



**Technical Planning Committee
Meeting Agenda
Wednesday, January 15, 2020 1:30 p.m.
2208 W Chesterfield Boulevard, Suite 101 Springfield, MO**

Call to Order 1:30 PM

I. Administration

A. Introductions

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

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the November 20, 2019 Meeting Minutes Tab 1
(1 minute/Tyson)**

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MINUTES

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

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

E. Staff Report

(5 minutes/Fields)

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

F. Legislative Reports

(5 minutes/Legislative Staff)

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

II. New Business

**A. OTO Area Online Base Map Demo Tab 3
(10 minutes/David Faucett)**

Staff will present the new online GIS Base Map, located at ozarkstransportation.org/maps for informational purposes.

B. Transportation Alternatives Project Award Recommendation Tab 4
(10 minutes/Thomason)

The Transportation Alternatives Subcommittee has recommended five projects for federal funding.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE RECOMMENDED PROJECTS TO THE BOARD OF DIRECTORS

C. Amendment Number 3 to the FY 2020-2023 Transportation Improvement Plan Tab 5
(5 minutes/Longpine)

There are several changes included with Amendment Number 3 to the FY 2020-2023 Transportation Improvement Program, which are included for member review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF AMENDMENT NUMBER 3 TO THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM TO THE BOARD OF DIRECTORS

D. Federal Functional Classification Change Request Tab 6
(5 minutes/Thomason)

The City of Battlefield is requesting a federal functional classification change to classify Cloverdale Lane and Azalea terrace from a local road to a Minor Collector

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE FEDERAL FUNCTIONAL CLASSIFICATION CHANGE TO THE BOARD OF DIRECTORS

E. MoDOT Update
(10 minutes/Miller)

MoDOT will be giving an update of the development of the 2021-2025 the Statewide Transportation Improvement Program and other project information.

NO ACTION REQUIRED – INFORMATIONAL ONLY

F. FY 2021 UPWP Subcommittee Tab 7
(5 minutes/Fields)

OTO is requesting the appointment of a subcommittee to prepare the FY 2021 Unified Planning Work Program. Also, please feel free to propose any project ideas for the upcoming fiscal year (July 1, 2020 through June 30, 2021).

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPOINT AN FY 2021 UPWP SUBCOMMITTEE

III. Other Business

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

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

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

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

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

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, March 18, 2020 at 1:30 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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

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

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

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

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

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 1/15/2020; ITEM I.C.

November 20, 2019 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 20, 2019 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 20, 2019 meeting minutes.”

OR

“Move to approve the Technical Planning Committee November 20, 2019 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
November 20, 2019**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time in the OTO Conference Room. A quorum was declared present and the meeting was called to order at approximately 1:35 p.m. by Vice Chair Garrett Tyson.

The following members were present:

Ms. Paula Brookshire, City of Springfield (a)	Mr. King Coltrin, City of Strafford
Ms. Brandie Fisher, City Utilities Transit (a)	Mr. Kirk Juranas, City of Springfield
Mr. Frank Miller, MoDOT	Mr. Todd Wiesehan, Christian County
Mr. Garret Tyson, City of Republic	Mr. Joel Keller, Greene County (a)
Mr. Adam Humphrey, Greene County	Mr. Joel Binkley, Greene County
Mr. Matt Crawford, City Utilities	Mr. Eric Claussen, City of Springfield (a)
Mr. Jeremy Parsons, City of Ozark	Mr. Dave Schaumburg, Airport Board
Mr. Danny Perches, Springfield Chamber of Commerce	Ms. Megan Clark, SMCOG (a)

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

The following members not present:

Mr. John Caufield, BNSF	Mr. Jeff Roussell, City of Nixa
Mr. Frank Schoneboom, City of Battlefield	Mr. Randall Brown, City of Willard
Mr. Rick Artman, Greene County Highway	Mr. Cole Pruitt, MSU Transit
Ms. Eva Voss, MoDOT	Ms. Janette Vomund, MoDOT
Mr. Ezekiel Hall, MoDOT	Ms. Mary Kromery, Ozark Greenways
Mr. Travis Shaw, Springfield Public Schools	Mr. Martin Gugel, City of Springfield
Mr. Joshua Bird, Christian County (a)	Mr. Kevin Lambeth, City of Battlefield (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. John McCart, City of Ozark (a)
Ms. Mary Lily Smith, City of Springfield	Mr. Andrew Nelson, City of Republic (a)
Mr. Garen McElroy, Greene County Highway (a)	Ms. Beth Schaller, MoDOT (a)
Mr. Chad Zickefoose, MoDOT (a)	Mr. John Montgomery, Ozark Greenways (a)
Mr. Jonathan Shelden, Springfield Public Schools (a)	Ms. Dawne Gardner, City of Springfield (a)
Ms. Kristy Bork, Airport Board (a)	Mr. Mark Schenkelberg, FAA
Mr. Bradley McMahon, FHWA	Mr. Mokhtee Ahmad, FTA
Mr. Jason Ray, SMCOG	Mr. Jeremiah Schuler, FTA (a)

Others Present were: Mr. Dan Waddlington, Senator Blunt's Office; Mr. Jeremy Pruett, Congressman Long's Office; Mr. John Sanders, MoDOT; Ms. Sara Fields, Ms. Kimberly Cooper, Ms. Markee Hebden, Ms. Natasha Longpine, Mr. Dave Faucett, Mr. Brad Williams, Mr. Andy Thomason, Ozarks Transportation

Organization; Mr. Steve Shultz, Mr. Neil Brady, Bartlett & West; Ms. Susan Prime, Ms. Tatyana Ojenniy, Mr. Curtis Jared, Mr. David Stone SR., City of Rogersville.

I. Administration

A. Introductions

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

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Juranas moved to approve the November 20, 2019 Technical Planning Committee Meeting Agenda. Mr. Perches seconded the motion and it was unanimously approved.

C. Approval of the September 18, 2019 Minutes

Mr. Perches moved to approve the minutes from the September 18, 2019 Technical Planning Committee Meeting. Mr. Claussen seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

Citizens from Rogersville addressed the Committee about the 60/125 Interchange. The Rogersville representative, Mr. Curtis Jared, stated they are adamantly opposed to MoDOT's Option 2, due to the idea that this design will destroy any hope of growth in the area. They are more in favor of the newer Option 3, and state that most voters will support this option. Ms. Ojenniy pointed out that Option 3 would also keep residents and permit drivers off the highway. Mr. Jared focused on the economic viability of each of the three options for the town. He is concerned about the ease of exiting and re-entering the highway, as well as being able to see local businesses from the highway. He passed around a print out of MoDOT's Option 3 for the Committee to review. It is his opinion that anything but Option 3 will be detrimental to local businesses in Rogersville. Mr. Jared also provided letters from property owners to Vice Chair Tyson showing opposition to Option 2. Vice Chair Tyson asked for a comment from a MoDOT representative. Mr. Frank Miller and Mr. John Sanders agreed that Option 1 is a significantly more costly option to consider. Mr. Miller made a point that if additional funds are needed, this would come from the OTO allocation of Funding for Projects. Mr. Sanders also stated that due to the topography there will still be visibility concerns while driving west on Highway 60 with Option 1. Mr. Sanders clarified that Option 3 would be less expensive than Option 1, but more expensive than Option 2. Vice Chair Tyson as for the materials to be sent out to the Committee and that updates be provided to the Committee as available. Vice Chair Tyson asked for any other public comments, and seeing as there were none, he closed the public comment period.

E. Staff Report – Ms. Sara Fields

Ms. Fields started her report by reminding the Committee about Trail Funding Applications being due Friday November 22nd. She stated that the Attorney General has ruled that any entity using Tap Funds or STBG Funds, MoDOT will now have to do Risk Assessment forms. She spoke on the different trainings that took place in the area recently: Safe Transportation for Every Pedestrian Training and the Traffic Incident Management Exercise. Ms. Field's mentioned the First Lady held a Press Conference at the Traffic Incident Management Exercise and reminded everyone to buckle up and put their phones down while driving.

F. Legislative Reports – Mr. Dan Waddlington, Mr. Jeremy Pruett

Mr. Waddlington spoke about the Highway Resolution being the main focus of the Senate.

Mr. Pruett stated that the House is immersed in the trails for the impeachment of President Trump.

II. New Business

A. *Grant Avenue Connect Parkway* Presentation – Springfield Public Works

Ms. Paula Brookshire presented on the vision for the *Grant Avenue Connect Parkway* Project and the BUILD Grant. She touched on reasons why Grant was chosen over other roads in the area; such as Grant being a two-way street, the connection of Wonders of Wildlife Museum and Downtown, as well as connecting multiple parks and neighborhoods along the way. She highlighted the design features amenities of having buried utility lines, a WiFi enabled trail, and traffic calming tools. Ms. Brookshire stated that Springfield was awarded \$21 million, and requires a local match of 20%, which is roughly \$5 million. She said this will be gained by the communities $\frac{1}{4}$ and $\frac{1}{8}$ sales cent tax, as well as CU contributions, and possible private investors. The deadline for obligated funds is September 30, 2021 with a project completion deadline of September 30, 2026. Ms. Brookshire spoke on the challenges of this project including the scope of the overall project, meeting the timeline, and property impacts due to burying utility lines and trail spacing. She noted that opportunities include created something transformational, promoting pedestrian and bike safety, as well as connecting other projects that are currently happening in the community such as the Greenway Trails and Jordan Valley Daylighting Project.

B. *Transportation Plan 2020* Amendment 11 – Ms. Natasha Longpine

Ms. Longpine presented for Committee consideration that the BUILD Grant be included in the *Transportation Plan 2020*, due to the size of the award, as opposed to including it with the Bike and Pedestrian plans. Mr. Perches motioned that Amendment 11 be recommended to the Board of Directors to be added to *Transportation Plan 2020*. Mr. Coltrin seconded the motion and it was unanimously approved.

C. FY 2020-2023 Amendment Number Two – Ms. Natasha Longpine

Ms. Longpine spoke on including the BUILD Grant in the TIP. The other items are adding sidewalks on 14, Ozark adding underpasses with their Jackson St compacity improvements, City of Springfield Overlay Project, and ADA projects that are now being split into two separate projects. Mr. Juranas moved to recommend Amendment Number Two. Mr. Coltrin seconded the motion and it was unanimously approved.

D. 2020 Safety Performance Targets – Ms. Natasha Longpine

Ms. Longpine stated that there are no safety targets that OTO wishes to review or deviate from MoDOT's Targets. She noted that trends for state-wide fatalities and serious injuries are trending down. The OTO Region, however, is trending upward. Ms. Longpine spoke on seeing a dramatic upward trend in bicycle and pedestrian injuries and fatalities.

Mr. Coltrin motioned to continue to support MoDOT's targets. Mr. Perches seconded the motion, and it was unanimously approved.

E. Annual List of Obligated Projects – Ms. Natasha Longpine

Ms. Longpine explained that some projects have been de-obligated, meaning the funds are no longer required for that specific project. The agenda included the ALOP packet for Committee review. Mr. Juranas moved to accept the ALOP, Mr. Humphrey seconded the motion and it was unanimously approved.

F. Federal Funds Balance Report – Ms. Natasha Longpine

Ms. Longpine distributed the September 2019 Funds Balance Report for Committee review. She pointed out the page that contains lapsed potential for each community. Ms. Longpine said that the balance with the cost shares is at \$17 million of the \$19 million that is allowed. Ms. Fields encouraged everyone to examine their balance sheets and think of ways to spend the money allocated to them.

G. OTO Technical Planning Committee Chair Rotation – Ms. Sara Fields

Ms. Fields stated that the chair nomination for the 2021 Chair is Mr. Todd Wiesehan of Christian County. Mr. Perches made a motion to accept this appointment, Mr. Parsons seconded the motion and it was unanimously approved.

H. OTO Technical Planning Committee 2020 Meeting Schedule – Ms. Sara Fields

Ms. Fields noted that there is a hardcopy of the 2020 Meeting Schedule for the Technical Planning Committee.

III. Other Business

A. Technical Planning Committee Member Announcements

There were no announcements.

B. Transportation Issues for Technical Planning Committee Member Review

There were no issues raised.

C. Articles for Technical Planning Committee Member Information

Vice Chair Tyson noted that there had been articles distributed in the agenda packet and encouraged the members of the Committee to review them as they had time. Ms. Fields stated that she included the list of 2020 BUILD Grant award recipients.

IV. Adjournment

With no additional business to come before the Committee, Mr. Coltrin moved to adjourn the meeting. Mr. Perches seconded the motion, it was unanimously approved, and Vice Chair Tyson adjourned the meeting at approximately 2:45 p.m.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 1/15/2020; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Technical Planning Committee member review are Public Comments for the time frame between November 20, 2019 and January 15, 2020. Informational item only - no action required.

BOARD OF DIRECTORS ACTION REQUESTED:

None

Concerning: Roundabout on Pheasant Road and NN

An new map comment has been posted at <http://map.ototrailstudy.com>.

