



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

OCTOBER 15, 2020
12:00 - 1:30 PM

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



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

October 15, 2020

12:00 – 1:30 p.m.

The Board 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. Welcome and Roll Call

B. Approval of Board of Directors Meeting Agenda (2 minutes/Lear)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of August 20, 2020 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 October 14th to comment@ozarkstransportation.org or at <https://www.ozarkstransportation.org/give-us-your-input#comments>. 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 (5 minutes/Fields)

A review of OTO 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

(5 minutes/Cossey)

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

II. New Business

A. FY 2021 UPWP/Operational Budget Amendment One..... Tab 3

(5 minutes/Fields)

There are several items included in Amendment One to the FY 2021 Unified Planning Work Program, and thereby the Operating Budget.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2021 UPWP AMENDMENT ONE AND OPERATING BUDGET AMENDMENT ONE.

B. Chesterfield Lofts Lease Renewal..... Tab 4

(5 minutes/Fields)

The OTO office space lease expires March 30, 2021. A 5 year renewal with a modest increase was negotiated with the original lease but must be exercised prior to October 30th.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE CHESTERFIELD LOFTS, LLC LEASE RENEWAL FOR FIVE YEARS EXPIRING MARCH 30, 2026.

C. 2019 State of Transportation Report Tab 5

(5 minutes/Longpine)

Staff will provide an overview of the calendar year 2019 State of Transportation Report.

NO ACTION REQUESTED – INFORMATIONAL ONLY

D. Amendment Number Six to the FY 2020-2023 TIP Tab 6

(2 minutes/Longpine)

MoDOT and OTO member jurisdictions are requesting to amend the FY 2020-2023 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT 6 TO THE FY 2020-2023 TIP

E. Federal Functional Classification Change Request Tab 7

(5 minutes/Thomason)

There are three changes to the Federal Functional Classification Map requested by the City of Strafford.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FEDERAL FUNCTIONAL CLASS CHANGE.

F. STIP Prioritization Update Tab 8

(10 minutes/Fields)

Staff will provide an update regarding project prioritization.

NO ACTION REQUESTED – 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, December 17, 2020 at 12:00 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

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
Clayton Campbell, Senator Hawley'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 10/15/2020; ITEM I.C.

August 20, 2020 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors August 20, 2020 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

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 August 20, 2020 meeting minutes.”

OR

“Move to approve the Board of Directors August 20, 2020 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
August 20, 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	Mr. Skip Jansen, City Utilities
Mr. David Cameron, City of Republic (a)	Mr. Andrew Lear, City of Springfield
Mr. Jerry Compton, Citizen-at-Large	Mr. Ralph Phillips, Christian County
Mr. Travis Cossey, City of Nixa (a)	Ms. Martha Smartt, City of Strafford (a)
Mr. Bob Dixon, Greene County	Mr. Dan Smith, City of Springfield (a)
Ms. Jan Fisk, City of Springfield	Mr. Richard Walker, Citizen-at-Large
Mr. Brad Gray, City of Willard (a)	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 Ms. Stacy Reese, MoDOT; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Nicole Stokes, and Mr. Andy Thomason, Ozarks Transportation Organization.

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

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mr. Dixon moved to approve the August 20, 2020 agenda. Mr. Weiler seconded the motion. A roll call vote was taken.

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

The motion passed.

C. Approval of June 18, 2020 Meeting Minutes

Mr. Cameron moved to approve the minutes from the June 18, 2020 meeting. Mr. Dixon seconded the motion. A roll call vote was taken.

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

The motion passed.

D. Public Comment Period for All Agenda Items

Mr. Cossey stated there were several comments included in the packet. Also, there were some sent to the Board the day before the meeting, including one regarding bike and pedestrian improvements on Highway 160. Mr. Cossey asked if Ms. Fields had anything she would like to point out. Ms. Fields shared her excitement there has been input received from the public, especially regarding bicycle and pedestrian improvements.

E. Executive Director's Report

Ms. Fields thanked the Board for the wonderful participation and is looking forward to being able to meet in person again once it is safe to do so.

Ms. Fields reported on the OTO operation side. It was decided to outsource accounting and HR. Accounting took effect on July 1, 2020 with the start of the new fiscal year. She stated

after one-month, things are going well. The first payment request was submitted to MoDOT and approved. She said she believes it is working efficiently.

Ms. Fields also reported Nicole Stokes was hired as the Administrative Assistant. She stated Ms. Stokes is getting up to speed quickly. Ms. Fields added an HR firm was used to hire her, which was a good experience. Lynne Haggerman was the HR consultant who posted the job and screened all the applicants. There were over 80 applicants. Ms. Haggerman reviewed the applications and screened the best candidates. Ms. Fields and Ms. Haggerman were then able to interview several. Ms. Haggerman is also providing an HR audit for compliance and areas of improvement. She will be providing a full report in the next couple of weeks.

Ms. Fields stated OTO is continuing their planning activities. The Bicycle and Pedestrian Committee is continuing to look at trail planning and goals for trails over the term of the long range plan-2045. She said it is exciting to see that the trail network may double by then. The LCBT is continuing to collaborate on transit issues. The long range transportation plan is ramping up again. She reported, OTO was planning to attend the business expos in this spring for public input, which is always very successful, but were not able to do that because they were cancelled. Due to this, the survey has been reopened. To promote participation, the survey has been sent out through a Facebook boost. Also, OTO is working to do a direct mailing through sampling. This mailing could reach up to 10,000 people with a link to the survey to try and encourage participation. Ms. Fields advised Ms. Longpine has been meeting with the Transportation Collaborative in Springfield to gain their participation. OTO will continue with these efforts, despite some challenges.

Ms. Fields said OTO is still looking at priorities for the next round of the statewide transportation improvement program. She advised MoDOT opted not to do a new program this year, so OTO did not get any priorities added. An addition that would have been added is additional improvements to James River Freeway. MoDOT had already programmed improvements for the Glenstone interchange, and from 65 to National. Another addition would have been having National to Kansas Expressway widened, due to funding challenges, that was never realized. It was hoped the first part of I-44 would be programmed, which would have been widening from 65 to Glenstone. The plan was to use that as match for an INFRA grant and that INFRA grant was not approved or funded. It is planned to begin on I-44 and the intersection of CC and 22nd. There were no additional projects programmed. OTO is reviewing to see if conditions have changed enough over the past year to warrant reevaluating some priorities. OTO will be working with a committee of the Technical Planning Committee to examine that issue.

On the funding side, Ms. Fields stated there is no new news on additional Federal funding. She advised Federal funds for transportation had been left out of the Senate draft. There was additional funding in the House draft. It will have to wait to see if there is a new stimulus bill. Ms. Fields advised OTO is waiting on updated revenue numbers from MoDOT.

She stated MoDOT believes they have hit the bottom in regard to funding and are still assessing the situation and will hopefully know more this fall.

Ms. Fields advised locally, traffic is back to pre-pandemic levels. Statewide traffic is down about 10%. That is much improved from the 40% it was down in April. Those trends are holding nationwide.

Lastly, Ms. Fields stated the Articles of Incorporation had been amended earlier this year. Each member jurisdiction needed to adopt the updated articles so the accrual of assets would accrue to all 9 member jurisdictions. Previously, the assets only accrued to the City of Springfield. Ms. Fields advised she had received adopted Articles of Incorporation from the City of Nixa, Christian County and the City of Republic. She asked all jurisdictions to send that to her or get it on their City Council's agenda to do so.

Mr. Lear advised the Articles of Incorporation had been passed at a City of Springfield Council meeting. Mr. Gray, City of Willard, stated they also passed it.

F. MoDOT Update

Mr. Campbell stated MoDOT has been under high scrutinization on job hires for some time. He stated they are sliding out of that. They are focused first on winter operations. He advised there is one job opening currently but they just closed 25 job postings. Twenty-one of those were in the maintenance winter operations categories. The other 4 were front-line supervisors that were needed. He stated there are still a dozen or so openings in the works in the supervisor category that will post in 1 to 2 weeks. MoDOT's goal is to have 2 to 2.2 drivers available per winter operations vehicle. He advised they are over 50 people down within the district which has presented some staffing challenges.

Mr. Campbell said, looking forward to the STIP, there are 3 months of lettings that are published. The goal is to focus on the remainder of the lettings for the fiscal year. He said within the district there is a full letting schedule coming forward and there are some challenges. Statewide, several districts are wanting to pile jobs into the spring lettings. MoDOT tries to balance the lettings so it works out best for the industry as well as their staff.

Mr. Campbell confirmed what Ms. Fields reported regarding funding. He stated they do believe they have hit the bottom of the "trough" regarding revenue dips after COVID-19. He said they are looking forward to September where they can get another set of revenue numbers. At the beginning of August, the fuel tax was still lagging but the motor vehicle sales tax and registration fees made up the dip on the fuel side.

MoDOT's shared work structure reduced their availability by 20% which has impacted the production side. Mr. Campbell stated MoDOT is progressing nicely on the bulk of their projects, with several projects aimed to be completed this calendar year. These projects include the I-44 design build job, the Route 160 widening, and the Marshfield interchange. Mr. Campbell stated the Cape Fair bridge will be closed and rehabilitated, which is also

expected to be completed this calendar year. He advised, in downtown Springfield, the Chestnut bridge rehabilitation had its last concrete pour on the divider islands. There should be very little impact on traffic.

Mr. Campbell advised MoDOT has 2 weeks left in its shared work schedule. They will be back fully staffed after Labor Day. This will allow them to catch-up on the STIP side and internally, group employees together in a more productive fashion.

Mr. Campbell stated MoDOT has done a better than anticipated job in their striping program. He said their majors and regionally significant roads are 99% striped. He also stated they are well into their current round of mowing.

Ms. Reese advised, regarding the STIP, they are in their first 3 months (August, September, and October) and bid openings are scheduled and set. They are moving forward with their projects in that. They have been looking forward and compiling their at-risk projects. They plan to complete these projects within the fiscal year but may have to push them out 2 to 3 months due to resources being down because of shared work or environmental right-of-ways. She advised they are in hopes of getting the new letting schedule out.

Ms. Reese referenced a public comment that was received regarding signal timing at James River Freeway and National. She stated it was forwarded to Marc Lewis. They will be looking at this especially with school starting back-up.

Ms. Reese stated MoDOT was hoping to add the James River Freeway 6-laning beyond National. She advised, even though it did not officially get added to the STIP update, they are still doing some environmental work in the background.

G. Legislative Reports

No legislative representatives were present.

II. New Business

A. Amendment 12 to *Transportation Plan 2040*

Ms. Longpine reported there are 8 changes proposed to be made to the current long-range transportation plan, *Transportation Plan 2040*. Seven of the changes are additions to the Fiscally Constrained Project List. Earlier this spring OTO was intending to update the TIP and requested new projects from different communities. Seven of the projects submitted were not currently on the Constrained Project List. Due to their timing, OTO wanted to make sure they were in the plan. This allows these projects to be updated into the TIP. The eighth project is to change the functional class of McCracken in Ozark from a local to a collector on the Major Thoroughfare Plan.

Mr. Cameron made a motion to approve Amendment 12 to *Transportation Plan 2040*. Mr. Smith seconded the motion. A roll call vote was taken.

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

The motion passed.

B. Federal Functional Classification Change Request

Mr. Thomason reported that along with the City of Ozark's request to change their major thoroughfare plan for McCracken, they have also submitted a functional class change application. They are wanting to use some federal funds on a project on this road. To do that, they need to see that functional classification change. Mr. Thomason advised that a collector street can only connect or end at certain types of streets. To have this collector meet the standards, it will wrap around to connect to NN and to the intersection at Jackson and 3rd Street.

Staff recommends this approval. Mr. Thomason noted, this approval is not the final approval. If approved by the Board, it will be forwarded to MoDOT, who will then make an application to Federal Highway. Federal Highway will make the final decision on the classification change.

Mr. Branch made a motion to approve the Federal Functional Classification Change. Mr. Jansen seconded the motion. A roll call vote was taken.

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

The motion passed.

C. Administrative Modification Five to the FY 2020-2023 TIP

Ms. Longpine stated OTO is allowed, through its Public Participation Plan, to make administrative modifications, if they meet certain criteria. There are five different changes being made with this Administrative Modification Five. Two of them are technical corrections. Two are moving fiscal year funds from 2020 to 2021. The final one is splitting a project so part of the project can move forward quicker while the other is getting ready to go.

Ms. Longpine advised this agenda item was informational only.

D. Amendment Five to the FY 2020-2023 TIP

Ms. Longpine reported Amendment Five is the result of changes that are needed since OTO is not doing a new TIP this year. OTO wanted to make sure and update the TIP with the projects the jurisdictions are preparing to work on over the next few years. MoDOT had some changes as well, in relation to moving projects around.

Ms. Longpine provided an overview of the 45 additions or revisions to the FY 2020-2023 TIP.

Mr. Weiler made a motion to approve Amendment 5 to the FY 2020-2023 TIP. Mr. Lear seconded the motion. A roll call vote was taken.

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

The motion passed.

E. Major Thoroughfare Plan Variance Request

Mr. Thomason reported the City of Strafford is requesting two variances to the Major Thoroughfare Plan design standards. There is a multi-family development occurring in Strafford. The design standard change requests are on the amount of right-of-way that would be required to be dedicated, as well as driveway access and design.

Mr. Thomason advised for the right-of-way, there is currently 60 feet along Highway 125. It is currently shown on the Major Thoroughfare Plan as a primary arterial, so eventually a 4-lane divided road with a median and requiring 110 feet of right-of-way. OTO is working with the City of Strafford and the developer to meet the requirements made by MoDOT.

Given the current 30 foot to center that exists now, the developer would need to commit an additional 25 feet which is not possible with the way the development is drawn. The developer is requesting to dedicate an additional 10 feet. Then, there would be 40 feet from center on this side of Highway 125 instead of 55 feet. Given the development pattern that exists to the north, the full 55 feet would be unavailable in this segment anyway. OTO staff is okay with the reduced right-of-way dedication.

Mr. Thomason stated as far as the second variance, the access and driveway design, since it is envisioned as a primary arterial, this would be divided with a median. Given the spacing that is in play, the driveway for this development, with a strict reading of the OTO design standards, would be permitted and designed as a right-in, right-out driveway. He stated when looking at the existing volumes and the modeled future volumes, full access is probably appropriate. OTO does not want to grant the full access because that would inhibit the ability to put a median in later. Mr. Thomason advised there was discussion with MoDOT and with the TPC on how best to handle this. The developer requested a full access driveway. The TPC and OTO staff's recommendation is to permit the driveway as a right-in, right-out, but waive the design requirements for it to be built as a right-in, right-out, so it can function as a full access. The driveway could function as a full access until traffic volumes would require the expansion and the building of a median. No rights would be hampered with that construction.

Mr. Cossey requested Mr. Thomason display on the screen the site plan for discussion purposes to show the accesses being proposed. The site plan was made visible in the meeting. Mr. Thomason shared there is an access on the west to a residential street that will steer down to Route DD. The main access would be off Highway 125. This site plan is the original site plan when the developer was assuming, they would maintain the 30-foot right-of-way. There is a second drawing that shows a deceleration lane that MoDOT is going to ask them to build. The additional 10 feet of right-of-way that is requested will accommodate the deceleration lane. When the median is built in the future, they will still have access to go south bound by coming onto Ivy Lane and Route DD.

Mr. Thomason asked Ms. Smartt if she had any additional information. Ms. Smartt wanted to clarify if MoDOT was willing to permit it as a right-in, right-out only access but designed as full access. Mr. Thomason stated through discussions with MoDOT, this was the proposal. The TPC constructed the motion to follow the advice from MoDOT. Ms. Smartt advised the City of Strafford has been pro-active with this developer for them to do their due diligence. She stated they are interested in the safety of those on the highway and entering and exiting the driveway. Mr. Miller added they had been talking about how to apply design standards to the driveway permitting process which is a very different process.

Mr. Cameron made a motion to approve the Major Thoroughfare Plan Variances. Mr. Gray seconded the motion. A roll call vote was taken.

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

The motion passed.

F. Reasonable Progress Extension Requests

Mr. Thomason stated the last couple of years OTO has done some sizeable calls for projects for pedestrian, trail, and sidewalk projects in 2018 and 2019. During the call for projects and applications, reasonable progress standards are put in to make sure there are no funding balance issues, so the projects happen at a steady progress. This ensures they meet the deadlines, so the funds are not lost. When the balances were being reviewed and the timing of some of the projects that were awarded in 2018, it was noticed that approximately 75% of the projects were failing to meet one or more of their reasonable progress timelines. There are some intermediate dates to make sure projects are moving along. Also, there are big construction obligation deadlines, which are the major deadlines. According to the Reasonable Progress Standards, communities have two options. If they are not meeting reasonable progress, they can return the funds or request a one-time extension of the overall timeline. No one opted to return the funds. Some requested extensions. When the proposed timelines and projects that were obligated were reviewed, OTO determined the overall balances were sufficient and support the requested timeline extensions.

Mr. Cossey gave kudos to Mr. Lear, Mr. Smith, and the City of Springfield for staying on track. Mr. Thomason stated the City of Strafford and the City of Willard were awarded funds a meeting cycle earlier and were also on track.

Mr. Dixon made a motion to approve the Reasonable Progress Extensions. Mr. Smith seconded the motion. A roll call vote was taken.

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

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

The motion passed.

G. OTO 2020 Public Participation Plan

Mr. Faucett shared the update to the OTO Public Participation Plan. He advised all MPO's are required to adopt and maintain a plan for public involvement as per the Code of Federal Regulations. OTO updates their plan every three years. This is an update to the 2017 plan. The purpose of the plan is to serve as a policy guide for OTO staff to engage and inform the public on how to get involved in the planning process. The updated plan is a more interactive plan. There was a 45-day comment period regarding the PPP. Some comments were received and reviewed. A survey was sent out to interested parties. The results of the survey are included in the Plan.

Mr. Branch made a motion to approve the 2020 Public Participation Plan. Mr. Dixon seconded the motion. A roll call vote was taken.

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

The motion passed.

