit Development Plan (TDP) provides an analysis of these trends and potentially include a revised schedule to address declining ridership which staff is continuing to update. \$12,323 has been budgeted for staff time.

TABLE 20: 4A PUBLIC TRANSIT PLANNING WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Plan and implement safety and security projects outlined in the FTA audit	Abide by all regulations and recommendations made by FTA for transit	Ongoing
Facilitate the Transit Working Group	Coordinate and lead meetings with area transit officials to improve regional connectivity and efficiency	Biannual and as needed
SJATSO Planning Process Review	5310 Project Selection	Ongoing
Transit Walkability Assessment	Build upon Section 5339 transit grant's current efforts to update to stops and begin scaffolding data for sidewalk gap analysis in 2020-2021	August

Data Collection, Maintenance, & Analysis

Data collection, data storage and analysis, analytical tools, and performance based planning are crucial to developing and maintaining a process of data-driven decisions. SJATSO is in a unique position and is able to provide regional data that examines the transportation system as a whole. This is important in understanding the effects of proposed projects on a system level. Data however, needs to be occasionally updated to provide the most accurate information possible; FY2017 began a major update, and FY2020 will see the continuation of that update of SJATSO’s geodatabase with the continued support of GIS interns from Missouri Western’s Geography and History Department.

TABLE 21: TOTAL FUNDING FOR DATA COLLECTION, MAINTENANCE & ANALYSIS

Total for Data Collection, Maintenance, & Analysis	
Costs	
Consultant/Supply Costs	\$0
Labor Costs	\$9,574
Total	\$9,574
Funding Split	
Missouri CPG	\$5,739
Kansas CPG	\$1,920
Local	\$1,915

Task 5A - Geodatabase

SJATSO’s geodatabase is a collection of GIS files that map important data such as bicycle and pedestrian counts, demographic data (ethnicity, poverty, people with disabilities, etc.) and infrastructure such as sidewalks and trails. This information is used when considering and scoring projects for the area. As well, this information helps to support SJATSO’s Title VI Plan and Public Participation Plan, both of which can be found online at www.stjoemo.info

Safe Routes to School plans were developed in partnership with parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bike to school.

Specific activities will include finishing mapping the asphalt overlay program, as well as updating data for performance measures. Additionally, work will include updating the sidewalk gap analysis around the **Safe Routes to School (SRTS)** plans that were adopted. SJATSO staff will conduct a more thorough examination of sidewalks within a ¼ mile of all schools with adopted SRTS plans to assess where there are gaps and safety concerns for children walking or biking to school. This analysis

will be expanded upon in future years until SJATSO has a complete database of sidewalks and conditions.

Furthermore, this data lends itself to analysis of how the transportation system is providing mobility for all people within the region. Using this data, SJATSO can better identify areas of need and gaps within the system, helping to prioritize future improvements.

Ongoing work will include organization of the geodatabase system, as well as providing additional information as it is made available. SJATSO staff will be responsible for this work program. \$9,574 in staff hours has been budgeted for this task.

TABLE 22: 5A GEODATABASE WORK OUTCOMES

Work Outcome	Description	Approximate Date of Completion
Assess sidewalks within ¼ mile of all schools	Build on SRTS to provide a more detailed analysis of sidewalks as they relate to ADA and EJ	Ongoing
Performance Measures Data Collection and Analysis Action Plan	Create Action Plan for data collection, analysis and dissemination per Performance Measures requirements	Ongoing

APPENDIX A: ALL FY2020 WORK OUTCOMES

TABLE 23: ALL WORK OUTCOMES FOR FY2020

	Work Outcome	Description	Approximate Date of Completion
Task 1A SJATSO Administration & Staffing	Technical Committee	6 Agendas & Minutes	Bi-Monthly
	Coordinating Committee	6 Agendas & Minutes	Bi-Monthly
	Bike and Pedestrian Working Group	12 Agendas & Minutes	Monthly
	Transit Working Group	2 Agendas & Minutes	Bi-Annual
	Freight and Economic Development Working Group	2 Agendas & Minutes	Bi-Annual
	Safety Working Group	2 Agendas & Minutes	Bi-Annual
	UPWP Quarterly Reports	4 Reports detailing hours spent	Quarterly
Task 1B Unified Planning Work Program (UPWP)	2020 UPWP Development	Development of new UPWP based on the Strategic Plan	Approved by Coordinating Committee by November 2019
	UPWP Amendments	Amendments to the tasks or allocation of funds	As needed
	CPG Agreement for both MO and KS	Coordinate a CPG Agreement with both state DOTs for FY2020	December 2019
Task 1C Public Participation Plan (PPP)	Public Involvement & Stakeholder Meetings	Facilitate meetings for major projects	Ongoing and As needed
	Public Notification of Agendas and Minutes	Make agendas and minutes available to the public for comment	2 weeks (14 days) prior to Coordinating and Technical Committee Meetings
	Website & Social	Keep website and	Ongoing and