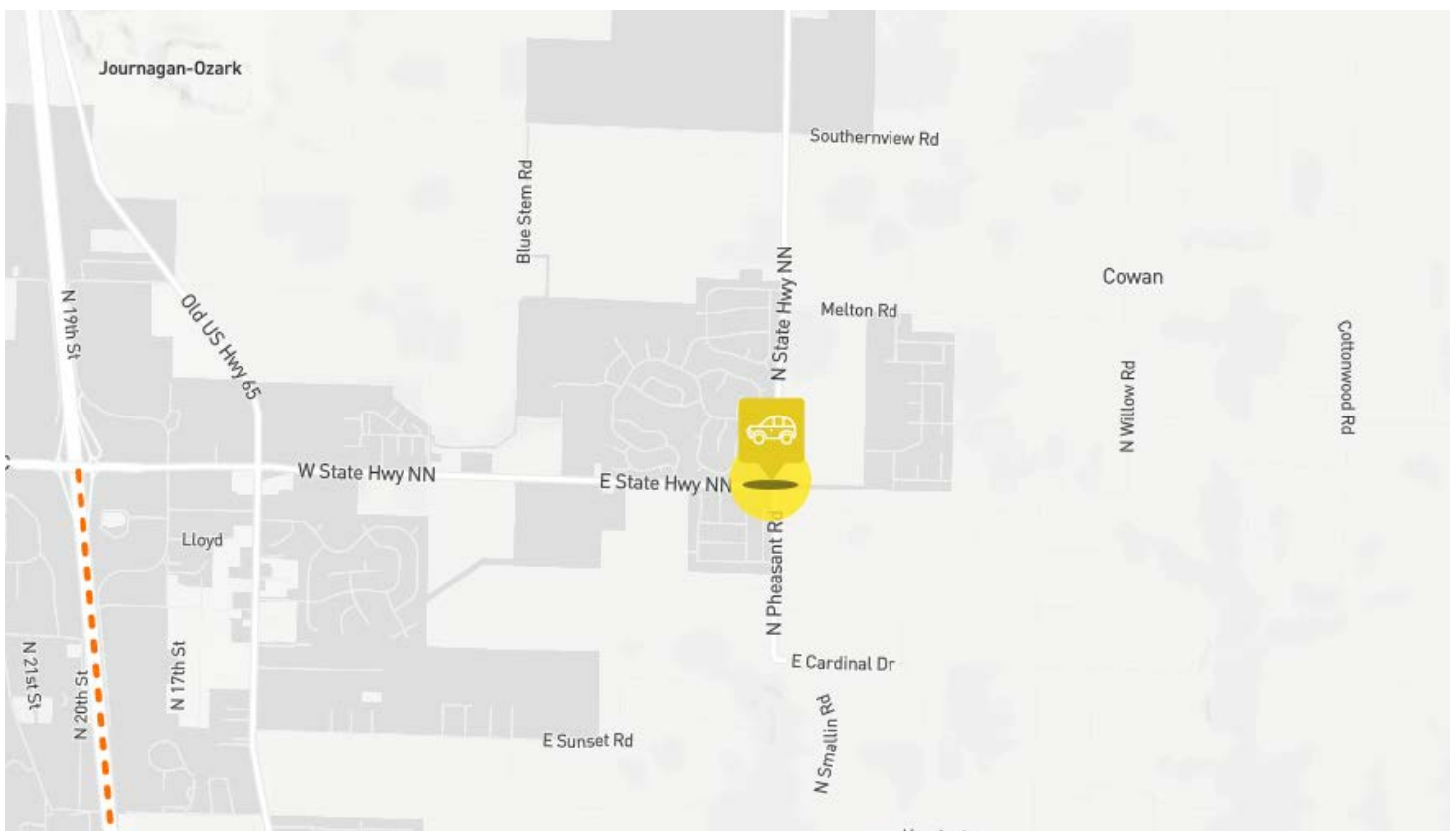
Name: Roundabout Needed

Type: Point

Coordinates: [-93.19201111793518,37.06953028969788]

Category: motor-point

Comment: It is very difficult to access NN from Pheasant Rd, especially entering NN heading west toward US 65. Likewise, "left" turns from southbound NN to Pheasant Rd are dangerous. The current configuration requires traffic both north and south bound on NN to slow to make this curve. This slowing would benefit with a roundabout, similar but less complex to the one at Lake Rd and Branson Landing Blvd in Taney Co., would be beneficial now and provide future access to an extn/connection to Willow Rd.



TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 1/15/2020; ITEM II. A.

OTO Area Online Base Map Demo

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO Area Online Base Map is web application hosted in Esri through the ArcGIS Online OTO Organization account. Data layers in the map provide information about land use, natural features, and the transportation network that are used in many of the planning processes at the OTO.

This demonstration is meant as a reference for Technical Planning Committee members on how to access some of the information in the map that may not be readily apparent. The OTO Area Base Map is available on the OTO website map page.

<http://oto.maps.arcgis.com/apps/webappviewer/index.html?id=4cce6f2e2dcc406f85ccc16e2a2a7592>.

Features in the map include:

- Major Thoroughfare Plan Street Class (proposed & existing roads)
- Existing & Planned Trail Alignments
- Bus Routes, Bike Routes, & Sidewalks
- Parcel Ownership, Schools, & Parks, Building Footprints
- Housing Unit Construction & Demo Permits 2010 – 2018
- Disabling & Fatal Crashes 2014 – 12/2020
- Sinkholes, Tree Cover, & 100-year Floodplain
- Roadway & Bridge Data

The information presented in this App is derived from many different sources. Much of the data is presented for general reference purposes. There is a degree of error associated with most data. This application should be used with caution and should not be used for legal purposes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Information only. No action required.

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 1/15/2020; ITEM II.B.

Transportation Alternatives Project Award Recommendation

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

AGENDA DESCRIPTION:

In September 2019, the OTO published an application for transportation alternatives funding. There was \$1.58 million available for trails in the OTO area. Five applications were received, requesting a total of 1.68 million. At the December 5 scoring meeting, the committee voted to recommend all five projects receive at least some funding. The recommended projects include four applications for trail construction funds and one application for regional trail planning services. Two projects were recommended for only partial funding. The committee voted to recommend funding only the design and ROW acquisition phases of the City of Republic's project. Additionally, the City of Battlefield committed to spending some of its sub-allocated STBG-Urban funds to pay for a portion of its project. The committee voted to recommend funding the remaining portion of Battlefield's project.

Community	Project Description	Federal Request	Total Cost
Ozark	Includes (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Avenue and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson to Diane Street, and (3) two pedestrian underpasses along Hwy. 14 connecting the two trail segments to the south side of Hwy. 14.	\$870,950	\$1,836,252
Springfield	Approximately 1,650 linear feet of the Fassnight Creek Greenway, extending the trail from Clay Street through Phelps Grove Park to Brookside Drive west of the Art Museum.	\$217,461	\$271,827
Republic	Design and right-of-way acquisition for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Rd. 182 and along Farm Rd. 182 to the entrance of Wilson Creek Battlefield, east of Republic. <i>(Additional \$925,000 in total funding needed to complete project)</i>	\$394,214	\$492,768
Battlefield	Approximately 2,200 feet of trail connecting Elm Street and Somerset Street through the Trail of Tears Park, including the widening of some existing trail.	\$102,052 + \$184,834 <i>STBG Sub-allocated</i>	\$358,608
Totals		\$1,584,678	\$2,959,455

Community	Project Description	Federal Request	Total Cost
Ozark Greenways, Inc	Regional trail planning services to (1) refine existing trail alignments, (2) engage with landowners, (3) engage with OTO municipalities, and (4) increase community interest in trails.	\$100,000	\$125,000

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 the award of five bike/ped projects recommended by the Bike/Ped Funding Committee.”

OR

“Move to refer one, or more, of the projects back to the Bike/Ped Funding Committee for further consideration.”

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 1/15/2020; ITEM II.C.

Amendment Number 3 to the FY 2020-2023 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are 8 items included as part of Amendment Number 3 to the FY 2020-2023 Transportation Improvement Program. These items include five projects recommended by the Bicycle and Pedestrian Funding subcommittee and three additional projects.

Transportation Alternatives Program Projects

1. ***New*** Chadwick Flyer Jackson to Clay (EN2008-20A3)
Construction of (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Street and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson, west of 12th Street, to Diane Street, and (3) two pedestrian underpasses along Highway 14 connecting the trail segments to the south side of Highway 14, with \$870,950 in STBG-U funds and \$965,302 in local and state funds for a total project cost of \$1,836,252.
2. ***New*** Fassnight Clay to Brookside (EN2009-20A3)
Constructing approximately 1,650 linear feet of trail, extending from Clay Street through Phelps Grove Park to Brookside Drive west of the Art Museum with \$217,461 in STBG-U funds and \$54,365 in local funds, for a total project cost of \$271,826.
3. ***New*** Shuyler Creek Trail Design and ROW (EN2010-20A3)
Design and right-of-way acquisition for approximately 1.7 mile of future trail extending from the east terminus of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield east of Republic with \$394,214 in STBG-U funds and \$98,554 in local funds, for a total project cost of \$492,768.
4. ***New*** Trail of Tears Elm to Somerset (EN2011-20A3)
Constructing approximately 2,200 feet of trail connecting Elm Street and Somerset Street through the Trail of Tears Park, including the widening of some existing trail, with \$102,052 in STBG-U funds through the Bike/Ped funding program, \$184,834 in suballocated STBG-U funds, and \$71,722 in local funds, for a total project cost of \$358,608.
5. ***New*** OGI Trail Planning Services (EN2012-20A3)
Regional trail planning services to (1) refine existing trail alignments, (2) engage with landowners, (3) engage with OTO municipalities, and (4) increase community interest in trails, with \$100,000 in STBG-U funding and \$25,000 in local funding, for a total project cost of \$125,000.

Additional Projects

6. ***New* Route 60 CRISI Project (GR2011-20A3)**
MoDOT is requesting to add scoping for railroad safety improvements at various locations from Farm Road 194 west of Republic to O'Neal Street in Republic, as well as several crossing locations in Republic, with \$25,000 in federal funds and \$25,000 in state funds, for a total programmed amount of \$50,000.
7. ***REVISED* Campbell and Republic Road Intersection (SP1818-20A3)**
Funding in the amount of \$240,000 STBG-Urban for the Campbell and Republic Road Intersection has been reprogrammed from FY 2019 to FY 2020, with a new total programmed amount of \$4,088,000.
8. ***REVISED* US 65 Bridge Preventative Maintenance (SP2005-20A3)**
MoDOT is removing the bridge on west I-44 from this project as it received maintenance this past fall. The funding amounts for the project are unchanged at \$1,009,000 total programmed cost.

TRANSPORTATION ALTERNATIVES PROGRAM SUBCOMMITTEE RECOMMENDATION:

At its December 18, 2018 meeting, the TAP Subcommittee voted unanimously to recommend Items 1 through 10 for funding.

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 3 to the FY 2020-2023 Transportation Improvement Program."

OR

"Move to recommend the Board of Directors approve Amendment 3 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

K) Pending Amendment Section

TIP # EN2008-20A3 **CHADWICK FLYER JACKSON TO CLAY**

Route N/A

From

To

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

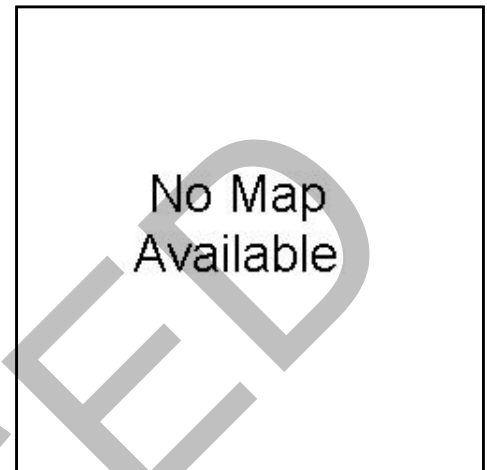
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

Construction of (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Street and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson, west of 12th Street, to Diane Street, and (3) two pedestrian underpasses along Highway 14 connecting the trail segments to the south side of Highway 14.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$78,000	\$18,967	\$0	\$0	\$96,967
LOCAL	Local	ENG	\$30,000	\$4,742	\$0	\$0	\$34,742
LOCAL	Local	ROW	\$13,500	\$0	\$0	\$0	\$13,500
FHWA (STBG-U)	Federal	CON	\$0	\$773,982	\$0	\$0	\$773,982
LOCAL	Local	CON	\$0	\$289,258	\$0	\$0	\$289,258
Totals			\$121,500	\$1,086,949	\$0	\$0	\$1,208,449

Notes

Non-Federal Funding Source: City of Ozark

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,208,449



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN2009-20A3 **FASSNIGHT CLAY TO BROOKSIDE**

Route Fassnight Creek Greenway

From Clay

To Brookside

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Constructing approximately 1,650 linear feet of the Fassnight Creek Greenway, extending the trail from Clay Street through Phelps Grove Park to Brookside Drive west of the Art Museum.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$217,461	\$0	\$0	\$217,461
LOCAL	Local	CON	\$0	\$54,365	\$0	\$0	\$54,365
Totals			\$0	\$271,826	\$0	\$0	\$271,826

Notes

Non-Federal Funding Source: City of Springfield 1/8 cent Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$271,826



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN2010-20A3 **SHUYLER CREEK TRAIL DESIGN AND ROW**

Route Shuyler Creek Trail

From

To

Location Greene County

Federal Agency FHWA

Project Sponsor City of Republic

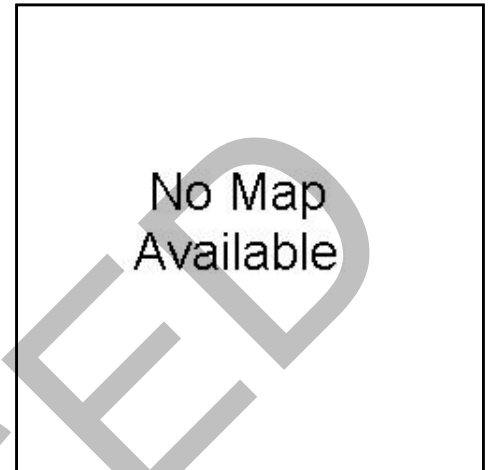
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