H. Year-End Financial Statements

Mr. Cameron reported the fiscal year of July 1, 2019 through June 30, 2020 report had been included in the packet. He stated some of the changes made by OTO regarding outsourcing, vacant positions, not having in-person meetings and staff not being able to travel created savings. He stated compared to last year, there is a very healthy fund balance. He also stated Ms. Fields has done a fantastic job during the pandemic by utilizing Docusign and maintaining internal controls.

Mr. Dixon made a motion to accept the year-end financial statements. Mr. Gray seconded the motion. A roll call vote was taken.

Member	Vote	Member	Vote
Mr. Harold Bengsch	Absent	Ms. Debra Hickey	Absent
Mr. Chuck Branch	Aye	Mr. Skip Jansen	Aye

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

The motion passed.

I. OTO Sunshine Law Custodian of Records

Ms. Fields advised OTO must appoint a custodian of records per the Sunshine Law which is required to happen by resolution. Previously, the Communications Clerk was the appointed position. Now, OTO would like to appoint the Administrative Assistant as the Custodian of Records. She stated an appointment of position is allowed instead of by name. OTO was advised by their attorney to get in compliance as soon as a new staff member was in place.

Mr. Cameron made a motion to adopt the OTO Sunshine Law Resolution naming the Administrative Assistant as the OTO Custodian of Records. Mr. Gray seconded the motion. A roll call vote was taken.

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

The motion passed.

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 be considered.

C. Articles for Board of Directors Member Information

Ms. Fields noted the State Legislature and the Governor signed the repeal of the helmet law.

IV. Adjourn meeting

Mr. Smith made a motion the meeting be adjourned at 1:13 P.M. Mr. Jansen seconded the motion. A roll call vote was taken.

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

The motion passed.

Steve Childers
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 10/15/2020; 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 August 20, 2020 and October 14, 2020.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Concerning: No Shoulder for Cyclists – State Hwy NN

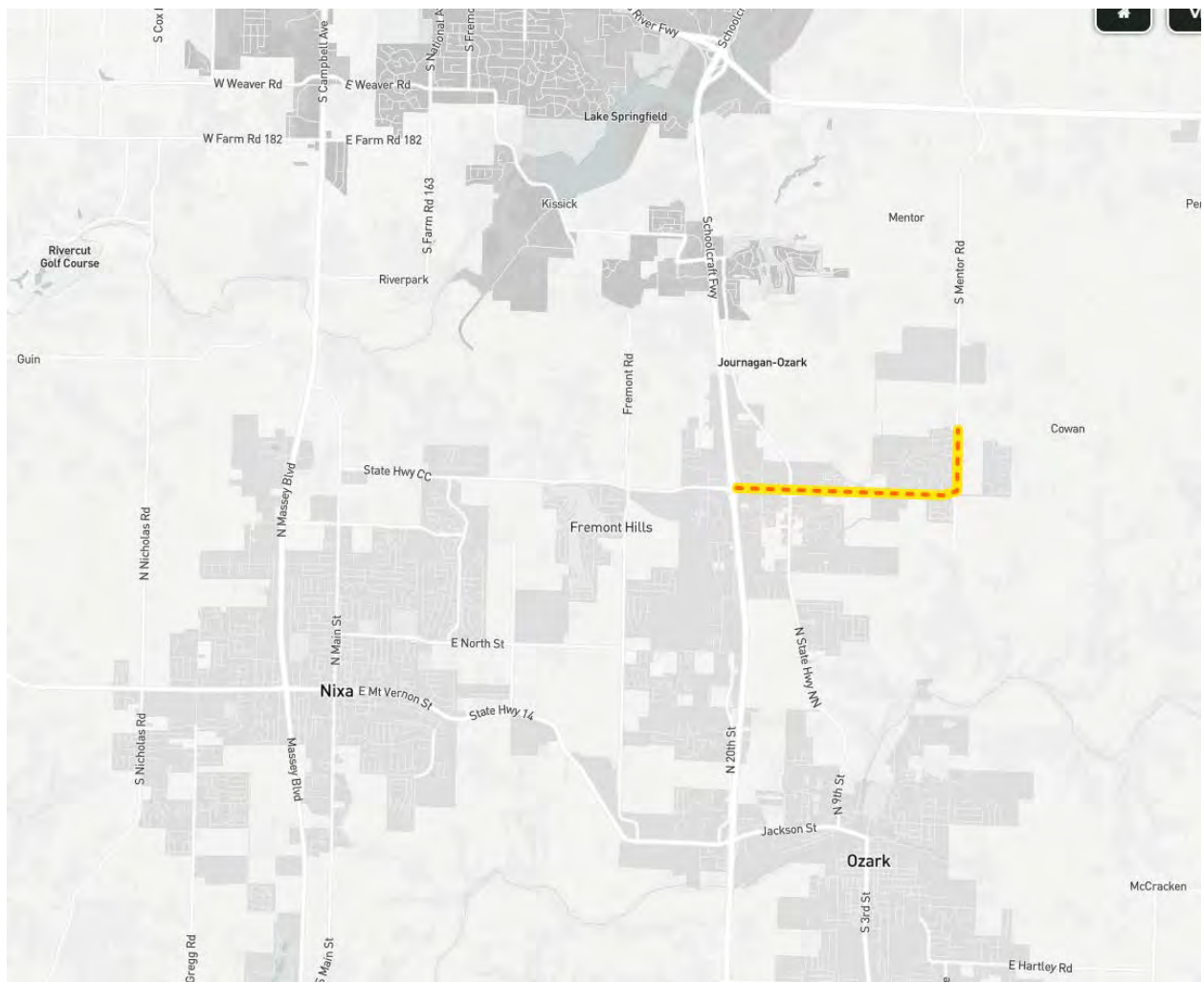
Name: Mike

Type: LineString

Coordinates: [[-93.22792053222656,37.070245095397745],[-93.19367408752441,37.069354797448106],[-93.19144248962402,37.069902674346245],[-93.19127082824706,37.07791492175793]]

Category: bicycle-route

Comment: No shoulder for cyclists. Widen or add bike lane.





DESTINATION2045INPUT.QUESTIONPRO.COM

| Destination 2045
Destination 2045

19,763 People Reached 1,015 Engagements [Boost Again](#)

Boosted on October 2 at 2:04 PM *Finishes in 1 day* By Ozarks Transportation

People Reached	4.3K	Link Clicks	69
View Results		View Result	

32 Reactions 6 Comments 7 Shares

[Like](#) [Comment](#) [Share](#)

Most Relevant

[Comment as Ozarks Transportation Organization](#)

Laura Lori Duncan Umphenour
That is the Best place to eat...
[Like](#) [Reply](#) [Message](#) · 12h

[Reply as Ozarks Transportation Organization](#)

Lucia Reid
Cesar's is the best!!
[Like](#) [Reply](#) [Message](#) · 14h

Carolyn McGhee
One thing that really threw me for a loop when I came here from St. Louis is that springfield is basically an island in terms of transit: unless you're on access express you can't get to fellows lake, nixa, or any of the surrounding cities. In St. Loui... See More
[Like](#) [Reply](#) [Message](#) · 1d · Edited

[Comment as Ozarks Transportation Organization](#)

Brandy Brenner

[Like](#) [Reply](#) [Message](#) · 1h

[Reply as Ozarks Transportation Organization](#)

Caesar Crawford
I hear it's good.
[Like](#) [Reply](#) [Message](#) · 3h

Laura Lori Duncan Umphenour
That is the Best place to eat...
[Like](#) [Reply](#) [Message](#) · 16h

Lucia Reid
Cesar's is the best!!
[Like](#) [Reply](#) [Message](#) · 18h

Carolyn McGhee
One thing that really threw me for a loop when I came here from St. Louis is that springfield is basically an island in terms of transit: unless you're on access express you can't get to fellows lake, nixa, or any of the surrounding cities. In St. Louis, you can take the metro link not only to East St. Louis but also to st Charles. Springfield has several places where it would be pretty easy to make regional connections. How a city like Ozark can have a Walmart but no transit, fast traffic, and no sidewalks is beyond me.
[Like](#) [Reply](#) [Message](#) · 1d · Edited

Rex Howard
2045 ??? I won't live that long.
[Like](#) [Reply](#) [Message](#) · 1d
[↩ 1 Reply](#)

Christy George
Congratulations 🎉
[Like](#) [Reply](#) [Message](#) · 2d

TAB 3

BOARD OF DIRECTORS AGENDA 10/15/2020; ITEM II.A.

FY 2021 UPWP/Operational Budget Amendment One

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

AGENDA DESCRIPTION:

An amendment to the 2021 Unified Planning Work Program, with accompanying changes to the Operational Budget, is proposed to:

1. **Add the purchase of Aerial Photos. (+\$25,000)**
The 2020 Aerial photo delivery was delayed due to some quality control issues with the final deliverable product. The City of Springfield has elected not to bill OTO for our portion until a final acceptable product is received. The flight was completed in March 2020.
2. **Decrease the salary/fringe line. (-\$15,000)**
Estimates have been revised to reflect staffing changes.
3. **Decrease the Transportation Consultant Line. (-\$10,000)**
OTO will likely not hire consultants for studies during the irregular conditions resulting from COVID-19.
4. **Remove the 2021-2024 TIP.**
OTO elected not to adopt a new TIP, but to amend the existing TIP.

The total budget amount remains the same.

EXECUTIVE COMMITTEE ACTION TAKEN:

At its meeting on September 9, 2020, the Executive Committee recommended approval of the proposed UPWP and Operational Budget Amendment One by the Board of Directors.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on September 16, 2020, the Technical Planning Committee unanimously recommended that the Board of Directors approve the proposed UPWP and Operational Budget Amendment One.

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 proposed UPWP and Operational Budget Amendment One.”

OR

“Move to approve the proposed UPWP and Operational Budget Amendment One, with the following changes...”

DRAFT AMENDMENT ONE APPENDIX A

Fiscal Year 2021

July 1, 2020 - June 30, 2021

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

Cost Category	Approved Budgeted Amount FY20	Total Amount Budgeted FY20	Proposed Budgeted Amount FY21	Total Budget FY21	Increase/ Decrease
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		↑ \$150
Total Building		\$89,300		\$87,125	
Commodities					
Office Supplies/Furniture	\$7,000		\$7,000		SAME
Publications	\$300		\$1,000		SAME
Public Input Promotional Items	\$2,500		\$2,500		SAME
Total Commodities		\$9,800		\$10,500	
Information Technology					
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME
Data Backup/Storage	\$4,400		\$4,400		SAME
GIS Licenses	\$5,500		\$5,500		SAME
IT Maintenance Contract	\$12,000		\$12,000		SAME
Server Upgrade	\$6,000		\$0		↓ \$6000
Software	\$4,900		\$4,900		SAME
Webhosting	\$2,300		\$2,300		SAME
Total Information Technology		\$43,100		\$37,100	
Organization Insurance					
Directors and Officers	\$3,000		\$3,000		SAME
Errors & Omissions	\$3,000		\$3,000		SAME
Professional Liability	\$2,700		\$2,700		SAME
Workers Comp	\$1,700		\$1,700		SAME
Total Insurance		\$10,400		\$10,400	
Operating					
Copy Machine Lease Principal	\$5,700		\$1,650		↓ \$4,050
Copy Machine Lease Interest	\$0		\$200		↑ \$200
Copy Machine Maintenance	\$0		\$650		↑ \$650
Copy Machine Toner & Overages	\$0		\$3,200		↑ \$3,200
Dues/Memberships	\$5,500		\$8,000		↑ \$1000
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		↑ 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		SAME
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	
In-Kind Match, Donated		\$898,192		\$883,216	
Member Attendance at Meetings	\$30,000		\$36,000		↑ \$6,000
TOTAL OTO Expenditures		\$928,192		\$919,216	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$20,000		\$23,724		↑ \$15,000
TOTAL OTO Budget		\$948,192		\$942,940	
Direct Outside Grant					
CU Transit Salaries*	\$270,000		\$270,000		Same
TOTAL EXPENDITURES		\$1,218,192		\$1,212,940	↓ \$5,252

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

ESTIMATED REVENUES

Ozarks Transportation Organization Revenue

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

Direct Outside Grant

FTA 5307	\$216,000		\$216,000		
City Utilities Local Match	\$54,000		\$54,000		
Total Direct Outside Grant		\$270,000		\$270,000	

TOTAL REVENUE		\$1,218,192		\$1,212,940	
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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 Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Budgeted Amount FY21</i>	<i>Total Amount Budgeted 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

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		↑ \$150
Total Building		\$89,300		\$87,125	
Commodities					
Office Supplies/Furniture	\$7,000		\$7,000		SAME
Publications	\$300		\$1,000		SAME
Public Input Promotional Items	\$2,500		\$2,500		SAME
Total Commodities		\$9,800		\$10,500	
Information Technology					
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME
Data Backup/Storage	\$4,400		\$4,400		SAME
GIS Licenses	\$5,500		\$5,500		SAME
IT Maintenance Contract	\$12,000		\$12,000		SAME
Server Upgrade	\$6,000		\$0		↓ \$6000
Software	\$4,900		\$4,900		SAME
Webhosting	\$2,300		\$2,300		SAME
Total Information Technology		\$43,100		\$37,100	
Organization Insurance					
Directors and Officers	\$3,000		\$3,000		SAME
Errors & Omissions	\$3,000		\$3,000		SAME
Professional Liability	\$2,700		\$2,700		SAME
Workers Comp	\$1,700		\$1,700		SAME
Total Insurance		\$10,400		\$10,400	
Operating					
Copy Machine Lease Principal	\$5,700		\$1,650		↓ \$4,050
Copy Machine Lease Interest	\$0		\$200		↑ \$200
Copy Machine Maintenance	\$0		\$650		↑ \$650
Copy Machine Toner & Overages	\$0		\$3,200		↑ \$3,200
Dues/Memberships	\$5,500		\$8,000		↑ \$1000
Education/Training/Travel	\$23,000		\$23,000		SAME
Food/Meeting Expense	\$4,300		\$4,300		SAME
Legal/Bid Notices	\$2,500		\$2,000		↓ \$500
Postage/Postal Services	\$1,800		\$1,800		SAME
Printing/Mapping Services	\$2,500		\$14,000		↑ \$11,500
Public Input Event Registrations	\$1,500		\$1,500		SAME
Staff Mileage Reimbursement	\$3,500		\$3,500		SAME
Telephone/Internet	\$5,000		\$5,000		SAME
Total Operating		\$55,300		\$68,800	

<i>Cost Category</i>	<i>Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Budgeted Amount FY21</i>	<i>Total Amount Budgeted FY21</i>	<i>Increase/ Decrease</i>
Personnel					
Salaries & Fringe	\$528,152		\$544,811		↑ 9,883
Mobile Data Plans	\$3,240		\$3,240		SAME
Total Personnel		\$531,392		\$548,051	
Professional Services in Lieu of Staff					
Professional Services	\$24,000		\$50,000		↑ \$26,000
Transportation Consultant/Modeling Services	\$30,000		\$30,000		SAME
Payroll Services	\$2,700		\$4,000		SAME
Total Professional Services in Lieu of Staff		\$56,700		\$84,000	
Other Services and Special Projects					
Aerial Photos	\$25,000		\$0		↓ \$25,000
Audit	\$4,600		\$4,640		↑ \$40
Long-Range Plan Update	\$10,000		\$5,000		↓ \$5,000
TIP Tool Maintenance	\$9,600		\$9,600		SAME
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000		SAME
Travel Demand Model Update	\$50,000		\$15,000		↓ \$35,000
Total Other Services and Special Projects		\$102,200		\$37,240	
In-Kind Match, Donated		\$898,192		\$883,216	
Member Attendance at Meetings	\$30,000		\$36,000		↑ \$6,000
TOTAL OTO Expenditures		\$928,192		\$919,216	
In-Kind Match, Direct Cost, Donated					
Direct Cost - MoDOT Salaries	\$20,000		\$23,724		↑ \$15,000
TOTAL OTO Budget		\$948,192		\$942,940	
Direct Outside Grant					
CU Transit Salaries*	\$270,000		\$270,000		Same
TOTAL EXPENDITURES		\$1,218,192		\$1,212,940	↓ \$5,252
Notes * Cost includes federal and required 20% matching funds.					
ESTIMATED REVENUES					
Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$558,554		\$654,352		
Surface Transportation Block Grant	\$200,000		\$100,000		
Local Jurisdiction Match Funds	\$139,638		\$128,864		
In-kind Match, Meeting Attendance**	\$30,000		\$36,000		
MoDOT Direct Service Match**	\$20,000		\$23,724		
Total Ozarks Transportation Organization Revenue		\$948,192		\$942,940	↓ \$5,252
Direct Outside Grant					
FTA 5307	\$216,000		\$216,000		
City Utilities Local Match	\$54,000		\$54,000		
Total Direct Outside Grant		\$270,000		\$270,000	
TOTAL REVENUE		\$1,218,192		\$1,212,940	

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

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

APPENDIX B**FY 2020**

July 1, 2020 - June 30, 2021

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Budgeted Amount FY21</i>	<i>Total Amount Budgeted FY21</i>
Aerial Photos	\$25,000		\$0	
Audit	\$4,600		\$4,640	
Professional Services Fees	\$24,000		\$50,000	
Data Storage/Backup	\$4,400		\$4,400	
IT Maintenance Contract	\$12,000		\$12,000	
Online TIP Tool	\$9,600		\$9,600	
Travel Demand Model Update	\$50,000		\$15,000	
Travel Sensing & Travel Time Services Project	\$3,000		\$3,000	
Webhosting	\$0		\$900	
Payroll	\$2,750		\$4,000	
Transportation Consultant/Modeling Services	\$30,000		\$30,000	
Total Consultant Usage		\$165,350.00		\$133,540.00