	Media Updates	social media up-to-date with current information	As needed
	Press Releases & Mailings	Distribute information regarding major events/projects as well as the SJATSO newsletter	Ongoing and as needed
	Public Access Channel Updates	Provide relevant educational information (i.e. trail etiquette)	Ongoing and as needed
	Online Advertising	Advertise special events/projects	Ongoing and As needed
	Newspaper Advertising	Advertise special events/projects	Ongoing and As needed
	Website and Social Media Updates	Update the website and social media outlets to keep member organizations well-informed	Ongoing and as needed
Task 1D Travel & Training	Kansas and Missouri MPO Meetings	Meeting of state MPOs for peer exchange and training	Bi-annual (TBD)
	Title VI Training/Social Innovation for Missouri (SIM) Training	To stay up-to-date with current Title VI requirements and best practices	Annual (TBD)
	APA Conference (Local and National)	Conference of planners statewide and nationally to learn best-practices and lessons learned from the planning community	Annual (TBD)
	Americans with Disabilities Act (ADA)	Available trainings, webinars, workshops	Annual (TBD)
	Title VI	Available trainings, webinars, workshops	Annual (TBD)
	GIS	Participate in workshops and	As needed

		trainings	
	Other conferences and workshops	For conferences and workshops that are not reoccurring	TBD
Task 2A Transportation Improvement Program (TIP)	Update 2021-2024 TIP	Score and process proposed projects for the new TIP cycle, coordinate with partner agencies for review, public comment and committee review	Final copy approved by Coordinating Committee by June 1st
	TIP Amendments	Amendments include staff time to review and process projects, post a draft for public comment and finalize the updates	March and September or as needed
Task 2B Current Planning	MTP Implementation	Work with local municipalities for the implementation of the goals and priorities outlined in the 2045 MTP	Ongoing and as needed
	SJATSO Strategic Plan Update	Frame goals and objectives within the MTP in a 5-year format, used to create the UPWP, to ensure implementation of the MTP	August 1st
	Performance Standards	Implementation of Performance Standards and data collection/monitoring	Ongoing and as needed
	Memorandum of Understanding (MOU)	The MOU serves as an agreement between the Kansas DOT, Missouri DOT, Local Transit and	As needed

		SJATSO	
	I-229 Environmental Assessment	Act as a sounding board and resource for the regional transportation elements in the Environmental Assessment for I-229 led by MoDOT to ensure the outlined goals and objectives in the MTP are considered	Spring
Task 2C Title VI/EJ/ADA/LEP/PIP	Revision to website and materials	With update to Title VI, revise website and materials	Ongoing and as needed
	Revision of communication and notification processes	With update to Title VI, revise communication processes	Ongoing and as needed
	Annual Title VI Reporting	Provide update of Title VI activities	Annually
	Periodic Questionnaires from DOTs	Provide updated data to DOT(s)	Ongoing and as needed
	Annual report including semi-annual DBE reporting	Provide information and update locations of DBE within the region	September
	Revision to website and materials	With update to Title VI, revise website and materials	Ongoing and as needed
Task 2D Model Maintenance & Use	Output of scenario development	Miscellaneous Travel Forecasting Requests	As needed
Task 2E Safety	Work with the DOT(s) and respective agencies to include safety issues in future plans	Collaborate with DOT(s) to improve safety for regional projects	Ongoing and as needed

	Participation in the Northwest Missouri Blueprint for Safety Coalition	Provide information and technical assistance for annual transportation funding	Quarterly and on an as needed basis
	Safety and Innovation Mobile Lab	Provide a manual for Lab use and assist in data analysis	May and as needed
	Safety Working Group	Form a committee to examine areas in the MPA experiencing high incidents of crashes	Bi-annual and as needed
	Bike to Work Day	Encourage modal shift to bicycles through a day/week/month of programming	May
	Walk to School Day	Increase safety and provide a healthy and sustainable transportation alternative for children	October
Task 2F Planning Review	Planning Review	Complete responses to federal recommendations and make various improvements to SJATSO's systems	December
Task 3A Metropolitan Transportation Planning (MTP)	Development and implementation of Performance Measures	Target setting and inclusion of performance measures in SJATSO functions and reporting	Ongoing
	Compliance Review Process for TIP projects	Implementation of performance standards for future projects	As needed for TIP Amendments
	Implementation of MTP by member agencies/municipalities	Create unified, regional vision for transportation and	Ongoing

