



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

MARCH 18, 2021
12:00 - 1:30 PM

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



OT OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

March 18, 2021

12:00 – 1:30 p.m.

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

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

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

and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

(2 minutes/Lear)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of December 17, 2020 Minutes and January 21, 2021 E-Meeting Minutes ... Tab 1

(2 minutes/Lear)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2

(5 minutes/Lear)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on March 17th to comment@ozarkstransportation.org or at www.giveusyourinput.com. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

E. Executive Director's Report

(10 minutes/Fields)

A review of staff activities since the last Board of Directors meeting will be given.

F. MoDOT Update

(10 minutes/MoDOT)

A MoDOT Staff member will give an update of MoDOT activities.

G. Legislative Reports

(10 minutes/Lear)

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

II. New Business

- A. **Financial Statements for 2nd Quarter 2020-2021 Budget Year** Tab 3
(10 minutes/Fields)

Staff will present the second quarter financial statements.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ACCEPT THE SECOND QUARTER
FINANCIAL STATEMENTS**

- B. **UPWP Administrative Modification One** Tab 4
(5 minutes/Fields)

An administrative modification has been approved for the UPWP. This modification moves funds from In-Kind Meeting expense to MoDOT Direct Costs to reflect the projected year-end billed expenses.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- C. **OTO Growth Trends** Tab 5
(10 minutes/Faucett)

Staff will present highlights of the OTO Growth Trends Report.

NO ACTION REQUIRED – INFORMATIONAL ONLY

- D. **FY 2020-2023 TIP Administrative Modification Number Eight** Tab 6
(5 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

- E. **Amendment Number Nine to the FY 2020-2023 TIP** Tab 7
(5 minutes/Longpine)

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

**BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE AMENDMENT NUMBER NINE
TO THE FY 2020-2023 TIP**

- F. ***Destination 2045* Update**..... Tab 8
(10 minutes/Longpine)

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

NO ACTION REQUIRED – INFORMATIONAL ONLY

III. Other Business

- A. **Board of Directors Member Announcements**
(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. Transportation Issues for Board of Directors Member Review

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

C. Articles for Board of Directors Member Information Tab 9

(Articles attached)

IV. Adjourn meeting. A motion is requested to adjourn the meeting. Targeted for **1:30 P.M.**

The next Board of Directors regular meeting is scheduled for Thursday, May 20, 2021 at 12:00 P.M. as a web meeting via Zoom.

Attachments

Pc: Ken McClure, Mayor, City of Springfield
Matt Morrow, President, Springfield Area Chamber of Commerce
Joelle Cannon, Senator Blunt's Office
Dan Wadlington, Senator Blunt's Office
David Stokely, Senator McCaskill'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

BOARD OF DIRECTORS AGENDA 3/18/2021; ITEM I.C.

December 17, 2020 and January 21, 2021 E-Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors December 17, 2020 meeting and January 21, 2021 E-meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Board of Directors December 17, 2020 meeting and January 21, 2021 E-meeting minutes.”

OR

“Move to approve the Board of Directors December 17, 2020 meeting and January 21, 2021 E-meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
December 17, 2020**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. using the Zoom video conferencing platform. The meeting was also livestreamed on Facebook for public participation.

The following members were present:

Mr. Chuck Branch, Citizen-at-Large	Ms. Jan Fisk, City of Springfield
Mr. David Cameron, City of Republic (a)	Mr. Brad Gray, City of Willard (a)
Mr. Steve Childers, City of Ozark (a)	Mr. Skip Jansen, City Utilities Transit
Mr. Jerry Compton, Citizen-at-Large	Mr. James O'Neal, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)	Mr. Dan Smith, City of Springfield (a)
Mr. Bob Dixon, Greene County	Mr. Brian Weiler, Airport Board (a)

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

Others Present: Mr. Steve Campbell, Mr. Frank Miller, and Eva Steinman, MoDOT; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Steve Bodenhamer, City of Battlefield; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chairman Cossey called the meeting to order at approximately 12:01 p.m.

I. Administration

A. Welcome and Roll Call

Self-introductions were not made due to the challenges associated with video conferencing.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Present
Mr. Chuck Branch	Present	Mr. Andrew Lear	Absent
Mr. David Cameron	Present	Mr. James O'Neal	Present
Mr. Steve Childers	Present	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Present	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Present	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Present	Mr. Dan Smith	Present
Ms. Jan Fisk	Present	Mr. Richard Walker	Absent
Mr. Brad Gray	Present	Mr. Brian Weiler	Present
Ms. Debra Hickey	Absent		

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mr. Weiler moved to approve the December 17, 2020 agenda. Mr. Dixon seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye

Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

C. Approval of October 15, 2020 Meeting Minutes

Mr. Dixon moved to approve the minutes from the October 15, 2020 meeting. Mr. Childers seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

D. Public Comment Period for All Agenda Items

Chairman Cossey advised there were public comments included in the packet and one additional comment emailed to the Board of Directors the morning of the meeting. Chairman Cossey asked for comments or questions. There were none.

E. Executive Director's Report

Ms. Fields stated the OTO staff is still COVID free and offices remain open by appointment only. MoDOT will be putting out funding projections for next year. Early reports are showing fuel taxes are down while sales taxes are up. Traffic volumes are down 10% both locally and statewide which impacts the fuel tax revenue. OTO staff is planning for MoDOT projections in January. Meetings have been scheduled with the Technical Planning Committee in January and February to continue working on projects for programming into the STIP. Last spring, in collaboration with MoDOT, project priorities and what projects could be added to the STIP were discussed and agreed upon. Due to the pandemic, things changed, and no projects were added to the STIP. These previously agreed priorities and projects will hopefully be added and discussions held regarding funding projections. Ms. Fields informed the Board of Directors if they would like to be included in these meetings to please let her know.

Ms. Fields reported OTO staff has been working on the Long Range Plan Update, the 5-year update to the 25-year plan. Surveys were sent out seeking public input with 864 responses being received. This plan should be completed next fall. Meetings with the Technical Planning Committee are held approximately every 3 weeks focusing on different aspects of the Long Range Plan Update.

Ms. Fields stated all committee meetings continue to be held by Zoom. Ms. Fields also stated the Federal COVID relief would not include roadway funding although there is talk for funding relief for Transit Agencies and Airports/Airlines. (Note: Roadway funding was later included in the bill)

Ms. Fields advised the months of the Board of Directors meetings will be changing. The next Board of Directors meeting will be held in January which will include some TIP Amendments with an E-Meeting being held with the Technical Planning Committee to consider those Amendments.

F. MoDOT Update

Mr. Campbell reported MoDOT is getting a lot of jobs to award and the estimate process MoDOT is using is good, in his opinion. MoDOT is currently in the middle of estimate updates, which is an annual exercise MoDOT does on all of their projects. Through this process it has been found the cost MoDOT has seen in the last 12 months for mechanically stabilized earth walls has gone up around 30% per square foot which can impact some bridge projects. This is a key focus locally due to bridge issues in the southwest part of the state.

Mr. Campbell stated, internally, MoDOT has been finishing up the summer work plans while working through a few minor winter events. They have completed 91% of their marking that was planned this year. They got through 100% of their regionally significant and major routes on re-striping. Many projects are opening up to traffic. Project Bridge Rebuild on I-44, which includes 19 bridges, was just accepted for maintenance and will be in a warranty period going forward.

Mr. Campbell also stated, permits have been very active with large developers working with MoDOT staff on various improvements across the 21 counties. MoDOT has hired approximately 60 full time employees to have enough CDL drivers for winter operations. They also hired emergency snow operators.

Mr. Campbell reported MoDOT is looking at another large bridge bundle within the Southwest District to put out to bid. MoDOT is looking to onboard 4 more people to their regional bridge crews which will impact bridge maintenance within the area.

Mr. Cossey asked if Mr. Campbell had any insight into the new fuel tax or funding formula discussions that were happening in Jefferson City. Mr. Campbell stated there is a proposal, which is one of MoDOT's legislative priorities, but it is still too early to comment.

G. Legislative Reports

Mr. Wadlington with Senator Blunt's Office reported, regarding transportation, they are in a wait and see mode. The President-Elect has stated he wants a vigorous transportation Federal program but details of that are not known at this time.

Mr. Wadlington reported Ms. Joelle Cannon will be leaving and will be replaced by Ms. Sonya Anderson, former State Representative, in January.

II. New Business

A. **FY 2020 Independent Financial Statement Audit Report**

Ms. Fields stated OTO requests an independent financial statement audit each year. The OTO has had an audit each of the twelve years of operation as an independent organization. All twelve audits have had no significant findings. This year's audit was a financial statement audit instead of a single or A-133 due to OTO only receiving \$654,000.00 in federal funds. \$750,000.00 in federal funds would have required the single audit.

Ms. Fields reported the Auditor presented the audit to the Executive Committee in October. The audit for FY 2020, which ran from July 1, 2019 to June 30, 2020 was included in the agenda packet for review and acceptance by the Board of Directors. This audit is an unqualified opinion which means the financial statements are presented fairly in all material aspects. This is the best rating that can be received on an audit. There were no findings included or adjustments made as part of this audit.

Ms. Fields also reported the ending fund balance for June 2020 was \$493,429.00. This was an increase from the prior year balance of \$406,045.00 by \$87,384.00.

Mr. Cameron made a motion to approve the Fiscal Year 2020 Independent Financial Statement Audit report. Mr. Dixon seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

B. **Financial Statements for 1st Quarter 2020-2021 Budget Year**

Ms. Fields advised that included for consideration were the first quarter financial statements for the 2020-2021 Budget Year. The first quarter expenses were 20.8 percent of budget. The revenue was 19.5 percent of budget. The statements included were the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Ms. Fields stated there were some notable items included in the report to MoDOT as work accomplished. An accounting firm was hired and as of July 1, Bohl, House and Samek have been preparing the financial reports. An online payroll system was implemented. An HR consultant was hired to advise OTO on HR matters and compliance. Staff has participated in numerous web trainings.

Mr. Cameron made a motion to accept the OTO Operational First Quarter Financial Statements for the 2020-2021 Budget Year. Mr. Compton seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

C. 2021 Legislative Priorities

Ms. Fields stated annually, the OTO establishes a list of Legislative Priorities for use when communicating with area Legislators. This has proven to be both very valuable and is well received. Ms. Fields highlighted the list of priorities.

Mr. Jansen made a motion to adopt the 2021 Legislative Priorities. Mr. Weiler seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

D. Annual Listing of Obligated Projects

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

Mr. Compton made a motion to accept the Annual Listing of Obligated Projects. Mr. Childers seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

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

Ms. Longpine stated there were 14 items included as part of Administrative Modification 6 to the FY 2020-2023 Transportation Improvement Program. The basis for the Administrative Modifications were moving project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP.

There were 2 items included as part of Administrative Modification 7 to the FY 2020-2023 Transportation Improvement Program.

TIP administrative modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications are provided to the Technical Planning Committee, Board of Directors, MoDOT, and ONEDOT. TIP administrative modifications require no public comment period. OTO staff ensures fiscal constraint is maintained.

Ms. Longpine stated this was informational only.

F. Amendment Number Seven to the FY 2020-2023 TIP

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

Mr. Cameron made a motion to approve Amendment 7 to the FY 2020-2023 Transportation Improvement Plan. Mr. Dixon seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye

Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

G. September 30, 2020 Federal Funds Balance Report

Ms. Longpine reported OTO has allocated Urban Surface Transportation Block Grant (STBG-Urban) funds, formally known as STP-Urban funds, each year through MoDOT from the Federal Highway Administration. MoDOT enacted a policy of allowing no more than three years of this STBG-Urban allocation to accrue. If a balance greater than 3 years accrues, funds will lapse (be forfeited).

OTO has elected to sub allocate the STBG-Urban among the jurisdictions within the MPO area. Each of these jurisdiction's allocations are based upon the population within the MPO area. OTO's balance is monitored, as a whole by MoDOT, while OTO staff monitors each jurisdiction's programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports showing the projects that have been obligated. MoDOT's policy allows for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2021.

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

Congress continues to propose rescissions as part of the annual budgeting process. The only action that prevents a rescission of federal funding is obligation. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions. The OTO intersection cost share program has helped to commit these funds, however, without obligation, the total OTO balance is subject to rescission. OTO commends those who have taken action to plan for the use of available funds.

Ms. Longpine reported no action is required; however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

H. Safety, System Condition, System Performance, and Transit Safety Targets

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

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

Mr. Dixon made a motion to support statewide and City Utility-set targets. Mr. Jansen seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	-
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

I. Appointment of 2021 OTO Officers

Pursuant to OTO By-Laws, the OTO Board of Directors is required to appoint the Chairman, Vice-Chairman, Secretary, and Treasurer for the 2021 OTO Board of Directors and to appoint the remaining members of the Executive Committee.

Mr. Weiler reported the Nominating Committee met on December 7, 2020. The 2021 Nominating Committee was made up of the following three Board Members of OTO: Brad Gray, City of Willard City Administrator; Brian Weiler, Springfield-Branson National Airport; and Travis Cossey, City of Nixa Director of Utilities and Public Works.

The Nominating Committee presented the following slate of officers. The City of Springfield is next in the rotation schedule for Chairman of the OTO Board of Directors as set out in the OTO By-Laws and Greene County is next in the rotation for Vice-Chairman. Nominations from the floor may also be made prior to electing each officer.

2021 Slate of Officers/Executive Committee as presented from the Nominating Committee:

Chairman: Andrew Lear, City of Springfield Council Member

Vice-Chairman: John Russell, Greene County Commissioner

Secretary: Steve Childers, City of Ozark City Administrator

Treasurer: David Cameron, City of Republic City Administrator

Past Chairman: Travis Cossey, City of Nixa Assistant Director of Utilities & Public Works

Executive Committee: Brian Weiler, Springfield-Branson National Airport

Executive Committee: Brad Gray, City of Willard City Administrator

Mr. Dixon made a motion to appoint the 2021 OTO Officers and Executive Committee as presented. Mr. Jansen seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	Aye
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent

Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye
Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

J. Welcome to New Chairman and Vice-Chairman

Chairman Cossey thanked everyone for their support during his term as Chair. Neither Mr. Lear nor Mr. Russell were in attendance. Chairman Cossey thanked Mr. Dixon for his support and hard work during his role with the OTO. Mr. Dixon has asked Mr. Russell to take his spot in representing the Greene County Commission. Ms. Fields presented a plaque for Mr. Dixon in recognition of his 2 years of service to the Board of Directors including being the Chair in 2019.

Ms. Fields also recognized Mr. Bengsch, who is retiring, with a plaque of recognition for his service. Mr. Bengsch was the longest running Board Member who joined the Board in 2004.

K. Board of Directors 2021 Meeting Schedule

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

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

III. Other Business

A. Board of Directors Member Announcements

There were no member announcements.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues to review.

C. Articles for Board of Directors Member Information

Chairman Cossey noted there were articles of interest included in the packet for the members to review as time allows.

IV. Adjourn meeting

Mr. Weiler made a motion the meeting be adjourned at 1:00 P.M. Mr. Schilling seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Mr. Skip Jansen	Aye
Mr. Chuck Branch	Aye	Mr. Andrew Lear	Absent
Mr. David Cameron	Aye	Mr. James O'Neal	-
Mr. Steve Childers	Aye	Mr. Ralph Phillips	Absent
Mr. Jerry Compton	Aye	Mr. Mike Schilling	Absent
Mr. Travis Cossey	Aye	Ms. Martha Smartt	Absent
Mr. Bob Dixon	Aye	Mr. Dan Smith	Aye

Ms. Jan Fisk	Aye	Mr. Richard Walker	Absent
Mr. Brad Gray	Aye	Mr. Brian Weiler	Aye
Ms. Debra Hickey	Absent		

The motion passed.

Steve Childers
OTO Secretary

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS E-MEETING MINUTES
January 21, 2021**

The Board of Directors of the Ozarks Transportation Organization held an electronic meeting on Thursday, January 21, 2021, to consider approving FY 2020-2023 Transportation Improvement Program Amendment 8.

Chair Andrew Lear called the electronic meeting to order at approximately 12:00 p.m.

Mr. Richard Walker moved the Board of Directors approve FY 2020-2023 Transportation Improvement Program Amendment 8. Mr. Chuck Branch seconded the motion. Following an allotted time for discussion, the motion was approved by the following vote:

AYE: Steve Bodenhamer, Jerry Compton, Travis Cossey, Jan Fisk, Skip Jansen, Andrew Lear, James O'Neal, Mike Schilling, Martha Smartt, Richard Walker, Brian Weiler

NAY: None

ABSTAIN: None

With no additional business to come before the Board, Chair Andrew Lear adjourned the electronic meeting at approximately 1:12 p.m.

Steve Childers
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 3/18/2021; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

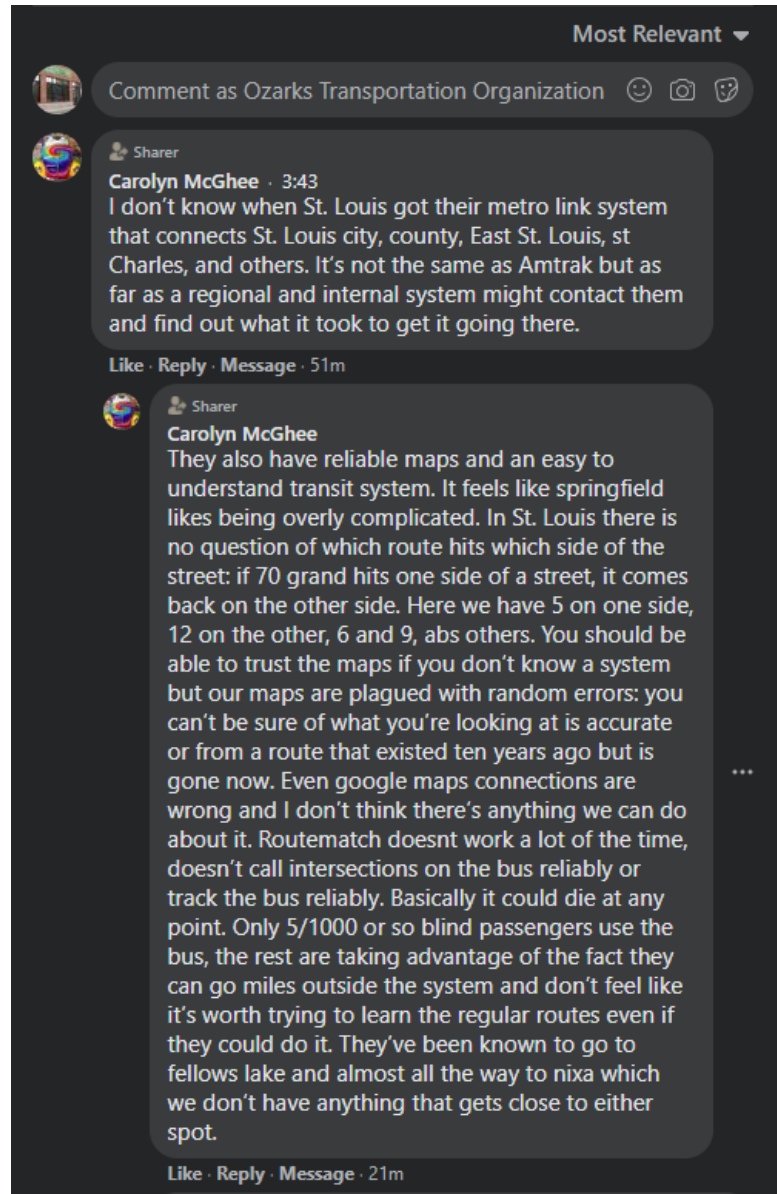
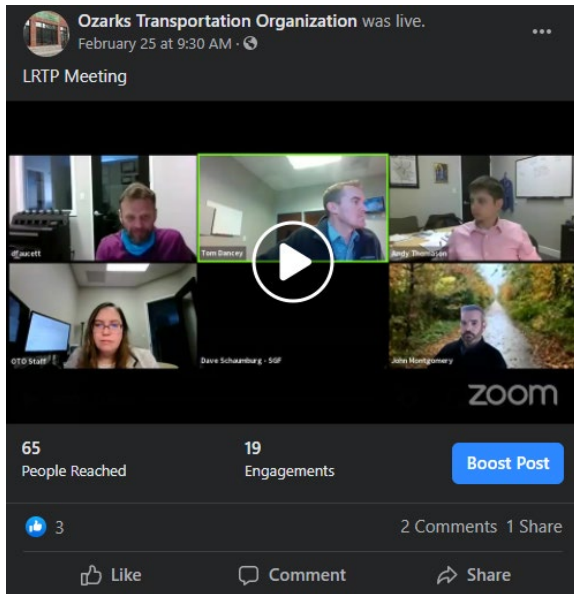
Attached for Board member review are Public Comments for the time frame between January 21, 2021 and March 10, 2021. Any additional public comment received by March 17, 2021 will be shared before the meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Facebook comment received 03/08/2021

Concerning: Springfield's transit system



Email received 03/05/2021 concerning public transportation from Springfield to Republic


New message from OTO - Public transportation from Springfield to Republic



On behalf of Kristan Davis <noreply@ozarkstransportation.org>
To Comment Comment

 Reply  Reply All  Forward 

Fri 3/5/2021 11:26 AM

 You forwarded this message on 3/5/2021 1:38 PM.

- **Name:** Kristan Davis
- **Email:** Kristan.L.Davis@dss.mo.gov

Is there a plan for public transportation from Springfield to Republic due to the new Amazon facility in Republic?

EMAIL received 03/04/2021 concerning picking up passengers/parking for Uber & Lyft drivers at Airport

From: Curtis Vaughn <curtisvaughn@outlook.com>
Sent: Thursday, March 4, 2021 10:45 AM
To: Natasha Longpine <nlongpine@ozarkstransportation.org>
Subject: Re: Private Transportation Planning Discussion

Hi Natasha,

Thankyou for trying to work with me!

I have been an Uber driver since January 2017 and seen things that work and things do not. I want to try to promote an excellent quality of service for everyone involved in private transportation, whether it be Uber, Lyft, taxis, or other service.

There needs to be good transportation planning as currently different companies are treated differently, the quality of care for drivers and passengers is different based the type of service, and there is no real avenue for public dialogue to make conditions better.

I also would love help to fix current maladies.

Here is my firsthand account of what does not work for Uber and Lyft at least for the airport:

The setup for the airport is not the best-

In general the relationship between Uber and Lyft drivers and the airport administration is cold, the administration does not work with the drivers, only the companies, thus allowing things to deteriorate and not be fixed.

There always needs to be public input and dialogue for places like the airport for preventing and fixing conditions as they arise.

Here are some examples of need for improvement:

I'm general, the Uber and Lyft queue parking lot is too far. Passengers have a high wait time for drivers, 10-12 minutes, as the staging lot is based at the old terminal at the end of Kearney street.

There is interest among Uber and Lyft drivers to move closer to the main terminal for the staging queue.

There are no restrooms or garbage bins at the staging queue lot. There is great interest in having a queue parking lot that has well maintained and clean restrooms and garbage bins.

There needs to be adequate night time lighting in in the queue that is well taken care of. The lights were turned off for about a year in 2019. Again, after multiple calls to the administration from many drivers, the issue took about a year to fix. There needs to be good maintenance on the Uber and Lyft queue and public dialogue to fix issues.

The queue staging lot is also never ice treated or snow plowed. This last snow storm left about a foot of accumulated snow untreated in the lot. This limited only certain vehicles in the queue. Meanwhile the taxi stand was treated and cleared. There had been multiple attempts to contact to city council and the airport about the issue. As in general the queue needs to be well maintained.

In the way of passenger pickup for Uber and Lyft, the signage is terrible and confusing, and the pickup location is not where passengers naturally end up. I would say, 60% of my passengers are lost when I try to meet them for pickup at the airport.

Then there is the lack of a covered canopy. This would be helpful for inclement weather.

In short, the passenger pickup area needs to be located in a logical area of the terminal, with adequate signage, and a covered weather protected canopy with benches for passengers to sit comfortably.

So in summary,

There needs to be an avenue for public dialogue and fixing condition as they arise. There needs to be a staging queue/ parking lot that is closer to the main terminal for Uber and Lyft drivers, (this benefits passengers and drivers). One that is maintained during inclement weather and has access to swift maintenance. Passengers need better signage and a logical pickup location. There needs to be a weather proofed covered canopy and attractive waiting area with seating.

I have other input as well, but I will leave it at that for today

Thankyou for your time and I would love to continue giving feedback,

Curtis Vaughn
417-718-0156

Email received 01/13/2021

Comments RE: Republic/Brookline Hwy MM



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

[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [...](#)

Wed 1/13/2021 3:58 PM

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

Thank you for welcoming my comments.
Steve Rackley

Concerning: Farm Road 178 & Hwy ZZ – Republic

Name: Lisa Woods

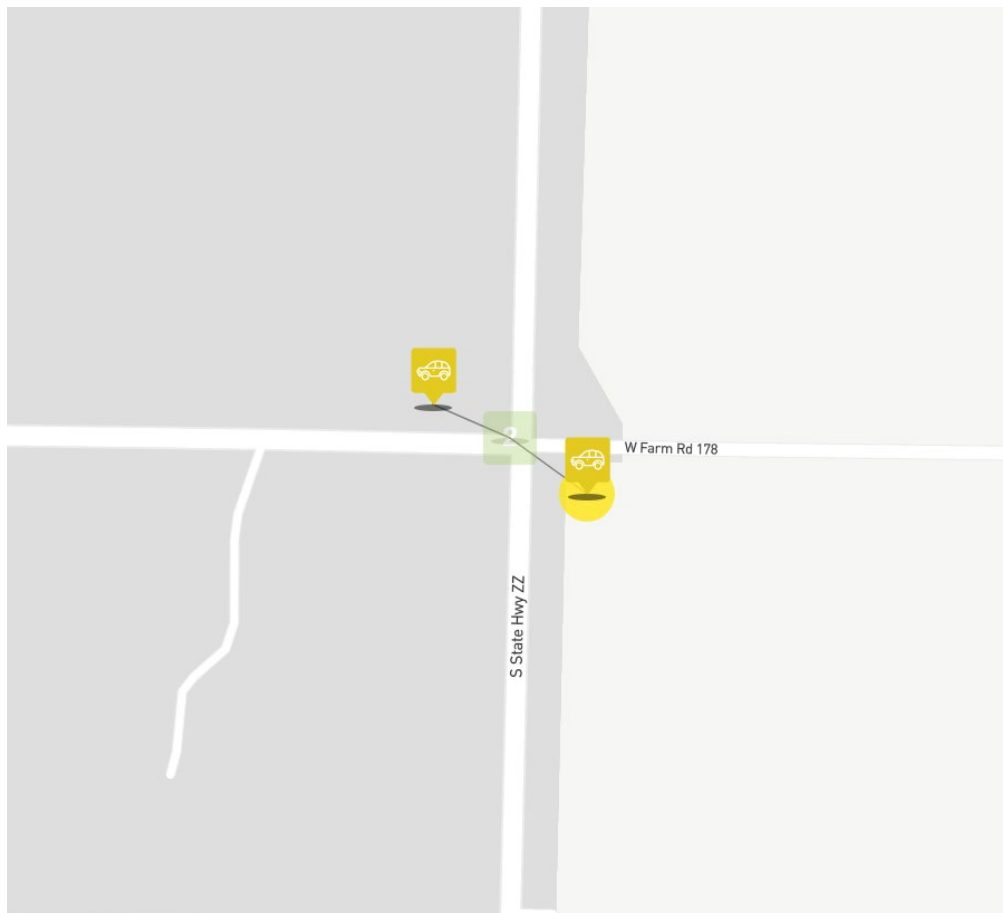
Date: 01/12/2021

Type: suggestions

Coordinates: [-93.42072308063506,37.125025378665214]

Category:

Comment: Traffic control is desperately needed to allow primarily for protected east-to-north left turns at this intersection. A signal or roundabout.



Concerning: Highway ZZ & Rep MO Drive (HS) – Republic

Name: Lisa Woods

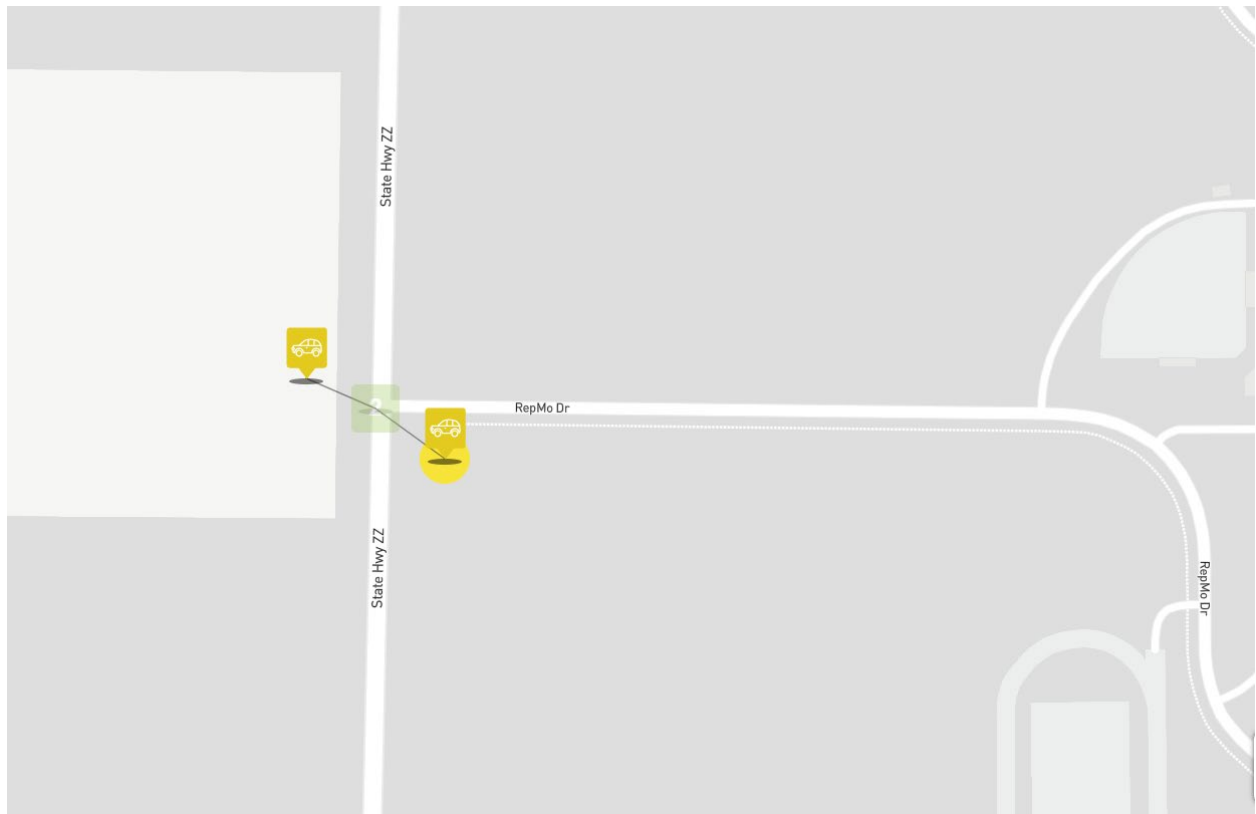
Date: 01/12/2021

Type: suggestions

Coordinates: [-93.42017590999603,37.136478746037135]

Category: motor-point

Comment: Some form of traffic control is desperately needed at this very busy and dangerous intersection. Reduced speed limit is also needed. A roundabout would increase safety for those traveling south to east as well as those traveling west to south.



Additional public comment made to previous submitted comment (highlighted in yellow below map)

Concerning: Hines and Lynn in Republic

Name: Hines & Lynn (Republic)

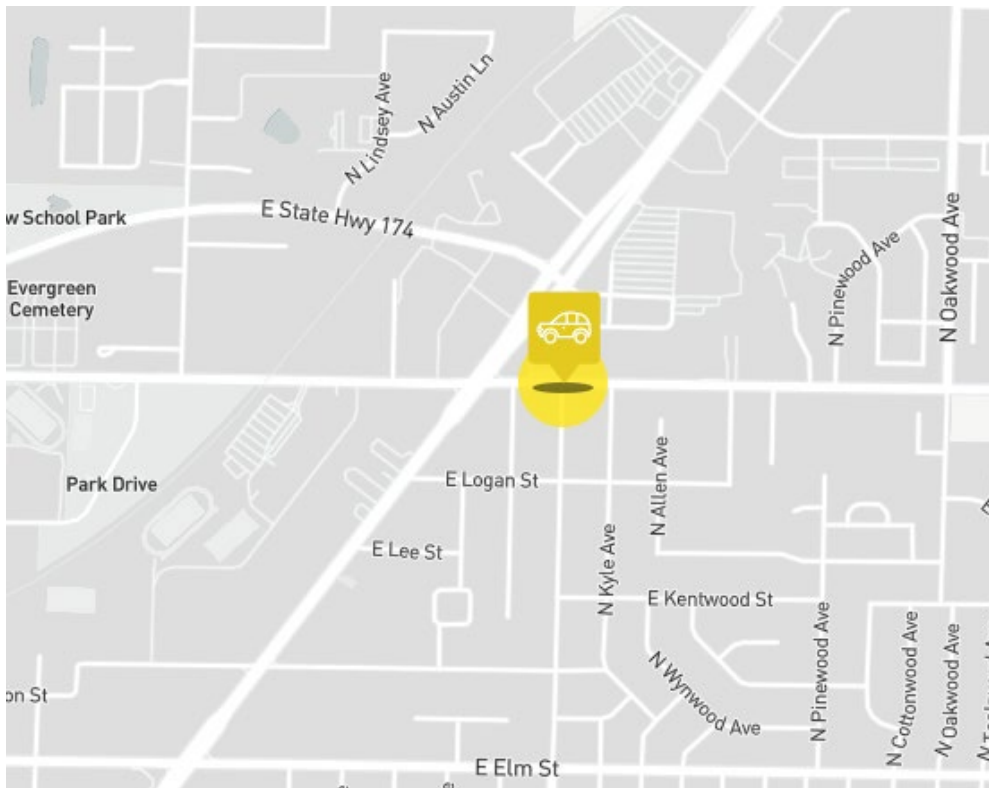
Date: 01/06/2021

Type: Point

Coordinates: [-93.46199691295622,37.12560707017048]

Category: motor-point

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



Name: Anonymous

Date: 01/14/2021

Type: suggestions

Coordinates:

Category:

Comment: This intersection is very dangerous.

New message from OTO - Vintage Point in Samuel Springs near Highland Springs



On behalf of Pete and Julia Feters <noreply@ozarkstransportation.c
To Comment Comment

[↩ Reply](#)[↩ Reply All](#)[→ Forward](#)

Thu 2/11/2021 9:51 PM

- **Name:** Pete and Julia Feters
- **Email:** graceharbor2@gmail.com

We live in Samuel Springs off of Highway 60 and Farm Road 189.

Upon reviewing the proposed change to our neighborhood with the building of Vintage Point at Highland Springs, we have had many concerns come to mind.

It is difficult to put them in order of importance as one leads to another and all will gravely change our neighborhood. We will try ... Water. The water runoff in our neighborhood is of utmost concern to us as we live directly in the path of the spillway. At this time, the water is being managed and channeled and has never proved to be a threat to our home due to the planning and oversight of the spillway, culverts, and ditches being used. This balance is easily upset and we can only see future problems in the area of water and routing all of the water that flows through our neighborhood which will be changed due to this development.. The following quote taken from the plans we have seen only serves to seal our fears and the knowledge that the developer is going to take care of any water problems 'after the fact'. That would mean damage done, now look into the problems..."The area shown is not located in a storm sewer district as of the date of recording and may be subject to future assessment if it deemed necessary due to problems created by surface water run-off."