OTO Operational Budget DRAFT Amendment One

Fiscal Year 2021
July 1, 2020 - June 30, 2021

Operating Fund	Estimated	6/30/2019	\$406,045	6/30/2020	\$487,333
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ESTIMATED REVENUES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY20</i>	<i>Total Amount Budgeted FY20</i>	<i>Proposed Budgeted Amount FY21</i>	<i>Total Amount Budgeted FY21</i>	<i>Increase/ Decrease</i>
Ozarks Transportation Organization Revenue					
Consolidated FHWA/FTA PL Funds	\$558,554		\$654,352		
Surface Transportation Block Grant Funds	\$200,000		\$100,000		
Local Jurisdiction Match Funds	\$135,025		\$156,191		
Interest Income	\$3,200		\$6,000		
Total Ozarks Transportation Organization Revenue		\$896,779		\$916,543	↑ \$18,385
TOTAL REVENUE		\$896,779		\$916,543	

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Approved Budgeted Amount FY 2020</i>	<i>Total Amount Budgeted FY 2020</i>	<i>Proposed Budgeted Amount FY 2021</i>	<i>Total Amount Budgeted FY 2021</i>	
Building					
Building Lease (GASB 87)	\$75,400		\$52,125		↓ \$23,275
Building Common Area Main Exp	\$0		\$19,950		↑ \$19,950
Infill Cost	\$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
OTO Media/Advertising (not included in UPWP)	\$2,500		\$2,500		SAME
OTO Promotional Items (not included in UPWP)	\$2,000		\$2,000		SAME
Publications	\$300		\$1,000		↑ \$700
Public Input Promotional Items	\$2,500		\$2,500		SAME
Total Commodities		\$14,300		\$15,000	
Information Technology					
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME
Data Backup/Storage	\$4,400		\$4,400		SAME
GIS Licenses	\$5,500		\$5,500		SAME
IT Maintenance Contract	\$12,000		\$12,000		SAME
Server Upgrade	\$6,000		\$0		↓ \$6000
Software	\$4,900		\$4,900		SAME
Webhosting	\$2,300		\$2,300		SAME
Total Information Technology		\$43,100		\$37,100	

Cost Category	Approved Budgeted Amount FY 2020	Total Amount Budgeted FY 2020	Proposed Budgeted Amount FY 2021	Total Amount Budgeted FY 2021	Increase/ Decrease
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 Organization Insurance		\$10,400		\$10,400	
Operating					
Bank Fees (not included in UPWP)	\$30		\$30		SAME
Copy Machine Lease Principal (GASB 87)	\$5,700		\$1,650		↓ \$4,050
Copy Machine Lease Interest Exp	\$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/Tablets	\$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		\$55,330		\$68,830	
Personnel					
Salaries	\$403,588		\$398,066		↓ \$720
Payroll Tax	\$32,287		\$31,214		↓ \$73
Retirement	\$40,904		\$45,673		↑ \$5,561
Health & Dental Insurance	\$65,554		\$69,638		↑ \$19,168
Employee Family Insurance Contribution *	(\$14,181)		(\$14,780)		↑ \$8,747
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		SAME
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		
Audit	\$4,600		\$4,640		↑ \$40
Legislative Education (Not in UPWP)	\$7,000		\$7,000		SAME
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		\$109,200		\$69,240	
TOTAL OTO Expenditures		\$909,722		\$894,746	
Estimated Net Decrease in Operating Fund Balance		-\$12,943		\$21,797	
Ending Operating Fund Balance 6/30/2019		\$393,102	6/30/2020	\$509,130	

* Employee Family Insurance Contribution Withholding is debited to the health insurance account.

OTO Operational Budget

Fiscal Year 2021
July 1, 2020 - June 30, 2021

Operating Fund	Estimated	6/30/2019	\$406,045	6/30/2020	\$487,333	
<u>ESTIMATED REVENUES</u>						
Cost Category	Approved Budgeted Amount FY20	Total Amount Budgeted FY20	Proposed Budgeted Amount FY21	Total Amount Budgeted FY21	Increase/ Decrease	
Ozarks Transportation Organization Revenue						
Consolidated FHWA/FTA PL Funds	\$558,554		\$654,352			
Surface Transportation Block Grant Funds	\$200,000		\$100,000			
Local Jurisdiction Match Funds	\$135,025		\$156,191			
Interest Income	\$3,200		\$6,000			
Total Ozarks Transportation Organization Revenue		\$896,779		\$916,543	↑ \$18,385	
TOTAL REVENUE		\$896,779		\$916,543		
<u>ESTIMATED EXPENDITURES</u>						
Cost Category	Approved Budgeted Amount FY 2020	Total Amount Budgeted FY 2020	Proposed Budgeted Amount FY 2021	Total Amount Budgeted FY 2021		
Building						
Building Lease (GASB 87)	\$75,400		\$52,125		↓ \$23,275	
Building Common Area Main Exp	\$0		\$19,950		↑ \$19,950	
Infill Cost	\$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	
OTO Media/Advertising (not included in UPWP)	\$2,500		\$2,500		SAME	
OTO Promotional Items (not included in UPWP)	\$2,000		\$2,000		SAME	
Publications	\$300		\$1,000		↑ \$700	
Public Input Promotional Items	\$2,500		\$2,500		SAME	
Total Commodities		\$14,300		\$15,000		
Information Technology						
Computer Upgrades/Equipment Replacement/Repair	\$8,000		\$8,000		SAME	
Data Backup/Storage	\$4,400		\$4,400		SAME	
GIS Licenses	\$5,500		\$5,500		SAME	
IT Maintenance Contract	\$12,000		\$12,000		SAME	
Server Upgrade	\$6,000		\$0		↓ \$6000	
Software	\$4,900		\$4,900		SAME	
Webhosting	\$2,300		\$2,300		SAME	
Total Information Technology		\$43,100		\$37,100		

<i>Cost Category</i>	<i>Approved Budgeted Amount FY 2020</i>	<i>Total Amount Budgeted FY 2020</i>	<i>Proposed Budgeted Amount FY 2021</i>	<i>Total Amount Budgeted FY 2021</i>	<i>Increase/ Decrease</i>
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 Organization Insurance		\$10,400		\$10,400	
Operating					
Bank Fees (not included in UPWP)	\$30		\$30		SAME
Copy Machine Lease Principal (GASB 87)	\$5,700		\$1,650		↓ \$4,050
Copy Machine Lease Interest Exp	\$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/Tablets	\$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		\$55,330		\$68,830	
Personnel					
Salaries	\$403,588		\$404,308		↓ \$720
Payroll Tax	\$32,287		\$32,214		↓ \$73
Retirement	\$40,904		\$46,495		↑ \$5,561
Health & Dental Insurance	\$65,554		\$84,722		↑ \$19,168
Employee Family Insurance Contribution *	(\$14,181)		(\$22,928)		↑ \$8,747
Mobile Data Plans	\$3,240		\$3,240		SAME
Total Personnel		\$531,392		\$548,051	
Professional Services in Lieu of Staff					
Professional Services	\$24,000		\$50,000		↑ \$26,000
Transportation Consultant/Modeling Services	\$30,000		\$30,000		SAME
Payroll Services	\$2,700		\$4,000		↑ \$1,300
Total Professional Services in Lieu of Staff		\$56,700		\$84,000	
Other Services and Special Projects					
Aerial Photos	\$25,000		\$0		↓ \$25,000
Audit	\$4,600		\$4,640		↑ \$40
Legislative Education (Not in UPWP)	\$7,000		\$7,000		SAME
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		\$109,200		\$44,240	
TOTAL OTO Expenditures		\$909,722		\$894,746	
Estimated Net Decrease in Operating Fund Balance		-\$12,943		\$21,797	
Ending Operating Fund Balance 6/30/2019		\$393,102	6/30/2020	\$509,130	

* Employee Family Insurance Contribution Withholding is debited to the health insurance account.



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 _____

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

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

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

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

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Introduction

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

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

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

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

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

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

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

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

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

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

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

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

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

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

Anticipated Consultant Contracts

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

Cost Category	Budgeted Amount FY 2021
Travel Sensing & Travel Time Services Project	\$3,000
Audit	\$4,640
Professional Services Fees	\$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
<i>July to June</i> Consultant Contract	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Preparation of quarterly financial reports, payment requests, payroll, and year-end reports to MoDOT. • Maintenance of OTO accounts and budget, with reporting to Board of Directors. • Dues calculated, and statements mailed. 	
1.2 Financial Audit	\$7,000
<i>August to December</i>	
Consultant Contract	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Conduct an annual and likely single audit of FY 2020 and report to Board of Directors. • Implement measures as suggested by audit. 	
1.3 Unified Planning Work Program (UPWP)	\$11,250
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Amendments to the FY 2021 UPWP as necessary. • Development of the FY 2022 UPWP, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan. • UPWP Quarterly Progress Reports. • Invoicing and Year-end Report • Obtain Board of Directors, MoDOT and ONE DOT approval of FY2022 UPWP 	
1.4 Travel and Training.....	\$47,500
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Travel to meetings regionally nationally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees. 	
Possible training includes:	
<ul style="list-style-type: none"> ○ Association of MPOs Annual Conference ○ Mid-American Geographic Information Consortium (MAGIC) Conference ○ Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter ○ ITE Web Seminars ○ Missouri Chapter and National, American Planning Association Conference and Activities ○ Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products) ○ Missouri Public Transit Association Annual Conference 	

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

1.5 General Administration and Contract Management\$25,000

July to June

Responsible Agency – OTO

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

1.6 Electronic Support for OTO Operations\$36,000

July to June

Responsible Agency – OTO

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

End Products for FY 2021

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

Tasks Completed in FY 2020

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

Training Attended in FY 2020

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

Funding Sources

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

Task 2 – OTO Committee Support

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agency – OTO

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

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

Responsible Agencies – OTO and Member Jurisdictions

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

End Products for FY 2021

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

Tasks Completed in FY 2020

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

Funding Sources

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

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

Task 3 – General Planning and Plan Implementation

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

Work Elements	Estimated Cost
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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.....~~\$30,000~~ \$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
4.1 FY 2021-2024 Transportation Improvement Program (TIP)	\$16,000
<i>July to August</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Complete and publish the 2021-2024 TIP. <ul style="list-style-type: none"> ◦ Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda. 	
4.2 FY 2022-2025 Transportation Improvement Program (TIP)	\$25,000 \$26,000
<i>October to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • 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
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • 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
<i>July to June</i>	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • 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
<i>July to June</i>	
Consultant Contract	
Responsible Agency – OTO	
<ul style="list-style-type: none"> • Maintenance contract for web-based tool to make an online searchable database for projects. 	

4.6 STIP Project Prioritization and Scenarios\$17,500*July to June*

Responsible Agency – OTO

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

End Product(s) for FY 2021

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

Tasks Completed in FY 2020

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

Funding Sources

Local Match Funds	\$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
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July to June

Responsible Agency – OTO

- Ongoing maintenance of WiFi travel time units.

End Products for FY 2021

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

Tasks Completed in FY 2020

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

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

Funding Sources

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

Task 8 – Transportation Demand Management

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

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

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

July to June

Responsible Agencies – OTO, City of Springfield

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

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

July to June

Responsible Agency – OTO

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

End Product(s) for FY 2021

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

Tasks Completed in FY 2020

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

Funding Sources

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

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

Responsible Agency – MoDOT Southwest District

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

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

End Products for FY 2021

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

Tasks Completed in FY 2020

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

Funding Sources

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

Expenditure Summary by Work Task

	Local Funding			Federal Funding				
Task	Local Match (14.999%)	City Utilities	In-Kind (3.8785%)	CPG (71.0359%)	STBG (10.879%)	5307	Total	Percent (%)
1	\$29,416			\$115,541	\$17,695		\$162,651	13.68%
2	\$7,894		\$36,000	\$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	\$36,000	\$652,973	\$100,000	\$216,000	\$1,189,216	100.00%
9	Value of MoDOT “Direct Cost”						\$23,724	
Total of Transportation Planning Work							\$1,212,940	

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

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

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

Budgeted Revenue for Actual Costs FY 2021 UPWP

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

Total Available Federal Revenue for FY 2020 UPWP Work Activities

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

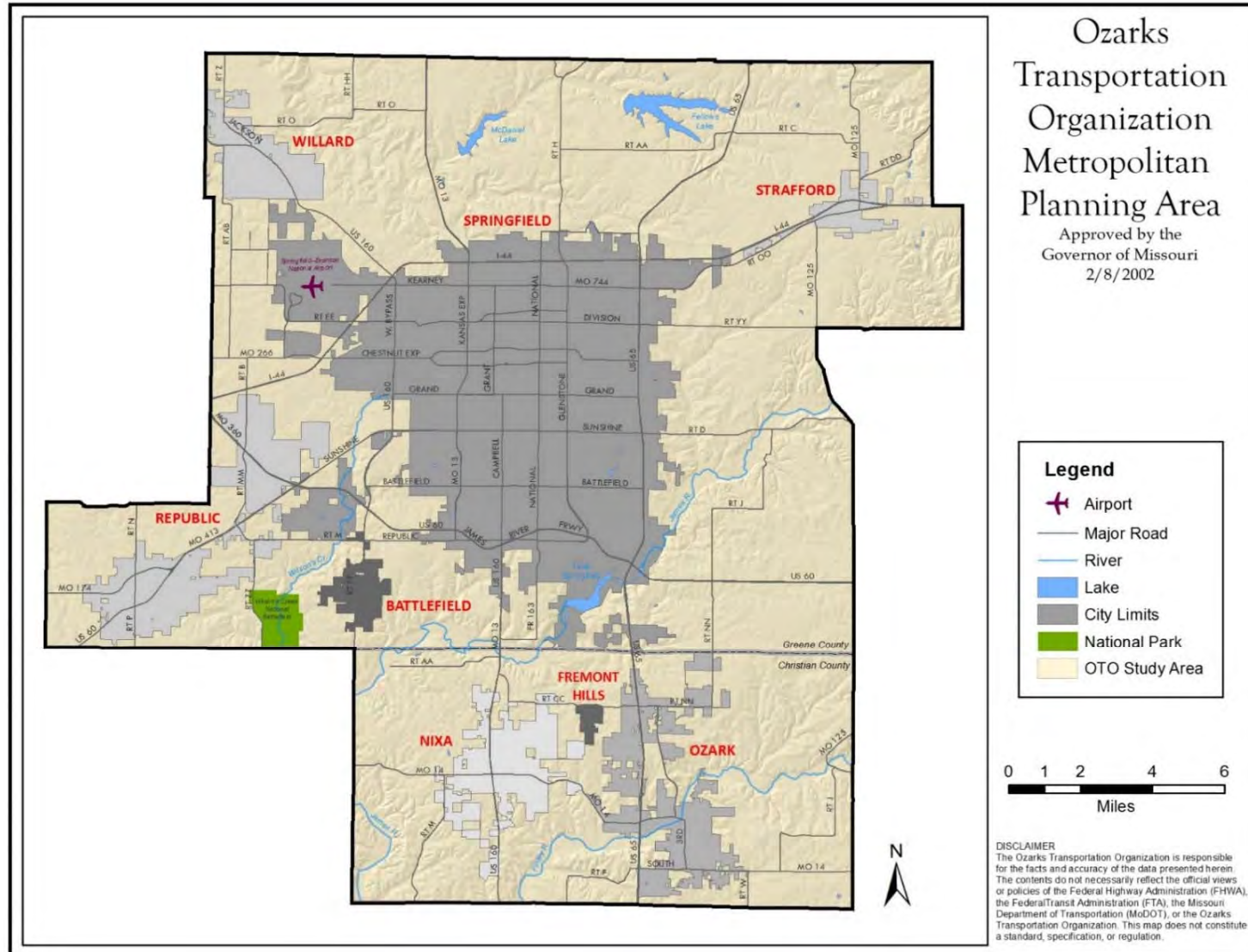
*Previously allocated, but unspent CPG Funds through 12/31/2019.

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

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

Justification for Carryover Balance

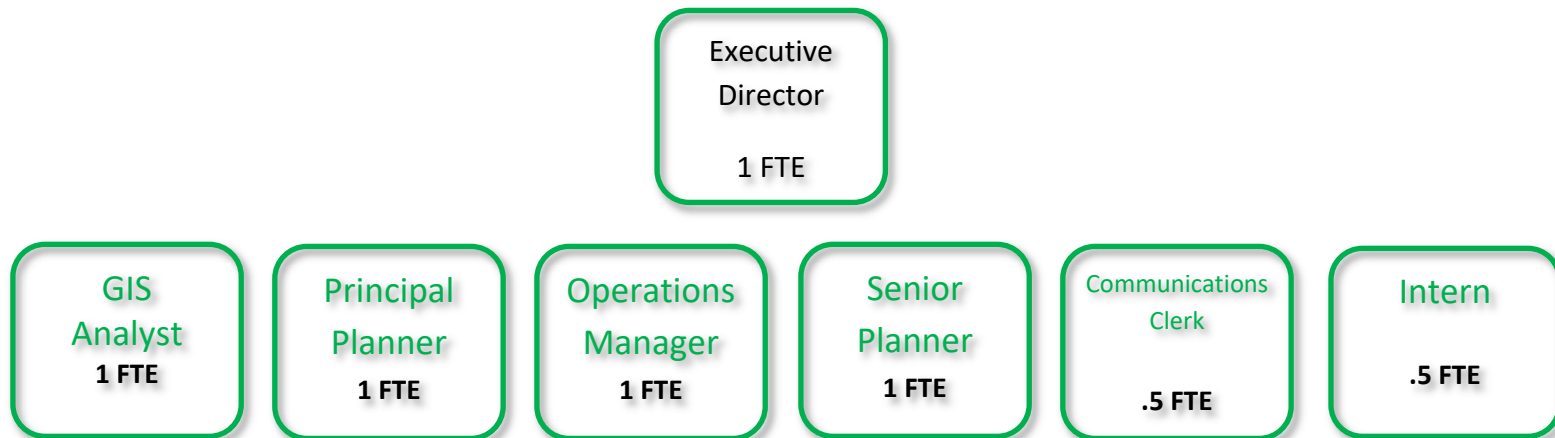
The projected carryover balance of \$884,957.60 represents more than one year of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. OTO cannot spend full current year allocations due to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



Ozarks Transportation Organization

Organizational Chart

Ozarks Transportation Organization Planning Staff
100% Dedicated to Transportation Planning



TAB 4

BOARD OF DIRECTORS AGENDA 10/15/2020; ITEM II.B.