Design and right-of-way acquisition for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Road 182 and along Farm Road 182 to the entrance of Wilson Creek Battlefield, east of Republic.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$78,728	\$0	\$0	\$0	\$78,728
LOCAL	Local	ENG	\$19,682	\$0	\$0	\$0	\$19,682
FHWA (STBG-U)	Federal	ROW	\$315,486	\$0	\$0	\$0	\$315,486
LOCAL	Local	ROW	\$78,872	\$0	\$0	\$0	\$78,872
Totals			\$492,768	\$0	\$0	\$0	\$492,768

Notes

Non-Federal Funding Source: City of Republic Capital Investment Sales Tax Fund

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$492,768



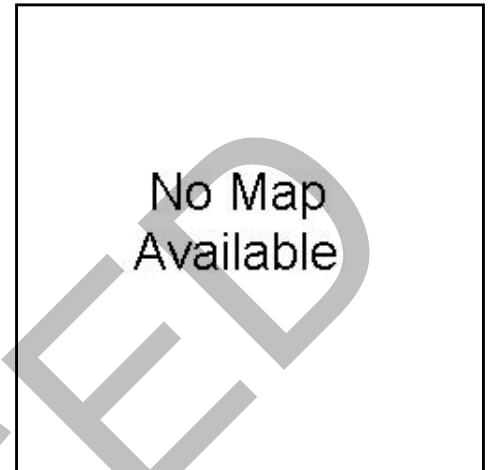
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN2011-20A3 **TRAIL OF TEARS ELM TO SOMERSET**

Route Trail of Tears
From Elm
To Somerset
Location City of Battlefield
Federal Agency FHWA
Project Sponsor City of Battlefield
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? EJ?
STIP #
Federal ID #



Project Description

Constructing approximately 2,200 feet of trail connecting Elm Street and Somerset Street through the Trail of Tears Park, including the widening of some existing trail.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$33,603	\$0	\$0	\$0	\$33,603
LOCAL	Local	ENG	\$8,401	\$0	\$0	\$0	\$8,401
FHWA (STBG-U)	Federal	CON	\$0	\$253,283	\$0	\$0	\$253,283
LOCAL	Local	CON	\$0	\$63,321	\$0	\$0	\$63,321
Totals			\$42,004	\$316,604	\$0	\$0	\$358,608

Notes

Non-Federal Funding Source: City of Battlefield General Fund

Federal Funding Source: \$102,052.40 is from STBG-U TAP funds and \$184,834.05 is from the City of Battlefield allocated STBG-U funds.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$358,608



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN2012-20A3 OGI TRAIL PLANNING SERVICES

Route N/A

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor Ozark Greenways

Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Regional trail planning services to (1) refine existing trail alignments, (2) engage with landowners, (3) engage with OTO municipalities, and (4) increase community interest in trails.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	PLAN	\$100,000	\$0	\$0	\$0	\$100,000
LOCAL	Local	PLAN	\$25,000	\$0	\$0	\$0	\$25,000
Totals			\$125,000	\$0	\$0	\$0	\$125,000

Notes

Non-Federal Source of Funding: Ozark Greenways

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$125,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # GR2011-20A3 **ROUTE 60 CRISI PROJECT**

Route 60

From FR 194

To Rte. 174

Location Greene County

Federal Agency FRA

Project Sponsor MoDOT

Federal Funding Category CRISI

MoDOT Funding Category Grade Crossing Safety Account

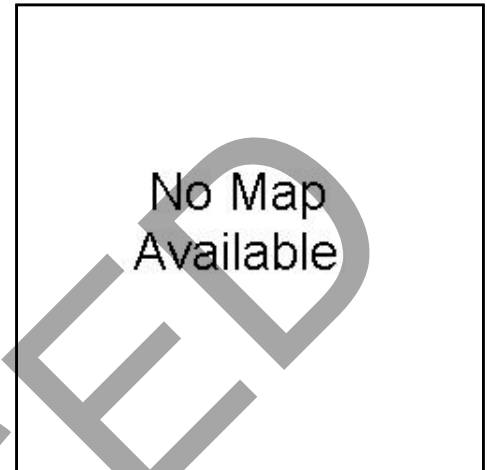
Bike/Ped Plan? EJ?

STIP # 8P3197

Federal ID #

Project Description

Scoping for railroad safety improvements at various locations from Farm Road 194 west of Republic to O'Neal Street in Republic and at BNSF railroad crossings on Main Street, Hampton Avenue, Hines Street and Route 174 in Republic.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FRA (CRISI)	Federal	ENG	\$10,000	\$10,000	\$5,000	\$0	\$25,000
MoDOT-GCSA	State	ENG	\$10,000	\$10,000	\$5,000	\$0	\$25,000
Totals			\$20,000	\$20,000	\$10,000	\$0	\$50,000

Notes

Funded by Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funds.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$50,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP1818-20A3 **CAMPBELL AND REPUBLIC ROAD INTERSECTION**

Route Campbell Avenue

From Campbell Avenue

To Republic Road

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3087C

Federal ID #

Project Description

Add lanes, replace sidewalk, replace signal at Campbell Avenue and Republic Road.

No Map
Available

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$343,000	\$0	\$0	\$0	\$343,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$1,875,200	\$0	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$1,160,800	\$0	\$0	\$0	\$1,160,800
LOCAL	Local	CON	\$230,200	\$0	\$0	\$0	\$230,200
MoDOT	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
Totals			\$4,088,000	\$0	\$0	\$0	\$4,088,000

Notes

Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax

Prior Cost	\$880,000
Future Cost	\$0
Total Cost	\$4,968,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1818-19A3 **CAMPBELL AND REPUBLIC ROAD INTERSECTION**

Route Campbell Avenue
From Campbell Avenue
To Republic Road
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category STBG
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3087C
Federal ID #



Project Description

Add lanes, replace sidewalk, replace signal at Campbell Avenue and Republic Road.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$343,000	\$0	\$0	\$0	\$343,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (NHPP)	Federal	CON	\$1,875,200	\$0	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$920,800	\$0	\$0	\$0	\$920,800
LOCAL	Local	CON	\$230,200	\$0	\$0	\$0	\$230,200
MoDOT	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
Totals			\$3,848,000	\$0	\$0	\$0	\$3,848,000

Notes

Non-Federal Funding Source: State Transportation Revenues, City of Springfield Sales Tax

Prior Cost	\$880,000
Future Cost	\$0
Total Cost	\$4,728,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP2005-20A3 **US 65 BRIDGE PREVENTATIVE MAINTENANCE**

Route Rte. 60

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

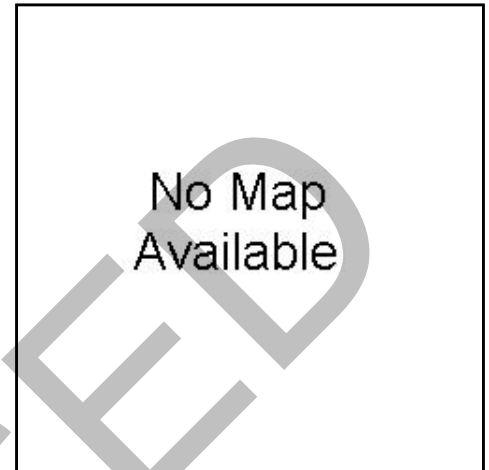
Bike/Ped Plan? **EJ?** Yes

STIP # 8P3068C

Federal ID #

Project Description

Bridge deck sealing on southbound bridge over Sunshine Street in Springfield. Project involves bridge A6178.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$116,000	\$0	\$0	\$0	\$116,000
MoDOT	State	ENG	\$29,000	\$0	\$0	\$0	\$29,000
FHWA (NHPP)	Federal	CON	\$691,200	\$0	\$0	\$0	\$691,200
MoDOT	State	CON	\$172,800	\$0	\$0	\$0	\$172,800
Totals			\$1,009,000	\$0	\$0	\$0	\$1,009,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,009,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2005-20 **US 65 BRIDGE PREVENTATIVE MAINTENANCE**

Route Rte. 60

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

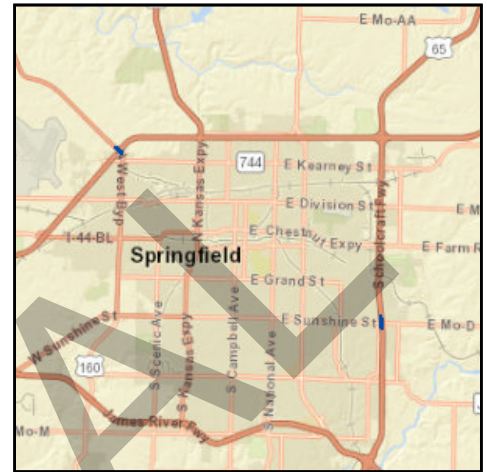
Bike/Ped Plan? **EJ?** Yes

STIP # 8P3068C

Federal ID #

Project Description

Bridge deck sealing on southbound bridge over Sunshine Street and on Rte. 160 westbound bridge over I-44 in Springfield. Project involves bridges A6178 and A7953.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$116,000	\$0	\$0	\$0	\$116,000
MoDOT	State	ENG	\$29,000	\$0	\$0	\$0	\$29,000
FHWA (NHPP)	Federal	CON	\$691,200	\$0	\$0	\$0	\$691,200
MoDOT	State	CON	\$172,800	\$0	\$0	\$0	\$172,800
Totals			\$1,009,000	\$0	\$0	\$0	\$1,009,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,009,000

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
EN1803-18A3	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$2,500,000
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
EN1904-19A3	\$0	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$0	\$340,000
EN1905-19A3	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-19A3	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-19A3	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-19A3	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-19A3	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-19A3	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
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
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$92,000	\$115,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2004-20	\$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
EN2008-20A3	\$78,000	\$0	\$0	\$0	\$0	\$43,500	\$0	\$0	\$121,500
EN2010-20A3	\$394,214	\$0	\$0	\$0	\$0	\$98,554	\$0	\$0	\$492,768
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	\$4,046,647	\$1,215,847	\$1,600	\$0	\$509,978	\$1,342,825	\$135,400	\$156,000	\$7,408,297

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
EN1801-18	\$0	\$0	\$0	\$264,000	\$682,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$1,639,200	\$0	\$409,800	\$0	\$2,049,000
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$378,400	\$0	\$94,600	\$0	\$473,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$255,200	\$1,020,800	\$1,276,000
EN2003-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$50,000
EN2004-20	\$0	\$0	\$0	\$0	\$7,200	\$0	\$1,800	\$0	\$9,000
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
EN2008-20A3	\$792,949	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$271,826
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$316,604
EN2101-18	\$53,760	\$0	\$0	\$0	\$0	\$13,440	\$0	\$0	\$67,200
EN2102-18	\$74,368	\$0	\$0	\$0	\$0	\$18,592	\$0	\$0	\$92,960
SUBTOTAL	\$1,391,821	\$0	\$1,600	\$264,000	\$2,999,200	\$443,718	\$1,160,600	\$1,377,600	\$7,638,539
2022									
EN1901-19	\$0	\$0	\$196,000	\$315,000	\$704,200	\$0	\$303,800	\$0	\$1,519,000
EN2003-20	\$0	\$0	\$0	\$0	\$152,800	\$0	\$38,200	\$0	\$191,000
EN2004-20	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$0	\$60,000
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
SUBTOTAL	\$0	\$0	\$197,600	\$315,000	\$905,000	\$0	\$829,600	\$1,900,800	\$4,148,000
2023									
EN2003-20	\$0	\$0	\$0	\$0	\$1,304,000	\$0	\$326,000	\$0	\$1,630,000
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$1,304,000	\$0	\$328,000	\$0	\$1,640,000
GRAND TOTAL	\$5,438,468	\$1,215,847	\$208,800	\$579,000	\$5,718,178	\$1,786,543	\$2,453,600	\$3,434,400	\$20,834,836

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)					Local	MoDOT-AC	MoDOT	TOTAL
	STBG-U	TAP	NHPP	STBG	STAP				
PRIOR YEAR									
Balance		\$ 853,353	\$ -			\$ -	\$ -	\$ -	\$ 853,353
FY 2020									
Funds Anticipated	\$ 4,046,647	\$ 421,887	\$ 1,600	\$509,978.00	\$0.00	\$ 1,342,825	\$ 156,000	\$ 135,400	\$ 6,614,337
Funds Programmed	(\$4,046,647)	(\$1,215,847)	(\$1,600)	(\$509,978)	\$0	(\$1,342,825)	(\$156,000)	(\$135,400)	(\$7,408,297)
Running Balance	\$0.00	\$59,393.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$59,393.38
FY 2021									
Funds Anticipated	\$ 1,391,821	\$430,324.80	\$1,600.00	\$2,999,200.00	\$264,000.00	\$443,718.00	\$1,377,600.00	\$1,160,600.00	\$ 8,068,864
Funds Programmed	(\$1,391,821)	\$0	(\$1,600)	(\$2,999,200)	(\$264,000)	(\$443,718)	(\$1,377,600)	(\$1,160,600)	(\$7,638,539)
Running Balance	\$0.00	\$489,718.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$489,718.18
FY 2022									
Funds Anticipated	\$ -	\$438,931.30	\$197,600.00	\$905,000.00	\$315,000.00	\$0.00	\$1,900,800.00	\$829,600.00	\$ 4,586,931
Funds Programmed	\$0	\$0	(\$197,600)	(\$905,000)	(\$315,000)	\$0	(\$1,900,800)	(\$829,600)	(\$4,148,000)
Running Balance	\$0.00	\$928,649.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$928,649.48
FY 2023									
Funds Anticipated	\$ -	\$447,709.92	\$8,000.00	\$1,304,000.00	\$0.00	\$0.00	\$0.00	\$328,000.00	\$ 2,087,710
Funds Programmed	\$0	\$0	(\$8,000)	(\$1,304,000)	\$0	\$0	\$0	(\$328,000)	(\$1,640,000)
Running Balance	\$0.00	\$1,376,359.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,376,359.40