Incompatibility with existing neighborhood and Highland Springs area and Golf Course. The homes in Samuel Springs are positioned on beautiful yards and acreage. The Golf Course is surrounded by beautiful large homes. The proposed development actually looks like someone was told to squeeze as many dwellings onto the acreage that were mathematically possible. Money is what looks paramount, rather than people and the ecosystem. Our neighborhood is an oasis for wildlife in the Springfield and Rogersville area. We would be happy to share that with a few more homeowners but 55 is extreme. The ecosystem will be upended.

Traffic. What is already difficult, will become a nightmare. We take our lives in our hands crossing our turning left on Highway 60 as it is. With the new development taking place on Mary St. this will be exacerbated in ways we are not looking forward to. The proposed development of Vintage Point is completely out of the question as to traffic. Farm Road 189 and Mary St. simply will not be able to handle this traffic and crossing or turning left at 60 will become a 20 minute ordeal. The danger all of this will cause to every driver but ESPECIALLY to our neighborhood's young drivers is chilling.

We agree with our neighbors that the developer has shown little concern for the existing homeowners in the neighborhood where this proposed development is to be placed. At the least, this should be tabled until all of these real concerns are addressed to the Samuel Springs homeowners' satisfaction and all questions regarding water management, etc... given real answers.

Thank you. Pete and Julia Feters 4010 E Tanglewood Rd.

New message from OTO - Planning Board Case P-21-002336 Vintage Pointe at Highland Springs



On behalf of Emily Million <noreply@ozarkstransportation.org>
To Comment Comment

- **Name:** Emily Million
- **Email:** emilyjmillion@gmail.com

To Whom it May Concern:

Greene County Planning and Zoning is scheduled to discuss Planning Board Case P-21-002336, Vintage Pointe at Highland Springs on February 16th.

The Samuel Springs neighborhood objects to a development of this many homes on a small parcel of land, which will be overbearing and out of scale for the area for the following reasons:

Traffic

The additional traffic load onto FR189, and then to the intersection of 189/Hwy60 or 193/Hwy60 is of major concern. The new senior living facility on Mary Road will result in a significant increase in drivers (many of them older) attempting to navigate these two intersections. Additional traffic from Vintage Pointe will just exacerbate a dangerous situation. – The intersection of FR 189 and Hwy 60 is already an extremely unsafe exchange to cross over east bound lanes and pull out to go west with the current amount of traffic. The only reason we can still cross over and enter on Hwy 60 west is the break we get from the stoplight at Hwy 125 & 60. The future improvement on the interchange will only make things worse as traffic will be constant and at a higher rate of speed. There are fender benders and cars pulled out of the ditch at FR 189 and Hwy 60 almost weekly because of speed and high volume of traffic. Any additional traffic is a HUGE safety concern.

There are many children, walkers, runners, bikers, and pets in our neighborhood – and no sidewalks. Any increased traffic is a danger, especially as there is already a dangerous “blind” hill that drivers can’t see over on 189. We are also a small, enclosed neighborhood with the only entry/exit being 189 – there is no through traffic, so any extra traffic is doubly burdensome.

The preliminary plat for Vintage Pointe called for a 30 foot (two lane) access easement to connect the development to Bridgend Drive in Highland Springs. This would present a much safer option than FR189, and would be more consistent with other Highland Springs additions such as Dunrobin Phase 2 and Dunrobin Phase 3 (Greene County Planning Board Case Number 18189, 17 June 2008).

Stormwater Runoff

The following quote is taken from the plans: "The area shown is not located in a storm sewer district as of the date of recording and may be subject to future assessment if it is deemed necessary due to problems created by surface water run-off." So the developer would prefer to create issues for our neighborhood then solve them later? That's not a very sound plan for the development or the neighborhood. Give us a sound plan beforehand.

All of the homes in Samuel Springs are already experiencing a lot of runoff during heavy rains. In order to ensure that stormwater runoff would not be increased by the development of Vintage Pointe, discussions were held in 2008 by then resident, Bob Friesen; Greene County Stormwater Engineer Kevin Barnes; and the developer's engineer, David Bodeen; to consider the construction of a diversion berm, to run along the south side of the new development, to direct all of the stormwater drainage to the west and into the detention basin.

The residents of Samuel Springs are hopeful that the current Greene County Stormwater Engineer and the current developer's engineer are considering the diversion berm, or a similar solution to keep additional runoff from Vintage Pointe from flowing into Samuel Springs.

Water and Sewer

We are assuming that, like the rest of Highland Springs, Vintage Pointe will be connected to the City Utilities water supply. We are curious to know if the plan for sanitary sewer service is similar to what was planned in 2008. Due to the karst topography in this area, these items are of major concern to us.

Wildlife

One of the things that makes our neighborhood special – aside from the community, potlucks, and everyone walking the neighborhood and talking to each other every evening – is the access to wildlife. Many species of wildlife live in the proposed development and will be impacted. Our neighborhood is an oasis for wildlife in the Springfield and Rogersville area. We would be happy to share that with a few more homeowners but 55 is extreme. The ecosystem will be upended.

Aesthetic and Sound Barrier

As my property directly borders the proposed development, what considerations will be made for an aesthetic and sound barrier on our side? The homes in Samuel Springs are situated on quiet beautiful yards and acreage. The Golf Course is surrounded by beautiful large homes. The proposed development of 55 homes on 11.9 acres is extreme and incompatible with both the Samuel Springs neighborhood and the Highland Springs area.

This developer shows little concern for the existing homeowners and neighborhood where this proposed development is to be placed. At the very least, the Vintage Pointe development should be tabled until all of these concerns are addressed and real solutions presented by the developer.

Thank you for your time and consideration!

Sincerely,

Emily Million

5210 S Janet Lane

Rogersville, MO 65742

New message from OTO - Greene County Preliminary Plat P-21-002336



On behalf of Mark Bookout <noreply@ozarkstransportation.>

To Comment Comment



Tue 3:26 PM

- **Name:** Mark Bookout
- **Email:** mabookout@gmail.com

My name is Mark Bookout I live South of Highway 60 towards Rogersville, East of Highland Springs off of FR 189. Myself and my Neighbors are very concerned that Greene County Planning and Zoning Preliminary Plat P-21-002336

hasn't considered the traffic impact that is about to take place with the approval of this plat having 55 homes with traffic access only to FR189 to and from highway 60. Please help share our concern or please contact me with information of how best we do that before lives are lost. I did speak with Natasha Longpine about this situation. Please feel free to contact me at 417-838-5858 or e-mail attached. Thanks Mark

New message from OTO - Preliminary Plat P-21-002336, Vintage Point at Highland Springs, Atrium Holding Company



On behalf of Michael Shoults <noreply@ozarkstransportation.org>
To Comment Comment

-
- **Name:** Michael Shoults
- **Email:** michael.shoults@yahoo.com

To: Greene Country Missouri Planning and Zoning Commission

940 N Boonville

Springfield, MO 65802

Re: Preliminary Plat P-21-002336, Vintage Point at Highland Springs, Atrium Holding Company

Dear Committee,

I am writing to express my strong opposition to Planning Board Case P-21-002336, the proposed development of Vintage Point at Highland Springs. While our neighborhood committee maybe unable to prevent development, a development that will be detrimental to the area, the residents in the Samuel Springs Neighborhood are opposed to this development as currently planned. This development would have a devastating impact on our residential community in several ways.

Traffic and Safety, it is concerning, if in fact, MODOT and Greene County traffic engineers have determined Highway 60E and South Farm Road 189 to be a safe primary travel route for this development and the surrounding communities. This is the same primary travel corridor for a new 24 hour, 7day a week, assisted living community housing hundreds of residents along with the Samuel Springs Neighborhood residents and now a 55-home development. It is inconceivable for anyone in their right mind to think this amount of traffic at the intersection of Hwy 60E and S Farm Road 189 is in the best interest of the community. This issue alone should table this development until further improvements along Hwy 60E are in place, not merely "planned".

Storm Water, the storm water in this area is already stressed with the runoff water from Hwy 60, Highland Springs Golf Course, the new assisted living community and now a 55-home development. I know the county requires the developer to have an "engineered" storm water plan however, this plan may or may not take into consideration the development of all the surrounding areas including the assisted living community and any future improvements to Hwy 60. The storm water basin for this entire area lies at the bottom of this proposed 55-home development meaning it must be adequate to handle any and all future development. I am not convinced this is the case, further considerations need to be made.

Eco-System, one of the most appealing aspects of living in this area is the privilege of enjoying the beauty mother nature has to offer. Historically Highland Springs has embraced this ideology with their lot sizes, placement of homes, "green space" requirements, etc. This new 55-home development on less than 12 acres appears to have complete and total disregard for the same guiding principles. These

requirements and natural beauty of Highland Springs is what made it a sought-after destination from its inception and that still holds true today. I ask the committee to reconsider how many homes allowed per acres to be more in line with the precedent Highland Springs has long enforced in their current developments.


Noise and Light Pollution, the residents of the Samuel Springs Neighborhood are very concerned about the impact this development will have on noise and light pollution. In our community there are no streetlights, for a reason, and the wooded lot this development seeks to decimate provides a noise buffer to the surrounding traffic. I understand this wooded lot is not owned by the Samuel Springs Neighborhood however, placing 55 homes on less than 12 acres will undoubtedly drastically increase the amount of both noise and light pollution interfering with our right to enjoyment. If a new development is permitted, hopefully with far fewer homes, I encourage the committee to require a 12' tall sound wall along all adjacent Samuel Springs properties, similar to what is along some portions of our highways.

In closing, I urge the committee NOT to approve this development as currently presented. Further considerations for the residents of the surrounding community need to be taken into consideration. Thank you for your continued service and support of our community.


Regards,

Michael & Crystal Shoults

Facebook comment received 02/17/2021

**Ozarks Transportation Organization** was live.
February 17 at 1:34 PM · 🌐


TPC Meeting




80
People Reached


11
Engagements


Boost Post

 1





1 Comment 1 Share


 Like

 Comment


 Share

Most Relevant ▾


 Comment as Ozarks Transportation Organization   


**Carolyn McGhee** · 48:50
The national federation of the blind of Missouri was thinking about introducing something regarding pedestrian safety but apparently there's a powerful state rep who opposes anything regarding reduction of distracted driving. Whoever it is terms out in 2022.

Like · Reply · Message · 1w

 1

Write a comment...

**Ozarks Transportation Organization**
3h · 🌐




SGF Yields
5h · 🌐

BIG ANNOUNCEMENT! In partnership with [Springfield, MO Police Department](#) and funded through a grant from MoDOT, SGF Yields is stepping up our driver crosswalk c... [See More](#)


21
People Reached


9
Engagements


Boost Unavailable

 2


4 Comments 1 Share

 Like





 Comment


 Share

Most Relevant ▾




Comment as Ozarks Transportation Organization






Carolyn McGhee
I'll be out there. It's important for people to understand it's not just track athletes out here. Need to fix the timing on a majority of our traffic lights at some point, they're too fast for pedestrians using wheelchairs, walkers, or other things to ... [See More](#)

[Like](#) · [Reply](#) · [Message](#) · 3h




Carolyn McGhee
How much would crosswalk sensors that wouldn't let the light change as long as someone was in the crosswalk cost? If we can't fix the lights maybe that'd be an alternative. Besides, that way it'd only keep it red as long as someone was walking across v... [See More](#)

[Like](#) · [Reply](#) · [Message](#) · 25m



Ozarks Transportation Organization
Author
Carolyn McGhee Thank you for the input and suggestion! This information will be shared with groups involved in transportation planning and have pedestrian, cyclists, and commuter safety as a priority.

[Like](#) · [Reply](#) · 6m



Carolyn McGhee
If we had to pick and choose starting out Glenstone & battlefield is one of the worst cases.

[Like](#) · [Reply](#) · [Message](#) · 3m

TAB 3

BOARD OF DIRECTORS AGENDA 3/18/2021; ITEM II.A.

Financial Statements for the Second Quarter 2020-2021 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the second quarter financial statements for the 2020-2021 Budget Year. This period includes October 1, 2020 through December 31, 2020. The second quarter expenses total 40.5 percent of budget. The revenue was 36.1 percent of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Section One – OTO Operational Financial Statements

- Balance Sheet
The current outstanding liabilities include \$5,597.02 which represents the OTO purchasing card for the month of December which is paid in full monthly and Dependent and Health FSA accounts for employees held a \$96.71 liability at the end of the year.
- Operating Fund Balance Report shows the OTO has a fund balance of \$463,989.09 at the end of December. This balance is still well within the 3-6 month range set for expenses.
- Profit and Loss Statement
The OTO completed the following budgeted projects for the second quarter:
 - Audit – \$3,845.00
 - Aerial Photos – \$25,000.00During this period, expenses exceeded revenue in the amount of \$29,114.03.
- Budget vs. Actual
The OTO budgeted expenses in the amount of \$894,746.00 for the budget year. Actual expenses at the end of the second quarter are \$361,929.00. This is 40.5 percent of budgeted expenses. Year-to-date expenses exceeded revenue in the amount of \$30,786.46.

Section Two – OTO UPWP Financial Statements

- UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet
The UPWP Financial statements include the amount in-Kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP budgeted expenses are \$942,940.00 once the in-kind expense is included.

The OTO utilized \$26,414.20 of in-Kind match income during the second quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.

- *Unified Planning Work Program Progress Report – 2nd Quarter*

This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to accept the Second Quarter Financial Statements for the 2020-2021 Budget Year.”

OR

“Move to return to staff the Second Quarter Financial Statements for the 2020-2021 Budget Year in order to...”

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

Ozarks Transportation Organization
Balance Sheet
As of December 31, 2020

	Dec 31, 20
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	338,628.26
Southern Bank--Money Market	95,643.57
Southern Bank-Sm Bus Checking	29,717.26
Total Checking/Savings	463,989.09
Total Current Assets	463,989.09
TOTAL ASSETS	463,989.09
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	5,597.02
Total Credit Cards	5,597.02
Other Current Liabilities	
Health FSA - Employee 015	-0.02
Health FSA - Employee 019	-96.69
Total Other Current Liabilities	-96.71
Total Current Liabilities	5,500.31
Total Liabilities	5,500.31
Equity	
Unrestricted Net Assets	489,275.24
Net Income	-30,786.46
Total Equity	458,488.78
TOTAL LIABILITIES & EQUITY	463,989.09

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2021

Monthly Ending Balance

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2020	\$337,236.95	\$180,490.55	\$65,183.83	\$582,911.33
8/31/2020	\$337,738.50	\$150,536.79	\$78,977.52	\$567,252.81
9/30/2020	\$338,224.60	\$150,567.72	\$6,849.66	\$495,641.98
10/31/2020	\$338,402.07	\$90,587.36	\$66,931.36	\$495,920.79
11/30/2020	\$338,513.29	\$75,605.08	\$127,660.12	\$541,778.49
12/31/2020	\$338,628.26	\$95,643.57	\$36,309.01	\$470,580.84
1/31/2021				\$0.00
2/28/2021				\$0.00
3/31/2021				\$0.00
4/30/2021				\$0.00
5/31/2021				\$0.00
6/30/2021				\$0.00

Balance After Liabilities

Southern Bank & ICS Balances 12/31/2020	\$470,580.84
Outstanding Checking Withdrawals	-\$6,591.75
Other Outstanding Liabilities	-\$5,500.31
Total Equity 12/31/2020	\$458,488.78

FY 2020 UPWP Budget	\$942,940.00
3 months of expenses	\$235,735.00
6 months of expenses	\$471,470.00

Ozarks Transportation Organization

Operational Profit & Loss

October through December 2020

	Oct - Dec 20
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	506.63
Miscellaneous Revenue	47.34
Total Other Types of Income	553.97
OTO Revenue	
Consolidated Planning Grant CPG	150,721.09
Total OTO Revenue	150,721.09
Total Income	151,275.06
Gross Profit	151,275.06
Expense	
Building	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Office Cleaning	987.00
Utilities	502.08
Total Building	18,394.08
Commodities	
Office Supplies/Furniture	285.09
OTO Promotional Items	919.06
Publications	298.00
Total Commodities	1,502.15
Information Technology	
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,262.00
Software	690.64
Webhosting	114.85
Total Information Technology	4,084.49
Operating	
Copy Machine Lease	
Lease Principal Expense	48.00
Maintenance for Copier	156.00
Toner & Overages	84.00
Copy Machine Lease - Other	405.75
Total Copy Machine Lease	693.75
Dues/Memberships	819.00
Education/Training/Travel	410.00
Food/Meeting Expense	126.54
Legal/Bid Notices	350.00
Postage/Postal Services	99.00
Staff Mileage Reimbursement	40.83
Telephone/Internet	1,144.98
Total Operating	3,684.10
Personnel	
Mobile Data Plans	450.00
Payroll Services	528.04
Salaries	109,721.77
Total Personnel	110,699.81

Ozarks Transportation Organization
Operational Profit & Loss
October through December 2020

	Oct - Dec 20
Services	
Aerial Photos	25,000.00
Audit	3,845.00
Long Range Plan Update	3,818.21
Professional Services (Legal &	9,361.25
Total Services	42,024.46
Total Expense	180,389.09
Net Ordinary Income	-29,114.03
Net Income	-29,114.03

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through December 2020

	Jul - Dec 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	2,288.48	6,000.00	-3,711.52	38.1%
Miscellaneous Revenue	123.41			
Total Other Types of Income	2,411.89	6,000.00	-3,588.11	40.2%
OTO Revenue				
Consolidated Planning Grant CPG	240,224.95	654,352.00	-414,127.05	36.7%
Local Jurisdiction Match Funds	88,505.70	156,191.00	-67,685.30	56.7%
Surface Trans Block Grant	0.00	100,000.00	-100,000.00	0.0%
Total OTO Revenue	328,730.65	910,543.00	-581,812.35	36.1%
Total Income	331,142.54	916,543.00	-585,400.46	36.1%
Gross Profit	331,142.54	916,543.00	-585,400.46	36.1%
Expense				
Bank Fees	0.00	30.00	-30.00	0.0%
Building				
Building Lease	25,740.00	52,125.00	-26,385.00	49.4%
Common Area Main Exp	8,070.00	19,950.00	-11,880.00	40.5%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	628.10	4,000.00	-3,371.90	15.7%
Office Cleaning	1,974.00	5,550.00	-3,576.00	35.6%
Utilities	1,016.25	3,500.00	-2,483.75	29.0%
Total Building	37,428.35	87,125.00	-49,696.65	43.0%
Commodities				
Office Supplies/Furniture	934.35	7,000.00	-6,065.65	13.3%
OTO Media/Advertising	0.00	2,500.00	-2,500.00	0.0%
OTO Promotional Items	1,669.06	2,000.00	-330.94	83.5%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	367.00	1,000.00	-633.00	36.7%
Total Commodities	2,970.41	15,000.00	-12,029.59	19.8%
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,000.00	-8,000.00	0.0%
Data Storage/Backup	2,269.00	4,400.00	-2,131.00	51.6%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	4,524.00	12,000.00	-7,476.00	37.7%
Software	1,453.23	4,900.00	-3,446.77	29.7%
Webhosting	1,523.53	2,300.00	-776.47	66.2%
Total Information Technology	9,769.76	37,100.00	-27,330.24	26.3%
Insurance				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,720.00	2,700.00	20.00	100.7%
Workers Compensation	1,232.00	1,700.00	-468.00	72.5%
Total Insurance	6,290.00	10,400.00	-4,110.00	60.5%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
 July through December 2020

	Jul - Dec 20	Budget	\$ Over Budget	% of Budget
Operating				
Copy Machine Lease				
Lease Interest Expense	48.00	1,650.00	-1,602.00	2.9%
Lease Principal Expense	183.25	200.00	-16.75	91.6%
Maintenance for Copier	312.00	650.00	-338.00	48.0%
Toner & Overages	168.00	3,200.00	-3,032.00	5.3%
Copy Machine Lease - Other	676.25			
Total Copy Machine Lease	1,387.50	5,700.00	-4,312.50	24.3%
Dues/Memberships	1,402.00	8,000.00	-6,598.00	17.5%
Education/Training/Travel				
Training	125.00			
Education/Training/Travel - Other	1,050.00	23,000.00	-21,950.00	4.6%
Total Education/Training/Travel	1,175.00	23,000.00	-21,825.00	5.1%
Food/Meeting Expense	569.49	4,300.00	-3,730.51	13.2%
Legal/Bid Notices	544.97	2,000.00	-1,455.03	27.2%
Postage/Postal Services	63.54	1,800.00	-1,736.46	3.5%
Printing/Mapping Services	26.00	14,000.00	-13,974.00	0.2%
Public Input Event Registration	50.00	1,500.00	-1,450.00	3.3%
Staff Mileage Reimbursement	97.18	3,500.00	-3,402.82	2.8%
Telephone/Internet	2,288.04	5,000.00	-2,711.96	45.8%
Total Operating	7,603.72	68,800.00	-61,196.28	11.1%
Personnel				
Mobile Data Plans	1,080.00	3,240.00	-2,160.00	33.3%
Payroll Services	1,253.03	4,000.00	-2,746.97	31.3%
Salaries	232,675.10	529,811.00	-297,135.90	43.9%
Total Personnel	235,008.13	537,051.00	-302,042.87	43.8%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	3,845.00	4,640.00	-795.00	82.9%
Legislative Education	0.00	7,000.00	-7,000.00	0.0%
Long Range Plan Update	3,818.21	5,000.00	-1,181.79	76.4%
Professional Services (Legal & TIP Tool Maintenance	20,595.42	50,000.00	-29,404.58	41.2%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	20,000.00	-20,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	15,000.00	-15,000.00	0.0%
Total Services	62,858.63	139,240.00	-76,381.37	45.1%
Total Expense	361,929.00	894,746.00	-532,817.00	40.5%
Net Ordinary Income	-30,786.46	21,797.00	-52,583.46	-141.2%
Net Income	-30,786.46	21,797.00	-52,583.46	-141.2%

OTO UPWP Financial Reports

Same as OTO Operational Financial Reports but includes In-Kind Income/Expense to match Unified Planning Work Program (OTO Consolidated Planning Grant) Budget.

Ozarks Transportation Organization
UPWP Profit & Loss
October through December 2020

	Oct - Dec 20
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	11,153.40
Interest Income	506.63
Miscellaneous Revenue	47.34
Total Other Types of Income	11,707.37
OTO Revenue	
Consolidated Planning Grant CPG	150,721.09
Total OTO Revenue	150,721.09
Total Income	162,428.46
Gross Profit	162,428.46
Expense	
Building	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Office Cleaning	987.00
Utilities	502.08
Total Building	18,394.08
Commodities	
Office Supplies/Furniture	285.09
Publications	298.00
Total Commodities	583.09
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	8,041.92
Member Attendance at Meetings	3,111.48
Total In-Kind Match Expense	11,153.40
Information Technology	
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,262.00
Software	690.64
Webhosting	114.85
Total Information Technology	4,084.49
Operating	
Copy Machine Lease	
Lease Principal Expense	48.00
Maintenance for Copier	156.00
Toner & Overages	84.00
Copy Machine Lease - Other	405.75
Total Copy Machine Lease	693.75
Dues/Memberships	819.00
Education/Training/Travel	410.00
Food/Meeting Expense	126.54
Legal/Bid Notices	350.00
Postage/Postal Services	99.00
Staff Mileage Reimbursement	40.83
Telephone/Internet	1,144.98
Total Operating	3,684.10

Ozarks Transportation Organization

UPWP Profit & Loss

October through December 2020

	Oct - Dec 20
Personnel	
Mobile Data Plans	450.00
Payroll Services	528.04
Salaries	109,721.77
Total Personnel	110,699.81
Services	
Aerial Photos	25,000.00
Audit	3,845.00
Long Range Plan Update	3,818.21
Professional Services (Legal &	9,361.25
Total Services	42,024.46
Total Expense	190,623.43
Net Ordinary Income	-28,194.97
Net Income	-28,194.97

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July through December 2020

	Jul - Dec 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	26,414.20	59,724.00	-33,309.80	44.2%
Interest Income	2,288.48	6,000.00	-3,711.52	38.1%
Miscellaneous Revenue	123.41			
Total Other Types of Income	28,826.09	65,724.00	-36,897.91	43.9%
OTO Revenue				
Consolidated Planning Grant CPG	240,224.95	654,352.00	-414,127.05	36.7%
Local Jurisdiction Match Funds	88,505.70	156,191.00	-67,685.30	56.7%
Surface Trans Block Grant	0.00	100,000.00	-100,000.00	0.0%
Total OTO Revenue	328,730.65	910,543.00	-581,812.35	36.1%
Total Income	357,556.74	976,267.00	-618,710.26	36.6%
Gross Profit	357,556.74	976,267.00	-618,710.26	36.6%
Expense				
Building				
Building Lease	25,740.00	52,125.00	-26,385.00	49.4%
Common Area Main Exp	8,070.00	19,950.00	-11,880.00	40.5%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	628.10	4,000.00	-3,371.90	15.7%
Office Cleaning	1,974.00	5,550.00	-3,576.00	35.6%
Utilities	1,016.25	3,500.00	-2,483.75	29.0%
Total Building	37,428.35	87,125.00	-49,696.65	43.0%
Commodities				
Office Supplies/Furniture	934.35	7,000.00	-6,065.65	13.3%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	367.00	1,000.00	-633.00	36.7%
Total Commodities	1,301.35	10,500.00	-9,198.65	12.4%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	20,062.98	23,724.00	-3,661.02	84.6%
Member Attendance at Meetings	6,351.22	36,000.00	-29,648.78	17.6%
Total In-Kind Match Expense	26,414.20	59,724.00	-33,309.80	44.2%
Information Technology				
Computer Upgrades/Equip Replace	0.00	8,000.00	-8,000.00	0.0%
Data Storage/Backup	2,269.00	4,400.00	-2,131.00	51.6%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	4,524.00	12,000.00	-7,476.00	37.7%
Software	1,453.23	4,900.00	-3,446.77	29.7%
Webhosting	1,523.53	2,300.00	-776.47	66.2%
Total Information Technology	9,769.76	37,100.00	-27,330.24	26.3%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July through December 2020

	Jul - Dec 20	Budget	\$ Over Budget	% of Budget
Insurance				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,720.00	2,700.00	20.00	100.7%
Workers Compensation	1,232.00	1,700.00	-468.00	72.5%
Total Insurance	6,290.00	10,400.00	-4,110.00	60.5%
Operating				
Copy Machine Lease				
Lease Interest Expense	48.00	1,650.00	-1,602.00	2.9%
Lease Principal Expense	183.25	200.00	-16.75	91.6%
Maintenance for Copier	312.00	650.00	-338.00	48.0%
Toner & Overages	168.00	3,200.00	-3,032.00	5.3%
Copy Machine Lease - Other	676.25			
Total Copy Machine Lease	1,387.50	5,700.00	-4,312.50	24.3%
Dues/Memberships	1,402.00	8,000.00	-6,598.00	17.5%
Education/Training/Travel				
Training	125.00			
Education/Training/Travel - Other	1,050.00	23,000.00	-21,950.00	4.6%
Total Education/Training/Travel	1,175.00	23,000.00	-21,825.00	5.1%
Food/Meeting Expense	569.49	4,300.00	-3,730.51	13.2%
Legal/Bid Notices	544.97	2,000.00	-1,455.03	27.2%
Postage/Postal Services	63.54	1,800.00	-1,736.46	3.5%
Printing/Mapping Services	26.00	14,000.00	-13,974.00	0.2%
Public Input Event Registration	50.00	1,500.00	-1,450.00	3.3%
Staff Mileage Reimbursement	97.18	3,500.00	-3,402.82	2.8%
Telephone/Internet	2,288.04	5,000.00	-2,711.96	45.8%
Total Operating	7,603.72	68,800.00	-61,196.28	11.1%
Personnel				
Mobile Data Plans	1,080.00	3,240.00	-2,160.00	33.3%
Payroll Services	1,253.03	4,000.00	-2,746.97	31.3%
Salaries	232,675.10	529,811.00	-297,135.90	43.9%
Total Personnel	235,008.13	537,051.00	-302,042.87	43.8%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	3,845.00	4,640.00	-795.00	82.9%
Long Range Plan Update	3,818.21	5,000.00	-1,181.79	76.4%
Professional Services (Legal & TIP Tool Maintenance	20,595.42	50,000.00	-29,404.58	41.2%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
	0.00	20,000.00	-20,000.00	0.0%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
 July through December 2020

	Jul - Dec 20	Budget	\$ Over Budget	% of Budget
Travel Demand Model Update	0.00	15,000.00	-15,000.00	0.0%
Travel Sensing & Time Serv Proj	0.00	3,000.00	-3,000.00	0.0%
Total Services	62,858.63	132,240.00	-69,381.37	47.5%
Total Expense	386,674.14	942,940.00	-556,265.86	41.0%
Net Ordinary Income	-29,117.40	33,327.00	-62,444.40	-87.4%
Net Income	-29,117.40	33,327.00	-62,444.40	-87.4%

Ozarks Transportation Organization
Unified Planning Work Program 2nd Quarter Progress Report
Period October 1, 2020 to December 31, 2020

Task 1 OTO General Administration 55% Complete

1.1 Financial Management

OTO prepared and presented the FY 2021 First Quarter Report, including monthly reimbursement requests for September, October, and November. Biweekly payrolls were prepared and processed. The OTO accountant maintained the monthly budget and accounting functions.

1.2 Financial Audit

The OTO worked with the Independent Auditor, Cinda Rodgers, CPA, to conduct a Financial Statement Audit of the FY 2020 Financial Statements. The Audit was presented to the Executive Committee and accepted in December by the Board of Directors.

1.3 Unified Planning Work Program (UPWP)

Presentation and approval of UPWP Amendment One to/by the Board of Directors and submittal and processing with MoDOT, as well as accompanying changes to the OTO Operational Budget.

1.4 Travel and Training

Staff attended the following training during the 2nd Quarter:

Transportation and General Planning

Missouri Highway Safety Conference – 9/29-10/1

Missouri APA Annual Conference 10/8

Webinar – Funding Opportunity: Pilot Program for TOD 10/14

Missouri Chamber Transportation Summit 10/21-10/22

AMPO Annual Meeting 10/27-10/29

MoDOT State Freight & Rail Plan - Steering Committee Meeting 11/17

AMPO Active Transportation Working Group Webinar 12/10

Freight in the Southeast Conference 12/14-12/16

OCITE Chapter Meetings

APA Board Meetings

MPTA Meetings

GIS

MO Transportation Safety Workshop Demonstration - 10/19

Esri Training MOOC: Spatial Data Science – 10/28 - 12/06

NPMRDS Quarterly Webinar - 11/5

Esri: Framework for Racial Equity and Community Outreach Webinar - 11/12

FHWA Webinar: Using GIS Data for Dashboards – 11/18

Esri Webinar: The Six Elements Required for Effective Civic Engagement - 11/18

GOTUG Quarterly Webinar: Handling Data for GIS – 12/2

AMPO GIS Group Quarterly Webinar – 12/8

Other

Streetlight Data Introduction and Demonstration 10/20

1.4 General Administration and Contract Management

Continued to track and monitor contracts and payments.

1.5 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org, www.giveusyourinput.org, www.ototrailstudy.com websites and maintained the Twitter and Facebook accounts with online updates. Staff coordinated with IT company to address security concerns and other IT support.

Task 2 OTO Committee Support 50% Complete

2.1 OTO Committee Support

One Board of Directors and two Technical Planning Committee meetings were conducted. Agendas, minutes, and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and present relevant items.

The following items were approved:

- Chesterfield Lofts, LLC Lease Renewal
- FY 2021 UPWP/Operational Budget Amendment One
- Amendment 6 to the FY 2020-2023 TIP
- Federal Functional Classification Change Request – City of Strafford – N. Orchard Drive, Stan Harriman Blvd. & E. Evergreen Street
- FY 2020 Independent Financial Statement Audit Report
- Financial Statements for 1st Quarter 2020-2021 Budget Year
- 2021 Legislative Priorities
- Annual Listing of Obligated Projects
- TPC Chair Rotation
- Appointment of 2021 OTO Officers
- Amendment 7 to the FY 2020-2023 TIP
- Safety, System Condition, System Performance, and Transit Safety Targets

The following items were reviewed:

- STIP Prioritization Update
- September 30, 2020 Federal Funds Balance Report
- Administrative Modifications Six and Seven to the FY 2020-2023 TIP
- 2019 State of Transportation Report
- 2021 Board of Directors and Technical Planning Committee Meeting Schedules

One meeting of the Executive Committee was held in November and discussion included the FY 2020 financial audit, 2021 legislative priorities, and 2021 meeting schedule.

One Bicycle and Pedestrian meeting was held. The November meeting included a discussion of a draft trail plan for the long-range transportation plan.

The Local Coordinating Board for Transit held a meeting in November and reviewed the status of 5310 vehicle orders, COVID-19 impacts, and discussed upcoming plan updates and possible agenda items.

MoDOT Coordination Meetings continued to be held between OTO staff and MoDOT Southwest District staff to discuss projects and issues in the region. OTO staff also participated on statewide Planning Partner calls with MoDOT leadership.

2.2 Community Committee Participation

- Southwest Regional Missouri Coalition for Roadway Safety
- Southwest Missouri Council of Governments Board
- SMOG Transportation Advisory Committee
- Springfield Traffic Advisory Board Bicycle and Pedestrian Committee
- Republic Comprehensive Planning Committee
- Ozarks Clean Air Alliance
- Let's Go Smart Transportation Collaborative
- Community Partnership Council of Collaboratives
- Missouri Highways and Transportation Commission
- Springfield Walkability Team
- Springfield Chamber Good Morning Springfield
- Springfield Chamber Transportation Committee
- Nixa Chamber
- Republic Chamber

2.3 OTO Policy and Administrative Documents

OTO worked with the HR consultant to conduct an HR audit. OTO worked with dues paying members to modify the Articles of Incorporation to modify the distribution of assets in the event of dissolution.

2.4 Public Involvement

Monitored and updated OTO social media and media outlets. Continued to post incoming public comments to the Public Comment Database. Implemented the Public Participation Plan by sending out meeting notices and press releases:

- 2020-2023 TIP Amendment 6
- Federal Functional Class Change – City of Strafford – N. Orchard Drive, Stan Harriman Blvd. & E. Evergreen Street
- FY 2021 UPWP/Operational Budget Amendment One
- Annual Listing of Obligated Projects
- Performance Targets
- 2020-2023 TIP Amendment 7
- 2022-2025 TIP Public Input

Provided all public comments to the OTO Board of Directors and Technical Committee for informational purposes. Responded to public comment as appropriate.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 61.93 committee member hours were reported.

Task 3 General Planning and Plan Implementation 50% Complete

3.1 OTO Long-Range Transportation Plan (LRTP), *Transportation Plan 2040*

Continued to implement the recommendations within *Transportation Plan 2040*. Attended Core Team/Study Meetings for 160/AA/CC, 60/125, and 60 West Corridor Study.

