



OZARKS TRANSPORTATION ORGANIZATION  
A METROPOLITAN PLANNING ORGANIZATION

# Technical Planning Committee

## MEETING AGENDA

FEBRUARY 17, 2021  
1:30 - 3:00 PM

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



## Technical Planning Committee

### Meeting Agenda

Wednesday, February 17, 2021 1:30 p.m.

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

**The online public viewing of the meeting will be available on Facebook:**

**<https://www.facebook.com/ozarkstransportationorganization>**

**and the full agenda will be made available on the OTO website: [ozarkstransportation.org](http://ozarkstransportation.org)**

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

#### I. Administration

##### A. Introductions

##### B. Approval of the Technical Planning Committee Meeting Agenda

(1 minute/Wiesehan)

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

##### C. Approval of November 18, 2020 Meeting and January 12, 2021 E-Meeting Minutes ..... Tab 1

(1 minute/Wiesehan)

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

##### D. Public Comment Period for All Agenda Items ..... Tab 2

(15 minutes/Wiesehan)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on

February 16<sup>th</sup> to [comment@ozarkstransportation.org](mailto: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.

##### G. MoDOT Report

(10 minutes/Miller)

Representatives from MoDOT will provide an update on activities in the District and State.

**II. New Business**

**A. OTO Growth Trends ..... Tab 3**  
(10 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

**B. FY 2020-2023 TIP Administrative Modification Number Eight ..... Tab 4**  
(2 minutes/Longpine)

Included for member review are changes made to the FY 2020-2023 Transportation Improvement Program as part of Administrative Modification Number Eight.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

**C. Amendment Number Nine to the FY 2020-2023 TIP ..... Tab 5**  
(5 minutes/Longpine)

MoDOT is requesting to amend the FY 2020-2023 Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE  
FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NINE TO THE  
BOARD OF DIRECTORS**

**D. UPWP Subcommittee**  
(2 minutes/Fields)

OTO is requesting the appointment of a subcommittee to prepare they FY 2022 Unified Planning Work Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE UPWP  
SUBCOMMITTEE**

**E. TIP Subcommittee**  
(2 minutes/Longpine)

OTO is requesting the appointment of a subcommittee to prepare the FY 2022-2025 Transportation Improvement Program.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT THE TIP SUBCOMMITTEE**

**F. *Destination 2045* Update..... Tab 6**  
(5 minutes/Longpine)

OTO staff will provide an update on *Destination 2045* progress.

**NO ACTION REQUESTED – INFORMATIONAL ONLY**

- G. Destination 2045: Regional Trail Component Workshop..... Tab 7**  
(20 minutes/Thomason)  
OTO will preview the drafted Trail Plan and associated bike/ped recommendations as discussed by the Bicycle Pedestrian Advisory Committee. Discussion and feedback is requested from TPC members regarding the recommendations.

**TECHNICAL PLANNING COMMITTEE REQUESTED TO PROVIDE FEEDBACK ON THE PRELIMINARY DRAFT OF THE REGIONAL TRAIL PLAN COMPONENT OF *DESTINATION 2045*.**

### **III. Other Business**

- A. Technical Planning Committee Member Announcements**  
(5 minutes/Technical Planning Committee Members)  
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.
- B. Transportation Issues for Technical Planning Committee Member Review**  
(5 minutes/Technical Planning Committee Members)  
Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.
- C. Articles for Technical Planning Committee Member Information..... Tab 8**

### **IV. Adjournment**

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, April 21, 2021 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

CC: Andrew Lear, OTO Chairman  
Ken McClure, City of Springfield Mayor  
Senator Hawley's Office  
Senator Blunt's Office  
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](http://www.ozarkstransportation.org) or call (417) 865-3042.*

**TAB 1**

**TECHNICAL PLANNING COMMITTEE AGENDA 2/17/2021; ITEM I.C.**

**November 18, 2020 Meeting and January 12, 2021 E-Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Committee member review are the minutes from the Technical Planning Committee November 18, 2020 meeting and January 12, 2021 E-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 November 18, 2020 meeting and January 12, 2021 E-meeting minutes.”

OR

“Move to approve the Technical Planning Committee meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE MEETING MINUTES  
November 18, 2020**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time via Zoom video conferencing. A quorum was declared present and the meeting was called to order at approximately 1:35 p.m. by Chair Andrew Nelson.

The following members were present:

Mr. Rick Artman, Greene County	Mr. Joel Keller, Greene County (a)
Mr. Steve Bodenhamer, City of Battlefield	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
Mr. Matt Crawford, City Utilities Transit	Ms. Britni O'Connor, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Mr. Jeremy Parsons, City of Ozark
Mr. Martin Gugel, City of Springfield	Mr. Cole Pruitt, Missouri State University
Mr. Adam Humphrey, Greene County (Chair)	

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

Others present were: Ms. Brandie Fisher, City Utilities; Mr. John Montgomery, Ozark Greenways; Ms. Stacy Reese, MoDOT; Mr. Chris Tabor, City of Republic; Mr. David Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

**I. Administration**

**A. Introductions**

Chair Andrew Nelson welcomed everyone and requested introductions by a roll call.

Member		Member	
Artman, Rick	Present	Keller, Joel	Present
Bodenhamer, Steve	Present	Kromrey, Mary	Present
Bork, Kristy	Present	Miller, Frank	Present
Boone, Chris	Absent	Nelson, Andrew	Present
Brookshire, Paula	Present	O'Connor, Britni	Present
Brown, Randy	Absent	Parsons, Jeremy	Present
Caulfield, John	Absent	Perches, Danny	Absent
Crawford, Matt	Present	Pruitt, Cole	Present
Gardner, Dawne	Present	Roussell, Jeff	Absent
Gugel, Martin	Present	Shaw, Travis	Absent
Hall, Ezekiel	Absent	Vomund, Janette	Absent
Humphrey, Adam	Present	Wiesehan, Todd	Absent

A quorum was present.

**B. Approval of the Technical Planning Committee Meeting Agenda**

Mr. Humphrey made a motion to approve the Technical Planning Committee Meeting Agenda for November 18, 2020. Mr. Pruitt seconded the motion. Chair Nelson asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Keller, Joel	Aye
Bodenhamer, Steve	-	Kromrey, Mary	Aye
Bork, Kristy	Aye	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brookshire, Paula	Aye	O'Connor, Britni	Aye
Brown, Randy	Absent	Parsons, Jeremy	-
Caulfield, John	Absent	Perches, Danny	Absent
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Absent
Gugel, Martin	Aye	Shaw, Travis	Absent
Hall, Ezekiel	Absent	Vomund, Janette	Absent
Humphrey, Adam	Aye	Wiesehan, Todd	Absent

The motion passed.

**C. Approval of the September 16, 2020 Meeting and September 30, 2020 E-Meeting Minutes**

Mr. Artman made a motion to approve the minutes from the September 16, 2020 Technical Planning Committee Meeting and September 30, 2020 E-Meeting. Mr. Humphrey seconded the motion. Chair Nelson asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Keller, Joel	Aye
Bodenhamer, Steve	-	Kromrey, Mary	Aye
Bork, Kristy	Aye	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brookshire, Paula	Aye	O'Connor, Britni	Aye
Brown, Randy	Absent	Parsons, Jeremy	-
Caulfield, John	Absent	Perches, Danny	Absent
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Absent
Gugel, Martin	Aye	Shaw, Travis	Absent
Hall, Ezekiel	Absent	Vomund, Janette	Absent
Humphrey, Adam	Aye	Wiesehan, Todd	Absent



The motion passed.

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

There were no speakers to address the Committee.

**E. Staff Report**

Ms. Fields stated OTO is continuing work on the Long Range Plan, *Destination 2045*. The survey for public input is still on-line and OTO is conducting drawings for gift cards for survey participants.

OTO has been focusing on the Major Thoroughfare Plan and design standards and understanding the differences between them and how they are being used.

Ms. Fields reported the Bicycle and Pedestrian Advisory Committee is continuing work on the trail component of the Long Range Plan. They are focusing on what can be accomplished in 20 years and what some good goals would be for the Plan.

Ms. Fields said revenues are still projected to be down due to lower fuel usage.

**F. Legislative Reports**

There were no legislative reports.

**G. MoDOT Report**

Mr. Miller reported they had a planning workshop with their planning partners where they usually prioritize Southwest District projects outside of the OTO area. This year it had a different format. They did not prioritize projects, instead they included OTO and OTO members to hear presentations from MoDOT and gave each of the planning partners time to report on what issues there were in their respective areas. They also had a presentation from their Financial Services Director whose division oversees MoDOT's funding projections. The Director shared the challenges of trying to project funding this year due to the uncertainty of the economy and COVID-19. The latest report showed a slight downward trend in revenues compared to previous months. On the Federal side, the FAST Act was extended another year.

Mr. Miller reported MoDOT is down approximately 430 operations employees state-wide. This includes permanent, part-time, and temporary positions for the snow season. This creates a possible difficult situation with staffing. If a maintenance building would be quarantined, staff would have to be redistributed. Currently, per their policy, MoDOT is not doing any overnight travel due to the pandemic which could create challenges in staffing coverage. Ms. Reese added, 80 counties out of Missouri's 114 counties only have one maintenance building.

Mr. Miller stated January and February would be the time frame when they will be looking at projects and funding for the TIP.

Ms. Reese said MoDOT had a meeting with their Governmental Relations Staff. They shared Missouri has approximately 25% new Legislators. They will have conversations and virtual meetings to help educate the new Legislators and advise them of the Legislative Priorities for MoDOT and the Southwest District.

## II. New Business:

### A. Annual Listing of Obligated Projects

Ms. Longpine reported OTO is required by federal law to publish an Annual Listing of Obligated Projects. The OTO Federal Fiscal Year 2020 Annual Listing of Obligated Projects was made available in the Agenda Packet for member review. Ms. Longpine noted, the Federal Fiscal Year 2020 included the time period from October 1, 2019 to September 30, 2020 and this listing is required to be published by December 30, 2020.

Mr. Humphrey made a motion to recommend approval of the Annual Listing of Obligated Projects to the Board of Directors. Mr. Artman seconded the motion. Chair Nelson asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Keller, Joel	Aye
Bodenhamer, Steve	-	Kromrey, Mary	Aye
Bork, Kristy	Aye	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brookshire, Paula	Aye	O'Connor, Britni	Aye
Brown, Randy	Absent	Parsons, Jeremy	Aye
Caulfield, John	Absent	Perches, Danny	Absent
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Absent
Gugel, Martin	Aye	Shaw, Travis	Absent
Hall, Ezekiel	Absent	Vomund, Janette	Absent
Humphrey, Adam	Aye	Wiesehan, Todd	Absent

The motion passed.

### B. FY 2020-2023 TIP Administrative Modification Numbers Six and Seven

Ms. Longpine stated there were 14 items included as part of Administrative Modification 6 to the FY 2020-2023 Transportation Improvement Program. The basis for the Administrative Modifications were moving 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.

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.

Ms. Longpine stated this was informational only.

### C. Amendment Number Seven to the FY 2020-2023 TIP

Ms. Longpine stated there are 12 items requested by MoDOT and OTO members included as part of Amendment Number Six to the FY 2020-2023 Transportation Improvement Program. Ms. Longpine highlighted the items.

Mr. Crawford made a motion to recommend approval of the FY 2020-2023 Transportation Improvement Program Amendment Seven to the Board of Directors with the correction of Item #12, the Walnut Street Bridge, moving construction to 2022 instead of 2021. Mr. Gugel seconded the motion. Chair Nelson asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Keller, Joel	Aye
Bodenhamer, Steve	-	Kromrey, Mary	Aye
Bork, Kristy	Aye	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brookshire, Paula	Aye	O'Connor, Britni	Aye
Brown, Randy	Absent	Parsons, Jeremy	Aye
Caulfield, John	Absent	Perches, Danny	Absent
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Absent
Gugel, Martin	Aye	Shaw, Travis	Absent
Hall, Ezekiel	Absent	Vomund, Janette	Absent
Humphrey, Adam	Aye	Wiesehan, Todd	Absent

The motion passed.

#### **D. September 30, 2020 Federal Funds Balance Report**

Ms. Longpine reported OTO has 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 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).

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 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, 2021.

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 recissions 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.

Ms. Longpine reported no action is required; however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff. There were two corrections already made, two projects for the City of Springfield were listed twice.

#### **E. Safety, System Condition, System Performance, and Transit Safety Targets**

Ms. Longpine stated MAP-21 established and the FAST Act maintained a performance-based approach to transportation investments, creating National Performance Goals. In keeping with these goals, State Departments of Transportation and Metropolitan Planning Organizations are required to establish targets. Each target has its own requirements and timelines. This year, four types of performance targets will be reviewed: safety, system condition, system performance, and transit safety.

Ms. Longpine reviewed each performance target and their individual targets.

Mr. Pruitt made a motion to recommend approval of the proposed targets to the Board of Directors. Mr. Parsons seconded the motion. Chair Nelson asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Keller, Joel	Aye
Bodenhamer, Steve	Aye	Kromrey, Mary	Aye
Bork, Kristy	Aye	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brookshire, Paula	Aye	O'Connor, Britni	Aye
Brown, Randy	Absent	Parsons, Jeremy	Aye
Caulfield, John	Absent	Perches, Danny	Absent
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Absent
Gugel, Martin	Aye	Shaw, Travis	Absent
Hall, Ezekiel	Absent	Vomund, Janette	Absent
Humphrey, Adam	Aye	Wiesehan, Todd	Absent

The motion passed.

#### **F. TPC Chair Rotation**

Ms. Fields stated in 2003, the Technical Planning Committee voted to establish a rotation schedule for the chairmanship of the Technical Planning Committee. This rotation, as noted in the agenda packet, has been followed since. The Chairman-Elect serves as the Chair in absence of the Chairman.

Todd Wiesehan of Christian County will be serving as Chair in 2021. The chairman-elect will

be from Battlefield.

Mr. Crawford made a motion to elect the Technical Planning Committee Chairman-Elect for 2021. Mr. Humphrey seconded the motion. Chair Nelson asked for a roll call vote.

Member		Member	
Artman, Rick	Aye	Keller, Joel	Aye
Bodenhamer, Steve	Aye	Kromrey, Mary	Aye
Bork, Kristy	Aye	Miller, Frank	Aye
Boone, Chris	Absent	Nelson, Andrew	Aye
Brookshire, Paula	Aye	O'Connor, Britni	Aye
Brown, Randy	Absent	Parsons, Jeremy	Aye
Caulfield, John	Absent	Perches, Danny	Absent
Crawford, Matt	Aye	Pruitt, Cole	Aye
Gardner, Dawne	Aye	Roussell, Jeff	Absent
Gugel, Martin	Aye	Shaw, Travis	Absent
Hall, Ezekiel	Absent	Vomund, Janette	Absent
Humphrey, Adam	Aye	Wiesehan, Todd	Absent

The motion passed.

**G. TPC 2021 Schedule**

Ms. Fields stated the staff has modified the meeting schedule for 2021 to have the Technical Planning Committee meet in even numbered months. This is being proposed to align the TIP to the State of Missouri's fiscal year.

This item was for discussion only. No motion was requested.

**III. Other Business**

**A. Technical Planning Committee Member Announcements**

Ms. Gardner reported the new Traffic Engineer for the City of Springfield is Brett Foster.

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

There were no issues presented.

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

Chair Nelson noted there were articles of interest included in the Agenda Packet. There was no discussion.

**IV Adjournment**

With no additional business to come before the Committee, Ms. Kromrey moved to adjourn the meeting. Mr. Gugel seconded the motion. The motion passed. The meeting adjourned at approximately 2:14 p.m.

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Andrew Nelson  
Technical Planning Committee Chair

**OZARKS TRANSPORTATION ORGANIZATION  
TECHNICAL PLANNING COMMITTEE E-MEETING MINUTES  
January 12, 2021**

The Technical Planning Committee of the Ozarks Transportation Organization held an electronic meeting on Tuesday, January 12, 2021, to consider recommending FY 2020-2023 Transportation Improvement Program Amendment 8 to the Board of Directors.

Chair Todd Wiesehan called the electronic meeting to order at approximately 10:00 a.m.

Mr. Cole Pruitt moved the Technical Planning Committee recommend approval of FY 2020-2023 Transportation Improvement Program Amendment 8 to the Board of Directors. Ms. Mary Kromrey seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Steve Bodenhamer, Chris Boone, Kristy Bork, Randy Brown, Matt Crawford, Dawne Gardner, Martin Gugel, Ezekiel Hall, Kirk Juranas, Mary Kromrey, Frank Miller, Andrew Nelson, Jeremy Parsons, Cole Pruitt, Jeff Roussell, Todd Wiesehan

NAY: None

ABSTAIN: None

With no additional business to come before the Committee, Chair Todd Wiesehan adjourned the electronic meeting at approximately 11:13 a.m.

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Todd Wiesehan  
Technical Planning Committee Chair

**TAB 2**



**TECHNICAL PLANNING COMMITTEE AGENDA 2/17/2021; 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 November 18, 2020 and February 10, 2021.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

This item is informational only, no action is required.

**Concerning: B/M Highway corridor from 266 south to Hwy 60**

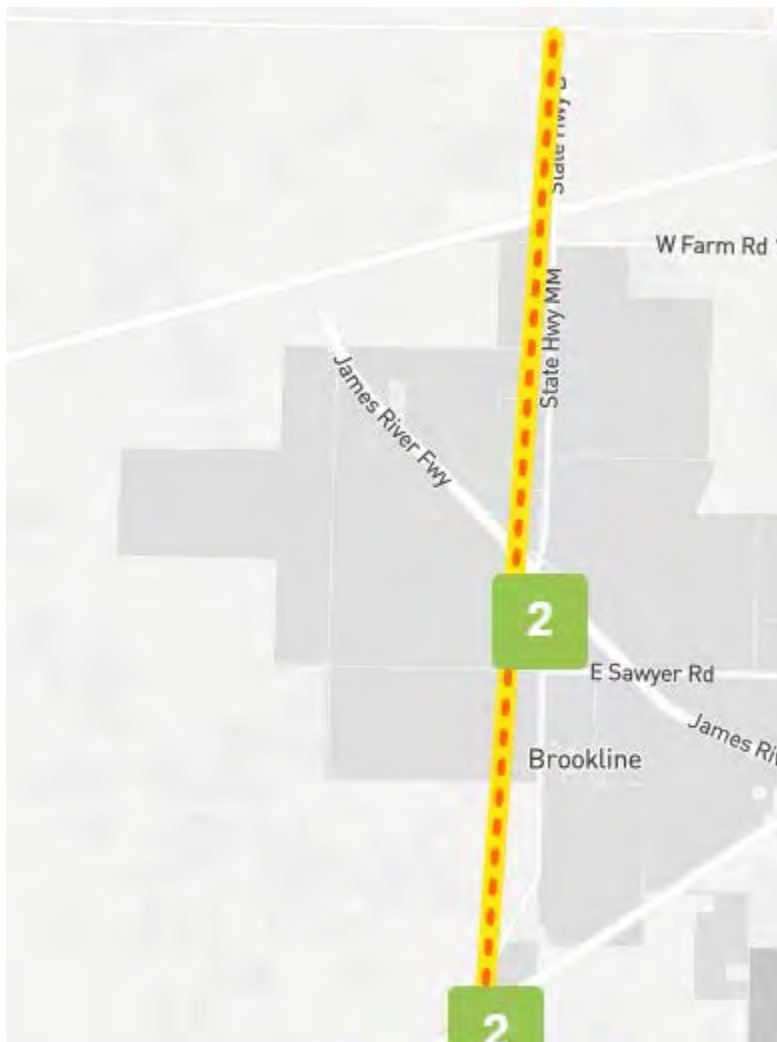
**Name:** Brandon Shelton

**Type:** LineString

**Coordinates:** [[-93.42917203903198,37.145916420518475],[-93.42309951782225,37.21255809360868]]

**Category:** motor-route

**Comment:** The B/M highway corridor from 266 south to Hwy 60 needs widening and additional lanes. With the addition of Amazon, this route will be especially busy from the industrial park to I-44 and the airport. There is also a dangerous intersection at 60 and M with the BNSF crossing that needs to be addressed.



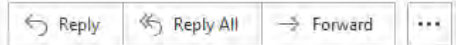
**Email received 01/06/2021**

Regional Trail: Chadwick Flyer Trail crossing of Hwy 65



Kromrey, Mary <mary@ozarkgreenways.org>

To: [Comment](#) [Comment](#)



Wed 1/6/2021 10:44 AM

You forwarded this message on 1/6/2021 2:09 PM.

Hello,

The regional Chadwick Flyer Trail was identified in the 2017 OTO Regional Trail Study. It currently has 4,200 l/f of trail built and open. Two more projects along this route are funded/under construction. OG, City of Ozark, and volunteers are actively pursuing land donations/easements for the 7.5 mile trail while simultaneously raising funds.

We need your help! This regional trail must navigate Hwy 65, and OG identifies this crossing, for people who bicycle & walk/wheelchair, as a priority need for not only our regional trail system, but also our region's transportation network.

Thank you so much for asking for input and providing such an efficient way for us to get that input to you.

Sincerely,

*Mary Kromrey*

Executive Director

417-864-1941




## New message from OTO - Destination 2045 Survey



On behalf of Alma S Staffer <noreply@ozarkstransportation.org>

To Comment Comment

 You forwarded this message on 12/7/2020 8:39 AM.

- **Name:** Alma S Staffer
- **Email:** [sasaki33@att.net](mailto:sasaki33@att.net)

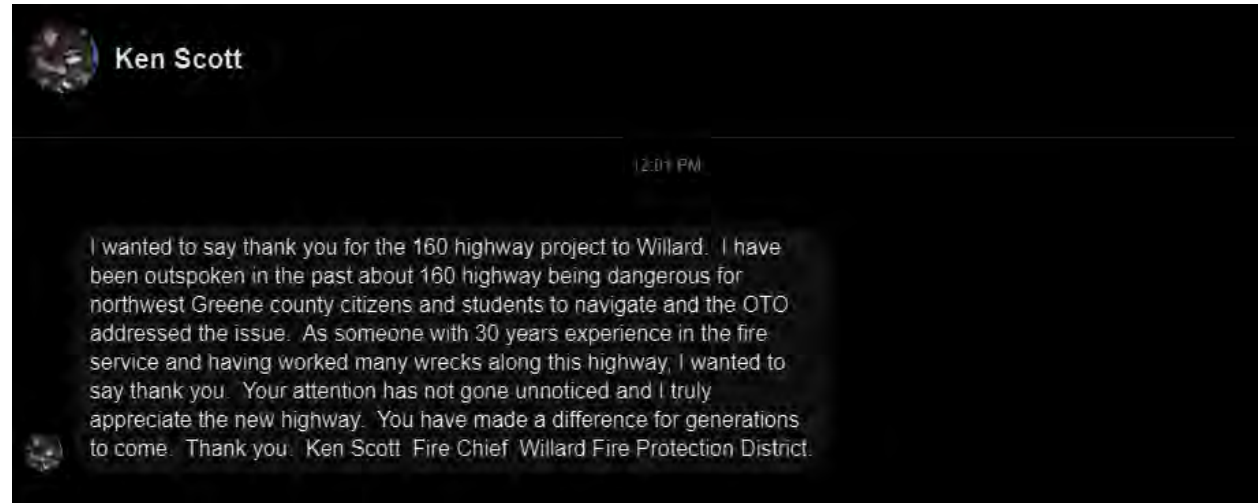
Hi,

I just completed the survey and it was in a difficult format. I had to roll up and down to read text, questions, and to fill in answers. Surveys should be more simple and visible. I did not like how the information was shadowed. I think these issues should be addressed in future surveys by your organization. I complete surveys quite often and have never encountered this design. Thank you for considering my feedback.

Best wishes,

Alma Staffer

Facebook direct message – November 30, 2020 – Highway 160 Willard





Ozarks Transportation Organization

Yesterday at 1:24 PM · 🌐

Springfield's new 3 foot rule. See details below.

[City of Springfield, MO](#) · [Connect with SGF](#)



For more information and safety tips, visit [springfieldmo.gov/sgfyields](http://springfieldmo.gov/sgfyields).



City of Springfield, MO · [Connect with SGF](#)

Yesterday at 9:35 AM · 🌐

The City of Springfield is now one of the few cities in the country where a driver is required to yield to pedestrians approaching or waiting within three feet of an unsignalized crosswalk. The change is designed to protect vulnerable pedestrians such as children and the elderly by allowing them to remain in the safety of the sidewalk.

#SGFyields #stop4me

Learn more: <https://www.springfieldmo.gov/civicalerts.aspx?AID=7557> or visit [www.springfieldmo.gov/sgfyields](http://www.springfieldmo.gov/sgfyields)

43

People Reached

11

Engagements

Boost Unavailable

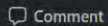


1

5 Comments



Like



Comment



Share



Most Relevant ▾



Comment as Ozarks Transportation Organization



Carolyn McGhee

At least 75% of drivers and cyclists really should be off the roads. They're aggressive, don't watch, and I swear the blind are more aware of surroundings than they are. They think it's funny after a rainstorm to speed up and soak pedestrians or people waiting at bus stops with water from the street. Unfortunately, according to one of our council members here in Springfield our legislature doesn't think it's important for people to know how to drive safely even though we have similar issues in other big cities.

Like · Reply · Message · 5h



Author

Ozarks Transportation Organization

Thank you! We appreciate the feedback, Carolyn McGhee!

Like · Reply · 4h



1



Carolyn McGhee

The ones who actually did lose their license are riding bikes on sidewalks now and not doing any better. Worse, some of them have found high speed motorized bikes and scooters and are trying to ride those on the sidewalks.

Like · Reply · Message · 3h



1



Carolyn McGhee

I can't hear them coming, they have no bells or horns, and don't call out when approaching a pedestrian.

Like · Reply · Message · 3h



1



Carolyn McGhee

Abs which trumps which: right on red or a pedestrian in the crosswalk? That's how I got cut off crossing division and scared a few bus drivers, car was going south on Booneville, turned west abs cut me off. Unfortunately this has happened so much I've learned to expect it.

Like · Reply · Message · 3h



1





## Ozarks Transportation Organization

December 8 at 10:57 AM · 🌐

Transportation Survey: Less than 2 weeks left to provide input and earn a chance to win a \$50 gift card to a local business!

Our survey seeking input for transportation needs (now and in the future) closes December 17th. Tell us what projects matter the most to you, looking all the way to 2045.

<https://destination2045input.questionpro.com/>

# Are we *there* yet?

Take our survey and let us know if we are *there* and help set the vision for 2045.

The Ozarks Transportation Organization is mapping the future and needs your input for our long range transportation plan, which looks to 2045 and the future of transportation in the Springfield metropolitan region.



*Survey Website*

<https://destination2045input.questionpro.com>

To say *there* *yet*, we are giving you a chance to win a \$50 Gift Card to a Local Business. Just provide your contact information after the end of the survey.

*Destination 2045 Website*

<https://www.ozarkstransportation.org/what-we-do/destination2045>



Ozarks Transportation Organization  
2208 W. Chesterfield Boulevard, Suite 101  
Springfield, MO 65807

(417) 865-3042  
[comment@ozarkstransportation.org](mailto:comment@ozarkstransportation.org)

The OTO is the transportation planning organization for the Springfield region. The OTO includes Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Stratford, and Willard.



# Destination 2045



### Carolyn McGhee

Kind of cool how everything seems to be happening at once and if this is the same thing I saw before you and Springfield are pretty much on the same page. People had expressed interest in a metro link like train system but as of yet it's still just an idea kicking around, we aren't at the point of figuring out specifics. People want to be able to walk, bike, and take transit vs drive. They have no clue that we have a bus already much less how to use it. They don't care if it's a bus or train they just want to be able to get from point a to point b without driving. Given Springfield's insane lack of parking, it feels like they're half heartedly trying to imitate NYC but right now too many people are still driving so it's not working well. We have a huge issue with people parking illegally wherever they can because of it. I don't know about the rest of springfield but MSU builds their parking lots and garages for 1/4 of their expected number of students so if you've got an apartment building with 400 units there's only 100 parking spots. It seems like at some point we need to go all the way and really push to discourage driving at least in springfield.

[Like](#) · [Reply](#) · [Message](#) · 15h

[Write a comment...](#)

**Concerning: Hickory Lane and Farm Road 89 - Republic**

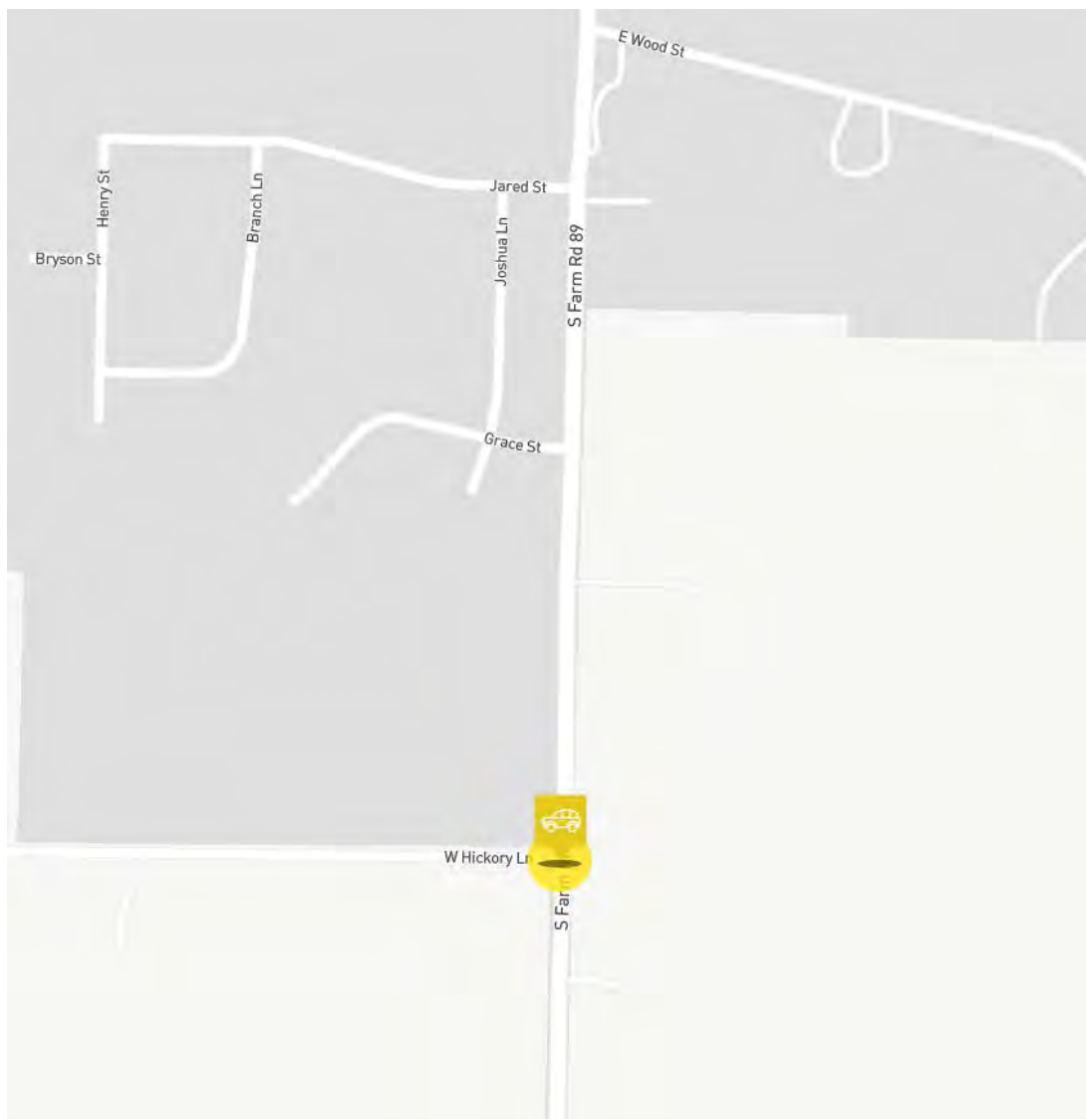
**Name:** Anonymous

**Type:** Point

**Coordinates:** [-93.46229195594788,37.09858363698394]

**Category:** motor-point

**Comment:** Needs a Street light.





**Concerning: Farm Road 89 and Williamsburg Walk in Republic**

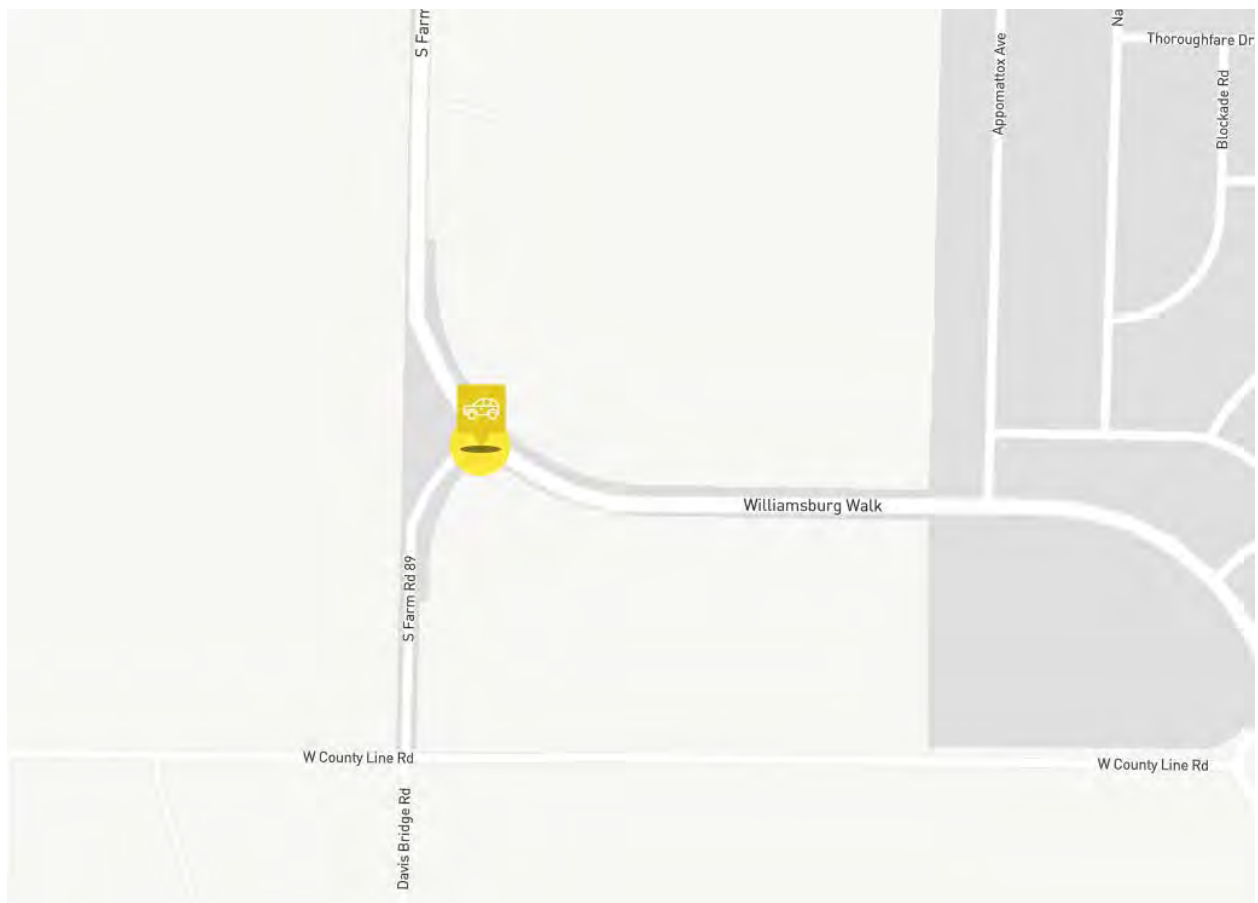
**Name:** Thomas

**Type:** Point

**Coordinates:** [-93.46282839775085,37.101801116166]

**Category:** motor-point

**Comment:** Needs a Street light.



**Concerning: Farm Road 168 and N. Main in Republic**

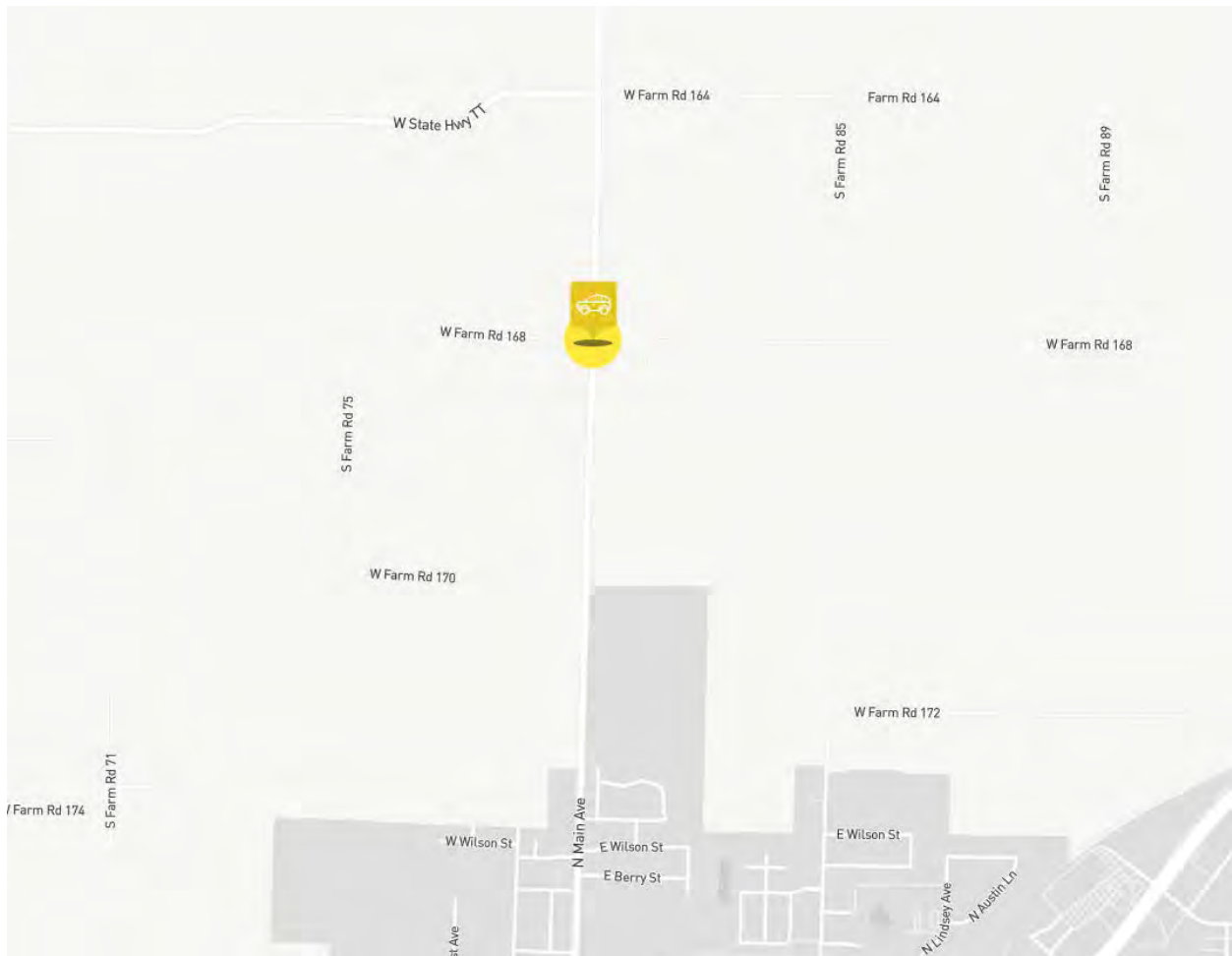
**Name:** FR 168 & N Main (Republic)

**Type:** Point

**Coordinates:** [-93.47948491573334,37.14765244808421]

**Category:** motor-point

**Comment:** Blinking yellow light - people do NOT slow down. If you are traveling on FR 168 and need to cross Main Street, it's very dangerous. Blinking red light or stop sign might be the solution.