* 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	Federal												Local		State			
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$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	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
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	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,100	\$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	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,800	\$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	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$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	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$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	\$9,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$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	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$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	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$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	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$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	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$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	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$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	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$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	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$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	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$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	\$20,200	\$0	\$0	\$0	\$202,000
OK1201-22DA2	\$0	\$0	\$0	\$0	\$0	\$0	\$29,400	\$0	\$0	\$0	\$0	\$5,000	\$0	\$4,000	\$0	\$0	\$0	\$38,400
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$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	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$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	\$1,372,151	\$0	\$0	\$0	\$0	\$378,111	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$0	\$374,950	\$0	\$935,789	\$0	\$0	\$0	\$4,878,909
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$123,499	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$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	\$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	\$262,500
RG0901-18A1	\$0	\$748,800	\$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	\$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
RP1704-17A3	\$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	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$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	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$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	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	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$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	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$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	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$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	\$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	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1912-20A3	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$0	\$4,035,000
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$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	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$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	\$203,600	\$0	\$0	\$0	\$1,010,800
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$1,575,000
SP2012-20A2	\$2,080,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$0	\$0	\$2,400,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A2	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP2015-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,579,400	\$0	\$0	\$1,644,800	\$0	\$0	\$0	\$0	\$0	\$8,224,200
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$29,767,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$6,579,495	\$10,000	\$740,993	\$13,726,627	\$0	\$11,478,348	\$16,000	\$2,990,300	\$123,499	\$110,542,457
2021																		
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,200
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$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	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$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	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$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	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$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	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$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	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$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	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$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	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$80,000	\$0	\$0	\$100,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0</					

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														Local		State			TOTAL
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL	
2021 Continued																			
MO2006-20	\$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	\$20,400	\$0	\$0	\$0	\$204,000	
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000	
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000	
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000	
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000	
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$99,446	\$0	\$1,354,822	\$0	\$0	\$0	\$7,271,511	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000	
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625	
RG0901-18A1	\$0	\$1,618,200	\$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	\$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	
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$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	\$215,000	\$0	\$0	\$0	\$1,075,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$0	\$0	\$11,200	\$0	\$18,600	\$0	\$0	\$0	\$149,000	
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000	
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$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	\$254,200	\$0	\$0	\$0	\$1,271,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$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	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$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	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$0	\$0	\$712,000	\$0	\$0	\$0	\$3,560,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$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	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2015-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,381,327	\$0	\$0	\$3,595,332	\$0	\$0	\$0	\$0	\$0	\$17,976,659	
SUBTOTAL	\$799,570	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,192,403	\$4,556,800	\$14,381,327	\$10,000	\$0	\$3,845,103	\$0	\$6,287,422	\$120,000	\$2,522,900	\$0	\$54,718,625	
2022																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$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	\$400	\$0	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$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	\$0	\$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	
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	\$200	\$0	\$0	\$0	\$2,000	
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$10,000	
MO1405	\$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	\$10,000	\$0	\$0	\$0	\$50,000	
MO1721-18A5	\$0	\$54,000	\$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	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,200	\$0	\$404,800	\$0	\$506,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$0	\$23,500	
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,600	\$0	\$0	\$0	\$0	\$0	\$142,400	\$0	\$0	\$0	\$712,000	
MO2104-19	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000	
MO2201-20	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$27,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406	
RG0901-18A1	\$0	\$13,194,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,466,100	\$0	\$0	\$0	\$14,661,000	
RP1703-17A3	\$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	\$400	\$0	\$1,600	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,400	\$0	\$137,600	\$0	\$172,000	

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																			
PROJECT	Federal											Local		State					TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	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
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$0	\$240,000	\$0	\$175,600	\$0	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$1,636,402	\$0	\$5,268,000	\$205,000	\$3,413,600	\$0	\$0	\$40,989,906
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$12,000
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$5,145,775	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$0	\$24,002,876
GRAND TOTAL	\$35,920,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,280,000	\$350,151	\$69,761,367	\$10,343,881	\$20,960,822	\$25,000	\$740,993	\$24,353,907	\$0	\$26,703,770	\$341,000	\$12,632,400	\$123,499	\$0	\$230,253,864

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											Local	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA					
2020 Funds Programmed	\$29,767,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$6,579,495	\$10,000	\$740,993	\$82,207,683	\$13,726,627	\$14,484,648	\$123,499	\$5,380,129
2021 Funds Programmed	\$799,570	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,192,403	\$4,556,800	\$14,381,327	\$10,000	\$0	\$41,943,200	\$3,845,103	\$8,930,322	\$0	\$5,476,971
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$30,466,904	\$1,636,402	\$8,886,600	\$0	\$5,575,557
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$11,481,501	\$5,145,775	\$7,375,600	\$0	\$5,675,917
Total	\$35,920,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,761,367	\$10,343,881	\$20,960,822	\$25,000	\$740,993	\$166,099,288	\$24,353,907	\$39,677,170	\$123,499	\$22,108,574

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$2,790,375	\$35,099,179	\$40,074,500	\$26,219,000	\$164,311,047
Federal Discretionary Funding	\$0	\$20,985,822	\$-	\$-	\$-	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,675,557	\$5,675,917	\$22,108,574
Funds from Other Sources (Inc. Local)	\$123,499	\$13,726,627	\$3,845,103	\$1,636,402	\$5,145,775	\$24,477,406
Available Suballocated Funding	\$27,323,332	\$1,254,632	\$6,826,962	\$6,963,501	\$7,102,771	\$49,471,197
TOTAL AVAILABLE FUNDING	\$37,574,824	\$94,137,585	\$51,248,215	\$54,249,960	\$44,143,463	\$281,354,046
Prior Year Funding	\$37,574,824	\$15,789,822	\$6,842,441	\$14,526,938	\$-	\$-
Programmed State and Federal Funding		(\$115,922,586)	(\$60,195,596)	(\$46,565,463)	(\$29,678,793)	(\$262,362,438)
TOTAL REMAINING	\$37,574,824	\$15,789,822	\$6,842,441	\$14,526,938	\$28,991,608	\$28,991,608

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.

Advertising

City Utilities Transit receives over \$100,000 per year on their transit advertising contract. Advertisements are sold on buses, inside the fixed route buses, bus shelters with ad panels, and bus benches.

Utility Ratepayers

The City Utilities Customers for Electric, Gas, Water, and SpringNet provide the local match for public transportation in Springfield, Missouri. The net amount absorbed by the Utility customers varies from year to year based on the amount of budgeted expenditures for operations, maintenance, and capital expenditures.

Human Service Providers

FTA Section 5310 funding is competitively awarded on a regular basis to area Human Service Transportation providers. The 5310 awards are administered by MoDOT as set forth in an MOU and the Program Management Plan. The responsibility is on MoDOT to confirm financial capacity in administering these projects. As part of the application process and in executing vehicle purchase agreements with MoDOT, awardees are required to demonstrate financial capacity for both the match and the maintenance of any vehicle purchased. Sources for this funding depends upon the agency, but projects are not awarded to those agencies who cannot provide the requisite match.

PROJECTED REVENUES

In an effort to demonstrate that the local jurisdictions and agencies are able to fund the projects programmed in the TIP, in addition to maintaining the federal aid system, the following revenue estimates are included. OTO is not using any inflation in these revenue projections as the sources are fuel taxes, sales taxes, and property taxes, rather, the projections are adjusted each year with the revised TIP. The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Transportation Plan 2040*.

STATE AND FEDERAL

Table H.1 Summary	2020	2021	2022	2023	Total
MoDOT State/Federal Funding	\$60,230,000	\$42,020,000	\$43,902,500	\$27,859,000	\$174,011,500
BUILD (2019 Springfield Award)	\$20,960,822	\$0	\$0	\$0	\$0

*Includes Engineering and Rail funding

Table H.2	STBG-Urban	TAP	5307	5310	5339
Carryover Balance through FY2019	\$27,323,331.75	\$853,353.32	\$0	\$555,612	\$2,585,441
Anticipated Allocation FY2020	\$6,693,099.69	\$421,887.06	\$2,717,660	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,826,961.68	\$430,324.80	\$2,772,013	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,963,500.92	\$438,931.30	\$2,827,453	\$295,312	\$403,728
Anticipated Allocation FY2023	\$7,102,770.93	\$447,709.92	\$2,861,385	\$301,218	\$411,803
Total Anticipated Allocation	\$27,586,333.22	\$1,738,853.08	\$11,178,511	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$41,359,042.00)	(\$1,215,847.00)	(\$9,350,178)	(\$1,042,675)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$13,550,622.97	\$1,376,359.40	\$1,828,333	\$682,833	\$1,635,015

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$159,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$198,523.00)	(\$63,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$159,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$231,504.00)	(\$239,302.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36	\$7,248,999.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$290,104.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,574,853.00)	(\$294,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$290,104.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,763,962.45	\$3,623,404.03	\$5,479,715.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	(\$98,554.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,763,962.45	\$3,623,404.03	\$5,479,715.38	\$7,332,840.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$18,227,675.28	\$35,220,498.08	\$55,307,221.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$4,778,893.00)	(\$5,967,383.00)	(\$2,826,285.00)	(\$2,826,285.00)
Amount Available for Local Projects	\$18,227,675.28	\$35,220,498.08	\$55,307,221.86	\$75,345,899.09

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

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 1/15/2020; ITEM II.D.

Federal Functional Classification Change Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Pursuant to §470.105.b listed below, the State of Missouri, in conjunction with OTO, must maintain a functional classification map. This map is different from the Major Thoroughfare Plan, which is part of the Long Range Transportation Plan. The Federal Functional Classification System designates Federal Aid Highways, i.e. those eligible for federal funding.

The following information is a summary of the submitted application materials.

The City of Battlefield has requested the following changes to the federal functional classification system. The application is included.

1) **Azalea Terrace**, from Rt. FF to Cloverdale

Current Functional Classification – Local

Requested Functional Classification – Minor Collector

Major Thoroughfare Plan – Secondary Arterial

Cloverdale Lane, from Farm Road 182 (Plainview) to Azalea Terrace

Current Functional Classification – Local

Requested Functional Classification – Minor Collector

Major Thoroughfare Plan – Collector

Reasoning – Azalea Terrace is an existing Road that terminates at a drainage ditch. It is proposed that a culvert be installed, and the street extended east to connect to Cloverdale. When connected, the street will create a new connection between Highway FF and Plainview Rd in Battlefield. Currently it is estimated that over 250 homes regularly utilize the two streets and it is projected that currently approved plats (built or approved) may contribute over 580 lots to the two streets, especially when Azalea is extended.

TECHNICAL COMMITTEE ACTION REQUESTED:

To make a recommendation to the Board of Directors regarding the proposed changes to the Functional Classification System.

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

“Move to recommend approval of the Functional Classification Change to the Board of Directors.”

OR

“Move to recommend approval of the Functional Classification Change to the Board of Directors with the following changes...”

Functional Classification Change General Area



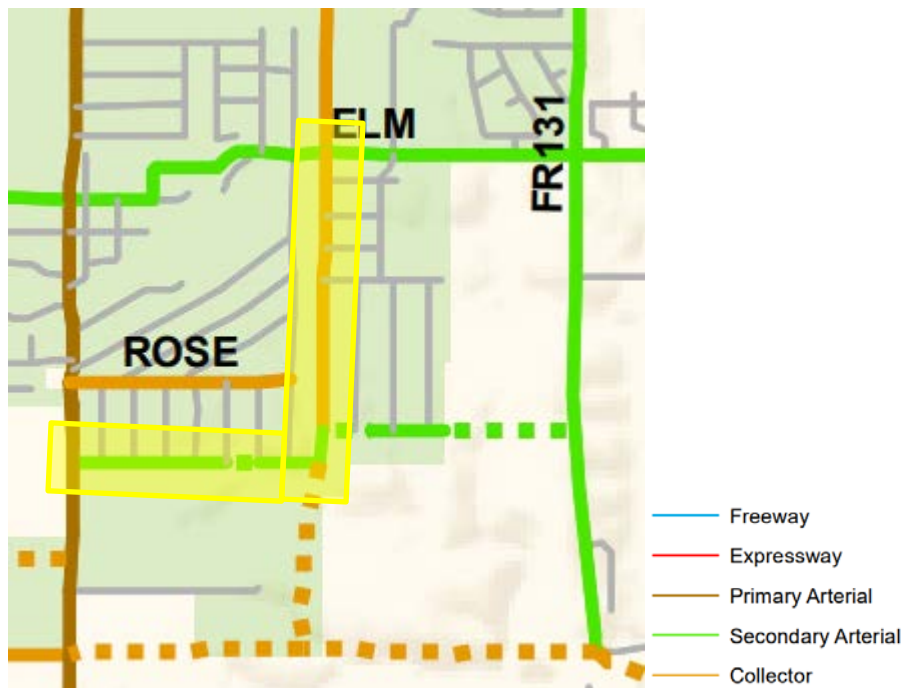
Functional Classification Change

Current Federal Classification



Functional Classification Change

Major Thoroughfare Plan (*Future*)





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

Please use this form to submit a reclassification request for an existing roadway or to classify a planned roadway. To better process your application; please fill out the form completely. Upon completion, save the document and email it to athomason@ozarkstransportation.org or fax it to (417) 862-6013. If you have any questions, please contact Andy Thomason at 865-3047 x 107 or athomason@ozarkstransportation.org.

Functional Reclassification Process (minimum timeframe is 4 months)

- 1. Application.** A general call for applications will be made annually in October.
- 2. Technical Committee.** The request will be heard at the November Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
- 3. Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request, mostly likely in December. If the request is approved, it will be forwarded to MoDOT and FHWA.
- 4. FHWA.** FHWA requires a minimum of 45 days to review the request. A notice of determination will be given to OTO. OTO will forward the notice to the requesting agency.