3.2 Performance Measures

OTO continued to participate on the MoDOT FAST Act Performance Measures Coordination calls. The State of Transportation report, which outlines locally determined performance targets from *Transportation Plan 2040*, was shared with the Board of Directors in October. OTO reviewed and the Board of Directors approved planning and support of MoDOT targets for Safety, System Condition, System Performance, and Transit Safety. These were reported to MoDOT in December.

3.3 Congestion Management Process Implementation

Continued monitoring congestion related data.

3.4 Federal Functional Classification Maintenance and Updates

Processed a Federal Functional Classification Change for the City of Strafford. The annual call for Federal Functional Classification changes was sent out in November. No additional requests were received.

3.5 Bicycle and Pedestrian Plan Implementation

Monitored and processed reasonable progress extension requests for 2018 grant projects. One BPAC meeting was held, which discussed the draft trail plan for inclusion in *Destination 2045*.

3.6 Freight Planning

Participated in one Heartland Freight Technology Plan meeting and provided feedback on consultant deliverables. Participated in the *Freight in the Southeast* conference.

3.7 Traffic Incident Management Planning

Held two TIM committee meetings. The annual TIM Self-Assessment was completed and draft TIM performance measures were reviewed.

3.8 Air Quality Planning

Requested fleet and fuel information from Missouri Department of Revenue. Discussed EV vehicles and charging opportunities with City Utilities. Monitored grant opportunities through DNR and the VW Trust Settlement. Monitored air quality readings as reported weekly by MDNR. Attended monthly OCAA meetings.

3.9 Hazard Environmental Assessment

Updated GIS files associated with the Hazard Environmental Assessment Database. Collected ACS 2015 – 2019 census data demographics for environmental justice populations.

3.10 Demographics and Future Projections

Continued to collect residential permit data from OTO jurisdictions and add to the GIS database for use in the annual growth trends report in the spring. Reviewed the 2019 census population estimates for dues calculation.

3.11 Geographic Information Systems (GIS)

Updated the TIP database. Retrieved files updated with revised 2019 AADT traffic volumes. Updated residential building footprint data to include newly constructed housing developments in the OTO area. Completed conflation project integrating MoDOT SS Segments, Model links, Acyclica and RITIS travel time shapefiles, and county centerline feature attributes into one table for future projects and analysis. Added a gallery of Online GIS resources to the OTO website. Collected MoDOT 2019 TMS Planning data package from the MoDOT Box account. Coordinated with the City of Springfield for delivery of 2020 aerial photography products.

3.12 Mapping and Graphics Support for OTO Operations

Updated the OTO Study Area graphic. Created a map of the Chadwick Flyer trail alignment showing mileage by jurisdiction. Converted future road classifications to a .kmz file for viewing in google earth.

3.13 Support for Jurisdictions' Plans

Shared OTO permit data with SW MO Council of Governments for their work on area comprehensive plans. Provided updated service area square miles and population to CU Transit for their NTD FY20 report.

3.14 Studies of Parking, Land Use, and Traffic Circulation

Discussion continued on needed improvements for a large development in Republic. A review of potential traffic impacts was made for a development project in the northeast area of OTO's region.

3.15 Transportation Consultant/Modeling Services

Worked with the City of Springfield and model consultant to begin project to analyze the impacts of the Grant Avenue Parkway improvements on the overall network.

3.16 Civil Rights Compliance

Began updating the Limited English Proficient and Title VI/ADA plans.

3.17 Travel Demand Model Update

Final model scenarios will be developed once a list of projects is developed for the Destination 2045 LRTP.

3.18 Transportation Plan 2045 (now known as Destination 2045)

Continued to seek public involvement, including the use of Facebook Ads to encourage survey completion. Ten thousand postcards were sent throughout the OTO region to garner additional survey responses. Area communities and agencies were contacted for further outreach. Discussed regional trail component at BPAC meetings in November. Three *Destination 2045* committee meetings were held. Discussion included the major thoroughfare plan and street typologies, as well as financial projections, and project prioritization.

3.19 Aerial Photography

Aerial photography was received and payment was processed.

Task 4 Project Selection and Programming 30% Complete

~~4.1 FY 2021-2024 Transportation Improvement Program (TIP)~~

4.2 FY 2022-2025 Transportation Improvement Program (TIP)

Collected public input from interested parties and stakeholders.

4.3 Project Programming

FY 2020-2023 Amendments Six and Seven were approved by the Board of Directors. Staff processed approved Amendment Six on the website. Administrative Modification Seven was prepared and presented.

4.4 Federal Funds Tracking

Continued to monitor obligations and reasonable progress. Developed Federal Funds Balance Report and Annual Listing of Obligated Projects, publishing the ALOP to the OTO website before the December deadline.

4.5 Online TIP Tool Maintenance

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program. Staff met with the provider to discuss upcoming changes.

4.6 STIP Project Prioritization and Scenarios

Scheduled three MoDOT Refining STIP Priority meetings to discuss projects that could be programmed in the STIP. Meetings are scheduled for January and February.

Task 5 OTO Transit Planning 45% Complete

5.1 Operational Planning

Maintained a list of transit operators.

5.2 Transit Coordination Plan Implementation

Held LCBT meeting on November, discussing status of 5310 vehicle purchases, , COVID-19 impacts, and possible agenda items for 2021.

5.3 Program Management Plan Implementation

Reported on current award status at LCBT meeting in November.

5.4 Data Collection and Analysis

No data collected during the quarter.

5.5 Community Support

Provided support to public when contacted regarding access to transit services. Forwarded public comments received to the Technical Planning Committee and Board of Directors. Attended CU Transit Advisory meetings, Community Partnership Lets Go Smart Committee, and Community Focus Report Steering Committee meeting.

5.6 ADA/Title VI Appeal Process

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. No appeals were received.

Task 6 City Utilities Transit Planning (FTA 5307 Funding for City Utilities) 50% Complete

6.1 Operational Planning

CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant, MO-2019-006; As of September 30, 2020, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. CU has completed first 1% security project – bullet resistant glass at the Transit Center customer service window. However, the final cost on this project was lower than anticipated, so a second 1% security project will be started in the spring of 2021.

CU's FY 2020 Section 5307 grant, MO-2020-011; As of September 30, 2020, CU's short-range transit planning and preventive maintenance is 100% complete. Currently have \$1.4 million remaining in operating assistance, due to some operating expenditures being paid at 100% through the CARES grant MO-2020-011. Have not requested reimbursement for 1% security requirement due to the purchasing department's focus being on pandemic response. Hope to start the bid process for the security project in spring 2021 – this project will involve security lighting at highly used bus stops without shelters.

CU's FY2020 Section 5307 CARES grant, MO-2020-012; As of September 30, 2020, City Utilities has utilized \$2,000,000 of CARES Act Funding. This is consistent with budgeted plan of requesting \$2,000,000 reimbursement annually until the grant is complete. City Utilities is following FTA guidance and utilizing this funding for operating expenses such as fuel, admin labor and operations labor, however, any expense normally eligible under the Section 5307 programs is eligible.

CU's FY 2019 Section 5339 grant – CU executed grant application to FTA for the purchase of two, 35-foot fixed route buses. This grant was be combined with MODOT's Section 5339 funding transferred to CU. However, this grant was deleted in September 2019 due to a 5339 Low or No Emissions grant award in July 2019. The FY 2019 Section 5339 grant is anticipated to be utilized for bus training simulators and small fleet vehicles, however, the funds have not yet been re-obligated. The TIP was voted to be

amended September 18th, 2019 to revise the document for the changes to planned expenditures for the FY 2018 Section 5339 grant.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant, MO-2020-001 – This competitive grant was awarded to CU on July 26th, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two chargers. This grant will be combined with a VW Trust award from the Missouri Department of Natural Resources. The electric buses are anticipated to be delivered towards the end of May 2021.

CU's FY 2018/2019/2020 Section 5310 grants, MO-2019-010 - CU executed FY 2019 FTA Section 5310 grant on June 3, 2019. This grant combined Section 5310 funds from 2018, 2019 and 2020 for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP will be issued by the end of the year. We anticipate construction will start in February 2021.

CU's FY 2017 Section 5310 grant, MO-2017-012; The application for the purchase of 19 bus shelters and new bus route signage was completed by September 30, 2017. However, there was an unexpected cost savings that allowed the purchase of additional shelters. Since the original requisition didn't include any options to purchase additional shelters, a new RFP was completed to replace remaining (4) Phase I shelters and to order spare shelters. The shelters were received April 20, 2020 but were unable to be installed due to the concrete contract with FTA language expiring around that time. This was also at the onset on the COVID pandemic, so CU's purchasing department was working on pandemic response rather than "unessential" projects. As of September 30, 2020, it has been decided to use a concrete contract that does not include FTA language as CU will not be requesting FTA reimbursement for the concrete work. It is anticipated for the Phase 1 replacement shelters to be installed by the end of the year.

Appropriations for FY2021 have not yet been made.

6.2 ADA Accessibility

FTA Grant MO-2017-012 for replacement of Phase 1 shelters is still in progress. All shelters have been received from the vendor but need to be installed. Due to COVID-19, it has taken longer than anticipated for installation due to a temporary hold being put on "non-essential" projects.

CU's FY 2018/2019/2020 Section 5310 grant, MO-2019-010, has been awarded by FTA. This grant is for the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work is complete, and the RFP will be issued by the end of the year. CU anticipates construction will start in February 2021.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

No permanent route modifications have been made in this quarter. All fixed routes are consistently evaluated to make improvements as needed.

6.4 Service Planning

Data collection for on-time performance by bus route is posted each week for all the bus operators to monitor how each route and bus operator are performing.

CU is active in OTO and community committees involving discussions on Transit.

6.5 Financial Planning

CU Transit staff prepares and monitors the Transit Budget, Financial and Capital Project Plans monthly, quarterly, and annually.

CU is active in OTO and community committees involving discussions on Transit.

6.6 Competitive Contract Planning

City Utilities Purchasing department ensures that CU Transit awards bids to the most competitive contracts and that all FTA guidelines and requirements are followed. In the future, CU is considering studying opportunities for transit cost reductions using third-party and private sector providers for a portion of the paratransit bus service.

6.7 Safety, Security and Drug and Alcohol Control Planning

CU continues to monitor safety, security and DOT Drug and Alcohol control regulations monthly.

The City Utilities Board of Public Utilities approved Transit's PTASP plan on June 25th, 2020 and anticipate updating Certifications and Assurances prior to December 31st to meet the extended deadline established by FTA.

6.8 Transit Coordination Plan Implementation

CU has implemented the Transit Coordination Plan due to receiving Section 5310 grant funding. The OTO provides annual training for applicants, including CU each fiscal year and provides the media outreach.

6.9 Program Management Plan

CU does not have to do a Program Management Plan for Section 5339 grant funding. The OTO does do a Program Management Plan for the Section 5310 grant program.

6.10 Data Collection and Analysis

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU is preparing for the annual Single Audit of the federal grants to be completed by external auditors in October and November 2020.
- CU is gathering data for the annual National Transit Database report that is due January 31, 2020.

Task 7 Special Studies and Projects 10% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

Received information relating to volumes in terms of comparing to pre-Covid-19 levels.

7.2 Grant Applications

7.3 Other Special Studies in accordance with the Adopted Long-Range Transportation Plan

Discussed exploring special studies in relation to Chadwick Flyer Trail and Highway FF in Battlefield.

7.4 Travel Sensing & Travel Time Service Project

COVID-19 delayed the collection of travel time data for 2020.

Task 8 Transportation Demand Management 0% Complete

8.1 Coordinate Employer Outreach Activities

Member and Employer Outreach paused during COVID-19 pandemic.

8.2 Collect and Analyze Data to Determine Potential Demand

Task 9 MoDOT Transportation Studies & Data Collection 50% Complete

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 260 staff hours were completed.

TAB 4

BOARD OF DIRECTORS AGENDA 3/18/2021; ITEM II.B.

**FY 2021 UPWP Administrative Modification One
Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

An administrative modification to the 2021 Unified Planning Work Program, with accompanying changes to the Operational Budget, has been made to modify expenses and revenue to more accurately reflect billing this fiscal year. The change is to move \$20,000 from In-Kind Meeting Expense to MoDOT Direct Services. In-Kind meeting attendance billing has been lower than expected. MODOT Direct Service Billing has been more than expected.

The Executive Director approved the administrative modification on February 17, 2021 to approve this change.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATION ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

February 17, 2021

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

Dear Ms. O'Connor:

Please find attached one (1) copy of the **Fiscal Year 2021 Unified Planning Work Program (UPWP) Administrative Modification One** for the Ozarks Transportation Organization (OTO). The FY2021 UPWP Administrative Modification One was approved by Executive Authority on February 17, 2021. The amended document does not change the overall federal amount of federal Consolidated Planning Grant (CPG) and Surface Transportation Block Grant funding from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

The only changes included reflect the shifting of \$20,000 from In-Kind Meeting Attendance to MoDOT Direct Services.

We respectfully request that you forward this document to FHWA and FTA for approval.

Sincerely,

Sara Fields
Executive Director





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Amendment One

Unified Planning Work Program

Fiscal Year 2021

(July 1, 2020 – June 30, 2021)

APPROVED BY OTO BOARD OF DIRECTORS: June 18, 2020
Amendment One Approved October 15, 2020
Administrative Modification One Approved February 17, 2021

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

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

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

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

The preparation of this report was financed in part by Metropolitan Planning Funds from the Federal Transit Administration and Federal Highway Administration, administered by the Missouri Department of Transportation. Its contents do not necessarily reflect the official views or policies of the U.S. DOT.

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2020 (July 2020 - June 2021). The program is prepared annually and serves as a basis for requesting federal planning funds from the U.S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

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

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

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

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

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

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

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

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

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

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

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

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

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

Anticipated Consultant Contracts

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

Cost Category	Budgeted Amount FY 2021
Travel Sensing & Travel Time Services Project	\$3,000
Audit	\$4,640
Professional Services Fees	\$50,000
Data Storage/Backup	\$4,400
IT Maintenance Contract	\$12,000
Online TIP Tool Maintenance	\$9,600
Travel Demand Model Update	\$15,000
Transportation Consultant/Modeling Services	\$20,000
Webhosting	\$900
Payroll	\$4,000
Total Consultant Usage	\$133,540

Items to be purchased that exceed \$5,000

IT Maintenance Contract	\$12,000
Online TIP Tool Maintenance	\$9,600
Professional Services Fees	\$50,000
Transportation Consultant/Modeling Services	\$30,000
Travel Demand Model Update	\$15,000
Tablet Upgrade	\$11,500
Aerial Photos	\$25,000

Task 1 - OTO General Administration

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

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

1.1 Financial Management	\$35,901
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July to June Consultant Contract

Responsible Agency – OTO

- Preparation of quarterly financial reports, payment requests, payroll, and year-end reports to MoDOT.
- Maintenance of OTO accounts and budget, with reporting to Board of Directors.
- Dues calculated, and statements mailed.

1.2 Financial Audit	\$7,000
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August to December

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2020 and report to Board of Directors.
- Implement measures as suggested by audit.

1.3 Unified Planning Work Program (UPWP)	\$11,250
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July to June

Responsible Agency – OTO

- Amendments to the FY 2021 UPWP as necessary.
- Development of the FY 2022 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.
- UPWP Quarterly Progress Reports.
- Invoicing and Year-end Report
- Obtain Board of Directors, MoDOT and ONE DOT approval of FY2022 UPWP

1.4 Travel and Training.....	\$47,500
------------------------------	----------

July to June

Responsible Agency – OTO

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

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

1.5 General Administration and Contract Management\$25,000

July to June

Responsible Agency – OTO

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

1.6 Electronic Support for OTO Operations\$36,000

July to June

Responsible Agency – OTO

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

End Products for FY 2021

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT.
- Financial reporting to the Board of Directors.
- Calculate dues and send out statements.
- FY 2020 Audit Report.
- Adoption of FY 2022 UPWP.
- Execute annual CPG Grant.
- FY 2021 UPWP Amendments as needed.
- Attendance of OTO staff and OTO members at the various training programs.
- Legal Document revisions as needed.
- Monthly content updates to websites.
- Social media postings.
- Graphics for documents.
- Legal services.
- Updated By-laws

Tasks Completed in FY 2020

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

Training Attended in FY 2020

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

Funding Sources

Local Match Funds	\$26,415	18.0851%
Federal CPG Funds	\$115,541	71.0359%
Federal STBG Funds	\$17,695	10.879%
Total Funds	\$162,651	100.00%

Task 2 – OTO Committee Support

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

Work Elements	Estimated Cost
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2.1 OTO Committee Support	\$145,000
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July to June

Responsible Agency – OTO

- Conduct and staff all Bicycle and Pedestrian Advisory Committee, Board of Directors, Executive Committee, Local Coordinating Board for Transit, Technical Planning Committee and Traffic Incident Management meetings.
- Respond to individual committee requests.
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year.

2.2 Community Committee Participation	\$19,205
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July to June

Responsible Agency – OTO

- Participate in and encourage collaboration among various community committees directly related to transportation. Committees include:
 - City of Springfield Traffic Advisory Board
 - Community Partnership Transportation Collaborative
 - CU Fixed Route Advisory Committee
 - Missouri Public Transit Association
 - MoDOT Blueprint for Safety
 - Ozarks Clean Air Alliance and Clean Air Action Plan Committee
 - Ozark Greenways Technical Committee
 - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
 - SeniorLink Transportation Committee
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Governments Board and Transportation Advisory Committee
 - Area Chambers of Commerce
 - Worked with Springfield Transportation Collaborative (Completed June 2020).
 - Other committees as needed

2.3 OTO Policy and Administrative Documents	\$10,000
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July to June

Responsible Agency – OTO

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

2.4 Public Involvement.....\$32,500*July to June*

Responsible Agency – OTO

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

2.5 Member Attendance at OTO Meetings\$316,000*July to June*

Responsible Agencies – OTO and Member Jurisdictions

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

End Products for FY 2021

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

Tasks Completed in FY 2020

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

Funding Sources

Local Match Funds	\$7,893	14.1687%
In-kind Services*	\$ 3 16,000	3.9164%
Federal CPG Funds	\$172,408	71.0359%
Federal STBG Funds	\$26,404	10.879%
Total Funds	\$242,705	100.00%

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

Task 3 – General Planning and Plan Implementation

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

Work Elements	Estimated Cost
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3.1 OTO Long Range Transportation Plan (LRTP), <i>Transportation Plan 2040</i>	\$38,000
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July to June

Responsible Agency – OTO

- Process amendments to the Long-Range Transportation Plan, including the Major Thoroughfare Plan.
- Continued Implementation of Action Items
- One-page summary report on status of implementation plan

3.2 Performance Measures	\$23,705
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July to June

Responsible Agency – OTO

- Continue to set and monitor performance targets, in coordination with MoDOT and City Utilities, as outlined in MAP-21 and continued by the FAST Act.
- Production of an annual state of transportation report to monitor the performance measures as outlined in the Long-Range Transportation Plan, incorporating connections to FAST Act performance measures.

3.3 Congestion Management Process Implementation	\$12,000
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July to December

Responsible Agency – OTO

- Coordinate ongoing data collection efforts.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.
- Use travel time data for Annual Report.
- Conduct before and after analysis for completed projects.

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

Responsible Agency – OTO

- Annual call for updates.
- Other periodic requests will be processed as received.
- Seek approval of requests by OTO Board, MoDOT, and USDOT.

3.5 Bicycle and Pedestrian Plan Implementation	\$25,000
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July to June

Responsible Agency – OTO

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

3.6 Freight Planning\$9,500

July to June

Responsible Agency – OTO

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

3.7 Traffic Incident Management Planning\$9,500

July to June

Responsible Agency – OTO

- Continued Implementation of the Traffic Incident Management Action Plan.

3.8 Air Quality Planning\$7,500

July to June

Responsible Agency – OTO

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

3.9 Hazard Environmental Assessment.....\$5,000

July to December

Responsible Agency – OTO

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

3.10 Demographics and Future Projections\$17,400

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

3.15 Transportation Consultant/Modeling Services.....\$20,000*July to June***Consultant Contract**

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

3.19 Aerial Photography\$25,000*July to August*

Responsible Agency – OTO

- Cooperatively Purchase Aerial Photography with the City of Springfield, City Utilities, and other local jurisdictions. OTO pays a flat fee of the overall expected cost of \$273,195.50. 100% of the OTO portion will be used for regional transportation planning.

End Products for FY 2021

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

Tasks Completed in FY 2020

- Major Thoroughfare Plan Amendments
- Maintenance of GIS System Layers (Completed June 2020).
- Continued Monitoring of Attainment Status (Completed June 2020).
- Performance Measure Report (Completed July 2019).
- Assist jurisdictions compliance with Major Thoroughfare Plan.
- Annual State of Transportation Report.
- Bike/Ped Implementation Report (October 2019)
- Called for Federal Function Class Updates.
- TIM Implementation Report.
- DBE Report submitted to MoDOT (Completed October 2019 and April 2020).
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2019 and February 2020).

- Title VI Annual Survey submitted to MoDOT (Completed February 2020).
- Completed travel time analysis for prioritization purposes.
- Aerial Photography files received
- Congestion Management Process Update

Funding Sources

Local Match Funds	\$60,280	18.0851%
Federal CPG Funds	\$236,766	71.0359%
Federal STBG Funds	\$36,259	10.879%
Total Funds	\$333,305	100.00%

Task 4 – Project Selection and Programming

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

Work Elements**Estimated Cost****4.2 FY 2022-2025 Transportation Improvement Program (TIP)\$27,000**

October to June

Responsible Agency – OTO

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

4.3 Project Programming\$21,705

July to June

Responsible Agency – OTO

- Process all modifications to the FY 2020-2023 and the FY 2021-2024 TIPs including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for projects.
- Award funding and program projects.

4.4 Federal Funds Tracking.....\$13,200

July to June

Responsible Agency – OTO

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website.
- Monitor STBG-Urban and TAP balances.
- Track area cost-share projects.
- Publish Funds Balance Report two times per year.
- Track reasonable progress on project implementation following programming.

4.5 Online TIP Tool Maintenance\$9,600

July to June

Consultant Contract

Responsible Agency – OTO

- Maintenance contract for web-based tool to make an online searchable database for projects.

4.6 STIP Project Prioritization and Scenarios\$17,500

July to June

Responsible Agency – OTO

- Revise Prioritization Criteria and score projects.
- Subcommittee meetings to rank projects

- Final recommendations provided to MoDOT

End Product(s) for FY 2021

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

Tasks Completed in FY 2020

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

Funding Sources

Local Match Funds	\$16,097	18.0851%
Federal CPG Funds	\$63,226	71.0359%
Federal STBG Funds	\$9,683	10.879%
Total Funds	\$89,005	100.00%

Task 5 – OTO Transit Planning

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

Work Elements	Estimated Cost
5.1 Operational Planning	\$8,000
<i>July to June</i>	
Responsible Agencies – OTO	
<ul style="list-style-type: none"> • OTO staff shall support operational planning functions with available data. • Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey. • Attend the CU Advisory Committee. 	
5.2 Transit Coordination Plan Implementation	\$10,800
<i>July to June</i>	
Responsible Agencies – OTO, Human Service Transit Providers	
<ul style="list-style-type: none"> • Transit Coordination Plan Implementation with one-page report on status of action items. https://media.ozarkstransportation.org/documents/Transit-Coordination-Plan-2017.pdf • As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds. • OTO staffing of the Local Coordinating Board for Transit. • OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans. • Research additional funding for senior centers and human service agencies. 	
5.3 Program Management Plan Implementation.....	\$5,000
<i>July to June</i>	
Responsible Agencies – OTO	
<ul style="list-style-type: none"> • Continue to implement the Program Management Plan. https://media.ozarkstransportation.org/documents/Program-Management-Plan-2018.pdf 	
5.4 Data Collection and Analysis	\$10,000
<i>July to June</i>	
Responsible Agencies – OTO	
<ul style="list-style-type: none"> • OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes. • OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts. • Explore barriers to transit use. 	

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

Responsible Agencies – OTO

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

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

Responsible Agencies – OTO

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

End Products for FY 2021

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

Tasks Completed in FY 2020

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

Funding Sources

Local Match Funds	\$7,741	18.0851%
Federal CPG Funds	\$30,403	71.0359%
Federal STBG Funds	\$4,656	10.879%
Total Funds	\$42,800	100%

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

Work Elements	Estimated Cost
6.1 Operational Planning	\$123,312
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • Route analysis. • City Utilities Transit grant submittal and tracking. • City Utilities Transit collection and analysis of data required for the National Transit Database Report. • City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings. • CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00). 	
6.2 ADA Accessibility.....	\$22,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants. 	
6.3 Transit Fixed Route and Regional Service Analysis Implementation	\$8,100
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • CU will implement recommendations of the Transit Fixed Route Regional Service Analysis. 	
6.4 Service Planning	\$54,000
<i>July to June</i>	
Responsible Agencies – City Utilities	
<ul style="list-style-type: none"> • Collection of data from paratransit operations as required. • CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01) • Title VI service planning. 	
6.5 Financial Planning	\$37,000
<i>July to June</i>	
Responsible Agency – City Utilities	
<ul style="list-style-type: none"> • CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources. 	

6.6 Competitive Contract Planning\$1,780*July to June*

Responsible Agencies – City Utilities

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

6.7 Safety, Security and Drug and Alcohol Control Planning\$5,900*July to June*

Responsible Agencies – City Utilities

- Implementation of additional safety and security policies as required by FAST Act.

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

Responsible Agencies – City Utilities and Ozarks Transportation

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

6.9 Program Management Plan.....\$3,000*July to June*

Responsible Agencies – City Utilities

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

6.10 Data Collection and Analysis.....\$8,908*July to June*

Responsible Agencies – City Utilities

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

End Products for FY 2021

- Operational Planning
- ADA Accessibility
- Fixed Route Analysis
- Service Planning
- Financial Planning
- Competitive Contract Planning
- Safety Planning

- Transit Coordination Plan
- Program Management Plan
- Data Collection & Analysis

Tasks to be Completed in FY 2020

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

Funding Sources

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

Task 7 – Special Studies and Projects

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

Work Elements**Estimated Cost**

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

July to June

Responsible Agency – OTO

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

7.2 Grant Applications\$6,500

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

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

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

July to June

Responsible Agency – OTO

- Ongoing maintenance of WiFi travel time units.

End Products for FY 2021

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

Tasks Completed in FY 2020

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

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

Funding Sources

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

Task 8 – Transportation Demand Management

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

Work Elements	Estimated Cost
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8.1 Coordinate Employer Outreach Activities	\$4,000
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July to June

Responsible Agencies – OTO, City of Springfield

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

8.2 Collect and Analyze Data to Determine Potential Demand	\$15,000
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July to June

Responsible Agency – OTO

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

End Product(s) for FY 2021

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

Tasks Completed in FY 2020

- Annual report of TDM activities, including number of users, employer promotional activities, results of location data analysis, and benefits to the region.
- Updated Rideshare Brochure.
- New Rideshare Informational signs to reflect transition to web-based system

Funding Sources

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

Task 9 – MoDOT Transportation Studies & Data Collection

Work Elements

Estimated Cost

MoDOT Transportation Studies and Data Collection \$243,724

July to June MoDOT Southwest District - \$243,724

Responsible Agency – MoDOT Southwest District

- MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.
 - OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model.
 - Transportation studies would be conducted to provide accident data for use in the Congestion Management Process.
 - Speed studies would be conducted to analyze signal progression to meet requirements of the Congestion Management Process.
 - Miscellaneous studies to analyze congestion along essential corridors may also be conducted.
 - Maintenance of the travel time collection units.

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

MoDOT Position	Annual Salary	Annual Fringe	Annual Additive	Total	% Time	Eligible
<u>Traffic Center Manager</u>	<u>\$73,956</u>	<u>\$55,460</u>	<u>\$8,335</u>	<u>\$137,750</u>	<u>5.000%</u>	<u>\$6,888</u>

<u>Senior Traffic Study Specialist</u>	<u>\$55,968</u>	<u>\$43,532</u>	<u>\$6,308</u>	<u>\$105,808</u>	<u>10.000%</u>	<u>\$10,581</u>
<u>Senior Traffic Study Specialist</u>	<u>\$60,276</u>	<u>\$57,178</u>	<u>\$6,793</u>	<u>\$124,247</u>	<u>5.000%</u>	<u>\$6,212</u>
<u>Senior Information Systems Technologist</u>	<u>\$49,056</u>	<u>\$45,583</u>	<u>\$5,529</u>	<u>\$100,167</u>	<u>6.997%</u>	<u>\$7,009</u>
<u>Senior Traffic Technician</u>	<u>\$41,088</u>	<u>\$41,174</u>	<u>\$4,631</u>	<u>\$86,893</u>	<u>15.000%</u>	<u>\$13,034</u>
<u>Total</u>						<u>\$43,724</u>

End Products for FY 2021

- Annual traffic counts within the OTO area for MoDOT roadways.
- Annual crash data.
- Speed Studies.
- Maintenance of the travel time collection units.

Tasks Completed in FY 2020

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

Funding Sources

Value of MoDOT Direct Costs	<u>\$243,724</u>
	X 80%
Credit amount available for local match	<u>\$18,979.2034,979.2</u>
(Federal pro-rata share of value of direct costs – no actual funds)	

Expenditure Summary by Work Task

	Local Funding			Federal Funding				
Task	Local Match (14.999%)	City Utilities	In-Kind (3.8785%)	CPG (71.0359%)	STBG (10.879%)	5307	Total	Percent (%)
1	\$29,416			\$115,541	\$17,695		\$162,651	13.68%
2	\$7,894		\$316,000	\$172,408	\$26,403		\$242,705	20.41%
3	\$60,280			\$236,766	\$36,259		\$333,305	28.03%
4	\$16,097			\$63,226	\$9,683		\$89,005	7.48%
5	\$7,740			\$30,403	\$4,656		\$42,800	3.60%
6		\$54,000				\$216,000	\$270,000	22.70%
7	\$5,380			\$21,133	\$3,237		\$29,750	2.50%
8	\$3,436			\$13,497	\$2,067		\$19,000	1.60%
TOTAL	\$130,243	\$54,000	\$316,000	\$652,973	\$100,000	\$216,000	\$1,186,9216	100.00%
9	Value of MoDOT "Direct Cost"						\$243,724	
Total of Transportation Planning Work							\$1,212,940	

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

	Amount Budgeted
Estimated Actual Costs of Tasks 1-8	\$1,186,216
Minus City Utilities Transit (FTA 5307 Funding)	(\$270,000)
Actual Total Ozarks Transportation Organization Expenditures	\$919,899,216
PLUS, Value of Task 8 MoDOT Direct Costs Credit	\$243,724
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$942,940
Federal Pro-Rata share	80%
Federal CPG and STBG Funding Eligible	\$754,352

*Federal Funding as a percentage of total OTO actual transportation planning costs is 82.064783.89% (\$754,352/\$919,899,216). The value of MoDOT Direct Costs allows the OTO to include an additional \$18,979,2034,979.20 in Federal CPG funding.

Budgeted Revenue for Actual Costs FY 2021 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Federal CPG Funding Eligible	\$654,352
Surface Transportation Block Grant	\$100,000
Local Match to be Provided	\$128,864
Value of In-Kind Match	<u>\$316,000</u>
Total OTO Revenue	<u>\$919,899,216</u>

Total Available Federal Revenue for FY 2020 UPWP Work Activities

(MO-81-0013) CPG Fund Balance as of 12/31/2019*	\$663,552.12
Less remaining CPG funds to be spent FY 2020	<u>\$400,145.52</u>
Estimated Remaining Balance of Previous FY Funds on 6/30/20	\$263,406.60
 FY 2020 CPG Funds allocation (Received February 2020)	<u>\$637,262.00</u>
TOTAL Estimated CPG Funds Available for FY 2021 UPWP	\$900,668.60
TOTAL CPG Funds Programmed for FY 2021	<u>-\$654,352.00</u>
CPG Fund Balance estimated remaining at fiscal year-end 2021	\$246,316.60
 FY 2021 Estimated CPG Funds allocation**	<u>\$637,262.00</u>
 Remaining Unprogrammed Balance****	\$883,578.60

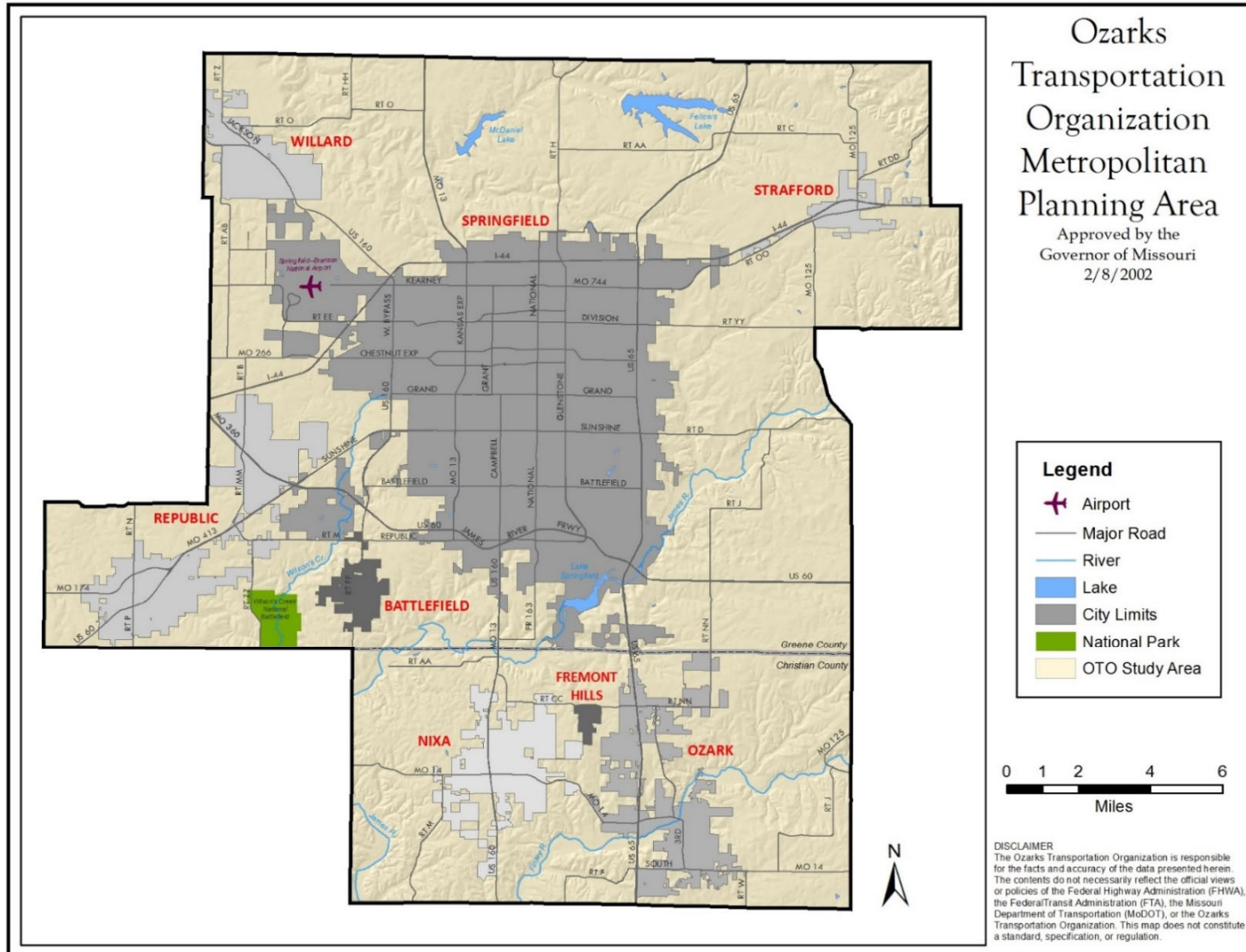
*Previously allocated, but unspent CPG Funds through 12/31/2019.