		land use	
	Regional Future Development Plan	Strengthen transportation and land use connection throughout the region and with the new to be formed committee.	December
	Metropolitan Transportation Plan (MTP) Updates	Finish updating information for the MTP, scheduled for completion in 2020	As needed
Task 3B Non-Motorized Program Planning	Implementation of Complete Streets Concepts	Support implementation within municipalities that have adopted complete streets ordinances	Ongoing coordination with local schools, counties and cities
	Pony Express Bikeshare	Coordination of the multiple departments and stakeholders	Ongoing and as needed
	Educational Materials & Brochures	Provide educational materials that emphasize the benefits and areas of opportunity for local bike/ped efforts	Ongoing and as needed for specific events
	National Bicycle and Pedestrian Counts	Participate in biannual national counts to collect data on bike/ped activities	Fall
	Bike to Work Week	One week focused on supporting bicycling as an alternative option for commuters to raise awareness of bicycle efforts and safety in the community	May
	Walk to School Day	Coordinate with area schools to support the	October

		national walk to school day which emphasizes healthy and safe transportation alternative for children	
	Update Non-motorized Plan	Update existing non-motorized plan in coordination with the SJATSO bike/ped standing committee	May
Task 4A Public Transit Planning	Plan and implement safety and security projects outlined in the FTA audit	Abide by all regulations and recommendations made by FTA for transit	Ongoing
	Facilitate the Transit Working Group	Coordinate and lead meetings including area transit officials to improve regional connectivity and efficiency	Biannual and as needed
	SJATSO Planning Process Review	5310 Project Selection	Ongoing
	Transit Walkability Assessment	Build upon transit grant for updates to stops and begin scaffolding for sidewalk gap analysis in 2020	August
Task 5A Geodatabase	Assess sidewalks within ¼ mile of all schools	Build on SRTS to provide a more detailed analysis of sidewalks as they relate to ADA and EJ	August
	Performance Measures Data Collection and Analysis Action Plan	Create Action Plan for data collection, analysis and dissemination per Performance Measures	Ongoing

		requirements	
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APPENDIX B: ALL FY2020 WORK OUTCOME FUNDING

TABLE 24: TOTAL FUNDING FOR FY2020 WORK OUTCOMES

Total UPWP Funding Sources	
Missouri CPG	\$142,833
Kansas CPG	\$3,520
Local	\$36,588
Total	\$182,942
Total for Program Administration	
Costs	
Consultant/Supply Costs	\$16,500
Labor Costs	\$36,652
Total	\$53,152
Funding Split	
Missouri CPG	\$40,922
Kansas CPG	\$1,600
Local	\$10,630
Total for Short-Range Planning	
Costs	
Consultant/Supply Costs	\$35,000
Labor Costs	\$48,880
Total	\$83,880
Funding Split	
Missouri CPG	\$67,103.91
Kansas CPG	\$0
Local	\$16,776
Total for Long-Range Planning	
Costs	
Consultant/Supply Costs	\$0
Labor Costs	\$24,013
Total	\$24,013
Funding Split	
Missouri CPG	\$19,211
Kansas CPG	\$0
Local	\$4,803

Total for Regional Public Transit Planning	
Costs	
Consultant Supply Costs	\$0
Labor Costs	\$12,323
Total	\$12,323
Funding Split	
Missouri CPG	\$9,858
Kansas CPG	\$0
Local	\$2,465
Total for Data Collection, Maintenance, & Analysis	
Costs	
Consultant/Supply Costs	\$0
Labor Costs	\$9,574
Total	\$9,574
Funding Split	
Missouri CPG	\$5,739
Kansas CPG	\$1,920
Local	\$1,915

APPENDIX F: MTP MATRIX

TABLE 28: MTP MATRIX

Task									
1	Program Support & Administration								
1A	MPO Administration & Staffing	-	-	-	X	-	-	-	X
1B	Unified Planning Work Program	X	X	X	X	X	X	X	X
1C	Public Participation Plan	X	X	-	-	-	-	X	X
1D	Travel and Training	X	X	X	X	X	X	X	X
2	Short Range Transportation Planning								
2A	Transportation Improvement Program	X	X		X	X	-	X	X
2B	Current Planning	X	X	X	X	X	X	X	X
2D	ADA/Title VI/EJ	-	-	X	-	-	-	X	X
2E	Model Maintenance & Use	X	-	X	X	X	-	X	-
2F	Safety	-	X	X	-	-	-	-	X
2G	Planning Review	-	-	-	X	X	-	X	X
3	Long Range Transportation Planning								
3A	Long Range Transportation Planning	X	X	X	X	X	X	X	X
3B	Non-Motorized Program Planning	X	X	X	X	-	X	X	X
4	Transit Planning								
4A	Public Transit Planning	X	X	X	X	X	-	X	X
5	Data Collection, Maintenance & Analysis								
5A	Geodatabase	-	-	-	-	X	-	X	X