Application Information

Date: 12.27.19

Frank Schoneboom

Contact Information

Name: Frank Schoneboom

Title: City Administrator

Agency: City of Battlefield

Street Address: 5434 S. Tower Drive

City/State/Zip: Battlefield, MO 65619

Email: cityadmin@battlefieldmo.gov

Phone: 417-883-5840

Fax: 417-883-8189

Roadway Data

Roadway Name: Azalea Terrace and Cloverdale Lane

Termini of Roadway	
From:	State Route FF
To:	Elm Street (Plainview)
Length (miles):	0.51
Number of Lanes:	2
Lane Width:	10.5 existing, 12' proposed (Azalea), 13' (Cloverdale - exist,)
Traffic Volume (AADT):	760 existing (estimated), 1300 proposed (estimated)

Is the roadway existing or a future road? If a future road, describe how the project is committed to locally (provide documentation) and state the anticipated date for the start of construction.

Azalea Terrace is an existing Road that terminates at a drainage. It is proposed that a culvert be installed and the street extended to connect to existing streets to the east.

Classification Change

Type of Area:	Residential
Current Classification:	Local (Residential)
Requested Classification:	Collector Residential

Justification

Explain why the roadway classification should be revised.

Battlefield is a growing community and the project area is bordered by a new development to the south and recent developments to the east. Additional new developments to the south are likely and could include several hundred homes. Currently it is estimated that over 250 homes regularly utilize the streets and it is projected that currently approved plats (built or approved) may contribute over 580 lots to the street if it is extended in addition to any through traffic.

Are there any new developments (residential or commercial) or changes in land usage that will alter the demand on this roadway?

New developments are likely and will increase the need of the proposed street. Vacant lands to the southeast may be developed into hundreds of lots with developable land extending towards Rivercut Subdivision and the City of Springfield.

Will this roadway provide direct access to any points of activity: business parks, industries, shopping centers, etc?

The proposed project will result in a collector route to the Route FF corridor from Plainview Road and to/from numerous residential subdivisions.

Is the demand on this roadway changing or is the existing demand inconsistent with its current classification?

Demand for the roadway is significantly increasing due to developments (current and proposed).

Additional information you would like to include.

Azalea Terrace and Cloverdale are critical to the City as it may provide an east -west route which is currently lacking south of the 3rd Street/Plainview corridor. The proposed streets are utilized by residential traffic, City and Emergency Vehicles. As additional developments occur, the need for this connector will continue to increase as will the amount of destination and through traffic .

TAB 7

TECHNICAL PLANNING COMMITTEE AGENDA 1/15/2020; ITEM II.F

FY 2021 Unified Planning Work Program Subcommittee

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

AGENDA DESCRIPTION:

OTO staff is requesting a Unified Planning Work Program (UPWP) Subcommittee of the Technical Planning Committee be formed to prepare the FY 2021 UPWP. Each year, OTO is required to develop a Unified Planning Work Program (UPWP). The UPWP spells out the activities, including plans and programs, the MPO will undertake during the fiscal year. Work tasks include administration, corridor planning, ridesharing, transportation planning, transit planning, and special studies. This document also outlines the operating budget of OTO.

The UPWP Subcommittee will make a recommendation to the Technical Planning Committee (TPC) and the TPC will make a recommendation to the Board of Directors on adopting the work program.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Staff recommends the Technical Planning Committee appoint a FY 2021 UPWP Subcommittee consisting of three or five members.

TAB 8

01/07/2020

10/08/2019 » Best and Most Popular Transportation Projects Win National Awards


[\(http://aashtonews.wpengine.com/\)](http://aashtonews.wpengine.com/)


WASHINGTON – The American Association of State Highway and Transportation Officials thanked Congress and the President for their bipartisan support for eliminating the \$7.6 billion rescission of Highway Trust Fund contract authority, originally set to occur July 1, 2020.

“On behalf of the 50 state departments of transportation, as well as Puerto Rico and the District of Columbia, that unanimously supported rolling back this rescission, I extend our thanks to the leadership in the House and Senate, committee leaders and their staffs, and the President for removing the threat of disruption and potential delays in the coming construction season,” said Jim Tymon, AASHTO executive director. “The resolution of this issue comes at a time when states are preparing their budgets for the coming construction season, eliminating potential uncertainty that could have delayed important transportation infrastructure investments,” he said.

In his first segment of a new video series on Transportation TV entitled *On Time with Tymon*, AASHTO Executive Director Jim Tymon expresses his gratitude on camera. Watch the segment here: <https://youtu.be/brj1bPEKD4Q> (<https://youtu.be/brj1bPEKD4Q>).

Share this:

 Twitter (<http://aashtonews.wpengine.com/2019/11/22/aashto-applauds-congress-for-saving-billions-for-transportation/?share=twitter&nb=1>)

 Facebook (<http://aashtonews.wpengine.com/2019/11/22/aashto-applauds-congress-for-saving-billions-for-transportation/?share=facebook&nb=1>)

Like this:

Like

Be the first to like this.

CONGRESS ([HTTP://AASHTONEWS.WPENGINE.COM/TAG/CONGRESS/](http://aashtonews.wpengine.com/tag/congress/))

FUNDING ([HTTP://AASHTONEWS.WPENGINE.COM/TAG/FUNDING/](http://aashtonews.wpengine.com/tag/funding/))

RESCISSION ([HTTP://AASHTONEWS.WPENGINE.COM/TAG/RESCISSION/](http://aashtonews.wpengine.com/tag/rescission/))

AASHTO 2018

Groups to host presidential candidate forum to discuss infrastructure

BY MELINA DRUGA (/ABOUT/EDITORIAL-TEAM/#MELINADRUGA) | DECEMBER 23, 2019 | FEDERAL
([HTTPS://TRANSPORTATIONTODAYNEWS.COM/POLICY/FEDERAL/](https://transportationtodaynews.com/policy/federal/))

A group of seven associations and labor groups will host a 2020 Presidential Candidate Forum focused on infrastructure Feb. 1-3 at the University of Nevada in Las Vegas.

The purpose of the forum is to give candidates an opportunity to address infrastructure challenges and to present their infrastructure plans.

“Deteriorating infrastructure is not only impeding our ability to compete in a thriving economy, but it is also holding back advances to prepare us for the future,” Tom Smith, American Society of Civil Engineers executive director, said. “In addition, each American family is losing \$3,400 in disposable income each year – more than \$9 a day – due to poor infrastructure. Modernizing our infrastructure is one of the only areas today where there is bipartisan agreement, and Americans want to hear from the candidates on their ideas to improve our roads and bridges, drinking and wastewater systems, electric grid and more. I look forward to a thoughtful discussion on where we go from here.”



The forum also is hosted by the American Public Transportation Association, the American Road and Transportation Builders Association, the Association of Equipment Manufacturers, the International Union of Operating Engineers, the Transportation Workers Union, and the Value of Water Campaign.

← U.S. Department of Transportation seeks public input on potential rural transportation targets

(<https://transportationtodaynews.com/news/16438-u-s-department-of-transportation-seeks-public-input-on-potential-rural-transportation-targets/>)

AAA issues winter outlook for gasoline prices → (<https://transportationtodaynews.com/news/16446-aaa-issues-winter-outlook-for-gasoline-prices/>)

Receive Weekly News Summary

Email *

Please review our Privacy Policy (</privacy-policy/>) before submitting.

SUBSCRIBE!

Investment News

JetBlue becomes first major US airline to commit to fighting CO2 emissions on domestic flights (<https://transportationtodaynews.com/news/16545-jetblue-becomes-first-major-us-airline-to-commit-to-fighting-co2-emissions-on-domestic-flights/>)

Badger State Ethanol reaches billion-gallon ethanol benchmark, earns Renewable Fuels Association praise (<https://transportationtodaynews.com/news/16541-badger-state-ethanol-reaches-billion-gallon-ethanol-benchmark-earns-renewable-fuels-association-praise/>)

California awards contract for SR 99 project (<https://transportationtodaynews.com/news/16537-california-awards-contract-for-sr-99-project/>)

Sen. McSally, Rep. Stanton push for speedy development of Arizona's I-11 (<https://transportationtodaynews.com/news/16525-sen-mcsally-rep-stanton-push-for-speedy-development-of-arizonas-i-11/>)

Nebraska awards contract for Lincoln South Beltway (<https://transportationtodaynews.com/news/16521-nebraska-awards-contract-for-lincoln-south-beltway/>)

Most Read Last 7 Days

Nebraska awards contract for Lincoln South Beltway (<https://transportationtodaynews.com/news/16521-nebraska-awards-contract-for-lincoln-south-beltway/>)

Virginia to replace roadside lighting with energy-efficient bulbs (<https://transportationtodaynews.com/news/16493-virginia-to-replace-roadside-lighting-with-energy-efficient-bulbs/>)

Honolulu Harbor enters Phase 2 of efficiency, capacity project (<https://transportationtodaynews.com/news/16501-honolulu-harbor-enters-phase-2-of-efficiency-capacity-project/>)

Oklahoma gets green light for \$6.5 bln, 8-yr highway plan with emphasis on safety (<https://transportationtodaynews.com/news/15889-oklahoma-gets-green-light-for-6-5-bln-8-yr-highway-plan-with-emphasis-on-safety/>)

Year ends with gasoline prices 31 cents higher than 2018

(<https://transportationtodaynews.com/news/16497-year-ends-with-gasoline-prices-31-cents-higher-than-2018/>)

US traffic deaths down for eighth consecutive quarter

(<https://transportationtodaynews.com/news/16462-us-traffic-deaths-down-for-eighth-consecutive-quarter/>)

Legislation would allow states to sell toll credits (<https://transportationtodaynews.com/news/16219-legislation-would-allow-states-to-sell-toll-credits/>)

Transportation associations lobby for federal investment into automated work zone enforcement (<https://transportationtodaynews.com/news/16477-transportation-associations-lobby-for-federal-investment-into-automated-work-zone-enforcement/>)

Minnesota DOT awards \$18M for five state highway projects

(<https://transportationtodaynews.com/news/16505-minnesota-dot-awards-18m-for-five-state-highway-projects/>)

ARTBA projects growth in U.S. transportation infrastructure investment in 2020

(<https://transportationtodaynews.com/news/16471-artba-projects-growth-in-u-s-transportation-infrastructure-investment-in-2020/>)

[Home](#) [Air \(https://transportationtodaynews.com/air/\)](https://transportationtodaynews.com/air/) [Road \(https://transportationtodaynews.com/road/\)](https://transportationtodaynews.com/road/)

[Rail \(https://transportationtodaynews.com/rail/\)](https://transportationtodaynews.com/rail/) [Maritime \(https://transportationtodaynews.com/maritime/\)](https://transportationtodaynews.com/maritime/)

[About \(https://transportationtodaynews.com/about/\)](https://transportationtodaynews.com/about/) [Contact \(https://transportationtodaynews.com/contact/\)](https://transportationtodaynews.com/contact/)

[Privacy Policy \(https://transportationtodaynews.com/privacy-policy/\)](https://transportationtodaynews.com/privacy-policy/)

[Terms of Use \(https://transportationtodaynews.com/terms-of-use/\)](https://transportationtodaynews.com/terms-of-use/) [Sitemap \(/sitemap_index.xml\)](/sitemap_index.xml)

Copyright © 2020 Transportation Today News. All Rights Reserved.




CIVIC

Kansas City Bets On Free Bus Fares to Address Inequality

Missouri's largest city took the historic step of eliminating bus fares. Will other metro areas follow suit?

By Trevor Bach Contributor

Dec. 17, 2019, at 1:57 p.m.

On Dec. 5, council members voted unanimously to eliminate all city bus fares beginning next year, a move that will make Kansas City, traditionally known more for jazz and barbecue than progressive urban planning, the first major city in the country to provide free public transit.  (GETTY IMAGES)

KANSAS CITY IS BOOMING. The largest city in [Missouri](#) boasts a growing downtown, bolstered by an [\\$850 million entertainment district](#) and revived arts scene. The city's [rapidly expanding tech sector](#) has attracted 5G infrastructure and rumors of Hyperloop. But Kansas City, like most

large American metro areas, is also defined by a stark inequality: In tony Sunset Hill, a few miles south of downtown, the median household income exceeds \$250,000. In some neighborhoods on the city's majority black east side, it's under \$15,000. A [report](#) found one area on the east side supported barely two jobs for every 10 residents.