**Email received 01/06/2021**

Hwy 174 and Main with school congestion on both



Julie Harkness <harknessj@sbcglobal.net>

To Comment Comment

 You replied to this message on 1/6/2021 2:01 PM.

I would like to see improvements to school drop off and pickup times in this area. I do live out 174 so normally go to Billings to avoid this area during these times.

Great improvement on 174 and 60!!!

Julie Harkness

Sent from my iPad

**Concerning: Highway 174 and N. Main – Republic**

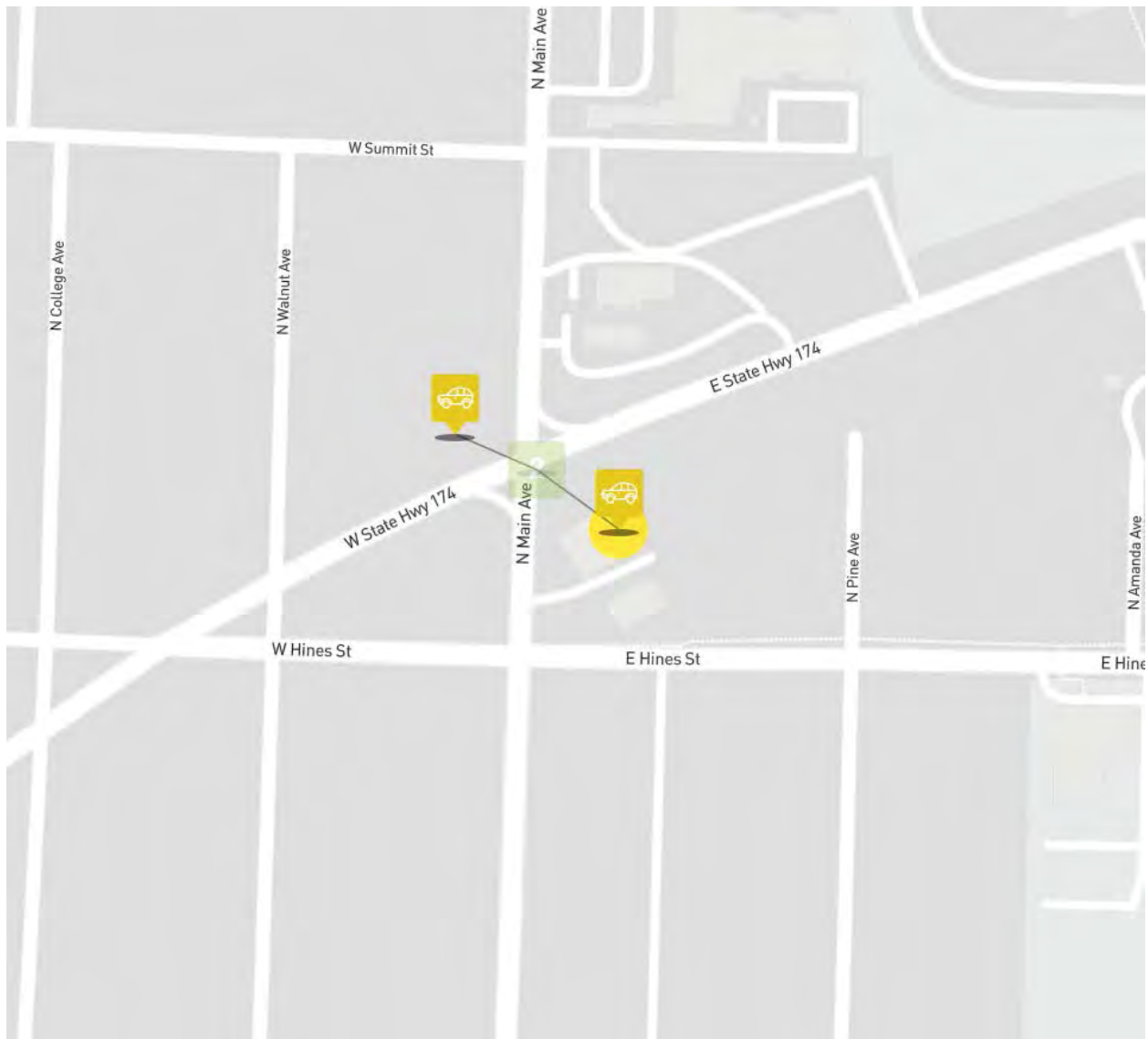
**Name:** Vanha

**Type:** Point

**Coordinates:** [-93.48016594131421,37.12641544285385]

**Category:** motor-point

**Comment:** I live off of Kansas. When school is in session, I have sat in traffic for 20+ minutes at the 4 way stop by Casey's/Main street, waiting for the school traffic to clear the lane, so I can get home. It is completely ridiculous. There needs to be something done, as I have seen cars pull into the oncoming traffic lane, just to get around one vehicle that is holding up traffic.



**Concerning: Highway 174 and Main in Republic**

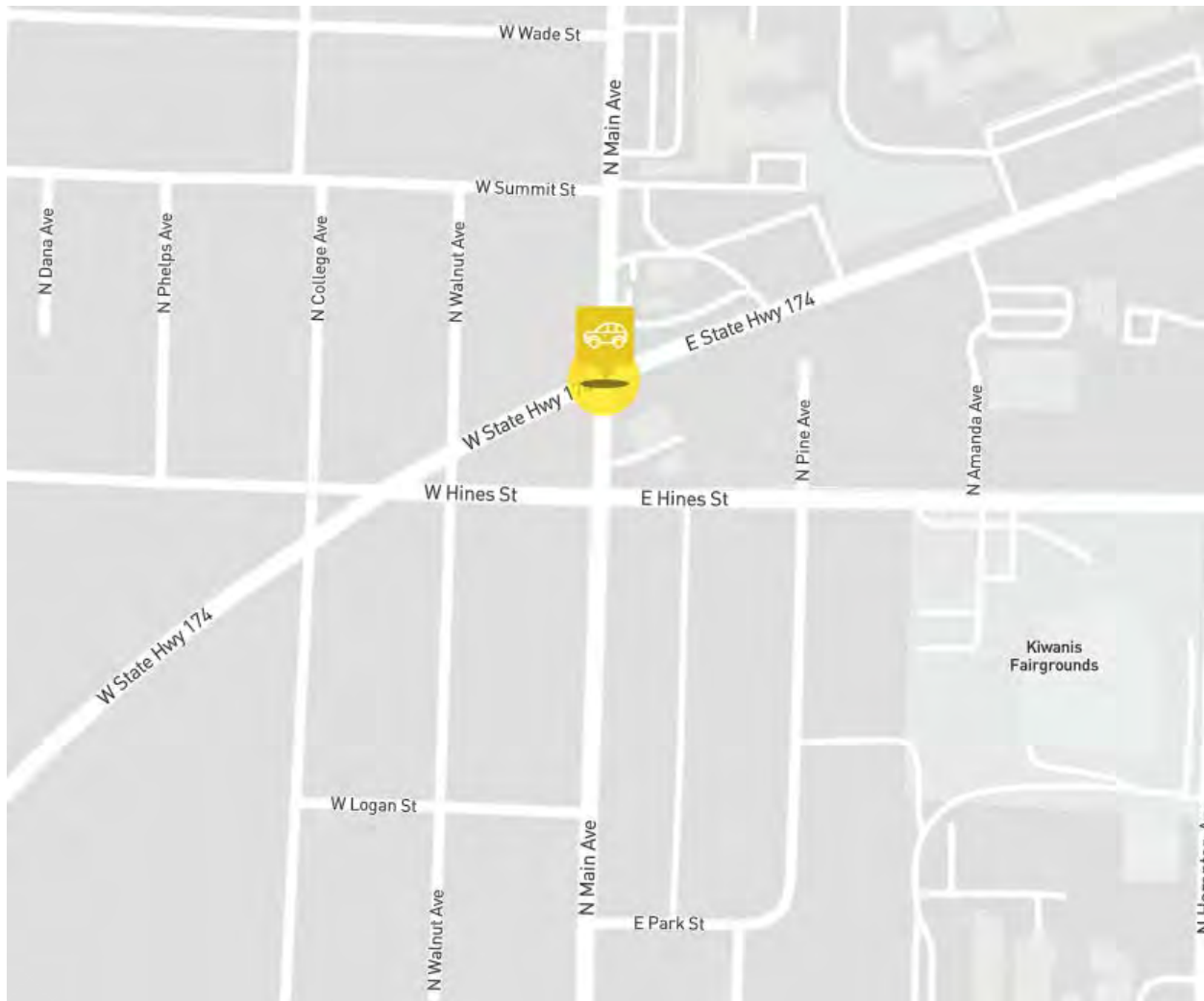
**Name:** HYW 174 and Main (Republic)

**Type:** Point

**Coordinates:** [-93.48026275634766,37.12646676781211]

**Category:** motor-point

**Comment:** This intersection is a nightmare during school drop off times. Traffic gets backed up, you can't turn when needed, all because you are waiting in a line of cars that is actually the school's car pick up lane. It's insane! There has to be a solution for this problem. It's also dangerous because cars try to go around each other.



**Concerning: Main Avenue and State Highway 174**

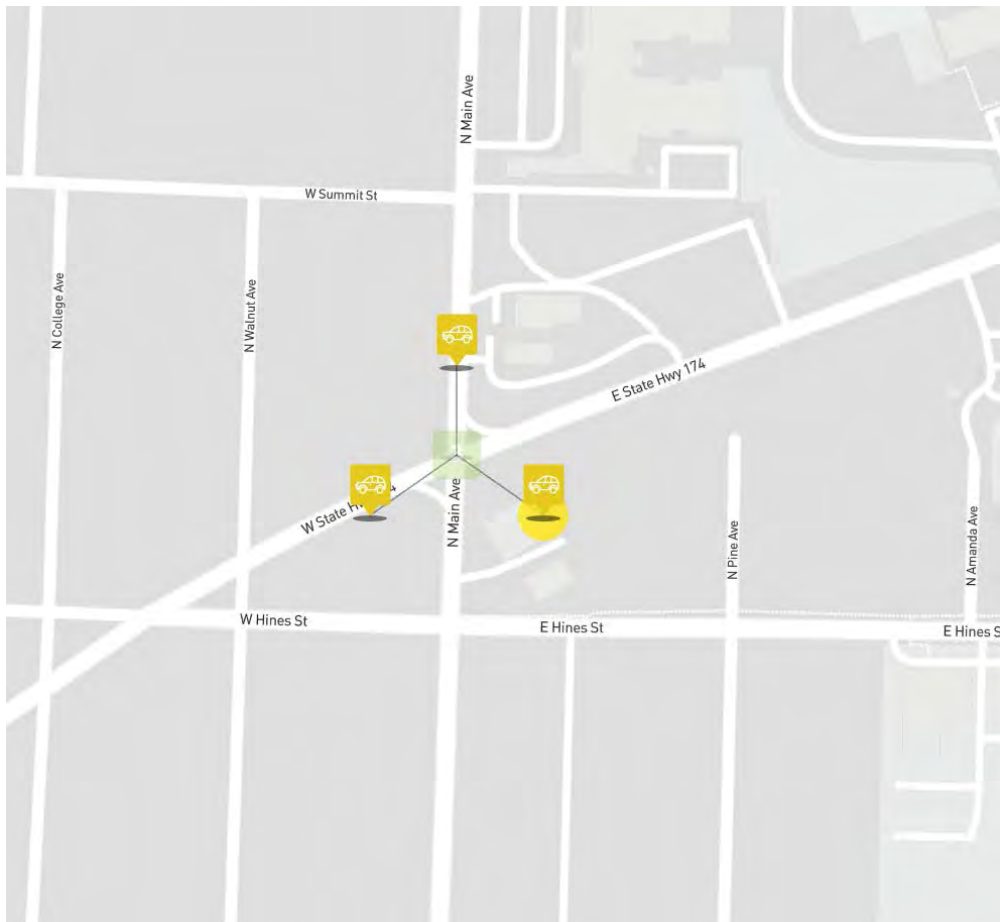
**Name:** Thomas

**Type:** Point

**Coordinates:** [-93.4803432226181,37.12659080298417]

**Category:** motor-point

**Comment:** This intersection is in need of repair and expansion. Traffic gets back up and creates safer hazards.



**Concerning: Highway M near Farm Road 101 in Republic**

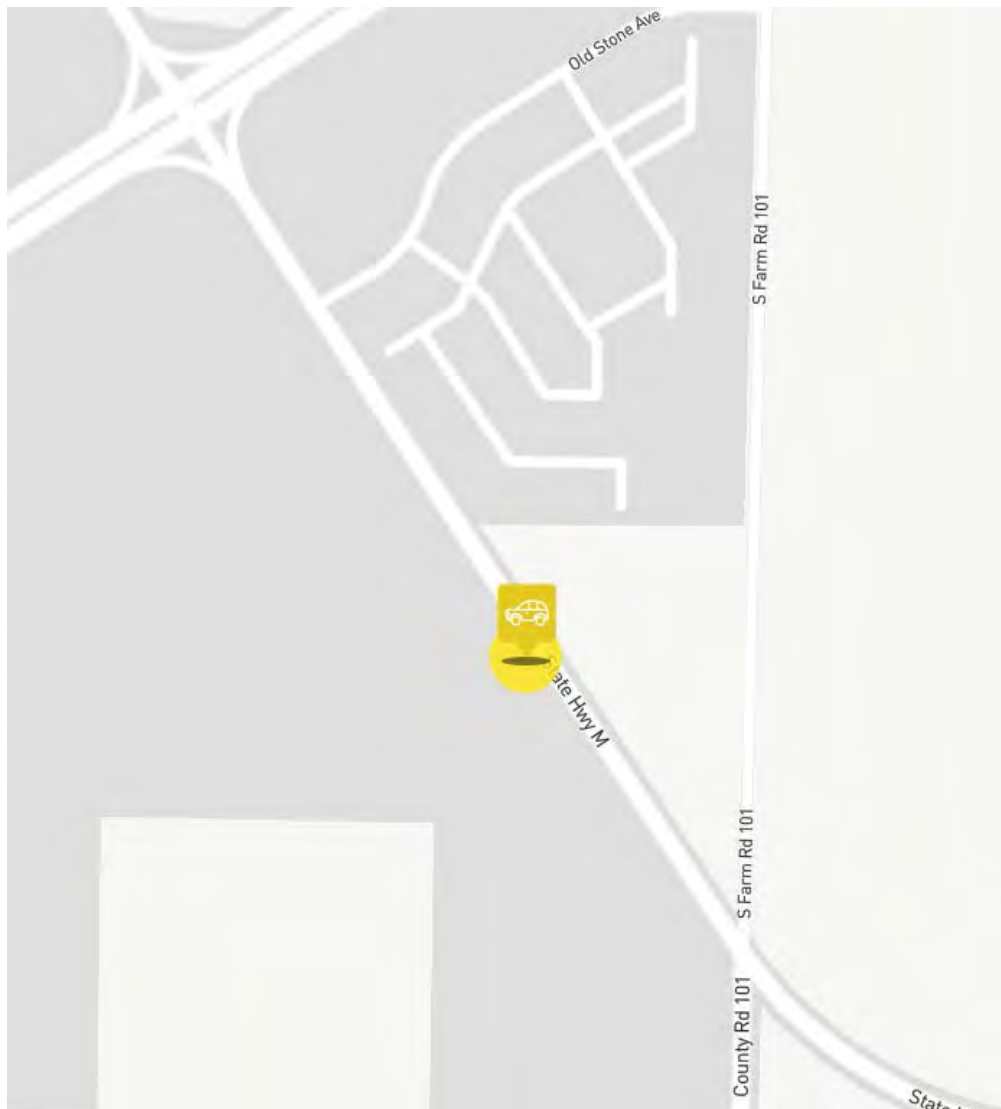
**Name:** Cyrin Haggard

**Type:** Point

**Coordinates:** [-93.42650445087202,37.142523136328556]

**Category:** motor-point

**Comment:** This is a residential area. The speed limit needs to be lowered



## Concerning: MM – Highway 60 North to Highway 266

### Annual Input on Transportation Needs



Neil Anderson <nanderson@murphytractor.com>

To: Comment Comment

Reply

Reply All

Forward



Thu 1/7/2021 4:45 PM

 You replied to this message on 1/7/2021 4:53 PM.

Our business, Murphy Tractor, is located at 1401 S. State highway MM. The MM corridor from 60 highway North to 266 highway is experiencing explosive growth. With Amazon and Convoy of Hope bringing a large amount of traffic to already overcrowded MM highway, we are concerned about safety of our employees and customers being able to enter and exit our facility. Mainly because of Amazon, property is selling at a brisk pace. We see realtor signs with SOLD and survey flags where there were cows, grass and trees in October of 2020. It's not uncommon to see survey crews plotting in a new parcel several times each week since the Amazon project became public knowledge.

Traffic coming from W. Carnahan, W Farm Road 144, Farm road 140, 360 Highway, Sawyer Road and 266 on to MM experience extreme difficulty getting onto MM. Especially between the evening hours of 4pm to 6:30pm Monday through Friday. There is no shoulder or middle lane for large trucks to make the turn and they end up dragging their trailers through the ditches.

When we widened our entrance in 2019, I spoke with a MODOT representative and they informed that there weren't any plans to even look at MM until 2024. With this news, we widened our entrance so trucks have some extra room to make the turn on to MM.

People exiting the James River freeway making RH turns don't stop to look for traffic. There are only yield signs; there isn't a lane for them to transition in to traffic. Again dangerous because they have a yield sign and treat it like a merge. There isn't a lane to transition, causing dangerous situations.

Hoping that MODOT isn't waiting until 2024 to make plans for MM highway. By 2024 it will be a giant mess.

Neil

**Neil Anderson**

**Branch Manager**

1401 S STATE HIGHWAY MM

SPRINGFIELD MO 65802-7726

Ph: 417-863-1000 • Cell: 417-844-8989 • Fax: 417-864-7577

Murphy Tractor & Equipment Co. [murphytractor.com](http://murphytractor.com)

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## Email received 01/13/2021

### MO MM Issues



Michael Costello <mikecoz061@gmail.com>

To Comment Comment


 Reply

 Reply All

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Tue 1/12/2021 9:07 PM

 You replied to this message on 1/13/2021 9:01 AM.

Please prioritize MO MM in Republic. The issues with this roadway continue to get worse and Amazon and the cavalcade that will follow haven't even opened yet. From turning left at places like Sawyer, Carnahan, and James River to traffic backing up and blocking the railroad tracks at US 60 to gasoline trucks blocking the road for minutes at a time at Magellan, this roadway has issues all along it. A major overhaul is needed.

Michael Costello  
Republic, MO

**Concerning: Highway MM and Highway 60 in Republic**

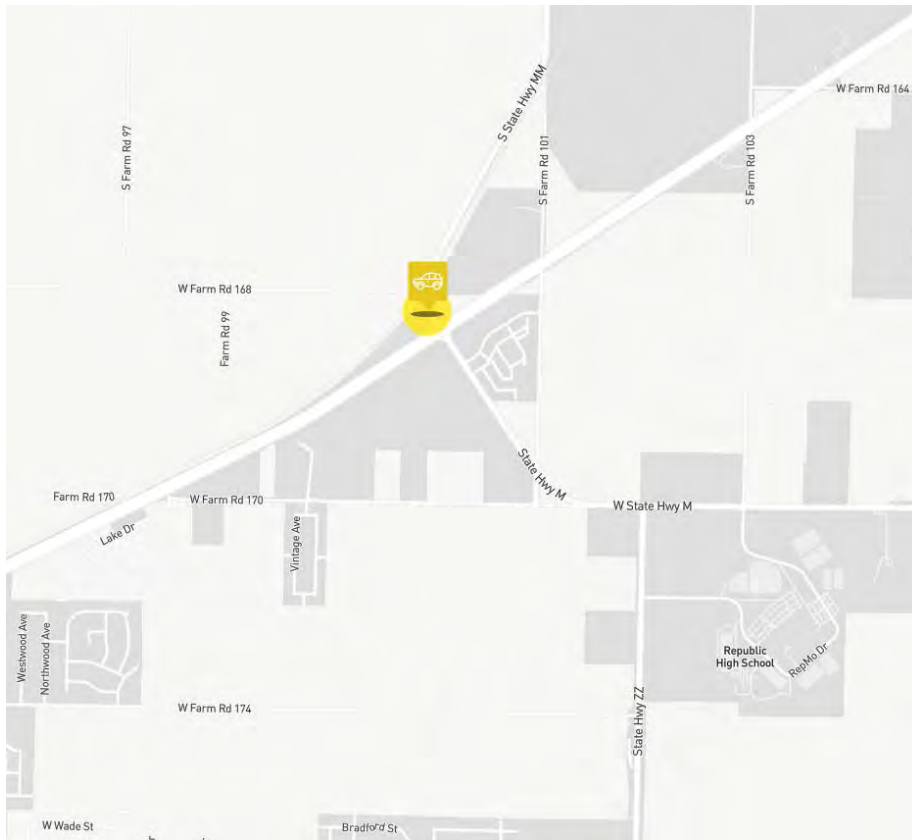
**Name:** Hwy MM and 60 (Republic)

**Type:** Point

**Coordinates:** [-93.42966556549071,37.14642953626267]

**Category:** motor-point

**Comment:** Cars should NOT be allowed to enter Kum & Go on Hwy M. There is an entrance on Hwy 60 cars should utilize. Way to much traffic, with a RR crossing right there too. Very dangerous intersection.



**Public reply to the above posting**

**Name:** Anonymous

**Type:** suggestions

**Coordinates:**

**Category:**

**Comment:** Turning left off of 60 on to MM is a dangerous bottle neck causing cars to be backed up into the West bound lane of 60. Especially when school bus or tanker truck has to stop at the RR tracks. Expand the RR crossing for 3rd traffic lane would help along with closing the side access to Kum n Go

**Concerning: Sawyer Road and Highway MM**

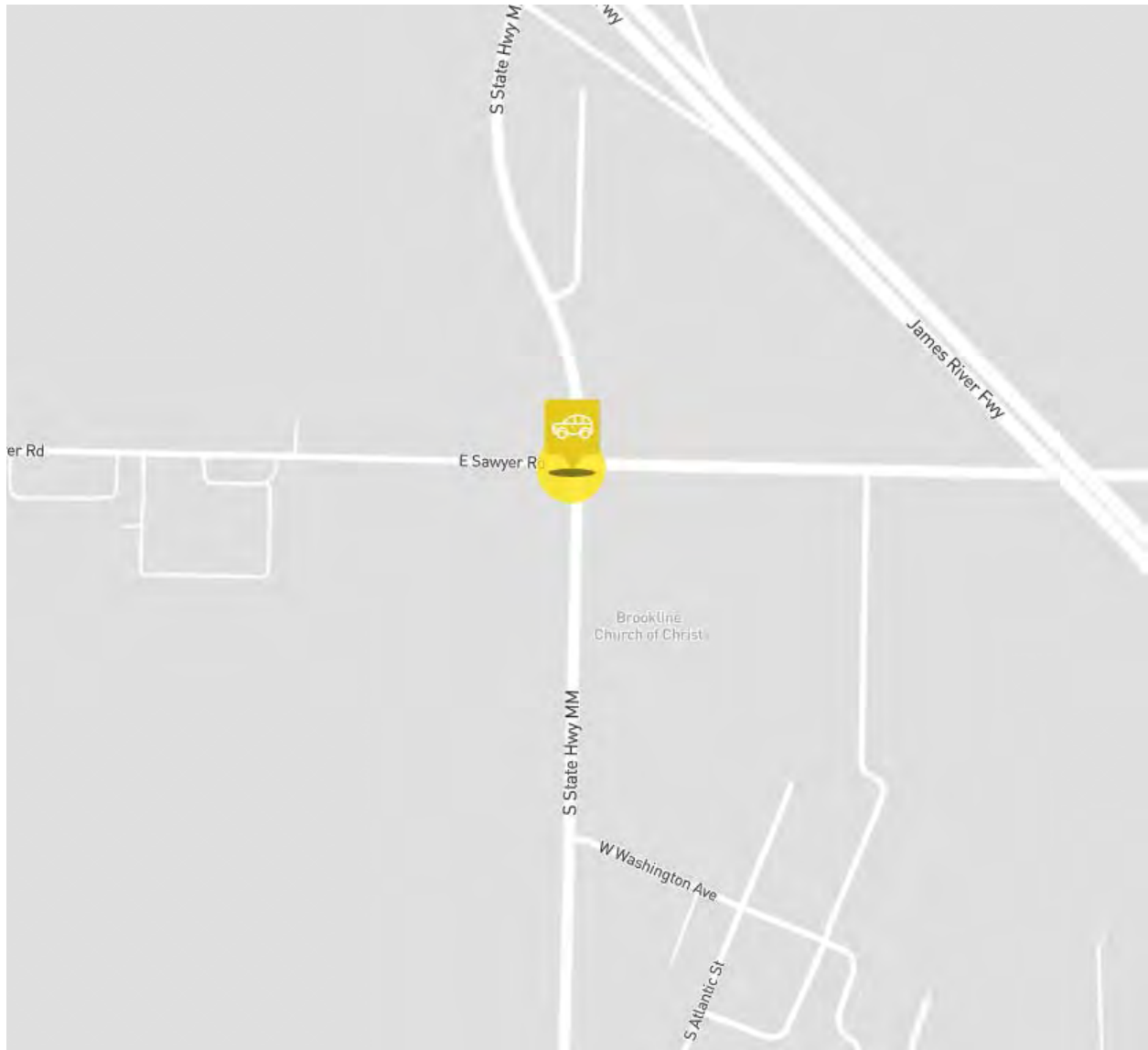
**Name:** Cyrin Haggard

**Type:** Point

**Coordinates:** [-93.42416701343609,37.16919981710886]

**Category:** motor-point

**Comment:** This intersection needs a stoplight and the roads need to be widened to 2 lanes. There is too much traffic here



**Concerning: Highway MM at James River Freeway**

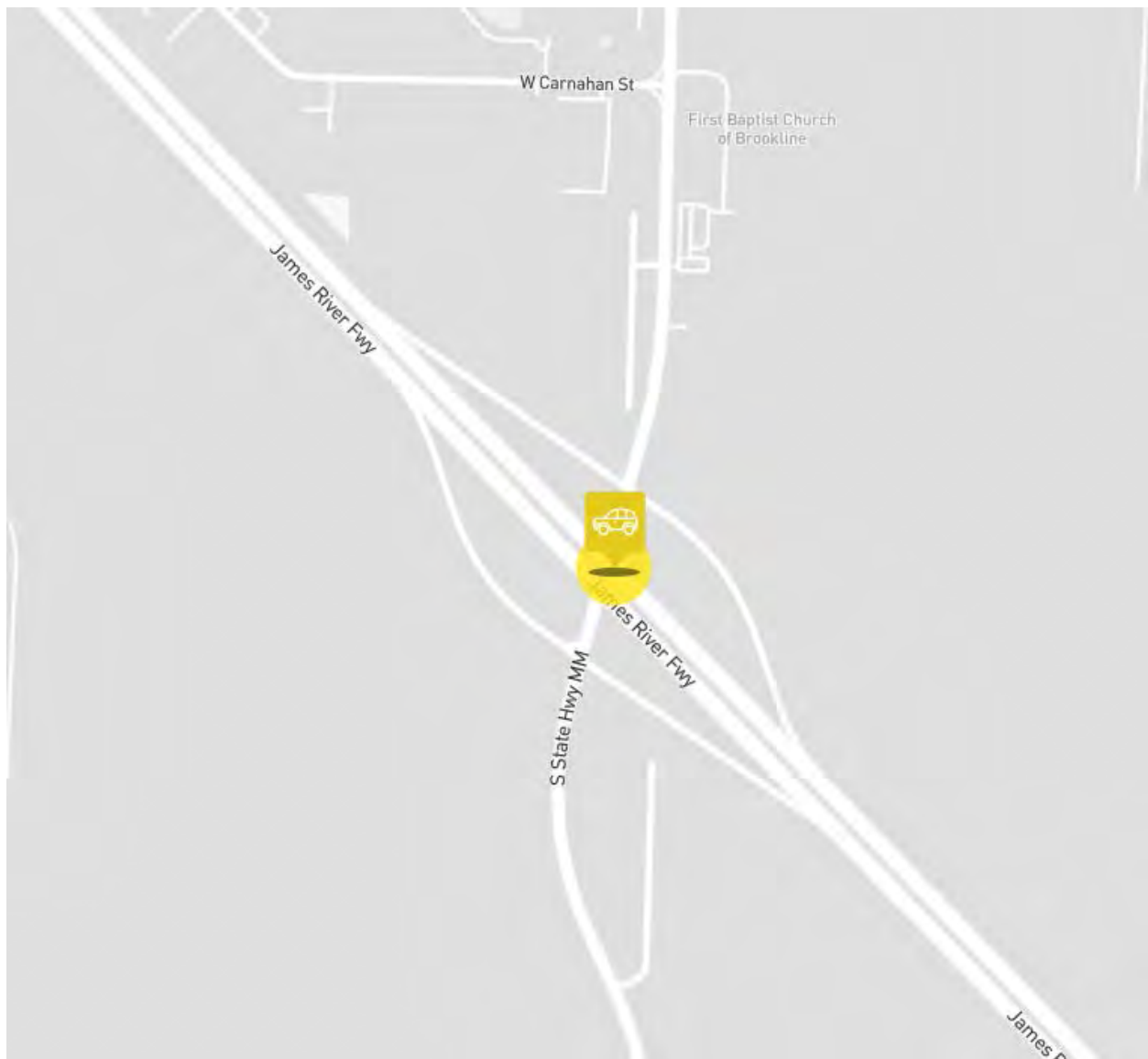
**Name:** Cyrin Haggard

**Type:** Point

**Coordinates:** [-93.42454139703477,37.1760786723691]

**Category:** motor-point

**Comment:** This intersection needs a stoplight. It is difficult to see traffic coming over the bridge in a small vehicle



## Email received 01/12/2021

### Highway MM Traffic Brookline Area



Jimmy Spears <jimmy@deltaroofting.net>

To Comment Comment


Reply

Reply All

Forward



Tue 1/12/2021 11:23 AM

 You replied to this message on 1/12/2021 11:28 AM.

Good morning,

I wanted to send an email regarding the traffic on the highway MM corridor between I-44 and HWY60. We have had a business in the area and have been running quite a few commercial vehicles up and down that highway for about 40 years. I must say that something NEEDS done to aid in the congestion of traffic in that area as it is just getting busier and busier every year. MM has needed a turn lane for about 15 years, but with all the industry adding to the already growing population in the area has made the highway almost unsafe to drive. It's bad enough with as narrow as it is, for "normal" drivers running late or on their phones or just not paying attention, but when you add in the massive amounts of commercial traffic with the industry in the area. Something needs to be done as there will soon be drivers getting killed because of truck drivers lost and stopping in the highway to turn and backing up traffic causing a wreck. We've all seen the latest generation of truck drivers and all I can say is that a good portion are not the attentive professional drivers of the past and couldn't really care less about blocking traffic behind them. With Amazon going in and all the other industry/traffic/population exploding in the area, you guys need to be ahead of the problem, even though I personally feel that you've been behind for many years already.

Thank you and have a GREAT day!

Jimmy Spears

[www.DeltaRoofing.net](http://www.DeltaRoofing.net)

417-831-5634

-The enemy of the **"best"** is not the *"worst"*, but instead the *"good enough"*-

**Email received 01/13/2021**

Widening the MM highway from James River bypass to 60 highway.




Tod Pearson <todpearson@gmail.com>

To Comment Comment


 Reply

 Reply All

 Forward



Wed 1/13/2021 9:49 AM

 You replied to this message on 1/13/2021 10:02 AM.

I am seeing a lot of businesses coming in on MM highway which is only a 2 lane road. The traffic is going to be very heavy, and unsafe with all the businesses that are coming to that area. My family attends a church along that road, my parents work at the church nearly everyday, plus people I know travel that road twice a day. I am worried about safety when the traffic will increase to as much as 10X what it is now.

Any way to widen this road, put turn lanes in and have 4 lanes for heavy traffic?

Thank you,

Tod Pearson

[14979 Highway 39](#)

[Mount Vernon MO 65712](#)

**Email received 01/11/2021**

**MM Highway Corridor**



Harwood Ferguson <hf@hoabev.com>

To: Comment Comment

Cc: David Cameron


Reply

Reply All

Forward

...

Mon 1/11/2021 12:20 PM

 You replied to this message on 1/11/2021 2:50 PM.

To Whom it May Concern,

Our business, Heart of America Beverage Company, is located at [1700 S. Empire Ave., Springfield, MO 65802](#). Our employees, driving vehicles ranging from passenger vehicles and vans to tractor trailers, utilize the MM Highway corridor from Highway 60 north to Highway 266 on a daily basis. As you know, this corridor is experiencing incredibly rapid growth, which looks to accelerate in the coming months and years. With Amazon and Convoy of Hope moving into the area, the already overcrowded MM Highway is about to become even more problematic with a significant increase in the volume of vehicles utilizing this corridor.

This overcrowding represents a significant safety hazard, particularly at three key locations: the entrance/exit on and off Highway 360 (James River Freeway), the intersection of MM Highway and W Kings St., and the entrance/exit on and off I-44. Each of these are dangerous and congested due to the volume of vehicles, the lack of a third/fourth/acceleration lanes, the lack of traffic signals, and the high speed limit of 55 MPH on MM Highway. The intersection of MM Highway and W Carnahan St is also congested, and will become much more so as Convoy of Hope moves further down the road in their construction.

As I understand it there are no plans to improve MM Highway until 2024. I am sincerely hopeful that this situation will be reconsidered. If we wait until that time, the volume of traffic utilizing this corridor will raise the already considerable hazard level even higher, posing an increasingly significant risk of accidents, not to mention serious traffic backlogs.

Appreciating all your hard work on this potential project, which I know you are already aware of and working on!

All the best,

**Harwood Ferguson**

**Heart of America Beverage Company**

[1700 S. Empire Ave.](#)

[Springfield, MO 65802](#)

**417-883-4333**



**Email received 01/11/2021**

Hwy MM in Republic, MO



Bill S <bills@wmmitanks.com>

To: Comment Comment


Reply

Reply All

Forward



Mon 1/11/2021 5:22 PM

 You replied to this message on 1/12/2021 8:26 AM.

Hello Folks,

We built our new facility in Republic in 2014 and we have grown over three fold since our relocation and getting ready to add on again. We are located off the Hwy MM corridor between James River Fwy and I-44 and use MM for our access. The traffic volume has increased tremendously over that period of time. I really like all the growth in our area, but it is making for a very congested and unsafe stretch of highway. Now with Convoy of Hope and Amazon getting ready to start using the same highway, I am really concerned about the heavier traffic added to an already overloaded highway. Convoy of Hope will dump onto Hwy MM from Carnahan Rd. and Amazon is right on Hwy MM. We can only guess how many trucks a day Amazon will be running. Has anyone projected their traffic...it would seem like 50 or more a day would sound reasonable. COH maybe another 25 a day.

The highway really needs to be widened and a center turn lane installed. Perhaps a traffic light at MM and James River would regulated the flow making ingress and egress easier along that stretch of highway.

I am the president of the Brookline Business Park Association and I know from speaking with the other members that we all feel the same way.

We are grateful for anything you can do to encourage the budget to include this vital infrastructure project. This area is selling at a rapid pace now that Amazon is building here and there are many other new business slated to begin construction soon.

I trust you will give our request serious consideration.

Thanks,

Bill Schahuber  
President  
Watson Metal Masters, Inc.  
[6800 W. Stainless Way](http://6800.W.Stainless.Way)  
[Springfield, MO. 65802](http://Springfield.MO.65802)  
Ph 417-725-5484  
F 417-724-8611

[bills@wmmitanks.com](mailto:bills@wmmitanks.com)

Visit our website at [www.wmmitanks.com](http://www.wmmitanks.com)



**Email received 01/13/2021**

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Comments RE: Republic/Brookline Hwy MM



Steve Rackley <steverackley@hotmail.com>  
To Comment Comment

 Reply

 Reply All

 Forward



Wed 1/13/2021 3:58 PM

As a leader at the Brookline Church of Christ, I would like to draw your attention to the giant traffic problem we are on the verge of having. As I'm sure you're already aware of the traffic concerns along Hwy MM due to the soon to be completed Amazon facility, not to mention the Convoy of Hope headquarters as well as the other businesses already there. Our church is located across the street from the Amazon facility at MM and Sawyer Rd. Looking at how this road impacts our members, please know that Hwy MM from Hwy 60 all the way to Hwy 360 (in my opinion) needs to be widened and traffic signals need to be installed. At the south end of this section of road (Hwy 60/Hwy MM) is a sharp curve with a railroad crossing. If there's any way possible, this needs to be addressed for the safety of all who travel this intersection.

Thank you for welcoming my comments.  
Steve Rackley

**Email received 01/12/2021**

**Traffic Concerns - Highway MM - Republic Mo.**



Steve Lamb <slamb@hollowayamerica.com>

To Comment Comment; swcr@modot.mo.gov


↩ Reply

↩ Reply All

→ Forward



Tue 1/12/2021 1:51 PM

 You replied to this message on 1/12/2021 1:53 PM.

Hello –

My name is Stephen Lamb and I attend Brookline Church of Christ located just SW of highway 60 and MM overpass.

This past Sunday we drove to church separately from our teenage daughter, yet managed to be traveling together on the same stretch of James River eventually.

I arrived at the exit ramp located @ 60 and MM first, with my daughter being located in the car directly behind me.

To complete our commute I turned left on the overpass and headed SW towards our building.

While pulling away from the intersection I watched as my daughter almost pulled directly into a NE bound truck.

That was a very real and scary demonstration that this particular intersection, along with others on MM, have simply outgrown the traffic and conditions.

Increased traffic volume coupled with higher rates of speed on MM have led to what we have today, a dangerous stretch of road.

And now with Amazon and other businesses moving into the equation it will only add to that volume, further increasing the danger.

I'm sure that OTO and MODOT have limited resources when weighing where they will apply future road improvements to improve communities and safety.

However it seems that MM could very easily be at the top of that short list.

My hope is that future discussions and considerations will be given to this every increasing problem.