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

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

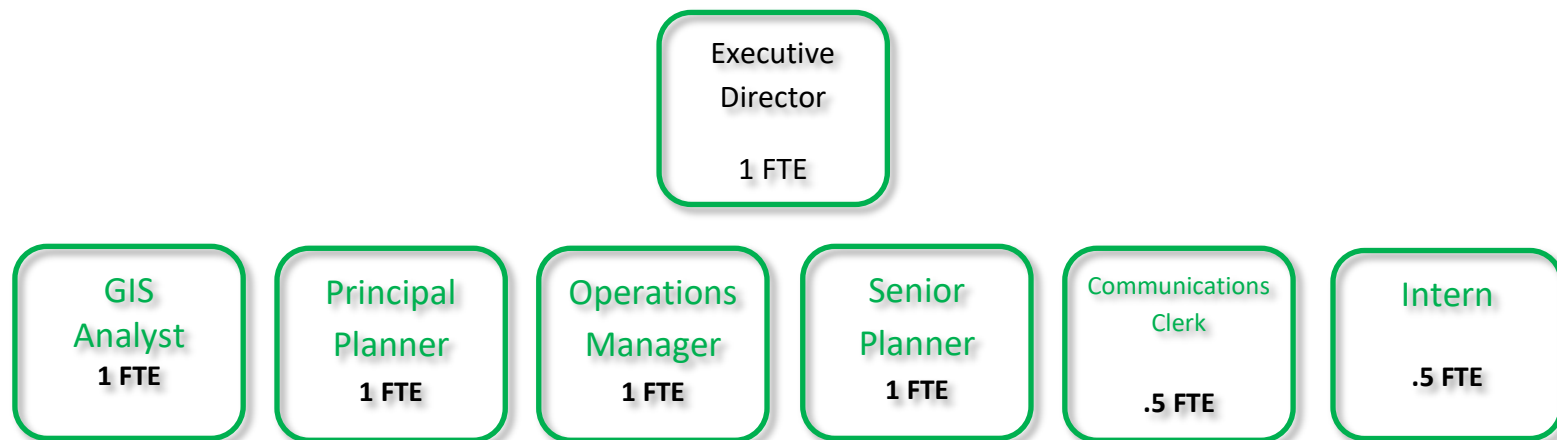
Justification for Carryover Balance

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



Ozarks Transportation Organization Organizational Chart

Ozarks Transportation Organization Planning Staff 100% Dedicated to Transportation Planning



APPENDIX A

Fiscal Year 2021

July 1, 2020 - June 30, 2021

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

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

<i>Cost Category</i>	<i>Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Budgeted Amount FY21</i>	<i>Total Amount Budgeted FY21</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$528,152		\$529,811		↑\$1,659
Mobile Data Plans	\$3,240		\$3,240		SAME
Total Personnel		\$531,392		\$533,051	
Professional Services in Lieu of Staff					
Professional Services	\$24,000		\$50,000		↑\$26,000
Transportation Consultant/Modeling Services	\$30,000		\$20,000		↓ \$10,000
Payroll Services	\$2,700		\$4,000		↑\$1,300
Total Professional Services in Lieu of Staff		\$56,700		\$74,000	
Other Services and Special Projects					
Aerial Photos	\$25,000		\$25,000		SAME
Audit	\$4,600		\$4,640		↑ \$40
Long-Range Plan Update	\$10,000		\$5,000		↓ \$5,000
TIP Tool Maintenance	\$9,600		\$9,600		SAME
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000		SAME
Travel Demand Model Update	\$50,000		\$15,000		↓ \$35,000
Total Other Services and Special Projects		\$102,200		\$62,240	
		\$898,192		\$883,216	
In-Kind Match, Donated					
Member Attendance at Meetings	\$30,000		\$16,000		↓ \$14,000
TOTAL OTO Expenditures		\$928,192		\$899,216	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$20,000		\$43,724		↑ \$23,724
TOTAL OTO Budget		\$948,192		\$942,940	
Direct Outside Grant					
CU Transit Salaries*	\$270,000		\$270,000		Same
TOTAL EXPENDITURES		\$1,218,192		\$1,212,940	↓ \$5,252

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

ESTIMATED REVENUES

Ozarks Transportation Organization Revenue

Consolidated FHWA/FTA PL Funds	\$558,554		\$654,352		
Surface Transportation Block Grant	\$200,000		\$100,000		
Local Jurisdiction Match Funds	\$139,638		\$128,864		
In-kind Match, Meeting Attendance**	\$30,000		\$16,000		
MoDOT Direct Service Match**	\$20,000		\$43,724		
Total Ozarks Transportation Organization Revenue		\$948,192		\$942,940	↓ \$5,252

Direct Outside Grant

FTA 5307	\$216,000		\$216,000		
City Utilities Local Match	\$54,000		\$54,000		
Total Direct Outside Grant		\$270,000		\$270,000	
TOTAL REVENUE		\$1,218,192		\$1,212,940	

Notes: * Cost includes federal and required 20% matching funds. Pass through funds, OTO does not administer or spend the City Utility funds.

** In the event that In-kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized.

APPENDIX B

FY 2020

July 1, 2020 - June 30, 2021

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Budgeted</i>	<i>Total Amount</i>	<i>Budgeted</i>	<i>Total Amount</i>
	<i>Amount</i>	<i>Budgeted</i>	<i>Amount</i>	<i>Budgeted</i>
	<i>FY20</i>	<i>FY20</i>	<i>FY21</i>	<i>FY21</i>
Aerial Photos	\$25,000		\$25,000	
Audit	\$4,600		\$4,640	
Professional Services Fees	\$24,000		\$50,000	
Data Storage/Backup	\$4,400		\$4,400	
IT Maintenance Contract	\$12,000		\$12,000	
Online TIP Tool	\$9,600		\$9,600	
Travel Demand Model Update	\$50,000		\$15,000	
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000	
Webhosting	\$0		\$900	
Payroll	\$2,750		\$4,000	
Transportation Consultant/Modeling Services	\$30,000		\$20,000	
Total Consultant Usage		\$165,350.00		\$148,540.00

TAB 5

BOARD OF DIRECTORS AGENDA 3/18/2021; ITEM II.C.

OTO Growth Trends Report

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

AGENDA DESCRIPTION:

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

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website <https://media.ozarkstransportation.org/documents/2020-Growth-Trends-Report-Final.pdf>.

Conclusions from the report include:

- Single-family residential unit permitting for the OTO area reached its highest total since 2007 (1,558) at 1,143.
- The areas with the largest growth in single-family residential units in 2018 were Greene County – OTO area only (476) and Nixa (200), Republic (159), and Ozark (115).
- Multi-family residential unit permitting for the OTO increased during 2020 (732) compared to 2019 (259), Greene County-OTO area only had the 2nd highest total (219). The number of multi-family units in Springfield (499) was the 3rd total since 2010 (20). Most multi-family permitting was for 55-plus communities.
- Median Household Income increased across all counties in the Springfield MSA even when adjusted for the rate of inflation. Conversely, there were fewer individuals & children living at or below the poverty.
- Job growth slowed in terms of percent change from 2018 - 2019. Although jobs numbers rose in every county in the MSA, the percentage of MSA jobs within Greene County has remained at around 83%.

If there is additional information that the Board of Directors is interested in seeing in the annual growth trends report, members are asked to let staff know.

BOARD OF DIRECTORS ACTION REQUESTED:

INFORMATIONAL ONLY. NO ACTION REQUIRED.

Growth Trends Report

Through December 31, 2020

2208 W. Chesterfield Blvd, Suite
101

Springfield, Missouri 65807



OZARKS TRANSPORTATION
ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

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

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

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

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Introduction

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

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

This year's report includes information from the U.S. Census Local Employment and Household Dynamics (LEHD) data for the Springfield, MO MSA at the county level.

- Residential Units

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

- Growth Trend Maps

Maps displaying the distribution of permitted residential construction within the OTO Study area are presented in this section.

- Demographics & Employment

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

Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures were collected for each county and municipality in the OTO area during 2020. For the purpose of this report, single-family structures represent one residential unit and any structures divided into more than one residence are counted as multi-family units including duplexes.

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

The new housing units added in 2020 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units in this section of the report. A table of permit activity in the OTO area from 2001 – 2020 is included as an appendix.



Residential Units

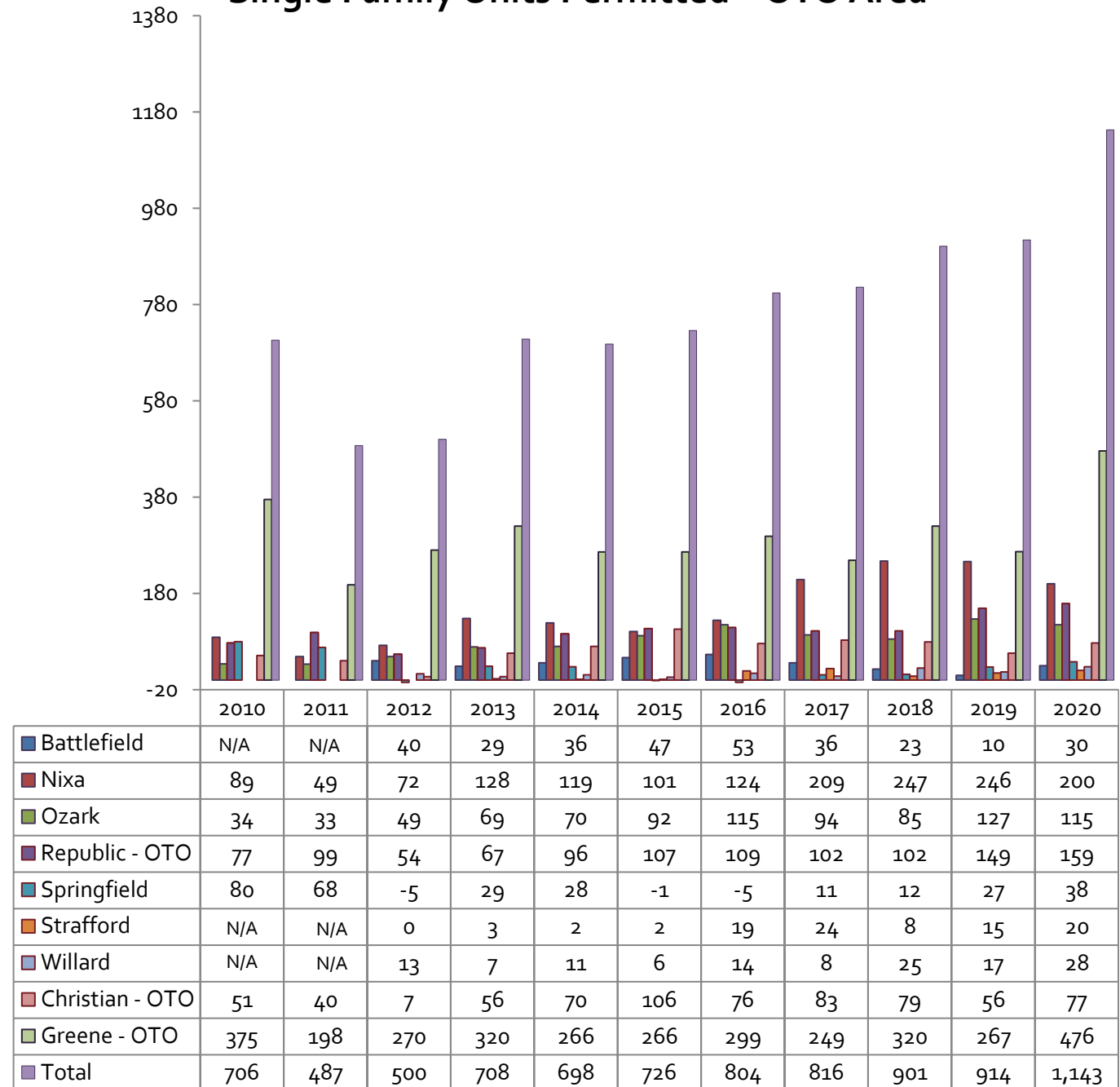
Single-Family

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

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

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

Single Family Units Permitted – OTO Area



Residential Units

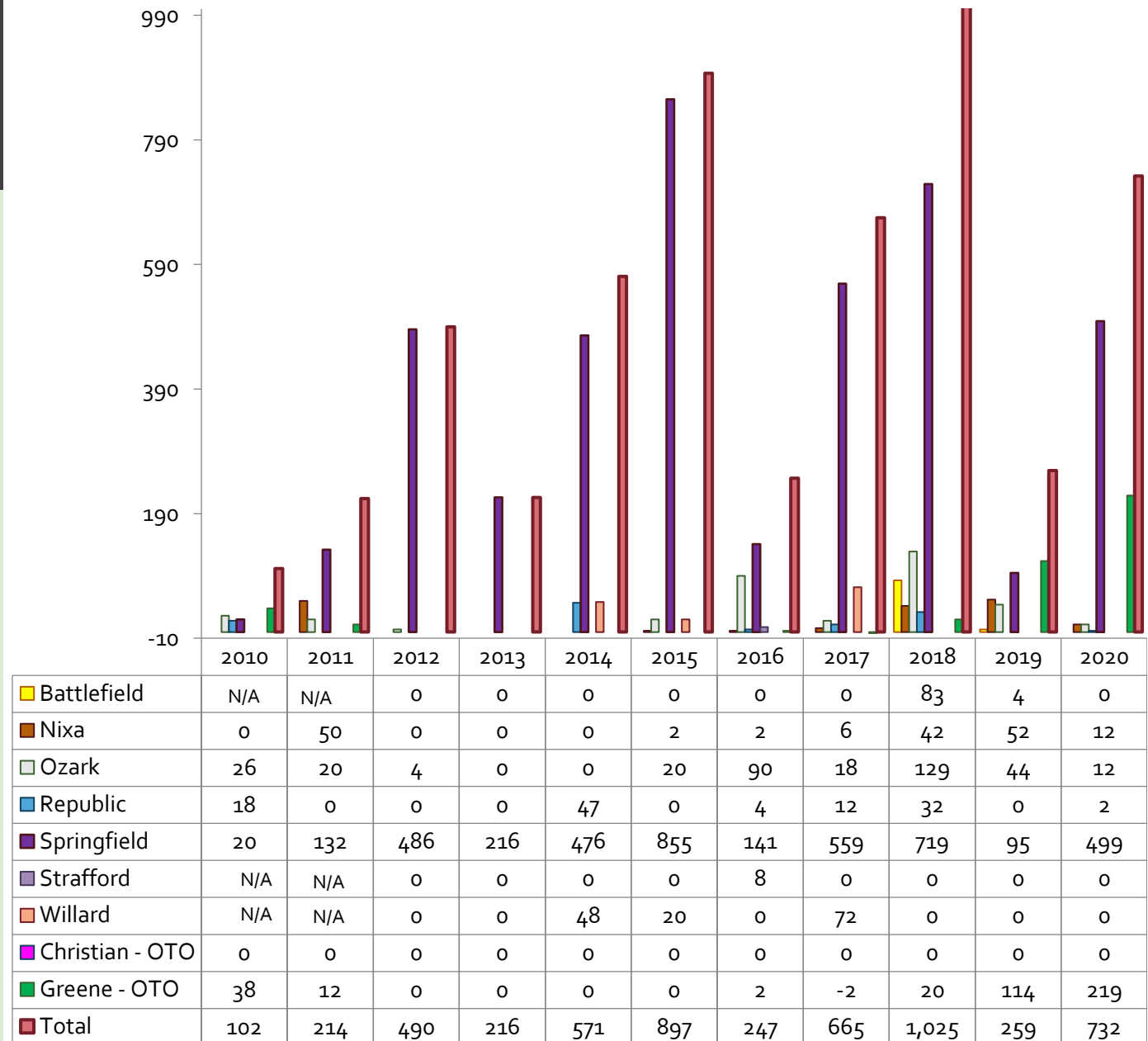
Multi-Family

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

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

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

Multi-Family Units Permitted - OTO Area



Residential Units Totals

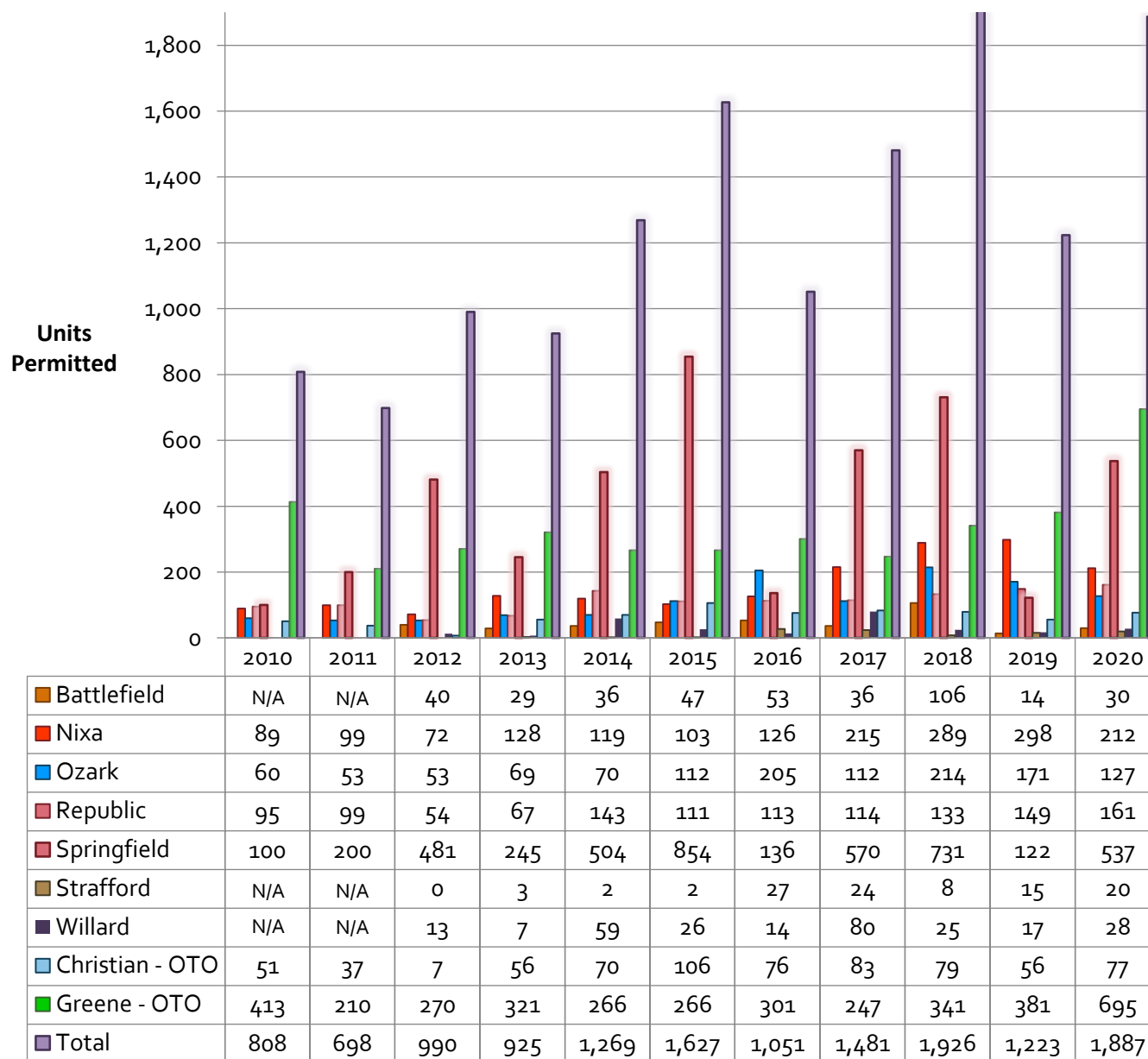
The information on this page depicts the net total of housing units permitted for the entire OTO area and each jurisdiction within it for 2020 and the last ten years.

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

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

In 2020, the 2nd highest number of residential structures were permitted in the OTO area since 2007 (3,019).

OTO Area 2020 Total Residential Units Permitted



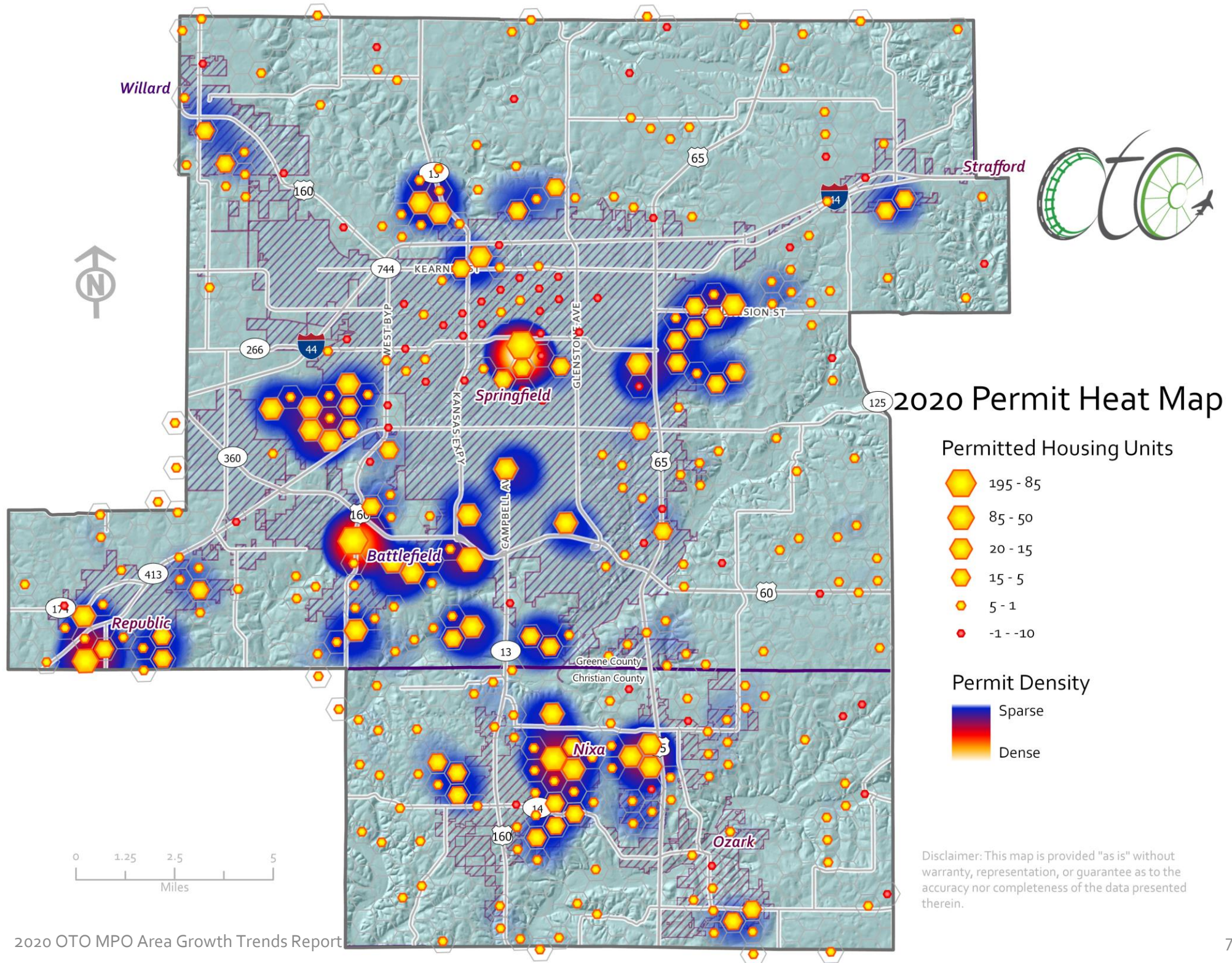
Growth Trend Maps

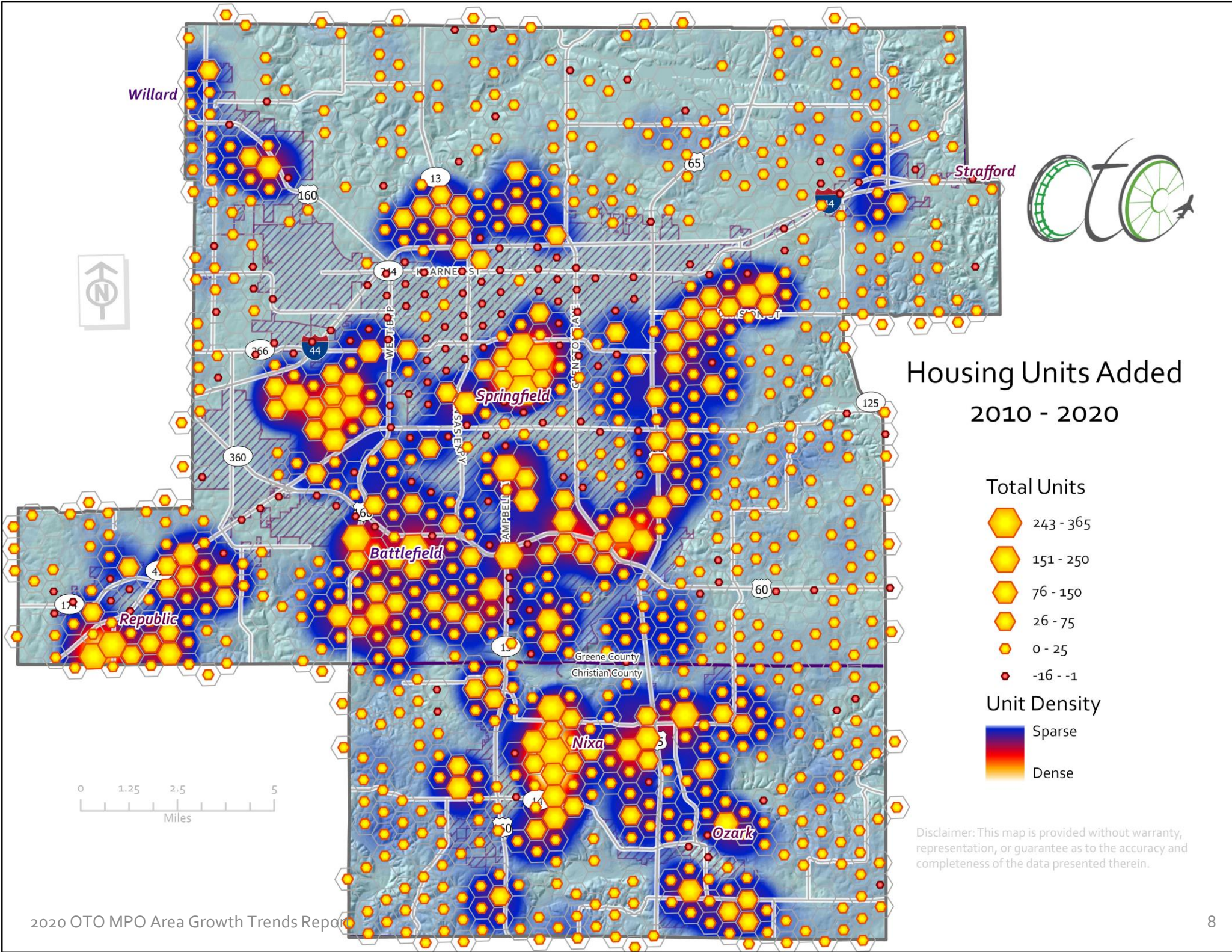
Changes in Housing Units

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

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







Demographics & Employment

Population Change

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

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

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



Springfield MSA

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

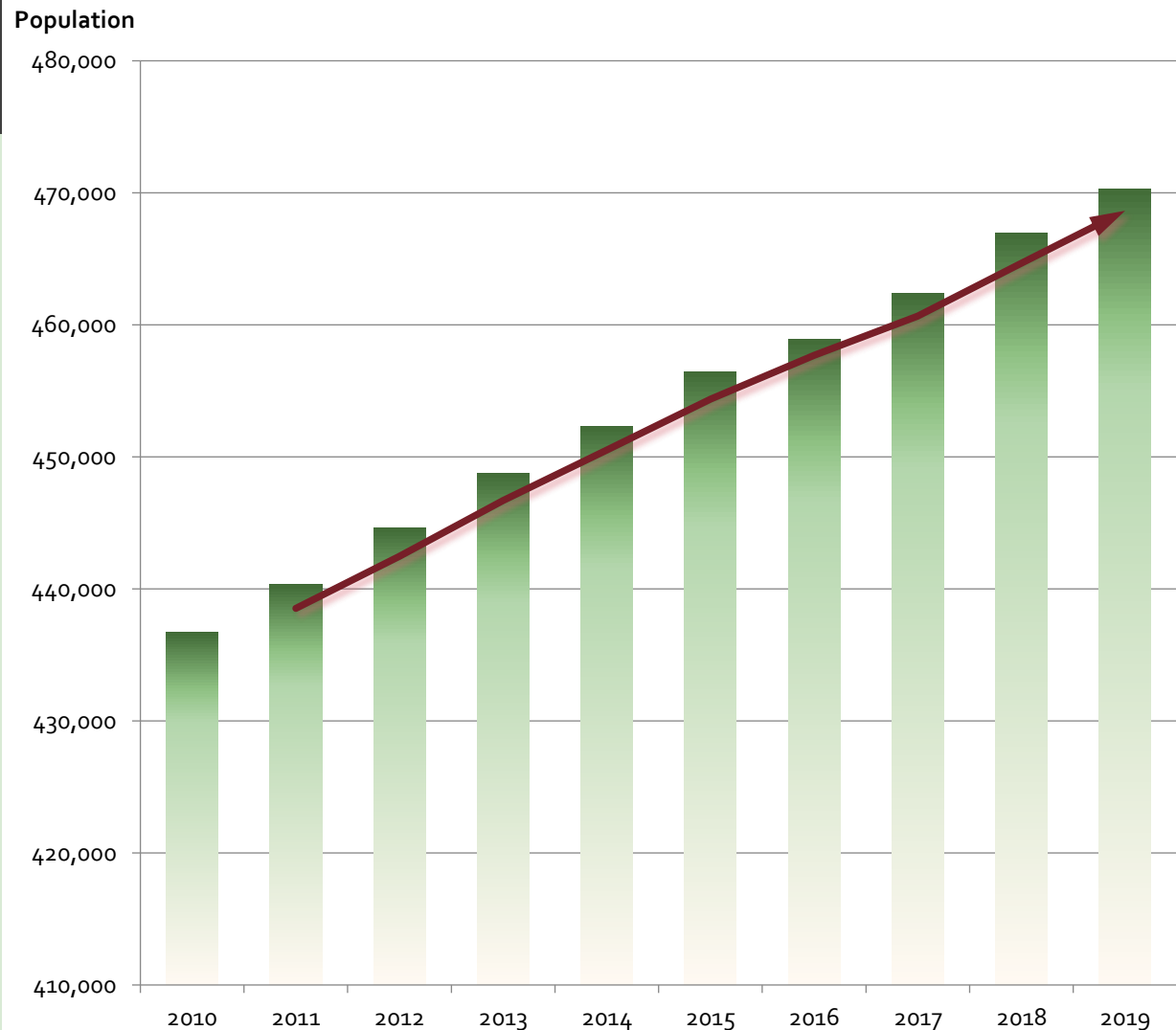
The chart on this page shows the steady increase of the combined MSA county populations.

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

Using the rule of 70, at an annual growth percent of 0.77, it will take the Springfield MSA over 90 years to double in population to 940,600.

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

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



Springfield MSA

Continued

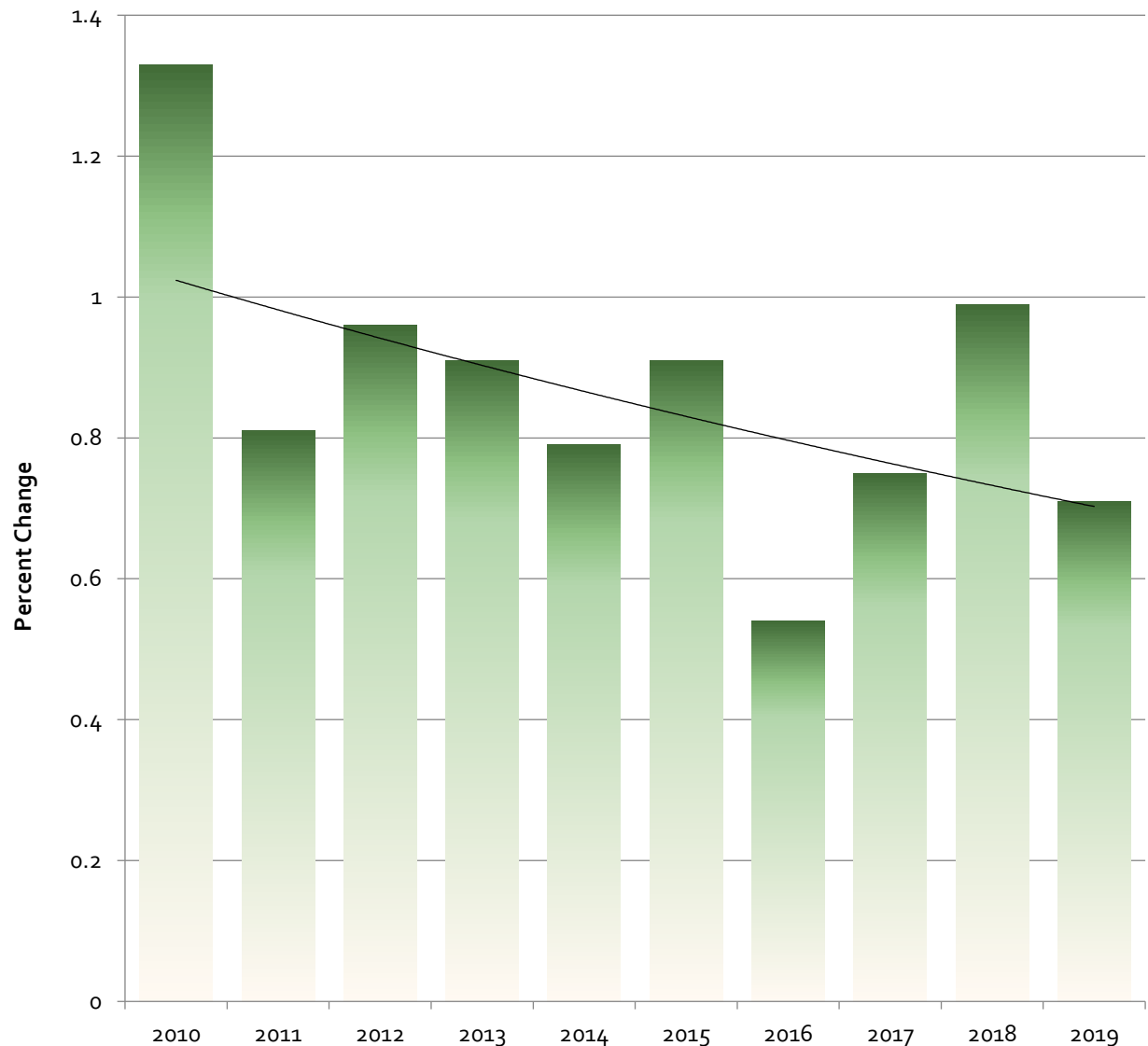
Information for the year-over-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 10-year period from 2010 to 2019 was from 2009 to 2010.