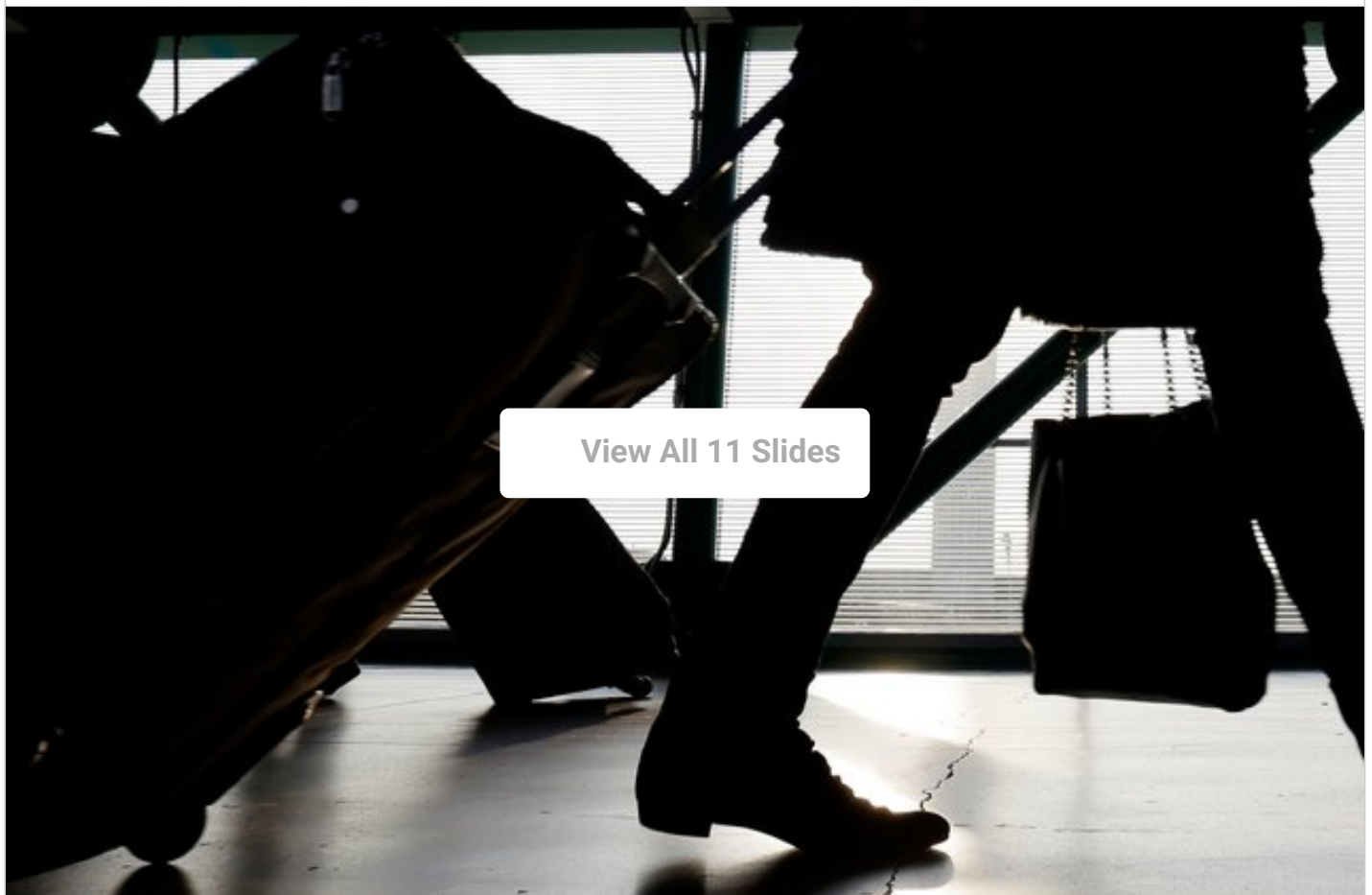
[**READ:** [U.S. Cities Play Catch-Up on High-Speed Rail](#)]




Now the city is taking a historic step intended to help level the playing field: On Dec. 5, council members voted unanimously to eliminate all city bus fares beginning next year, a move that will make Kansas City, traditionally known more for jazz and barbecue than progressive urban planning, the first major city in the country to provide free public transit.

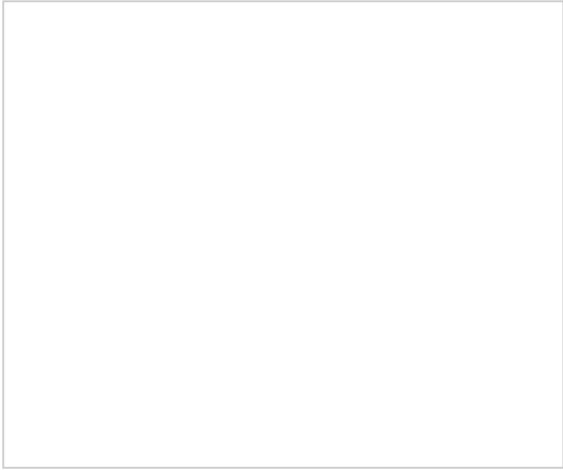
"I don't know of anything else we could do that would affect so many people's lives so fast," says Robbie Makinen, president and CEO of the Kansas City Area Transportation Authority.

Best Cities for Public Transportation



[View All 11 Slides](#)

Free public transit is not an entirely new concept. Hundreds of cities around the world have systems that may be free at certain times of day or for certain groups, like seniors or students. In 2013, following a public referendum, Tallinn, [Estonia](#), a city of some 400,000 connected by a network of buses, trolleys and trams, made all public transit free to city residents (but not visitors). Dunkirk, [France](#), population 90,000, made its buses free last fall, and promptly saw [drastically reduced car traffic](#). The tiny country of [Luxembourg](#), with  notoriously congested capital, is set to make its public transit system free in March 2020.



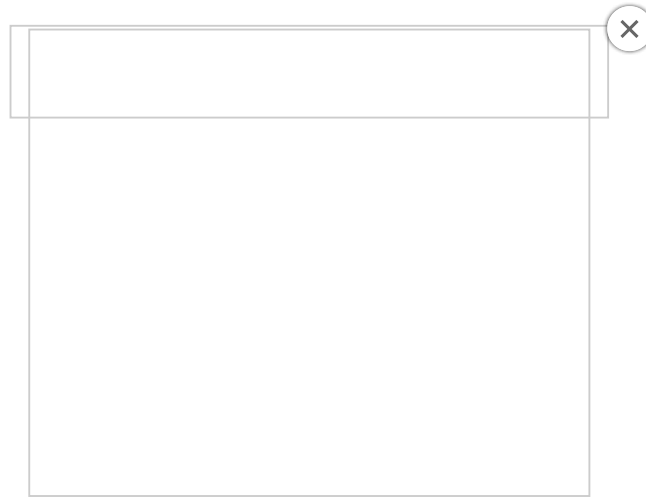
In the United States, major universities often offer free cross-town rides for students and faculty, and some small towns have also completely eliminated fares. Chapel Hill, [North Carolina](#), a progressive college town, made its bus network free in 2002, in part because officials realized only a small portion of its revenue was actually coming from onboard fare collection; the majority was already effectively being subsidized by the University of North Carolina.

"We look at it as a pre-paid fare program," Brian Litchfield, then-interim director of Chapel Hill Transit, [told CityLab in 2013](#). "The university is paying for all their employees and students to ride. The town of Chapel Hill and Carrboro are pre-paying their fares via property tax and vehicle registration fee." But in the decade after the city introduced the program as part of a broader urban development strategy, annual ridership had more than doubled.

[**READ:** [A Look Inside the Most Crowded Transit Lines in the World](#)]

Kansas City, the anchor of a metro area with a population of more than 2 million, represents a new scale. The effort, says Adie Tomer, who leads the Brookings Institute's Metropolitan Infrastructure Initiative, amounts to a kind of exciting experiment. Other major American metro areas, he suspects, are watching Kansas City and likely already performing their own

calculations on eliminating fares: Especially for cities facing acute affordability crises, the idea of eliminating transit fares – typically a small portion of revenue that can be made up through millages or other measures that distribute the same costs more evenly among residents – becomes increasingly politically salient.



"It's not really a transport issue at all," Tomer says. "It's about making sure people can get around so that they are full participants in the regional economy and regional society."

Kansas City began moving toward free fares over two years ago, by introducing free rides for veterans and then for students. Both of those programs, says Makinen with the Kansas City Area Transportation Authority, proved to be successful despite cries from critics about overloading the system or increased safety risks. After evaluating the bus system's finances, the agency realized less than 10% of its revenue came from ticket sales, an amount that equates to some \$8 million annually. The Dec. 5 resolution, also endorsed by the mayor, directs the city manager to make up the difference in the city budget.

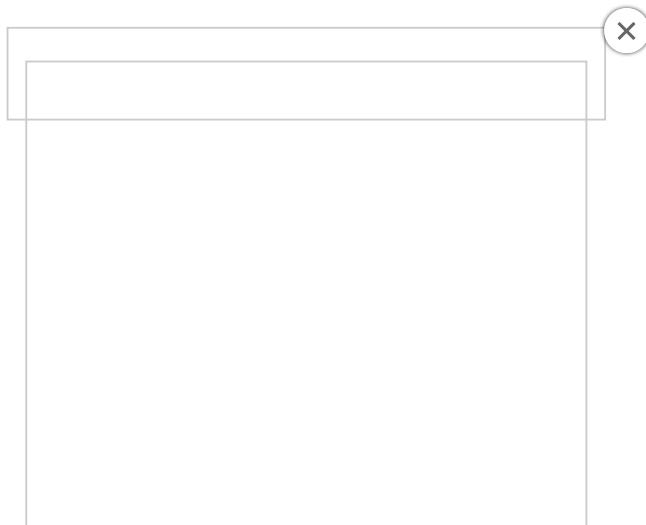
The proposal's backers argue the economic benefit gained from removing fares is expected to far exceed lost revenue. Removing fares is expected to save some families thousands of dollars per year, money that gets cycled back into the local economy; Makinen points to an impact study from the University of Missouri–Kansas City that found the measure could boost regional GDP by as much as \$18 million, including some \$680,000 in state and local taxes.

[**MORE:** [The Cities With the Most to Gain From Shared Bikes, Scooters](#)]

Along with the obvious benefits of reduced emissions and less congested streets, a fareless system also saves time, he points out, because drivers don't have to handle change, and makes bus travel safer, because most conflicts stem from disputes over payment. But really, argues

Makinen, the initiative is about expanding opportunity, and reimagining the role public transit plays within the fabric of urban life.

"We got to stop acting like we're in the profit business, because we're not," he says. "We're in the people business. It's our job to take care of people, and this is doing that."



Trevor Bach, Contributor

Trevor Bach is a journalist based in Detroit. Follow him on [Twitter](#).

Tags: Missouri, transportation, infrastructure, urban planning

Custom Promotional Pens

Did You Know Promotional Items Are One of The Most Effective Ways To Advertise Your Brand?

pens.com

Missouri's Focus on Bridges Program reopens first project to traffic

BY CHRIS GALFORD (/ABOUT/EDITORIAL-TEAM/#CHRISGALFORD) | DECEMBER 27, 2019 | FEATURED (HTTPS://TRANSPORTATIONTODAYNEWS.COM/FEATURED/)

Missouri's Focus on Bridges program, initiated by Gov. Mike Parson, officially finished its first project last week, reopening a new Route 72 bridge after six months of work.

While the bridge is far from finished, one lane of traffic will now be able to cross it. Full completion is not expected until spring, under the current predictions of the contractor, Robertson Contractors. The Route 72 project consists of a new bridge being built alongside its forebear. One lane of traffic with temporary signals at each end was to be finished, under contract, by mid-December.

The bridge, which runs over Stouts Creek in Iron County, was selected as the first project due to its exceptionally poor condition. It was so bad the Missouri Department of Transportation did not want it carrying traffic in winter.



Alpha Soft Touch
Pen with Stylus

50 for **\$44.50**
+ Free Shipping

ORDER NOW



The Route 72 bridge is one of the six projects currently underway as part of the Focus on Bridges program. In all, it will repair or replace 250 of the state's bridges in the poorest condition. A \$50 million appropriation from general revenue got the program started, but federal grants and bonding revenue have helped grow it from there.

← Maryland Congressional members urge more information on transportation projects (<https://transportationtodaynews.com/news/16454-maryland-congressional-members-urge-more-information-on-transportation-projects/>)

US traffic deaths down for eighth consecutive quarter → (<https://transportationtodaynews.com/news/16462-us-traffic-deaths-down-for-eighth-consecutive-quarter/>)

Receive Weekly News Summary

Please review our Privacy Policy (</privacy-policy/>) before submitting.

SUBSCRIBE!

Investment News

JetBlue becomes first major US airline to commit to fighting CO2 emissions on domestic flights

(<https://transportationtodaynews.com/news/16545-jetblue-becomes-first-major-us-airline-to-commit-to-fighting-co2-emissions-on-domestic-flights/>)

Badger State Ethanol reaches billion-gallon ethanol benchmark, earns Renewable Fuels Association praise

(<https://transportationtodaynews.com/news/16541-badger-state-ethanol-reaches-billion-gallon-ethanol-benchmark-earns-renewable-fuels-association-praise/>)

California awards contract for SR 99 project (<https://transportationtodaynews.com/news/16537-california-awards-contract-for-sr-99-project/>)

Sen. McSally, Rep. Stanton push for speedy development of Arizona's I-11 (<https://transportationtodaynews.com/news/16525-sen-mcsally-rep-stanton-push-for-speedy-development-of-arizonas-i-11/>)

Nebraska awards contract for Lincoln South Beltway (<https://transportationtodaynews.com/news/16521-nebraska-awards-contract-for-lincoln-south-beltway/>)

Most Read Last 7 Days

Nebraska awards contract for Lincoln South Beltway (<https://transportationtodaynews.com/news/16521-nebraska-awards-contract-for-lincoln-south-beltway/>)

Virginia to replace roadside lighting with energy-efficient bulbs (<https://transportationtodaynews.com/news/16493-virginia-to-replace-roadside-lighting-with-energy-efficient-bulbs/>)

Honolulu Harbor enters Phase 2 of efficiency, capacity project (<https://transportationtodaynews.com/news/16501-honolulu-harbor-enters-phase-2-of-efficiency-capacity-project/>)

Oklahoma gets green light for \$6.5 bln, 8-yr highway plan with emphasis on safety (<https://transportationtodaynews.com/news/15889-oklahoma-gets-green-light-for-6-5-bln-8-yr-highway-plan-with-emphasis-on-safety/>)

Year ends with gasoline prices 31 cents higher than 2018 (<https://transportationtodaynews.com/news/16497-year-ends-with-gasoline-prices-31-cents-higher-than-2018/>)

US traffic deaths down for eighth consecutive quarter (<https://transportationtodaynews.com/news/16462-us-traffic-deaths-down-for-eighth-consecutive-quarter/>)

Legislation would allow states to sell toll credits (<https://transportationtodaynews.com/news/16219-legislation-would-allow-states-to-sell-toll-credits/>)

Transportation associations lobby for federal investment into automated work zone enforcement (<https://transportationtodaynews.com/news/16477-transportation-associations-lobby-for-federal-investment-into-automated-work-zone-enforcement/>)

Minnesota DOT awards \$18M for five state highway projects (<https://transportationtodaynews.com/news/16505-minnesota-dot-awards-18m-for-five-state-highway-projects/>)

ARTBA projects growth in U.S. transportation infrastructure investment in 2020 (<https://transportationtodaynews.com/news/16471-artba-projects-growth-in-u-s-transportation-infrastructure-investment-in-2020/>)

January 7, 2020

1:56 pm » Growth Projected for Transportation Projects, but Costs a Challenge

[\(https://aashtojournal.org/\)](https://aashtojournal.org/)

The National Highway Traffic Safety Administration noted on December 20 that highway crash fatalities for the first nine months of 2019 declined by 2.2 percent compared to the first nine months of 2018; a trend that made the third quarter of 2019 the eighth consecutive year-to-year quarterly decline in fatalities since the fourth quarter of 2017.