Thank you for your time and consideration –



**STEPHEN LAMB**  
REGIONAL SALES MANAGER  
417.863.0077 x 131  
417.766.9577 | mobile  
hollowayamerica.com

## Concerning: Highway MM

**Name:** Jimmy Spears

**Type:** LineString

**Coordinates:** [[-93.4231424331665,37.20056077854117],[-93.42387199401855,37.17922750950913],[-93.41803550720215,37.17392744575404],[-93.41619014739989,37.1671565008906],[-93.42138290405273,37.15094480470102],[-93.42236995697021,37.14783203486835],[-93.42035293579102,37.139792970671394]]

**Category:** motor-route

**Comment:** We have had a business in the area and have been running quite a few commercial vehicles up and down MM for about 40 years. Something needs to be done as there will soon be drivers getting killed because of truck drivers lost and stopping in the highway to turn and backing up traffic causing a wreck. With Amazon going in and all the other population exploding in the area, you guys need to be ahead of the problem. If a bypass can't be made, then either a true turn lane with turn offs needs done

(highlighted route below)



**Concerning: Hines and Lynn in Republic**

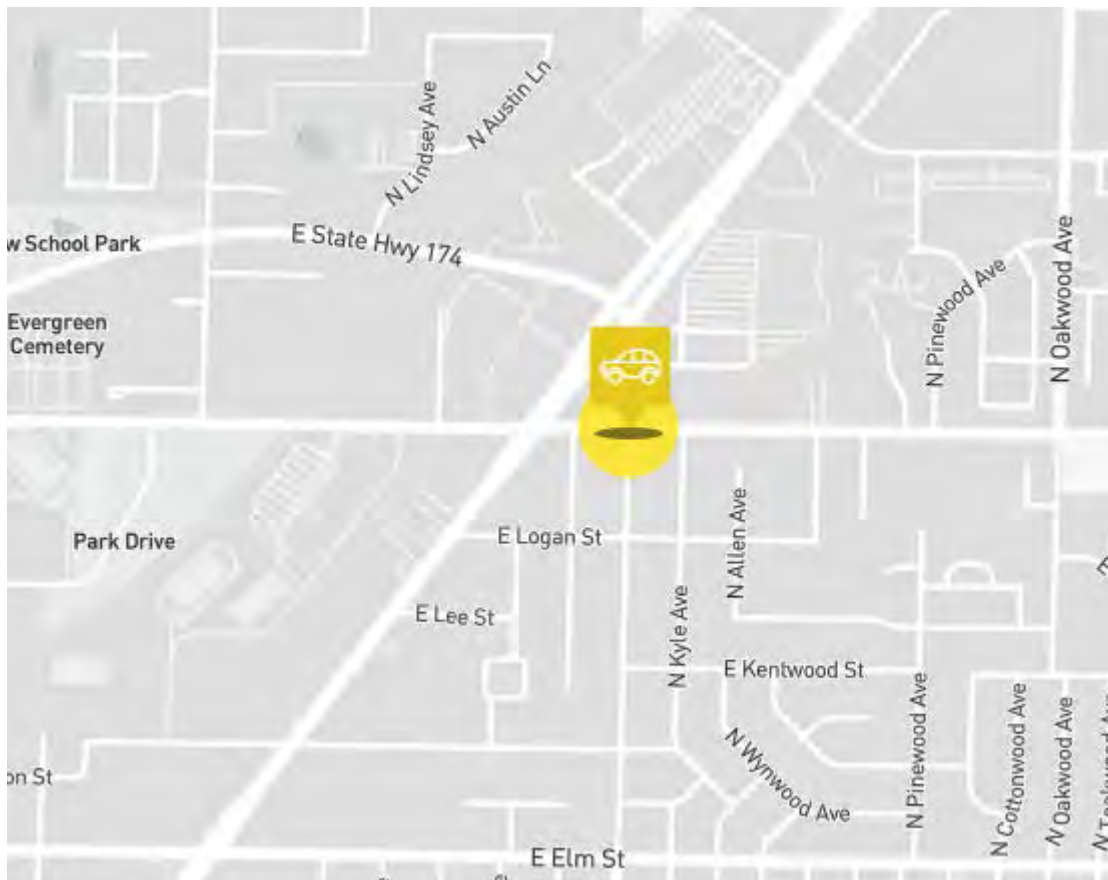
**Name:** Hines & Lynn (Republic)

**Type:** Point

**Coordinates:** [-93.46199691295622,37.12560707017048]

**Category:** motor-point

**Comment:** Please put a 4 way stop or red blinking light here. This is another dangerous intersection with cars turning L/R off Lynn or going straight. Same with cars coming from Walmart... too much traffic here and it's even worse when kids are walking to/from school.







**Email received 01/07/2021**

Republic HELP! Hines and ZZ.




Crockett, Robert D. (FAV) <Robert.Crockett2@va.gov>

To Comment Comment

 Reply  Reply All  Forward 

Thu 1/7/2021 9:54 AM

 You replied to this message on 1/7/2021 12:24 PM.

Republic MO, south side, Hines and ZZ intersect, Dangerous in the morning!!!

Crazy amount of traffic heading towards the high school and Springfield and all roads leading South out of Republic have to take a Left onto ZZ into the horde of cars.

Needs a stop light or round about NOW and the city continues with residential builds which will make this worse.

Please help.

Robert Crockett, I live in Republic and commute to Springfield MO.

**Concerning: Hines and ZZ or ZZ and Farm Road 174 – Republic**

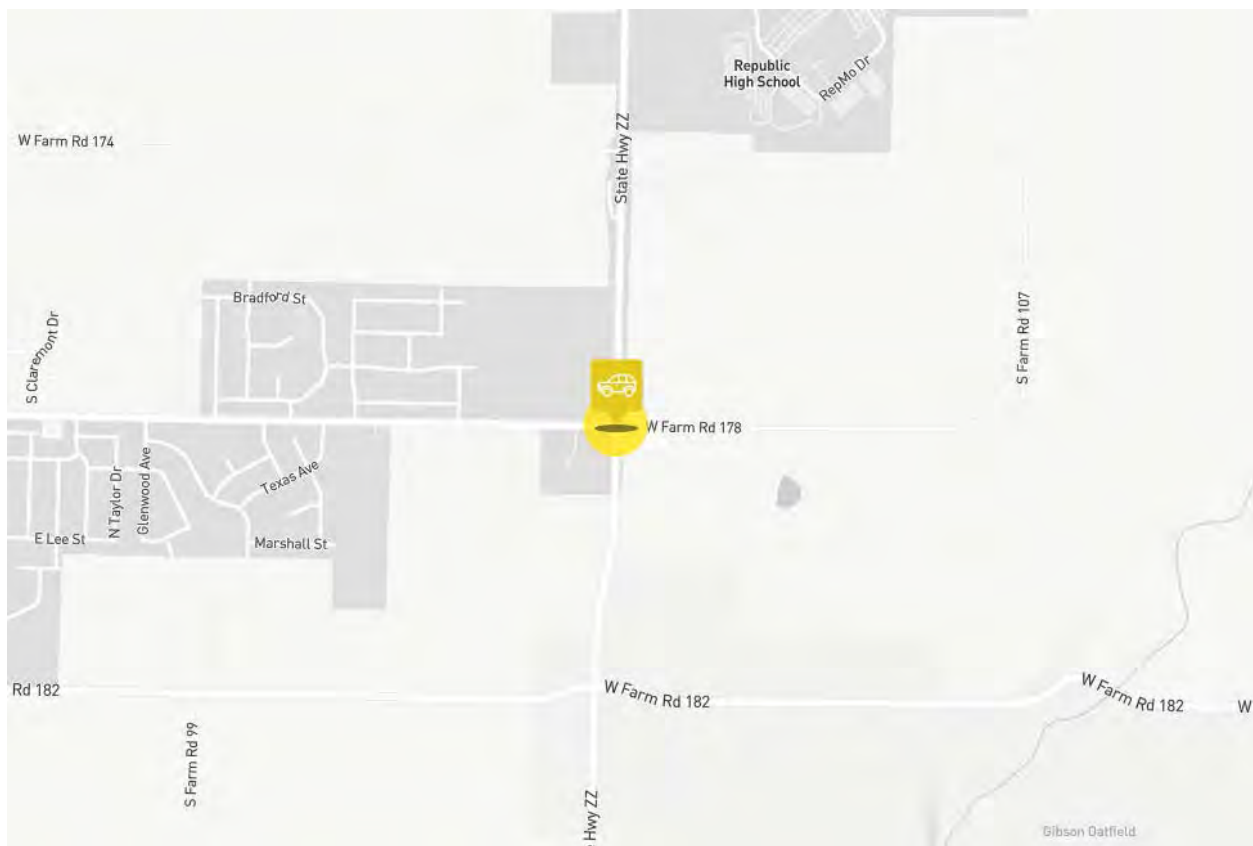
**Name:** Shannon Spence

**Type:** Point

**Coordinates:** [-93.42060508570285,37.125029662612434]

**Category:** motor-point

**Comment:** There needs to be a light either here, @ HINES (FR 178) & ZZ or ZZ & FR 174.



**Concerning: I-44 EB Off-Ramp visibility to turn right onto N Glenstone**

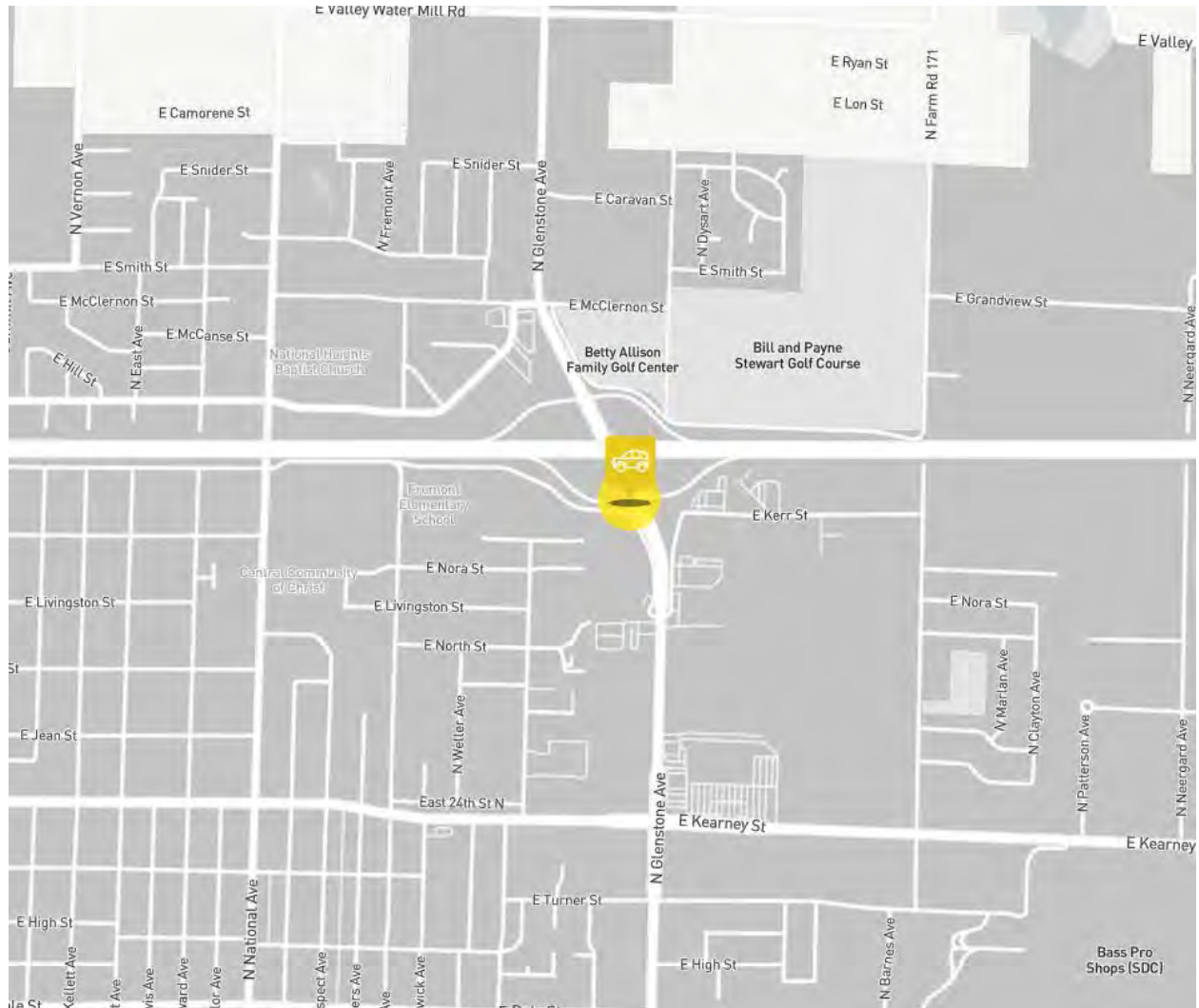
**Name:** Matt

**Type:** Point

**Coordinates:** [-93.2619148492813,37.24890582733389]

**Category:** motor-point

**Comment:** For the EB I-44 off ramp, the stop bar for the left turn lane to go N on Glenstone is so close to intersection that it's nearly impossible to see to turn right on red (as allowed to by sign) without pulling forward so far you feel like you're already in the middle of Glenstone. Moving it back even 5 ft would make a huge difference for visibility turning right.





**Concerning: I-44 EB On-ramp at Chestnut Expressway**

**Name:** Matt

**Type:** LineString

**Coordinates:** [[-93.3837890625,37.21286569199217],[-93.38280200958252,37.21452328391539],[-93.38117122650146,37.21602704714352]]

**Category:** motor-route

**Comment:** The on-ramp to I-44 EB at Chestnut is insanely short. Lots of trucks from truck stop go really slow down ramp and cars have to accelerate really fast once on 44 and/or traffic on 44 has to get over quickly or decelerate quickly to avoid slow trucks.





**Concerning: Parking lot/access to James River recreation**

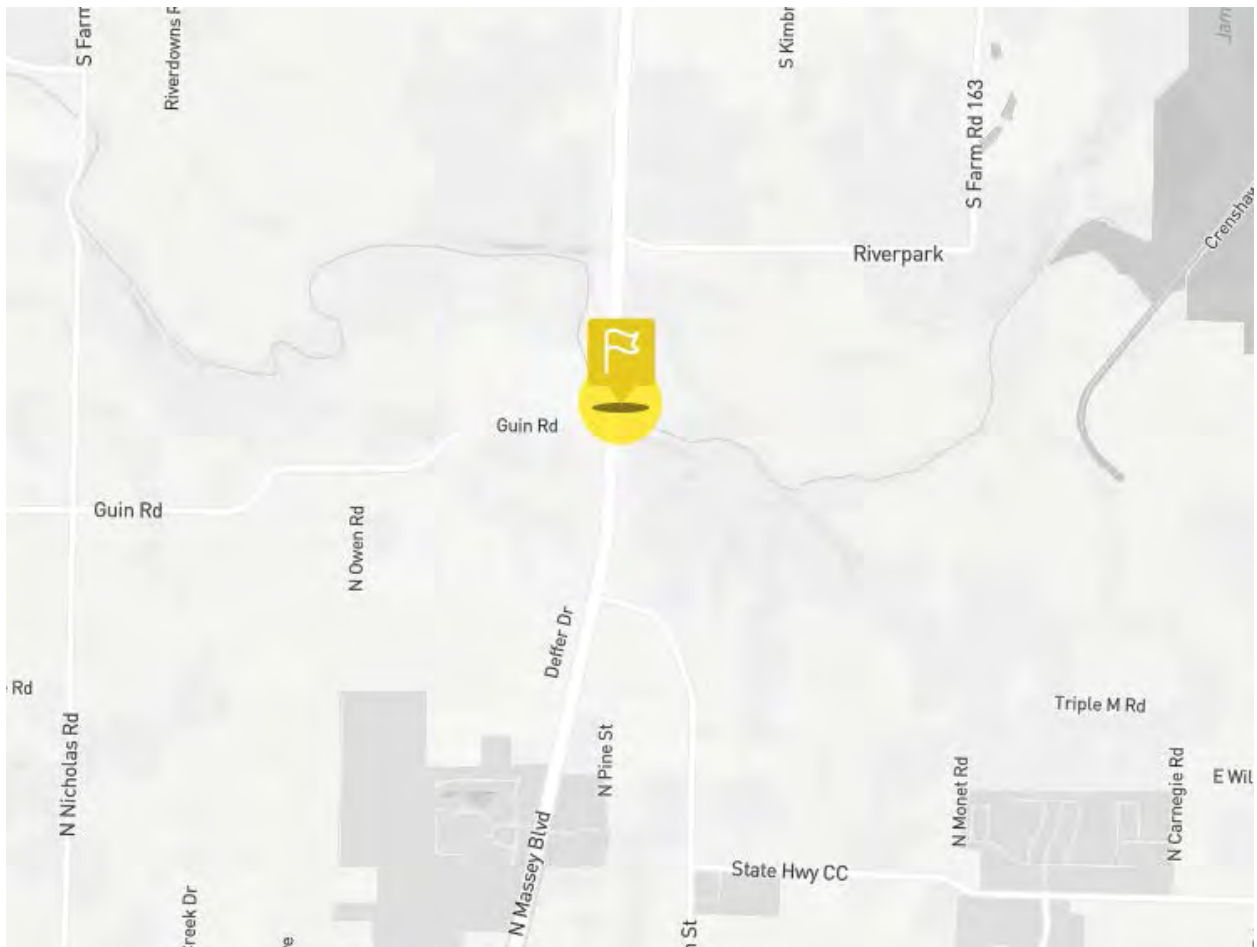
**Name:** Sam Kucera

**Type:** Point

**Coordinates:** [-93.29742729663847,37.091737481941465]

**Category:** other-point

**Comment:** Add a parking lot/access area for James River recreation.



**Concerning: In Nixa, adding sidewalks & crosswalks for access to Walmart**

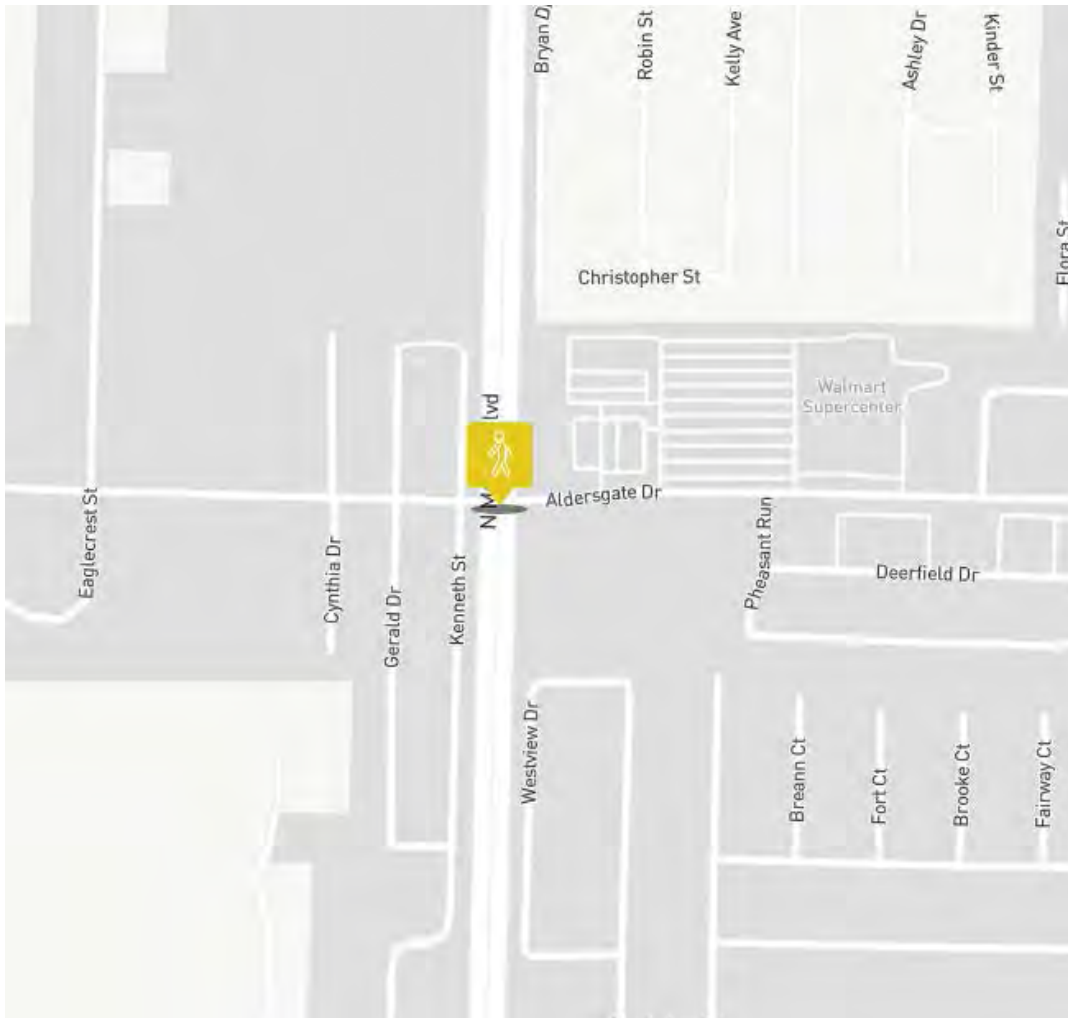
**Name:** Sam Kucera

**Type:** Point

**Coordinates:** [-93.30345690250397,37.06008309293465]

**Category:** pedestrian-point

**Comment:** Add crosswalks and sidewalks so that residents can walk to Walmart.



**Concerning: P Highway from US 60 to Lombardy**

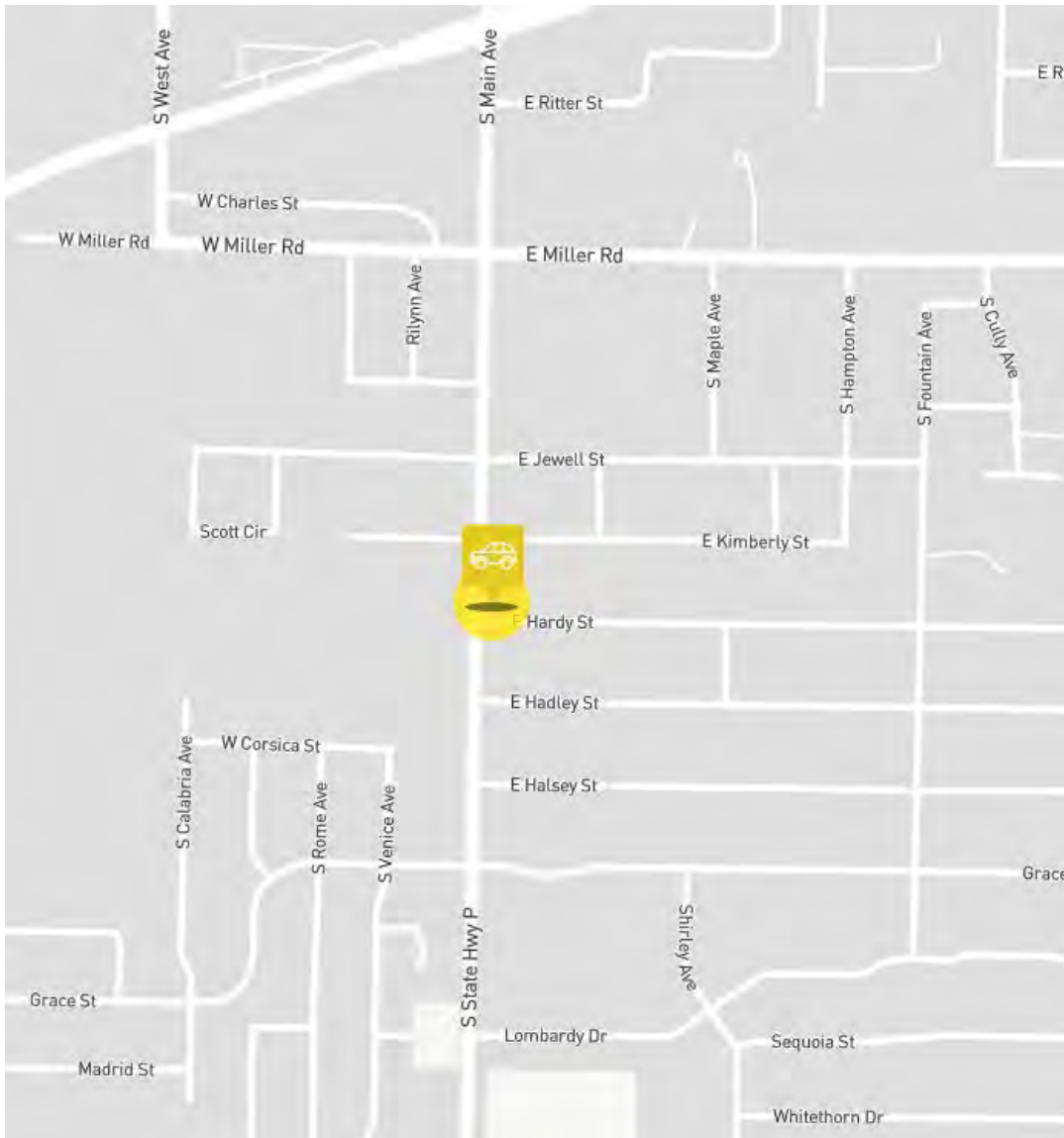
**Name:** Anonymous

**Type:** Point

**Coordinates:** [-93.48069190979004,37.107251693242176]

**Category:** motor-point

**Comment:** P Highway from US60 to Lombardy needs a center turn lane.



**Concerning: Republic High School entrance off of Highway ZZ**

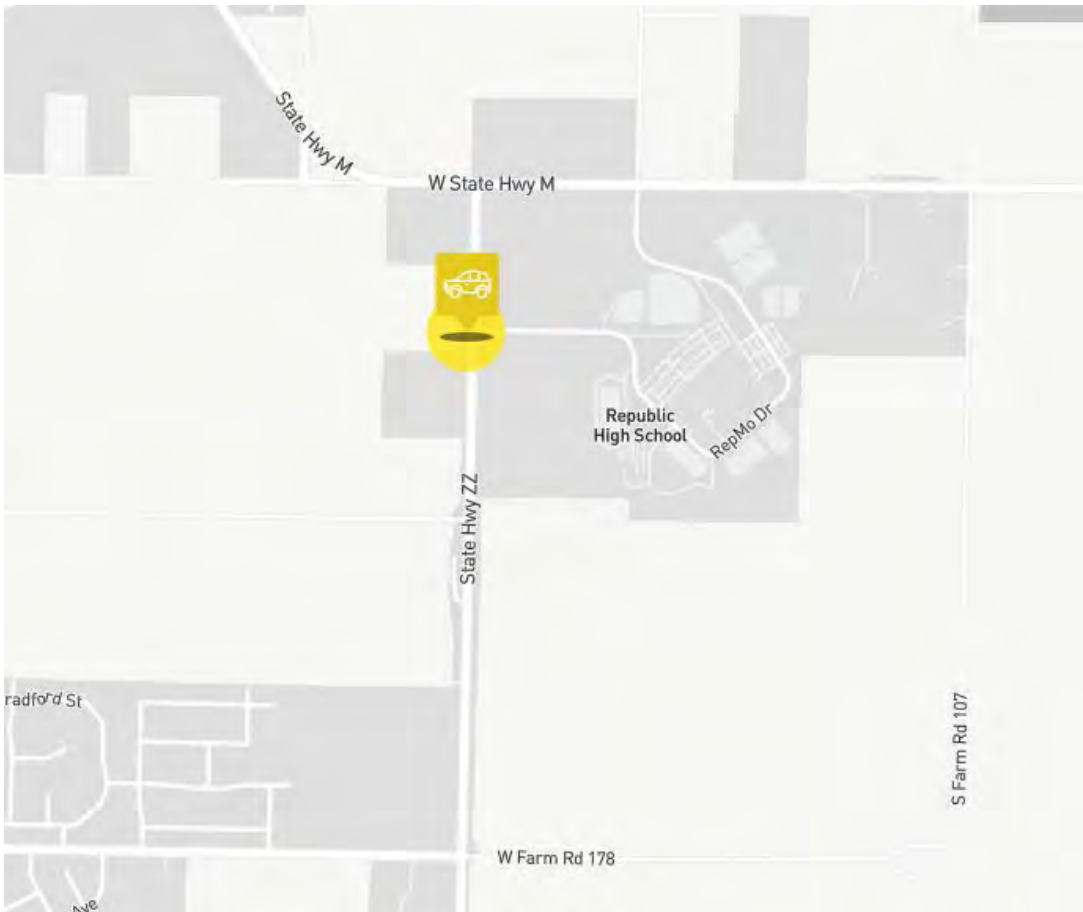
**Name:** Cyrin Haggard

**Type:** Point

**Coordinates:** [-93.42047055877629,37.13639126854414]

**Category:** motor-point

**Comment:** This intersection needs to have a roundabout like the other side of the school



**Public reply to the above posting**

**Name:** Shannon Spence

**Type:** suggestions

**Coordinates:**

**Category:**

**Comment:** After some getting used to, the roundabout runs smoothly. I come in off ZZ into the HS parkinglot, but go around and out thru the roundabout as its easier to get back into ZZ. Another round about or light would greatly help.

**Concerning: South Campbell & Farm Road 157 – request for turn lane**

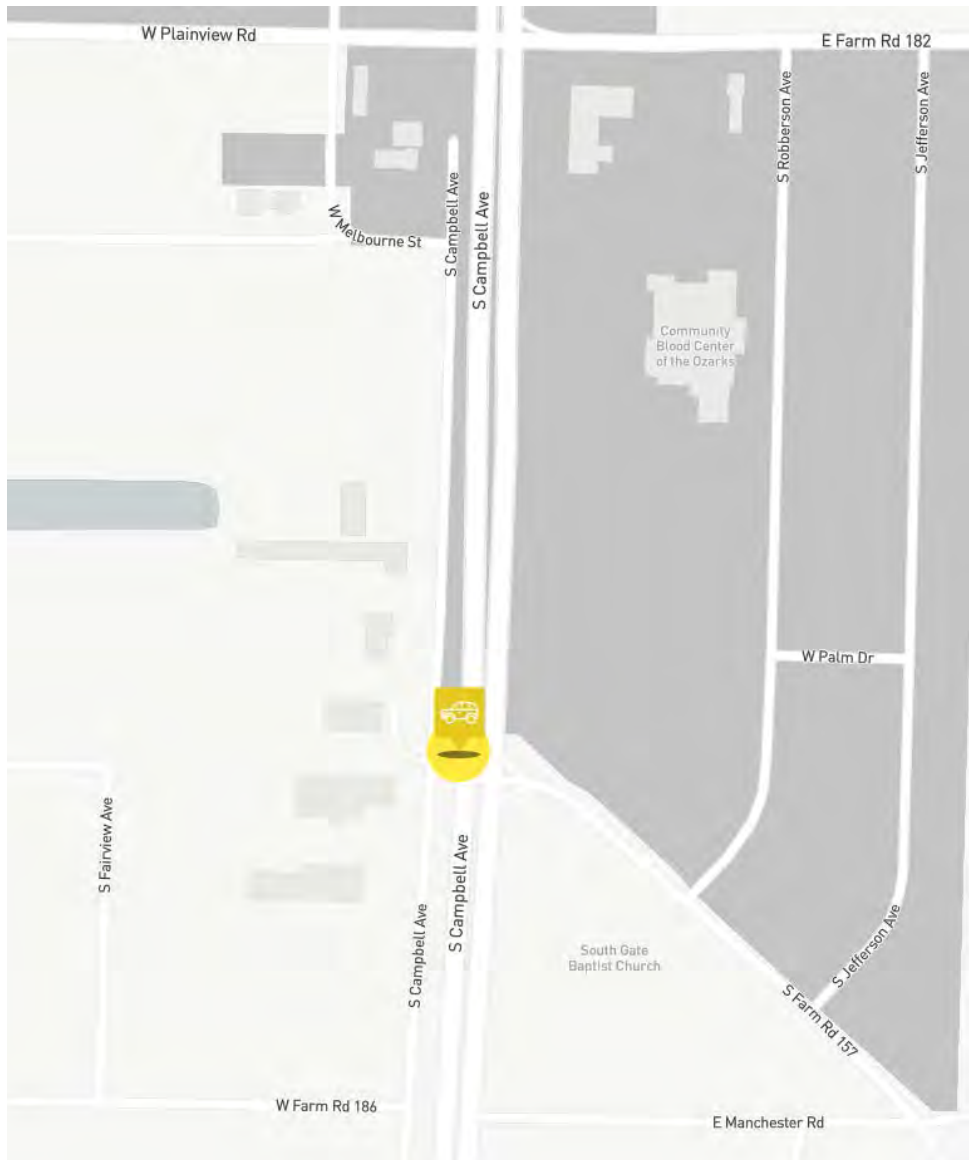
**Name:** Sam Kucera

**Type:** Point

**Coordinates:** [-93.29702496528625,37.111414232444886]

**Category:** motor-point

**Comment:** Add a right turn lane to the South-bound shoulder.



**Concerning: South Campbell at James River**

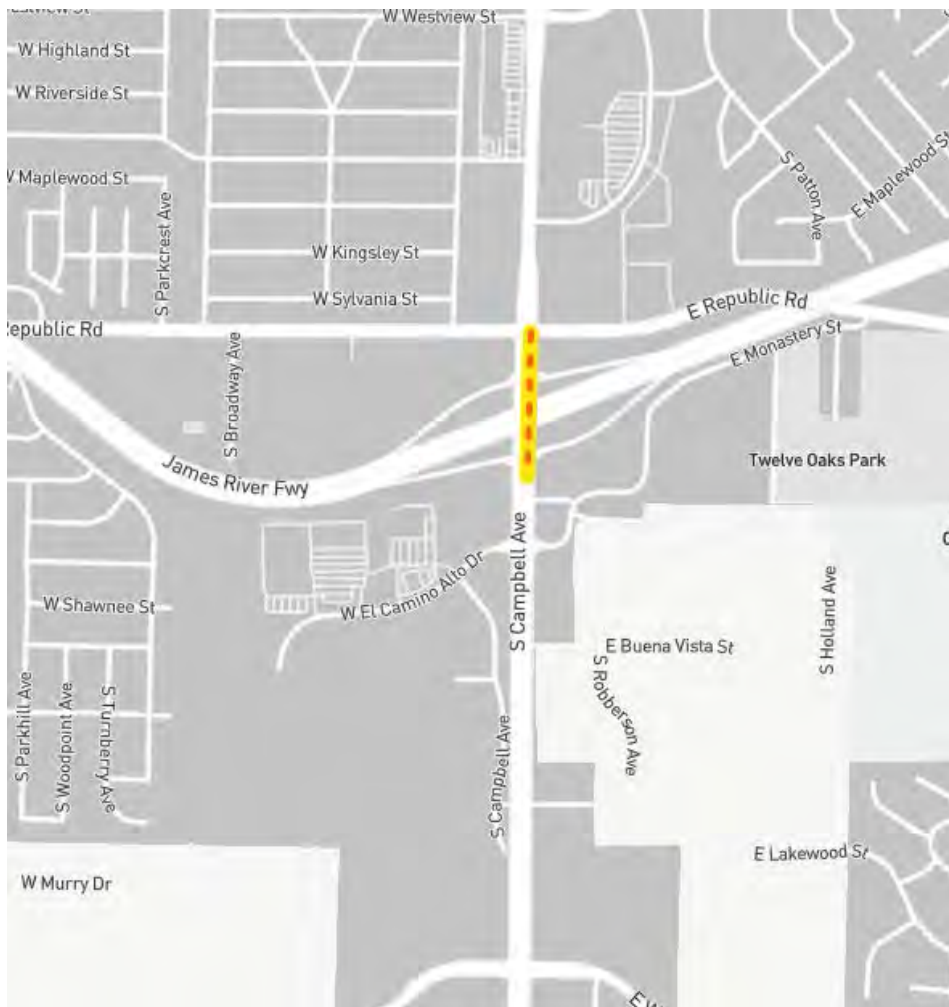
**Name:** Sam Kucera

**Type:** LineString

**Coordinates:** [[-93.29617738723753,37.13816794963766],[-93.29626321792603,37.135105973054024]]

**Category:** motor-route

**Comment:** This intersection is a mess during the morning and evening commutes. Lights aren't timed properly and there isn't sufficient capacity.



**Concerning: Tracker Road & N. Massey light timing**

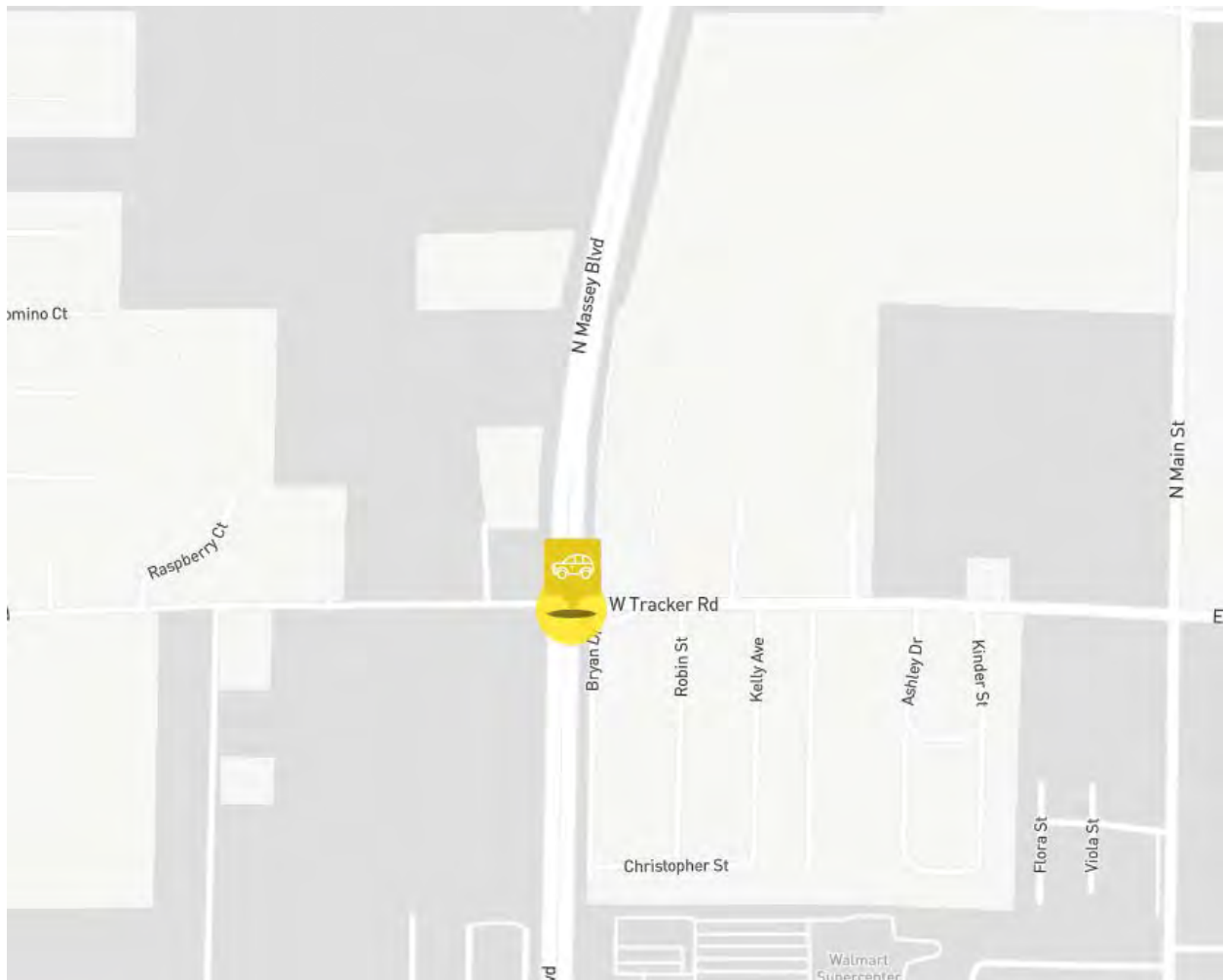
**Name:** Sam Kucera

**Type:** Point

**Coordinates:** [-93.30321550369263,37.06556235353338]

**Category:** motor-point

**Comment:** Properly time the north-bound light at Tracker with the other lights on Massey so that traffic doesn't have to stop on the way to Springfield in the morning.