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

Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau, Annual Population Estimates



Individual Counties

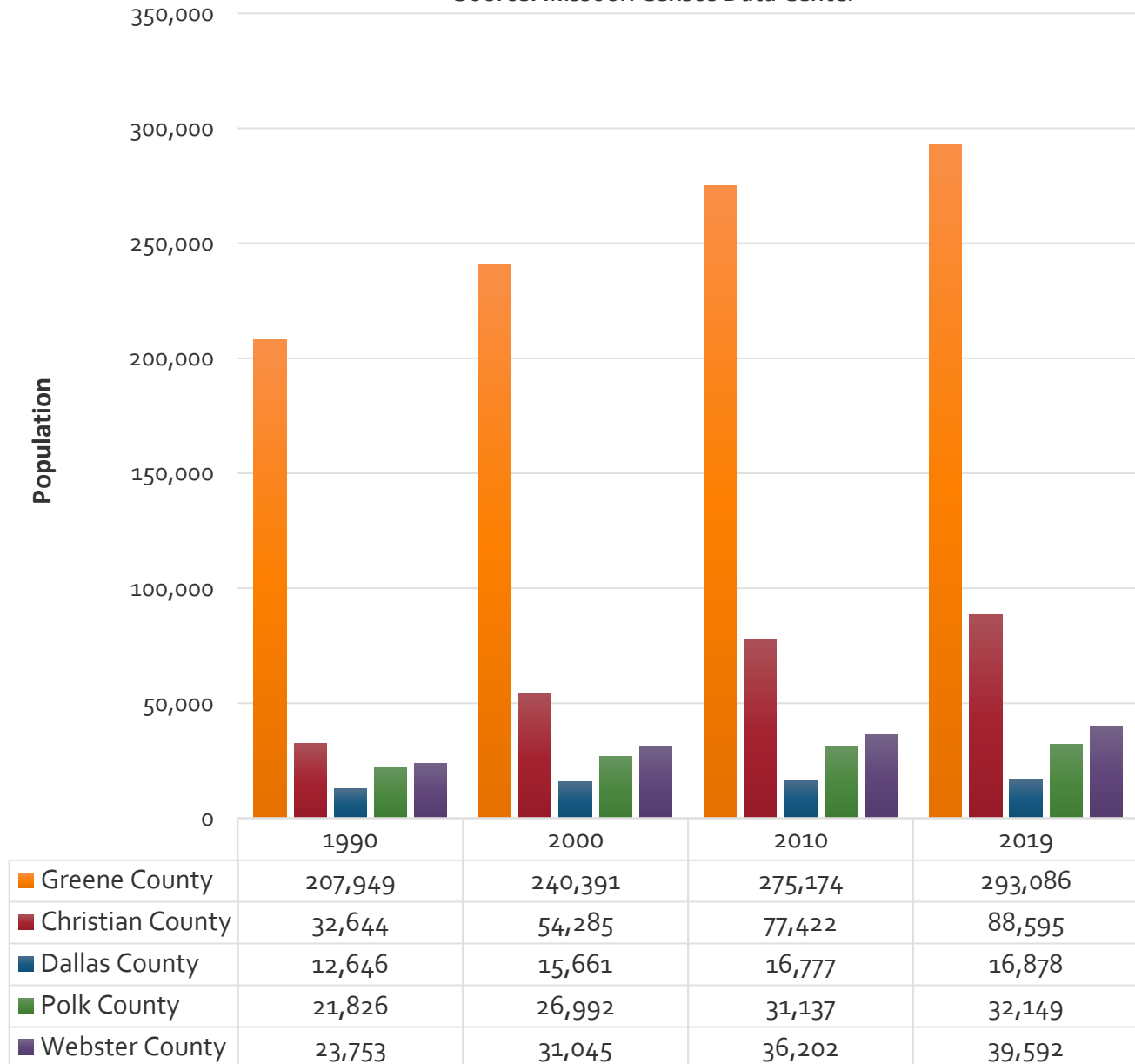
The chart on this page shows population growth for individual counties in the Springfield MSA for each decennial census from 1990 to 2010 and the latest estimate.

Christian county was the fastest growing county in the MSA in terms of percent change during the 29-year period adding 55,951 people. Greene county grew the most in terms of raw numbers adding 85,137 people.

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

Population Increase Springfield MSA Counties 1990-2019

Source: Missouri Census Data Center



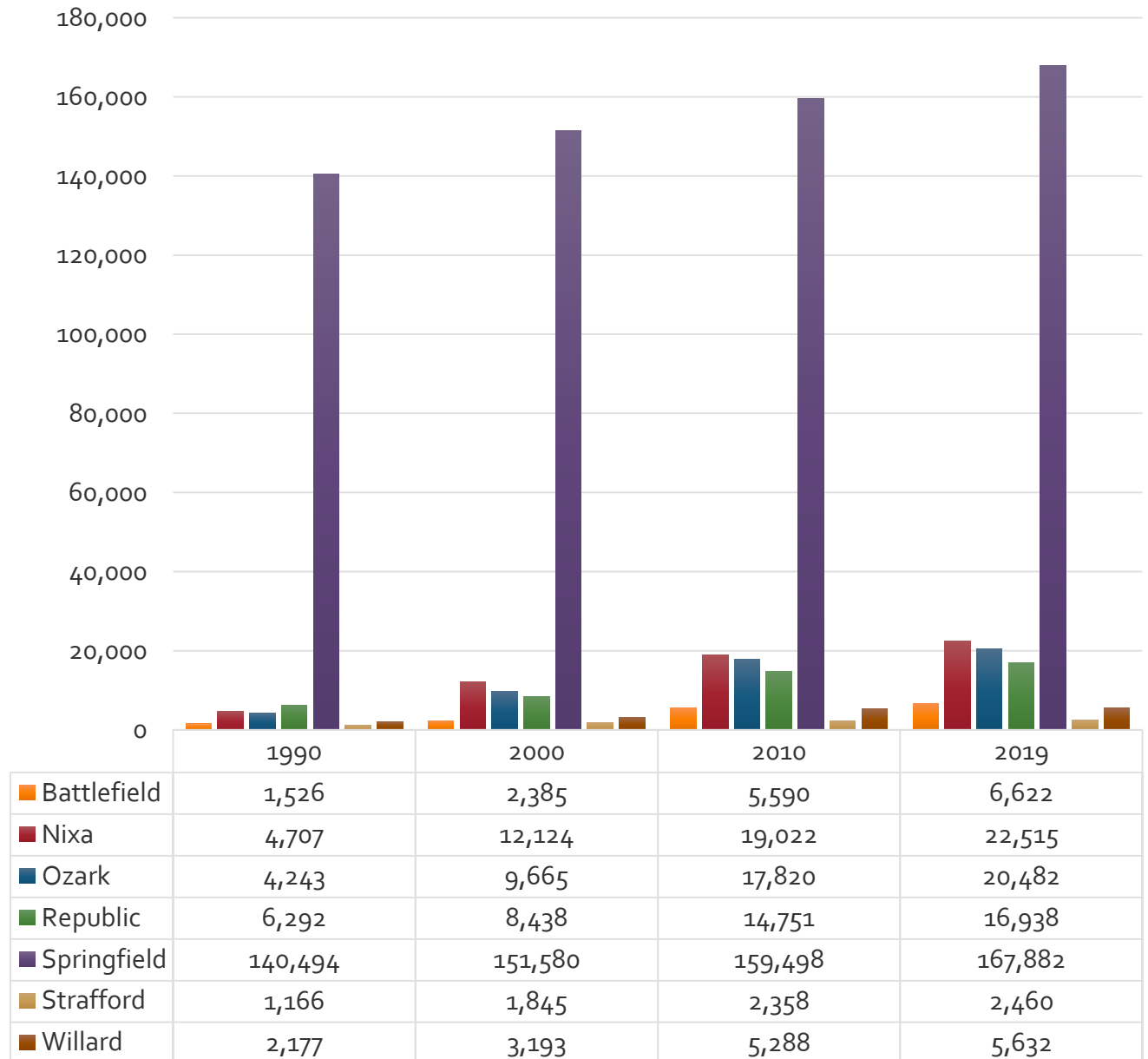
Cities in the OTO Area

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

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

Although more people were added to the region in surrounding cities than Springfield from 2000 to 2010, 27,179 and 7,918 respectively, the opposite is true from 2010 to 2019. During this time Springfield added 8,384 people compared to 7,918 in all other surrounding cities combined.

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

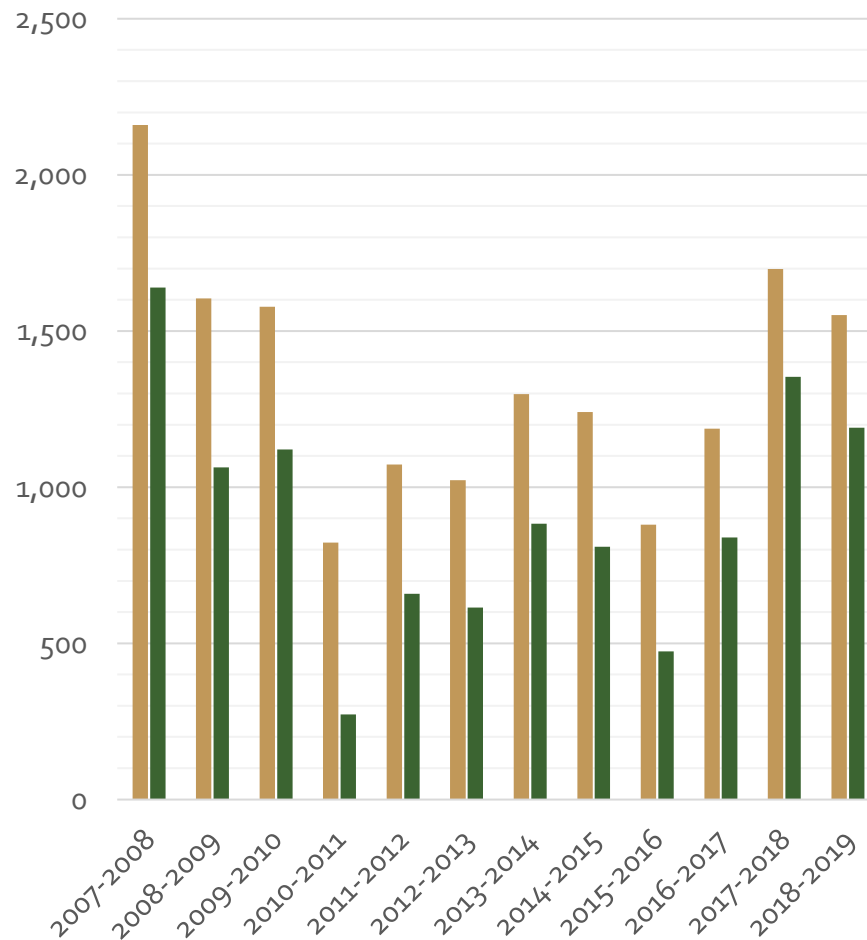


Net Migration

Net Migration 2008 – 2019, Christian County

Source: Missouri Census Data Center

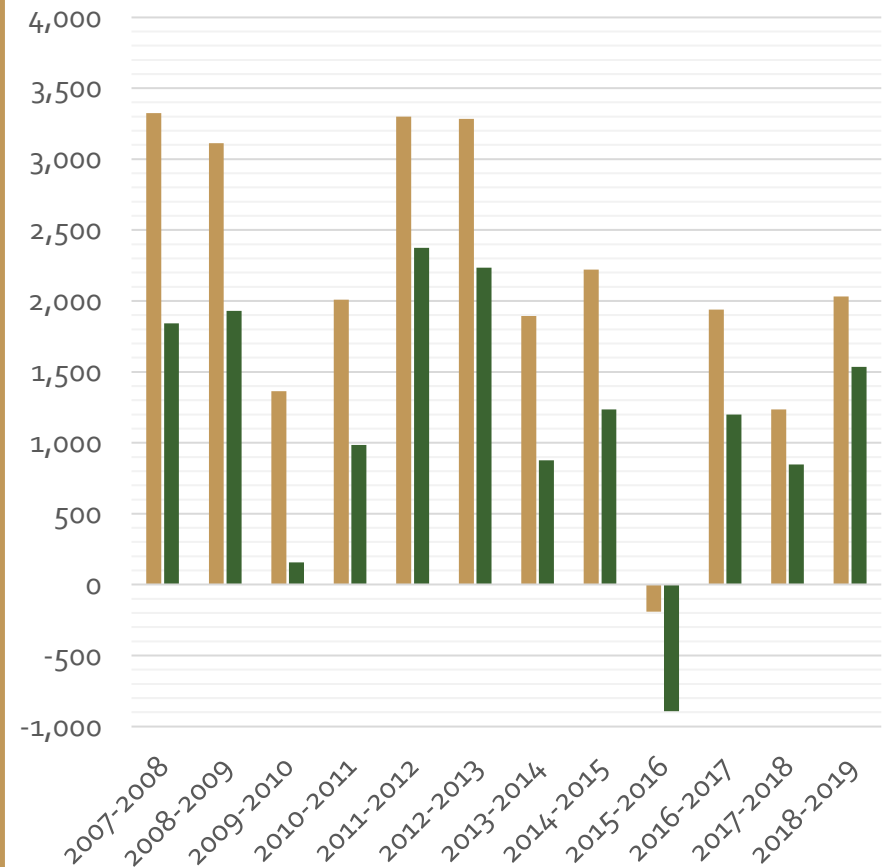
Population Change Net-Migration



Net Migration 2008 – 2019, Greene County

Source: Missouri Census Data Center

Population Change Net Migration



In-Migration

Age

Characteristics

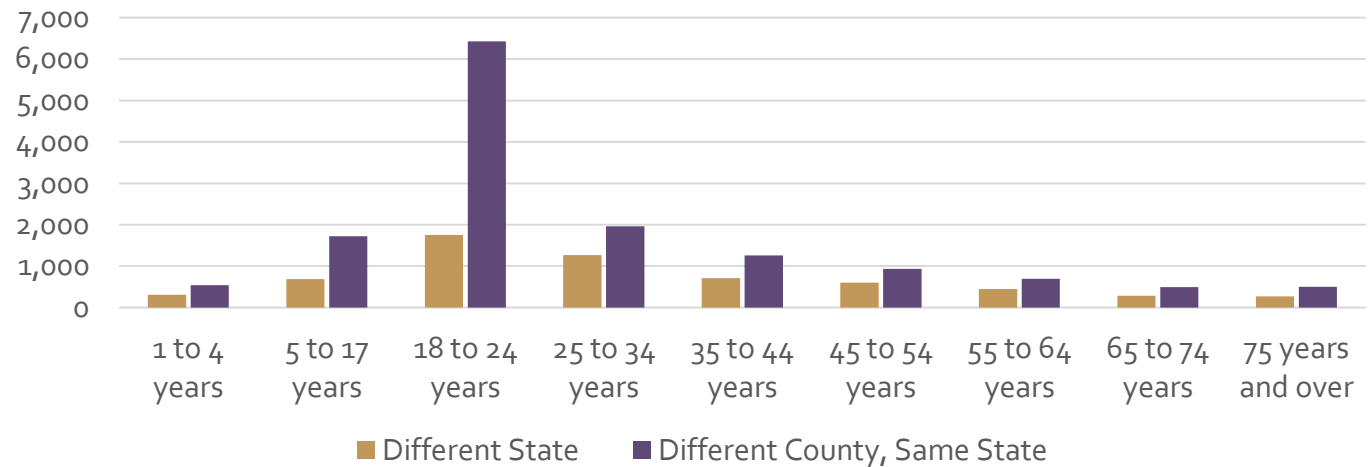
The age characteristics for individuals migrating into Greene and Christian counties in 2019 are presented on this page.

The overwhelming majority of individuals migrating into Greene county were 18 to 24 years old coming from other counties in Missouri. The median age for all in-migrants from other counties in Missouri into Greene County was estimated to be 21.9.

The largest age group migrating into Christian county were individuals 25 to 34 years old from different counties within Missouri. The median ages for in-migrants into Christian County were 28.2 and 29 for those from other counties in Missouri and from other states, respectively.

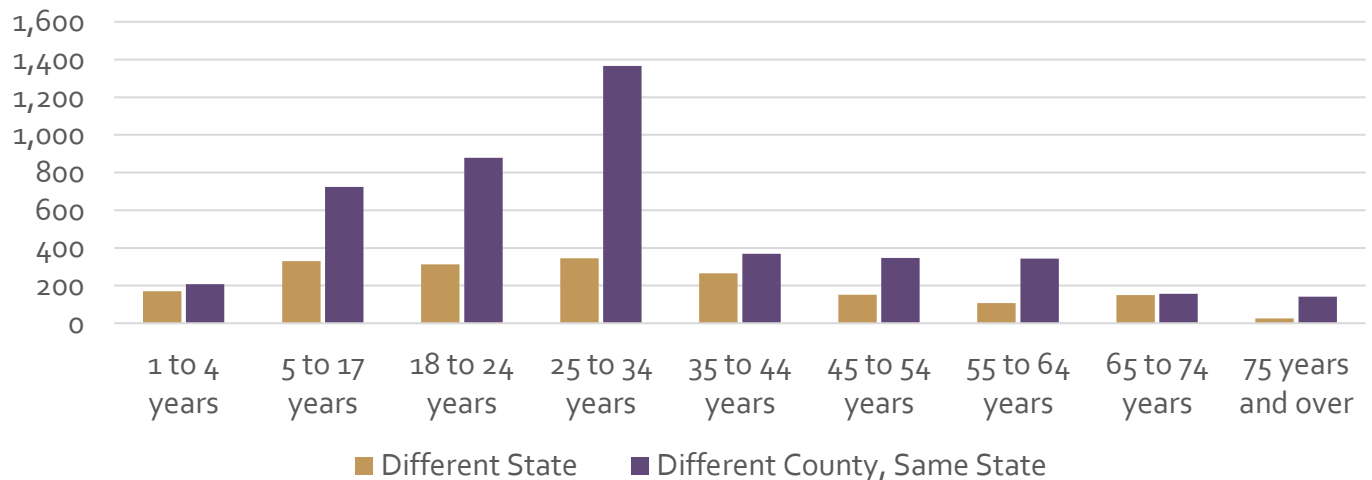
Greene County

Source: ACS 2015 – 2019 Five Year Estimates



Christian County

Source: ACS 2015 – 2019 Five Year Estimates



Median Household Income

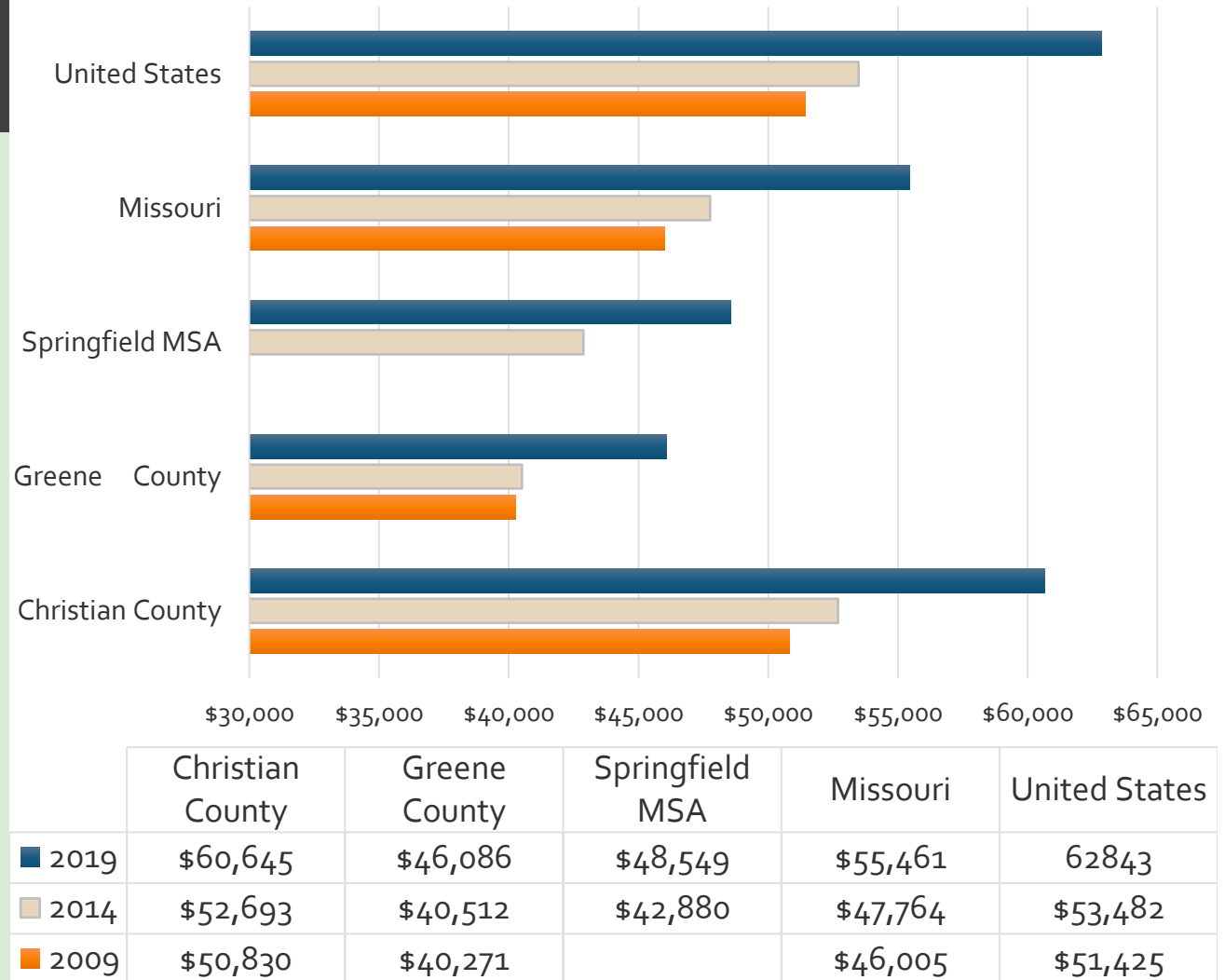
Median household income for Greene and Christian Counties, the Springfield MSA, Missouri, and the United States for each year from 2009, 2014, & 2019 American Community Survey 5-year estimates are presented here.

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

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

Median Household Income Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



Per Capita Income

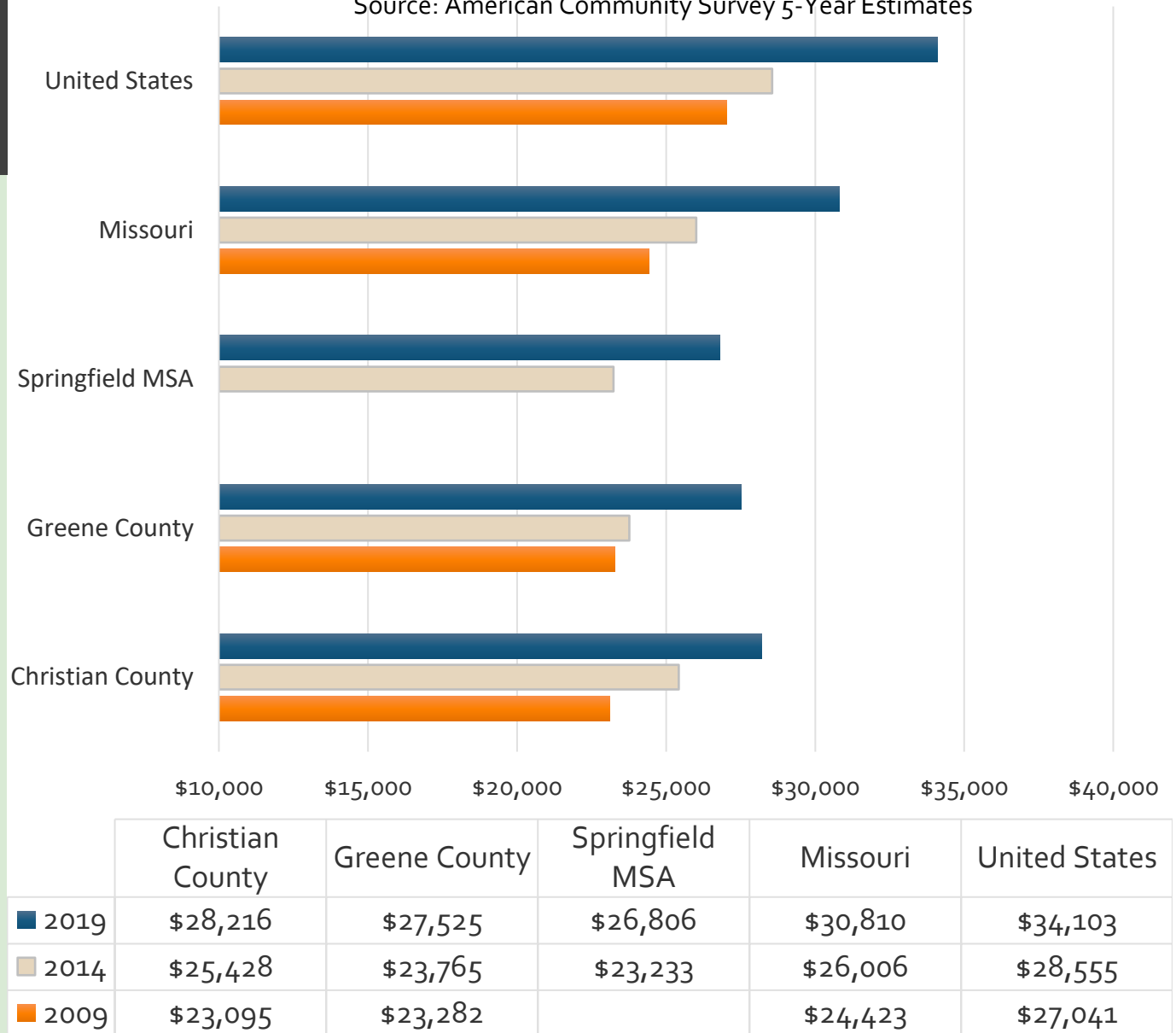
The chart to the right shows per capita income for the United States, Missouri, Greene and Christian Counties, and the Springfield MO MSA.

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

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

Per Capita Income Springfield, MO MSA and Counties

Source: American Community Survey 5-Year Estimates



Per Capita Income

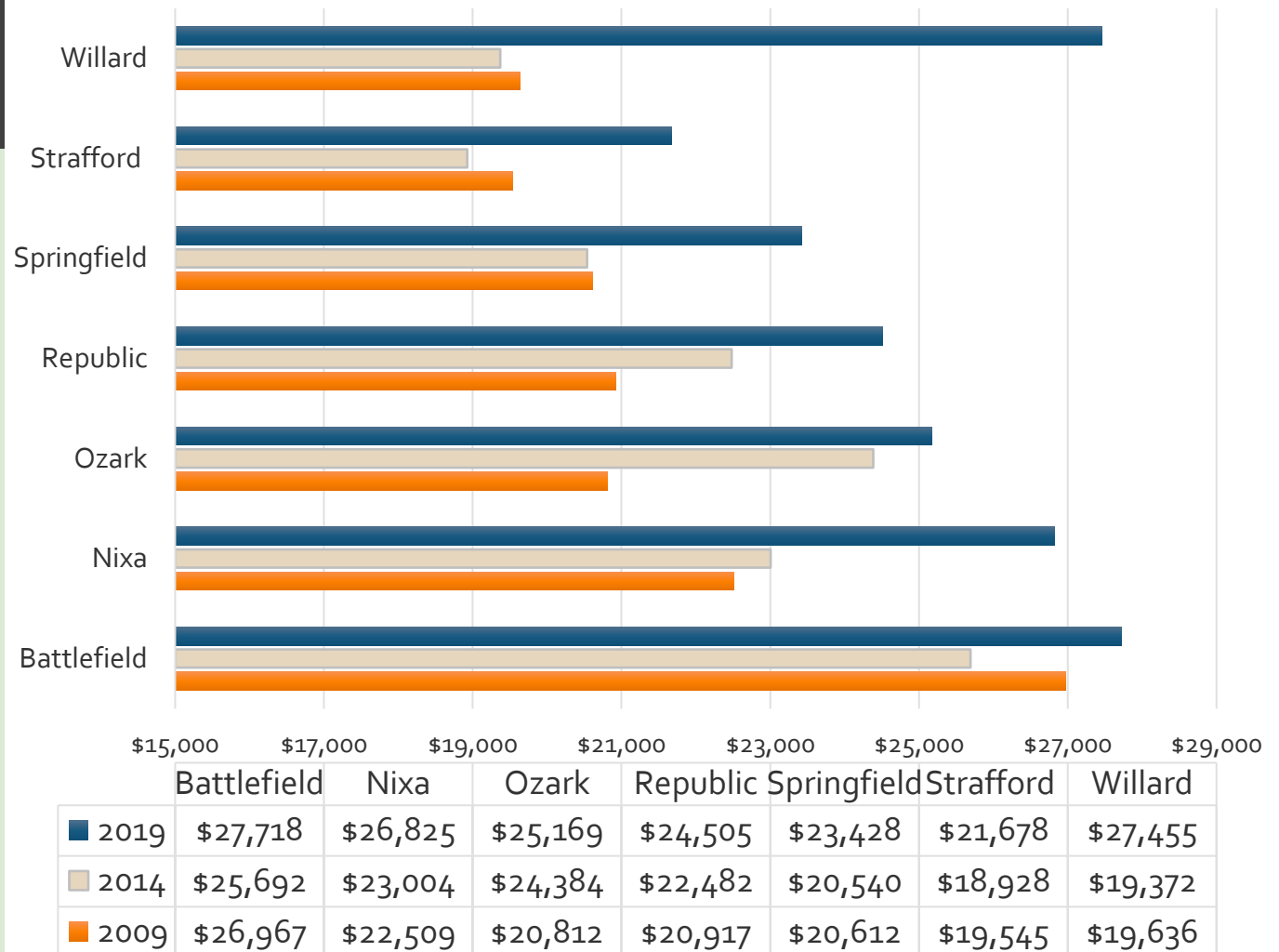
The chart to the right shows per capita income for the cities within the OTO planning area.

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

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

Per Capita Income OTO Area Cities

Source: American Community Survey 5-Year Estimates



Individuals Living Below Poverty

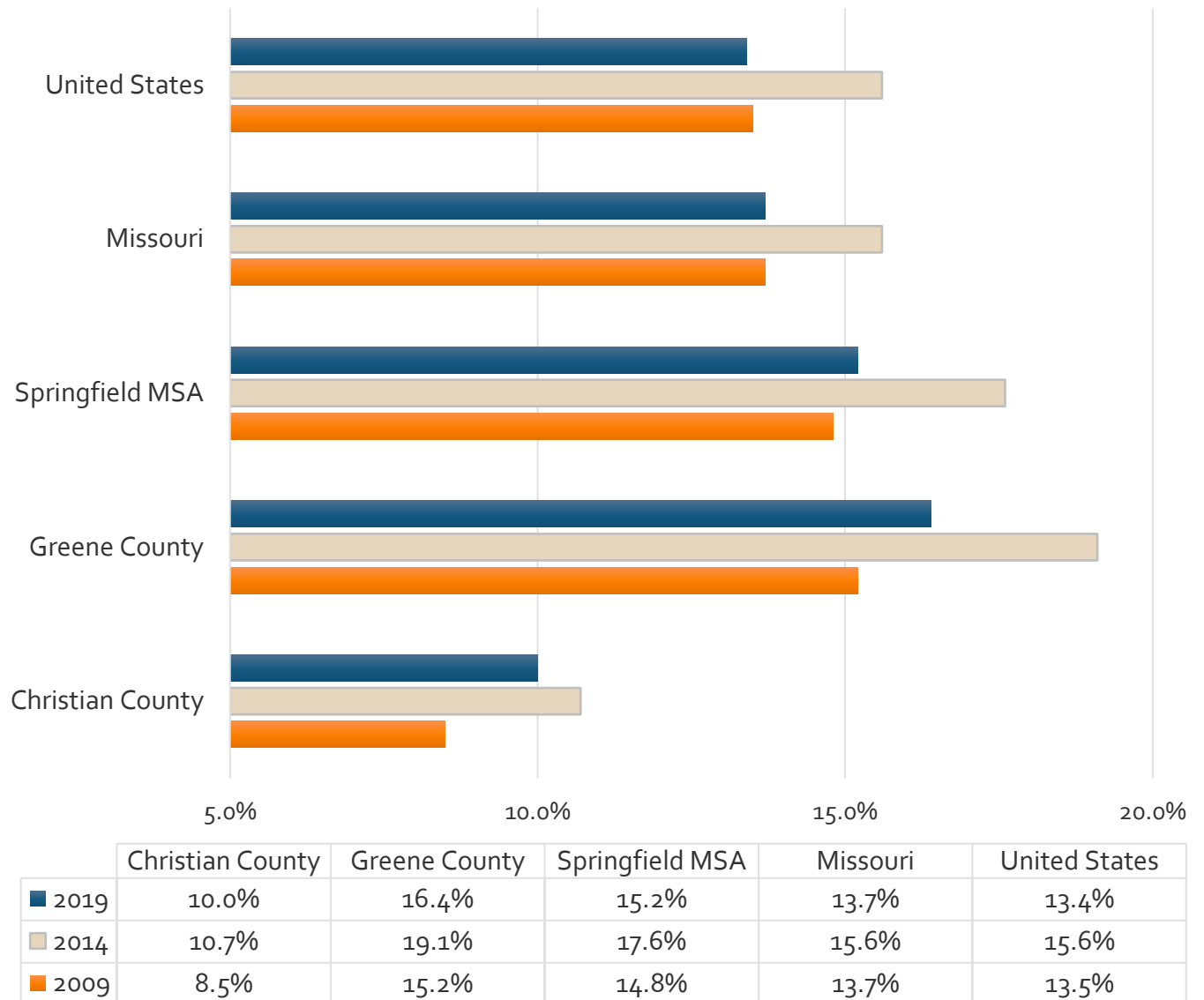
In 2019, the percentage of people living at or below the poverty level had returned to 2009 levels for the US & Missouri. This represents a near complete recovery from the surge of people living at or below poverty resulting from the great recession.