[Above photo by the Missouri DOT]

Concurrently, preliminary data from the Federal Highway Administration indicated that vehicle miles traveled or VMT during the first nine months of 2019 increased by approximately 24 billion miles, or roughly one percent, versus the same period in 2018. As a result, the fatality rate for the first nine

months of 2019 decreased to 1.10 fatalities per 100 million VMT, down from the 1.13 fatalities in the first nine months of 2018, NHTSA said.

That corresponds to a year-over-year decline (<https://aashtojournal.org/2019/10/25/nhtsa-traffic-fatalities-declined-in-2018-even-as-vmt-increased/>) in fatalities the agency noted from 2017 to 2018. NHTSA's data indicated that overall highway crash fatalities declined 2.4 percent in 2018 – dropping to 36,560 deaths from 37,473 in 2017 – with the fatality rate per 100 million vehicle miles traveled decreasing by 3.4 percent; from 1.17 in 2017 to 1.13 in 2018, the lowest fatality rate since 2014.



Photo by the Missouri DOT

Those trends also dovetail with the goal of the 'Toward Zero Deaths' coalition – which the American Association of State Highway and Transportation Officials joined nearly five years ago (<https://news.transportation.org/Pages/031315zero.aspx>) – to eliminate U.S. roadway fatalities.

Reducing highway fatalities and injuries is also an emphasis area of Patrick McKenna, director of the Missouri Department of Transportation and AASHTO's 2019-2020 president.



Patrick McKenna. Photo by MoDOT.

"Despite tremendous advances in technology and millions invested in [driver] education, the annual loss of life on our nation's roads is staggering," he explained upon his election (<https://aashtojournal.org/2019/10/11/transportation-safety-funding-will-be-emphasis-areas-for-new-aashto-president/>) as AASHTO's president at the organization's annual meeting in October 2019.

McKenna noted that AASHTO will continue its role in the Towards Zero Deaths and Vision Zero national coalitions while "facilitating a conversation" with state DOTs and local communities to consider ways to deploy "innovative infrastructure designs and technologies" to more safely accommodate pedestrians, bicyclists, and scooter users.

NHTSA Acting Administrator James Owens added in a statement (<https://www.nhtsa.gov/press-releases/roadway-fatality-reduction-nine-months-2019>) that “dangerous actions continue to plague drivers,” such as speeding, distraction, and driving under the influence of drugs or alcohol.

“The path forward calls for a combination of policies, research, and action that requires committed and sustained effort from state, local, and Federal governments; and from highway safety partners, schools, and communities – all committed to reducing fatalities on our nation’s roads,” he added.

To that end, Mike Tooley – director of the Montana Department of Transportation and chairman of AASHTO’s Committee on Safety – explained in a recent video that state DOTs can engage in several key strategies to help reduce highway fatalities and injuries; hopefully one day eradicating them altogether.



James Owens

Mission to Zero Deaths: Mike Tooley Dir. of the Montana DOT and Chair of AA...



Share this:

Self-Driving Scooters May Soon Hit City Sidewalks

A San Francisco-based startup has developed technology that it hopes will make finding an electric scooter a whole lot easier.

By Gaby Galvin, Staff Writer Oct. 16, 2019



In a blog post about the self-driving electric scooters, Tortoise's co-founders Dmitry Shevelenko and David Graham said "...they'll now come right to you." 📷 (FREDERIC J. BROWN/AFP/GETTY IMAGES)

SELF-DRIVING ELECTRIC scooters may soon be coming to a city near you.

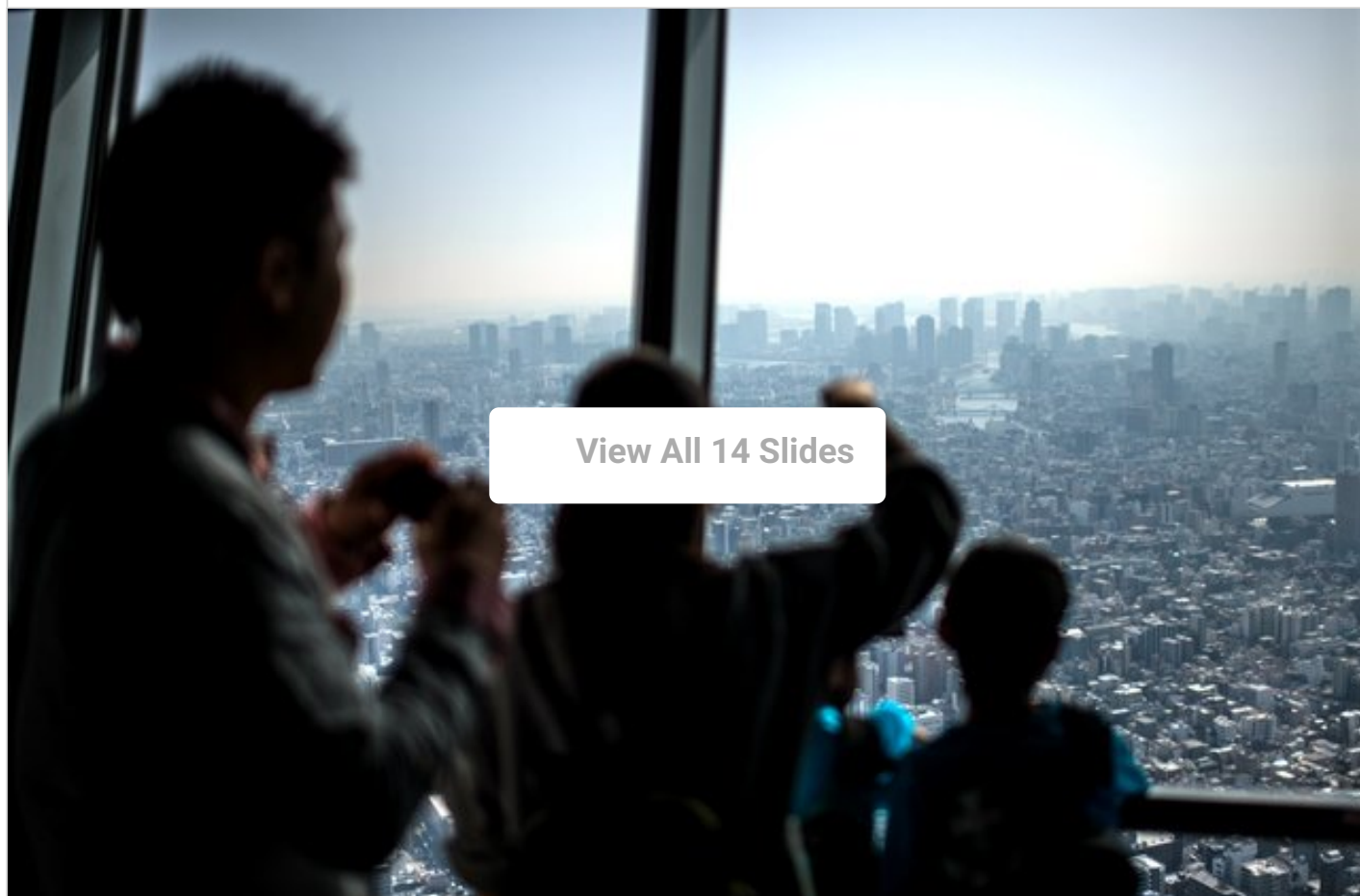
[Tortoise](#), a new San Francisco-based startup, isn't releasing new electric scooters or eliminating the need for riders to steer. But they've developed technology that allows scooters to slowly drive themselves to pickup spots and charging stations – something

[**READ:** [The Cities With the Most to Gain From Shared Bikes, Scooters](#)]

Electric scooters, dockless bikes and other "micromobility" transportation options have inundated U.S. cities in the last two years, but critics argue they can clutter city sidewalks, aren't accessible in many communities and can be [costly](#) for companies to keep on the road. Those are the problems Tortoise says it can solve.

"The days of going on a wild-goose chase to find an electric scooter or bike are over, because they'll now come right to you," Tortoise's co-founders Dmitry Shevelenko and David Graham [said in a blog post](#).

The World's Largest Cities



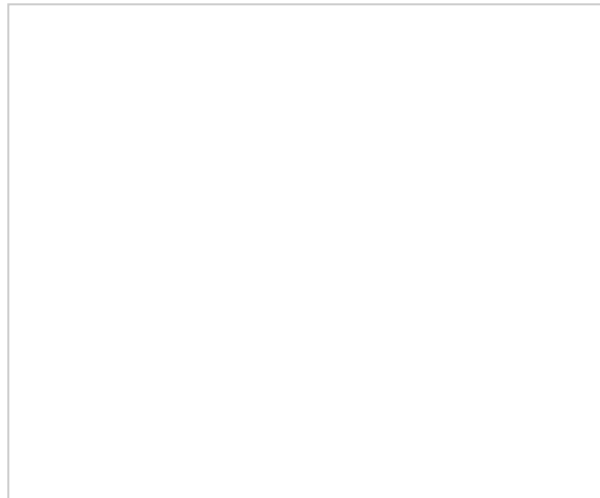


speed autonomous capabilities later on. Tests are set to begin [next month](#) in Peachtree Corners, Georgia – a suburb of Atlanta with more than 43,000 residents – and the company views suburbs as particularly promising areas for this type of "automated repositioning," [according to the Verge](#).

"If you're in a suburb and you leave a scooter outside your house, the likelihood that it will be useful to anybody else but you is pretty much nil," Shevelenko, a former Uber executive, told the Verge.

[**COMMENTARY:** [The Case for Electric Scooters](#)]

But the company's growth could be hindered by suburban and city leaders. State and local [regulatory hurdles](#) have accompanied the rapid growth of electric scooters and bikes, with some cities – including [Tucker, Georgia](#), another Atlanta suburb just a few miles south of Peachtree Corners – choosing to ban them outright.



For now, Tortoise will only reposition scooters along routes that cities have pre-approved, [according to TechCrunch](#). The company joins a handful of others, including [Charge in New York](#) and [ScootScoop in San Diego](#), looking to tackle the logistical issues that come with the rapid influx of scooters and other micromobility vehicles in U.S. cities.

States Hike Fees for Electric Vehicle Owners in 2020

At least eight states are imposing new or higher registration fees.

By Casey Leins, Staff Writer Dec. 30, 2019

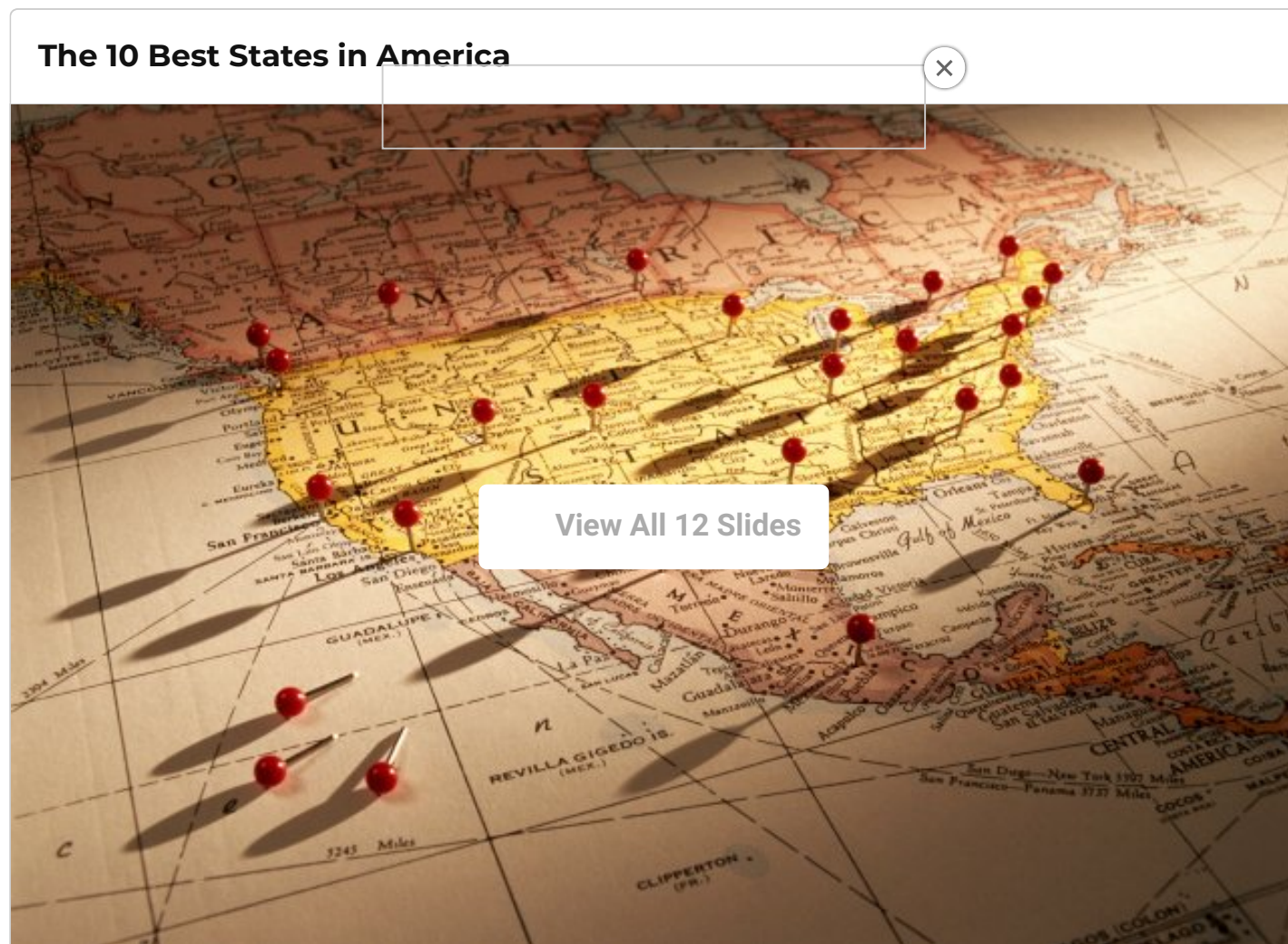


 (GETTY IMAGES)

AT LEAST EIGHT STATES will enforce new or higher registration fees for electric vehicle owners starting Wednesday in an effort to offset lost revenue from gas taxes.