**Concerning: US 60 from MO174 to James River**

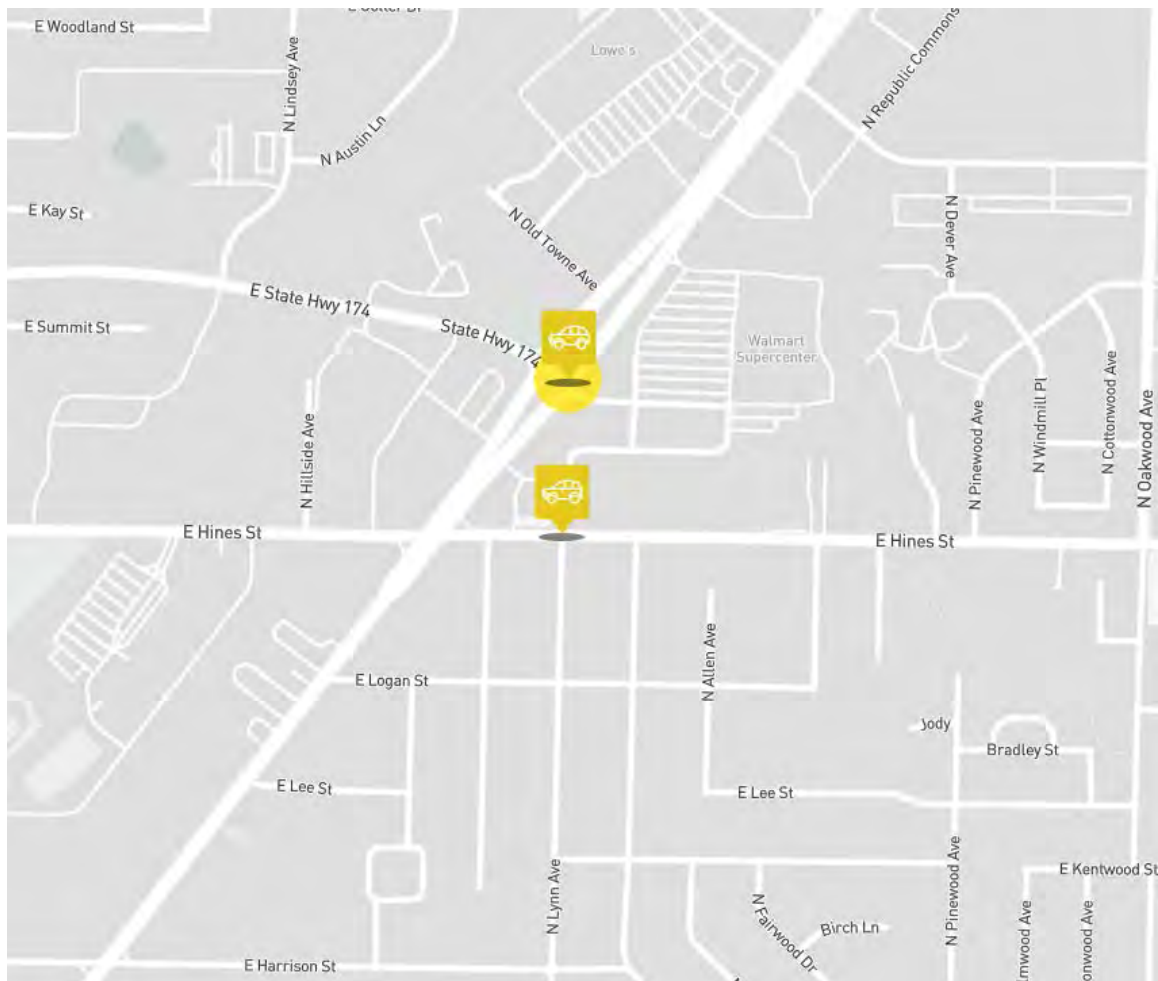
**Name:** Thomas

**Type:** Point

**Coordinates:** [-93.46190571784973,37.127561691963315]

**Category:** motor-point

**Comment:** US60 in Republic needs to be six lanes from at least MO174 to James River.





**TAB 3**

**TECHNICAL PLANNING COMMITTEE AGENDA 2/17/2021; 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/2020-Growth-Trends-Report-Final.pdf>.

Conclusions from the report include:

- Single-family residential unit permitting for the OTO area reached its highest total since 2007 (1,558) at 1,143.
- The areas with the largest growth in single-family residential units in 2018 were Greene County – OTO area only (476) and Nixa (200), Republic (159), and Ozark (115).
- Multi-family residential unit permitting for the OTO increased during 2020 (732) compared to 2019 (259), Greene County-OTO area only had the 2<sup>nd</sup> highest total (219). The number of multi-family units in Springfield (499) was the 3<sup>rd</sup> total since 2010 (20). Most multi-family permitting was for 55-plus communities.
- Median Household Income increased across all counties in the Springfield MSA even when adjusted for the rate of inflation. Conversely, there were fewer individuals & children living at or below the poverty.
- Job growth slowed in terms of percent change from 2018 - 2019. 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, 2020

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

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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.

- 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.

- 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 were collected for each county and municipality in the OTO area during 2020. 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 2020 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 – 2020 is included as an appendix.



# Residential Units

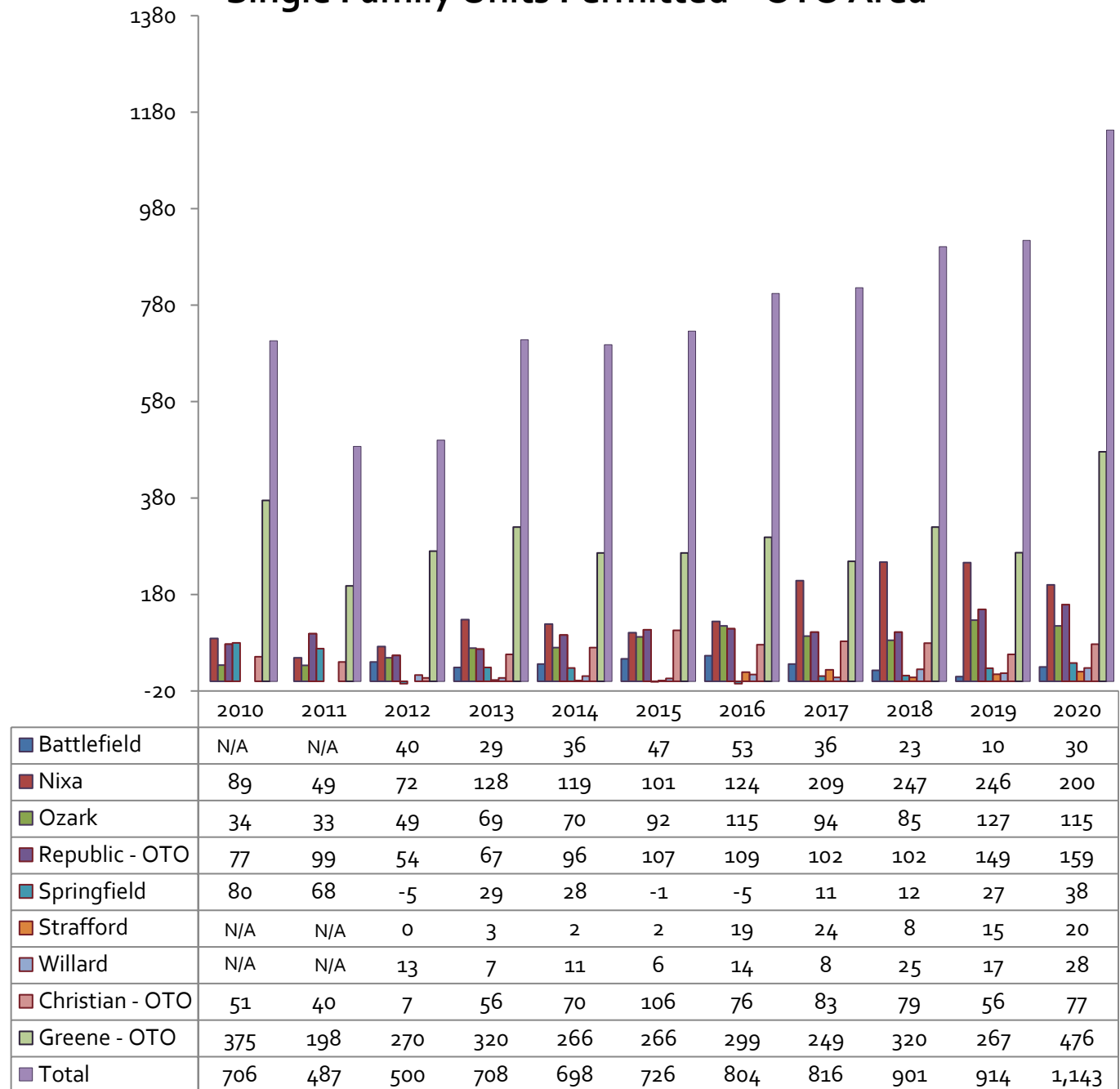
## Single-Family

The information on this page depicts permitted construction of single-family housing in the OTO area from 2010 – 2020.

In 2020, single-family housing permits reached the highest level since 2007 (1,558). The increase is mostly attributable to development in Green County and the city of Republic.

The permit total for new single-family structures in the OTO Area was offset by the demolition 113 houses. Most demolitions occurred in Springfield (67) and Greene County (24).

## Single Family Units Permitted – OTO Area



# Residential Units

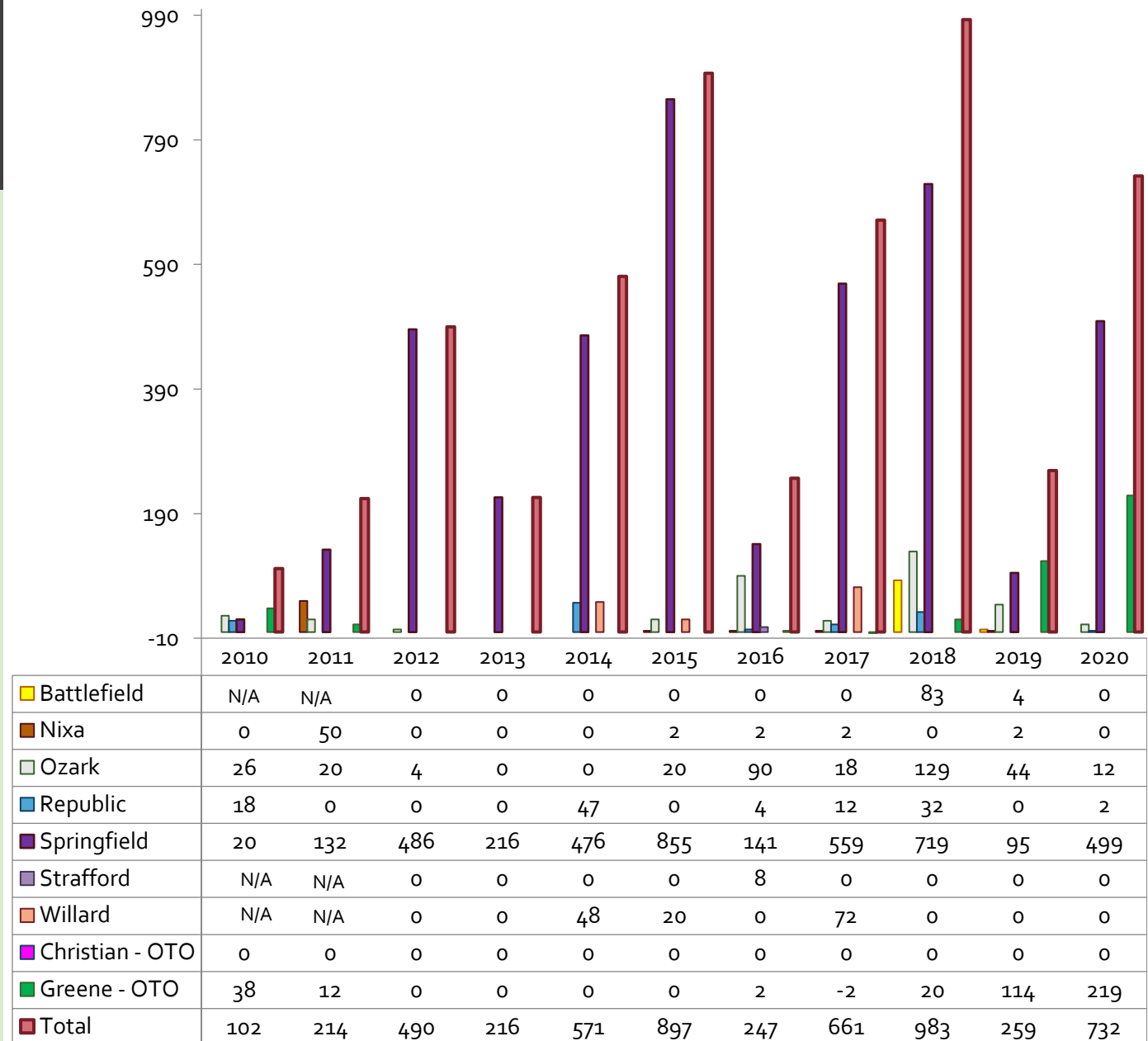
## Multi-Family

From 2010 to 2020, most multi-family housing construction permits were issued in the city of Springfield.

In 2020, the total number of multi-family units permitted climbed to the 4<sup>th</sup> highest total in the last ten years. The largest number of the 732 multi-family units added in the OTO area were in the city of Springfield. Greene County issued its highest number of multi-family units since 2009 (237).

Most multi-family permits were issued for age 55-plus developments.

## Multi-Family Units Permitted - OTO Area





# Residential Units Totals

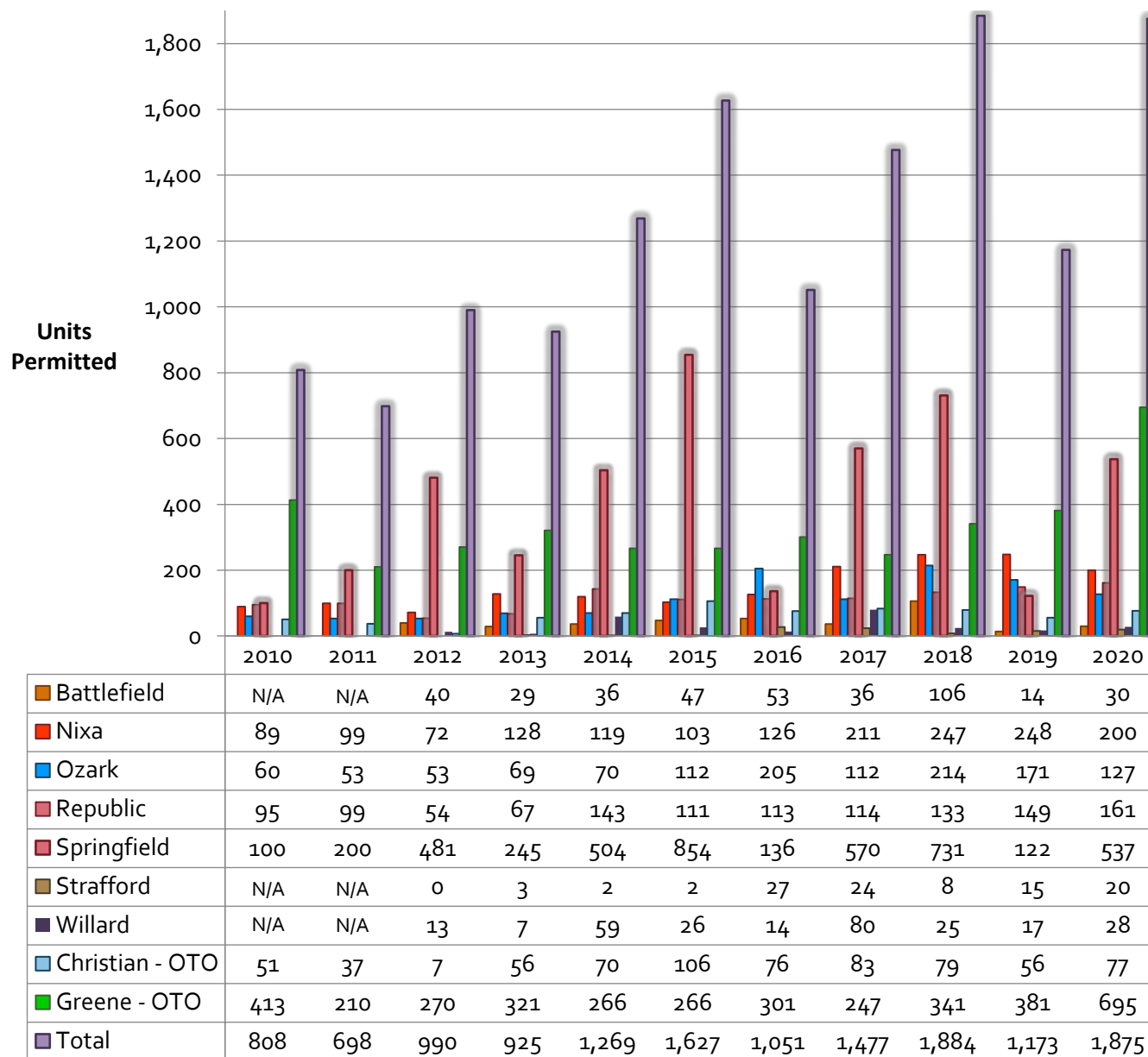
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2020 and the last ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2011 during the “great recession” (see Appendix A).

Growth in residential structure permits has recovered somewhat in the last few years driven by single-family developments in Nixa, Republic, Greene county & 55+ developments.

In 2020, the 2<sup>nd</sup> highest number of residential structures were permitted in the OTO area since 2007.

## OTO Area 2020 Total Residential Units Permitted



# Growth Trend Maps

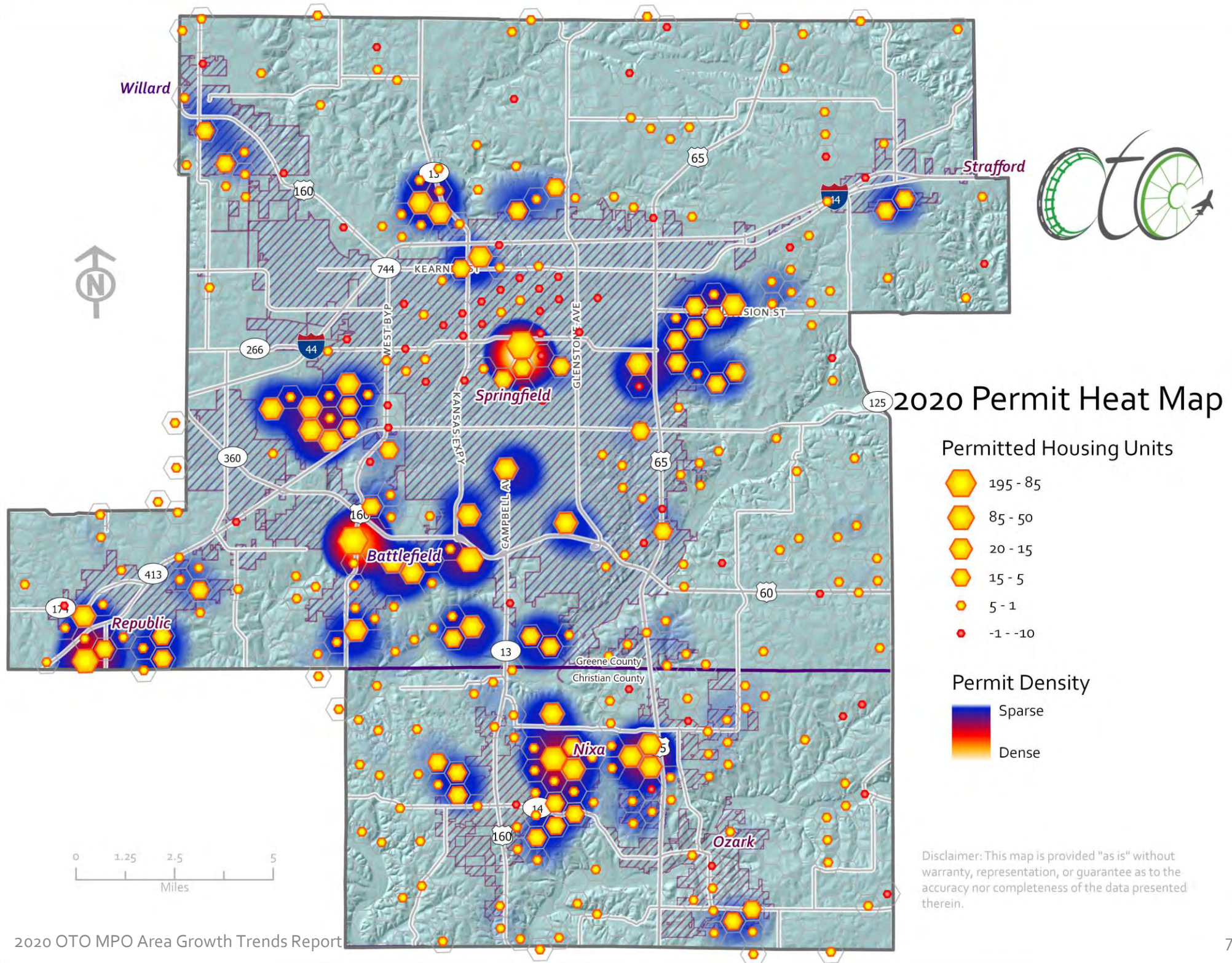
## Changes in Housing Units & Migration

The maps on the following pages illustrate the net change in housing units for 2020 as well as the period from 2010 to 2020.

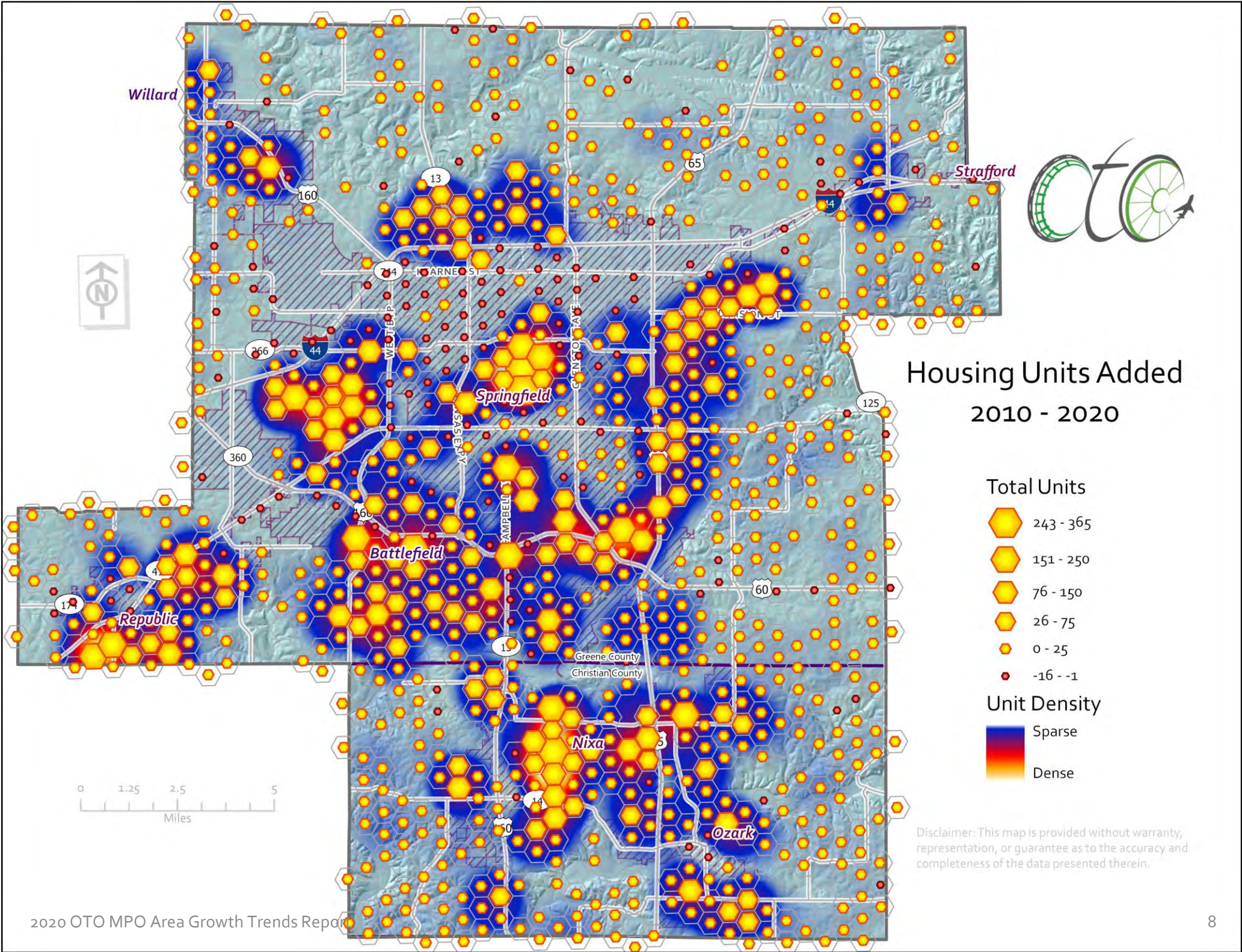
Additionally, heat map symbology has been added to demonstrate densities of new residential structure development. An overlay of geocoded permit address points aggregated into a grid of hexagons was overlaid to provide more information about the location and magnitude of residential development in 2020 as well as 2010 - 2020.











# Housing Units Added 2010 - 2020

## Total Units

- 243 - 365
- 151 - 250
- 76 - 150
- 26 - 75
- 0 - 25
- 16 - -1

## Unit Density

- Sparse
- Dense

Disclaimer: This map is provided without warranty, representation, or guarantee as to the accuracy and completeness of the data presented therein.



# Demographics & Employment

## Population Change

This section contains information about the population of the Springfield, Missouri Metropolitan Statistical Area (MSA). The Springfield MSA is made up of 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.

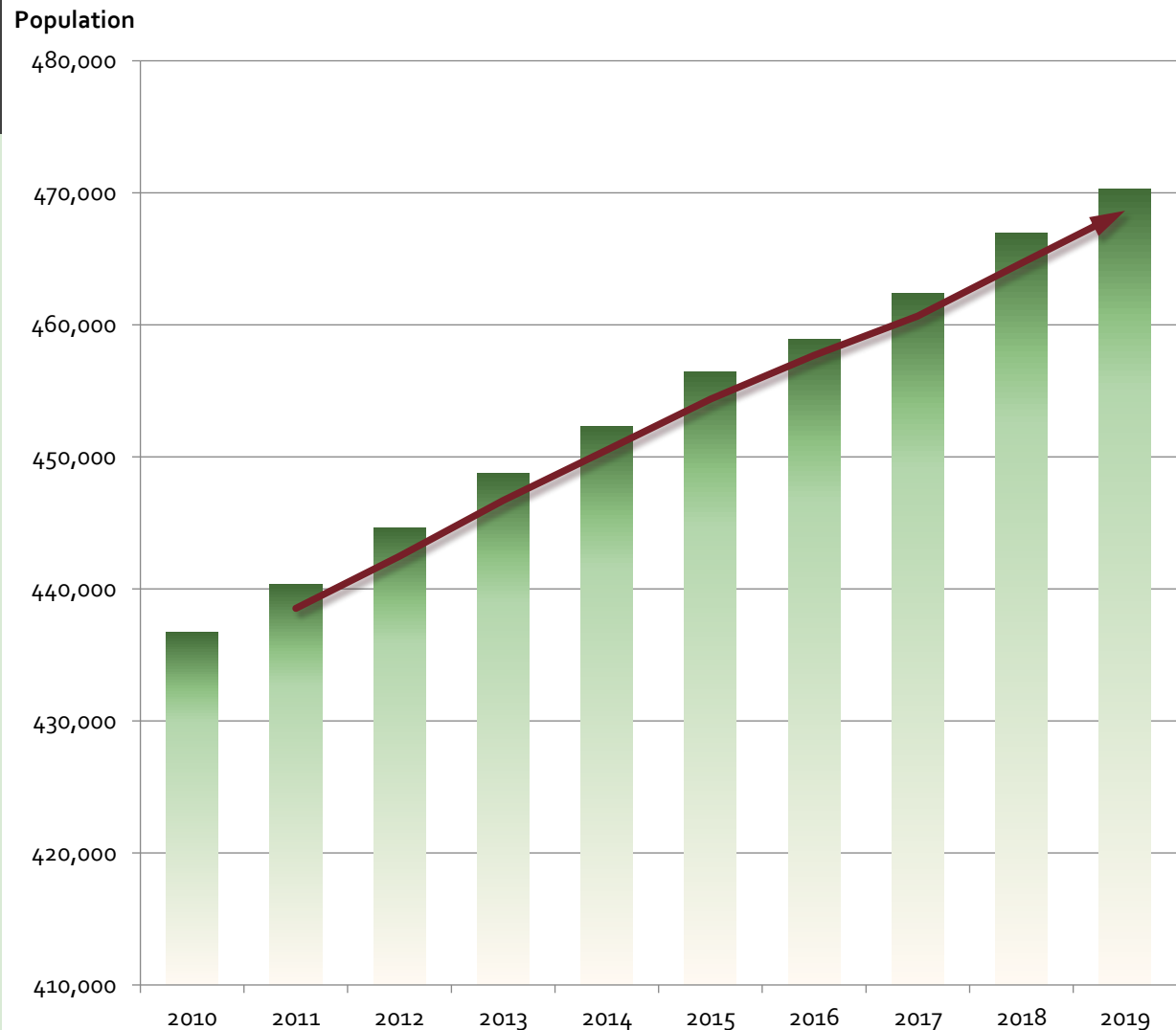
The chart on this page shows the steady increase of the combined MSA county populations.

From 2010 to 2019, the MSA population has increased from 436,712 to 470,300. This is an overall increase of 7.7%, equaling a 0.77% rate of annual growth.

Using the rule of 70, at an annual growth percent of 0.83, it will take the Springfield MSA over 90 years to double in population to 940,600.

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

Source: U.S. Census Bureau, 2019 Population Estimates



# Springfield MSA

## Continued

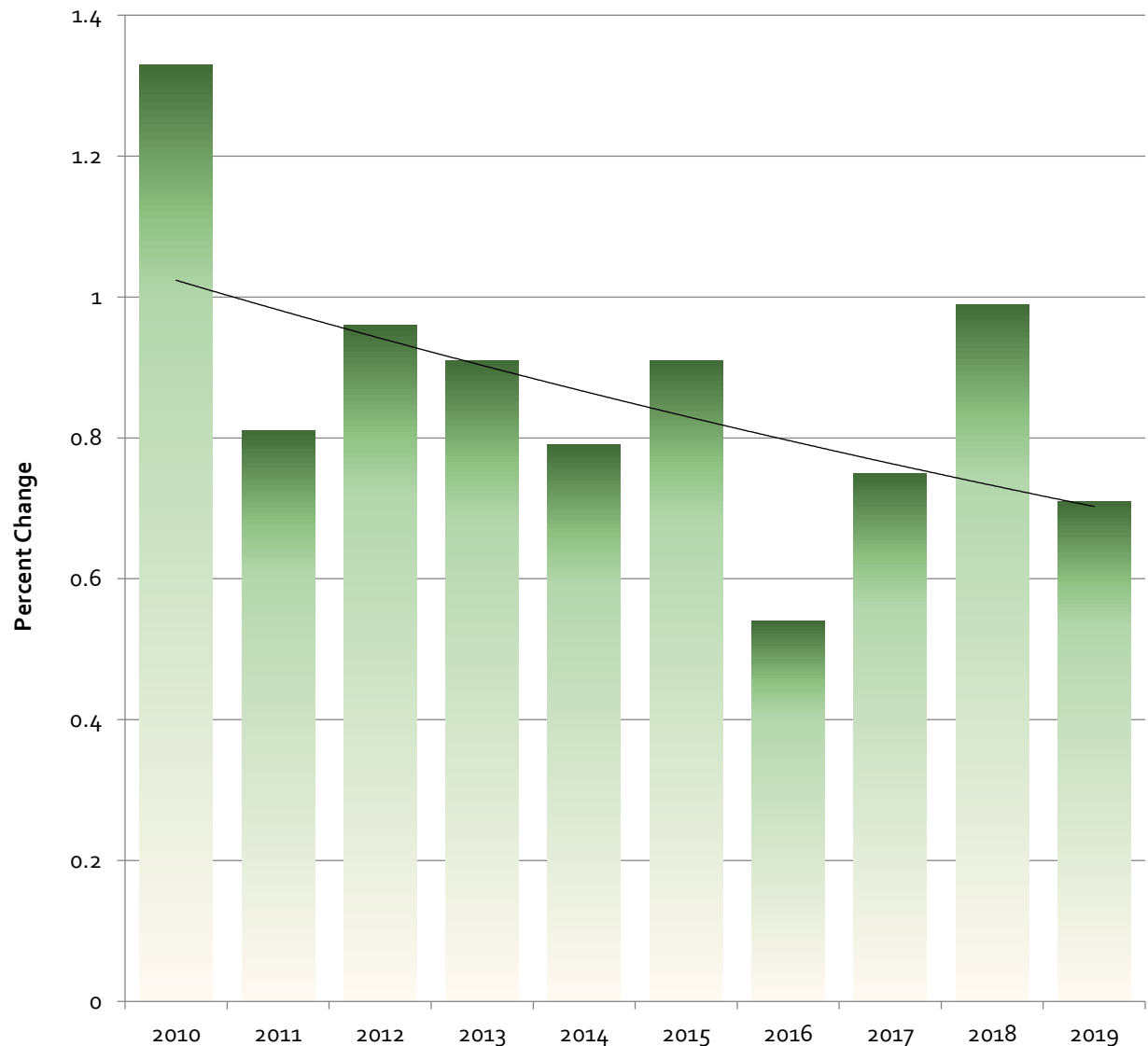
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

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 10-year period from 2010 to 2019 was from 2009 to 2010.

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

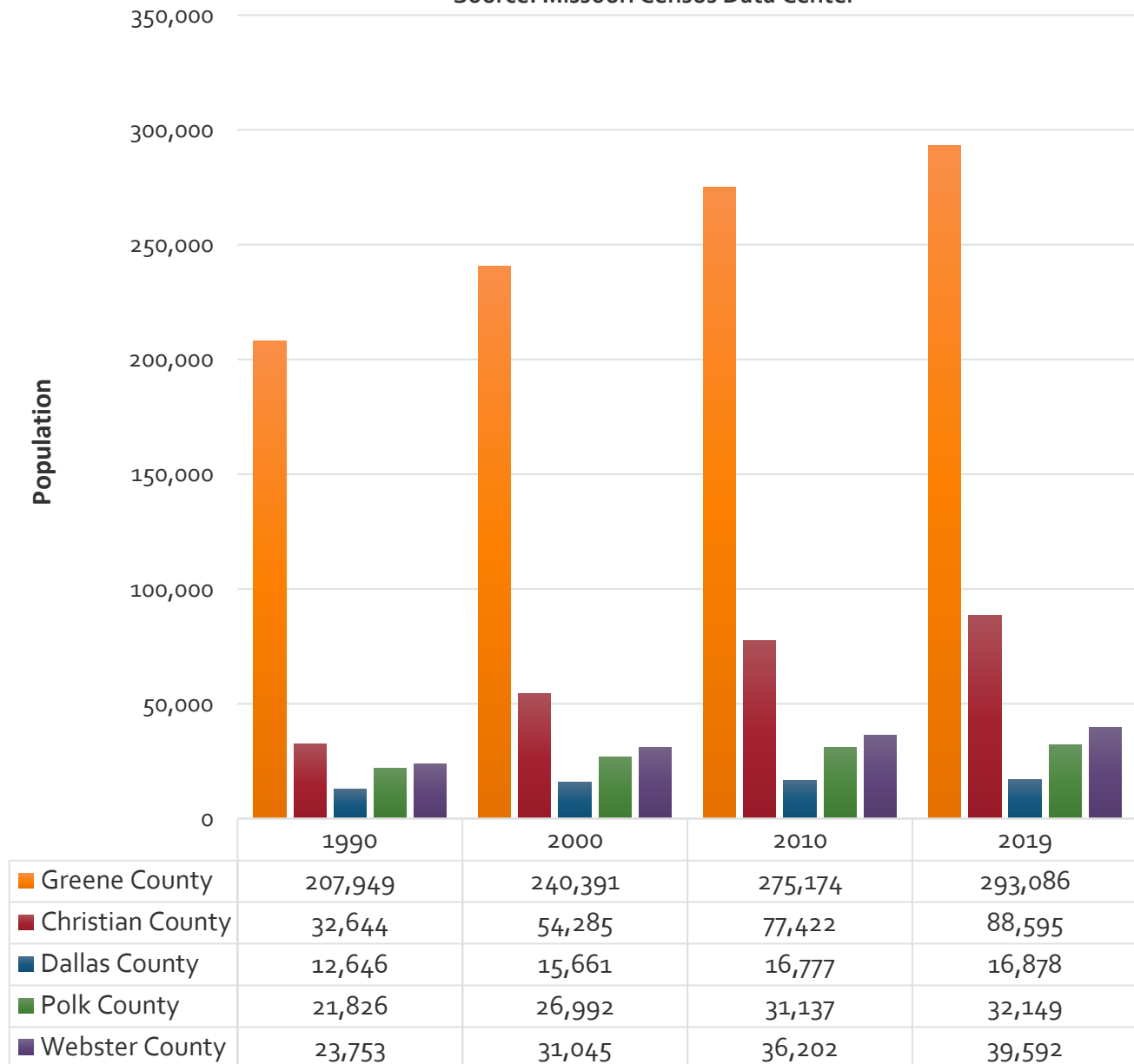
The chart on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1990 to 2010 and the latest estimate.