Chesterfield Lofts Lease Renewal

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

AGENDA DESCRIPTION:

The OTO relocated to the current location in Chesterfield Village in 2016. At the time, OTO entered a five-year lease with two five-year lease renewal options. Each renewal includes a one-time five percent increase in rent that is fixed for the term of the lease. The new rent will be \$4,505. The renewal option must be exercised by the end of October. The term of the renewal will be April 1, 2021 through March 30, 2026.

The current space includes a large conference room, five offices, a small conference area, copy area and front desk reception area. OTO currently has five employees and has space for two additional employees. In addition, the small conference area could be converted to an additional working space. The current space should serve the OTO needs over the next five years.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to authorize the Executive Director to enter into a lease renewal option for an additional five-year term for office space in the Chesterfield Lofts building.”

OR

“Move to”

September ___, 2020

VIA EMAIL: Mike.Fusek@svn.com

VIA CERTIFIED MAIL

Chesterfield Lofts LLC
2808 S. Ingram Mill Rd., Suite A100
Springfield, MO 65804
Attn: Mike Fusek

Re: Exercise of Option to Extend Lease for 2208 West Chesterfield Blvd., Springfield,
Missouri 65807

Dear Mr. Fusek,

Ozarks Transportation Organization (“Tenant”) hereby exercises its first lease renewal option pursuant to the Lease Renewal Option Addendum dated October 12, 2015 (“Addendum”). The Addendum gives Tenant the option to renew the Lease for two additional five-year periods. The new Lease Expiration Date will be March 29, 2026.

We look forward to continuing our business relationship. Please contact Sara Fields at sfields@ozarkstransportation.org with any questions.

Sincerely,

Sara Fields

TAB 5

BOARD OF DIRECTORS AGENDA 10/15/2020; ITEM II.C.

2019 State of Transportation Report

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

AGENDA DESCRIPTION:

As another step to inform the public of transportation concerns in the region, OTO has produced a State of Transportation Report, which includes achievements and statistics from 2019. This report is produced annually and made available at public events and on the OTO website. Accompanying the report is an infographic showing progress on the performance measures from the long range transportation plan, *Transportation Plan 2040*.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is included for informational purposes only. No action is required.



2019

OZARKS TRANSPORTATION ORGANIZATION
State of Transportation

2019 PERFORMANCE MEASURES

11 MEASURES WITH
TARGETS FOR 2035

Ozarks Transportation Organization's long-range transportation plan sets performance measures as a way for OTO to monitor the success of the regional transportation system.



OZARKS TRANSPORTATION ORGANIZATION A METROPOLITAN PLANNING ORGANIZATION

61

Percent of Housing Units within ¼-mile of a Bus Route

A higher value is better.

OTO Area	CU Service Area
45% 2019	83%
47% 2010	84%

Target: Upward Trend

On-Time Performance of Transit System

A higher value is better.

83% 2019
81% 2018
78% 2017

Target: Under Review

Significantly Delayed Roadways

A lower value is better.

AM 2% 2018 16%
6% 2017 19% PM
2% 2016 17%

Target: Less than 20%

Ozone Levels

A lower value is better.

61 2017-2019
60 2015-2017
61 2013-2015

Target: Stay below standard of 70 ppb

Crash Rate For Disabling Injuries & Fatalities

A lower value is better.

9.6 2019 | 11.14 2018

Target: Downward Trend

Percent Driving Alone

A lower value is better.

84 2014-2018
83 2013-2017
82 2012-2016

Target: Decrease to less than 75% by 2035

Change in Average Commute Time from 2013-2017 to 2014-2018

A lower value is better.

Christian County	25.6 min. ⬆
Greene County	19.5 min. ⬆
Battlefield	21.6 min. ⬆
Fremont Hills	22.7 min. ⬆
Nixa	25.2 min. ⬆
Ozark	24.6 min. ⬆
Republic	24.0 min. ⬆
Springfield	17.7 min. ⬇
Strafford	22.3 min. ⬆
Willard	24.3 min. ⬆
Average Of OTO Cities	22.8 min. ⬆

Target: Keep the average commute time less than 25 minutes by 2035

Daily Vehicle Miles Traveled per Capita

A lower value is better.

16.72 2019 | 16.43 2018

Target: Less than 19.0 by 2035

Percent of Roadways in Good Condition

A higher value is better.

97% 2019
97% 2018
97% 2017

Target: More than 85% of Major
Roads in Good Condition

Bridges in Fair or Better Condition

A higher value is better.

95% 2019
94% 2018
94% 2017

Target: Bridges in fair or
better condition over 90%

Bicycle/Pedestrian Network Completion

A higher value is better.

65.44 2019 32.64%
64.51 2018 32.07%

Target: More than 35% roads with sidewalks
and more than 80 miles of greenway by 2035

45%

83%

2%am
16%pm

83%

16.72

9.6

97%

84%

95%

22.8

65.44

32.64%

“Successful places
are intentional.”

Mick Cornett

“Greenways are
America's "main
street," landscapes
where we greet
our neighbors,
places that
connect us with
the natural world
and to each other.”

Chuck Flink

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A note...

FROM EXECUTIVE DIRECTOR SARA FIELDS



This report reflects transportation conditions in calendar year 2019, a year for the history books. There were so many successes in 2019, followed by so many changes in 2020. While it is easy to focus on the future we face, I want to remember the hard work and partnerships that distinguish 2019. What we've learned from these successes will guide us through the future we all must navigate.

Congratulations to the City of Springfield on receiving a BUILD Grant for the Grant Avenue Parkway Project. We are looking forward to seeing this transformational project completed.

Congratulations to our communities who helped turn \$1.6 million into over \$2 million in trail investments, building over 3 miles in new trail. By 2023, we will have 70 miles of transportation trails in the region, well on our way to a regional connected trail system.

Congratulations to the Cities of Ozark and Springfield who were both awarded Governor's Cost Share funds for local projects.

Congratulations to Patrick McKenna, MoDOT Director, for his appointment as the Chair of the American Association of State Highway Transportation Officials and for receiving an Appreciation Award from the OTO for his leadership in securing federal and state investment for transportation projects in Missouri.

Thank you to Governor Parson, the Missouri Legislature, and the Missouri Highways and Transportation Commission for working together to allocate general fund revenue, fixing 45 bridges, as well as for instituting a bonding program to repair another 215 bridges across the state, so Missouri can continue to have functional and safe roadways.

Thank you to our members and partners for their cooperative spirit and can-do attitude.

Stay safe and stay healthy as we continue to create an excellent, regional transportation system.

Sara J. Fields, AICP

62%

Aviation

In 2018, the Springfield-Branson National Airport experienced over 1 million passengers for the first time in airport history. In 2019, records were broken again with 1,178,068 passengers - ten percent more than 2018 and 62 percent growth since 2011. July 2019 was the busiest month in SGF history at 125,473 passengers.

This incredible growth has created the need for additional parking. The Airport embarked on several parking lot projects during 2019, with over 700 new spaces to be completed in early 2020.

May 6, 2019 was the 10 year anniversary of the opening of the Midfield Terminal. Improvements since that time include an expanded restaurant, charging stations in the terminal, valet parking, and the additional parking.

Beyond passenger growth, freight moved by cargo was up 8 percent in 2019, while landings and takeoffs were up 9 percent. Aviation fuel delivered to the airport was up 15 percent, perhaps a sign of the larger planes airlines have added to accommodate growth.



Passenger growth since 2011

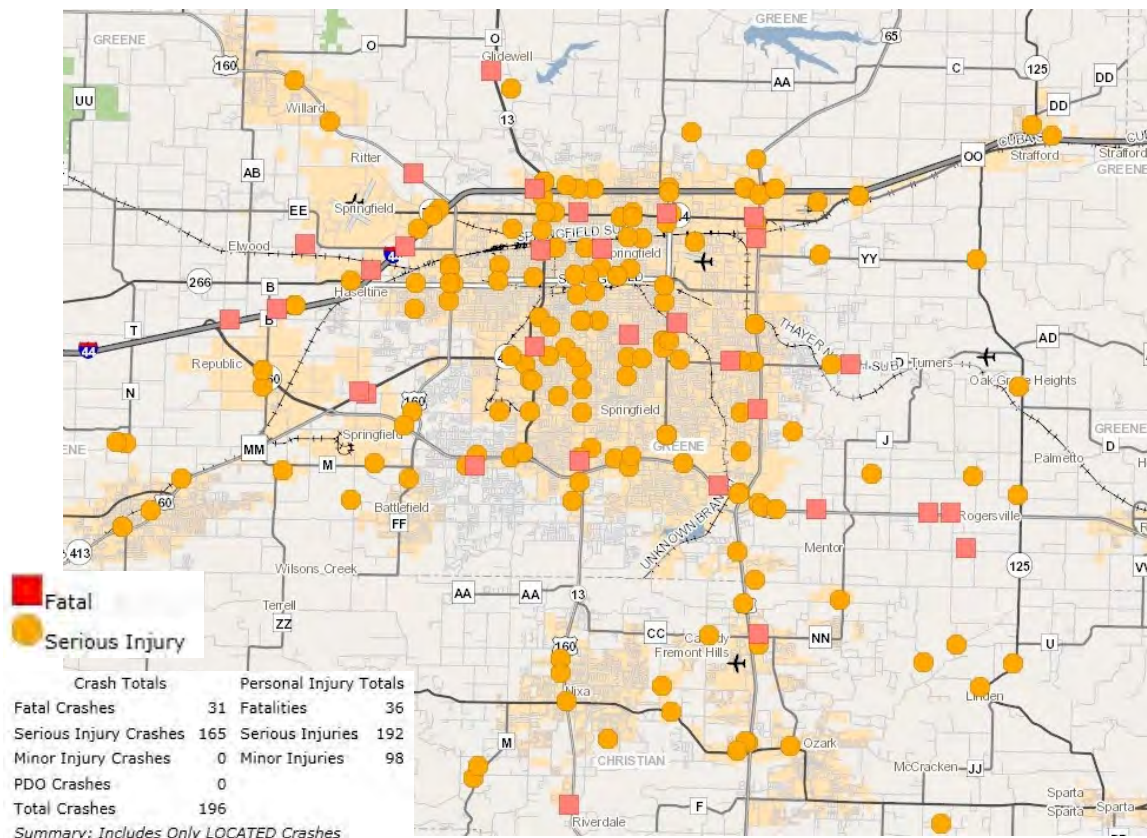


Safety

The number of fatal and disabling crashes in the OTO area were at their lowest since 2013 and the crash rate for fatal and serious injuries is at its lowest in nearly two decades. Fatalities, however, are holding near steady, with 31 in 2019. The region continues to support safety projects, like the roundabout at the Republic High School, in hopes of reducing future crashes.

9.6

Fatalities





Traffic

Traffic increased in 2019 and this is demonstrated through a variety of measures. OTO tracks Daily Vehicle Miles Traveled per Capita. Essentially, Daily VMT per Capita is the number of vehicles traveling a number of miles divided by the population of the region. VMT correlates to congestion and can communicate impacts of policy changes or forecast the frequency of traffic crashes. Daily VMT per Capita has increased since 2018, is barely above 2017 levels, and is still below the peak of the early 2000s.

OTO updated the Congestion Management Process Monitoring report in 2019. This report pulls together a variety of data to determine which roadways in the OTO are congested, why they are congested, and what strategies are most effective at mitigating congestion. The 2019 report has confirmed the prior trends of lower congestion in the AM peak and higher congestion in the PM peak.

There are four elements OTO reviews to determine congested roadways and intersections:

- Volume-to-Capacity Ratio
- Crash Frequency
- Average Travel Speeds
- Intersection Level-of-Service

16.7

2019 Daily Vehicle Miles Traveled per Capita

These four elements are combined to identify congested roadways (Crashes, Volume-to-Capacity ratio, Travel Speed) and congested intersections (Intersection Level-of-Service, Volume-to-Capacity ratio, Travel Speed).

84

CONGESTED ROADWAYS IDENTIFIED IN 2019



CONGESTED INTERSECTIONS



5

System Condition



Major roads and bridges continue to stay in good condition in the OTO region. Though there are a number of bridges in fair condition that should be monitored, as a single bridge inspection can result in a fair condition rating.

In January 2019, Governor Parson put forth a proposal to address to worst bridges in Missouri and this \$50 million plan was passed by the state legislature. The receipt of an INFRA grant for I-70 further allowed the state to bond \$301 million, providing funding for other new transportation projects across the state. While the OTO region does not have any bridges identified in this Focus on Bridges, the bonding program allows for an additional \$18 million in projects locally.

95%

In 2019, the US 65 Rebuild project was completed with the final phase between Sunshine Street and US 60. By rebuilding the highway with concrete rather than resurfacing with asphalt, future maintenance needs and costs are drastically reduced.

The US 65 and Division interchange, as well as the relocation of Eastgate, was also completed in 2019. In addition to improving traffic movement through the interchange, this work made repairs to the Division Street Bridge, prolonging its useful life.

97%

Good Condition Bridges

Good Condition Roads

65.44

Pedestrians & Bicyclists

32.6%

OTO would like to thank the Ozark Chapter of Institute of Transportation Engineers for recognizing the effort put into the Regional Bicycle and Pedestrian Trail Investment Study by OTO and Alta Planning + Design, with the Transportation Achievement Award.

This work was put into practice in 2019, with \$1.6 million made available for trail projects that help implement the Trail Investment Study:

- Ozark Chadwick Flyer Trail and Underpasses
- Republic Design for Shuyler Creek Trail
- Springfield Fassnight Trail
- Battlefield Trail of Tears
- Ozark Greenways Planning Services

The City of Springfield received a BUILD Grant for the Grant Avenue Parkway project which will include dedicated bicycle and pedestrian facilities from Sunshine to downtown Springfield. Springfield also adopted a resolution supporting the Springfield Walkability Guide.

Trail improvements throughout the region added nearly a mile to the system. New trail included an extension to Mount Vernon along the Jordan Creek Greenway and a portion of Fulbright Spring Greenway.



Transit

In July 2019, City Utilities was awarded nearly \$1.5 million for two battery electric buses, replacing diesel buses that will have exceeded useful life, as well as for charging stations and workforce development. These buses will be delivered in April 2021. As the electricity provider with a strong renewable portfolio, these buses will truly be zero-emissions.

The percent of housing units near transit hasn't changed since 2017, with 45 percent of all housing units in the OTO area within a quarter mile of a bus route and 83 percent of housing units in the City Utilities service area near a bus route.

On-time performance has improved for the past few years. In 2015, City Utilities purchased automated vehicle location devices for each of their buses, which provides a more complete picture of on-time performance over the prior manual methodology.

In October of 2019, the Missouri Public Transit Association released the findings of a six-month study, which quantified the economic impact of public transit services in Missouri. Even though Missouri has a lack of distinct state funding for transit, the direct and indirect impact is more than \$3.67 billion.



83%

Commuting

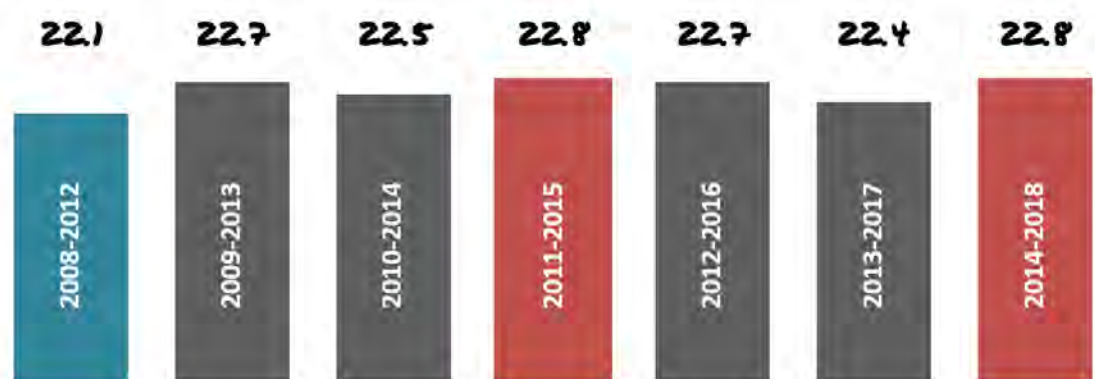
In 2019, work started on widening Route 160 between Springfield and Willard, with work to conclude in December 2020. This project will widen Route 160 to four lanes and will provide improvements at seven different intersections, including roundabouts at Farm Road 94, Farm Road 103/Melville Road/Hunt Road, and at Jackson Street.

A pedestrian underpass will also be added at Hunt Road. The design elements for this project were tested in a driving simulator at Missouri S&T.

61

The US 65 Widening and Evans Road Bridge Improvements were completed in 2019, widening US 65 to six-lanes from just south of Evans Road to Christian County Route CC/J.

The widening of South Street in Ozark to five lanes was also completed in 2019 and included new sidewalks and turn lanes between 19th Street and 6th Street.



AVERAGE COMMUTE TIME TRENDS OF OTO CITIES 2008-2018



OZARKS TRANSPORTATION ORGANIZATION

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Federal Highway Administration or the Federal Transit Administration.

Ozarks Transportation Organization

2208 W. Chesterfield Boulevard, Suite 101

Springfield, Missouri 65807

(417) 865-3042

(417) 862-6013 Fax

www.OzarksTransportation.org

TAB 6

BOARD OF DIRECTORS AGENDA 10/15/2020; ITEM II.D.

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

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

AGENDA DESCRIPTION:

There are 16 items requested by MoDOT and OTO members included as part of Amendment Number Six to the FY 2020-2023 Transportation Improvement Program.