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

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

Persons Living Below Poverty Level Springfield, MO MSA and Counties

American Community Survey 5-Year Estimates



Children Living in Poverty

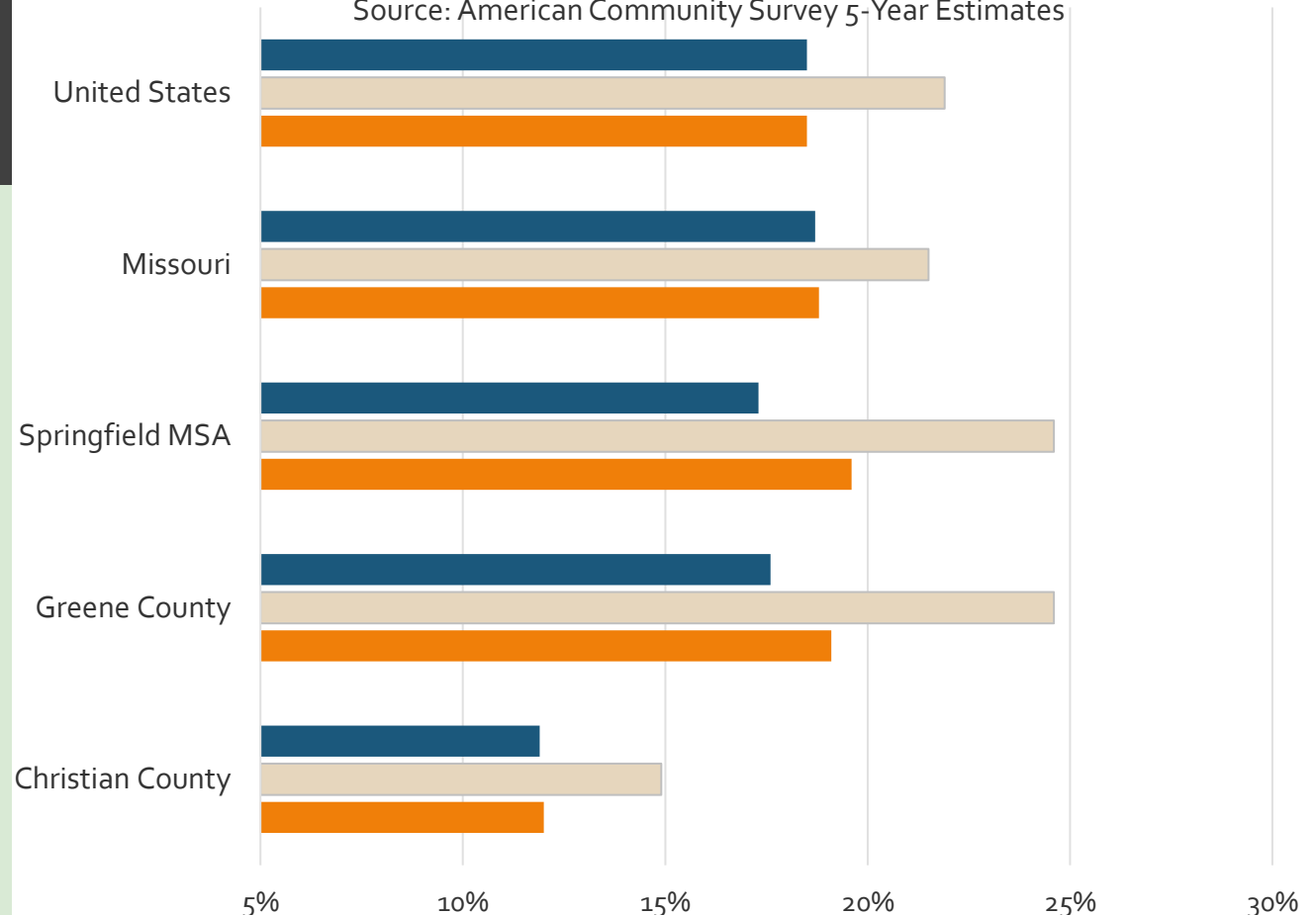
Estimates for the number of Children ages 17 and younger living at or below the poverty level for the Springfield MSA, Greene, and Christian Counties are compared with Missouri and the United States in the chart.

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

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

Children Living in Poverty Springfield MSA Counties

Source: American Community Survey 5-Year Estimates



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

Workforce Education Levels

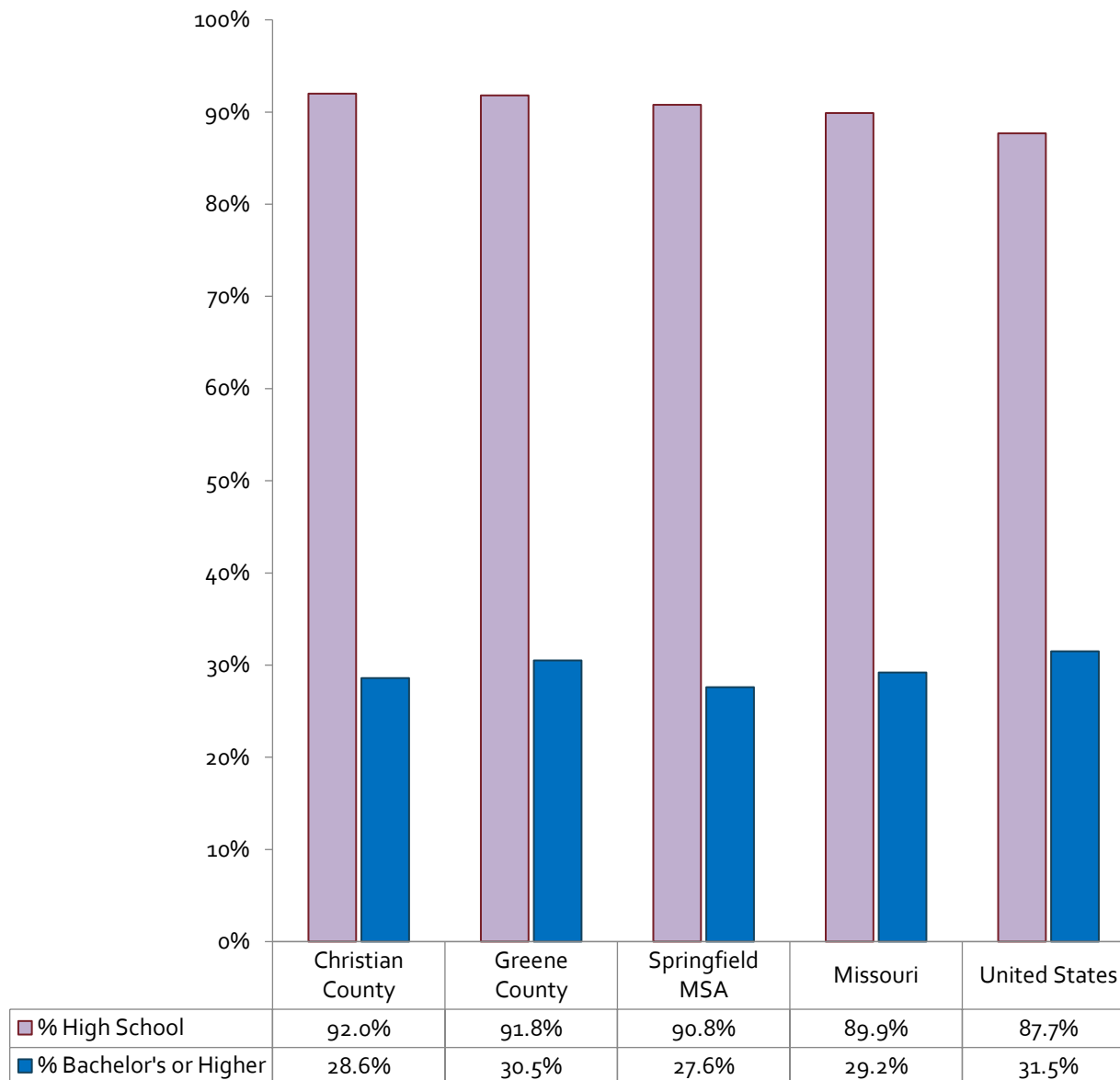
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have higher percentages of residents 25 years of age or older with a high school diploma than the MSA, State, or the U.S. Greene County has the higher percentage of residents 25 years of age or older with a four-year college degree at 30.5 percent compared to all other geographies except for the U.S.

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

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

Source: 2019 ACS 5-Year Estimates



Commuting Patterns

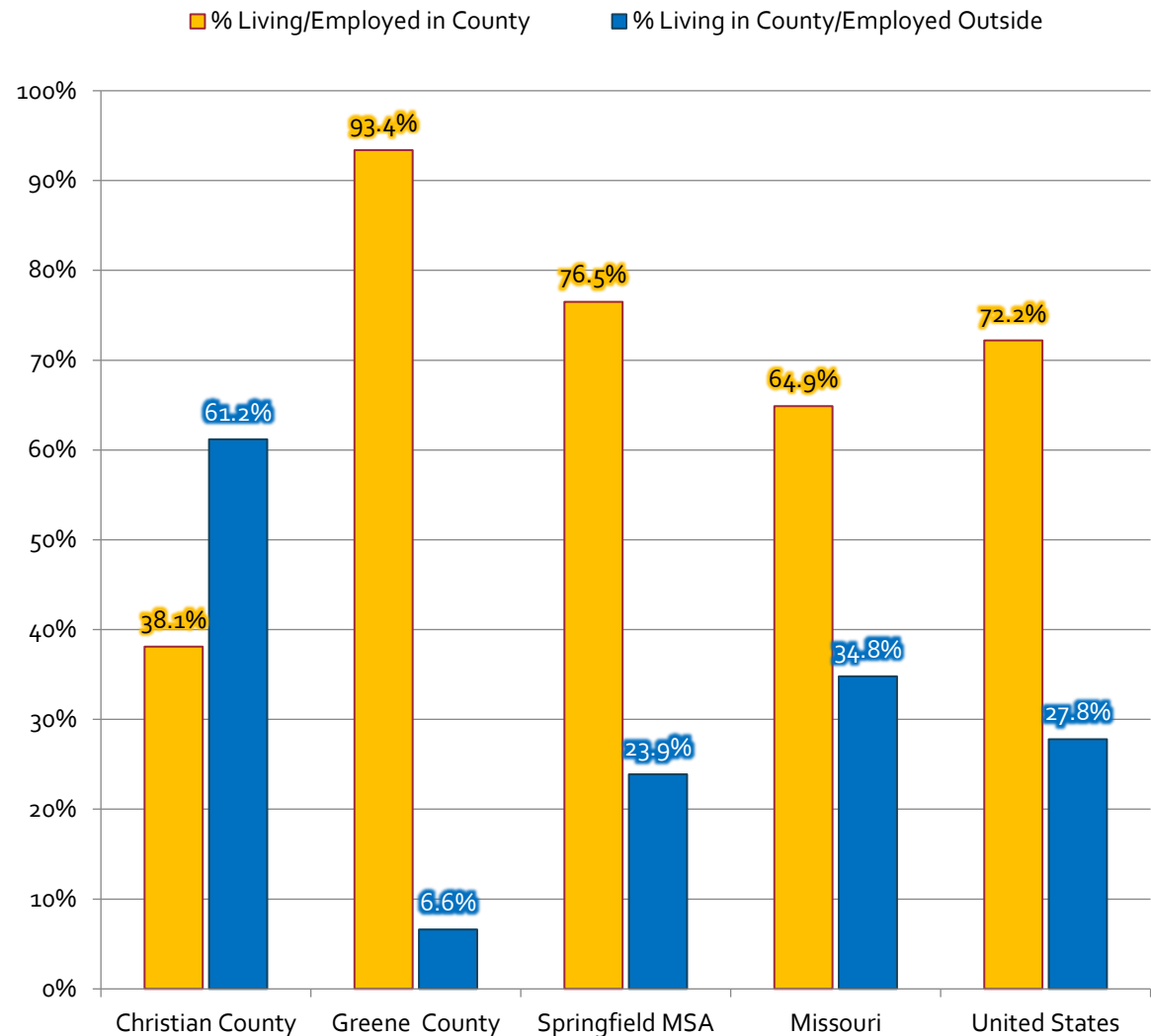
The chart to the right shows the percentage of workers who work in their county of residence compared to the percentage who work in a different county.

Of the people who work in Greene County, 93.4 percent also live in Greene County. Conversely, the majority (61.2%) of Christian County residents commute to another county for work.

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

County of Residence vs. County of Employment

Source: 2019 ACS 5-Year Estimates



Mean Travel Time to Work

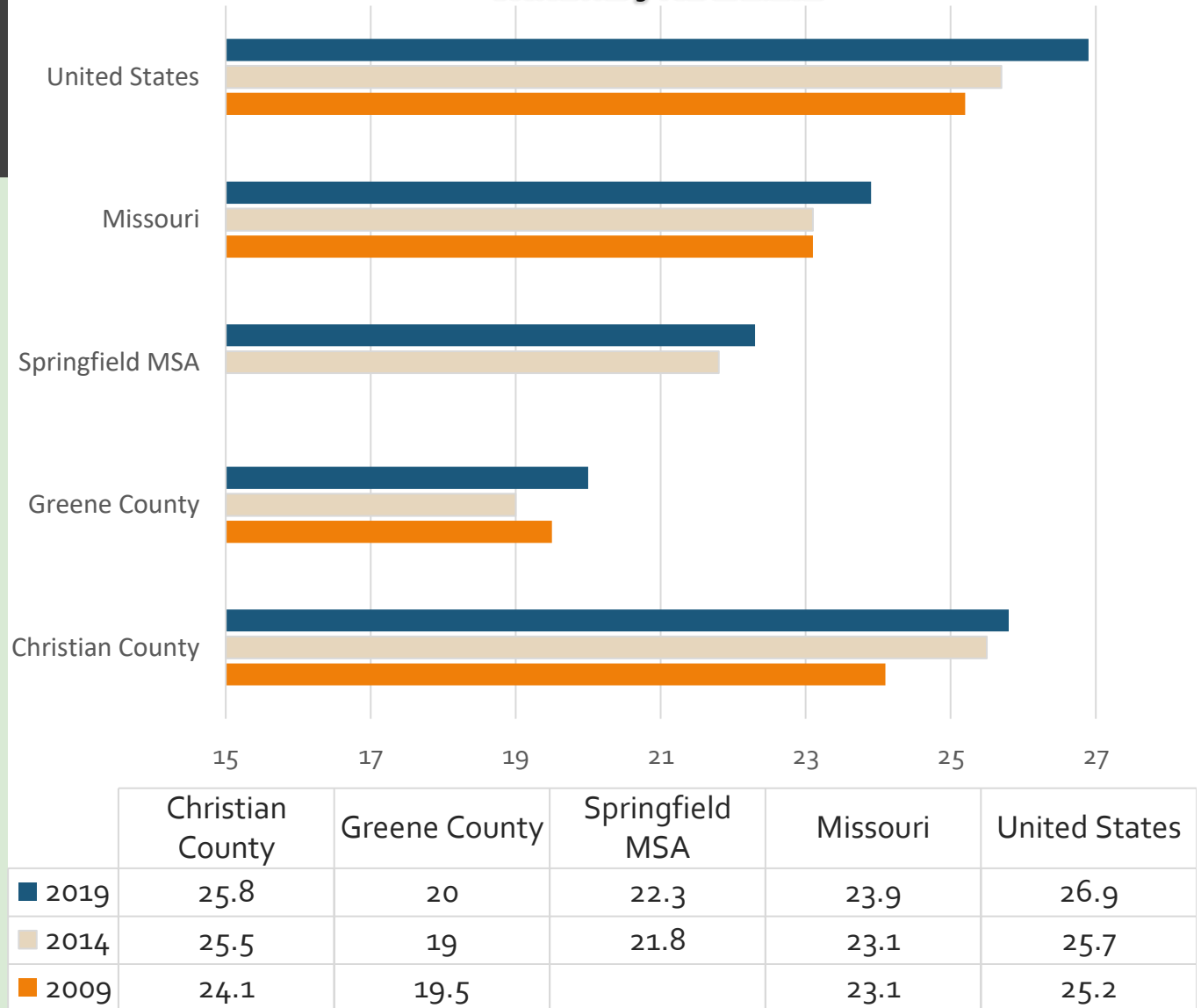
The chart to the right shows the average commute time for individuals living in Greene and Christian Counties, Missouri, the United States, and the Springfield, MO MSA.

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

The travel time estimates for the United States are statistically different and have increased across all five-year samples. The Missouri estimate for 2019 is significantly more than previous estimates. Greene and Christian Counties are not statistically different across all samples.

Mean Travel Time to Work in Minutes Counties & MSA

Source: ACS 5-Year Estimates



Mean Travel Time to Work

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

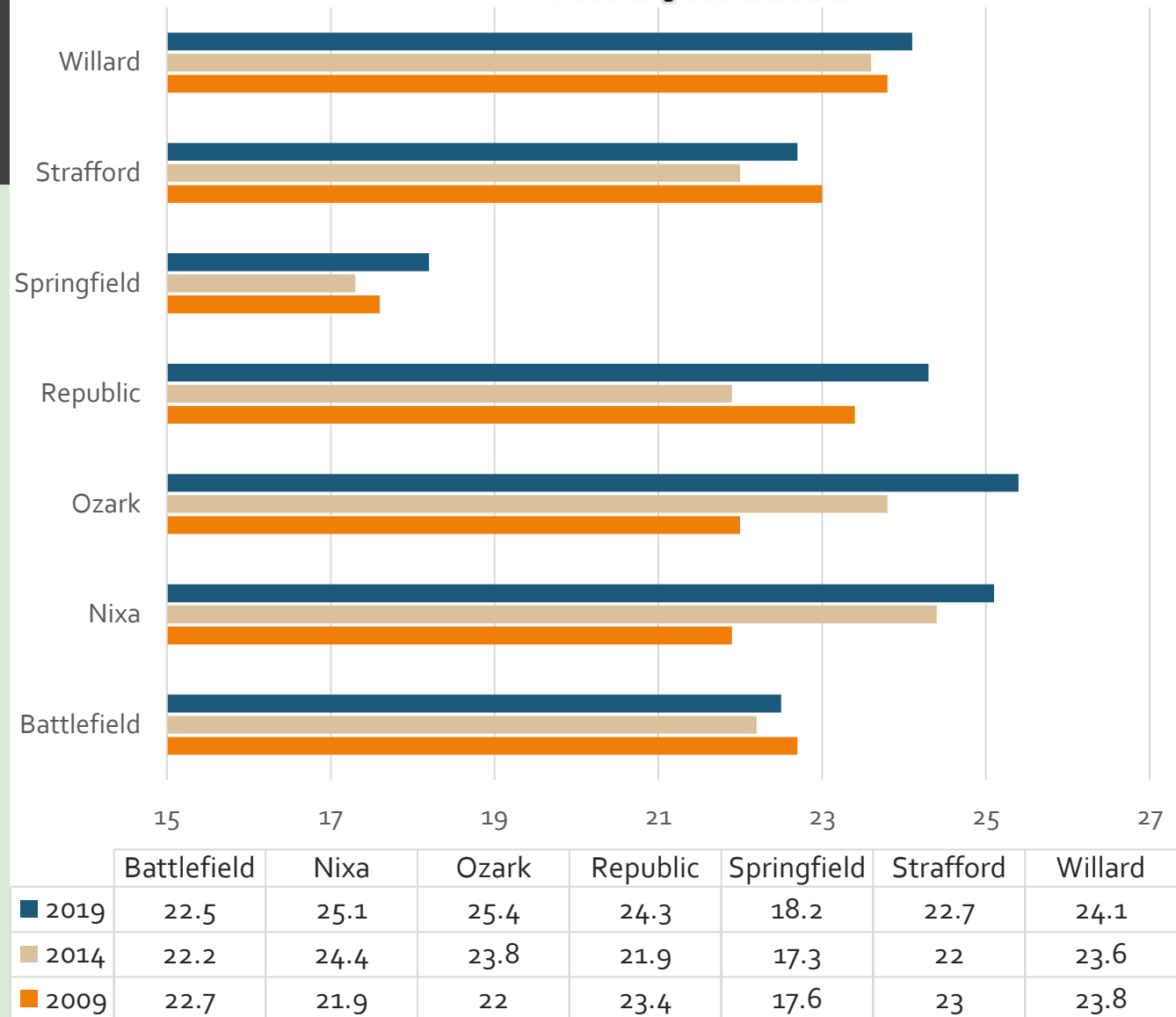
The 2019 estimates for Springfield & Republic are statistically different from 2014 showing an increase but the 2019 estimate is not statistically different from 2009.

The 2019 estimate is significantly higher than 2009 but no different than 2014 for Nixa & Ozark indicating an increase in travel time from 2009 to 2014 but not from 2014 to 2019.

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

Mean Travel Time to Work in Minutes OTO Area Cities

Source: ACS 5-Year Estimates



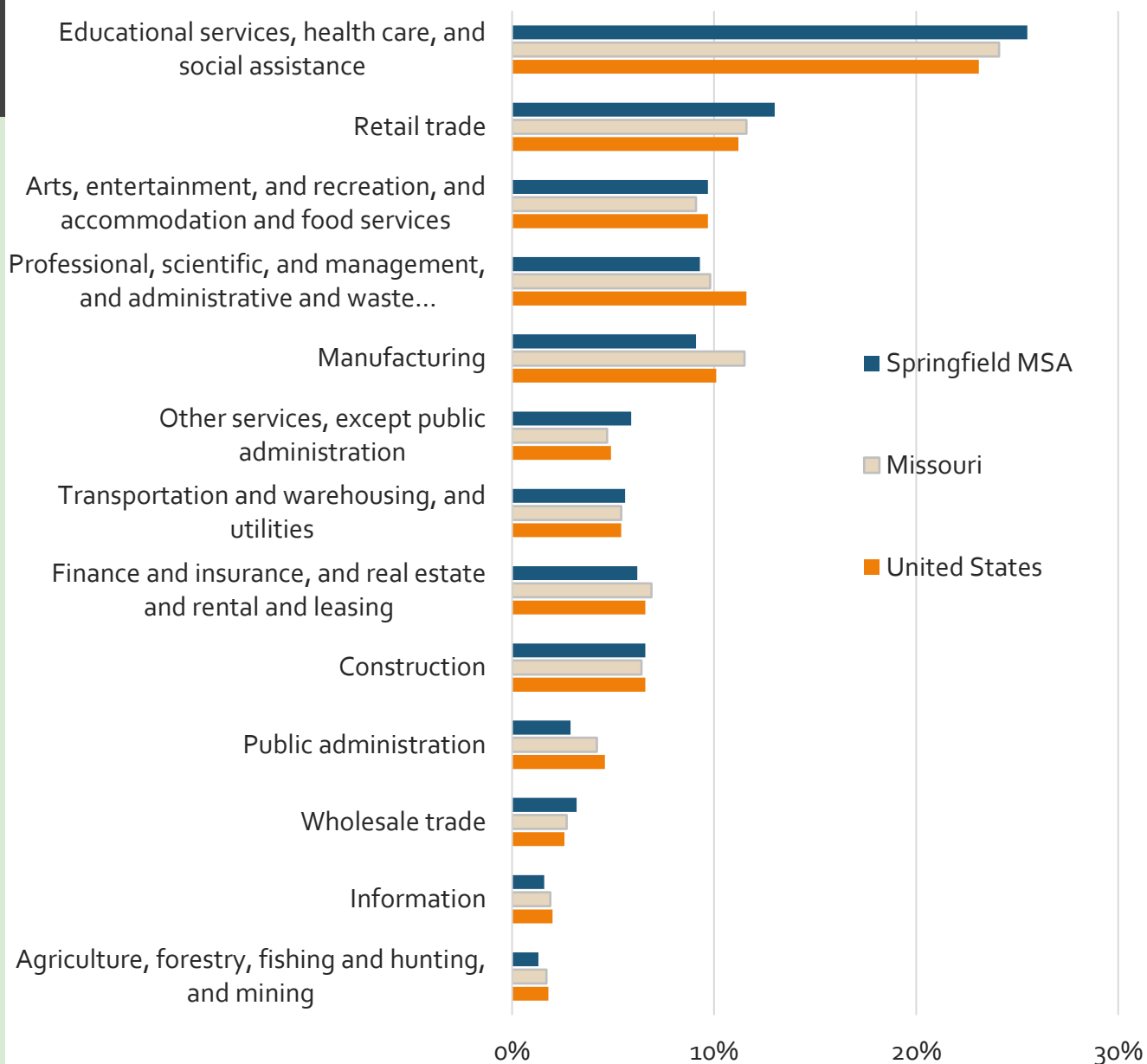
Workforce By Industry

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

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

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

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



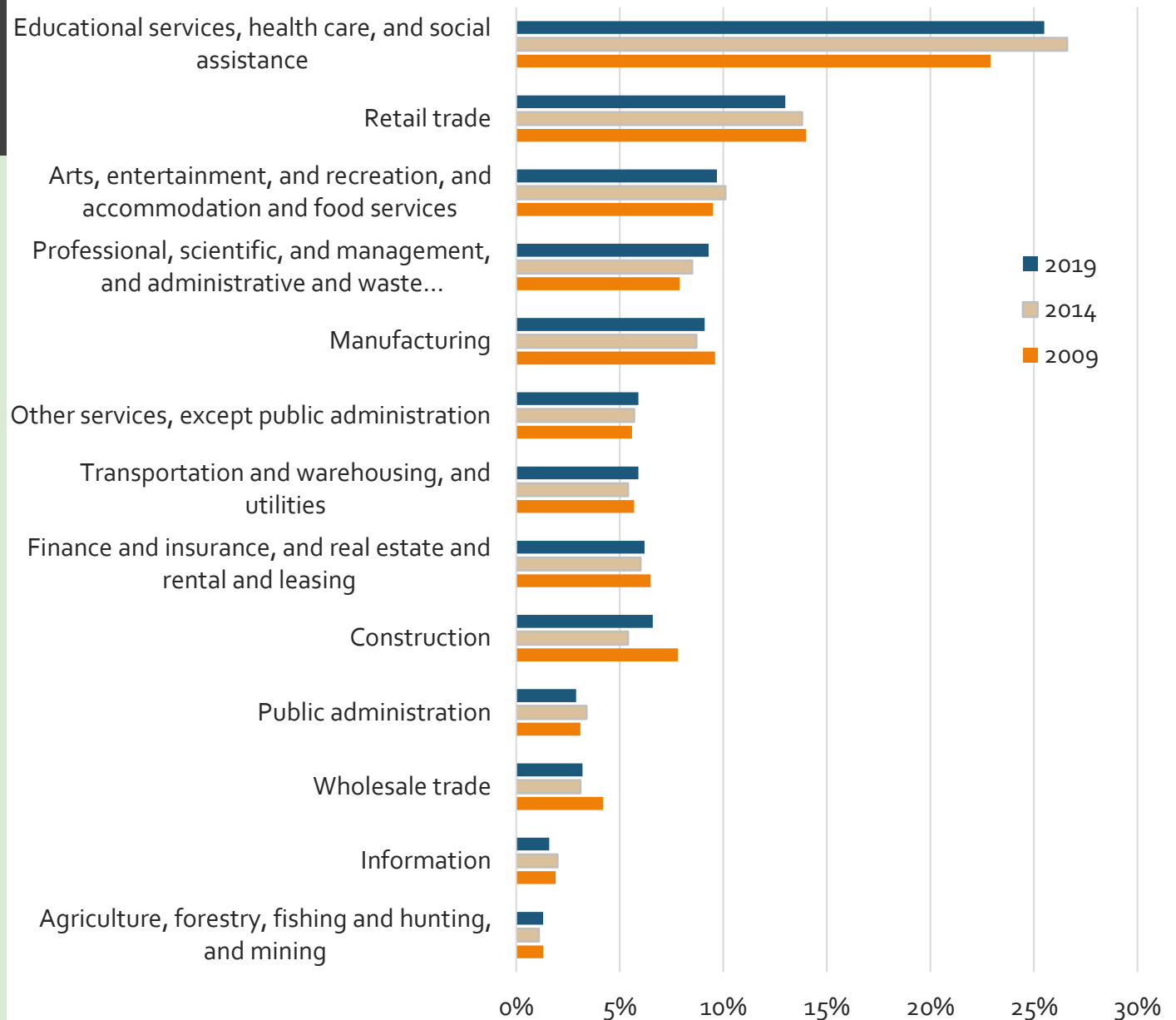
Workforce By Industry Springfield MSA

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

There is no statistical difference for most industries amongst the surveys. However, the estimates are significantly different for Education & Healthcare and Construction Industries in each five-year sample.

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

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

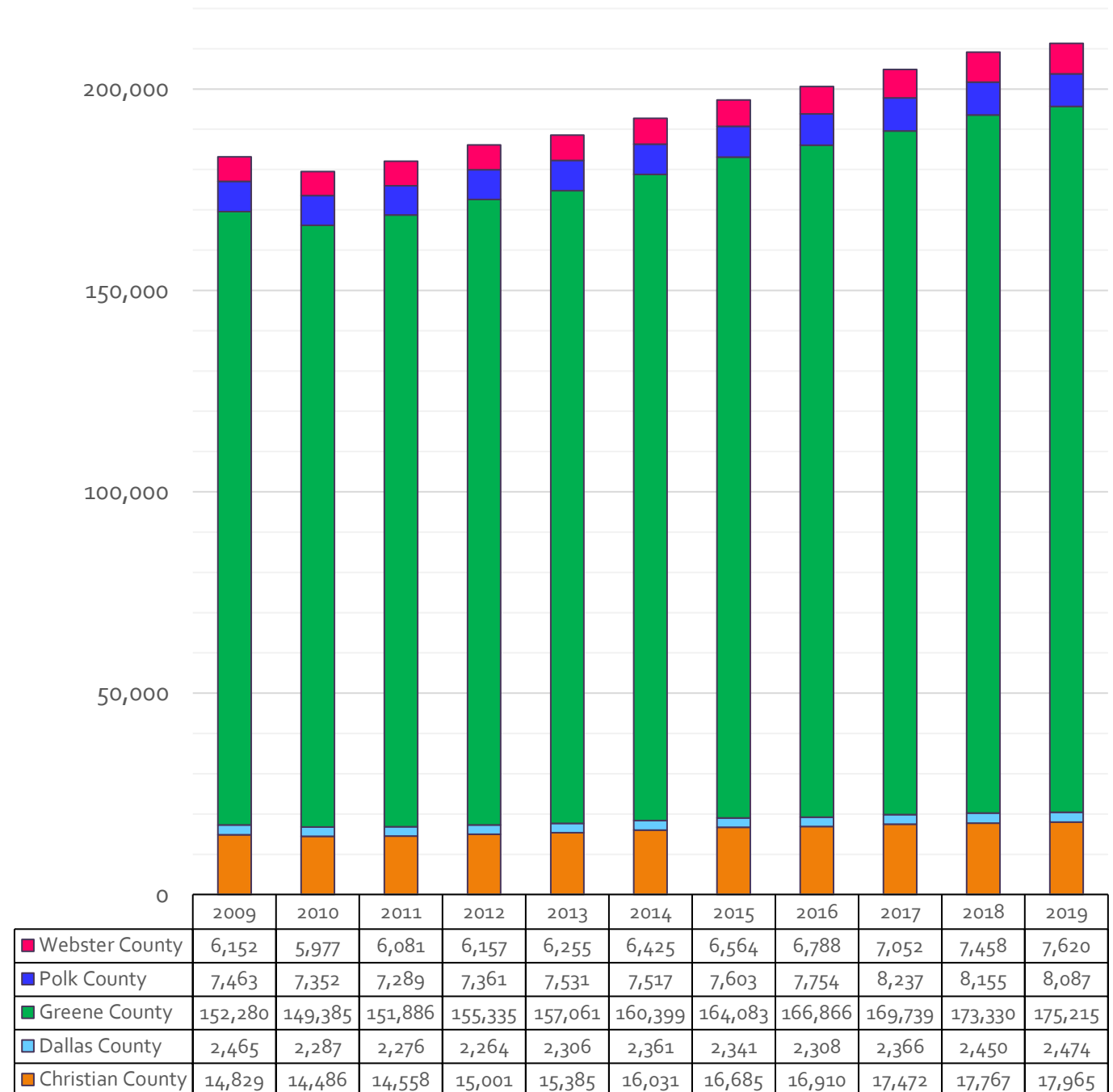


Number of Jobs by MSA County

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

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

Although jobs numbers have risen in every county in the MSA, the proportion of MSA jobs within Greene County from 2009 to 2019 has remained relatively constant.