Christian county was the fastest growing county in the MSA in terms of percent change during the 28-year period adding 55,951 people. Greene county grew the most in terms of raw numbers adding 85,137 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 1990-2019

Source: Missouri Census Data Center





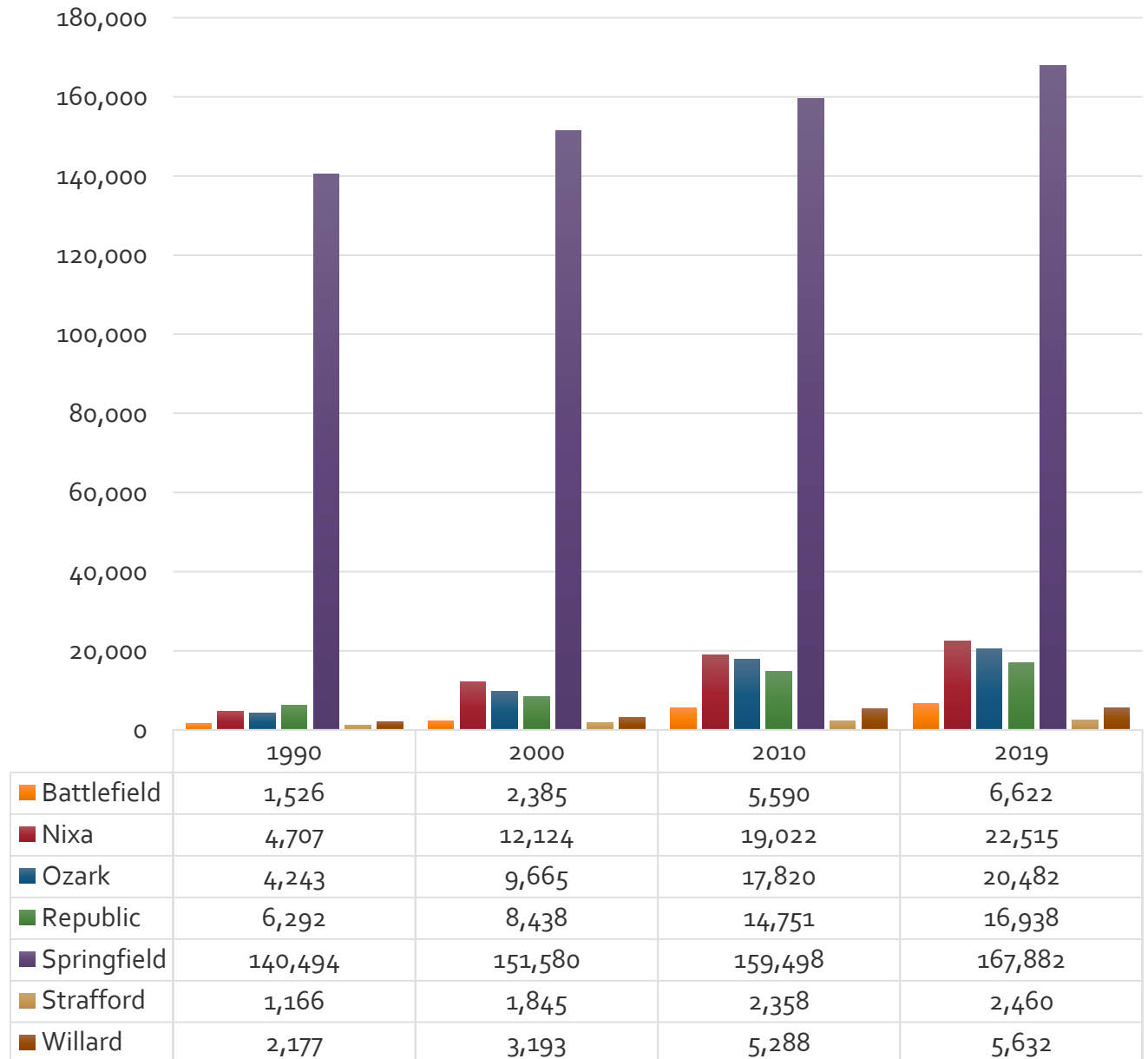
# Cities in the OTO Area

The information on this page shows population growth for cities within the OTO area from 1990 to 2019.

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 2019. During this time Springfield added 8,384 people compared to 7,918 in all other surrounding cities combined.

## Population Growth for Cities in the OTO Area From 1990 to 2019

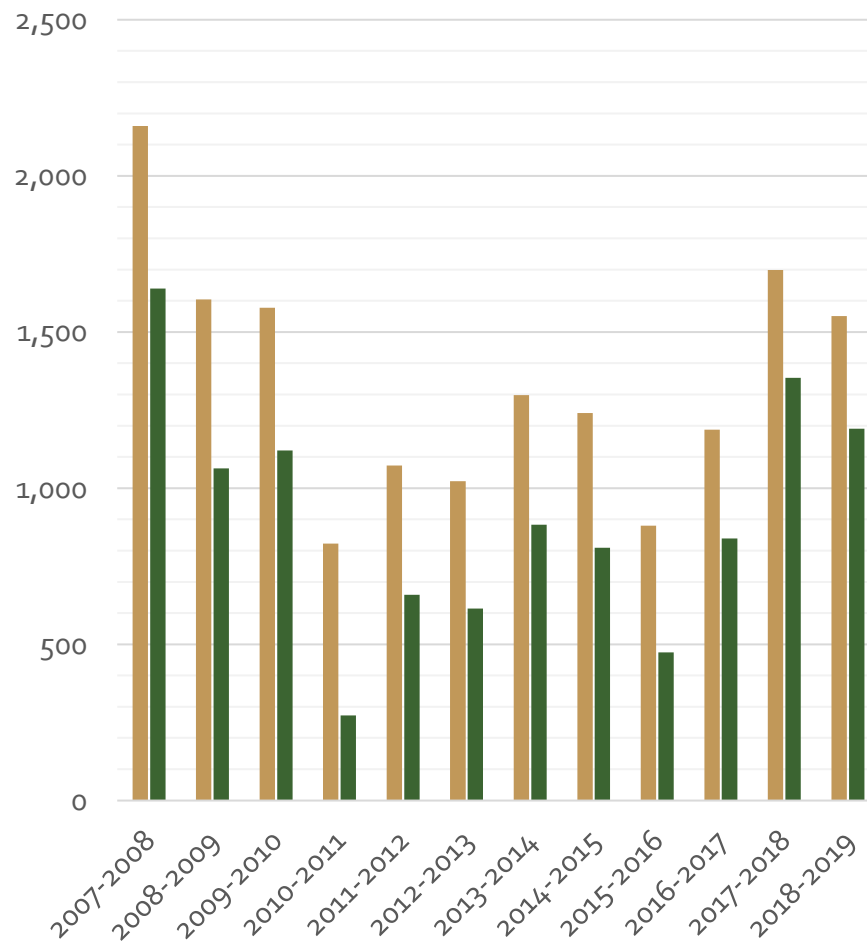


# Net Migration

## Net Migration 2008 – 2019, Christian County

Source: Missouri Census Data Center

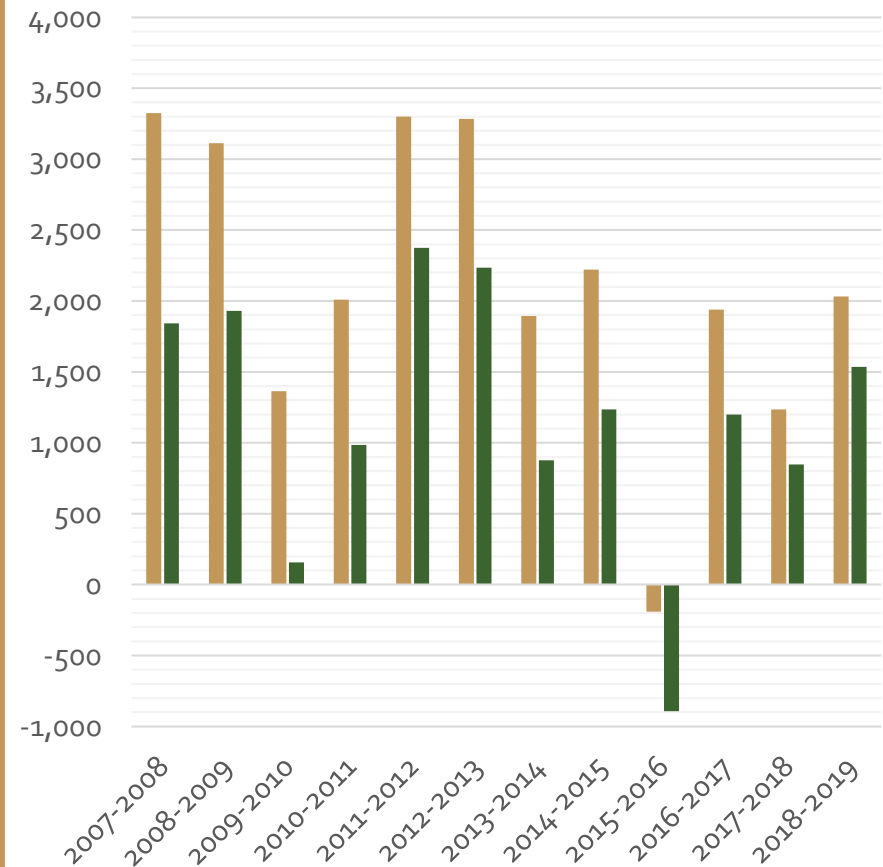
Population Change Net-Migration



## Net Migration 2008 – 2019, Greene County

Source: Missouri Census Data Center

Population Change Net Migration



# In-Migration

## Age

## Characteristics

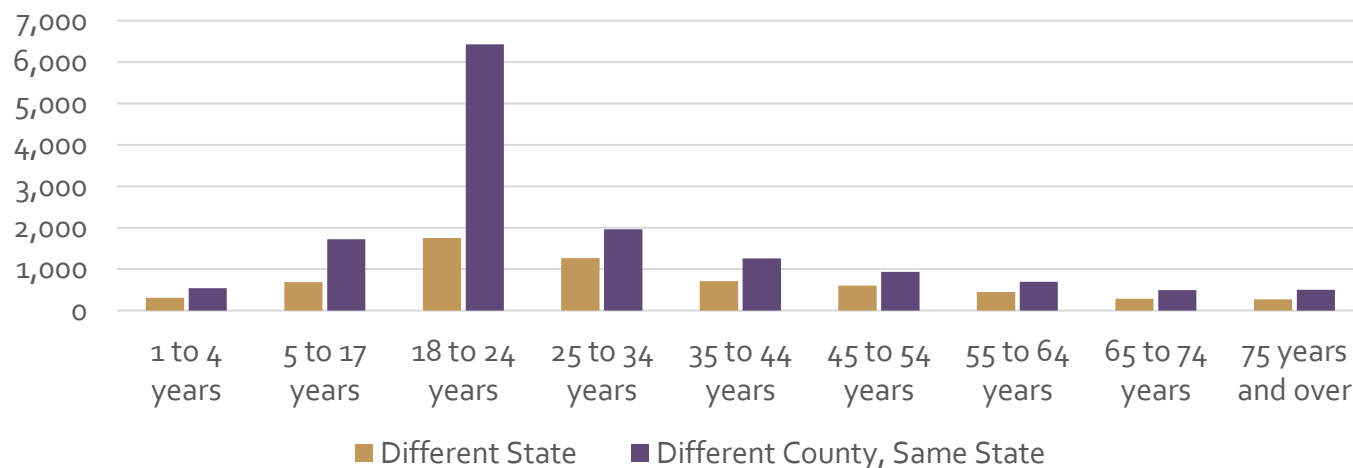
The age characteristics for individuals migrating into Greene and Christian counties in 2019 are presented on this page.

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 21.9.

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 28.2 and 29 for those from other counties in Missouri and from other states, respectively.

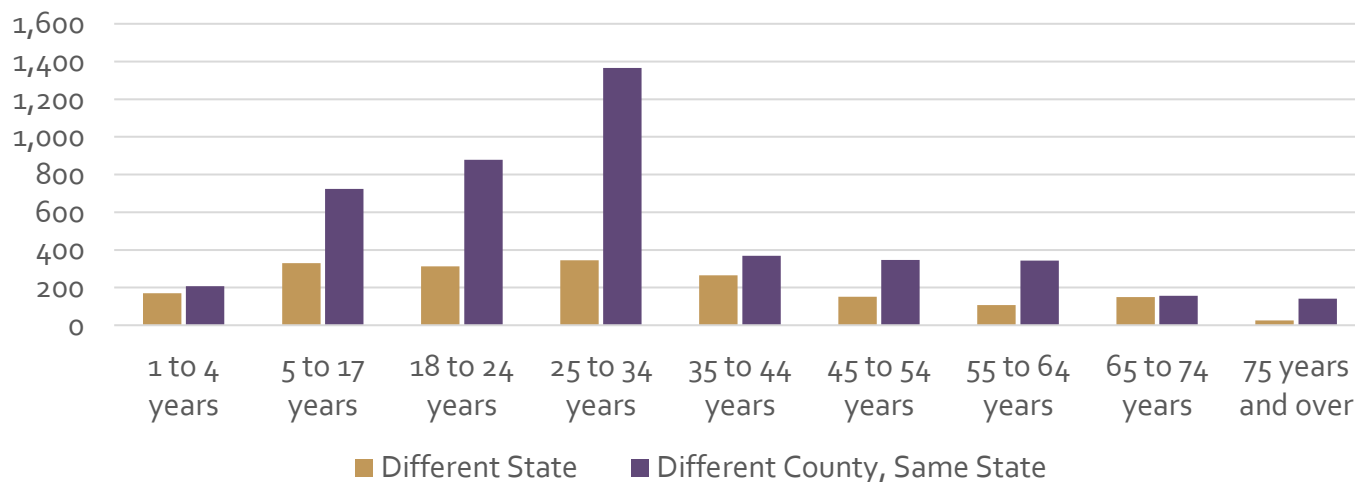
### Greene County

Source: ACS 2015 – 2019 Five Year Estimates



### Christian County

Source: ACS 2015 – 2019 Five Year Estimates



# Median Household Income

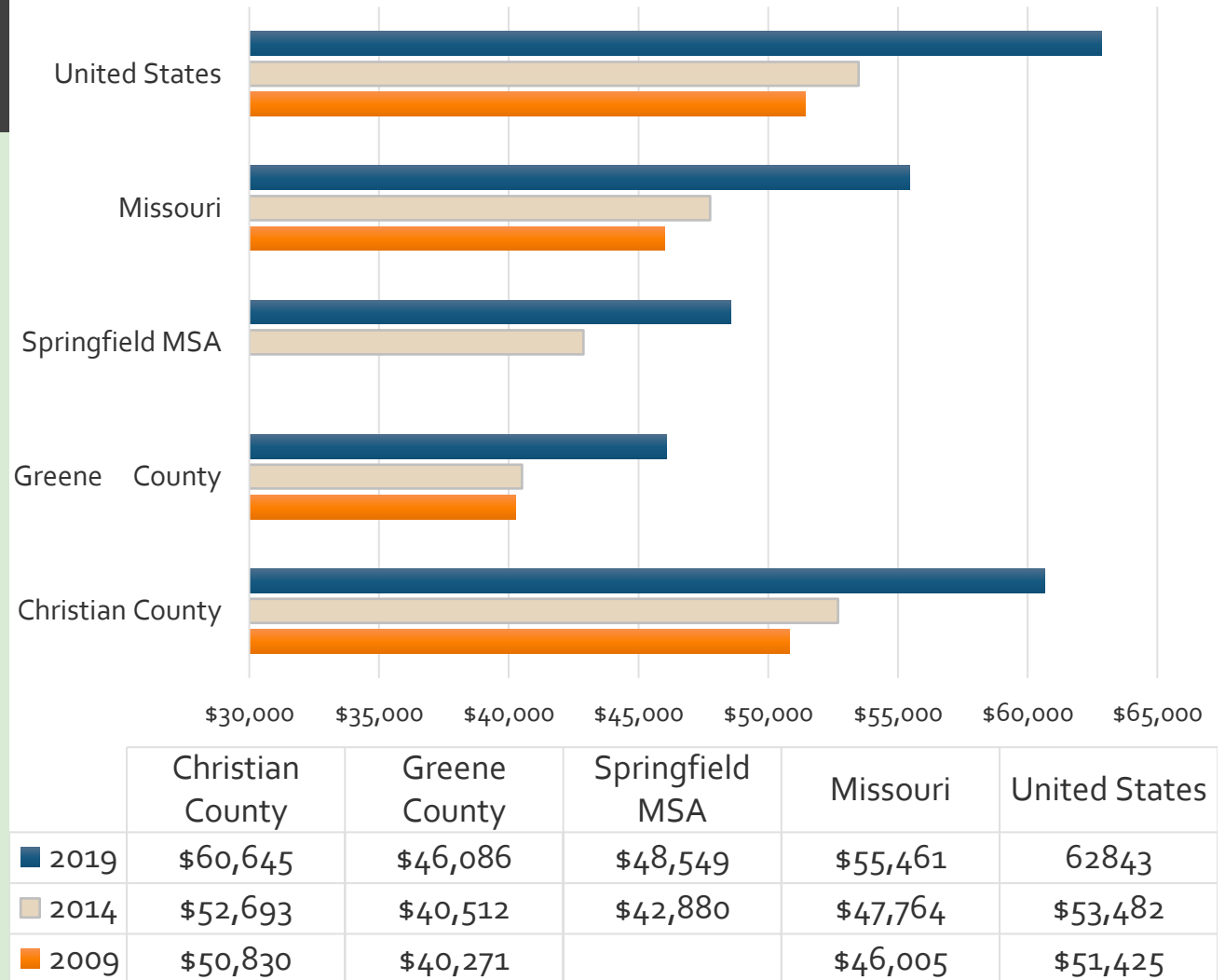
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2009, 2014, & 2019 American Community Survey 5-year estimates presented here.

The ACS estimates are based on sampling and are reported within a margin of error. The ACS estimates should only be compared at 5-year intervals to ensure the population sampled is not included in any other survey.

A comparison of survey estimates between survey years indicates that the rise in median household incomes is statistically different in 2019. Based on the sample margins of error, the median income of households in all geographies is significantly higher than 2009 & 2014 estimates even outpacing the rate of inflation.

## Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



# Per Capita Income

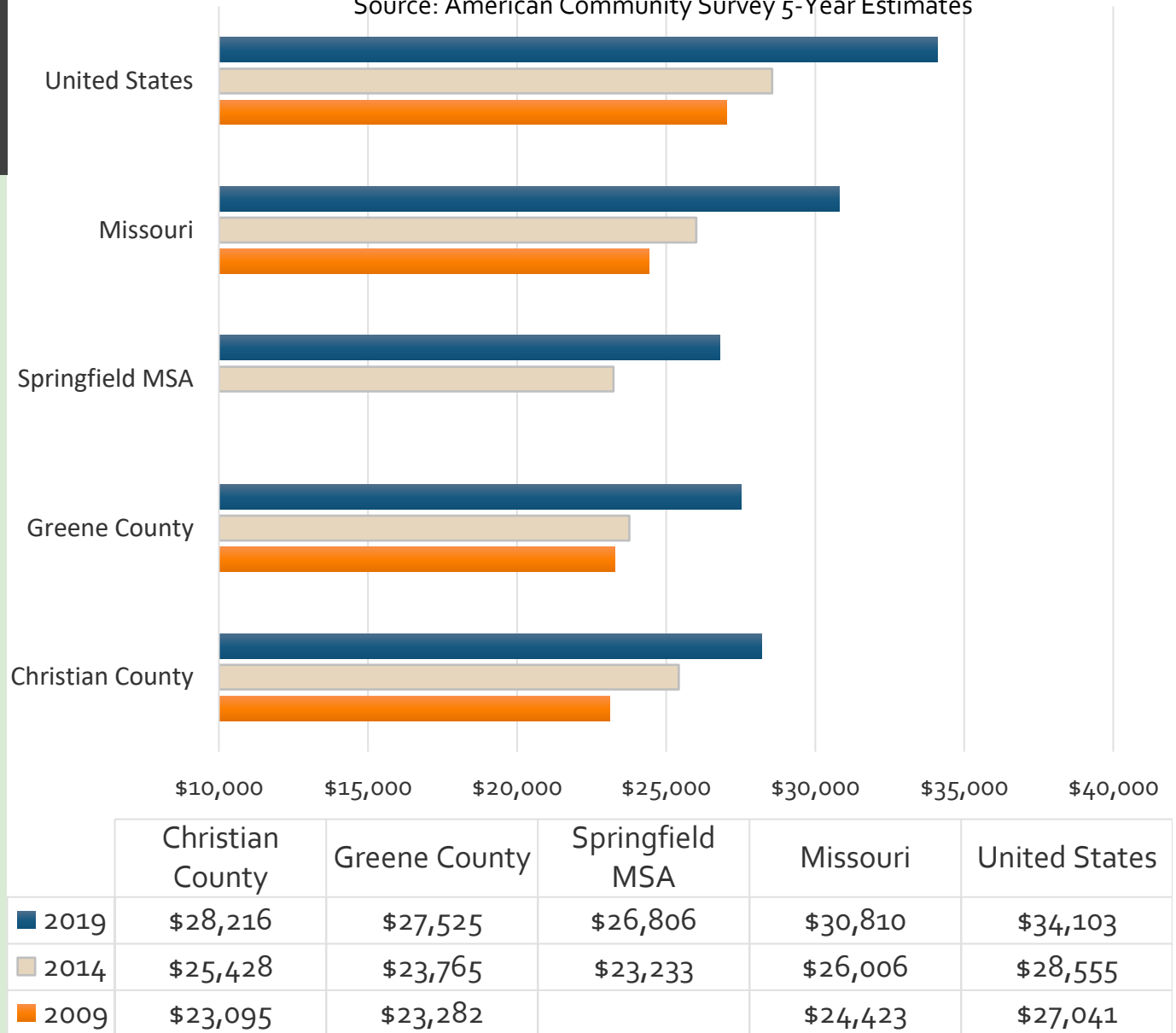
The chart to the right shows per capita income for the United States, Missouri, Greene and Christian Counties, and the Springfield MO MSA.

The counties and MSA are below both the national (\$34,103) and state (\$30,810) per capita income levels for 2019.

As with the ACS data for median household income, comparing each survey's per capita income for statistical difference between samples indicates that all geographies have seen a statistically significant increase in per capita income through 2019.

## Per Capita Income Springfield, MO MSA and Counties

Source: American Community Survey 5-Year Estimates



# Per Capita Income

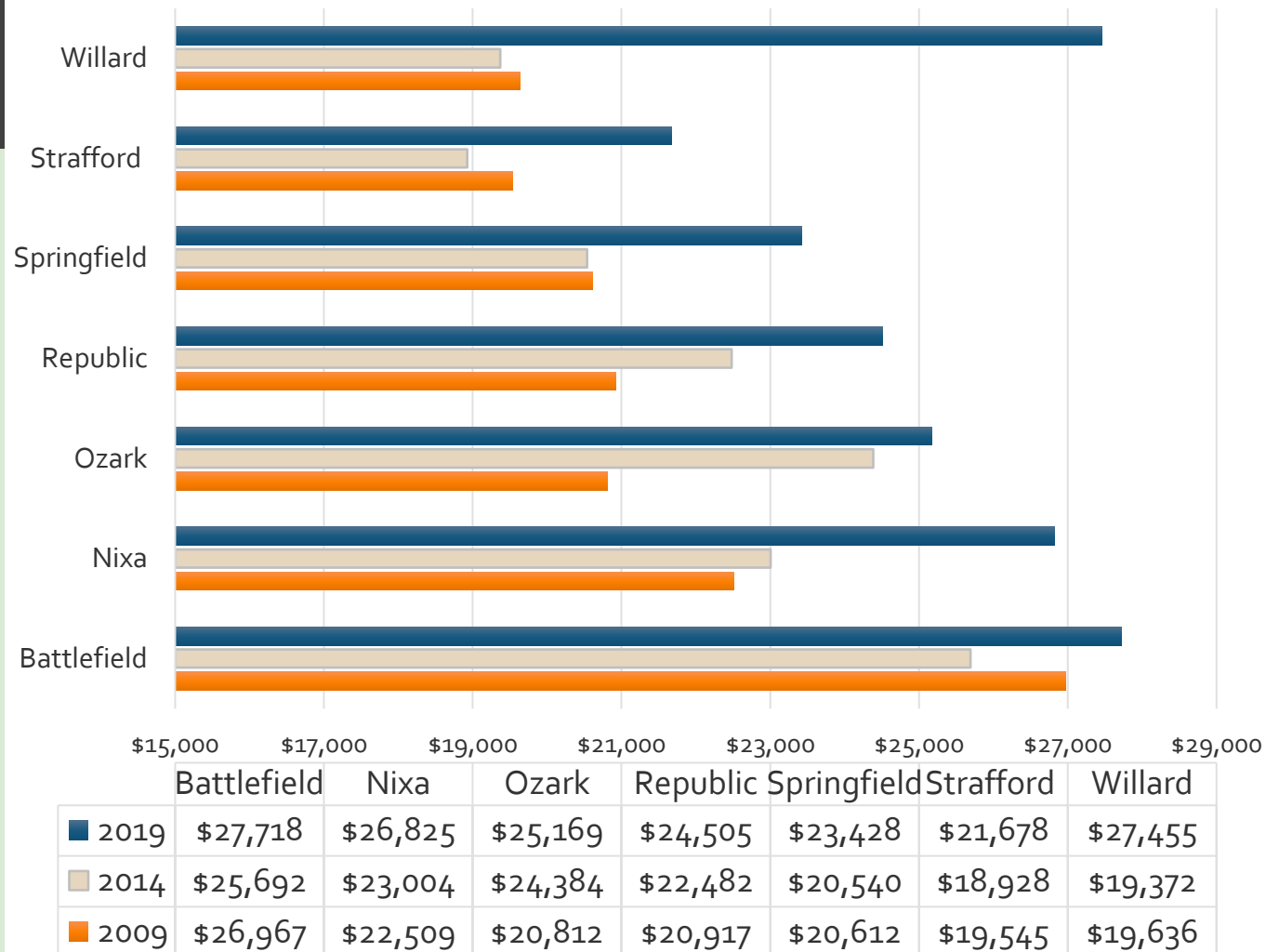
The chart to the right shows per capita income for the cities within the OTO planning area.

The ACS estimate for 2019 is higher for all cities. However, there is no statistical difference in any of the estimates for Battlefield or Strafford. In the cases of Springfield, Nixa, & Willard there is no significant difference between 2009 & 2014 estimates, but the 2019 estimate is statistically different from these surveys.

The 2019 Ozark & Republic estimates are not statistically different from 2014 estimates, but each of these are significantly higher than per capita income in the 2009 survey.

## Per Capita Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



# Individuals Living Below Poverty

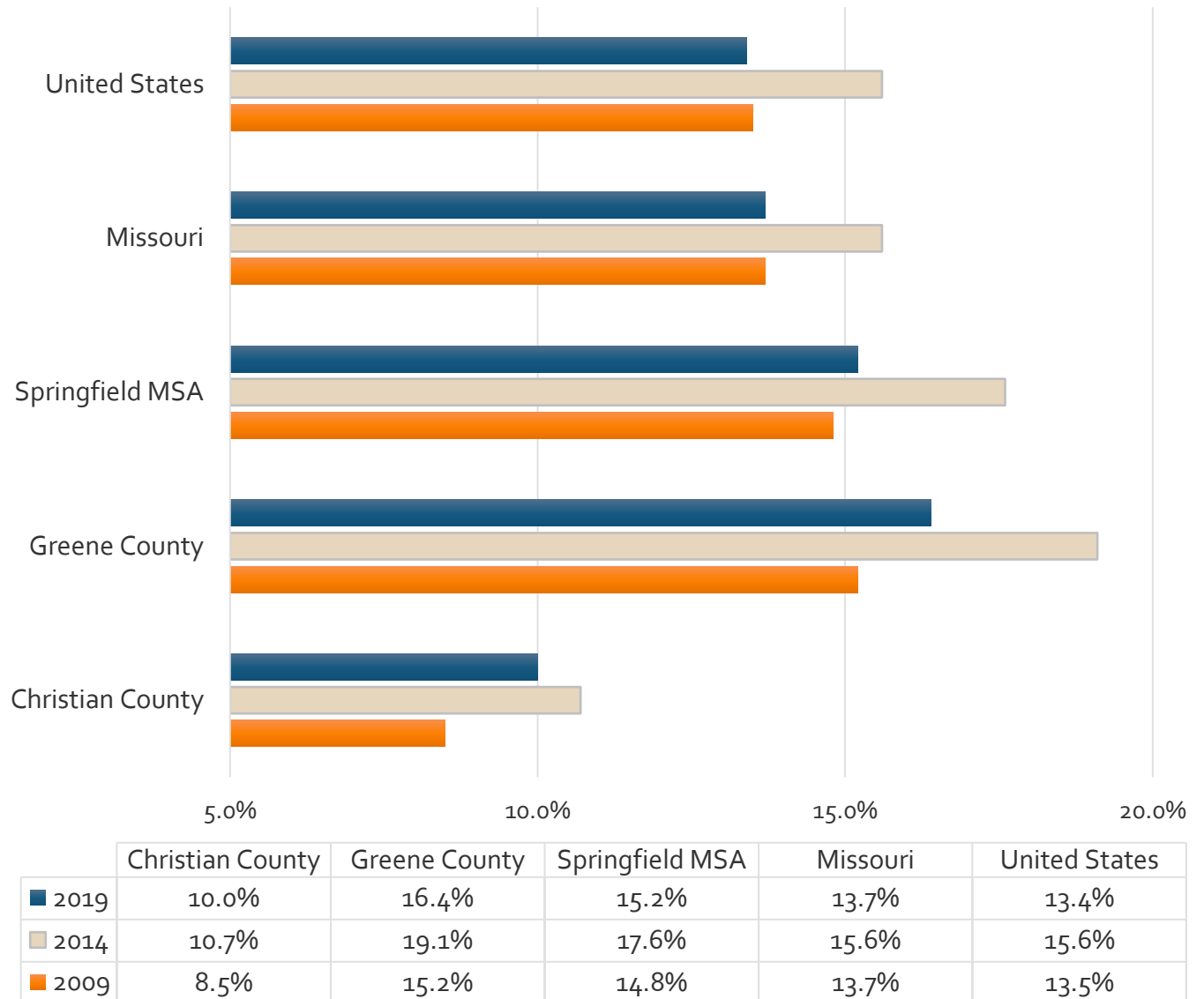
In 2019, the percentage of people living at or below the poverty level had returned to 2009 estimates for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

Although the estimates for Greene and Christian Counties have decreased between the 2014 and 2019 surveys, they are still statistically different and remain higher than the 2009 estimate.

For Christian County, there is no statistical change from 2014 to 2019 and all survey estimates are significantly different for Greene County. This indicates that poverty levels have not completely recovered from near pre-recession values.

## Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



# Children Living in Poverty

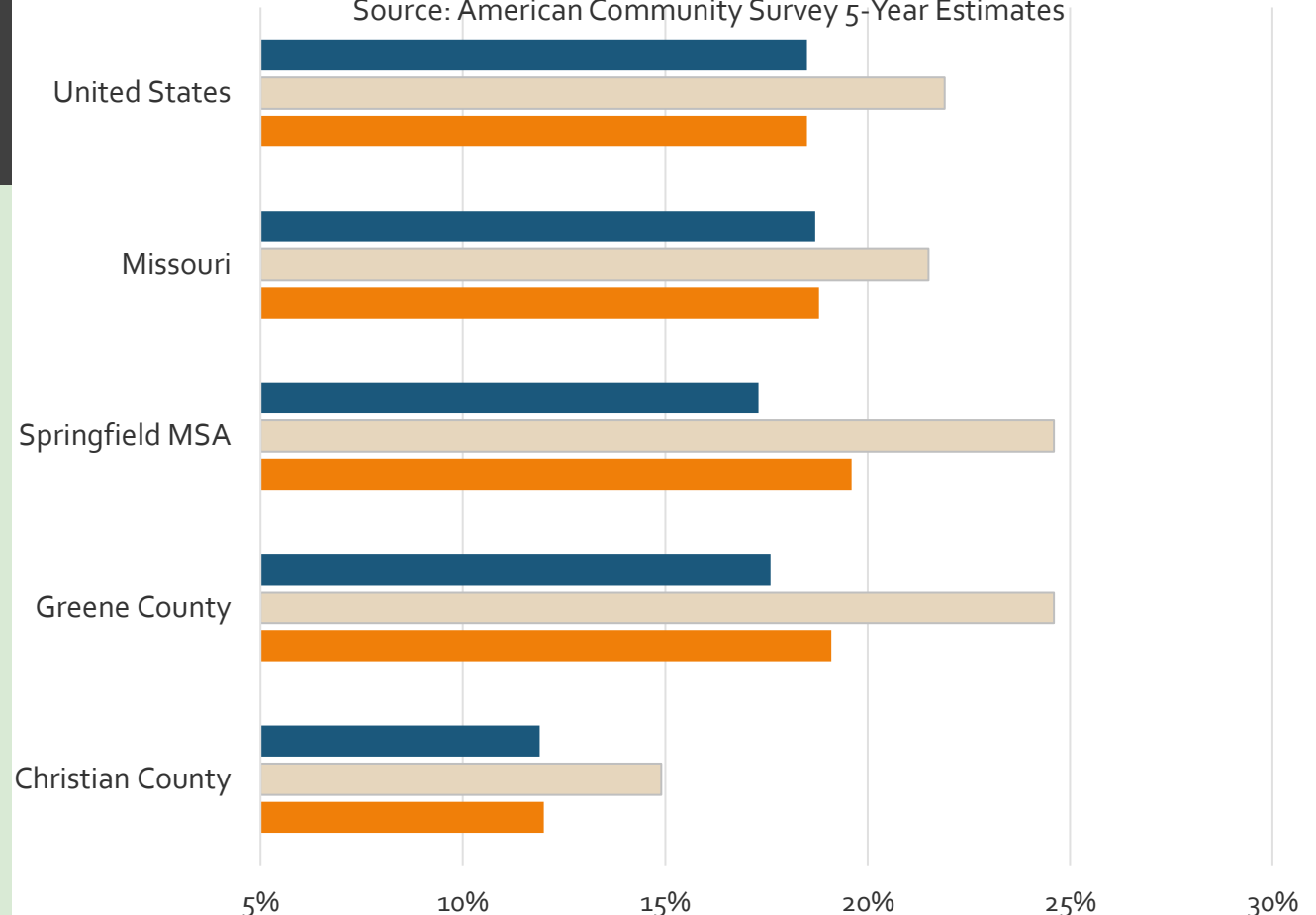
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA and Greene and Christian Counties are compared to Missouri and the United States in the chart.

The estimates for the percentage of children living at or below the poverty level in the 2009 & 2019 surveys are not statistically different in all geographies. The estimates for the 2014 survey are significantly different from both 2009 & 2019 surveys in all geographies.

This indicates that children living at or below poverty level has returned to pre-recession levels.

## Children Living in Poverty Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



	Christian County	Greene County	Springfield MSA	Missouri	United States
2019	11.9%	17.6%	17.3%	18.7%	18.5%
2014	14.9%	24.6%	24.6%	21.5%	21.9%
2009	12.0%	19.1%	19.6%	18.8%	18.5%



# Workforce Education Levels

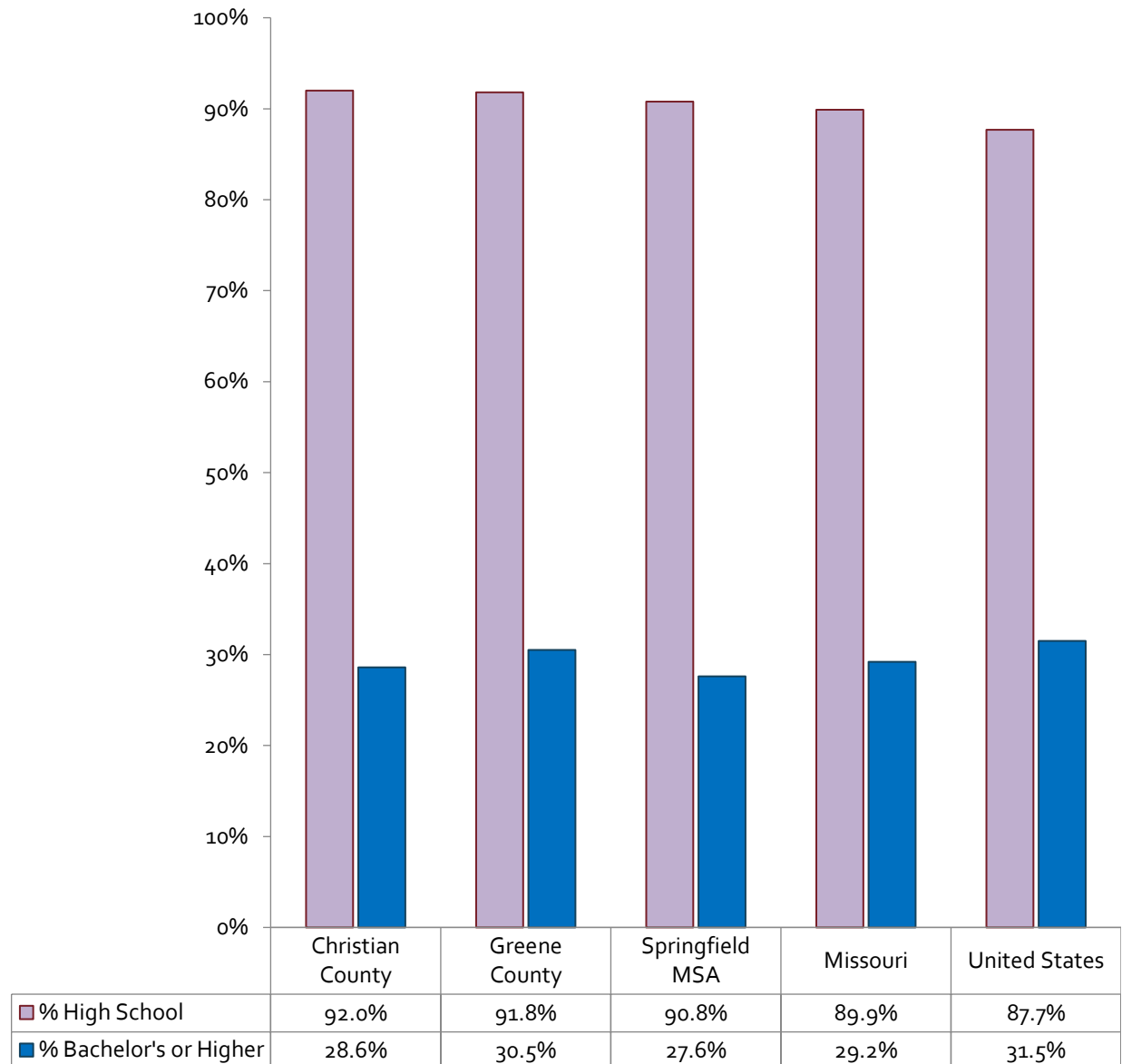
Workforce education levels affect employment and earning levels within communities.

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 30.5 percent.

The Springfield MSA as a whole, has the lowest percentage of people over 25 with a bachelor's degree or higher while all areas have a higher percentage of high school graduates than the U.S.