1. ***Revised* OR 44 Pavement Resurfacing in Springfield (SP2101-20A5)**
MoDOT is requesting to program construction funding for pavement resurfacing on I-44 outer roads, increasing the total programmed amount to \$258,033.
2. ***Remove* Curve Safety Improvements at Various Locations (MO2201-20)**
The funding for this project has been programmed into CC2101-20A5 (Route 14 High Friction Surface Treatment) and this project no longer needs to appear in the TIP.
3. ***Revised* Kansas Expressway and Sunset Street (SP1816-20A6)**
MoDOT and the City of Springfield are requesting to program construction for the Kansas Expressway and Sunset Street intersection cost share project, for a total programmed amount of \$2,731,859.
4. ***Revised* Kansas Expressway and Walnut Lawn (SP1817-20A6)**
MoDOT and the City of Springfield are requesting to program construction for the Kansas Expressway and Walnut Lawn intersection cost share project, for a total programmed amount of \$3,094,646.
5. ***Remove* Intersection Improvements at Various Locations (MO1904-19)**
Funds from this project have been programmed into the Kansas Expressway intersection projects, SP1816 and SP1817.
6. ***Remove* Signal Replacement Program – Kansas Expressway (SP1401)**
Funds from this project have been programmed into the Kansas Expressway intersection projects, SP1816 and SP1817.
7. ***Remove* West Bypass ADA Sidewalk Upgrade I-44 to Sunshine (EN2004-20)**
The scope of this project has been addressed through a prior completed project.
8. ***Revised* Jefferson Avenue Footbridge (EN1803-20A6)**
Funding has been increased on this project, as well as moved to Fiscal Year 2021, in order to reflect an increase in estimated project cost, for a new total programmed amount of \$3,200,000.
9. ***New* 2020 CARES Act (CU2008-20A6)**
City Utilities Transit is requesting to program 100 percent Section 5307 federal funding received through the CARES Act, to support capital, operating, and other eligible expenses, for fiscal years 2020, 2021, 2022, and 2023, for a total programmed amount of \$7,633,199.

10. ***Revised* Transit Bus Stop ADA Improvements (CU1808-20A6)**
City Utilities Transit is requesting a revision to reflect actual funding for a new total programmed amount of \$327,231.
11. ***Revised* FY 2020 Transit Security – FTA 5307 (CU2005-20A6)**
City Utilities Transit is requesting a revision to reflect actual funding for a new total programmed amount of \$33,634.
12. ***Revised* Purchase Training Technology and Small Fleet Vehicles (CU2007-20A6)**
City Utilities Transit is requesting a revised scope showing only one bus training simulator instead of two, for the same programmed amount of \$375,618.
13. ***Revised* FY 2021 Preventative Maintenance (CU2101-20A6)**
City Utilities Transit is requesting a revision in the amount of local funding shown from \$203,888 to \$197,676 for a new total programmed amount of \$988,380.
14. ***Revised* FY 2021 Transit Planning – FTA 5307 (CU2104-20A6)**
City Utilities Transit is requesting a revision in the amount of local funding shown from \$44,982 to \$43,697 for a new total programmed amount of \$218,484.
15. ***Revised* FY 2021 Transit Security – FTA 5307 (CU2105-20A6)**
City Utilities Transit is requesting a revision in the amount of local funding shown from \$7,069 to \$6,861 for a new total programmed amount of \$34,306.
16. ***Revised* FY 2021 Purchase 2 Electric Fixed Route Buses (CU2111-20A6)**
City Utilities Transit is requesting a revision to show \$368,000 in funding from Missouri Department of Natural Resources, with a revised local amount from CU Transit of \$6,082, and the same total programmed amount of \$1,870,411.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on September 16, 2020, the Technical Planning Committee unanimously recommended the Board of Directors approve FY 2020-2023 Transportation Improvement Program Amendment 6.

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 6 to the FY 2020-2023 Transportation Improvement Program.”

OR

“Move to approve Amendment 6 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 # SP2101-20A6 **OR 44 PAVEMENT RESURFACING IN SPRINGFIELD**

Route OR 44

From Farm Road 112

To 0.2 mile west of Rte. 13

Location City of Springfield

Federal Agency None

Project Sponsor MoDOT

Federal Funding Category None

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3219

Federal ID #

Project Description

Pavement resurfacing from FR 112 to 0.2 mile west of Rte. 13 in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$8,000	\$23,000	\$0	\$31,000
MoDOT	State	CON	\$0	\$0	\$227,033	\$0	\$227,033
Totals			\$0	\$8,000	\$250,033	\$0	\$258,033

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$258,033



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2101-20A5 **OR 44 PAVEMENT RESURFACING IN SPRINGFIELD**

Route OR 44

From Farm Road 112

To 0.2 mile west of Rte. 13

Location City of Springfield

Federal Agency None

Project Sponsor MoDOT

Federal Funding Category None

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3219

Federal ID #

Project Description

Pavement resurfacing from FR 112 to 0.2 mile west of Rte. 13 in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$8,000	\$23,000	\$0	\$31,000
Totals			\$0	\$8,000	\$23,000	\$0	\$31,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$227,033
Total Cost	\$258,033



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO2201-20 **CURVE SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS**

Route Various

From

To

Location

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Safety

MoDOT Funding Category Safety

Bike/Ped Plan? EJ?

STIP # 0X3122I

Federal ID #

Project Description

Curve safety improvements at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$24,000	\$0	\$24,000
MoDOT	State	CON	\$0	\$0	\$3,000	\$0	\$3,000
Totals			\$0	\$0	\$27,000	\$0	\$27,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$27,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1816-20A6 **KANSAS EXPRESSWAY AND SUNSET STREET**

Route Rte. 13

From Rte. 13

To Sunset Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

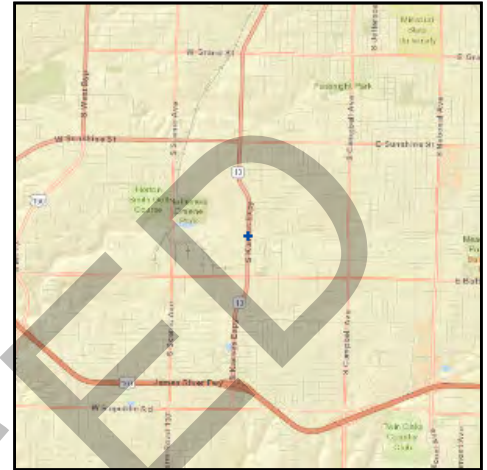
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8P3087E

Federal ID #

Project Description

Intersection improvements on Kansas Expressway (Route 13) at Sunset Street in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$111,200	\$113,600	\$198,400	\$424,800
MoDOT	State	ENG	\$400	\$27,800	\$28,400	\$49,600	\$106,200
FHWA (NHPP)	Federal	ROW	\$0	\$0	\$34,172	\$0	\$34,172
FHWA (STBG-U)	Federal	ROW	\$0	\$0	\$61,828	\$0	\$61,828
LOCAL	Local	ROW	\$0	\$0	\$15,457	\$0	\$15,457
MoDOT	State	ROW	\$0	\$0	\$8,543	\$0	\$8,543
FHWA (NHPP)	Federal	CON	\$0	\$0	\$0	\$569,772	\$569,772
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$0	\$1,030,915	\$1,030,915
LOCAL	Local	CON	\$0	\$0	\$0	\$257,729	\$257,729
MoDOT	State	CON	\$0	\$0	\$0	\$142,443	\$142,443
Totals			\$2,000	\$139,000	\$262,000	\$2,248,859	\$2,651,859

Notes

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

FYI: District Cost Share

Prior Cost	\$80,000
Future Cost	\$0
Total Cost	\$2,731,859



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1816-18A2 **KANSAS EXPRESSWAY AND SUNSET STREET**

Route Rte. 13

From Rte. 13

To Sunset Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

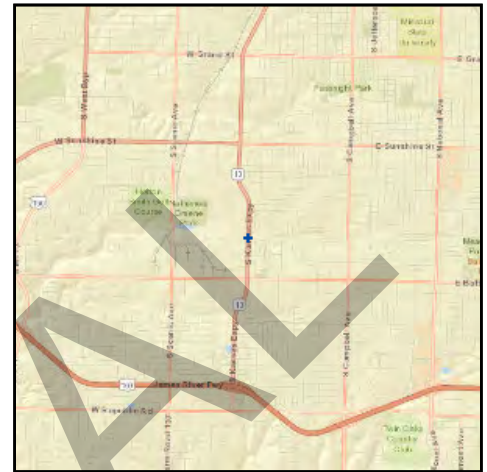
Bike/Ped Plan? Yes **EJ?** Yes

STIP # 8P3087E

Federal ID #

Project Description

Scoping for intersection improvements on Kansas Expressway (Route 13) at Sunset Street in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$58,400	\$44,000	\$4,000	\$0	\$106,400
MoDOT	State	ENG	\$14,600	\$11,000	\$1,000	\$0	\$26,600
Totals			\$73,000	\$55,000	\$5,000	\$0	\$133,000

Notes

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

FYI: District Cost Share

Prior Cost	\$80,000
Future Cost	\$0
Total Cost	\$213,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1817-20A6 **KANSAS EXPRESSWAY AND WALNUT LAWN**

Route Rte. 13
From Rte. 13
To Walnut Lawn Street
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3087F
Federal ID #



Project Description

Intersection improvements on Kansas Expressway (Route 13) at Walnut Lawn Street in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$1,600	\$40,000	\$203,200	\$225,600	\$470,400
MoDOT	State	ENG	\$400	\$10,000	\$50,800	\$56,400	\$117,600
FHWA (NHPP)	Federal	ROW	\$0	\$0	\$50,655	\$0	\$50,655
FHWA (STBG-U)	Federal	ROW	\$0	\$0	\$91,745	\$0	\$91,745
LOCAL	Local	ROW	\$0	\$0	\$22,936	\$0	\$22,936
MoDOT	State	ROW	\$0	\$0	\$12,664	\$0	\$12,664
FHWA (NHPP)	Federal	CON	\$0	\$0	\$0	\$632,803	\$632,803
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$0	\$1,146,113	\$1,146,113
LOCAL	Local	CON	\$0	\$0	\$0	\$286,529	\$286,529
MoDOT	State	CON	\$0	\$0	\$0	\$158,201	\$158,201
Totals			\$2,000	\$50,000	\$432,000	\$2,505,646	\$2,989,646

Notes

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

FYI: District Cost Share

Prior Cost	\$105,000
Future Cost	\$0
Total Cost	\$3,094,646



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1817-18A2 **KANSAS EXPRESSWAY AND WALNUT LAWN**

Route Rte. 13

From Rte. 13

To Walnut Lawn Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3087F

Federal ID #

Project Description

Scoping for intersection improvements on Kansas Expressway (Route 13) at Walnut Lawn Street in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$55,200	\$56,000	\$1,600	\$0	\$112,800
MoDOT	State	ENG	\$13,800	\$14,000	\$400	\$0	\$28,200
Totals			\$69,000	\$70,000	\$2,000	\$0	\$141,000

Notes

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

FYI: District Cost Share

Prior Cost	\$105,000
Future Cost	\$0
Total Cost	\$246,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO1904-19 **INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS**

Route Various

From Various

To Various

Location

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # 8P3087G

Federal ID #

Project Description

Intersection improvements at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$20,000	\$80,000	\$100,400	\$200,800
MoDOT-AC	State	ENG	\$1,600	\$80,000	\$320,000	\$401,600	\$803,200
MoDOT	State	ROW	\$0	\$0	\$21,200	\$0	\$21,200
MoDOT-AC	State	ROW	\$0	\$0	\$84,800	\$0	\$84,800
MoDOT	State	CON	\$0	\$0	\$0	\$417,600	\$417,600
MoDOT-AC	State	CON	\$0	\$0	\$0	\$1,670,400	\$1,670,400
Totals			\$2,000	\$100,000	\$506,000	\$2,590,000	\$3,198,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
Conversion - NHPP; Bike/Ped and EJ Needs Dependent on Locations

Prior Cost \$2,000

Future Cost \$0

Total Cost \$3,200,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1401 SIGNAL REPLACEMENT PROGRAM - KANSAS EXPRESSWAY

Route Kansas Expressway (Route 13)

From Sunset Street

To Walnut Lawn Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(NHS)

MoDOT Funding Category Taking Care of the System

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

STIP # 8P2390

Federal ID # 0132076



Project Description

Upgrade signals on Kansas Expressway (Route 13) at Sunset Street and Walnut Lawn Street in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$5,600	\$6,400	\$8,000	\$66,400	\$86,400
MoDOT	State	ENG	\$1,400	\$1,600	\$2,000	\$16,600	\$21,600
FHWA (NHPP)	Federal	CON	\$0	\$0	\$0	\$359,200	\$359,200
MoDOT	State	CON	\$0	\$0	\$0	\$89,800	\$89,800
Totals			\$7,000	\$8,000	\$10,000	\$532,000	\$557,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$42,000
Future Cost	\$0
Total Cost	\$599,000



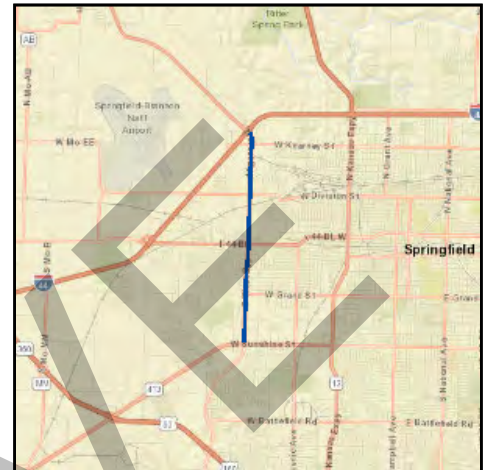
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2004-20 **WEST BYPASS ADA SIDEWALK UPGRADE I-44 TO SUNSHINE**

Route Rte. 160
From south of I-44
To Sunshine Street (Rte. 413)
Location City of Springfield
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 # 8P3174
Federal ID #



Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations on West Bypass from south of I-44 to Sunshine Street (Rte. 413).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$1,600	\$5,600	\$9,600	\$0	\$16,800
MoDOT	State	ENG	\$400	\$1,400	\$2,400	\$0	\$4,200
FHWA (STBG)	Federal	ROW	\$0	\$1,600	\$0	\$0	\$1,600
MoDOT	State	ROW	\$0	\$400	\$0	\$0	\$400
FHWA (STBG)	Federal	CON	\$0	\$0	\$38,400	\$0	\$38,400
MoDOT	State	CON	\$0	\$0	\$9,600	\$0	\$9,600
Totals			\$2,000	\$9,000	\$60,000	\$0	\$71,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$71,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # EN1803-20A6 **JEFFERSON AVENUE FOOTBRIDGE**

Route Jefferson over the BNSF RR

From Chase Street

To Commercial Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID #

Project Description

Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient members, adding ADA ramps to both sides of the bridge, painting the entire structure, and adding lighting and site improvements.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$80,000	\$0	\$0	\$80,000
LOCAL	Local	ENG	\$0	\$20,000	\$0	\$0	\$20,000
FHWA (STBG-U)	Federal	CON	\$0	\$2,480,000	\$0	\$0	\$2,480,000
LOCAL	Local	CON	\$0	\$620,000	\$0	\$0	\$620,000
Totals			\$0	\$3,200,000	\$0	\$0	\$3,200,000

Notes

Non-Federal Funding Source: City of Springfield Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$3,200,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1803-18A3 **JEFFERSON AVENUE FOOTBRIDGE**

Route Jefferson over the BNSF RR

From Chase Street

To Commercial Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG-U

MoDOT Funding Category N/A

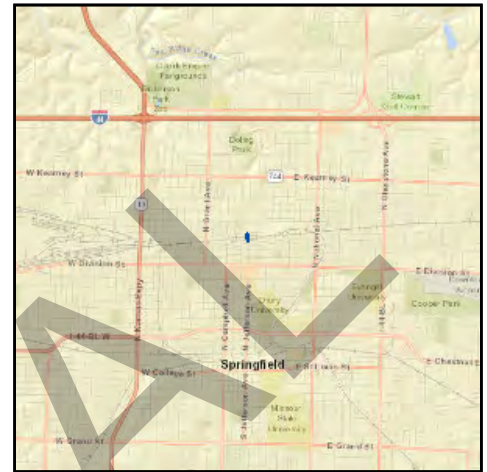
Bike/Ped Plan? Yes **EJ?** Yes

STIP #

Federal ID #

Project Description

Rehabilitate the historic Jefferson Avenue Footbridge including replacing structurally deficient members, adding ADA ramps to both sides of the bridge, painting the entire structure, and adding lighting and site improvements.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$2,000,000	\$0	\$0	\$0	\$2,000,000
LOCAL	Local	CON	\$500,000	\$0	\$0	\$0	\$500,000
Totals			\$2,500,000	\$0	\$0	\$0	\$2,500,000

Notes

Non-Federal Funding Source: City of Springfield Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,500,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2008-20A6 2020 CARES ACT

Route

From

To

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

In response to the COVID-19 pandemic, FTA allocated CU Transit \$7,633,199 with no required match, to support capital, operating, and other expenses eligible under Section 5307.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$2,000,000	\$2,000,000	\$2,000,000	\$1,633,199	\$7,633,199
Totals			\$2,000,000	\$2,000,000	\$2,000,000	\$1,633,199	\$7,633,199

Notes

Non-Federal Funding Source: N/A; 100% Federally Funded

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$7,633,199



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU1808-20A6 **TRANSIT BUS STOP ADA IMPROVEMENTS**

Route

From

To

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5310

MoDOT Funding Category N/A

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

STIP #

Federal ID #

Project Description

Partnership with City of Springfield for a project on Division between Kansas Expressway and West Avenue to construct ADA accessible sidewalks and associated stormwater and roadway improvements on the south side of the street, providing accessibility to bus passengers and pedestrians.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5310)	Federal	CAPITAL	\$113,837	\$0	\$0	\$0	\$113,837
LOCAL	Local	CAPITAL	\$213,394	\$0	\$0	\$0	\$213,394
Totals			\$327,231	\$0	\$0	\$0	\$327,231

Notes

Federal Funding Source: FTA Section 5310 Funding

Non-Federal Funding Source: City of Springfield (\$184,935); City Utilities Transit (\$83,013)

Prior Cost \$272,769

Future Cost \$0

Total Cost \$600,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU1808-17A5 **TRANSIT BUS STOP ADA IMPROVEMENTS**

Route

From

To

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5310

MoDOT Funding Category N/A

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

STIP #

Federal ID #

Project Description

Partnership with City of Springfield for a project on Division between Kansas Expressway and West Avenue to construct ADA accessible sidewalks and associated stormwater and roadway improvements on the south side of the street, providing accessibility to bus passengers and pedestrians.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5310)	Federal	CAPITAL	\$115,846	\$0	\$0	\$0	\$115,846
LOCAL	Local	CAPITAL	\$220,782	\$0	\$0	\$0	\$220,782
Totals			\$336,628	\$0	\$0	\$0	\$336,628

Notes

Federal Funding Source: FTA Section 5310 Funding

Non-Federal Funding Source: City of Springfield (\$193,082); City Utilities Transit (\$140,979)

Prior Cost \$269,039

Future Cost \$0

Total Cost \$605,667



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2005-20A6 **FY 2020 TRANSIT SECURITY - FTA 5307**

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$26,907	\$0	\$0	\$0	\$26,907
LOCAL	Local	CAPITAL	\$6,727	\$0	\$0	\$0	\$6,727
Totals			\$33,634	\$0	\$0	\$0	\$33,634

Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

Prior Cost \$0

Future Cost \$0

Total Cost \$33,634



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU2005-17A2 **FY 2020 TRANSIT SECURITY - FTA 5307**

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$26,907	\$0	\$0	\$0	\$26,907
LOCAL	Local	CAPITAL	\$6,930	\$0	\$0	\$0	\$6,930
Totals			\$33,837	\$0	\$0	\$0	\$33,837

Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

Prior Cost \$0

Future Cost \$0

Total Cost \$33,837



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2007-20A6 PURCHASE TRAINING TECHNOLOGY AND SMALL FLEET VEHICLES

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Capital purchase of one bus training simulator, small fleet vehicles, and digital signage.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$300,494	\$0	\$0	\$0	\$300,494
LOCAL	Local	CAPITAL	\$75,124	\$0	\$0	\$0	\$75,124
Totals			\$375,618	\$0	\$0	\$0	\$375,618

Notes

Federal Funding Source: FTA Section 5339 Discretionary Funding from FY 2019.