Data Sources

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

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

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

Other data sources include:

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

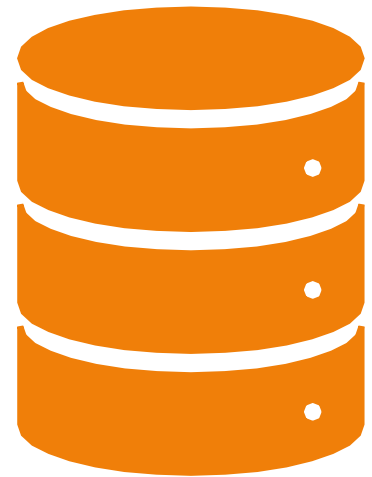
U.S. Census Bureau. 2020. LEHD Origin-Destination Employment Statistics (2002-2019) LEHD Origin-Destination Employment Statistics (2002-2019) at
<https://onthemap.ces.census.gov>. LODES 7.4 [version]

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

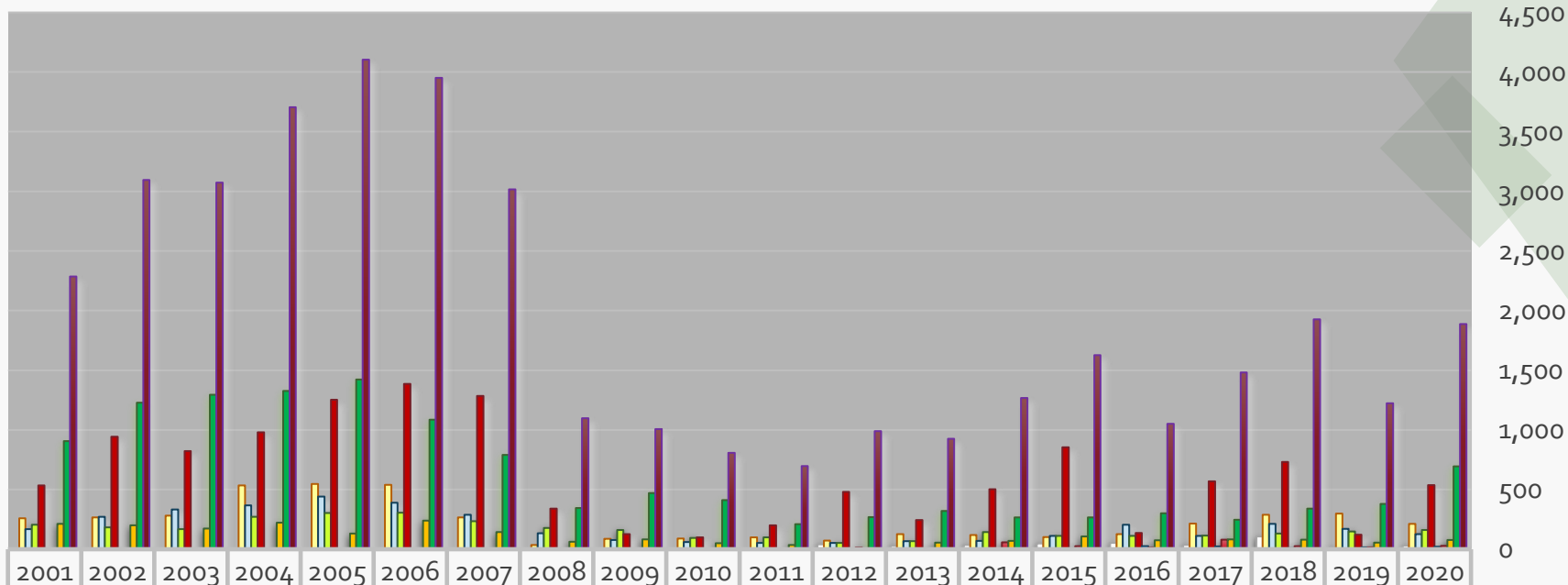
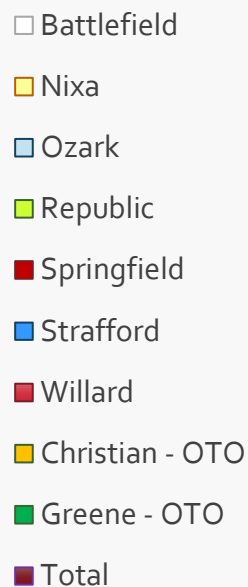
Missouri Census Data Center, 2020. <http://mcdc.missouri.edu/decennial-census/2000.shtml>

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

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

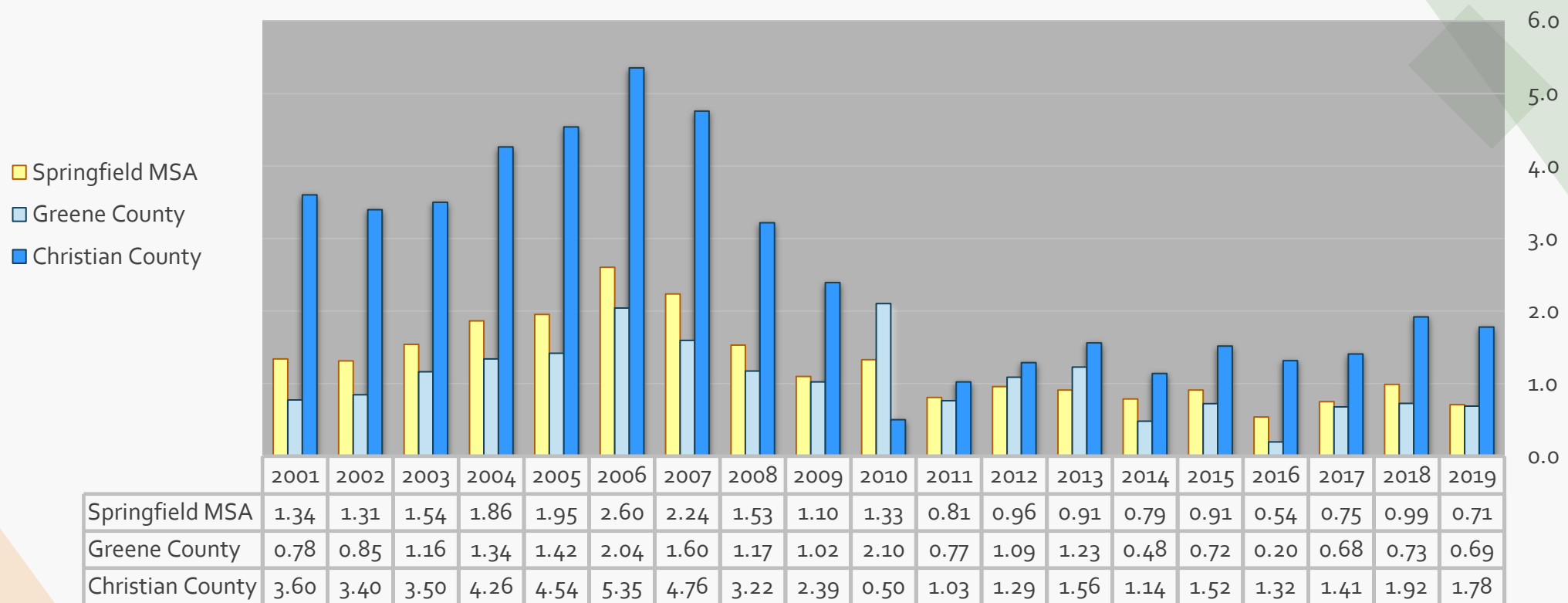


Appendix A: OTO Area Permit Activity 2001 - 2020

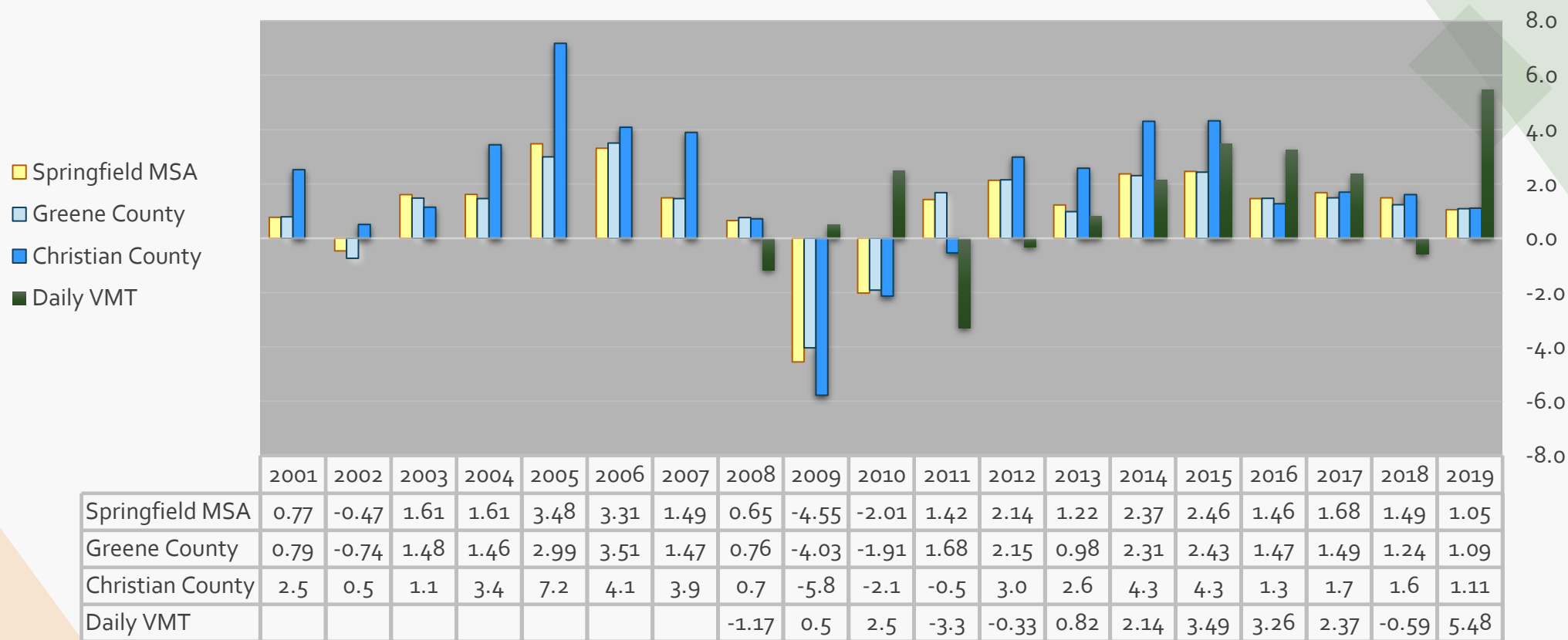


	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Battlefield	-	-	-	-	-	-	-	-	-	-	-	40	29	36	47	53	36	106	14	30
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	215	289	298	212
Ozark	168	271	333	367	441	391	290	134	77	60	53	53	69	70	112	205	112	214	171	127
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	149	161
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	122	537
Strafford	-	-	-	-	-	-	-	-	-	-	-	0	3	2	2	27	24	8	15	20
Willard												13	7	59	26	14	80	25	17	28
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	56	77
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	381	695
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,481	1,926	1,223	1,887

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



Appendix C: Year-over-Year Total Jobs Percent Change 2000 – 2019 & Daily Vehicle Miles Travelled



TAB 6

BOARD OF DIRECTORS AGENDA 3/18/2021; ITEM II.D.

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

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

AGENDA DESCRIPTION:

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

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

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

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATION ONLY



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

25 January 2021

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Eight to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on January 25, 2021. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures





Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

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

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

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

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

STIP # 8P3129

Federal ID # 0602106



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

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

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

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

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

STIP # 8P3129

Federal ID # 0602106



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

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



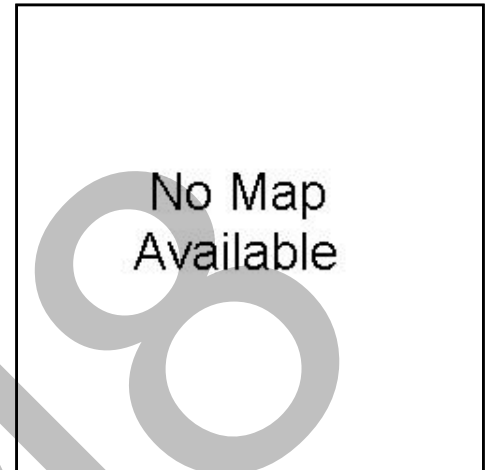
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

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



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: \$577,000 Open Container Funding

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



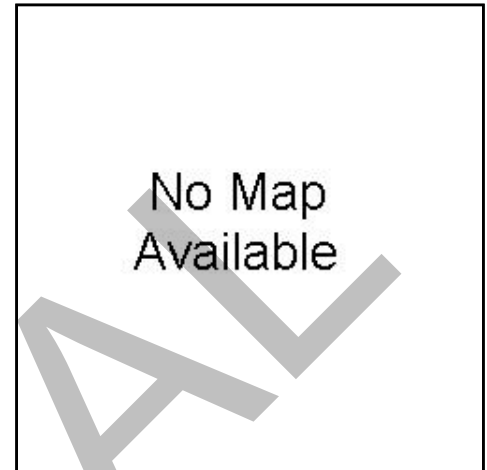
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

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



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

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

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

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

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

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

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

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

* 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	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (RM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																			
BA1801-19A7	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
GR1901-20AM6	\$970,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,535	\$0	\$0	\$0	\$0	\$0	\$0	\$1,212,675
GR1902-20AM6	\$2,549,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$637,465	\$0	\$0	\$0	\$0	\$0	\$0	\$3,187,326
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$0	\$128,400	\$513,600	\$0	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$80,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$172,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$38,000	\$0	\$0	\$0	\$215,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400	\$0	\$0	\$0	\$16,400
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal					Local				State				TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	\$597,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$7,079,640	\$3,069,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,509,257	\$16,000	\$2,968,700	\$123,499	\$47,286,196
2021																			
CC1001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$237,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$133,600
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000							

Roadways

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local		State				TOTAL	
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		SEMA
2022 Continued																			
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$221,050	\$0	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$9,436,526	\$14,181,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$662,000	\$0	\$2,802,032	\$0	\$0	\$7,771,667	\$762,000	\$4,253,850	\$0	\$57,109,899
2023																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$568,800	\$0	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,601	\$0	\$0	\$0	\$2,505,646
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$1,061,600	\$0	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$3,482,244	\$0	\$1,753,600	\$0	\$26,052,961
GRAND TOTAL	\$47,236,444	\$21,232,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,393,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,702,625	\$1,682,400	\$0	\$30,316,622	\$913,500	\$13,043,850	\$123,499	\$257,723,216

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$7,079,640	\$3,069,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,999,565	\$4,649,175	\$9,513,957	\$123,499	\$5,380,129	\$52,666,325
2021 Funds Programmed	\$27,749,085	\$3,917,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,170,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$91,347,237	\$19,190,269	\$16,736,654	\$0	\$5,476,971	\$132,751,131
2022 Funds Programmed	\$9,436,526	\$14,181,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$41,520,350	\$2,802,032	\$12,787,517	\$0	\$5,575,557	\$62,685,456
2023 Funds Programmed	\$2,970,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$15,073,568	\$5,743,549	\$5,235,844	\$0	\$5,675,917	\$31,728,878
Total	\$47,235,444	\$21,232,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,393,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$180,940,720	\$32,385,025	\$44,273,972	\$123,499	\$22,108,574	\$279,831,790

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$34,011,183	\$40,437,989	\$26,209,000	\$166,932,221
Federal Discretionary Funding	\$0	\$20,995,822	\$25,500	\$562,000	\$0	\$21,583,322
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$4,649,175	\$19,190,269	\$2,802,032	\$5,743,549	\$32,508,524
Available Suballocated Funding	\$27,323,332	\$7,026,406	\$2,724,380	\$6,190,047	\$6,245,342	\$49,509,507
TOTAL AVAILABLE FUNDING	\$37,574,824	\$94,197,588	\$61,428,303	\$55,567,625	\$43,873,808	\$292,642,148
Prior Year Funding	\$37,574,824	\$79,106,087	\$79,783,259	\$7,783,259	\$665,428	--
Programmed State and Federal Funding		(\$52,666,325)	(\$132,751,131)	(\$62,685,456)	(\$31,728,878)	(\$279,831,790)
TOTAL REMAINING	\$37,574,824	\$79,106,087	\$7,783,259	\$665,428	\$12,810,358	\$12,810,358

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

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

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

TAB 7

BOARD OF DIRECTORS AGENDA 3/18/2021; ITEM II.E.

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

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

AGENDA DESCRIPTION:

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

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

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on February 17, 2021, the Technical Planning Committee recommended the Board of Directors approve Amendment 9 to the FY 2020-2023 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

A member of the Board of Directors is requested to make one of the following motions:

“Move to approve Amendment 9 to the FY 2020-2023 Transportation Improvement Program.”

OR

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

Route Route 14
From 6th Avenue
To W

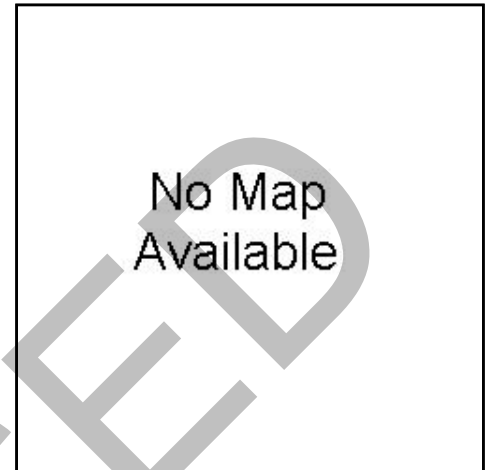
Location City of Ozark
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category STBG
MoDOT Funding Category Flexible and Other
Bike/Ped Plan? EJ?

STIP # 8P0583

Federal ID #

Project Description

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



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

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$6,705,000
Total Cost	\$6,998,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

Route CC

From Fremont Road

To 22nd Street

Location City of Ozark

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Flexible and Other

Bike/Ped Plan? EJ?

STIP # 8S0736D

Federal ID #

Project Description

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

No Map
Available

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

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$3,242,000
Total Cost	\$3,392,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

Route US 60 and Route 125

From Farm Road 213

To Farm Road 247

Location City of Rogersville

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Safety

MoDOT Funding Category Flexible and Other

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

STIP # 8P0683E

Federal ID # 0602093

No Map
Available

Project Description

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

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

Notes

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

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

Prior Cost	\$493,000
Future Cost	\$0
Total Cost	\$24,975,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

Route US 60 and Route 125

From Farm Road 213

To Farm Road 247

Location City of Rogersville

Federal Agency FHWA

Project Sponsor MoDOT

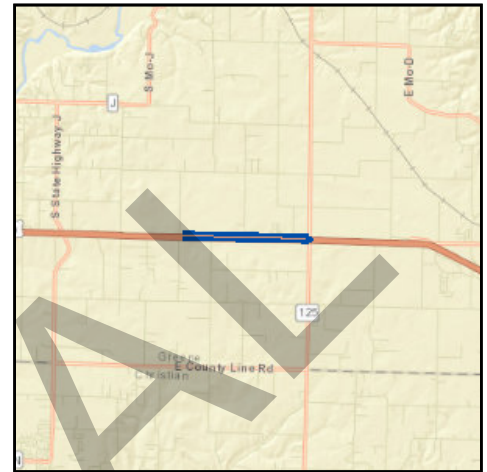
Federal Funding Category NHPP(NHS)

MoDOT Funding Category Flexible and Other

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

STIP # 8P0683E

Federal ID # 0602093



Project Description

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

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

Notes

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

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

Prior Cost	\$493,000
Future Cost	\$0
Total Cost	\$17,784,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

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

No Map
Available

Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$443,000
Future Cost	\$26,972,000
Total Cost	\$29,519,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

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



Project Description

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

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

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$443,000
Future Cost	\$0
Total Cost	\$449,000

Roadways

FY 2020 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$477,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,400	\$0	\$0	\$0	\$597,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$32,000	\$0	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
ST 1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$2,966,775	\$1,682,400	\$0	\$6,601,057	\$16,000	\$3,023,100	\$123,499	\$47,329,196
2021																			
CC0801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$0	\$0	\$0	\$18,000
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
CC2103-20A7	\$392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,000	\$0	\$0	\$0	\$0	\$0	\$0	\$510,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1804-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$551,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$137,800	\$0	\$0	\$0	\$689,000
GR1901-20AM6	\$15,121,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,360,894	\$0	\$0	\$0	\$0	\$0	\$0	\$22,482,418
GR1902-20AM6	\$385,935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,484	\$0	\$0	\$0	\$0	\$0	\$0	\$482,419
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$168,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2009-20AM6	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,600	\$0	\$158,400	\$0	\$198,000
GR2105-20A5	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$					

Roadways

PROJECT	Federal										Local			State				TOTAL
	FHWA (STRG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (R&O)	FHWA (NHPP)	FHWA (STRG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GC&S	MoDOT-AC	

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal											Local			State				SEMA	TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC			
2022 Continued																				
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,961	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000	
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$0	\$262,000	
SP1817-20A6	\$91,745	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$22,936	\$0	\$0	\$63,464	\$0	\$0	\$0	\$432,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$3,200	\$0	\$0	\$4,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20A7	\$0	\$677,000	\$0	\$0	\$0	\$0	\$0	\$3,991,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,167,200	\$0	\$0	\$0	\$5,836,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$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	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$0	\$250,033	
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$221,050	\$0	\$0	\$276,312	
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216	
SP2104-20A7	\$1,360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000	
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000	
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000	
SUBTOTAL	\$9,436,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$2,802,032	\$0	\$0	\$7,366,767	\$762,000	\$5,172,250	\$0	\$47,704,898	
2023																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$0	\$2,000	
CC2102-20A7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$120,000	\$0	\$0	\$150,000	
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1902-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000	
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580	
OK2002-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000	
OK2102-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$0	\$50,000	
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876	
RG0901-20A9	\$0	\$15,213,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,400	\$0	\$0	\$0	\$19,017,000	
RP1704-20A9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$80,000	\$0	\$0	\$100,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$568,800	\$0	\$0	\$711,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$0	\$2,248,859	
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,501	\$0	\$0	\$0	\$2,565,646	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$1,061,600	\$0	\$0	\$1,327,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SUBTOTAL	\$2,970,193	\$15,276,400	\$0	\$0	\$0	\$0	\$11,990,576	\$48,000	\$0	\$0	\$0	\$5,743,549	\$0	\$0	\$7,325,644	\$0	\$1,913,000	\$0	\$45,269,961	
GRAND TOTAL	\$47,235,444	\$25,256,500	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,393,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$30,702,625	\$1,682,400	\$0	\$33,992,122	\$913,500	\$15,076,650	\$123,499	\$267,455,216	

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source											Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA					
2020 Funds Programmed	\$7,079,640	\$2,986,000	\$28,800	\$1,700,100	\$46,000	\$350,151	\$14,843,600	\$5,131,081	\$0	\$10,000	\$740,993	\$32,916,365	\$4,649,175	\$9,640,157	\$123,499	\$52,709,325
2021 Funds Programmed	\$27,749,085	\$2,719,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$33,170,930	\$1,532,000	\$19,278,422	\$25,500	\$0	\$90,149,037	\$19,190,269	\$17,811,854	\$0	\$132,628,131
2022 Funds Programmed	\$9,436,526	\$4,272,500	\$0	\$0	\$800,000	\$0	\$11,388,224	\$5,152,600	\$0	\$562,000	\$0	\$31,611,850	\$2,802,032	\$13,291,017	\$0	\$53,280,456
2023 Funds Programmed	\$2,970,193	\$15,278,400	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$0	\$0	\$30,287,168	\$5,743,549	\$9,239,244	\$0	\$50,945,878
Total	\$47,235,444	\$25,256,500	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,393,329	\$11,863,681	\$19,278,422	\$597,500	\$740,993	\$184,964,420	\$32,385,025	\$49,982,272	\$123,499	\$289,563,790

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$56,146,056	\$34,011,183	\$40,437,989	\$26,209,000	\$166,932,221
Federal Discretionary Funding	\$0	\$20,995,822	\$25,500	\$562,000	\$0	\$21,583,322
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,575,557	\$5,675,917	\$22,108,574
Funds from Other Sources (Inc. Local)	\$123,499	\$4,649,175	\$19,190,269	\$2,802,032	\$5,743,549	\$32,508,524
Available Suballocated Funding	\$27,323,332	\$7,026,406	\$2,724,380	\$6,190,047	\$6,245,342	\$49,509,507
TOTAL AVAILABLE FUNDING	\$37,574,824	\$94,197,588	\$61,428,303	\$55,567,625	\$43,873,808	\$292,642,148
Prior Year Funding	\$37,574,824		\$79,063,087	\$7,863,259	\$10,150,428	---
Programmed State and Federal Funding		(\$52,709,325)	(\$132,628,131)	(\$53,280,456)	(\$50,945,878)	(\$289,563,790)
TOTAL REMAINING	\$37,574,824	\$79,063,087	\$7,863,259	\$10,150,428	\$3,078,358	\$3,078,358

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

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

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

TAB 8

BOARD OF DIRECTORS AGENDA 3/18/2021; ITEM II.F.

***Destination 2045* Update**

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

AGENDA DESCRIPTION:

OTO has wrapped up the public input phase of the next long range transportation plan, *Destination 2045*. Staff will provide an update on the survey results, as well as current activities in plan development. As meetings are still virtual, staff has also been gathering feedback through online survey tools.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED – INFORMATION ONLY

TAB 9

After Stimulus, Biden to Tackle Another Politically Tricky Issue: Infrastructure

Strengthening the country's highways, bridges and broadband networks has broad popular support, but Washington remains bitterly divided on the details.



By Annie Karni and Jim Tankersley

March 1, 2021

WASHINGTON — President Biden's two immediate predecessors had ambitious goals to rebuild the country's infrastructure, but both left office having made little progress in fixing the nation's bridges, roads, pipes and broadband. President Donald J. Trump announced so many meaningless infrastructure weeks that the term became a running joke of his administration.

As a candidate, Mr. Biden went further than either Mr. Trump or President Barack Obama by promising to pass a multitrillion-dollar package intended to create jobs and help the United States compete with China. And if anything, his first month in office, in which a power crisis in Texas left millions of people in need of water and electricity, has underscored the urgency of upgrading the nation's aging structural underpinnings.

But while the goal of addressing the United States' infrastructure is bipartisan, the details are not. That includes how much to spend, what programs count as "infrastructure" and, most important, whether to raise taxes to pay for it.

As a result, Mr. Biden could have an even tougher time gaining Republican support for an infrastructure bill than what he has faced in his first big legislative push, a \$1.9 trillion economic aid package that passed the House on Saturday with every Republican voting no and that faces a similar fate in the Senate.

Unless the parties can agree on how to fund an infrastructure plan, Mr. Biden might have to try to push through another sprawling spending package with only Democratic votes. The task could prove exceptionally difficult given the competing pressures the president will face from centrists and progressives in his party — and the absence of a pandemic emergency to help fuse those factions in support of the bill.

"There's a tendency to treat infrastructure as if it's not political," said Kevin DeGood, the director of infrastructure policy at the Center for American Progress, a liberal think tank. "But when we actually start talking about what we're going to be building, there are specific people and companies that benefit and people and companies that don't."

Infrastructure, Mr. DeGood said, "is just another way of expressing the same political and philosophical differences" that have made bipartisan consensus so difficult to find in Washington in recent years.

Biden administration officials have not decided whether to push infrastructure as a stand-alone bill or as part of a broader package. But any hopes of bringing Democrats and Republicans together on a program are almost sure to be undermined by the same disagreements that have felled previous attempts.

Conservative lawmakers and powerful business groups in Washington are already making clear that no infrastructure program will draw bipartisan support unless it is slimmer than what many progressives are proposing and includes no tax increases on corporations or the rich.

Those demands could leave Mr. Biden no alternative but to mimic the approach for his stimulus package by trying to pass an infrastructure bill through reconciliation, a parliamentary process that would shield it from a Senate filibuster and allow it to pass with Democratic votes alone. Senator Bernie Sanders, independent of Vermont and the chairman of the Budget Committee, favors such an approach.

"This is the best opportunity we've had in my lifetime," Pete Buttigieg, the transportation secretary, said in an interview. "We've come to a point as a country where it's very clear these needs can't keep being deferred. This crisis reflects that."

Richard L. Trumka, the president of the A.F.L.-C.I.O., who joined other labor leaders in a meeting in February to discuss infrastructure with Mr. Biden, said the president was uniquely positioned to understand the importance of the issue from the perspective of working Americans. "He was born a blue-collar baby and he's going to get buried a blue-collar baby," Mr. Trumka said.

A big, bold infrastructure bill, he said, was "a racial justice bill, a Covid safety bill and the most important climate bill of all time, all in one."



Pete Buttigieg, the transportation secretary, has said he is optimistic that President Biden will deliver a robust infrastructure package this year. Alyssa Schukar for The New York Times

Economists broadly agree that government investments in infrastructure can help the economy run more efficiently, leading to stronger growth and faster wage gains for workers. That consensus has brought calls from a wide range of groups for lawmakers to pass a major infrastructure bill.

The American Society of Civil Engineers has given the country's overall infrastructure a grade of D+, estimating that a funding gap of more than \$2 trillion exists between needs and expected spending by all levels of government over the next decade. And the pandemic has put a spotlight on the poor quality of digital infrastructure in many parts of the United States, as more people are forced to work and attend school remotely.

Mr. Biden campaigned on a sprawling infrastructure agenda, with trillions of dollars invested in transportation, water and sewer lines, and the scaffoldings of an energy sector that significantly reduces the United States' carbon emissions, funded by tax increases on multinational companies and high earners.

The components of the plan fell well — which was not enough for Mr. Biden's predecessors.

Mr. Obama failed, in large part, for political reasons: Republicans did not want to give him another victory. His attempt at selling Congress on a \$50 billion plan to rebuild 150,000 miles of road, to lay and maintain 4,000 miles of rail track and to restore 150 miles of airport runways suffered for following on the heels of his 2009 stimulus bill. Republicans dismissed it as "stimulus déjà vu."

While Mr. Trump talked frequently about investing in infrastructure, he never seemed serious about tackling the issue and constantly allowed other matters to distract him. For instance, in August 2017, the Trump administration organized an event at Trump Tower in Manhattan that was intended to highlight how the administration was seeking to streamline permitting.

Instead, the news conference devolved into one of the grimmest and most defining moments of the Trump presidency: a fiery back-and-forth with reporters in which Mr. Trump defended white supremacists who had recently marched in Charlottesville, Va., arguing that there were "very fine people on both sides."

When it came to selling a message about infrastructure, "we had some challenges in communication," said D.J. Gribbin, an infrastructure specialist who was in charge of the event while working for the National Economic Council.

Lobbyists say that Mr. Biden starts with a better chance of success than either of his predecessors.

Business groups and many Republicans have expressed a willingness to work with the administration to pass \$1 trillion or more in infrastructure spending. Areas of agreement with progressives include spending on highways, bridges, rural broadband networks, water and sewer lines and even some cornerstones of fighting climate change, like electric-car charging stations.

"A bipartisan package is going to be bigger in scope than many on the right would initially prefer. It's also going to be narrower in scope than many on the left would prefer," said Neil Bradley, an executive vice president and the chief policy officer at the U.S. Chamber of Commerce, which led 300 groups across the political spectrum in February in calling on Congress to pass an infrastructure bill by the Fourth of July. "You can really see in that a core that would attract broad bipartisan support."



Construction along Interstate 70 in Columbus, Ohio. The American Society of Civil Engineers has given the country's overall infrastructure a grade of D+. Barbara J. Perenic/The Columbus Dispatch, via Associated Press

But progressives warn that such an approach could yield a bill that does not go far enough in addressing the deep-rooted problems in the economy that have exacerbated inequality, and that Mr. Biden has promised to tackle, by leaving out investments in America's human infrastructure. Some argue a more effective bill would also fund child care and paid leave to help working parents and make educational investments to help students thrive and gain skills.

"I fear going small," said William E. Spriggs, the chief economist at the A.F.L.-C.I.O., who has pushed the administration to spend aggressively to promote racial equity across the economy. "If you only do bridges and highways, they don't generate the same number of residual jobs, and they don't reach a broader set of workers and address fundamental inequalities."

Other Democrats said a more cautious approach was right. "People who want infrastructure from the center-left should not sell it as renewables and climate change, even though it is helpful in those matters," said Henry G. Cisneros, a secretary of housing and urban development under President Bill Clinton. "It's not an argument that's going to bring centrist business groups and conservatives on board. The most prominent argument is the economy needs not just a temporary boost. Our long-term economy needs modernization."

Mr. Buttigieg, a former mayor of South Bend, Ind., said it was just a matter of selling progressive policies the right way. "I specialize in communicating ideas like this in places like where I grew up and spaces like Fox News," he said. "There's nothing about climate, rightly understood, that should be off-putting to people in rural or conservative areas. We just have to talk about it the right way."

But Republicans and business groups have made clear to the administration that some of Mr. Biden's preferred policies — taxes, in particular — could scuttle any chance of a consensus deal.

"I'm optimistic and hopeful that there will be a meaningful bipartisan agreement here because the needs are clear," said Aric Newhouse, the senior vice president for policy and government relations at the National Association of Manufacturers. If Mr. Biden tries to pay for the plan by raising taxes on corporations and other businesses, Mr. Newhouse said, "that would obviously be a huge problem, and make this, instead of a bipartisan effort, a partisan effort."

Mr. Bradley suggested a range of alternate mechanisms to finance an infrastructure push, including tax incentives for private corporations and an increase to the gasoline tax or other ways of taxing drivers. Mr. Newhouse suggested the package might not need to be paid for entirely, or at all, echoing the chairman of the Ways and Means Committee, Representative Richard E. Neal, Democrat of Massachusetts.

"Do you need a pay-for?" Mr. Newhouse said. "We make the argument: If you're going to think about federal spending and the long-term return, investing in infrastructure is a no-brainer."

Administration officials say it is too early to talk about the shape of any infrastructure package, at least until the \$1.9 trillion stimulus bill is passed. "We're 100 percent, all hands focused, on getting the rescue plan over the finish line," said Brian Deese, the director of the National Economic Council. "We'll remain in that posture until it's done."



Senator Shelley Moore Capito, Republican of West Virginia, met with Mr. Biden in February to discuss infrastructure proposals. Alyssa Schukar for The New York Times

But Mr. Biden has started holding high-profile meetings to build a possible bipartisan package, including one meeting in February with senators who lead the committees responsible for the core of infrastructure legislation on Capitol Hill. (Senator James M. Inhofe, Republican of Oklahoma, noted to reporters after the meeting that he and Mr. Biden had been “working on transportation since 1987.”)

“We have a lot of common ground,” Senator Shelley Moore Capito, Republican of West Virginia, said afterward. “Certainly, members like infrastructure because it’s job creating and every state benefits.”

“We need to put up a big victory for unity and working together,” she added.

Emily Cochrane contributed reporting.

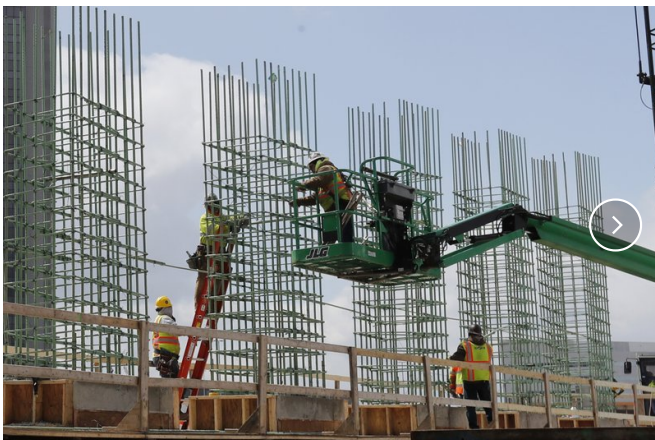
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Biden team readies wider economic package after virus relief

By KEVIN FREKING, HOPE YEN and JOSH BOAK yesterday



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WASHINGTON (AP) — Looking beyond the \$1.9 trillion [COVID relief](#) bill, President Joe Biden and lawmakers are laying the groundwork for another top legislative priority — a long-sought boost to the nation's roads, bridges and other infrastructure that could run into Republican resistance to a hefty price tag.

Biden and his team have begun discussions on the possible outlines of

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Texas' recent struggles with power outages and water shortages after a brutal winter storm present an opportunity for agreement on sustained spending on infrastructure.

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Republicans say if the White House approach on the COVID relief bill — which [passed the House Saturday](#) on a near party-line vote and now heads to the Senate — is a sign of things to come for Biden's plan on infrastructure and other initiatives, it could be a difficult road ahead in Congress.

A White House proposal could come out in March.

"Now is the time to be aggressive," said Transportation Secretary Pete Buttigieg, a former South Bend, Indiana, mayor who knows potholes.

At a conference with state and local highway officials Thursday, he referred to the often-promised, never-achieved mega-initiative on roads, bridges and the like from the Trump administration.

"I know you are among those who are working and waiting most patiently, or maybe impatiently, for the moment when Infrastructure Week will no longer be a kind of Groundhog's Day promise — but actually be something that

delivers generational investments," he said.

Much of America's infrastructure — roads, bridges, public drinking and water systems, dams, airports, mass transit systems and more — is in need of major restoration after years of underfunding, according to the American Society of Civil Engineers. In its [2017 Infrastructure Report Card](#), it gave the national infrastructure an overall grade

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Both chambers of Congress will use as starting points their unsuccessful efforts to get infrastructure bills through the last session.

Democrats passed a \$1.5 trillion package in the House last year, but it went nowhere with the Trump administration and the Republican-led Senate. A Senate panel approved narrower bipartisan legislation in 2019 focused on reauthorizing federal transportation programs. It, too, flamed out as the U.S. turned its focus to elections and COVID-19.

Biden has talked bigger numbers, and some Democrats are now urging him to bypass Republicans in the closely divided Congress to address a broader range of priorities urged by interest groups.

During the presidential campaign, Biden [pledged to deploy \\$2 trillion](#) on infrastructure and clean energy, but the White House has not ruled out an even higher price tag.

Pointing to the storm in Texas as a “wake-up call” for the need to improve energy systems and other infrastructure, Gina McCarthy, Biden’s national climate adviser, told The Associated Press that Biden’s plan will specifically aim at

green and other initiatives that promote job creation. She cited as an example federal investments to boost “workers that have been left behind” by closed coal mines or power plants, as well as communities located near polluting refineries and other hazards.

“He’s been a long fan of investing in infrastructure — long outdated — long overdue, I should say,” White House press secretary Jen Psaki said Thursday

sector, do more to strengthen access to affordable health care. So the size — the package — the components of it, the order, that has not yet been determined.”

Sen. Bernie Sanders, I-Vt., chairman of the Senate Budget Committee, recently told the White House [that he's ready to use](#) the budget maneuver known as reconciliation to pass a broad economic recovery package with only Democratic votes. That drew stern warnings from Republicans, who [have already closed ranks](#) against Democrats' COVID-19 relief bill.

“They made a conscious decision not to include us,” said Sen. Bill Cassidy, R-La., on Sunday, calling the White House's assertion that the views of Republicans were taken into account with the COVID bill a “joke.”

Cassidy, one of 10 centrist Republicans who met with Biden in early February about getting bipartisan support on that bill, said Biden “so far has been about rhetoric” when it comes to his pledge of seeking unity and bipartisanship. He called it worrisome for other legislative initiatives.