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

Source: 2019 ACS 5-Year Estimates



# Commuting Patterns

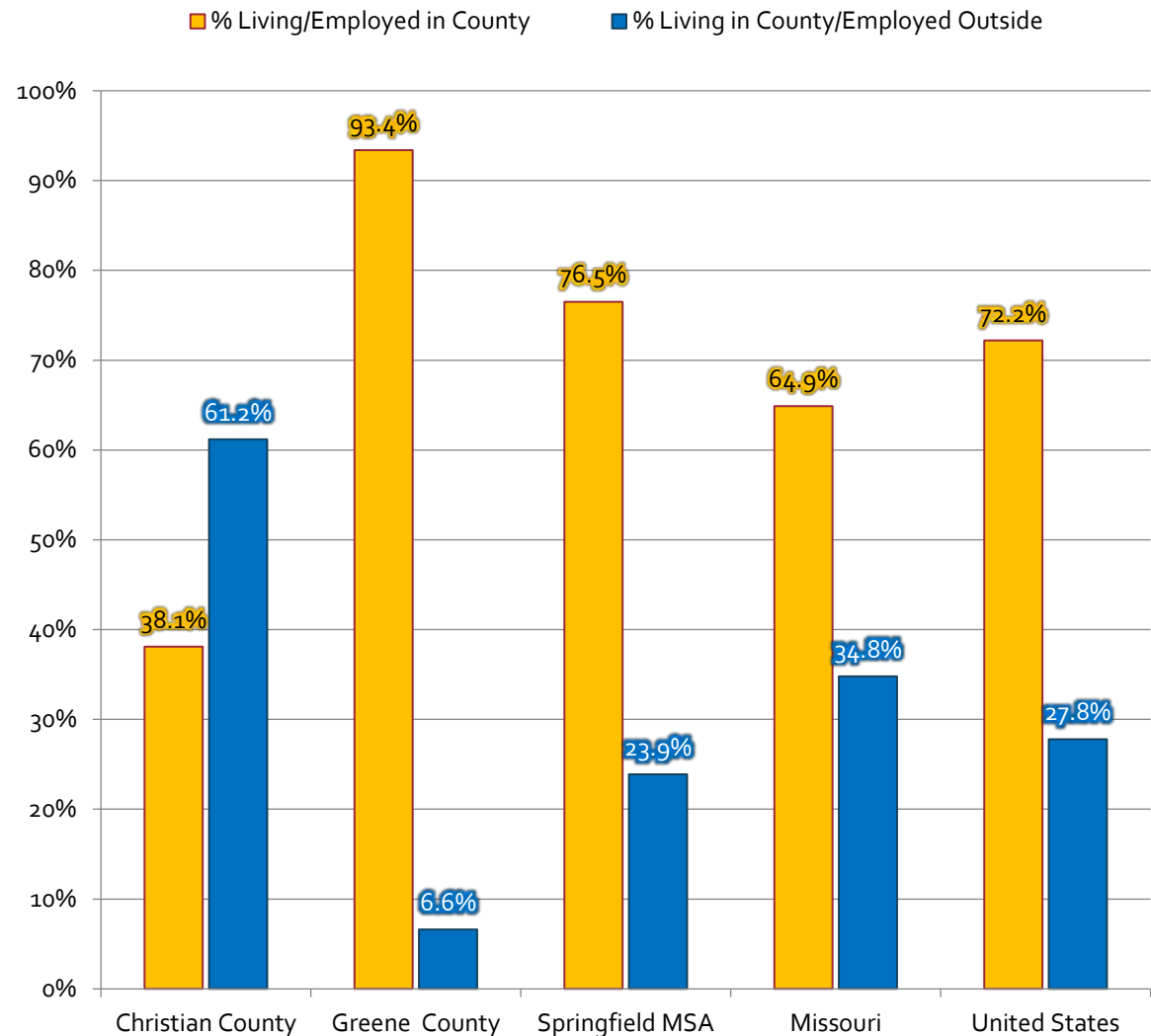
The chart to the right shows the percentage of local workers who work in their county of residence compared to the percentage who work in a different county.

of the people who work in Greene County, 93.4 percent also live in Greene County, as would be expected of the county where the region's primary employment center, Springfield, is located. Conversely, nearly 61.2% of Christian County residents commute to another county for work.

The MSA percentage of workers living in the same county as they are employed is comparable to that of the United States but over ten percent more than Missouri.

## County of Residence vs. County of Employment

Source: 2019 ACS 5-Year Estimates



# Mean Travel Time to Work

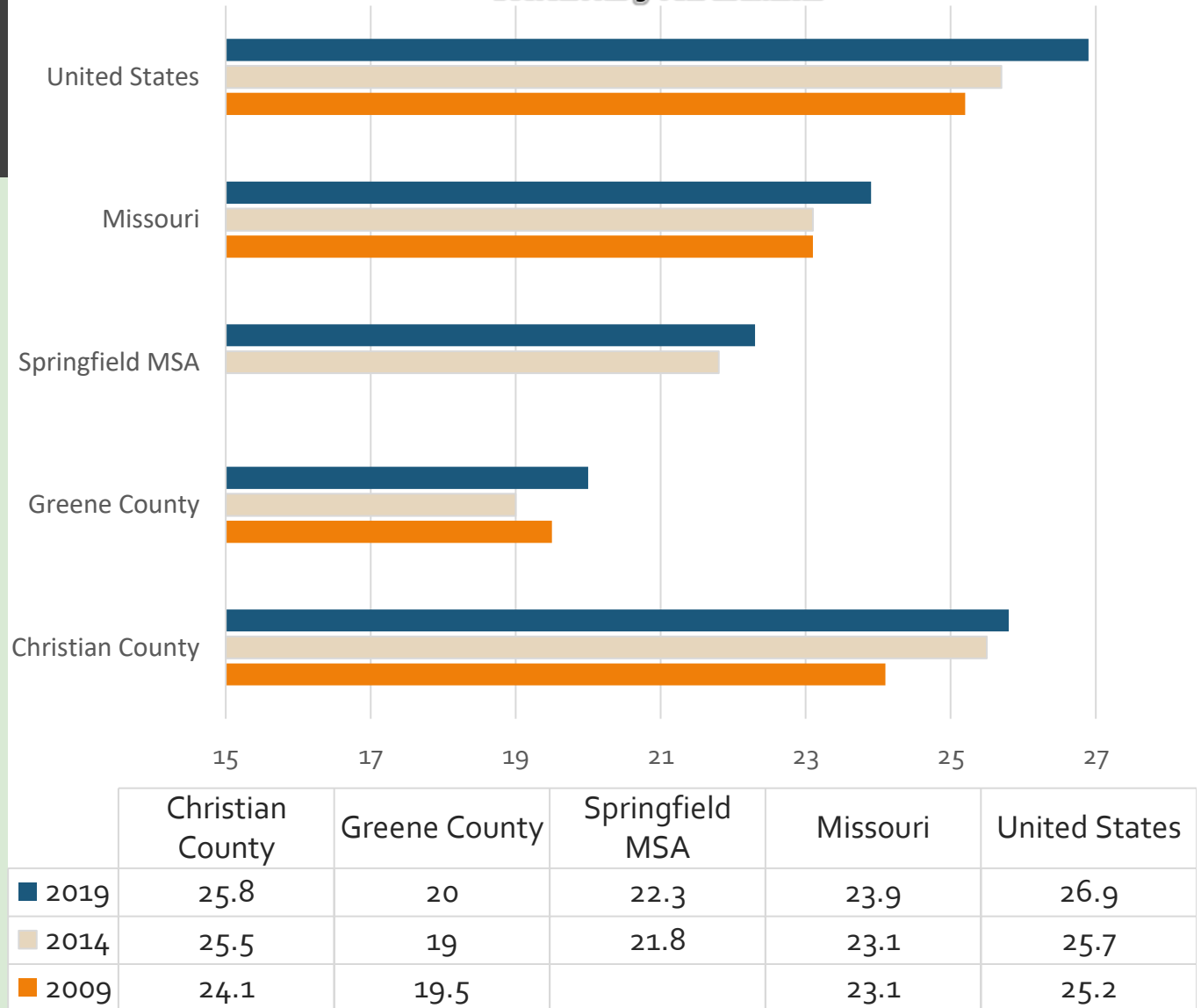
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, the State of Missouri, the United States, and the Springfield, MO MSA.

Residents of Greene County have the shortest commutes to work at 20 minutes. Workers living in Christian County have the longest commutes with an estimated mean of 25.8 minutes. This is comparable to the United States as a whole.

The travel time estimates for all survey years are statistically different and have increased for the United States. Missouri estimate for 2019 is significantly more than previous estimates. However, none of the estimates for Greene and Christian Counties are statistically different.

## Mean Travel Time to Work in Minutes Counties & MSA

Source: 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.

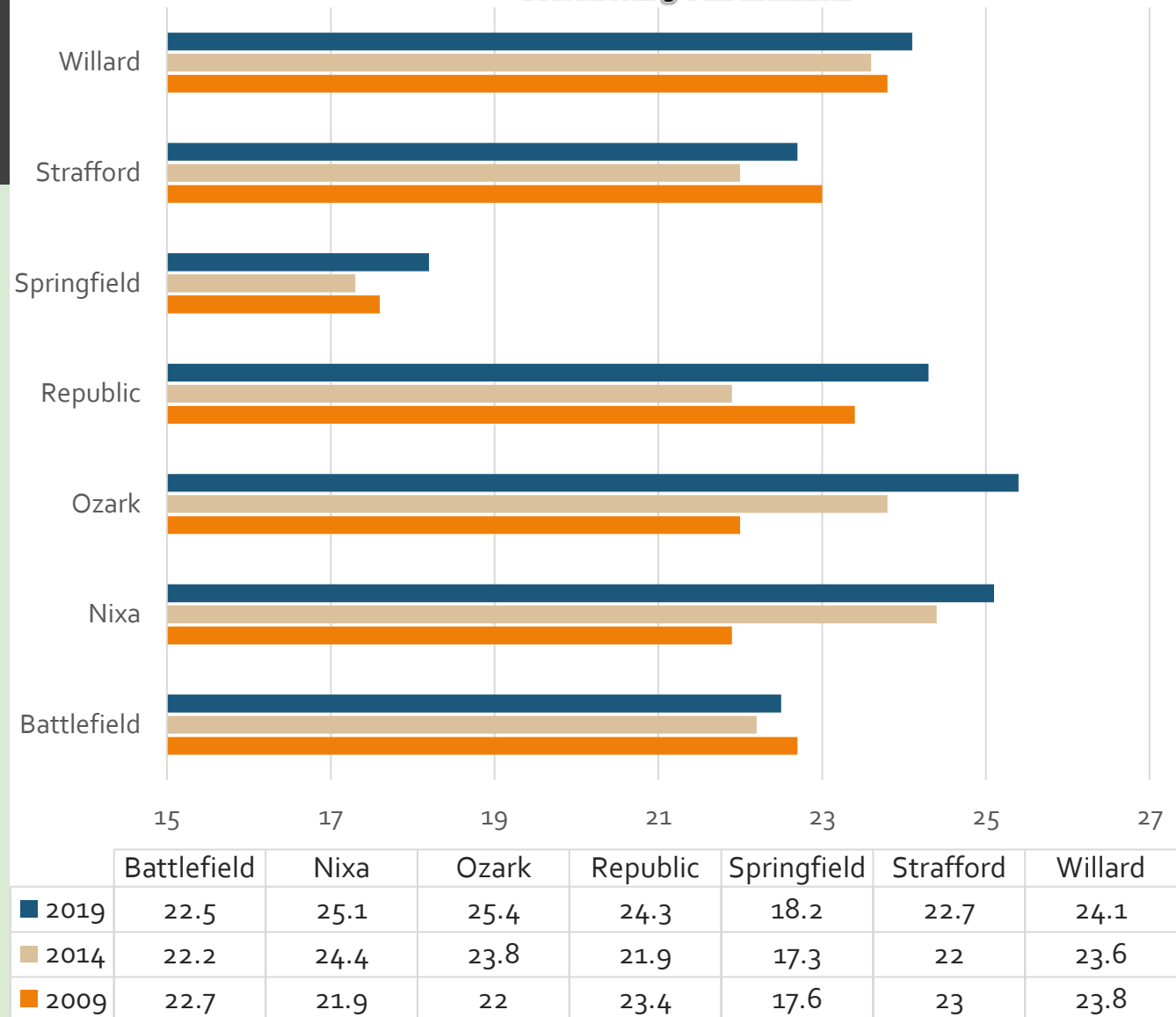
The 2019 estimates for Springfield & Republic are statistically different from the 2014 estimate showing an increase but the 2019 estimate is not different from the 2009 estimate.

The 2019 estimate is significantly higher than 2009 estimate but not different than the 2014 estimate for Nixa & Ozark indicating an increase in travel time from 2009 to 2014.

There is no statistical difference between any of the estimates for Battlefield, Strafford, or Willard.

## Mean Travel Time to Work in Minutes OTO Area Cities

Source: ACS 5-Year Estimates



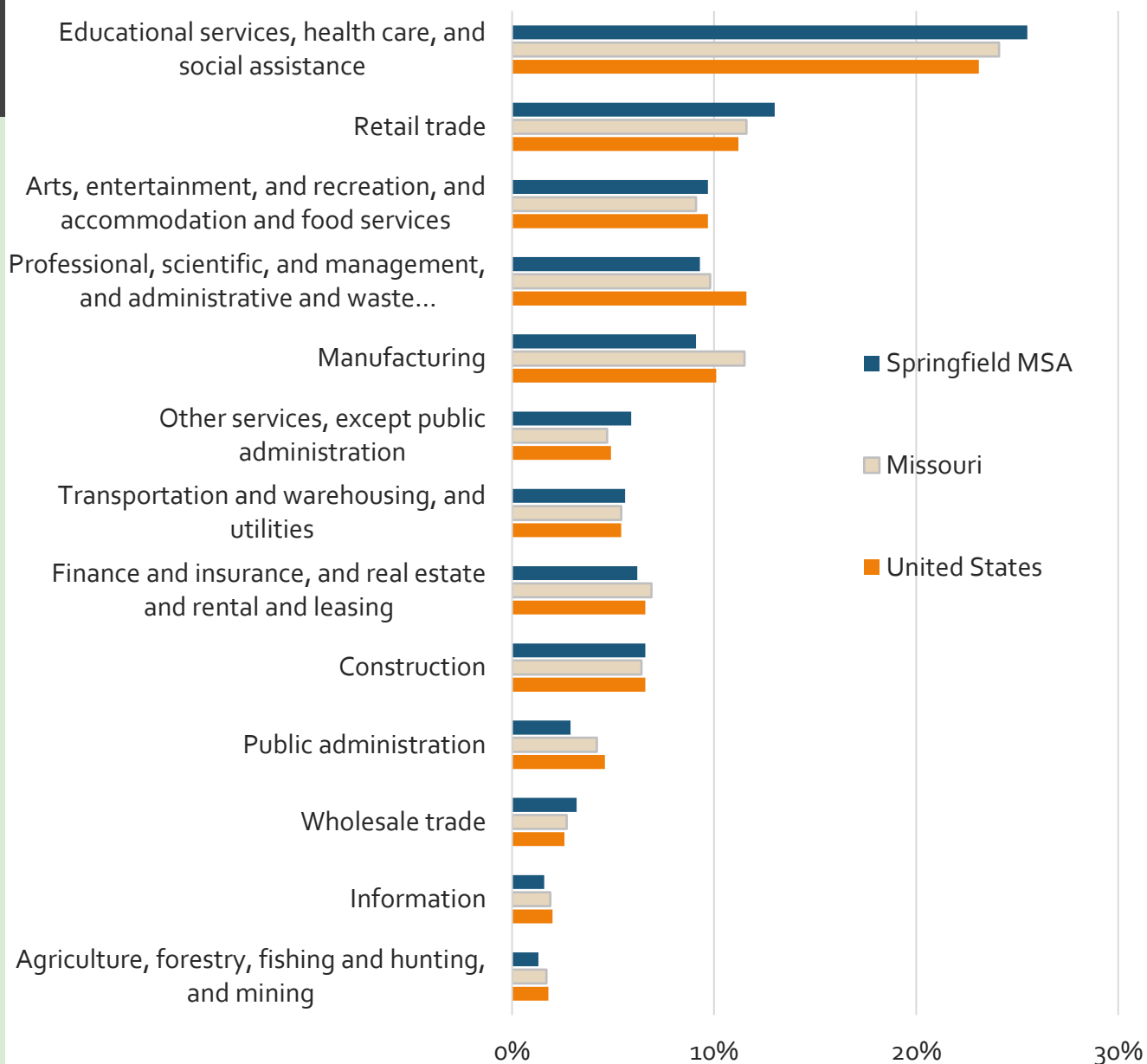
# Workforce By Industry

The chart to the right compares industry employment percentages for the workforce for the Springfield, MO MSA, Missouri, & the United States.

The percent of industry employment in the Springfield MSA is greater than MO & the U.S. in Educational service, health care, and social assistance, Retail trade, Other services except public administration, & Wholesale trade. continues to employ the largest percentage of the workforce.

The MSA percentages lag MO & the U.S. in Professional, scientific, etc., Manufacturing, Public Administration, and Information industries.

Springfield MSA Percentage of Workers by Industry  
Source: ACS 2019 5-Year Estimates



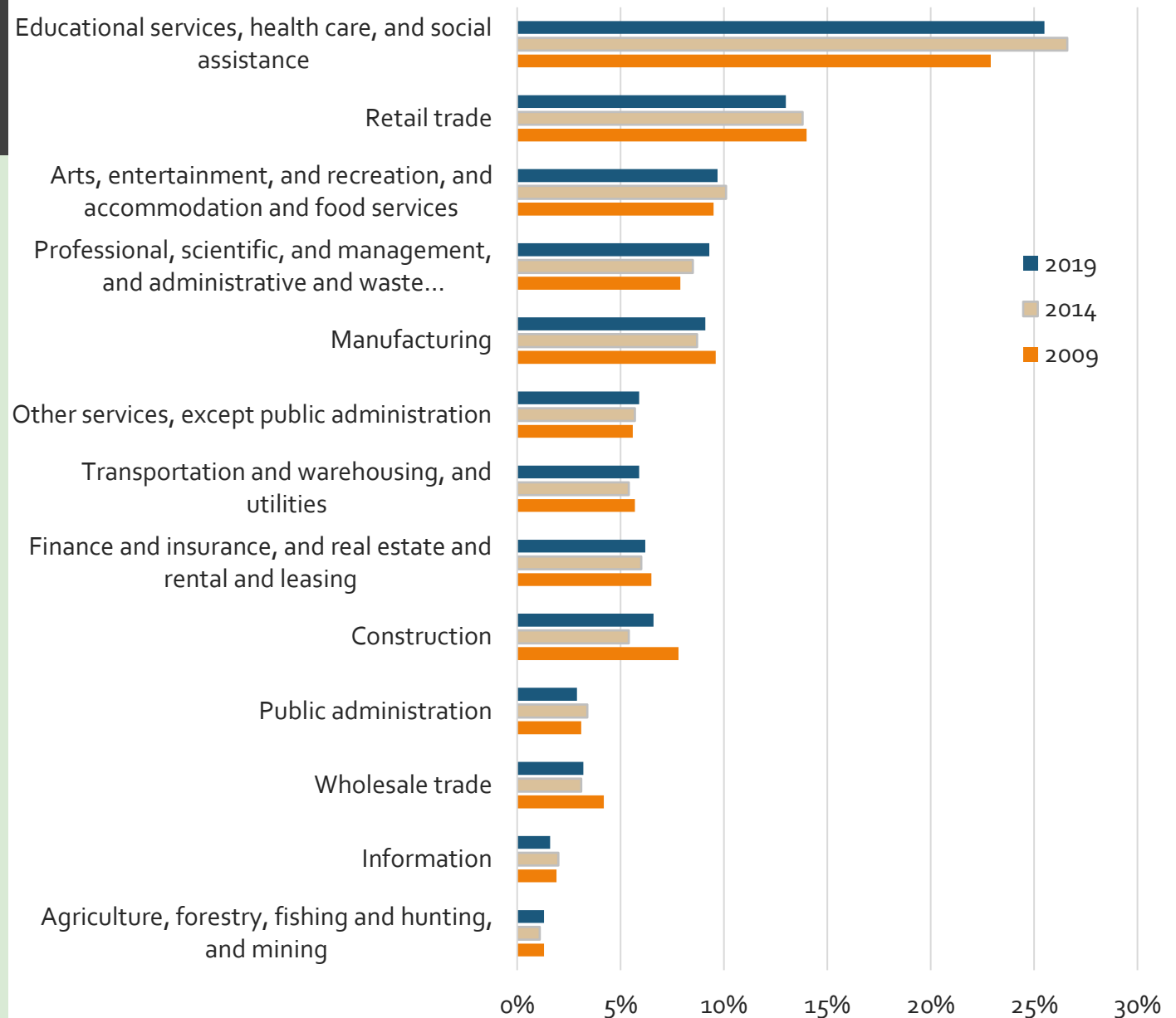
# Workforce By Industry Springfield MSA

The chart to the right shows the 5-year estimates for the percentage of workers by industry the Springfield MSA for 2019, 2014, & 2009.

There is no statistical difference for most industries amongst the surveys. The estimates are significantly different for Education & Healthcare and Construction Industries for each survey.

Employment percentages in the Wholesale Trade, Public Administration, & Information sectors declined from 2014 to 2019 while the employment percentage for Professional, Scientific, etc. sector increased.

Springfield MSA Percentage of Workers by Industry Source:  
ACS 5-Year Estimates

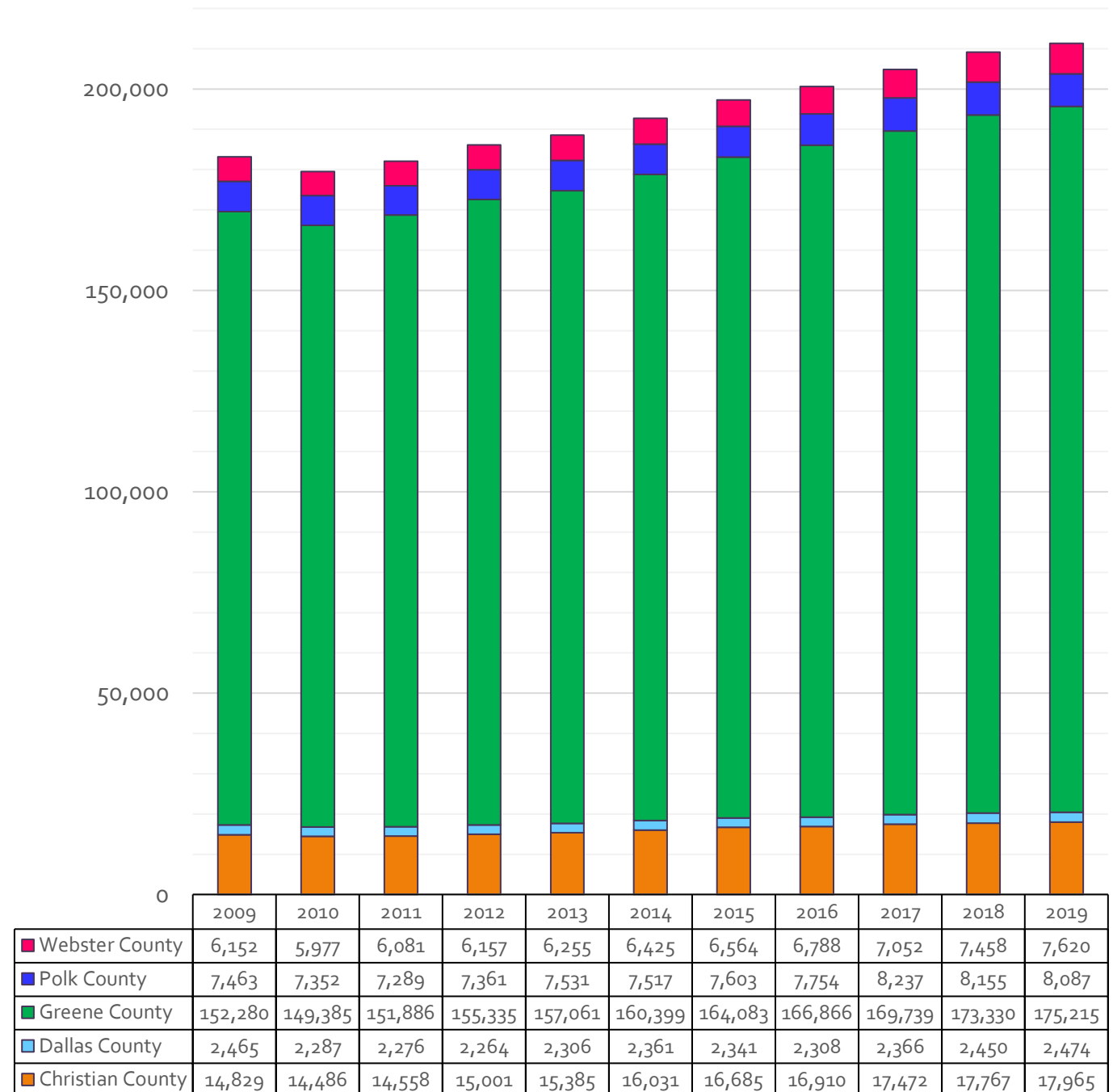


# Number of Jobs by MSA County

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 data show job losses from 2009 to 2010. Beginning in 2011, jobs numbers start to rebound and climb every year through 2019. The overwhelming number of jobs in the MSA are in Greene County.

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2009 to 2019 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:

U.S. Census Bureau, 2020. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 1/19/2021  
<https://lehd.ces.census.gov/data/#qwi>.

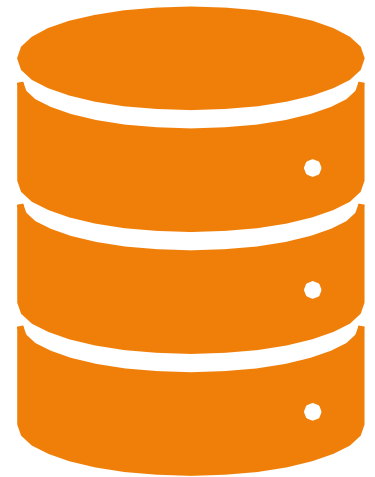
U.S. Census Bureau. 2020. LEHD Origin-Destination Employment Statistics (2002-2019) LEHD Origin-Destination Employment Statistics (2002-2019) at  
<https://onthemap.ces.census.gov>. LODES 7.4 [version]

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>

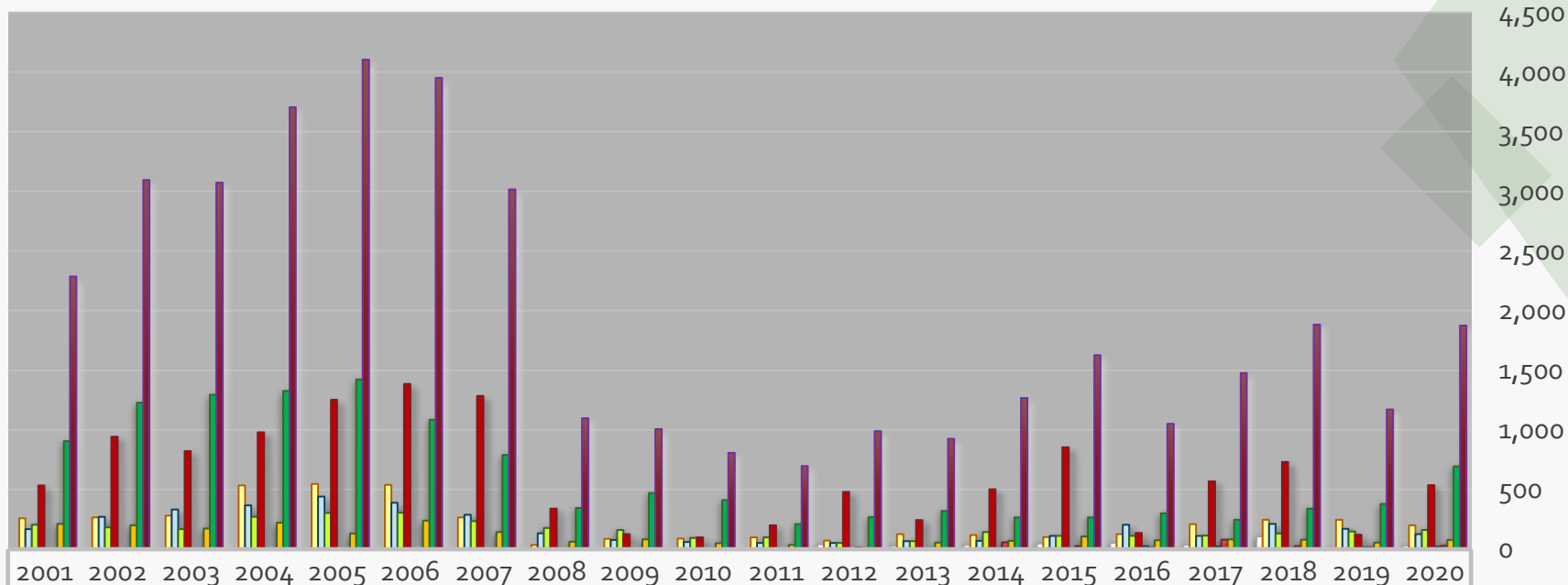
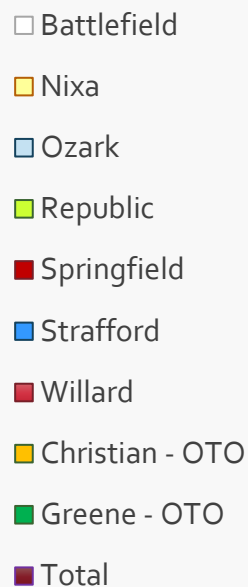
Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/2010.shtml>

U.S. Census Bureau, 2019, 2014, 2009 American Community Survey 5-Year Estimates



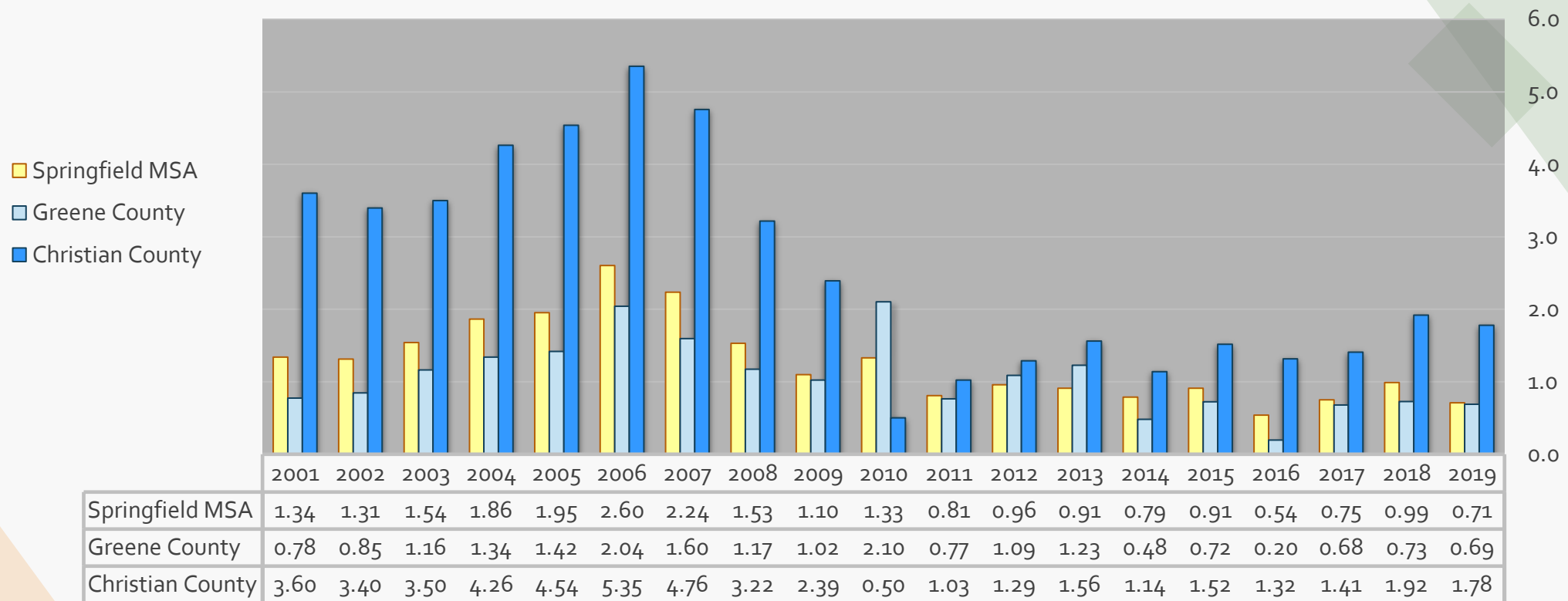


# Appendix A: OTO Area Permit Activity 2001 - 2019

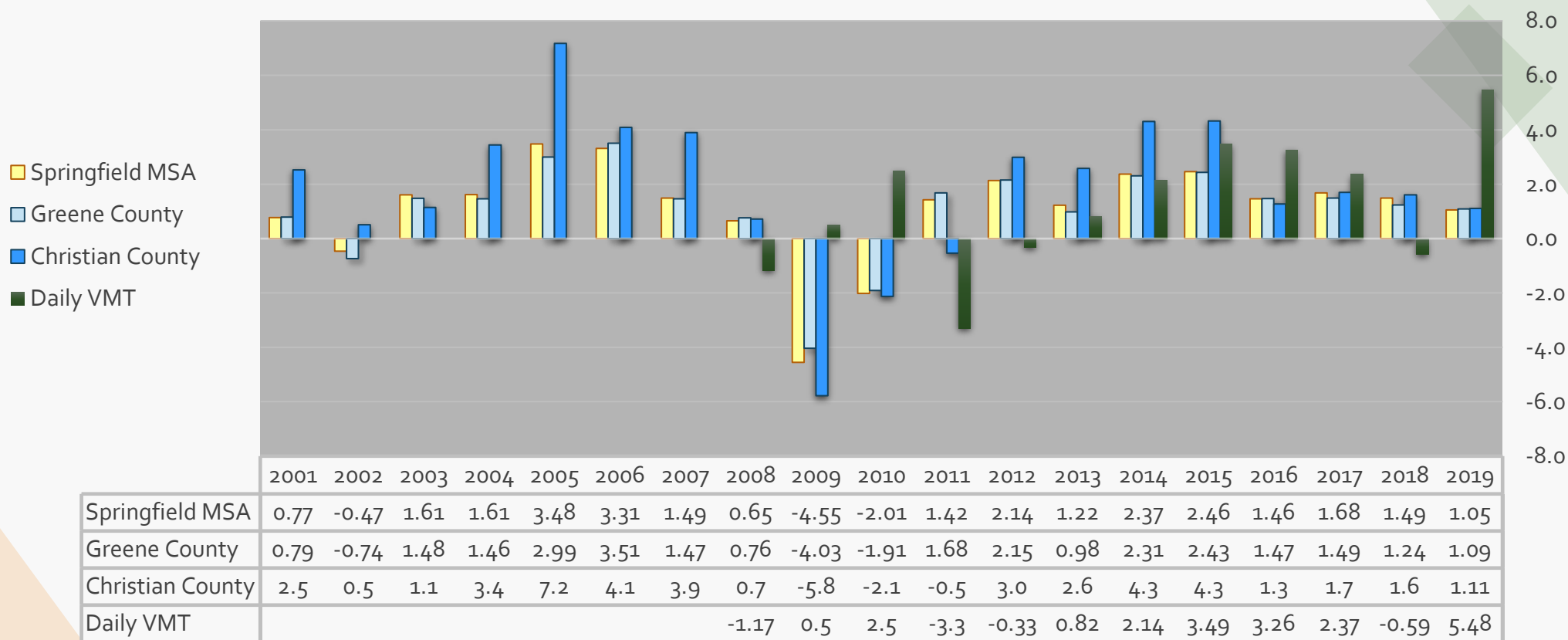


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Battlefield	-	-	-	-	-	-	-	-	-	-	-	40	29	36	47	53	36	106	14	30
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	211	247	248	200
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	161
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122	537
Strafford	-	-	-	-	-	-	-	-	-	-	-	0	3	2	2	27	24	8	15	20
Willard												13	7	59	26	14	80	25	17	28
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	77
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	695
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	1,875

# Appendix B: Year-over-Year Population Percent Change 2000 - 2019



# Appendix C: Year-over-Year Total Jobs Percent Change 2000 - 2019



**TAB 4**

**TECHNICAL PLANNING COMMITTEE AGENDA 2/17/2021; ITEM II.B.**

**Administrative Modification 8 to the FY 2020-2023 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There are 2 items included as part of Administrative Modification 8 to the FY 2020-2023 Transportation Improvement Program.

**Basis for Administrative Modification - Minor Changes to funding sources between federal funding categories or between state and local sources.**

1. ADA Improvements on West US 60, Sunshine, and Kansas (EN1801-20AM8)  
Moving \$313,000 from STBG to STAP.
2. Route 14 Capacity Improvements from Fort to Ridgecrest (NX1701-20AM8)  
Moving \$577,000 from NHPP to SAFETY (Open Container Funding).

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

**NO ACTION REQUIRED – INFORMATION ONLY**



# OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

25 January 2021

Ms. Britni O'Connor  
Transportation Planning  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, Missouri 65102

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Eight to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on January 25, 2021. 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 administrative modification or need any other information.