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$375,618



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU2007-20A1 PURCHASE TRAINING TECHNOLOGY AND SMALL FLEET VEHICLES

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Capital replacement of two bus training simulators and small fleet vehicles.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$300,494	\$0	\$0	\$0	\$300,494
LOCAL	Local	CAPITAL	\$75,124	\$0	\$0	\$0	\$75,124
Totals			\$375,618	\$0	\$0	\$0	\$375,618

Notes

Federal Funding Source: FTA Section 5339 Discretionary Funding from FY 2019.

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$375,618



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2101-20A6 **FY 2021 PREVENTIVE MAINTENANCE**

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Subsidy of preventive maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	MAINT	\$0	\$790,704	\$0	\$0	\$790,704
LOCAL	Local	MAINT	\$0	\$197,676	\$0	\$0	\$197,676
Totals			\$0	\$988,380	\$0	\$0	\$988,380

Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU will be requesting Preventive Maintenance Funding for FY 2021 Section 5307 Grant Application

Prior Cost \$0

Future Cost \$0

Total Cost \$988,380



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU2101 FY 2021 PREVENTIVE MAINTENANCE

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Subsidy of preventive maintenance expenses for existing public transit service.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	MAINT	\$0	\$790,704	\$0	\$0	\$790,704
LOCAL	Local	MAINT	\$0	\$203,888	\$0	\$0	\$203,888
Totals			\$0	\$994,592	\$0	\$0	\$994,592

Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU will be requesting Preventive Maintenance Funding for FY 2021 Section 5307 Grant Application

Prior Cost \$0

Future Cost \$0

Total Cost \$994,592



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2104-20A6 **FY 2021 TRANSIT PLANNING - FTA 5307**

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$0	\$174,787	\$0	\$0	\$174,787
LOCAL	Local	OPER	\$0	\$43,697	\$0	\$0	\$43,697
Totals			\$0	\$218,484	\$0	\$0	\$218,484

Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$218,484



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU2104 **FY 2021 TRANSIT PLANNING - FTA 5307**

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

This project is listed in the OTO Unified Planning Work Program each year for short range transit planning activities.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	OPER	\$0	\$174,787	\$0	\$0	\$174,787
LOCAL	Local	OPER	\$0	\$44,982	\$0	\$0	\$44,982
Totals			\$0	\$219,769	\$0	\$0	\$219,769

Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$219,769



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2105-20A6 **FY 2021 TRANSIT SECURITY - FTA 5307**

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$0	\$27,445	\$0	\$0	\$27,445
LOCAL	Local	CAPITAL	\$0	\$6,861	\$0	\$0	\$6,861
Totals			\$0	\$34,306	\$0	\$0	\$34,306

Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

Prior Cost \$0

Future Cost \$0

Total Cost \$34,306



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU2105 FY 2021 TRANSIT SECURITY - FTA 5307

Route N/A

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5307

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

This project is for the purchase of capital security equipment to meet the 1% requirement for Section 5307 funding.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5307)	Federal	CAPITAL	\$0	\$27,445	\$0	\$0	\$27,445
LOCAL	Local	CAPITAL	\$0	\$7,069	\$0	\$0	\$7,069
Totals			\$0	\$34,514	\$0	\$0	\$34,514

Notes

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

FYI: CU is required to spend at least 1% on capital security projects per Section 5307 Security Requirements unless there is not sufficient need

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$34,514



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CU2111-20A6 **FY 2021 PURCHASE 2 ELECTRIC FIXED ROUTE BUSES**

Route

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

FY 2021 capital replacement of two, new 35-foot low-floor fixed route electric buses and chargers.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$0	\$1,496,329	\$0	\$0	\$1,496,329
LOCAL	Local	CAPITAL	\$0	\$6,082	\$0	\$0	\$6,082
OTHER	Other	CAPITAL	\$0	\$368,000	\$0	\$0	\$368,000
Totals			\$0	\$1,870,411	\$0	\$0	\$1,870,411

Notes

Federal Funding Source: FTA FY 2019 Section 5339(c) Low or No Emission Vehicle Program

Prior Cost \$0

Future Cost \$0

Non-Federal Funding Source: Missouri Department of Natural Resources (\$368,000); City Utilities (\$6,082)

Total Cost \$1,870,411



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Transit Section

TIP # CU2111-20A1 **FY 2021 PURCHASE 2 ELECTRIC FIXED ROUTE BUSES**

Route

From N/A

To N/A

Location City Utilities

Federal Agency FTA

Project Sponsor City Utilities

Federal Funding Category 5339

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

FY 2021 capital replacement of two, new 35-foot low-floor fixed route electric buses and chargers.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FTA (5339)	Federal	CAPITAL	\$0	\$1,496,329	\$0	\$0	\$1,496,329
LOCAL	Local	CAPITAL	\$0	\$374,082	\$0	\$0	\$374,082
Totals			\$0	\$1,870,411	\$0	\$0	\$1,870,411

Notes

Federal Funding Source: FTA FY 2019 Section 5339(c) Low or No Emission Vehicle Program

Prior Cost \$0

Future Cost \$0

Non-Federal Funding Source: CU Farebox, Advertising, and Utility Ratepayers

Total Cost \$1,870,411

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2020									
EN1513-19AM1	\$488,494	\$0	\$0	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$0	\$15,000
EN1802-18	\$0	\$0	\$0	\$0	\$333,600	\$0	\$83,400	\$0	\$417,000
EN1803-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1901-19	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN1902-19A2	\$0	\$193,075	\$0	\$0	\$0	\$48,269	\$0	\$0	\$241,344
EN1903-19A2	\$0	\$155,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$197,499
EN1904-19A3	\$0	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$0	\$340,000
EN1905-19A3	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-19A3	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-19A3	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-19A3	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-19A3	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-19A3	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1911-19A3	\$0	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1912-19A3	\$0	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$110,869	\$0	\$0	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$25,600	\$0	\$6,400	\$0	\$32,000
EN2002-20A5	\$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
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$24,000	\$30,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20A3	\$78,000	\$0	\$0	\$0	\$0	\$43,500	\$0	\$0	\$121,500
EN2010-20A5	\$394,214	\$0	\$0	\$0	\$0	\$98,554	\$0	\$0	\$492,768
EN2011-20A3	\$33,603	\$0	\$0	\$0	\$0	\$8,401	\$0	\$0	\$42,004
EN2012-20A3	\$100,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$125,000
SP2001-19A6	\$0	\$0	\$0	\$0	\$125,978	\$0	\$0	\$0	\$125,978
SUBTOTAL	\$2,046,647	\$1,215,847	\$1,600	\$0	\$508,378	\$842,825	\$127,000	\$124,000	\$4,866,297

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2021									
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$264,000	\$682,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$1,639,200	\$0	\$409,800	\$0	\$2,049,000
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
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
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200	\$88,800	\$111,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$268,000	\$335,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20A3	\$792,949	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$271,826
EN2010-20A5	\$412,493	\$59,392	\$0	\$0	\$0	\$117,971	\$0	\$0	\$589,856
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	\$4,236,186	\$59,392	\$1,600	\$264,000	\$2,992,000	\$1,169,657	\$912,290	\$391,560	\$10,026,685
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
EN2004-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,304,000	\$0	\$326,000	\$0	\$1,630,000
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$1,304,000	\$0	\$329,000	\$4,000	\$1,645,000
GRAND TOTAL	\$6,282,833	\$1,275,239	\$208,800	\$579,000	\$5,661,378	\$2,012,482	\$2,236,272	\$2,623,489	\$20,879,493

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	\$ 2,046,647	\$ 421,887	\$ 1,600	\$508,378.00	\$0.00	\$ 842,825	\$ 124,000	\$ 127,000	\$ 4,072,337
Funds Programmed	(\$2,046,647)	(\$1,215,847)	(\$1,600)	(\$508,378)	\$0	(\$842,825)	(\$124,000)	(\$127,000)	(\$4,866,297)
Running Balance	\$0.00	\$59,393.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$59,393.38
FY 2021									
Funds Anticipated	\$ 4,236,186	\$430,324.80	\$1,600.00	\$2,992,000.00	\$264,000.00	\$1,169,657.00	\$391,560.00	\$912,290.00	\$ 10,397,618
Funds Programmed	(\$4,236,186)	(\$59,392)	(\$1,600)	(\$2,992,000)	(\$264,000)	(\$1,169,657)	(\$391,560)	(\$912,290)	(\$10,026,685)
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	\$1,304,000.00	\$0.00	\$0.00	\$4,000.00	\$329,000.00	\$ 2,092,710
Funds Programmed	\$0	\$0	(\$8,000)	(\$1,304,000)	\$0	\$0	(\$4,000)	(\$329,000)	(\$1,645,000)
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													Local			State				TOTAL	
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	Federal			FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISB)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
						FHWA (BRO)															
2020																					
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$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	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$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	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$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	\$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	\$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	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$900	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$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	\$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	\$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	\$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	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$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	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$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	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$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	\$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	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$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	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1905-19	\$0	\$0	\$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	\$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	\$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	\$0	\$0	\$99,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$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	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$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	\$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	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$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	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$204,364	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$46,091	\$0	\$0	\$0	\$255,455
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$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	\$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	\$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	\$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	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$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														

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISIS)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020 Continued																				
SP1415-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$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	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$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	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$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	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$0	\$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	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1817-20A6	\$0	\$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	\$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	\$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	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$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	\$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	\$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	\$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	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$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	\$0	\$907,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,600	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20AM5	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2012-20AM3	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20AM3	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
SP2016-20A5	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$28,107,099	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,800,964	\$5,119,861	\$0	\$10,000	\$740,993	\$11,804,153	\$1,682,400	\$0	\$0	\$13,400	\$16,000	\$2,988,700	\$123,499	\$99,577,468
2021																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$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	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$1,800	\$0	\$0	\$0	\$18,000
GR1403-18A1	\$0	\$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	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$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	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$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	\$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	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$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	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$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	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$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	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
GR2106-20A5	\$560,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1710-18A5	\$0	\$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	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0																	

Roadways

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISB)	FEMA	LOCAL	Local-AC	OTHER	State			TOTAL
						MODOT								MODOT-GCSA		MODOT-AC	SEMA		
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0 \$50,000
MO2008-20	\$0	\$183,600					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0 \$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$0	\$0 \$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0 \$415,000
MO2104-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0 \$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600	\$0	\$202,500	\$0 \$225,000
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$99,446	\$1,354,822	\$0	\$0	\$0	\$0	\$0 \$7,271,341
NK1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0 \$2,000
NX2101-20A5	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,286	\$0	\$0	\$0	\$0	\$0	\$0 \$2,341,432
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$546,882
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0 \$2,047,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$0	\$448,000	\$0	\$0	\$0 \$560,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0 \$275,625
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$0	\$0	\$0 \$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0 \$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0 \$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0 \$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$0 \$85,600
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$400	\$0	\$1,600	\$0 \$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0 \$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0 \$8,000
SP1709	\$0	\$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	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0 \$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0 \$2,000
SP1811-18	\$0	\$2,000	\$0																

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal						Local			State			TOTAL		
						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	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$2,154,000	
SP1816-20A6	\$61,828	\$0	\$0	\$0	\$0	\$0	\$0	\$147,772	\$0	\$0	\$0	\$0	\$15,457	\$0	\$0	\$36,943	\$0	\$0	\$262,000	
SP1817-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,464	\$0	\$0	\$317,319	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$3,478,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$1,191,200	\$0	\$1,489,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$1,779,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$975,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2101-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,033	\$0	\$0	\$250,033	
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$221,050	\$0	\$276,312	
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$615,216	
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$1,000,000	
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$1,540,000	
SUBTOTAL	\$7,073,334	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$2,211,235	\$0	\$0	\$0	\$6,213,067	\$762,000	\$3,229,850	\$0	\$46,362,910
2023																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$10,336,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$0	\$2,000	
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000	
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$2,480,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000	
MO1904-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000	
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$430,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$257,580	
OT1601-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876	
SP4403-20A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$568,800	\$0	\$711,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1816-20A6	\$1,030,915	\$0	\$0	\$0	\$0	\$0	\$0	\$768,172	\$0	\$0	\$0	\$0	\$257,729	\$0	\$0	\$192,043	\$0	\$0	\$2,248,859	
SP1817-20A6	\$1,146,113	\$0	\$0	\$0	\$0	\$0	\$0	\$858,403	\$0	\$0	\$0	\$0	\$286,529	\$0	\$0	\$214,601	\$0	\$0	\$2,505,046	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$1,061,600	\$0	\$1,327,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$3,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000	
SUBTOTAL	\$2,070,193	\$64,800	\$0	\$0	\$0	\$0	\$11,990,575	\$48,000	\$0	\$5,743,549	\$0	\$0	\$5,743,549	\$0	\$0	\$3,452,244	\$1,633,600	\$0	\$25,902,961	
GRAND TOTAL	\$44,582,848	\$19,978,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$71,299,766	\$10,343,881	\$19,276,422	\$597,500	\$740,993	\$30,019,476	\$1,682,400	\$0	\$29,086,181	\$913,500	\$10,989,450	\$123,499	\$248,235,267	

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	\$28,107,099	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,800,964	\$5,119,881	\$0	\$10,000	\$740,993	\$71,968,188	\$13,486,553	\$13,999,248	\$123,499	\$5,380,129	\$104,957,617
2021 Funds Programmed	\$6,432,222	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,120,003	\$4,556,800	\$19,278,422	\$25,500	\$0	\$54,432,247	\$10,260,539	\$11,699,122	\$0	\$5,476,971	\$81,868,879
2022 Funds Programmed	\$7,073,334	\$13,504,000	\$0	\$0	\$800,000	\$0	\$11,388,224	\$619,200	\$0	\$562,000	\$0	\$33,946,758	\$2,211,235	\$10,204,917	\$0	\$5,575,557	\$51,938,467
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	\$5,085,844	\$0	\$5,675,917	\$31,578,878
Total	\$44,582,848	\$ 19,978,800	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$71,299,766	\$ 10,343,881	\$ 19,278,422	\$ 597,500	\$ 740,993	\$175,420,761	\$ 31,701,876	\$ 40,989,131	\$ 123,499	\$22,108,574	\$270,343,841

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 54,832,375	\$33,511,864	\$40,437,989	\$ 26,214,000	\$165,124,221
Federal Discretionary Funding	\$0	\$ 20,985,822	\$ -	\$ -	\$ -	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,675,557	\$5,675,917	\$22,108,574
Funds from Other Sources (Inc. Local)	\$123,499	\$13,486,553	\$10,260,539	\$2,211,235	\$5,743,549	\$31,825,375
Available Suballocated Funding	\$27,323,332	\$4,646,453	\$2,590,776	\$6,963,501	\$7,102,771	\$48,626,832
TOTAL AVAILABLE FUNDING	\$37,574,824	\$99,331,332	\$51,840,150	\$55,188,282	\$44,736,237	\$288,670,824
Prior Year Funding		\$37,574,824	\$31,948,538	\$1,919,809	\$5,169,624	--
Programmed State and Federal Funding		(\$104,957,617)	(\$81,868,879)	(\$51,938,467)	(\$31,578,878)	(\$270,343,841)
TOTAL REMAINING	\$37,574,824	\$31,948,538	\$1,919,809	\$5,169,624	\$18,326,983	\$18,326,983

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.