These states are [Alabama](#), [California](#), [Illinois](#), [Iowa](#), [Kansas](#), [Ohio](#), [Oregon](#) and [Utah](#), according to the [Associated Press](#).

The fees, which range from \$50 in Kansas to \$200 in Alabama and Ohio, are meant to help fund the states' infrastructure, which relies heavily on gas taxes. States have seen gas taxes fall over recent years due to cars' better gas mileage and an increase in electric vehicle usage.



While some think that states are being reasonable with the new fees, which they claim are less expensive than what vehicle owners pay each year for fuel taxes, others like electric vehicle advocate Neda Deylami call the fees a "kind of a blanket penalty for anyone who chooses to go electric."

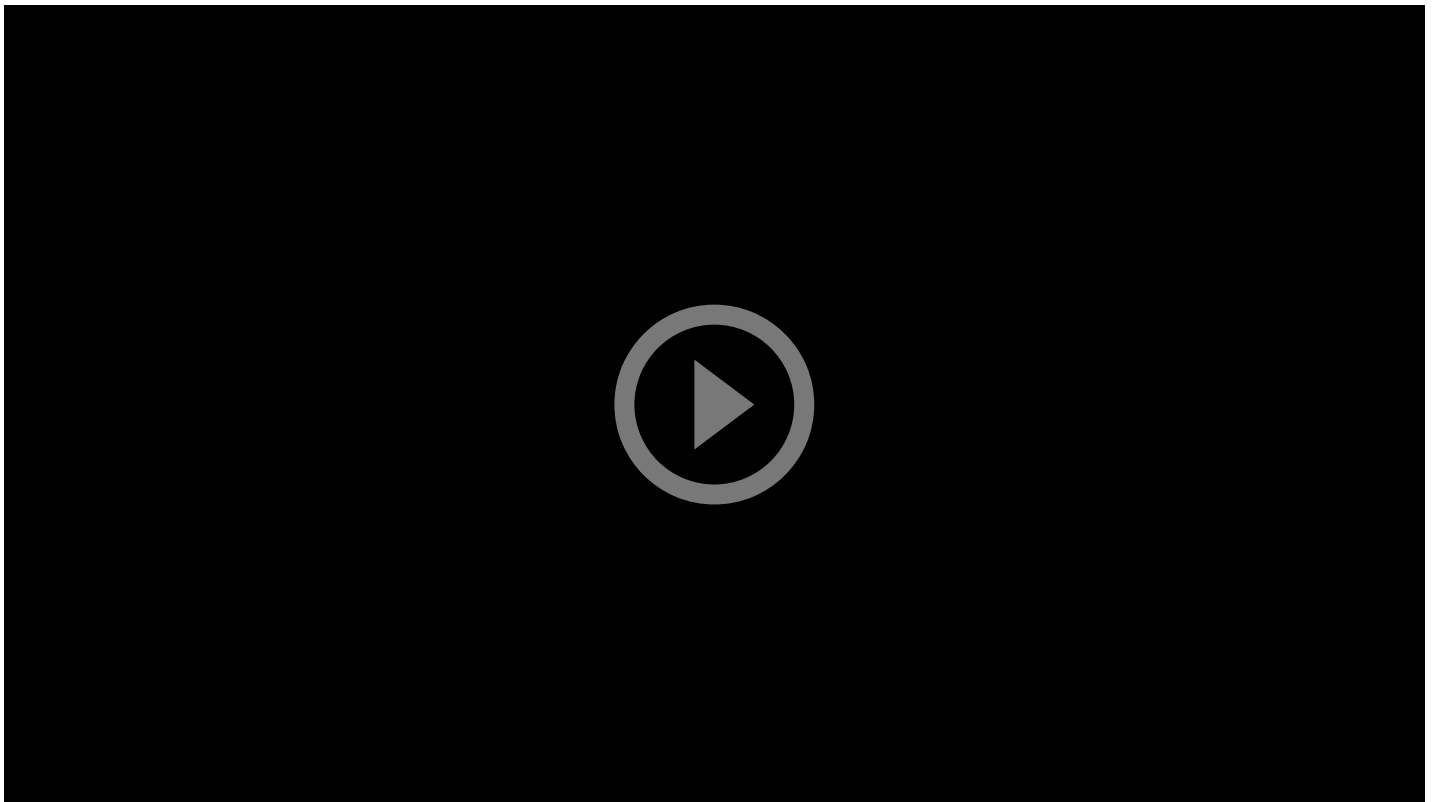
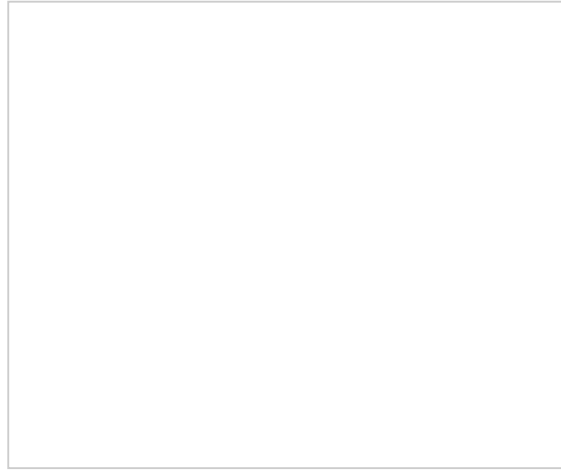
California, which is responsible for nearly half of the nation's electric vehicle sales, will charge electric vehicle owners a \$100 fee starting July 1.

In Alabama, a quarter of the state's \$200 fee for electric vehicles and \$100 fee for plug-in hybrids will be allocated for electric charging infrastructure.

Electric vehicle owners in Oregon and Utah, on the other hand, will have a choice between paying a higher registration fee or paying a fee for every mile they drive.

"It's a way for those users to pay and help maintain the roads they use, because right now they are not helping pay for that through the gas tax," Tiffany Pocock, Road Charge Program manager for the Utah Department of Transportation, told the [Salt Lake Tribune](#).

In Utah, program participants will pay 1.5 cents per mile, but they won't be charged more than they would pay for a registration fee, which will be \$90 for electric vehicles and \$39 for plug-in hybrids in 2020.



Casey Leins, Staff Writer

Casey Leins is a staff writer for the Best States section of U.S. News & World Report, where ... **READ MORE »**

Computers Up for a Challenge

Fanless computers that prevent data center failure with Hardshell™ Fanless Technology

OnLogic

U.S. Department of Transportation seeks public input on potential rural transportation targets

BY CHRIS GALFORD (/ABOUT/EDITORIAL-TEAM/#CHRISGALFORD) | DECEMBER 23, 2019 | FEDERAL
([HTTPS://TRANSPORTATIONTODAYNEWS.COM/POLICY/FEDERAL/](https://transportationtodaynews.com/policy/federal/))

The U.S. Department of Transportation (USDOT) last week released a request for information to the public, seeking greater insights into rural transportation, including challenges to its infrastructure and how to better it.

The request falls under the department's Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative, which seeks to address national transportation challenges through rural support. Its goals are to help rural stakeholders better understand and access USDOT grants and financing, as well as to develop data-driven approaches that better target the necessities of rural transportation projects.

"We want to hear from rural communities how the Department of Transportation can better support their critical transportation infrastructure," U.S. Transportation Secretary Elaine Chao said.



Excel + Tableau: A Beautiful Partnership

GET THE WHITEPAPER

Chao previously ordered the USDOT to create an internal deliberative body to oversee the initiative, known as the ROUTES Council. It is led by the Acting Under Secretary of Transportation for Policy, Joel Szabat.

“In addition to the data and experience DOT already has, the ROUTES Council will review and use public input to guide the evaluation of rural projects and improve funding options,” Szabat said.

The USDOT reports that although only one-fifth of Americans live within the rural United States, they host a disproportionately large segment of traffic deaths: 46 percent of these deaths occurred on rural roads in 2018. Further, the department notes the stress road maintenance puts on smaller, rural communities' limited resources, despite those routes making up 70 percent of the nation's roadways.

The USDOT seeks input on concerns about this infrastructure's safety, condition, and usage, as well as experiences with the department's grant and finance programs.

← Virginia, CSX agree to \$3.7B investment plan for Commonwealth's rail lines

(<https://transportationtodaynews.com/news/16434-virginia-csx-agree-to-3-7b-investment-plan-for-commonwealths-rail-lines/>)

Groups to host presidential candidate forum to discuss infrastructure →

(<https://transportationtodaynews.com/news/16442-groups-to-host-presidential-candidate-forum-to-discuss-infrastructure/>)

Receive Weekly News Summary

Please review our Privacy Policy (</privacy-policy/>) before submitting.

SUBSCRIBE!

Investment News

JetBlue becomes first major US airline to commit to fighting CO2 emissions on domestic flights

(<https://transportationtodaynews.com/news/16545-jetblue-becomes-first-major-us-airline-to-commit-to-fighting-co2-emissions-on-domestic-flights/>)

Badger State Ethanol reaches billion-gallon ethanol benchmark, earns Renewable Fuels Association praise (<https://transportationtodaynews.com/news/16541-badger-state-ethanol-reaches-billion-gallon-ethanol-benchmark-earns-renewable-fuels-association-praise/>)

California awards contract for SR 99 project (<https://transportationtodaynews.com/news/16537-california-awards-contract-for-sr-99-project/>)

Sen. McSally, Rep. Stanton push for speedy development of Arizona's I-11

(<https://transportationtodaynews.com/news/16525-sen-mcsally-rep-stanton-push-for-speedy-development-of-arizonas-i-11/>)

Nebraska awards contract for Lincoln South Beltway

(<https://transportationtodaynews.com/news/16521-nebraska-awards-contract-for-lincoln-south-beltway/>)

Most Read Last 7 Days

Nebraska awards contract for Lincoln South Beltway

(<https://transportationtodaynews.com/news/16521-nebraska-awards-contract-for-lincoln-south-beltway/>)

Virginia to replace roadside lighting with energy-efficient bulbs

(<https://transportationtodaynews.com/news/16493-virginia-to-replace-roadside-lighting-with-energy-efficient-bulbs/>)

Honolulu Harbor enters Phase 2 of efficiency, capacity project

(<https://transportationtodaynews.com/news/16501-honolulu-harbor-enters-phase-2-of-efficiency-capacity-project/>)

Oklahoma gets green light for \$6.5 bln, 8-yr highway plan with emphasis on safety

(<https://transportationtodaynews.com/news/15889-oklahoma-gets-green-light-for-6-5-bln-8-yr-highway-plan-with-emphasis-on-safety/>)

Year ends with gasoline prices 31 cents higher than 2018

(<https://transportationtodaynews.com/news/16497-year-ends-with-gasoline-prices-31-cents-higher-than-2018/>)

US traffic deaths down for eighth consecutive quarter

(<https://transportationtodaynews.com/news/16462-us-traffic-deaths-down-for-eighth-consecutive-quarter/>)

Legislation would allow states to sell toll credits (<https://transportationtodaynews.com/news/16219-legislation-would-allow-states-to-sell-toll-credits/>)

Transportation associations lobby for federal investment into automated work zone enforcement

(<https://transportationtodaynews.com/news/16477-transportation-associations-lobby-for-federal-investment-into-automated-work-zone-enforcement/>)

Minnesota DOT awards \$18M for five state highway projects

(<https://transportationtodaynews.com/news/16505-minnesota-dot-awards-18m-for-five-state->

highway-projects/)

ARTBA projects growth in U.S. transportation infrastructure investment in 2020

(<https://transportationtodaynews.com/news/16471-artba-projects-growth-in-u-s-transportation-infrastructure-investment-in-2020/>)

Home Air (<https://transportationtodaynews.com/air/>) Road (<https://transportationtodaynews.com/road/>)

Rail (<https://transportationtodaynews.com/rail/>) Maritime (<https://transportationtodaynews.com/maritime/>)

About (<https://transportationtodaynews.com/about/>) Contact (<https://transportationtodaynews.com/contact/>)

Privacy Policy (<https://transportationtodaynews.com/privacy-policy/>)

Terms of Use (<https://transportationtodaynews.com/terms-of-use/>) Sitemap (/sitemap_index.xml)

Copyright © 2020 Transportation Today News. All Rights Reserved.