Sincerely,

Natasha L. Longpine, AICP  
Principal Planner

Enclosures





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### E) Bicycle & Pedestrian Section

**TIP # EN1801-20AM8** ADA IMPROVEMENTS ON WEST US 60, SUNSHINE, & KANSAS

**Route** Rte. 60  
**From** 0.3 miles W. of Illinois  
**To** Rte. 174

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Taking Care of the System

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

**STIP #** 8P3129

**Federal ID #** 0602106



#### Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations along Rte. 60 from 0.3 mile west of Illinois Street to Rte. 174 in Republic and at various locations on Sunshine Street between Scenic Avenue and Kansas Expressway in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$10,400	\$161,600	\$0	\$0	\$172,000
MoDOT	State	ENG	\$2,600	\$40,400	\$0	\$0	\$43,000
FHWA (STBG)	Federal	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
FHWA (STAP)	Federal	CON	\$0	\$577,000	\$0	\$0	\$577,000
FHWA (STBG)	Federal	CON	\$0	\$207,800	\$0	\$0	\$207,800
MoDOT	State	CON	\$0	\$196,200	\$0	\$0	\$196,200
<b>Totals</b>			<b>\$15,000</b>	<b>\$1,183,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,198,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

**Prior Cost** \$150,000  
**Future Cost** \$0  
**Total Cost** \$1,348,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## E) Bicycle & Pedestrian Section

**TIP # EN1801-18** ADA IMPROVEMENTS ON WEST US 60, SUNSHINE, & KANSAS

**Route** Rte. 60  
**From** 0.3 miles W. of Illinois  
**To** Rte. 174

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** STBG

**MoDOT Funding Category** Taking Care of the System

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

**STIP #** 8P3129

**Federal ID #** 0602106



### Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations along Rte. 60 from 0.3 mile west of Illinois Street to Rte. 174 in Republic and at various locations on Sunshine Street between Scenic Avenue and Kansas Expressway in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$10,400	\$161,600	\$0	\$0	\$172,000
MoDOT	State	ENG	\$2,600	\$40,400	\$0	\$0	\$43,000
FHWA (STBG)	Federal	ROW	\$1,600	\$0	\$0	\$0	\$1,600
MoDOT	State	ROW	\$400	\$0	\$0	\$0	\$400
FHWA (STAP)	Federal	CON	\$0	\$264,000	\$0	\$0	\$264,000
FHWA (STBG)	Federal	CON	\$0	\$520,800	\$0	\$0	\$520,800
MoDOT	State	CON	\$0	\$196,200	\$0	\$0	\$196,200
<b>Totals</b>			<b>\$15,000</b>	<b>\$1,183,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,198,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

**Prior Cost** \$150,000  
**Future Cost** \$0  
**Total Cost** \$1,348,000





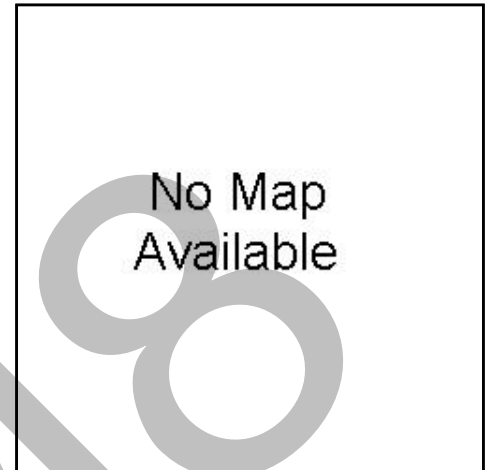
## Transportation Improvement Program - FY 2020-2023

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

#### F) Roadways Section

**TIP # NX1701-20AM8** ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

**Route** Rte. 14  
**From** Fort St.  
**To** Ridgecrest St.  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8P0588H  
**Federal ID #** 0141028



#### Project Description

Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$172,000	\$410,400	\$0	\$0	\$582,400
LOCAL	Local	ENG	\$5,000	\$5,000	\$0	\$0	\$10,000
MoDOT	State	ENG	\$38,000	\$97,600	\$0	\$0	\$135,600
FHWA (NHPP)	Federal	CON	\$0	\$4,827,130	\$0	\$0	\$4,827,130
FHWA (SAFETY)	Federal	CON	\$0	\$577,000	\$0	\$0	\$577,000
FHWA (STBG-U)	Federal	CON	\$0	\$202,270	\$0	\$0	\$202,270
LOCAL	Local	CON	\$0	\$94,446	\$0	\$0	\$94,446
MoDOT	State	CON	\$0	\$1,307,154	\$0	\$0	\$1,307,154
<b>Totals</b>			<b>\$215,000</b>	<b>\$7,521,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,736,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$577,000 Open Container Funding

<b>Prior Cost</b>	\$1,979,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$9,715,000



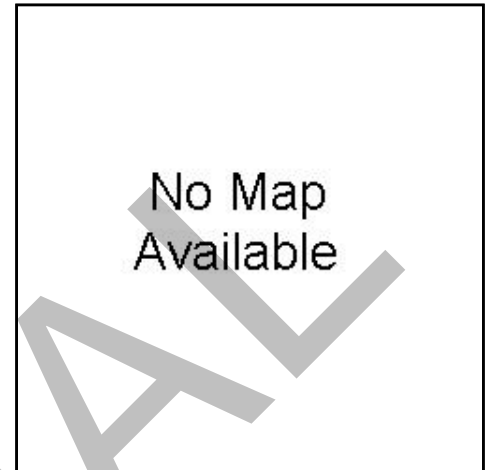
## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

**TIP # NX1701-20A7** ROUTE 14 CAPACITY IMPROVEMENTS FROM FORT TO RIDGECREST

**Route** Rte. 14  
**From** Fort St.  
**To** Ridgecrest St.  
**Location** City of Nixa  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** NHPP(NHS)  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** Yes **EJ?** Yes  
**STIP #** 8P0588H  
**Federal ID #** 0141028



#### Project Description

Add lanes, turn lanes, sidewalks, and drainage from Fort Street to 0.2 miles east of Tiffany Boulevard, pavement improvements on Rice Street north of Route 14, and add fiber optic connection from Rte. 160 to Ridgecrest Street in Nixa.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$172,000	\$410,400	\$0	\$0	\$582,400
LOCAL	Local	ENG	\$5,000	\$5,000	\$0	\$0	\$10,000
MoDOT	State	ENG	\$38,000	\$97,600	\$0	\$0	\$135,600
FHWA (NHPP)	Federal	CON	\$0	\$5,404,130	\$0	\$0	\$5,404,130
FHWA (STBG-U)	Federal	CON	\$0	\$202,270	\$0	\$0	\$202,270
LOCAL	Local	CON	\$0	\$94,446	\$0	\$0	\$94,446
MoDOT	State	CON	\$0	\$1,307,154	\$0	\$0	\$1,307,154
<b>Totals</b>			<b>\$215,000</b>	<b>\$7,521,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,736,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

**Prior Cost** \$1,979,000  
**Future Cost** \$0  
**Total Cost** \$9,715,000

# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2020									
EN1513-19AM1	\$488,494	\$0	\$0	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$0	\$15,000
EN1802-18	\$0	\$0	\$0	\$0	\$333,600	\$0	\$83,400	\$0	\$417,000
EN1901-19	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN1902-19A2	\$0	\$193,075	\$0	\$0	\$0	\$48,269	\$0	\$0	\$241,344
EN1903-19A2	\$0	\$155,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$197,499
EN1904-20AM6	\$0	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$0	\$35,000
EN1911-19A3	\$0	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1912-19A3	\$0	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$110,869	\$0	\$0	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$25,600	\$0	\$6,400	\$0	\$32,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$60,000	\$75,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$24,000	\$30,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2011-20A3	\$33,603	\$0	\$0	\$0	\$0	\$8,401	\$0	\$0	\$42,004
EN2012-20A3	\$100,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$125,000
SP2001-19A6	\$0	\$0	\$0	\$0	\$125,978	\$0	\$0	\$0	\$125,978
SUBTOTAL	\$732,966	\$535,133	\$1,600	\$0	\$508,378	\$320,224	\$127,000	\$124,000	\$2,349,301

## FINANCIAL SUMMARY

### Bicycle & Pedestrian

#### YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2021									
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-20AM8	\$0	\$0	\$0	\$577,000	\$369,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$1,639,200	\$0	\$409,800	\$0	\$2,049,000
EN1803-20A6	\$2,560,000	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$3,200,000
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1904-20AM6	\$0	\$244,000	\$0	\$0	\$0	\$61,000	\$0	\$0	\$305,000
EN1905-20AM6	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-20AM6	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-20AM6	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-20AM6	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-20AM6	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-20AM6	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1914-19AM2	\$0	\$0	\$0	\$0	\$378,400	\$0	\$94,600	\$0	\$473,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$50,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200	\$88,800	\$111,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$268,000	\$335,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20AM6	\$870,949	\$0	\$0	\$0	\$0	\$337,500	\$0	\$0	\$1,208,449
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$271,826
EN2010-20AM6	\$806,707	\$59,392	\$0	\$0	\$0	\$216,525	\$0	\$0	\$1,082,624
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$316,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$7,690	\$30,760	\$38,450
SUBTOTAL	\$5,549,867	\$740,106	\$1,600	\$577,000	\$2,679,000	\$1,692,258	\$912,290	\$391,560	\$12,543,681
2022									
EN1901-19	\$0	\$0	\$196,000	\$315,000	\$704,200	\$0	\$303,800	\$0	\$1,519,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$152,800	\$0	\$38,200	\$0	\$191,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$184,600	\$738,400	\$923,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$290,600	\$1,162,400	\$1,453,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$49,382	\$199,129	\$248,511
SUBTOTAL	\$0	\$0	\$197,600	\$315,000	\$857,000	\$0	\$867,982	\$2,103,929	\$4,341,511
2023									
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000
EN2003-20AM5	\$0	\$0	\$0	\$0	\$0	\$0	\$326,000	\$1,304,000	\$1,630,000
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$0	\$0	\$330,000	\$1,312,000	\$1,650,000
GRAND TOTAL	\$6,282,833	\$1,275,239	\$208,800	\$892,000	\$4,044,378	\$2,012,482	\$2,237,272	\$3,931,489	\$20,884,493

## FINANCIAL CONSTRAINT

### Bicycle & Pedestrian

	Federal (FHWA)					Local	MoDOT-AC	MoDOT	TOTAL
	STBG-U	TAP	NHPP	STBG	STAP				
<b>PRIOR YEAR</b>									
Balance		\$ 853,353	\$ -			\$ -	\$ -	\$ -	\$ 853,353
<b>FY 2020</b>									
Funds Anticipated	\$ 732,966	\$ 421,887	\$ 1,600	\$508,378.00	\$0.00	\$ 320,224	\$ 124,000	\$ 127,000	\$ 2,236,055
Funds Programmed	(\$732,966)	(\$535,133)	(\$1,600)	(\$508,378)	\$0	(\$320,224)	(\$124,000)	(\$127,000)	(\$2,349,301)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$740,107.38</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$740,107.38</b>
<b>FY 2021</b>									
Funds Anticipated	\$ 5,549,867	\$430,324.80	\$1,600.00	\$2,679,000.00	\$577,000.00	\$1,692,258.00	\$391,560.00	\$912,290.00	\$ 12,233,900
Funds Programmed	(\$5,549,867)	(\$740,106)	(\$1,600)	(\$2,679,000)	(\$577,000)	(\$1,692,258)	(\$391,560)	(\$912,290)	(\$12,543,681)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$430,326.18</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$430,326.18</b>
<b>FY 2022</b>									
Funds Anticipated	\$ -	\$438,931.30	\$197,600.00	\$857,000.00	\$315,000.00	\$0.00	\$2,103,929.00	\$867,982.00	\$ 4,780,442
Funds Programmed	\$0	\$0	(\$197,600)	(\$857,000)	(\$315,000)	\$0	(\$2,103,929)	(\$867,982)	(\$4,341,511)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$869,257.48</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$869,257.48</b>
<b>FY 2023</b>									
Funds Anticipated	\$ -	\$447,709.92	\$8,000.00	\$0.00	\$0.00	\$0.00	\$1,312,000.00	\$330,000.00	\$ 2,097,710
Funds Programmed	\$0	\$0	(\$8,000)	\$0	\$0	\$0	(\$1,312,000)	(\$330,000)	(\$1,650,000)
<b>Running Balance</b>	<b>\$0.00</b>	<b>\$1,316,967.40</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,316,967.40</b>

\* STBG-Urban funds are available for use on both Bicycle/Pedestrian Projects and Roadway projects. Their distribution between these types of projects is not determined ahead of their programming by project. To see the entire amount of funding available for STBG-Urban, please visit page H-viii, Table H.2 or page H-10. STBG and STAP funding are statewide funding, with programming selected by MoDOT in consultation with OTO.

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																			
BA1801-19A7	\$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	\$1,600	\$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	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$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	\$6,400	\$0	\$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	\$36,160	\$0	\$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	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
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	\$0	\$1,600	\$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	\$128,400	\$0	\$0	\$128,400	\$513,600	\$0	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
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	\$8,000	\$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
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$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
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	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
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	\$0	\$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	\$777,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$38,000	\$0	\$0	\$0	\$215,000
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	\$3,605,738
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	\$740,993	\$595,814	\$0	\$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	\$400	\$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
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400	\$0	\$0	\$0	\$16,400
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	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$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	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$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	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$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	\$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	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	\$597,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$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	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$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	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$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	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$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	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$2,103,000	
ST 1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$7,079,640	\$3,069,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,509,257	\$16,000	\$2,988,700	\$123,499	\$47,286,196
2021																			
CC0001	\$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	\$1,600	\$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	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
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	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$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	\$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
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$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	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$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	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$133,600
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$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	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$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	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$338,800	\$0	\$421,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$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
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0</				

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal					Local			OTHER	MoDOT	State		SEMA	TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC			MoDOT-GCSA	MoDOT-AC		
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$90,000	\$0	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
MO2106-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
MO2107-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
2021 Summary																			
NX1701-20AM8	\$202,270	\$577,000	\$0	\$0	\$0	\$0	\$5,237,530	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,404,754	\$0	\$744,000	\$0	\$7,521,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,882
2022 Continued																			
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$560,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$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	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$1,600	\$0	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$81,600	\$0	\$0	\$85,600
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$1,600	\$0	\$2,000
SP1415-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$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	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$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	\$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	\$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	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$111,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$0	\$139,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1818-20AM5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-20AM5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$140,000	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000
SP1907-20A7	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,468,000	\$0	\$0	\$0	\$22,340,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,600	\$0	\$0	\$0	\$0	\$0	\$0	\$84,400	\$0	\$0	\$0	\$422,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$520,000	\$0	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2011-20AM6	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2012-20A7	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,606	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$6,400	\$0	\$0	\$8,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2104-20A7	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600,000	\$0	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000
SUBTOTAL	\$27,749,085	\$3,917,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,170,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$19,190,269	\$0	\$0	\$12,553,454	\$135,500	\$4,047,700	\$0	\$127,274,160
2022																			
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	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
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	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$0	\$150,000
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
GR1902-20AM6	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0										



## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal											Local		State				TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		SEMA
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
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000
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	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$221,050	\$0	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000
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
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$9,436,526	\$14,181,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,802,032	\$0	\$0	\$7,771,667	\$762,000	\$4,253,850	\$0	\$57,109,899
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	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$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	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
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
GR1902-20AM6	\$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	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$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	\$1,000	\$0	\$0	\$0	\$10,000	\$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	\$40,000	\$0	\$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	\$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
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,601	\$0	\$0	\$0	\$2,505,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$1,061,600	\$0	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$3,482,244	\$0	\$1,753,600	\$0	\$26,052,961
GRAND TOTAL	\$47,236,444	\$21,232,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,393,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,702,625	\$1,682,400	\$0	\$30,316,622	\$913,500	\$13,043,850	\$123,499	\$257,723,216

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source												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	TOTAL Federal Funds					
2020 Funds Programmed	\$7,079,640	\$3,069,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,999,565	\$4,649,175	\$9,513,957	\$123,499	\$5,380,129	\$52,666,325
2021 Funds Programmed	\$27,749,085	\$3,917,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,170,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$91,347,237	\$19,190,269	\$16,736,654	\$0	\$5,476,971	\$132,751,131
2022 Funds Programmed	\$9,436,526	\$14,181,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$41,520,350	\$2,802,032	\$12,787,517	\$0	\$5,575,557	\$62,685,456
2023 Funds Programmed	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$15,073,568	\$5,743,549	\$5,235,844	\$0	\$5,675,917	\$31,728,878
<b>Total</b>	<b>\$47,235,444</b>	<b>\$ 21,232,800</b>	<b>\$ 1,411,200</b>	<b>\$ 5,551,200</b>	<b>\$ 1,286,000</b>	<b>\$ 350,151</b>	<b>\$71,393,329</b>	<b>\$ 11,863,681</b>	<b>\$ 19,278,422</b>	<b>\$ 597,500</b>	<b>\$ 740,993</b>	<b>\$180,940,720</b>	<b>\$ 32,385,025</b>	<b>\$ 44,273,972</b>	<b>\$ 123,499</b>	<b>\$22,108,574</b>	<b>\$279,831,790</b>

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$34,011,183	\$40,437,989	\$26,209,000	\$166,932,221
Federal Discretionary Funding	\$0	\$20,995,822	\$25,500	\$562,000	\$0	\$21,583,322
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	\$4,649,175	\$19,190,269	\$2,802,032	\$5,743,549	\$32,508,524
Available Suballocated Funding	\$27,323,332	\$7,026,406	\$2,724,380	\$6,190,047	\$6,245,342	\$49,509,507
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$94,197,588</b>	<b>\$61,428,303</b>	<b>\$55,567,625</b>	<b>\$43,873,808</b>	<b>\$292,642,148</b>
Prior Year Funding	\$37,574,824	\$79,106,087	\$79,106,087	\$7,783,259	\$665,428	--
Programmed State and Federal Funding		(\$52,666,325)	(\$132,751,131)	(\$62,685,456)	(\$31,728,878)	(\$279,831,790)
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$79,106,087</b>	<b>\$7,783,259</b>	<b>\$665,428</b>	<b>\$12,810,358</b>	<b>\$12,810,358</b>

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

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

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

**TAB 5**

**TECHNICAL PLANNING COMMITTEE AGENDA 2/17/2021; ITEM II.C.**

**Amendment Number Nine to the FY 2020-2023 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There are 4 items requested by MoDOT included as part of Amendment Number Nine to the FY 2020-2023 Transportation Improvement Program.

1. **\*New\*** Route 14 Roadway Improvements 6<sup>th</sup> to W on South (OK2002-20A9)  
MoDOT is requesting to add a project for scoping roadway improvements from 6<sup>th</sup> Avenue to W along Route 14 for a total programmed amount of \$293,000.
2. **\*New\*** Route CC Capital Improvements (OK2102-20A9)  
MoDOT is requesting to add a project for scoping roadway improvements from Fremont Road to 22<sup>nd</sup> Street along Route CC for a total programmed amount of \$150,000.
3. **\*Revised\*** Interchange Improvements at Route 60 and Route 125 (RG0901-20A9)  
MoDOT is requesting to update the programming for the Route 60 and 125 interchange with a new total programmed amount of \$24,482,000.
4. **\*Revised\*** Scoping for Route MM Railroad Crossing Improvements (RP1704-20A9)  
MoDOT is requesting to update the amounts for scoping the MM railroad crossing improvements, with a new total programmed amount of \$2,104,000.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

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

“Move to recommend that the Board of Directors approve Amendment 9 to the FY 2020-2023 Transportation Improvement Program.”

OR

“Move to recommend the Board of Directors approve Amendment 9 to the FY 2020-2023 Transportation Improvement Program, with these changes...”



## Transportation Improvement Program - FY 2020-2023

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

#### J) Pending Amendment Section

**TIP #** OK2002-20A9      **ROUTE 14 ROADWAY IMPROVEMENTS 6TH TO W ON SOUTH**

**Route**      Route 14  
**From**      6th Avenue  
**To**      W

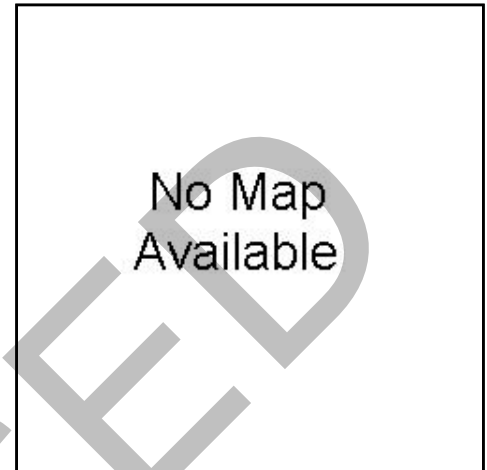
**Location**      City of Ozark  
**Federal Agency**      FHWA  
**Project Sponsor**      MoDOT  
**Federal Funding Category**      STBG  
**MoDOT Funding Category**      Flexible and Other  
**Bike/Ped Plan?**      EJ?

**STIP #**      8P0583

**Federal ID #**

#### Project Description

Scoping for roadway improvements on South Street from 6th Avenue to W in Ozark.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$8,600	\$20,000	\$20,000	\$10,000	\$58,600
MoDOT-AC	State	ENG	\$34,400	\$80,000	\$80,000	\$40,000	\$234,400
<b>Totals</b>			<b>\$43,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$50,000</b>	<b>\$293,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - STBG

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$6,705,000
<b>Total Cost</b>	\$6,998,000



## Transportation Improvement Program - FY 2020-2023

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

#### J) Pending Amendment Section

**TIP #** OK2102-20A9      **ROUTE CC CAPITAL IMPROVEMENTS**

**Route** CC  
**From** Fremont Road  
**To** 22nd Street  
**Location** City of Ozark  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** STBG  
**MoDOT Funding Category** Flexible and Other  
**Bike/Ped Plan?** EJ?  
**STIP #** 8S0736D  
**Federal ID #**

No Map  
Available

#### Project Description

Scoping for capital improvements on Route CC from Fremont Road to 22nd Street in Ozark.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$10,000	\$10,000	\$10,000	\$30,000
MoDOT-AC	State	ENG	\$0	\$40,000	\$40,000	\$40,000	\$120,000
<b>Totals</b>			<b>\$0</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$150,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - STBG

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$3,242,000
<b>Total Cost</b>	\$3,392,000



## Transportation Improvement Program - FY 2020-2023

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

#### J) Pending Amendment Section

**TIP #** RG0901-20A9 **INTERCHANGE IMPROVEMENTS AT ROUTE 60 & ROUTE 125**

**Route** US 60 and Route 125

**From** Farm Road 213

**To** Farm Road 247

**Location** City of Rogersville

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** Safety

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P0683E

**Federal ID #** 0602093

No Map  
Available

#### Project Description

Add interchange at Route 125 in Rogersville. \$3,094,000 Open Container funds. 50% funding from rural Southwest District.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$665,600	\$420,000	\$248,000	\$901,600	\$2,235,200
MoDOT	State	ENG	\$166,400	\$105,000	\$62,000	\$225,400	\$558,800
FHWA (SAFETY)	Federal	ROW	\$0	\$0	\$3,038,400	\$0	\$3,038,400
MoDOT	State	ROW	\$0	\$0	\$759,600	\$0	\$759,600
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$0	\$14,312,000	\$14,312,000
MoDOT	State	CON	\$0	\$0	\$0	\$3,578,000	\$3,578,000
<b>Totals</b>			<b>\$832,000</b>	<b>\$525,000</b>	<b>\$4,108,000</b>	<b>\$19,017,000</b>	<b>\$24,482,000</b>

#### Notes

Federal Revenue Source: Open Container Funds  
Non-Federal Funding Source: State Transportation Revenues

FYI: \$4,008,000 Open Container Funds; 50% funding from rural Southwest District

<b>Prior Cost</b>	\$493,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$24,975,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

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

**Route** US 60 and Route 125

**From** Farm Road 213

**To** Farm Road 247

**Location** City of Rogersville

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(NHS)

**MoDOT Funding Category** Flexible and Other

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

**STIP #** 8P0683E

**Federal ID #** 0602093



### Project Description

Add interchange at Route 125 in Rogersville. \$3,094,000 Open Container funds. 50% funding from rural Southwest District.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$748,800	\$829,800	\$1,170,000	\$0	\$2,748,600
MoDOT	State	ENG	\$83,200	\$92,200	\$130,000	\$0	\$305,400
FHWA (SAFETY)	Federal	ROW	\$0	\$788,400	\$0	\$0	\$788,400
MoDOT	State	ROW	\$0	\$87,600	\$0	\$0	\$87,600
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$12,024,900	\$0	\$12,024,900
MoDOT	State	CON	\$0	\$0	\$1,336,100	\$0	\$1,336,100
<b>Totals</b>			<b>\$832,000</b>	<b>\$1,798,000</b>	<b>\$14,661,000</b>	<b>\$0</b>	<b>\$17,291,000</b>

### Notes

Federal Revenue Source: Open Container Funds  
Non-Federal Funding Source: State Transportation Revenues

FYI: \$3,094,000 Open Container Funds; 50% funding from rural Southwest District

<b>Prior Cost</b>	\$493,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$17,784,000





## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### J) Pending Amendment Section

**TIP # RP1704-20A9** SCOPING FOR ROUTE MM RAILROAD CROSSING IMPROVEMENTS

**Route** MM  
**From** Morning Star Lane  
**To** Route ZZ  
**Location** City of Republic  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** **EJ?** Yes  
**STIP #** 8S0836  
**Federal ID #**

No Map  
Available

#### Project Description

Scoping for railroad crossing improvements on Brookline Avenue (Route MM) at BNSF railway in Republic.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$200,400	\$200,000	\$20,000	\$420,800
MoDOT-AC	State	ENG	\$1,600	\$801,600	\$800,000	\$80,000	\$1,683,200
<b>Totals</b>			<b>\$2,000</b>	<b>\$1,002,000</b>	<b>\$1,000,000</b>	<b>\$100,000</b>	<b>\$2,104,000</b>

#### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
Conversion - STBG

<b>Prior Cost</b>	\$443,000
<b>Future Cost</b>	\$26,972,000
<b>Total Cost</b>	\$29,519,000



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## F) Roadways Section

**TIP #** RP1704-17A3 **SCOPING FOR ROUTE MM RAILROAD CROSSING IMPROVEMENTS**

**Route** MM  
**From** Morning Star Lane  
**To** Route ZZ  
**Location** City of Republic  
**Federal Agency** FHWA  
**Project Sponsor** MoDOT  
**Federal Funding Category** Advance Construction  
**MoDOT Funding Category** Major Projects and Emerging Needs  
**Bike/Ped Plan?** **EJ?** **Yes**  
**STIP #** 8S0836  
**Federal ID #**



### Project Description

Scoping for railroad crossing improvements on Brookline Avenue (Route MM) at BNSF railway in Republic.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$400	\$400	\$0	\$1,200
MoDOT-AC	State	ENG	\$1,600	\$1,600	\$1,600	\$0	\$4,800
<b>Totals</b>			<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$6,000</b>

### Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)  
 Conversion - STBG

<b>Prior Cost</b>	\$443,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$449,000

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	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																			
BA1801-19A7	\$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	\$1,600	\$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	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$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	\$6,400	\$0	\$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	\$36,160	\$0	\$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
GR1801-19	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
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	\$1,000	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$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	\$128,400	\$0	\$0	\$128,400	\$513,600	\$0	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
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	\$35,200	\$0	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$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	\$11,200	\$0	\$0	\$11,200	\$44,800	\$0	\$0	\$56,000
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$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	\$900	\$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
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	\$197,100	\$0	\$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	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$0	\$181,200	\$724,800	\$0	\$0	\$906,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$104,000	\$0	\$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	\$90,000	\$0	\$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
NX1701-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$38,000	\$0	\$0	\$0	\$215,000
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	\$480,000	\$0	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,696,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$0	\$374,950	\$0	\$0	\$535,760	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$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	\$5,400	\$0	\$0	\$5,400	\$0	\$0	\$0	\$32,000
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500	\$34,400	\$0	\$0	\$37,900
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0301-20A9	\$0	\$665,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166,400	\$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
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$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	\$684,800	\$0	\$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
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400	\$0	\$0	\$0	\$16,400
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	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$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	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$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	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$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	\$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	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	\$597,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$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	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$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	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20A5	\$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	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$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	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
ST 1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,601,657	\$16,000	\$3,023,100	\$123,499	\$47,329,196
2021																			
CC0801	\$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	\$1,600	\$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	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$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	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$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	\$4,600	\$18,400	\$0	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$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	\$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	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$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	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$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	\$82,200	\$0	\$338,800	\$0	\$441,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$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
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0</				

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2021 Continued																			
MO2006-20	\$0		\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000		\$90,000	\$0	\$100,000
MO2101-18	\$332,000			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-20A7	\$0		\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
MO2105-20	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
MO2106-20A7	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
MO2107-20A7	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
MO2108-20A8	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,000		\$744,000	\$0	\$930,000
NX1701-20AM8	\$202,270	\$577,000		\$0	\$0	\$0	\$5,237,530	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,404,754	\$0	\$0	\$0	\$7,521,000
NX1704	\$0		\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2102-20A5	\$437,506		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,882
NX2201-20A8	\$1,530,550		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,638	\$0	\$0	\$0	\$0	\$0	\$0	\$1,913,188
OK1901-19	\$0		\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OK2002-20A9	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
OK2101-20A5	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000		\$48,000	\$0	\$560,000
OK2102-20A9	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000
OT1901-19A5	\$220,500		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$420,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000		\$0	\$0	\$525,000
RP1701	\$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	\$400	\$0	\$0	\$0	\$2,000
RP1704-20A9	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,400		\$801,600	\$0	\$1,002,000
RP2001-20A5	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$0	\$85,600
SP1405-18A1	\$0		\$0	\$0	\$0	\$0	\$1,600	\$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	\$400		\$1,600	\$0	\$2,000
SP1418-18A1	\$0		\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0		\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0		\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0		\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0		\$0	\$0	\$0	\$0	\$1,600	\$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	\$2,000
SP1812-18	\$0	\$2,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000		\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-20A6	\$0		\$0	\$0	\$0	\$0	\$111,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,800	\$0	\$0	\$0	\$139,000
SP1817-20A6	\$0		\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1818-20AM5	\$1,160,800		\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-20AM5	\$1,120,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0		\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0		\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400		\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$995,000		\$0	\$0	\$0	\$16,877,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,488,000	\$0	\$0	\$0	\$22,340,000
SP1908-19A2	\$0	\$0		\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0		\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0		\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0		\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0		\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0		\$0	\$0	\$0	\$0	\$0	\$337,600	\$0	\$0	\$0	\$0	\$0	\$0	\$84,400	\$0	\$0	\$0	\$422,000
SP2006-20	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000		\$8,000	\$0	\$10,000
SP2007-20A5	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$550,000	\$0	\$0	\$680,000
SP2008-20	\$0		\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0		\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2011-20AM6	\$640,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2012-20A7	\$2,392,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0		\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A7	\$1,288,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,006	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,028
SP2016-20AM6	\$760,000		\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
SP2101-20A6	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2102-20A5	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600		\$6,400	\$0	\$8,000
SP2103-20A5	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2104-20A7	\$240,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
SP2114-20A5	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000
SUBTOTAL	\$27,749,085	\$2,719,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,170,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$19,190,269	\$0	\$0	\$12,708,654	\$135,500	\$4,967,700	\$0	\$127,151,160
2022																			
CC0901	\$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	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0		\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800		\$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	\$400		\$1,600	\$0	\$2,000
CC1902-19	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2101-20A5	\$0	\$238,500		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000
CC2102-20A7	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					

## FINANCIAL SUMMARY

## Roadways

## YEARLY SUMMARY

PROJECT	Federal											Local			State			SEMA	TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,961	\$0	\$0	\$180,949	\$0	\$0	\$0	
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$0	\$4,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$3,478,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$5,836,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$207,489	\$0	\$0	\$2,078,000	\$1,191,200	\$0	\$1,489,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$355,800	\$0	\$0	\$1,779,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$975,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$250,033	
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$0	\$55,262	\$221,050	\$0	\$276,312	
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$615,216	\$0	\$0	\$615,216	
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$340,000	\$0	\$0	\$1,700,000	
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000	
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$308,000	\$0	\$0	\$1,540,000	
SUBTOTAL	\$9,436,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,802,032	\$0	\$0	\$7,356,767	\$762,000	\$5,172,250	\$0	\$47,704,899
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$10,336,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000	
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$150,000	
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$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	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
GR1902-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$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	\$10,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000	\$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	\$50,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000	
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$430,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$257,580	
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876	
RG0901-20A9	\$0	\$15,213,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,400	\$0	\$0	\$19,017,000	
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$100,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$568,800	\$0	\$711,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$2,248,859	
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,501	\$0	\$0	\$2,505,646	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$1,061,600	\$0	\$1,327,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SUBTOTAL	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$7,325,644	\$0	\$1,913,000	\$0	\$45,269,961
GRAND TOTAL	\$47,235,444	\$25,256,500	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,393,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,702,625	\$1,682,400	\$0	\$33,692,122	\$913,500	\$15,076,650	\$123,499	\$267,455,216

# FINANCIAL CONSTRAINT

## Roadways

	Federal Funding Source												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	TOTAL Federal Funds					
2020 Funds Programmed	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,916,365	\$4,649,175	\$9,640,157	\$123,499	\$5,380,129	\$52,709,325
2021 Funds Programmed	\$27,749,085	\$2,719,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,170,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$90,149,037	\$19,190,269	\$17,811,854	\$0	\$5,476,971	\$132,628,131
2022 Funds Programmed	\$9,436,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$31,611,850	\$2,802,032	\$13,291,017	\$0	\$5,575,557	\$53,280,456
2023 Funds Programmed	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$30,287,168	\$5,743,549	\$9,239,244	\$0	\$5,675,917	\$50,945,878
Total	\$47,235,444	\$25,256,500	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,393,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$184,964,420	\$32,385,025	\$49,982,272	\$123,499	\$22,108,574	\$289,563,790

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$34,011,183	\$40,437,989	\$26,209,000	\$166,932,221
Federal Discretionary Funding	\$0	\$20,995,822	\$25,500	\$562,000	\$0	\$21,583,322
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	\$4,649,175	\$19,190,269	\$2,802,032	\$5,743,549	\$32,508,524
Available Suballocated Funding	\$27,323,332	\$7,026,406	\$2,724,380	\$6,190,047	\$6,245,342	\$49,509,507
<b>TOTAL AVAILABLE FUNDING</b>	<b>\$37,574,824</b>	<b>\$94,197,588</b>	<b>\$61,428,303</b>	<b>\$55,567,625</b>	<b>\$43,873,808</b>	<b>\$292,642,148</b>
Prior Year Funding	\$37,574,824		\$79,063,087	\$7,863,259	\$10,150,428	---
Programmed State and Federal Funding		(\$52,709,325)	(\$132,628,131)	(\$53,280,456)	(\$50,945,878)	(\$289,563,790)
<b>TOTAL REMAINING</b>	<b>\$37,574,824</b>	<b>\$79,063,087</b>	<b>\$7,863,259</b>	<b>\$10,150,428</b>	<b>\$3,078,358</b>	<b>\$3,078,358</b>

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

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

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

**TAB 6**



**TECHNICAL PLANNING COMMITTEE AGENDA 2/17/2021; ITEM II.F.**

***Destination 2045* Update**

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

**AGENDA DESCRIPTION:**

OTO has wrapped up the public input phase of the next long range transportation plan, *Destination 2045*. Staff will provide an update on the survey results, as well as current activities in plan development. As meetings are still virtual, staff has also been gathering feedback through online survey tools. All Technical Planning Committee members are invited to participate. The next meeting is scheduled for February 25<sup>th</sup> at 9:30 am.

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

**NO ACTION REQUIRED – INFORMATION ONLY**

**TAB 7**

## TECHNICAL PLANNING COMMITTEE AGENDA 2/17/2021; ITEM II.G.

### *Destination 2045: Regional Trail Plan Component Workshop*

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

#### AGENDA DESCRIPTION:

The Bicycle/Pedestrian Advisory Committee is seeking the Technical Planning Committee's feedback on the current draft of the regional trail planning component of the *Destination 2045* planning process. They have developed an overarching goal and have identified several actions items for over the next five years. The BPAC is particularly interested in TPC's level of support for the proposed actions, including evaluating the magnitude of future trail funding.

The BPAC's planning process has focused on identifying investment levels needed to create a *trail system with continuous linkages that connects communities* by 2045. Specific priority trails have not been identified. Rather, the BPAC have identified the amount of new trail mileage that needs to be constructed by 2045 to ensure the OTO had "successfully" implemented a regional trail system by 2045.

The BPAC believes the addition of 45 miles of new trails by 2045 would help ensure the region "successfully" implemented a *trail system with continuous linkages that connects communities*, **45 by 45**. Based on the historical trail investment levels, two simple scenarios illustrating possible future trail construction were evaluated. One scenario included the construction of approximately 27 miles of new trails, and the other assumed the construction of approximately 48 miles. The following graphics illustrate the strengths and weaknesses of these two scenarios.

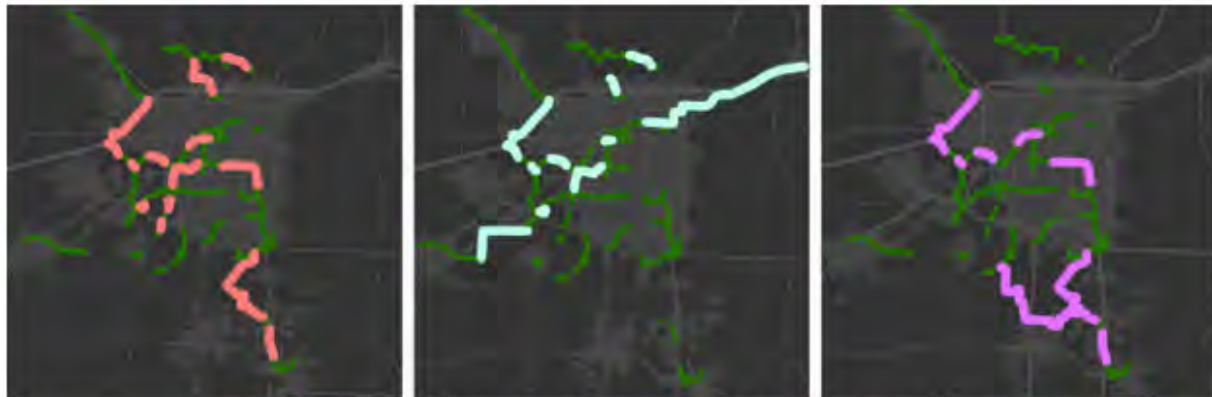


Figure 8 Range of Future Trail Networks with 27 New Miles of Trails

#### Strengths

- Some corridors completed
- A few communities are connected

#### Weaknesses

- Many critical gaps remain
- Footprint is not 'regional'

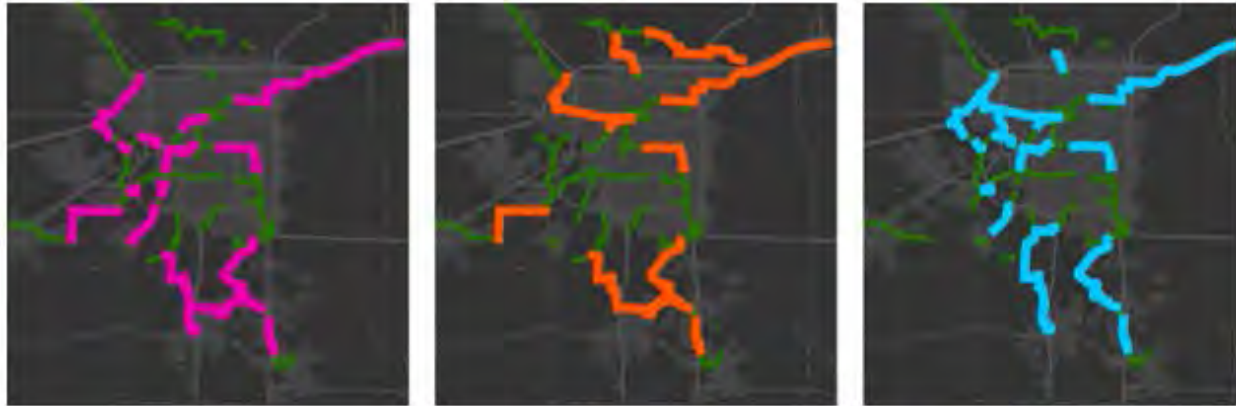
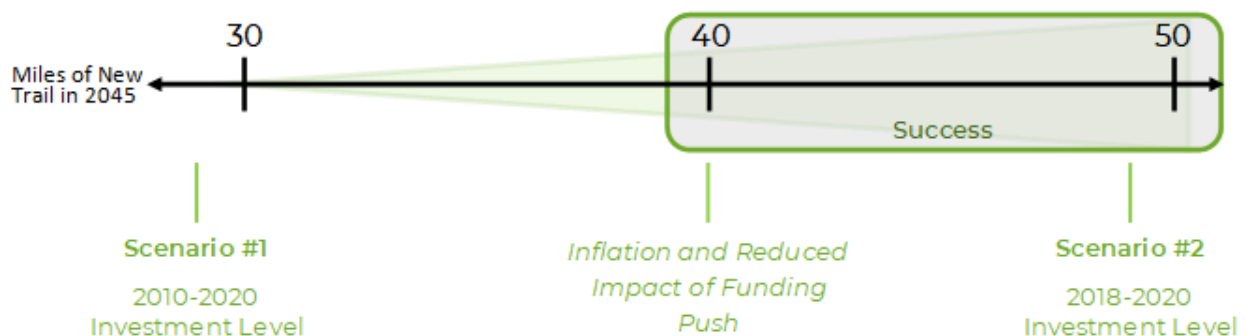


Figure 9 Range of Future Trail Networks with 48 New Miles of Trails

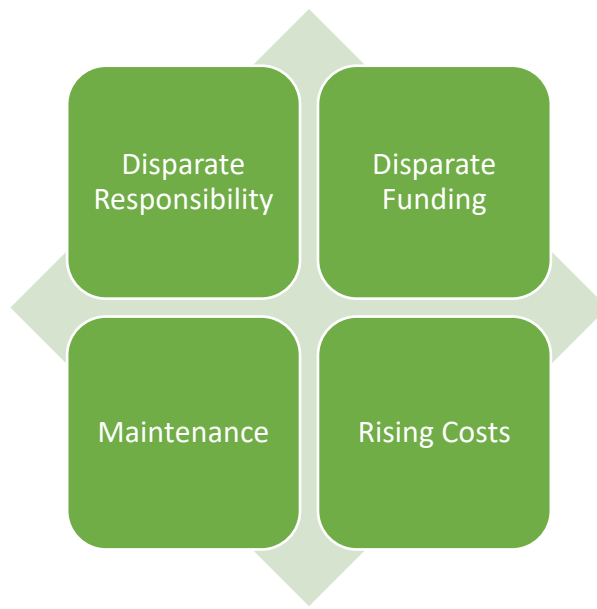
Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• Many corridors completed</li> <li>• Most communities are connected</li> </ul>	<ul style="list-style-type: none"> <li>• Gaps Remain</li> <li>• Not every community connected</li> </ul>

The exact amount built, nor the specific corridors completed, were the focus of these scenarios. The intent was to define “success.” Would the region feel it had been successful in its efforts to create a *trail system with continuous linkages that connects communities* if 27 miles were built by 2045? 48 miles? The BPAC decided “success” was something closer to 48 than 27, as shown in the graphic below.