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	Other	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	OTHER	MoDOT	TOTAL
2020							
CU1808-20A6	\$0	\$113,837	\$0	\$213,394	\$0	\$0	\$327,231
CU2000-17A2	\$1,744,193	\$0	\$0	\$5,594,535	\$0	\$42,500	\$7,381,228
CU2001-17A2	\$775,200	\$0	\$0	\$199,890	\$0	\$0	\$975,090
CU2004-17A2	\$171,360	\$0	\$0	\$44,100	\$0	\$0	\$215,460
CU2005-20A6	\$26,907	\$0	\$0	\$6,727	\$0	\$0	\$33,634
CU2006	\$0	\$0	\$755,919	\$233,783	\$0	\$0	\$989,702
CU2007-20A6	\$0	\$0	\$300,494	\$75,124	\$0	\$0	\$375,618
CU2008-20A6	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
MO1729-19A4	\$0	\$10,954	\$0	\$2,739	\$0	\$0	\$13,693
MO1901-17A5	\$0	\$14,192	\$0	\$0	\$0	\$0	\$14,192
MO1910-19A4	\$0	\$141,768	\$0	\$35,442	\$0	\$0	\$177,210
SUBTOTAL	\$4,717,660	\$280,751	\$1,056,413	\$6,405,734	\$0	\$42,500	\$12,503,058
2021							
CU2008-20A6	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
CU2100	\$1,779,077	\$0	\$0	\$5,706,426	\$0	\$42,500	\$7,528,003
CU2101-20A6	\$790,704	\$0	\$0	\$197,676	\$0	\$0	\$988,380
CU2104-20A6	\$174,787	\$0	\$0	\$43,697	\$0	\$0	\$218,484
CU2105-20A6	\$27,445	\$0	\$0	\$6,861	\$0	\$0	\$34,306
CU2111-20A6	\$0	\$0	\$1,496,329	\$6,082	\$368,000	\$0	\$1,870,411
MO1729-19A4	\$0	\$159,237	\$0	\$39,809	\$0	\$0	\$199,046
MO1901-17A5	\$0	\$14,476	\$0	\$0	\$0	\$0	\$14,476
SUBTOTAL	\$4,772,013	\$173,713	\$1,496,329	\$6,000,551	\$368,000	\$42,500	\$12,853,106
2022							
CU2008-20A6	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
CU2200-19	\$1,814,658	\$0	\$0	\$5,820,554	\$0	\$42,500	\$7,677,712
CU2201-19	\$806,518	\$0	\$0	\$207,966	\$0	\$0	\$1,014,484
CU2202-19	\$178,283	\$0	\$0	\$45,882	\$0	\$0	\$224,165
CU2203-19	\$27,994	\$0	\$0	\$7,210	\$0	\$0	\$35,204
CU2204-19	\$0	\$228,283	\$0	\$358,149	\$0	\$0	\$586,432
MO1729-19A4	\$0	\$162,422	\$0	\$40,605	\$0	\$0	\$203,027
MO1901-17A5	\$0	\$14,766	\$0	\$0	\$0	\$0	\$14,766
SUBTOTAL	\$4,827,453	\$405,471	\$0	\$6,480,366	\$0	\$42,500	\$11,755,790

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	Other	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	OTHER	MoDOT	TOTAL
2023							
CU2008-20A6	\$1,633,199	\$0	\$0	\$0	\$0	\$0	\$1,633,199
CU2300-20	\$1,850,951	\$0	\$0	\$5,820,554	\$0	\$42,500	\$7,714,005
CU2301-20	\$822,648	\$0	\$0	\$207,966	\$0	\$0	\$1,030,614
CU2302-20	\$181,850	\$0	\$0	\$45,882	\$0	\$0	\$227,732
CU2303-20	\$28,554	\$0	\$0	\$7,354	\$0	\$0	\$35,908
MO1729-19A4	\$0	\$165,670	\$0	\$41,418	\$0	\$0	\$207,088
MO1901-17A5	\$0	\$15,061	\$0	\$0	\$0	\$0	\$15,061
SUBTOTAL	\$4,517,202	\$180,731	\$0	\$6,123,174	\$0	\$42,500	\$10,863,607
GRAND TOTAL	\$18,834,328	\$1,040,666	\$2,552,742	\$25,009,825	\$368,000	\$170,000	\$47,975,561

FINANCIAL CONSTRAINT

Transit

	Federal Funding Source			Local	MoDOT	TOTAL
	5307	5310	5339			
PRIOR YEAR						
Balance	\$ -	\$ 555,612	\$ 2,585,441	\$ -	\$ -	\$ 3,141,053
FY 2020						
Funds Anticipated	\$ 10,350,859	\$ 283,845	\$ 389,993	\$ 8,116,029	\$ 42,500	\$19,183,226
Funds Programmed	(\$4,717,660)	(\$280,751)	(\$1,056,413)	(\$6,405,734)	(\$42,500)	(\$12,503,058)
Running Balance	\$5,633,199	\$558,706	\$1,919,021	\$1,710,295	\$0	\$9,821,221
FY 2021						
Funds Anticipated	\$ 2,772,013	\$ 289,521	\$ 396,792	\$ 8,805,809	\$ 42,500	\$12,306,635
Funds Programmed	(\$4,772,013)	(\$173,713)	(\$1,496,329)	(\$6,000,551)	(\$42,500)	(\$12,485,106)
Running Balance	\$3,633,199	\$674,514	\$819,484	\$4,515,553	\$0	\$9,642,750
FY 2022						
Funds Anticipated	\$ 2,827,453	\$ 295,312	\$ 403,728	\$ 9,689,405	\$ 42,500	\$13,258,398
Funds Programmed	(\$4,827,453)	(\$405,471)	\$ -	(\$6,480,366)	(\$42,500)	(\$11,755,790)
Running Balance	\$1,633,199	\$564,355	\$1,223,212	\$7,724,592	\$0	\$11,145,358
FY 2023						
Funds Anticipated	\$ 2,884,003	\$ 301,218	\$ 411,803	\$ 10,294,218	\$ 42,500	\$13,933,742
Funds Programmed	(\$4,517,202)	(\$180,731)	\$ -	(\$6,123,174)	\$ (42,500)	(\$10,863,607)
Running Balance	\$0	\$684,842	\$1,635,015	\$11,895,636	\$0	\$14,215,493

Advertising

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

Utility Ratepayers

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

Human Service Providers

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

PROJECTED REVENUES

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

STATE AND FEDERAL

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

*Includes Engineering and Rail funding

Table H.2	STBG-Urban	TAP	5307	5310	5339
Carryover Balance through FY2019	\$27,323,331.75	\$853,353.32	\$0	\$555,612	\$2,585,441
Anticipated Allocation FY2020	\$6,693,099.69	\$421,887.06	\$10,350,859	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,826,961.68	\$430,324.80	\$2,772,013	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,963,500.92	\$438,931.30	\$2,827,453	\$295,312	\$403,728
Anticipated Allocation FY2023	\$7,102,770.93	\$447,709.92	\$2,884,003	\$301,218	\$411,803
Total Anticipated Allocation	\$27,586,333.22	\$1,738,853.08	\$18,834,328	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$50,865,681.00)	(\$1,275,239.00)	(\$16,983,377)	(\$1,040,666)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$4,043,983.97	\$1,316,967.40	\$1,850,951	\$684,842	\$1,635,015

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$159,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$198,523.00)	(\$63,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$159,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,703,973.64	\$2,850,878.94	\$4,538,585.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$231,504.00)	(\$784,932.00)	(\$240,425.00)	(\$51,516.00)
Amount Available for Local Projects	\$1,703,973.64	\$2,850,878.94	\$4,538,585.36	\$6,411,428.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$290,104.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,574,853.00)	(\$294,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$290,104.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,763,962.45	\$3,505,433.03	\$5,361,744.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	(\$98,554.00)	(\$117,971.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,763,962.45	\$3,505,433.03	\$5,361,744.38	\$7,214,869.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$18,967,749.28	\$29,742,798.08	\$49,472,177.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$4,038,819.00)	(\$12,185,157.00)	(\$3,183,629.00)	(\$3,372,543.00)
Amount Available for Local Projects	\$18,967,749.28	\$29,742,798.08	\$49,472,177.86	\$68,964,597.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84	\$22,715,561.43
Greene County				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$17,564,435.81	\$41,173,241.35	\$63,777,252.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$7,379,411.00)	(\$261,000.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$17,564,435.81	\$41,173,241.35	\$63,777,252.28	\$82,623,307.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,252.00)	(\$5,954,660.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,248.00	\$2,895,840.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00
Estimated TIP Project Expenditures	(\$391,920.00)	(\$6,082.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$1,924,328.00	\$4,814,086.00	\$8,069,825.00	\$12,287,569.00

TRANSIT 5310 PROGRAM OF PROJECTS

FTA Section 5310 funding is allocated annually, with 55 percent required to be used for traditional elderly and disabled transportation projects. MoDOT administers the traditional projects for the OTO region. The following pages outline the use of this funding from FY 2015 through FY 2022 as previously and currently programmed.

Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
Arc of the Ozarks MO1702-17A5	Wide Body Cutaway Floor Plan HH	1	FY 2018	Awaiting Delivery	\$43,490	\$10,873	\$54,363
City Utilities CU1808-17A5	Division Improvements	1	FY 2018 - FY 2020	In Progress	\$332,052	\$83,013	\$415,065
OATS, Inc. MO1704-17A5	Wide Body Cutaway, Floor Plan II	2	FY 2018	Awaiting Delivery	\$92,182	\$23,046	\$115,228
Springfield-GC Parks MO1907-19A4	Wide Body Cutaway, Floor Plan GG	1	FY 2019	Awaiting Delivery	\$52,000	\$13,000	\$65,000
Arc of the Ozarks MO1908-19A4	Med. Roof Long Conversion	2	FY 2019	Awaiting Delivery	\$86,400	\$21,600	\$108,000
OATS, Inc. MO1909-19A4	Med. Roof Long Conversion with ADA Flip Seats	1	FY 2019	Awaiting Delivery	\$38,722	\$9,680	\$48,402
OATS, Inc. MO1910-19A4	Wide Body Cutaway, Floor Plan II	3	FY 2020	Programmed	\$141,768	\$35,442	\$177,210
City Utilities CC2204-19	Paratransit Buses	2	FY2022	Pending Future Application	\$228,283	\$57,071	\$285,354
Reserve MO1729-19A4	N/A	N/A	FY 2020 - FY 2022	Programmed	\$332,613	\$83,153	\$415,766
Total					\$1,347,510	\$336,878	\$1,684,388

Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
MoDOT - MO1802-17A5	Admin		FY 18	Approved	\$13,641	\$-	\$13,641
MoDOT - MO1901-17A5	Admin		FY 2019	Approved	\$13,914	\$-	\$72,409
			FY 2020-2023	Programmed	\$58,495	\$-	
Total					\$86,050	N/A	\$86,050

Total FY 2017 Balance - FY 2023 traditional 5310 capital amount available	\$952,844
FY 2017 Balance - FY 2023 traditional 5310 capital amount awarded	(\$454,562)
Balance Remaining in reserve for 5310 traditional projects	\$498,283
Total FY 2018 - 2023 other capital amount available	\$688,399
FY 2018 - FY 2023 other capital amount awarded	(\$332,052)
FY 2023 other capital amount pending	(\$228,283)
Balance remaining for other capital	\$128,064
Total FY 2018-2023 administration available	\$86,050
FY 2018-2023 administration awarded	(\$27,555)
Balance remaining for administration	\$58,495

TAB 7

BOARD OF DIRECTORS AGENDA 10/15/2020, ITEM II.E.

Federal Functional Classification Change Request

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

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

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

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

- 1) **Roadway Name** - N. Orchard Drive – *from Stan Harriman Blvd. to E. Evergreen Street*
Stan Harriman Blvd. – *from N. Orchard Drive to Hwy 125*
E. Evergreen Street – *from N. Orchard Drive to Hwy 125*

Current Functional Classification – Local - All

Requested Functional Classification – Minor Collector - All

Major Thoroughfare Plan – Collector - All

Reasoning – These roadways collect traffic from local roads and distributes traffic to Highway 125 and should be reclassified as Minor Collectors. Additionally, these roadways provide access from the northern residential areas of the City to the schools, shops, parks, and businesses in the City.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its e-meeting on September 30, 2020, the Technical Planning Committee recommended that the Board of Directors approve the Functional Classification Change.

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 Federal Functional Classification Change.”

OR

“Move to approve the Federal Functional Classification Change with the following changes...”

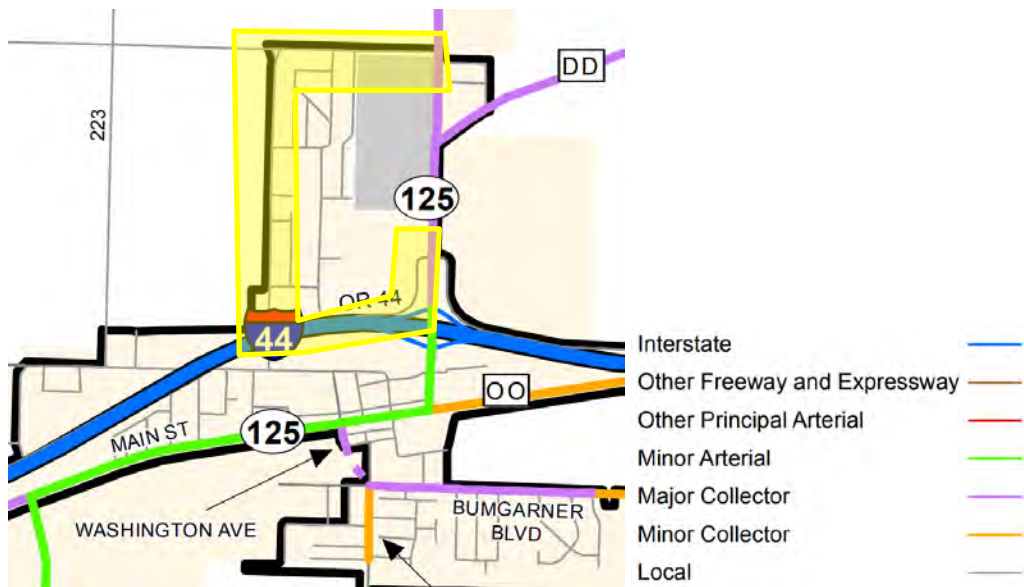
Functional Classification Change

General Area



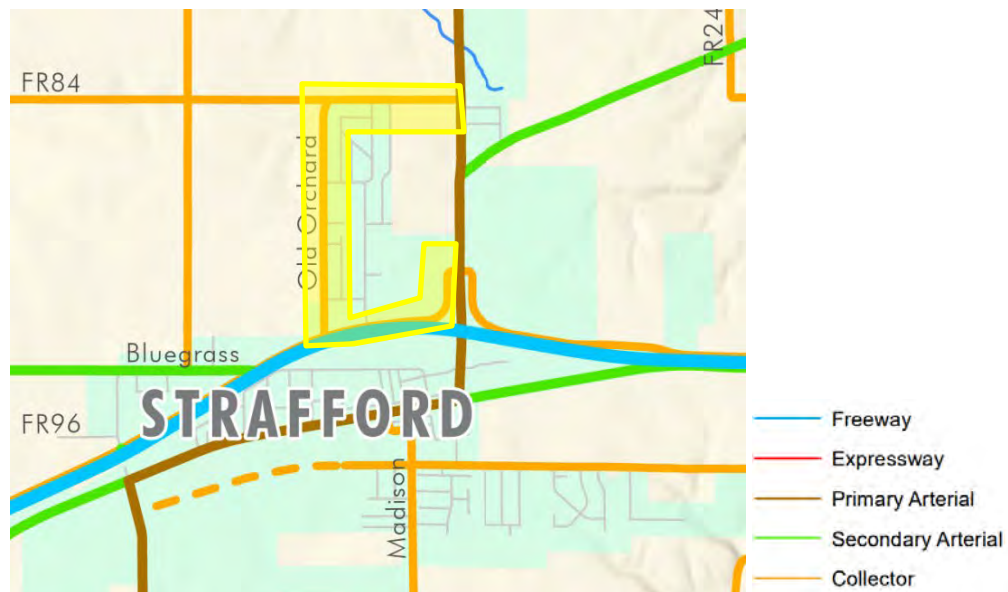
Functional Classification Change

Current Federal Classification (*Current Use*)



Functional Classification Change

Major Thoroughfare Plan - Proposed (*Future Use*)





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

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

Functional Reclassification Process (minimum timeframe is 4 months)

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

Application Information

Date: July 20, 2020

Contact Information

Name: Martha E. Smartt
Title: City Administrator
Agency: City of Strafford
Street Address: P.O. Box 66

City/State/Zip: Strafford, MO 65757
Email: ca@straffordmo.net
Phone: 417-736-2154
Fax: 417-736-2390

Roadway Data

Roadway Name:	N. Orchard Drive – from Stan Harriman Blvd. to E. Evergreen Street
Roadway Name:	Stan Harriman Blvd. – from N. Orchard Drive to Hwy 125
Roadway Name::	E. Evergreen Street – From N. Orchard Drive to Hwy 125
Length (miles):	N. Orchard Dr. (0.9 miles), Stan Harriman Blvd. (0.5 miles), E. Evergreen St. (0.6 miles)
Number of Lanes:	2 lanes for each roadway
Lane Width:	N. Orchard Dr. (11'), Stan Harriman Blvd. (11'), E. Evergreen St. (12')
Traffic Volume (AADT):	N. Orchard Drive - 652
Traffic Volume (AADT):	Stan Harriman Blvd. - 832
Traffic Volume (AADT):	E. Evergreen Street – 5,035

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

All three roadways are existing.

Classification Change

Type of Area:	Residential
Current Classification:	Local Road
Requested Classification:	N. Orchard Drive – Minor Collector
Requested Classification:	Stan Harriman Blvd. – Minor Collector
Requested Classification:	E. Evergreen Street – Minor Collector

Justification

Explain why the roadway classification should be revised.

The federal functional classification of these roadways are currently designated as “Local Roads.” However, these roadways collect traffic from local roads and distributes traffic to Highway 125 and should be reclassified as “Minor Collectors.”

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

No.

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

Yes, these roadways provide access from the northern residential areas of the City to the schools, shops, parks and businesses in the City.