“Republicans remain willing and are working on issues that require bipartisan cooperation,” he told CNN's “State of the Union.”

West Virginia Sen. Shelley Moore Capito, a Republican who will be helping to craft legislation on the Senate side, said there's bipartisan support for

ambitious steps on infrastructure. But that “should not extend to a multitrillion-dollar package that is stocked full with other ideologically driven, one-size-fits-all policies that tie the hands of our states and our communities,” said Capito, the ranking member on the Senate Environment and Public Works Committee.

Rep. Peter DeFazio, chairman of the House Transportation and

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package that will go beyond roads, bridges and public transit. He also expects it to have money for water systems, broadband and the power grid — addressing a weak infrastructure laid bare after the crippling blackouts in Texas.

He's not ready to talk overall costs yet. DeFazio, D-Ore., said it will be up to the Biden administration and the House Ways and Means Committee to figure out how to pay for it.

DeFazio said General Motors' recently announced goal of [going largely electric by 2035](#) demonstrates the need for massive spending on charging stations across the country. Biden campaigned on a plan to install 500,000 charging stations by the end of 2030.

"I'm totally willing to work with (Republicans) if they're willing to recognize climate change," DeFazio said, "or if they don't want to recognize climate change, they can just recognize that electric semis and electric vehicles are a flood on the horizon and we've got to get ahead of it."

Gov. Gretchen Whitmer, D-Mich., expressed a similar sentiment, urging strong action on carbon emissions and the vehicle charging stations to help achieve a "full transition to electric." She also wants states to have more federal grants for infrastructure repairs after natural disasters and extreme weather.

At the Senate hearing where she spoke, Republican Gov. Larry Hogan of Maryland said there's bipartisan support among governors for relieving congestion, cutting red tape, leveraging private sector investment and ensuring projects can better withstand cyber attacks and natural disasters.

Democratic Sen. Tom Carper of Delaware, the new chairman of the [Senate Environment and Public Works](#)

by Memorial Day.

In the House, Rep. Sam Graves, the top Republican on the transportation panel, said Republicans would be open to a larger package as long as it didn't greatly add to the national debt.

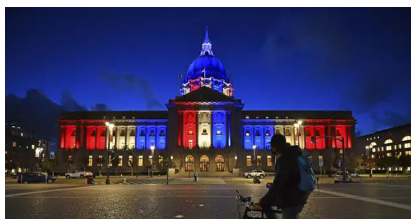
But many lawmakers oppose an increase in the federal gas tax, one way to help pay for the spending, while groups such as the Chamber of Commerce argue against increasing taxes on companies during a pandemic.

White House aide Cedric Richmond, a former congressman from Louisiana, told state transportation officials the president intends for most of the spending to be paid for, not added to the debt. In part, this would be by reversing some of the Trump administration tax cuts.

Ed Mortimer, a vice president at the U.S. Chamber of Commerce, said removing items in last year's infrastructure bill for renovating schools and low-income housing could lower the price tag, because the COVID relief measure passed by the House already has hundreds of billions of dollars for those purposes.

"Affordable housing, school construction, very meritorious, but we're not sure that that's a key focus that's going to get a bill signed into law," Mortimer said.

Yen reported from Austin, Texas. AP writer Matthew Daly contributed to this report.





Buttigieg sets goals for electric, automated freight vehicles

BY ALEX GANGITANO - 02/17/21 06:00 AM EST

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Newly sworn-in Transportation Secretary Pete Buttigieg is planning to embark on ambitious priorities for electric and automated freight fleet vehicles as part of the Biden administration's overall goals for combating climate change.

Buttigieg said at his recent confirmation hearing that American workers should be leading the way in producing autonomous vehicles, while stressing the need for public infrastructure to power electric vehicles with clean energy. In doing so, he fully embraced President Biden's goal to have 500,000 electric charging stations across the country by 2030.

Buttigieg's plans for automated and electric commercial vehicles come on the heels of a report from his predecessor, former Transportation Secretary Elaine Chao, who released a National Freight Strategic Plan in September that included supporting the development and adoption of automation and connectivity.

"There are significant technological and institutional barriers to the widespread adoption of highly automated trucks," the plan said.

But proponents say that the costs to overcoming those barriers are outweighed by enhanced safety on the other end.

Freight shipments are expected to increase by 22.4 percent over the next 20 years, according to government estimates, and experts say the amount of human error in long-haul freight with automation will eventually lead to fewer injuries and deaths.

Todd Benoff, co-founder of Alston & Bird's connected and autonomous vehicles team, noted that more than 37,000 people die on U.S. roads every year and 94 percent of those accidents are caused by human error.

"While there is a lot of debate around how much safer automated vehicles will be, there are some facts that suggest the improvement will be dramatic. Speed is a major factor in fatal accidents," he said. "Driver distraction is another factor — one that becomes worse every year as people find more and more reasons to pay attention to their phones instead of the road."

The Biden administration's agenda includes replacing the government's fleet with U.S.-made electric vehicles.

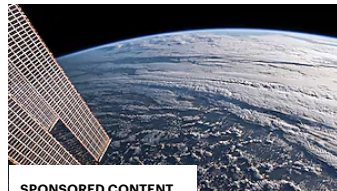
"The federal government also owns an enormous fleet of vehicles, which we're going to replace with clean electric vehicles made right here in America, by American workers," Biden said late last month.

Transportation policy experts are optimistic that Buttigieg, 39, can help facilitate advancements in both electrification and automation.

"The commitment of the administration towards electric vehicles, I think, will be a big boost not only to electric vehicles but to advancing autonomous vehicles. I think Secretary Buttigieg, being somewhat of a younger generation ... I think he's the right person at the department to advance these ideas and this technology," said Eric Tanenblatt, global chair of public policy and regulation and leader of Autonomous Vehicles practice at Dentons, an international law firm.

The goal of replacing the federal fleet with electric vehicles is doable, experts said, while cautioning that the timeline is uncertain.

"Replacing some federal fleet vehicles with electric vehicles can happen immediately. Replacing all federal fleet vehicles with electric vehicles will take time," said Jeremy Michalek, a professor of engineering and public policy at Carnegie Mellon University.



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BY HEWLETT PACKARD ENTERPRISE

An eventual infrastructure package, which Biden wants with a \$2 trillion price tag, will be crucial to accomplishing many of the administration's goals. And while infrastructure is often a bipartisan issue, Democrats have encountered GOP resistance in Congress in recent years for including environmental policies in their proposals.

Tanenblatt said that getting to automation for commercial freight will be a two-step process that depends in large part on electric vehicles.

"The precursor to autonomy is electrification. The administration's commitment to climate change and to electric vehicles — they've set some lofty goals. And if we invest in seeing the electric vehicle industry expand, I think that helps to push towards autonomous vehicles," he said.

But accomplishing the first step carries with it significant hurdles.

Chasten Buttigieg jokes about his husband biking home from work

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"Picking some subset of the fleet to electrify now, the technology's there. It's just a matter of doing it. However, when we talk about electrifying the entire fleet ... that's an enormously more difficult challenge because while some applications are ready to electrify now, there are many others that have enormous hurdles to figure out before they would reasonably electrify," Michalek said.

Experts also point out that while electric and automated vehicles could carry higher upfront costs, maintenance costs are likely to go down as availability increases.

"Automated fleets have the potential to reduce cost, improve efficiency and increase flexibility, but they may also displace jobs," Michalek said.

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Farther, Faster and No Sweat: Bike-Sharing and the E-Bike Boom

Social-distancing, sustainability and accessibility helped accelerate e-biking during the pandemic, and the trend is showing up in urban bike-sharing programs.

By Elaine Glusac

March 2, 2021 Updated 10:56 a.m. ET

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As with all bicycles during the pandemic, electric bikes, or those with battery-powered motors to handle propulsion, boomed. The market research firm NPD Group said sales of e-bikes grew 145 percent in 2020 compared to 2019, outpacing sales of all bikes, which were up 65 percent.

“Bike categories that catered to families and recreational and newer riders grew better than more performance-oriented bikes,” said Dirk Sorenson, a sports industry analyst at NPD, adding that e-bikes “overcome challenges like big hills or going on a longer ride than a typical bike.”

But it’s not just consumer sales that have mainstreamed e-bikes. Municipal bike-sharing systems have increasingly adopted the technology, with some cities, including Charlotte, N.C., going with an all-electric fleet during the pandemic.

Social distancing demands, the quest for safe and more accessible public transportation and sustainable travel measures have forged a growing adoption of e-bikes among travelers as well as local residents.

“Covid sort of propelled electric bikes forward by years,” said Josh Squire, the founder and chief executive of Hoppr, a bike-share service.

Cities, bike-sharing companies and even a peer-to-peer bike-sharing platform (in which bike owners rent their bikes directly to users) are jumping into the e-bike ecosystem. Here’s how bike-sharing — sometimes called “micromobility” to include other small vehicles, such as scooters — has shifted in the tourism lull.

Covid did not kill bike-sharing

In the early days of the pandemic, bike-share usage stalled as those working from home stopped commuting. For essential workers who needed to travel, bike-sharing became an alternative to buses or trains, where they might be exposed to the virus by other passengers. Lyft, which manages bike-share fleets in nine cities — including the largest systems in New York City and Chicago — gave about 30,000 essential workers free yearly passes.

“Covid was able to highlight micromobility as an essential transportation service, filling in where transit service stopped or where gaps existed and helping essential workers get to work,” said Samantha Herr, the executive director of the North American Bikeshare Association.

As people began to leave their houses in summer, biking rebounded. In Honolulu, nearly 80 percent of members of the bike-sharing system Biki said riding was the safest form of public transportation during the pandemic. In Chicago, the Divvy bike-share system recorded its busiest month on record in August.

In New York City, where Citi Bike added 3,700 new bikes in 2020, ridership exceeded 2019 levels in the last four months of 2020, according to a monthly report filed with the New York City Department of Transportation. The company said 27 percent of rides were deemed “casual,” or recreational, in 2020, versus 17 percent in 2019, with the most popular stations around hospitals and parks, reflecting the mix of essential and casual uses.

Biking was clearly a remedy for cabin fever, and bike sharing is an affordable cure.

In Miami, where hand sanitizer dispensers were installed at Citi Bike Miami stations, casual users have taken about 40 percent of rides in 2021 as tourism has ticked up.

Colby Reese, the co-founder of DecoBike, which runs Citi Bike Miami, estimates about half a million visitors annually used the bike-share system before the pandemic. Plans are in place to add about 200 e-bikes this summer to the existing 2,000-bike fleet. “Because of Covid, outdoor things are more popular than they were before,” he said.



Chicago plans to have 10,000 e-bikes in its Divvy system by 2022 — it added 3,500 e-bikes in 2020 — in a plan to provide accessibility to 100 percent of the city. Lyft

E-bikes for the people

The electrification of bike-share systems, accelerating now, has been underway for several years. In 2018, the Bikeshare Planning Guide from the Transformative Urban Mobility Initiative, a global initiative on sustainable transportation, called them “ideal for bikeshare because of their otherwise high upfront cost to users, and they can improve user comfort by reducing often-cited barriers to cycling such as fatigue, sweating, and longer-distance or hilly trips.”

According to the North American Bikeshare Association, in 2019, the last year for which statistics are available, 28 percent of bike-sharing systems had e-bikes. It found e-bikes were used more intensively than traditional bikes, at a rate 1.7 times higher.

In 2019, when the Madison BCycle fleet in Madison, Wis., went electric, usage more than doubled. Novelty was a driver, along with affordability.

“To be able to try an e-bike for a very low rate for a day pass is what draws people initially to try it out,” said Helen Bradley, the general manager of Madison BCycle, where a day pass costs \$15. “Then they get hooked,” she added, on the range of the bikes, which can go 30 to 35 miles on a full charge with top speed of about 17 miles per hour.

Chicago plans to have 10,000 e-bikes in its Divvy system by 2022 — it added 3,500 e-bikes in 2020 — in a plan to provide accessibility to 100 percent of the city.

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Adopting e-bikes hasn't come without growing pains. In New York City, Citi Bike introduced e-bikes in 2018, but removed them in 2019 after reports of brakes malfunctioning, causing rider injuries (similar problems forced Lyft, which manages Citi Bike, to temporarily withdraw e-bikes from its systems in Washington, D.C. and San Francisco). Last winter, New York re-introduced Citi Bike e-bikes, which reach maximum speeds of 18 m.p.h., below the limit of 20 m.p.h. later set by the city for the pedal-assisted e-bikes. There are now about 3,700 e-bikes in the 19,000-bike system; the average e-bike gets over nine rides a day, while the average for pedal bikes is 3.5.

“Putting a little bit of a motor on it makes cycling more attractive to a wider and aging audience,” said Aaron Ritz, who oversees the Indego bike-share system for the City of Philadelphia. Over the next five years, the Indego system will more than double in size, making half the fleet electric and focusing on historically underserved neighborhoods, which tend to be Black or Latin American.

“The more we shift from single-occupancy vehicles, the better, for reasons of air quality, traffic safety, environmental impact and greenhouse gas emissions,” Mr. Ritz said.

Gregory F. Maassen, 53, a resident of Washington, D.C., describes the district's Capital Bikeshare e-bikes as "built like tanks to withstand a lot of abuse."

E-bike aficionados, like Mr. Maassen, who founded a social group called E-bike Lovers, prefer higher-end bikes, but credit bike-sharing as a gateway for introducing them to a broader audience.

"Interest in bike-share systems has had a great impact on the acceptance of e-bikes," he said. "It gives people a low-cost entry into this new technology." E-bikes can be purchased for a few hundred dollars, though most fans say quality bikes start around \$1,500 and go much higher.

But finding a fully charged bike is crucial, said Richard Strell, 68, a Bay Wheels bike-share rider in San Francisco.

"I started using e-bikes because of Covid and I don't own a car in San Francisco," he said, noting that e-bikes with only seven or eight miles left on the battery were too weak to get him up hills. "I was excited, but it turned out to be disappointing."



The success of e-bikes has encouraged Bolt Mobility to develop electric mo-peds, three-wheeled bikes and minicars. Above, riding e-bikes on the University of Alabama campus in Tuscaloosa, Ala. BoltBikes

Going farther, faster and mainstream

Shared bike systems always aimed to go the "last mile" or fill the gap between public transit hubs and your destination. E-bikes make them more serious contenders as transportation options by going farther with less effort.

"If I can get someplace farther or faster, that matters when you're picking a mode of transportation," said Bill Dossett, the executive director of Nice Ride Minnesota, the nonprofit that started the shared mobility system in Minneapolis, now operated by Lyft, which plans to add about 2,000 e-bikes this spring.

Lyft, the country's largest bike-share service, has added transit information on its rideshare app in 17 cities to better coordinate with public transportation systems, in addition to showing available drivers, bikes and scooters. In Denver, users can buy transit passes through the app.

"We're giving people a user-friendly way to piece together trips and allow them to explore a city that historically would have been much harder," said Caroline Samponaro, Lyft's head of micromobility policy.

The success of electric bikes and scooters has encouraged Bolt Mobility, which is in about 21 cities and college campuses, to develop electric mopeds, three-wheeled bikes and minicars, electric vehicles that offer more stability and protection.

"These devices aren't supposed to be just for 20-year-old kids, they're supposed to be for everyone," said Ignacio Tzoumas, the chief executive of Bolt Mobility.

Bolt, which was co-founded by the Olympic gold-medalist sprinter Usain Bolt, has plans to bring its e-bikes and scooters to Tokyo in time for the Olympic Games this summer.

Private bike-share systems predicted

While most bike-share systems are affiliated with cities, entrepreneurs foresee a future in private bike shares for hotel guests, apartment complex renters or company employees.

The peer-to-peer bike-sharing platform Spinlister is developing a private model that would station Rokit Ebikes at a hotel, for example, which could offer access as an amenity, leaving the management and maintenance to Spinlister.

Before the pandemic, Hopr had plans to take its services, which include e-bikes, to hotels and create private bike-share systems, an effort paused by the dearth of travel.

“We come from sharing and have the technology to unlock a bike from an app and rent it so it’s no hassle for the hotel,” Mr. Squire of Hopr said.

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Missouri Economy Indicators

Business Applications and Ownership Motivators

VOL. 2, ISSUE 5, 1 MARCH 2021

Recessions tend to discourage new business formations as entrepreneurs face uncertainty and funding challenges. However, 2020 was different as business applications surged in the second half of the year. Entrepreneurs saw opportunities to respond to consumers spending more online — a trend fueled by COVID-19's impact on the economy and federal income-support programs.

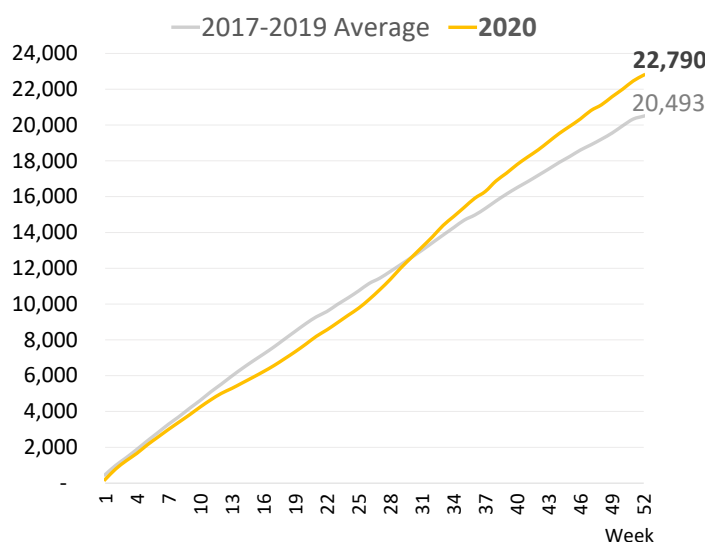
Payroll Business Applications Up In 2020

Relative to 2019, Missouri had 10.6% more applications filed in 2020 to start new businesses that would likely hire paid employees, according to the U.S. Census Bureau. The 2020 new business application filing rate bested the 2017-to-2019 average, despite COVID-19 negatively affecting filings early in 2020. By early August — week 31 — total business applications had surpassed the prior three-year average (see chart).

The U.S. Census Bureau tracks weekly new business application filings. It separately reports data for applicants likely to have payroll, such as corporations or firms indicating they are hiring workers, and all other applicants.

Total Weekly Missouri Business Applications

Filed by Likely Employers in 2020 vs. 3-Year Average



Source: U.S. Census. Cumulative Total of High-Propensity Businesses for Employment Applications.

Relative to Missouri's 10.6% increase in payroll business applications, the nationwide increase was 15.6%. In both cases, growth in this metric occurred as many existing firms struggled to survive or closed permanently. [U.S. Census Bureau figures](#) through September 2020 show that *e-commerce retailers, trucking firms* and *food and drinking places* had large application filing increases compared with April 2020. E-commerce and trucking activities have understandably accelerated during the COVID-19 pandemic. The increase in food and drinking place applications is less expected, however. It is likely related to businesses offering food delivery services.

Reasons for Owning a Business

The 2018 U.S. Census Annual Business Survey asked business owners why they operated their company. Participants answered this survey prior to the COVID-19 pandemic, but their responses can indicate why entrepreneurs start new ventures. 2020 was a hard year for many small businesses, especially [minority-owned firms](#), but the quick rebound in business application filings showed that entrepreneurs felt optimistic in 2020 about new growth opportunities.

Most Missouri and U.S. business owners operate their firm to make more money on their own terms. Topping the list of reasons to own a business, *greater income* and *being my own boss* were very important for six out of 10 U.S. and Missouri entrepreneurs. U.S. data for nonminority and minority business owners show these groups had similar rankings, but minority entrepreneurs were more likely to indicate *greater income* and *being my own boss* as very important business ownership reasons. *Helping my community* was very important for 35% of minority entrepreneurs — 13 percentage points higher than responses from nonminority business owners. This response had the largest difference between minority and nonminority business owners. No Missouri data were available to compare responses from minority and nonminority business owners.

The survey data show *couldn't find a job* ranked last in terms of it being a very important reason to own a business. Entrepreneurs typically have higher education credentials — 55% of Missouri business owners have an associate degree or more education compared with 38% of the total population — so finding employment was not a major concern when business owners responded to this survey in 2018. However, job loss in 2020 may have contributed to a surge of new businesses starting out of necessity. [Kansas City Federal Reserve research](#), however, found the spike in business applications from May to October 2020 did not appear to be related to state unemployment rates. Although the 2020 story of business disruptions is still unfolding, the surge in new business applications appears largely driven by entrepreneurs seeking new income opportunities rather than needing to replace lost jobs.

Very Important Reasons to Own Business

Percent of respondents indicating reason is “very important”

Reason to Own Business	Missouri	U.S.	U.S. Nonminority	U.S. Minority
Greater income	60%	62%	61%	65%
Wanted to be my own boss	58%	62%	62%	64%
Balance work and family	53%	56%	55%	62%
Best avenue for ideas	51%	54%	53%	58%
Flexible hours	49%	53%	52%	59%
Start my own business	41%	45%	43%	55%
Work for self	30%	32%	32%	33%
Friend or family role model	28%	28%	27%	33%
Help my community	22%	24%	22%	35%
Carry on family business	18%	18%	18%	21%
Other	8%	9%	9%	12%
Couldn't find a job	6%	8%	6%	12%

Source: U.S. Census Annual Business Survey, Owner Characteristics

For example, the COVID-19 pandemic has encouraged new e-commerce retail ventures as consumers buy more items online. Moving goods and food has also spurred entrepreneurs to capitalize on growing demand for transportation services.

Additional Resources

- **U.S. Census Annual Business Survey** summarizes characteristics, such as education level and age, of business owners at census.gov/data/tables/2019/econ/abs/2019-abs-characteristics-of-owners.html
- **Minority-owned business COVID-19 impacts** information at clevelandfed.org/newsroom-and-events/publications/community-development-briefs/db-20201008-misera-report.aspx and uschamber.com/report/august-2020-special-report-race-and-inequality-main-street

All Missouri Economy Indicators briefs in this series are available at tinyurl.com/ExceedEconomyIndicators

Author: Alan Spell, Assistant Extension Professor, University of Missouri



The Missouri SBDC is funded in part through a Cooperative Agreement with the U.S. Small Business Administration and is a University of Missouri Extension partner. All opinions, conclusions, and/or recommendations expressed herein are those of the author(s) and do not necessarily reflect the views of the SBA.



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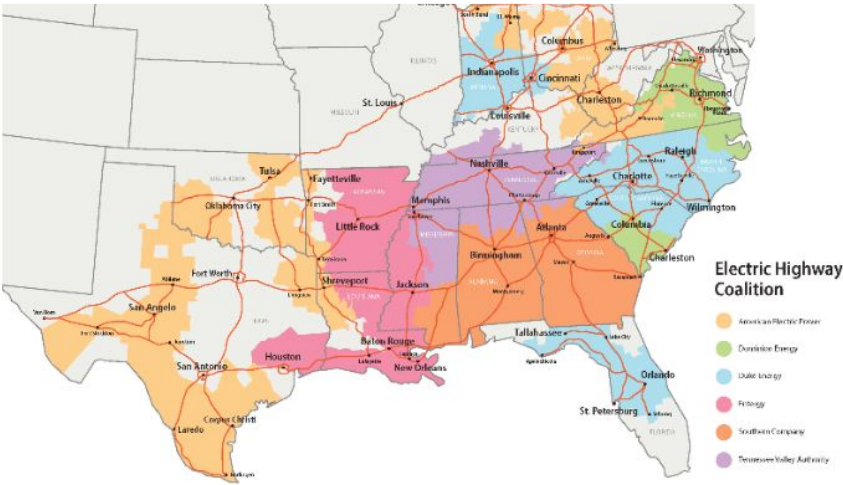
March 02, 2021

AEP, FIVE OTHERS PLAN TO ADD EV FAST CHARGERS CREATING ELECTRIC HIGHWAY COALITION

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COLUMBUS, Ohio, March 2, 2021 - Six major utilities today announced a plan to ensure that electric vehicle (EV) drivers have access to a seamless network of charging stations connecting major highway systems from the Atlantic Coast, through the Midwest and South, and into the Gulf and Central Plains regions.

The Electric Highway Coalition – made up of American Electric Power, Dominion Energy, Duke Energy, Entergy Corporation, Southern Co., and the Tennessee Valley Authority – announced a plan to enable EV drivers seamless travel across major regions of the country through a network of DC fast chargers for EVs. The companies are each taking steps to provide EV charging solutions within their service territories. This represents an unprecedented effort to offer convenient EV charging options across different company territories and allow EV travel without interruption.



The Edison Electric Institute estimates 18 million EVs will be on U.S. roads by 2030. While many drivers recognize the benefits of driving an EV, such as the ease of low-cost home charging, some are concerned with the availability of charging stations during long road trips. With efforts like the Electric Highway Coalition, electric companies are demonstrating to customers that EVs are a smart choice for driving around town, as well as traveling long distances.

This effort will provide drivers with effective, efficient, and convenient charging options that enable long-distance EV travel. Sites along major highway routes with easy highway access and amenities for travelers are being considered as coalition members work to determine final charging station locations. Charging stations will provide DC fast chargers that are capable of getting drivers back on the road in approximately 20-30 minutes.

“Throughout the ages, travelers have had to figure out how to get from point A to B. From feeding and watering horses, to filling gas tanks, and now recharging batteries, ensuring that there are convenient places to accomplish these tasks is critical,” said Nicholas K. Akins, AEP’s chairman, president and chief executive officer. “With this effort, we are working to help drivers see that EVs fit their lifestyle and their travel plans, wherever the road might take them.”

AEP has committed to replacing its 2,300 cars and light-duty trucks with EV models by 2030. Additional medium- and heavy-duty vehicles will transition to hybrid or electric alternatives as models become available. The charging network announced today also will enable AEP employees to use EVs to travel throughout the company’s 11-state service territory. AEP also is working with select customers across its service territory to help them understand the benefits of electrifying their own vehicle fleets or business processes.

Across its service territory, AEP is working with regulators to create programs that benefit all customers and support EV adoption, such as off-peak charging programs, incentives for charging station installations, energy efficiency rebates, and consultative services to encourage electrification.

In 2018, AEP Ohio launched a \$10 million program to deploy 375 charging stations in partnership with local governments, workplaces and multi-family dwellings to increase publicly available charging sites and demonstrate the benefit of public-private partnerships as part of the Smart Columbus initiative. The program included a requirement to locate 10% of the charging stations in low-income areas, a benchmark that was exceeded.

In 2020, Indiana Michigan Power began offering its [IM Plugged In](#) program to address residential, multi-family dwelling, fleet and workplace charging, as well as corridor fast charging. The program offers customers rebate programs that reduce EV charging infrastructure costs and EV-specific off-peak rates.

Appalachian Power offers a [residential off-peak charging program for Virginia](#) customers. Customers also receive credits for EV charging that takes place during off-peak periods, such as overnight.

Additionally, residential customers of Public Service Company of Oklahoma and Southwestern Electric Power Company in Louisiana and Texas are eligible for energy efficiency rebates on qualified EV chargers.

The Electric Highway Coalition welcomes interested utilities to join as it seeks to extend the reach of network. Additionally, it supports, and looks forward to working with, other regional utility transportation corridor electrification initiatives.

more than 223,000 miles of distribution lines to efficiently deliver safe, reliable power to nearly 5.5 million regulated customers in 11 states. AEP also is one of the nation's largest electricity producers with approximately 30,000 megawatts of diverse generating capacity, including more than 5,300 megawatts of renewable energy. AEP's family of companies includes utilities AEP Ohio, AEP Texas, Appalachian Power (in Virginia and West Virginia), AEP Appalachian Power (in Tennessee), Indiana Michigan Power, Kentucky Power, Public Service Company of Oklahoma, and Southwestern Electric Power Company (in Arkansas, Louisiana, east Texas and the Texas Panhandle). AEP also owns AEP Energy, AEP Energy Partners, AEP OnSite Partners, and AEP Renewables, which provide innovative competitive energy solutions nationwide. For more information, visit aep.com.

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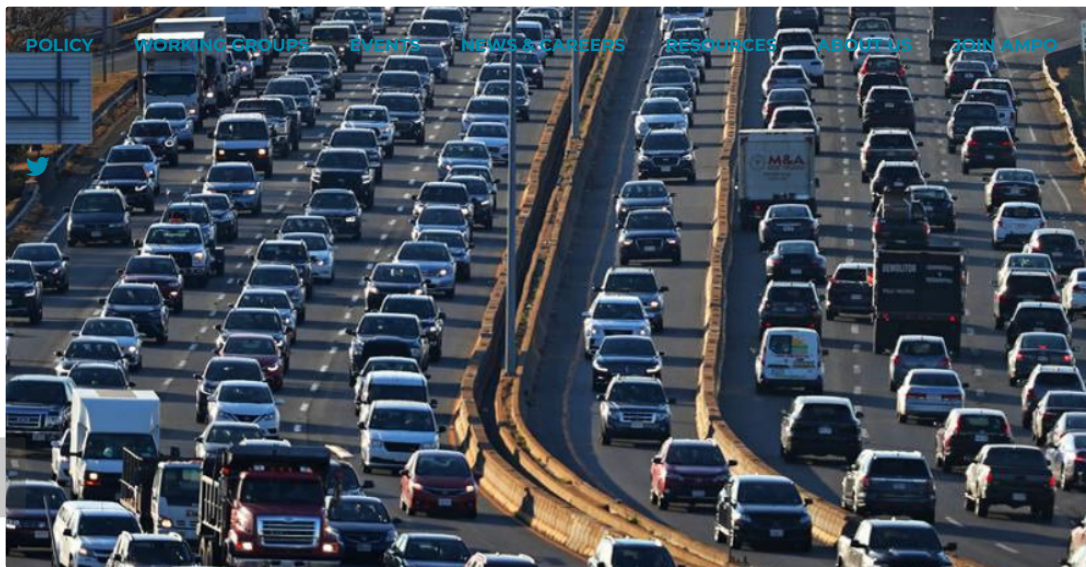
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MY AMPO



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

GENERAL

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

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

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

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

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



agency rooms.”

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

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



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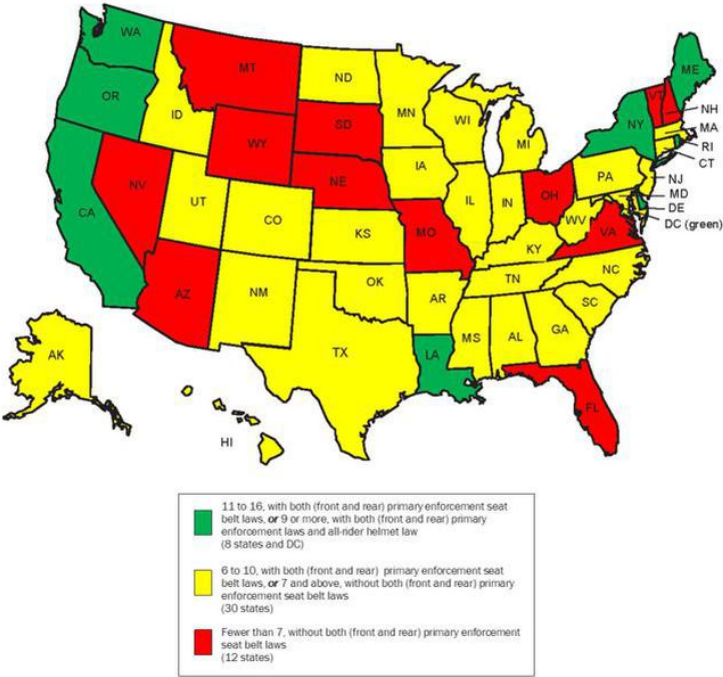
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2021 ROADMAP OF STATE HIGHWAY SAFETY LAWS:
OVERALL RATING OF STATES BASED ON NUMBER OF SAFETY LAWS



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

ADVOCATES FOR HIGHWAY AND AUTO SAFETY

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

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

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



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

The report indicated the following improvements were needed:

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

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

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

Tanya Mohn

Contributor  Travel

I cover road safety and consumer travel.

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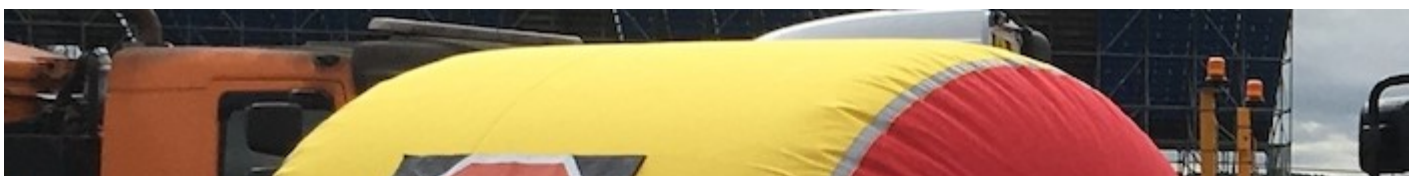
Highways England trials inflatable safety barrier for workzones

BY TOM
STONE ON
OCTOBER 1,
2020 SAFETY

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

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

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



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

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

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



February 11, 2021



Latest Missouri gas tax plan includes rebates for drivers

BY KAITLYN SCHALLHORN ON FEBRUARY 5, 2021

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Capitol Calendar

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HB 1044 does not include a cap.

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

The bill was second read in the House Thursday.



Kaitlyn Schallhorn

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

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

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

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NEWS



Peachtree Corners first to install surface solar panels on city street

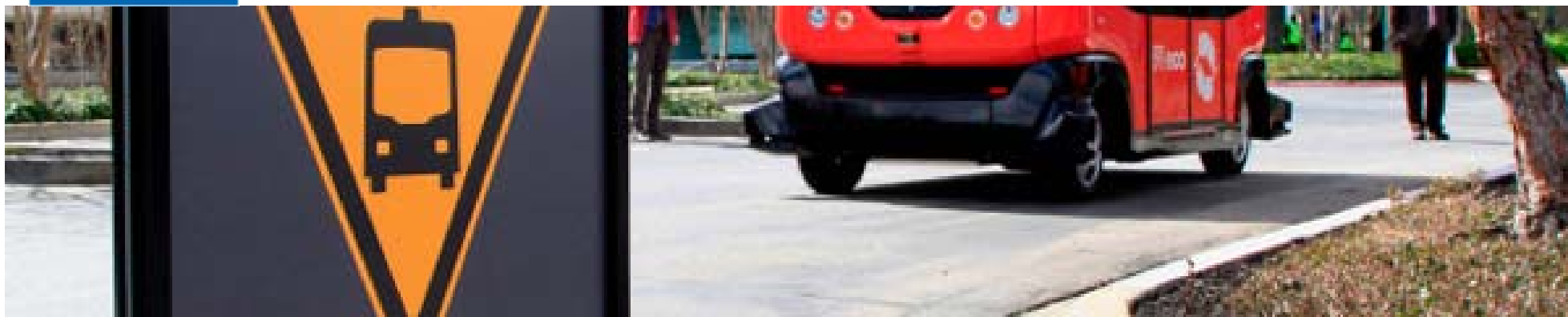
MPO NEWS

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

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

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

By Karen Huppertz for the AJC

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

Research on Low Speed Automated Vehicles Demonstrates Their Limitations and Potential

Automated Vehicles

Transit Technology

JANUARY 29, 2021 | PAUL LEWIS

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

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

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

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

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

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

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

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

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

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

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