### Defining Success: How Many Miles Constitutes Success?



The BPAC also considered a range of challenges that might prevent the region from meeting its expectations and successfully building a *trail system with continuous linkages that connects communities*. These challenges, shown in the graphic on the following page, included things that might siphon money away from trail construction budgets and challenges associated with the mismatch between the jurisdictional funding needs and funding availability. The BPAC felt the region could overcome these challenges, but it would take a concerted effort to do so.



*Figure 1 Challenges to achieving Scenario #2*

The BPAC identified several actions that would help ensure the region could achieve its goal of **45 by 45**. Actions included direct action by the OTO and ways the OTO can support its member jurisdictions. A key action was the identification of sustained and expanded trail funding. The scenarios highlighted the importance of sustaining the funding push made possible by the OTO Board's decision to direct Omnibus funds towards bike/ped projects. The BPAC identified a range of potential sources, but the final decision is dependent on the passage of a long-term federal transportation bill and the careful consideration of the TPC and Board of Directors. The graphic below illustrates the actions identified by the BPAC.

## Direct OTO Action

- Identification of Sustained and Expanded Trail Funding
- Provide Regional Trail Planning Supports
- Target Specific Corridors and Trails for OTO Funding
- Create Trail System Dashboard

## Supports offered to OTO Member Jurisdictions

- Support Expansion of Local Funding Options
- Support Establishment Trail Maintenance Program/funding

The BPAC has outlined 3 different scenarios to show how the region might come up with additional trail funding. It is possible the next federal transportation bill will include additional STBG and/or TAP funds. The TAP funds could be allocated towards trails. A portion of new STBG funds could also be allocated to trails. A final scenario involved a reallocation of existing STBG funds. A final decision on additional trail

funding will be considered by the TPC and Board of Directors later. These scenarios simply outline possible courses of action for consideration by OTO leadership. The table below provides an additional summary of these funding scenarios.

<b>Possible Sources for Sustained and Expanded Trail Funding</b>		
<b>Next Federal Transportation Bill Includes More Monies</b>		<b>No New Funds</b>
<b>Increased TAP Funds (STBG-Set Aside)</b>	<b>Additional STBG-Urban Funds</b>	<b>Reallocate STBG-Urban Funds</b>
Any additional TAP/STBG-Set Aside funds included will help replace omnibus funds	Any increase in STBG-U funding could be allocated to trails rather than suballocated using the traditional formula. The amount of STBG-Urban funds needed will be dependent on possible TAP increases	The current distribution of STBG-Urban funds could be modified to direct existing funds towards trails.

Current membership of the BPAC.

<b>BPAC Membership</b>	
MoDOT	Frank Miller, Transportation Planning Manager
City of Springfield	Derrick Estell, Engineer III
City of Battlefield	Mayor Debbie Hickey
City of Nixa	Matt Crouse, Director of Parks and Recreation
City of Ozark	Jeremy Parsons, Director of Public Works
City of Strafford	Martha Smartt, City Administrator
City of Willard	Jason Knight, Director of Parks and Recreation
City of Republic	Chris Tabor, Principal Planner
Greene County	Joel Keller, Transportation Planner
Christian County	Valerie Carr, Senior Planner
Citizen Rep	David Hutchinson, SpringBike
Ozark Greenways	Mary Kromrey, Director John Montgomery, Frisco Highline Trail Manager
City Utilities	Matt Crawford, Director of Transit
MSU	Cole Pruitt, Manager of Transportation

#### **EXECUTIVE COMMITTEE ACTION TAKEN:**

The Executive Committee will review this information at their regularly scheduled meeting on February 9, 2021.

#### **TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:**

The TPC has been asked to provide feedback to the BPAC on the current draft of the regional trail component of *Destination 2045* transportation plan. The BPAC will consider the TPC's feedback at its upcoming meeting on March 9. A final draft of the trail plan will be brought to the Technical Planning Committee and Board of Directors at a later date.

**TAB 8**





February 11, 2021



## Latest Missouri gas tax plan includes rebates for drivers

BY KAITLYN SCHALLHORN ON FEBRUARY 5, 2021

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The Missouri Times  
*Capitol Calendar*

JEFFERSON CITY, Mo. — Individuals who drive through or in Missouri could receive a refund for the increased [gas taxes](#) paid under a new plan put forth by Rep. [Becky Ruth](#), chair of the House Transportation Committee.

Under Ruth's plan, the gas [tax](#) would rise by two cents per gallon on Jan. 1, 2022, and will then increase by an additional two cents per gallon annually for five years. But those who



pay any portion of the increase — including non-Missourians who purchased gas in the state — would be eligible to receive a refund for the increased amount paid.

“We are in desperate need of funding for our roads and bridges, but we also know a significant portion of Missourians don’t support an increase to our fuel tax,” Ruth said. “By giving taxpayers the option to obtain a rebate, we can strike a balance that generates the funding we need while also protecting taxpayers who don’t want to see their tax bill go up.”

As the [legislation](#) stands now, an individual can claim refunds for up to two vehicles per calendar year. However, a vehicle can be claimed by only one person each calendar year.

Individuals wishing to take advantage of the rebate would be able to apply once a year by April 15 with a written statement describing the total amount of motor fuel purchased with the increased tax as well as an original receipt, invoice or other documentation. The purchase date, name and address of purchaser, name and address of seller, number of gallons purchased, and more information would need to be provided.

The Department of Revenue would then have 30 days to issue the rebate from the roads fund.

“This proposal is a little unique because it is more of a voluntary gas tax rather than mandatory,” Ruth told The Missouri Times. “If you decide that you want your money back, and it’s only on the amount of the new tax, then you can save your documentation and get your money back. It’s a little unique and novel.”

Ruth noted Missouri already has rebates for non motorized fuel that could serve as a basis for how this proposal would be implemented. Calling it a “crisis level,” Ruth also said Missouri has between \$8 million and \$10 billion in unfunded needs to fix its transportation system.

Sen. Dave Schatz, who is [championing a gas tax proposal](#) in the upper chamber, said HB 1044 is a “very creative idea.” He said he’s been working with Ruth on her bill and expects to see a similar measure in the Senate.

Ruth mirrored HB 1044 with a similar law in South Carolina — albeit with some tweaks to be cognizant of the Hancock Amendment when drafting the legislation. In the Palmetto State, South Carolinians are eligible for an income tax credit; Ruth’s plan is open to all individuals, and the rebate would come from the roads fund.

The Hancock Amendment limits the amount of taxes the Missouri Legislature can impose in a fiscal year.

After years of approving road improvement legislation while attempting to increase its own gas tax, [South Carolina lawmakers ultimately passed](#) a law in 2017 raising the tax by 12 cents over six years with a rebate option — overriding a veto from Gov. Henry McMaster to do so.

Ruth said she attended a Southern Legislative Conference a little over a year ago where she met with South Carolina state Sen. Larry Grooms, the Republican architect of the increase in his state. She said she's communicated with him about how to implement a similar proposal in her state.

"It's an idea I've had for a little while, but it was a matter of seeing how we could fit this into Missouri," Ruth said. "I'm very serious about it this year and believe this is the year we can get this done. It's an innovative approach so I brought it to the table for consideration."

South Carolina's Department of Revenue said as of Nov. 30, more than 79,000 individuals [claimed the credit](#) for the 2020 filing season. The available credit cap for 2020 is \$85 million; the claims filed up to that point only totaled \$3.4 million.

HB 1044 does not include a cap.

An additional portion of HB 1044 increases transparency and accountability with the Missouri Department of Transportation (MoDOT), Ruth said. It requires MoDOT to put in plain site on its website information about how much money is coming into the fund and where it's going.

The bill was second read in the House Thursday.



### Kaitlyn Schallhorn

Kaitlyn Schallhorn is the editor of The Missouri Times. She joined the newspaper in early 2019 after working as a reporter for Fox News in New York City.

Throughout her career, Kaitlyn has covered political campaigns across the U.S., including the 2016 presidential election, and humanitarian aid efforts in Africa and the Middle East.

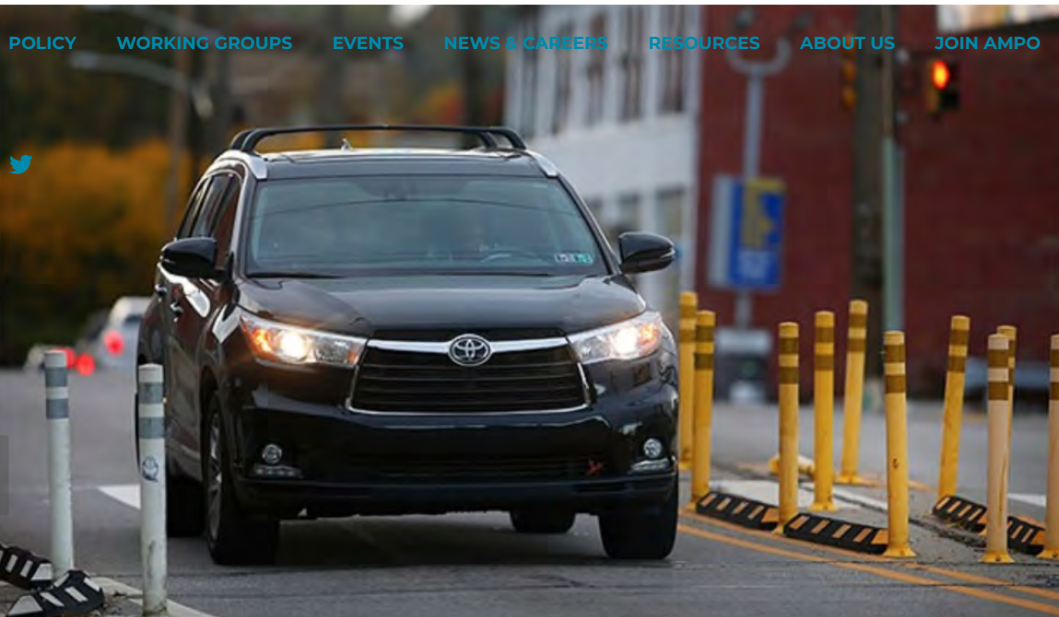
She is a native of Missouri who studied journalism at Winthrop University in South Carolina. She is also an alumna of the National Journalism Center in Washington, D.C.

Contact Kaitlyn at [kaitlyn@themissouritimes.com](mailto:kaitlyn@themissouritimes.com).



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## Why Pittsburgh is redesigning streets to help drivers slow down

GENERAL, MPO NEWS

Soraya Bey lives in Pittsburgh's Carrick neighborhood on Maytide Street. According to her social media page and an "[Expedite Traffic Calming on Maytide Street](#)" online petition she started, she has had two cars crashed into and totaled since June, even though those cars were parked off the street. Three road deaths have occurred on Maytide since 2001, according to Bey. Maytide Street connects the well-traveled thoroughfares of Sawmill Run Boulevard and Brownsville Road.

Bey and other Carrick community members have proposals to mitigate the traffic problems on Maytide. They are asking to add stop signs, put up plastic bollards to help protect pedestrians, add more yield signs, and several other measures. So far, Bey is still waiting on the city and city council to take on some of these proposals, and odds are they will, but it might just take some time.

Pittsburgh city officials, particularly the city's Department of Mobility and Infrastructure, have been very busy the last couple of years working on efforts to make dozens of streets, intersections, and corridors in the city safer for drivers, pedestrians, cyclists, and transit users. And those efforts have really sped up as of late with several newly reconfigured stop lights installed, bike lanes added, and traffic-calming devices that all basically share the same goal: slow down drivers.



s of cities like Amsterdam, Barcelona, and Paris show how improved city life can be with er vehicles.

Pittsburgh has been called the Paris of Appalachia; it's actually a good fit for these traffic- hile the majority of Pittsburgh's trips are still taken using personal vehicles, more than idents walk to work, a disproportionately high amount for a mid-size city like Pittsburgh.

bike ridership rates have also increased each of the last several years. The city's narrow streets and lack of alternate routes mean fewer chances to zoom through residential areas.



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CP Photo: Abbie Adams

A traffic-circle in Highland Park meant to slow drivers down and make the street safer for bikers and pedestrians

Pittsburgh Mayor Bill Peduto said it was his goal when his administration created the Department of Mobility and Infrastructure (DOMI) to make transportation around Pittsburgh safer and more equitable for all road users, not just drivers.

"We recognize that our streets and sidewalks are used by many different users, and our rights-of-way can and should be more efficient and more safe," says Peduto.

DOMI director Karina Ricks was hired in 2017, shortly after the new department was created. Before Pittsburgh, Ricks worked as the associate director at the transportation department of Washington, D.C., which has also been adding traffic-calming measures and expanding its bike network over the years. Ricks acknowledges Pittsburgh's traffic-calming changes are a first for the city, but says they are necessary to improve safety. Ricks says the difference between a pedestrian being struck by a driver moving at 25 mph is a 70% survival rate compared to just a 30% survival rate when a pedestrian is struck by a driver traveling 35 mph.



s Pittsburgh has used so far include implementing new traffic lights so that drivers turning t until after pedestrians cross the street. That might mean a few seconds longer wait for ge safety improvement for pedestrians.

e crux of what design changes mean for Pittsburgh drivers: slowing down and being more dings. Ricks notes that the farthest city residents will have to drive to get Downtown is about six miles. If a driver is speeding, that journey might take about 20 minutes on city streets. If a driver is not speeding, that journey takes about 21-22 minutes.

"Ninety seconds. How can we square that with the potential of taking someone's life?" says Ricks of the potential of hitting a pedestrian or cyclist while speeding. "You are maybe saving two minutes."

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According to a study from Pennsylvania law firm Dallas W. Hartman, Allegheny County had an outsize share of vehicle crashes from 2014-2016 when accounting its population. Many of those crashes happen at intersections in the city, with large concentrations near the West End Bridge, near Deutschtown in the North Side, along Saw Mill Run Boulevard in the South Hills, East Carson Street in the South Side, Fifth Avenue in the East End, and Downtown. And from 2017-2018, traffic fatalities increased in Allegheny County, even as national averages were decreasing. Pittsburgh overall is about on par with national averages for crashes and traffic fatality, but Ricks says the city can become a leader on the issue.

DOMI has also been redesigning streets to help drivers slow down. That can mean speed humps, like on Beechwood Boulevard in Squirrel Hill and some other side streets, but those aren't always great for ambulances and buses. So, DOMI has also been installing devices to slow drivers down. These can be curb bump outs, or even just reflective plastic bollards near intersections like Penn Avenue in the Strip District. DOMI has also started to install mini traffic circles in residential areas like in Highland Park. Trees spaced close together with canopies can also slow traffic down. Really anything that makes drivers feel a bit constrained, and thus more attentive.

"Gorgeous tree canopies have the same effect as tunnels," says Ricks. "And tree trunks close together also help people keep their speed down."



rways.

Streets and even alleys are converted into safe and convenient routes for cyclists and they avoid the well-trafficked thoroughfares. Neighborways have popped up in South Side for Point Breeze and Bloomfield/Friendship. They basically improve street conditions on under-used roads, as well as replace four-way stop signs with mini-traffic circles.

Another thing that Ricks is suggesting Pittsburghers do now is stop parking their vehicles on the sidewalk, which is popular in neighborhoods like Mount Washington. She says this is counterproductive by giving drivers wider streets to travel, which encourages speeding, in turn causing more drivers to crash into parked cars. It also blocks pedestrians from having safe passage.

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Ricks says narrow streets are good, as it slows drivers down and causes them to be more attentive to other road users.

As for the future of traffic calming, Ricks says to expect more of the same. DOMI has the ability to install speed cameras and city-managed routes, which is something Ricks is interested in since it eliminates any human interaction to traffic enforcement (which disproportionately affects people of color), but says automated speed and traffic cameras won't be used on streets that are designed to encourage speeding above posted speed limits, like the downhill portion of Shady Avenue.

"I am an ardent believer in self-enforcing design," says Ricks. "If we design a street where all the environmental cues are telling you that you should be traveling at 45, and the posted speed limit is 25, that is entrapment. That is not fair."

And Pittsburghers are embracing the city's traffic-calming push. So much so, DOMI can't keep up with requests from residents.

A city traffic-calming installation on Frankstown Avenue in Larimer


"We only introduced neighborhood traffic calming in 2018 or 2019," says Ricks. "The program is a victim of its own success, and we have too many applications to handle. We can't get to them all at the moment."

Ricks says that even though applications are high, DOMI is also making intentional efforts to provide communication and plans for traffic-calming to neighborhoods that might not have the ability to make requests, since most applications are from higher-income neighborhoods.



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are the unseen places," says Ricks. "They are more transit dependent and more walking  
t just wait for them to reach out to provide these fixes."

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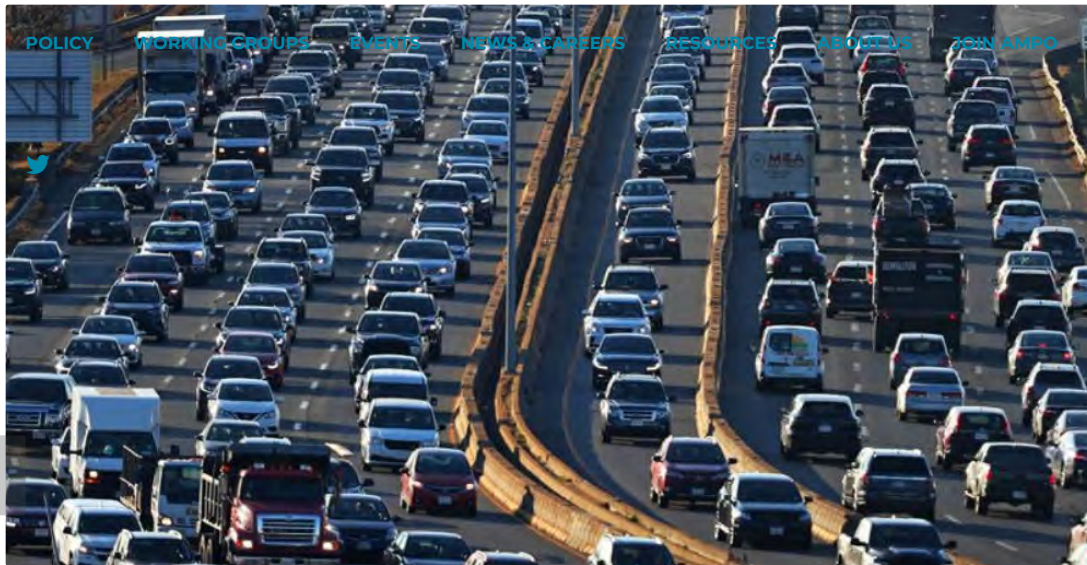
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## 'Best And Worst' States Rated After Deadlier Than Expected Year On Nation's Roads

### GENERAL

Traffic overall has dropped across the country during the Covid-19 pandemic, but there has been a substantial rise in the fatality crash rate, thought to be the result of spikes in excessive speeding, impaired and distracted driving, and lower seat belt use.


A [new report](#), which identified [best and worst states](#) based on the passage of 16 essential traffic safety laws, aims to help lawmakers reverse "a shocking and deadly trend....to turn the page on a year when emptier roads turned into risky racetracks."

The report, "2021 Roadmap of State Highway Safety Laws," was released at a [virtual press conference](#) in Washington earlier this month by [Advocates for Highway and Auto Safety](#), an alliance of consumer, medical, public health, law enforcement, and safety organizations as well as insurance companies and agents.

**Best States:** New York, Rhode Island, District of Columbia, Washington, Delaware, Maine, Oregon, California and Louisiana.

**Worst States:** Missouri, Wyoming, Montana, Arizona, Florida, Nebraska, Nevada, New Hampshire, Ohio, South Dakota, Vermont and Virginia.



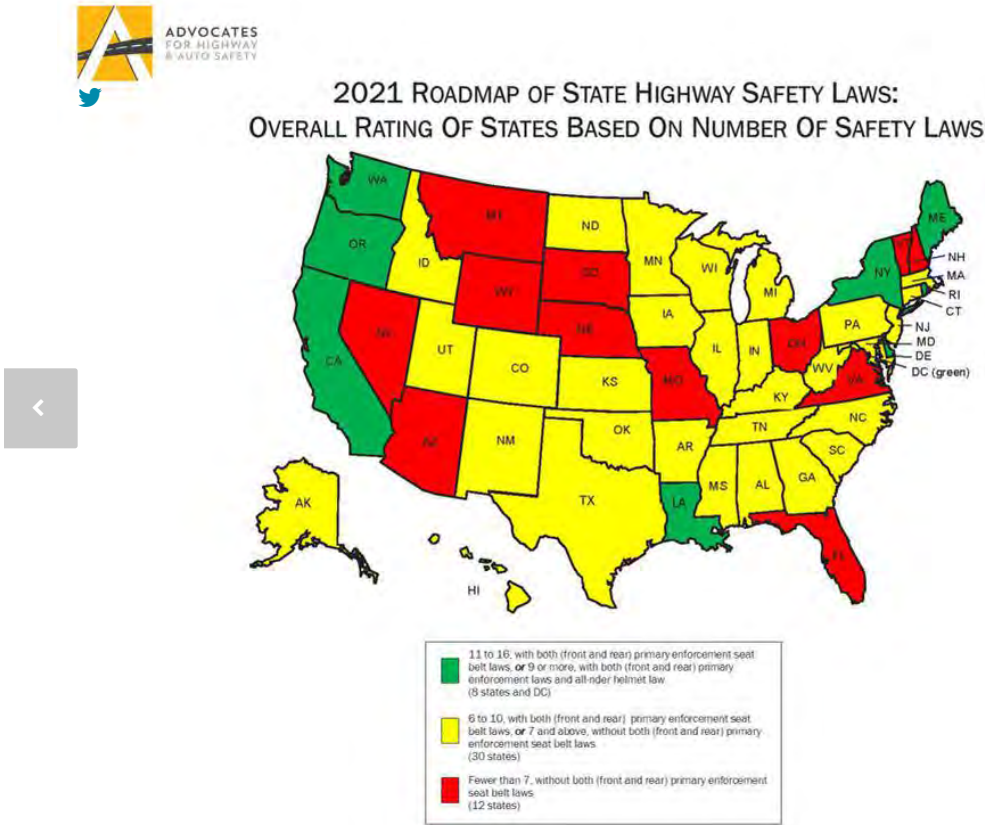


agency rooms.”

the safety group began publishing the annual report, which is in its 18th year, nearly 30 million have been killed on the nation’s roads and more than 40 million more have been injured.

ted to provide a roadmap of countermeasures to help state representatives during the legislative session pass laws known to be effective in: occupant protection, child passenger safety, graduated driver licensing (GDL), impaired driving, and distracted driving. Each of the 50 states and the District of Columbia received a rating — **Green (Good)**, **Yellow (Caution)** or **Red (Danger)** — based on the number of optimal traffic safety laws enacted. “Dangerous gaps” in legislation, like weak or nonexistent laws, were also identified.

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States are rated — Green (Good), Yellow (Caution) or Red (Danger) –based on the number of optimal ... [+]

ADVOCATES FOR HIGHWAY AND AUTO SAFETY

**Green (or Best) States** must have 11 to 16 laws including both primary enforcement seat belt laws, or nine or more laws including both primary enforcement seat belt laws and an all-rider helmet law. A state without a primary enforcement seat belt law covering passengers in all seating positions (front and rear) or that has repealed an existing all-rider motorcycle helmet law within the previous ten years was not eligible for a green rating, regardless of the number of other highway safety laws it has enacted.

This year, New York was upgraded to green following the enactment of an all-occupant seat belt requirement in 2020.

**Yellow States**, which this year includes 30 states, are those that are not the worst, but need improvement.



ns on the red list, but was recognized as the “most improved” for enacting four optimal -driver texting ban and significant upgrades to its GDL program, “elevating South Dakota ot as the state with the fewest laws,” the safety group noted, adding: “Unfortunately, ne of just two states with only three optimal laws on the books, after the repeal in 2020 of ler motorcycle helmet requirement.”

The report indicated the following improvements were needed:

- 16 states need an optimal primary enforcement seat belt law for front seat passengers;
- 30 states need an optimal primary enforcement seat belt law for rear seat passengers;
- 32 states need an optimal all-rider motorcycle helmet law;
- 35 states need a rear facing through age 2 law;
- 34 states and DC need an optimal booster seat law;
- 190 GDL laws need to be adopted to ensure the safety of novice drivers, no state meets all the criteria recommended in this report;
- 29 critical impaired driving laws are needed in 27 states;
- 4 states need an optimal all-driver text messaging restriction; and,
- 19 states need a GDL cell phone restriction.

Chase said that in addition to strengthening state laws, it is critical that the new Congress and the incoming Administration prioritize the implementation of important safety technologies that are known to help prevent and mitigate crashes. Features like automatic emergency braking, lane departure warning and blind spot detection should become mandatory, she said, in all new vehicles. “This public health toll is significant, staggering, and deserving of swift action and serious attention.”

To view the safety group's best and worst states, click [here](#). To learn more about specific states, click [here](#). For more information and the full report, click [here](#) and [here](#).

Tanya Mohn

Contributor  Travel

I cover road safety and consumer travel.

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## Highways England trials inflatable safety barrier for workzones

BY TOM  
STONE ON  
OCTOBER 1,  
2020 SAFETY

An inflatable safety barrier, that can be put up in a matter of minutes, is being trialled on workzones in the Midlands, England, to help protect road workers.

The new airbag aims to reduce the number of motorists that mistakenly drive into workzones putting the drivers and road workers at risk. Large, bright and very visible, the Vehicle Incursion Airbag sends a clear message to drivers but can also be put in place very quickly – it is inflated in under 10 minutes.

“On average, our road workers report approximately 240 incidents of vehicle incursions each month. It is a far too frequent hazard for our workforce going about their daily job – and the consequences could be fatal,” says Highways England’s Midlands innovation manager, Lisa Maric. “We are committed to keeping our workforce safe and doing all we can to ensure no-one is harmed when travelling or working on our network. We are also committed to investing in new innovations to help improve safety for road workers and users.



In the initial trial it will be installed as part of a weekend junction and slip road closure, but it is anticipated that the airbag will be tested within various types of temporary traffic management scenarios over the coming months.

The inflatable barrier is in addition to cones and signs, adding another layer to the traditional traffic management to influence drivers' behaviour and prevent vehicle incursions.

The £95,700 cost of the airbags trial was met through the Designated Funds programme. Highways England had a £150 million ring-fenced fund allocated to support innovation as support of the Road Investment Strategy for 2015-2020.



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# WALMART SAYS 'GAME ON' FOR DRIVERLESS FREIGHT



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Walmart has [announced](#) the start of truly driverless operations in their hometown of Bentonville, Arkansas beginning next year. This marks a milestone for the company, placing the mega-retailer at the forefront of the driverless freight movement. Working with startup [Gatik](#), temperature-controlled automated delivery box trucks will carry goods from a local distribution center to a neighborhood market.

Launched in 2017, Gatik is focused on B2B short-haul logistics, i.e. the "middle mile" shuttling goods between warehouses and retail outlets. Gatik's first announced customer was Walmart, with whom they've been conducting trials on a two mile route for over a year. "We've safely driven more than 100,000 operational miles in autonomous mode with a safety driver" during this trial, said Tom Ward, Walmart's SVP of Customer Product.

Gatik's approach to early deployment hinges on operating exclusively on fixed, repeatable routes. In a Medium.com post, Gatik CEO & Co-Founder Narang explains "It's an approach we refer to as structured autonomy. It's safe and efficient because it enables us to constrain the challenge of a complex environment thereby heavily over-optimizing our delivery routes and minimizing edge-cases."

Also in early 2021, Walmart will expand testing with Gatik to a second location with a different use case and a longer delivery route, initially operating with a safety driver. Gatik trucks will deliver purchases from a Supercenter to a Walmart pickup point where customers can pick up their orders without a driver all the way to the store. Here, trucks will be traveling on a 20-mile route between New Orleans and Metairie, Louisiana.

According to Walmart's Tom Ward, "This unlocks the opportunity for customers who live further away from our store in New Orleans to benefit from the convenience and ease of Walmart's pickup service." Said Ward, "With 90% of Americans living within 10 miles of a Walmart, a closer store isn't always the answer. Perhaps it's just a pickup location, with an autonomous vehicle making deliveries on a constant loop. Our trials with Gatik are just two of the cases we're testing with autonomous vehicles, and we're excited to continue learning how we might incorporate them in a delivery ecosystem."

Last month Gatik announced a [similar partnership](#) with Canadian retailer Loblaw. Trials are due to begin next year.

## A Modest Effect on Customers

Will this change the lives of Walmart customers in Bentonville? Not in a direct way; whatever they came to buy will still be on a shelf, as usual. They will pick it up, probably using an automated cashier to check out and then are on their way. The experience will be somewhat more visceral for customers with a "Hey this is cool!" factor if they happen to see the robo-truck roll in. Otherwise, it's an upgrade in convenience which Walmart hopes will create customer loyalty.

## Massive Effects Behind the Scenes

Behind the scenes, however, this is a big deal. The truck driver shortage, an endemic problem for over a decade, just keeps getting worse. If Walmart transitions a large portion of these movements to driverless trucks, both cost and risk go down. Computerized drivers will be safer and probably more efficient, lighter on the gas pedal, saving fuel and reducing emissions.



gradually scale up over the next decade, their effect will be to decrement the driver shortage, not eliminate jobs.

ninety percent of retailers are losing money on each delivery. If they can deliver a rock-solid automated driving platform, the

## Momentum is Building

In late 2019, [Waymo](#) was the first to go driverless with robotaxi services but in a highly restricted manner. Now they offer ride in the operations area of Chandler, Arizona. We can expect them to gradually expand their operational locations.



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Other driverless vehicles are moving around serving the public or businesses, but they are not automated. Remote drivers are controlling the vehicle. This applies to Nuro and Einride operations, as well as some sidewalk bots. These companies are well aware that they must move to fully automated driving to scale up and deliver a strong business case.



In October 2020, after two million miles of testing, Cruise Automation got a permit from the California DMV to remove human backup drivers from self-driving cars operating in the highly complex streets of San Francisco. So, another member of Club Driverless. Walmart announced last month have [partnered with Cruise](#) for deliveries in Scottsdale, Arizona starting early next year.

Generally, these robo-taxi and robo-delivery guys, by being a retail service, have to deliver to any address within a given operations area. While so constrained, these operations have significantly less predictability than the Gatik's B2B "known routes" approach.

Walmart, Loblaw, and others are all competing fiercely with Amazon [AMZN -3.3%](#), which almost certainly has similar pilots in the works.

## Game On!

Walmart and Gatik worked with Arkansas officials "to inform the development of autonomous vehicle legislation, and share detailed information aspects of our operations in the state." This type of engagement with local officials, absolutely essential, has also been occurring in other states.

Fleet-based automated driving will deploy where the business needs are. Americans are more likely to first experience driverless technology as a shopper than as a robo-taxi rider. That is, if Walmart launches these services broadly. Driverless trucks shuttling purchases to pickup points are a factor in economic feasibility. For the local community, this would also mean less driving and possibly less congestion. How many twenty-mile trips Walmart customers might shift to short neighborhood runs?

2021 is shaping up to be The Year of Driverless. The naysayers assert that it has taken too long and cost too much. I'm not going to argue this point. What matters is return on investment for the legions of investors that have supported companies like Gatik. There have certainly been failures more are on the horizon. Players like Waymo, Cruise, and Gatik are just now moving from the practice field to the Real Game.

[Richard Bishop](#) Contributor  
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&gt; Research on Low Speed Automated Vehicles Demonstrates Their Limitations and Potential

## Research on Low Speed Automated Vehicles Demonstrates Their Limitations and Potential

Automated Vehicles

Transit Technology

JANUARY 29, 2021 | PAUL LEWIS

During the final week of the Transportation Research Board's [annual meeting](#), the [Transit Cooperative Research Program](#) released "[Low-Speed Automated Vehicles \(LSAVs\) in Public Transportation](#)." Eno, in conjunction with Mobilitye3 and others, authored the report as part of a multi-year effort.

LSAVs are a transit technology that aims to operate small buses without drivers at relatively low speeds. The goal is to have a [SAE Level 4 system](#) that can operate a wide range of transit services without a driver. On board capacity is typically limited to between six or twelve riders. The "low speed" designation means less than 35 mph in a bid to differentiate between systems designed to run on the highway. (note: after decades of emphasis on "rapid transit" and "high-speed rail" it is somewhat jarring to see a transit option promoted as "low speed")

The report is a useful overview and guide for agencies or cities that are considering deploying a LSAV pilot. It reviews local and federal rules (of which there are few) and some of the limitations on where and how the vehicles can operate (of which there are many). The report also reviews dozens of pilot and demonstration projects where the research team talked to public and private sector stakeholders about the challenges and successes.

Here are a few things that I learned from being involved with this research.

First, public agencies can and do partner with private-sector providers to operate automated vehicle service, evident through the dozens of completed and ongoing pilots. Local and federal regulations do not appear to be significant barriers to such partnerships. Agencies have the capacity to procure this kind of service and have potential uses for it. While some barriers might become more significant once a pilot moves to regular service, public and private sector stakeholders have learned throughout the process and will be more adept at overcoming them in the future.

But during our discussions it became clear that the technology is still very much in development. Of the dozens of pilots we reviewed, none operated without a "safety attendant." While the safety attendant did serve as a technology ambassador to answer questions about the tech, they all had a role in helping the vehicles navigate tricky situations. For example, the pilot LSAVs did not operate in adverse weather, including snow and sometimes rain, and rarely operated in mixed traffic.

Further, LSAV developers are making many of the mistakes of past developers with respect to disability access. Not one of the vehicles or pilots that we reviewed included the necessary ramps or other features that are required within the Americans with Disability Act (ADA). Since these were pilots, ADA requirements did not apply in the same way that a permanent deployment would. While some LSAV



developers are now beginning to add these features, the fact that ADA-required ramps and other features are an afterthought is a big problem for equity and might add additional costs and complexities to future deployments.

The pilots were successful in boosting agencies' image as "innovative" and demonstrating that such partnerships can happen, but they rarely meet the demands of regular service. For example, transit serves people who need it to get to work, visit friends, and travel to other destinations regardless of the weather or other unexpected roadway conditions. Given that a safety attendant was needed in each vehicle, the cost of the service was not much different than a regular bus. It was telling that many of the pilots reviewed in the report were not continued after their initial term.

The prospect of automating bus fleets has agencies very interested in the technology. But if agencies are going to move beyond pilots, LSAVs need to be ready to meet the demands of regular service, in all situations and for all populations, with or without a safety attendant.

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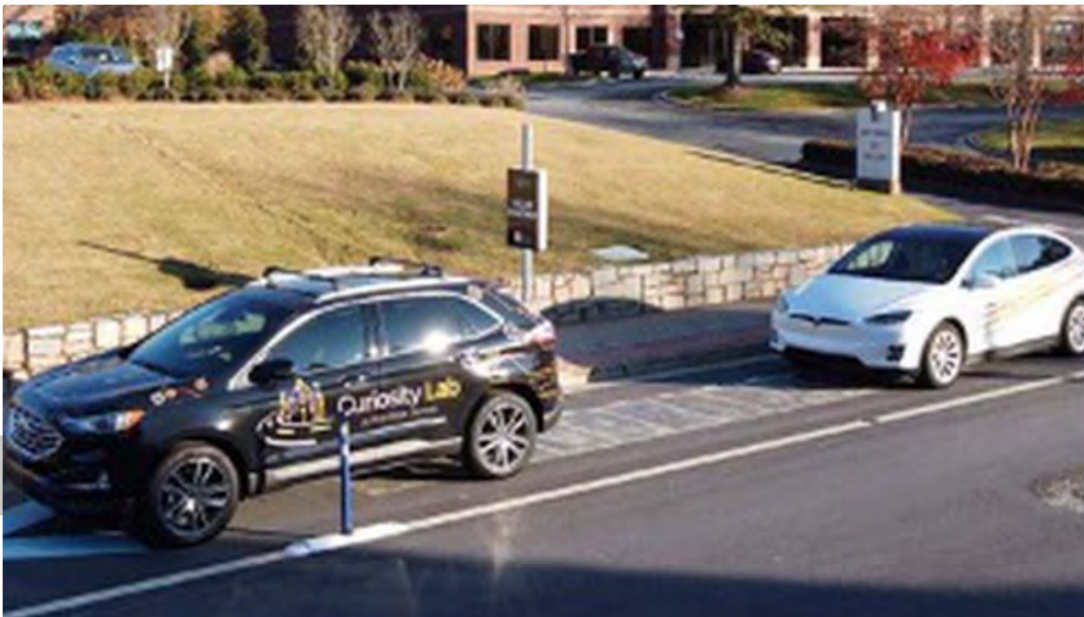


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## NEWS



## Peachtree Corners first to install surface solar panels on city street

MPO NEWS

Peachtree Corners recently unveiled the city's new solar roadway system which produces energy for a solar-powered electronic vehicle charging station at City Hall, 310 Technology Parkway. According to the city, the project marks the first time that road surface solar panels have been installed and activated on an American city street.

The French-engineered road surface solar panels are located in a section of Technology Parkway's autonomous vehicle test lane and provided through a partnership with The Ray, a nonprofit living laboratory and proving ground located along I-85 between LaGrange and the Georgia/Alabama state line.

The new system will produce more than 1,300 kilowatt-hours of electricity annually for a Level 2 EV charger at city hall at no cost to electronic vehicle motorists. The charger is also equipped with an energy storage system for nighttime charging. In the future, the system could power streetlights or other city infrastructure, including backup for grid outages.

By Karen Huppertz for the AJC