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

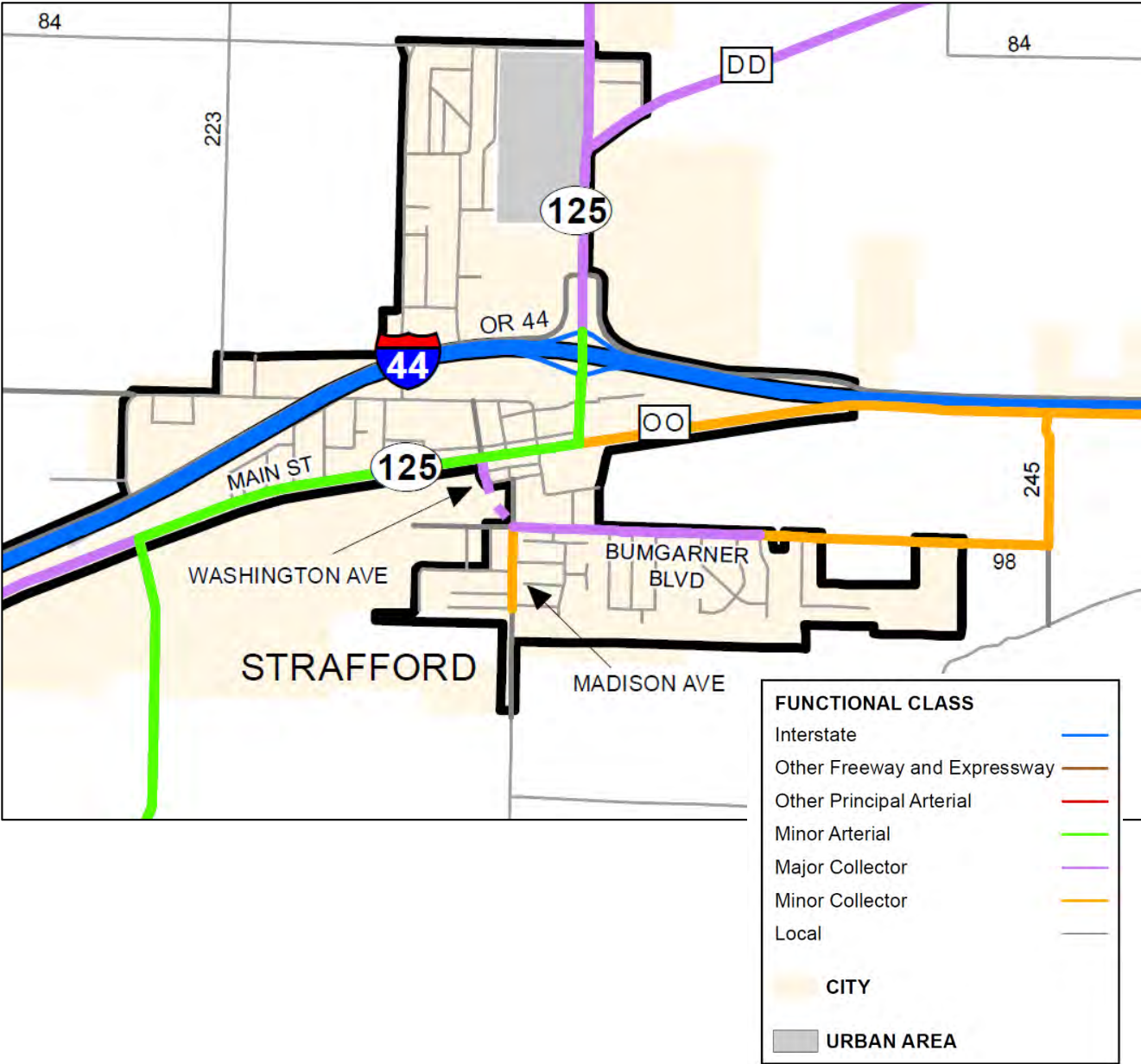
This existing demand is inconsistent with its current classification.

Additional information you would like to include.

See attached maps.

CITY OF STRAFFORD

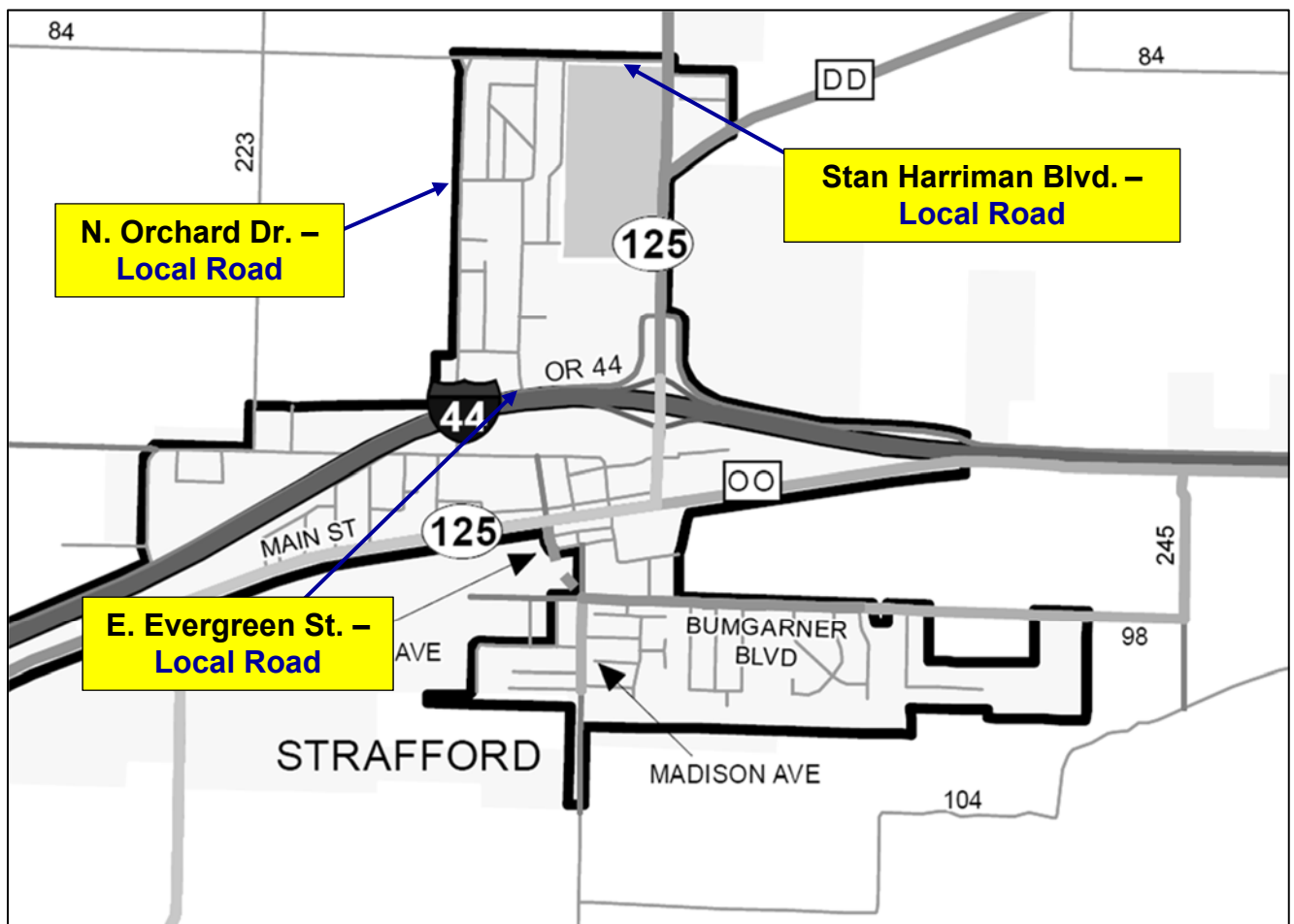
Existing Federal Functional Classification Map



CITY OF STRAFFORD

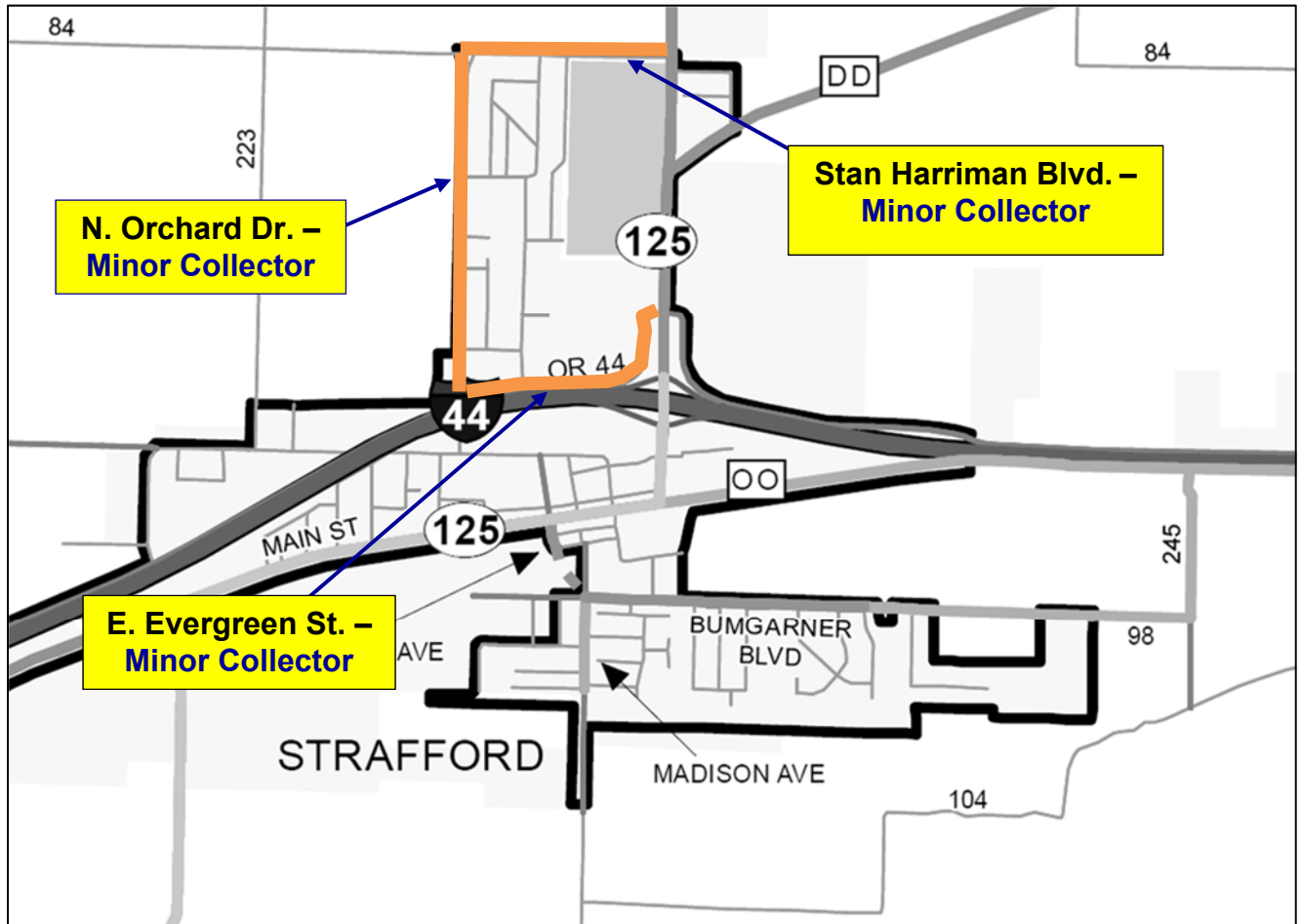
Current Federal Functional Classification –

- Stan Harriman Blvd.
- N. Orchard Drive
- E. Evergreen St.



CITY OF STRAFFORD

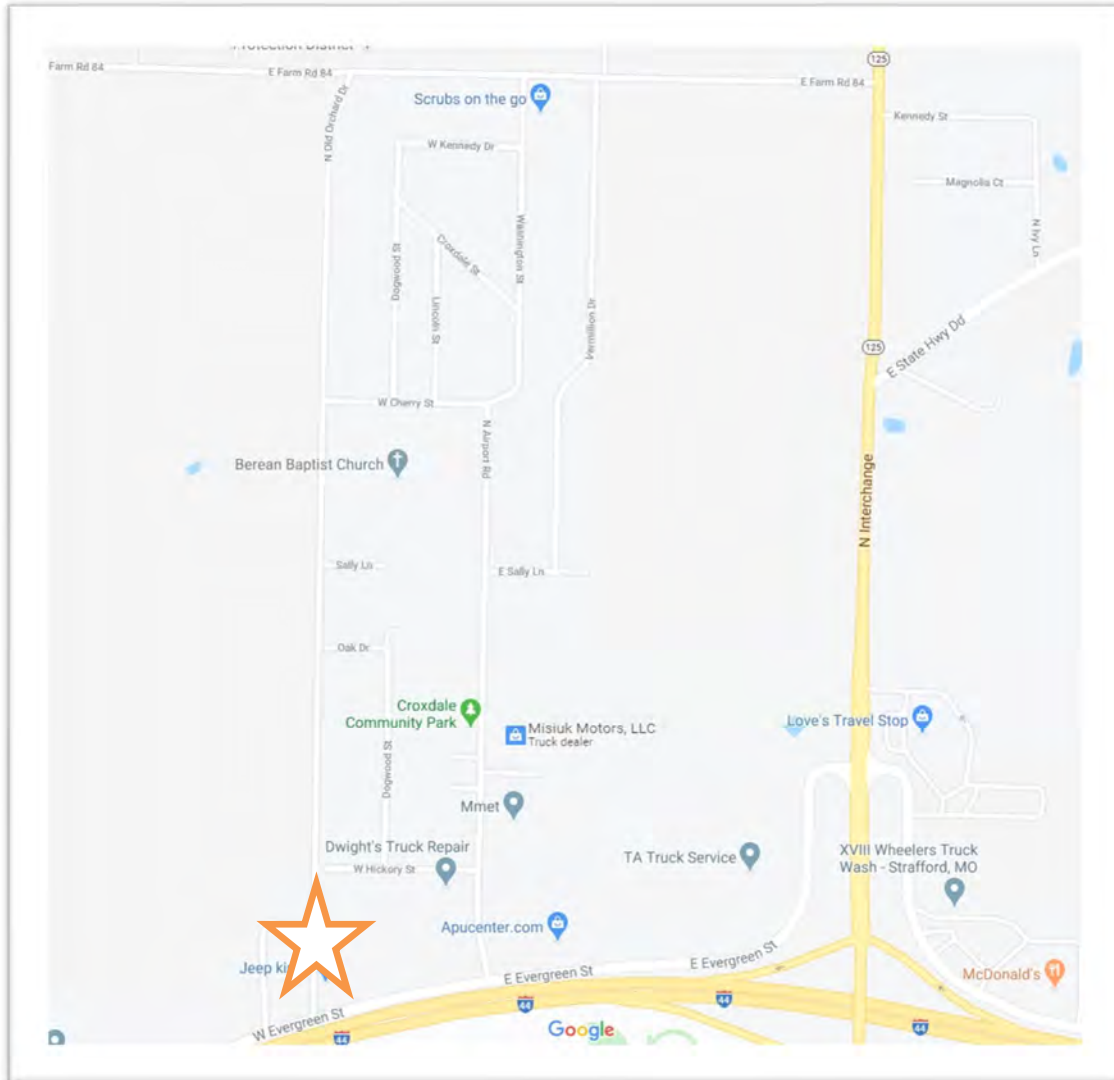
Proposed Federal Functional Classification



N. OLD ORCHARD DRIVE TRAFFIC COUNT REPORT

STRAFFORD, MO

ADT = 652



Location Map

Not to Scale



- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

737 Rudder Road, Fenton, MO 63026

July, 2020

N. Old Orchard Drive

Strafford, MO

ADT = 652

Site Code: 00000737
Station ID:

Latitude: 0' 0.000 South

Start Time	29-Jun-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	13	7	13	4	5	2	12	3	11	4
01:00	*	*	*	*	*	*	9	2	17	2	4	0	6	5	9	2
02:00	*	*	*	*	*	*	6	1	13	3	2	0	2	4	6	2
03:00	*	*	*	*	*	*	9	5	10	2	3	1	2	0	6	2
04:00	*	*	*	*	*	*	13	4	10	5	2	1	3	2	7	3
05:00	*	*	*	*	*	*	21	13	17	9	4	4	2	2	11	7
06:00	*	*	*	*	*	*	23	17	15	5	7	6	7	3	13	8
07:00	*	*	*	*	*	*	19	29	10	13	6	1	5	2	10	11
08:00	*	*	*	*	*	*	25	23	25	20	13	14	5	11	17	17
09:00	*	*	*	*	*	*	18	19	13	20	12	26	6	12	12	19
10:00	*	*	*	*	*	*	14	22	22	23	9	14	24	17	17	19
11:00	*	*	*	*	*	*	8	11	17	18	23	16	16	19	16	16
12:00 PM	*	*	*	*	*	*	14	18	8	12	16	6	12	18	12	14
01:00	*	*	*	*	*	*	15	10	23	26	13	13	24	16	19	16
02:00	*	*	*	*	*	*	16	12	21	18	13	12	11	15	15	14
03:00	*	*	*	*	*	*	14	18	15	18	64	7	21	15	28	14
04:00	*	*	*	*	*	*	23	20	21	23	17	16	13	15	18	18
05:00	*	*	*	*	45	18	39	15	33	17	11	13	22	20	30	17
06:00	*	*	*	*	33	14	30	19	18	29	11	14	24	9	23	17
07:00	*	*	*	*	17	8	27	13	22	18	9	8	18	16	19	13
08:00	*	*	*	*	27	24	18	13	14	6	17	10	11	17	17	14
09:00	*	*	*	*	26	9	22	14	12	28	11	4	18	17	18	14
10:00	*	*	*	*	13	4	11	7	10	12	13	14	8	11	11	10
11:00	*	*	*	*	13	7	10	8	9	3	17	3	9	5	12	5
Lane	0	0	0	0	174	84	417	320	388	334	302	205	281	254	357	276
Day	0		0		258		737		722		507		535		633	
AM Peak							08:00	07:00	08:00	10:00	11:00	09:00	10:00	11:00	08:00	09:00
Vol.							25	29	25	23	23	26	24	19	17	19
PM Peak					17:00	20:00	17:00	16:00	17:00	18:00	15:00	16:00	13:00	17:00	17:00	16:00
Vol.					45	24	39	20	33	29	64	16	24	20	30	18

N. Old Orchard Drive

Strafford, MO

ADT = 652

Site Code: 00000737
Station ID:

Latitude: 0' 0.000 South

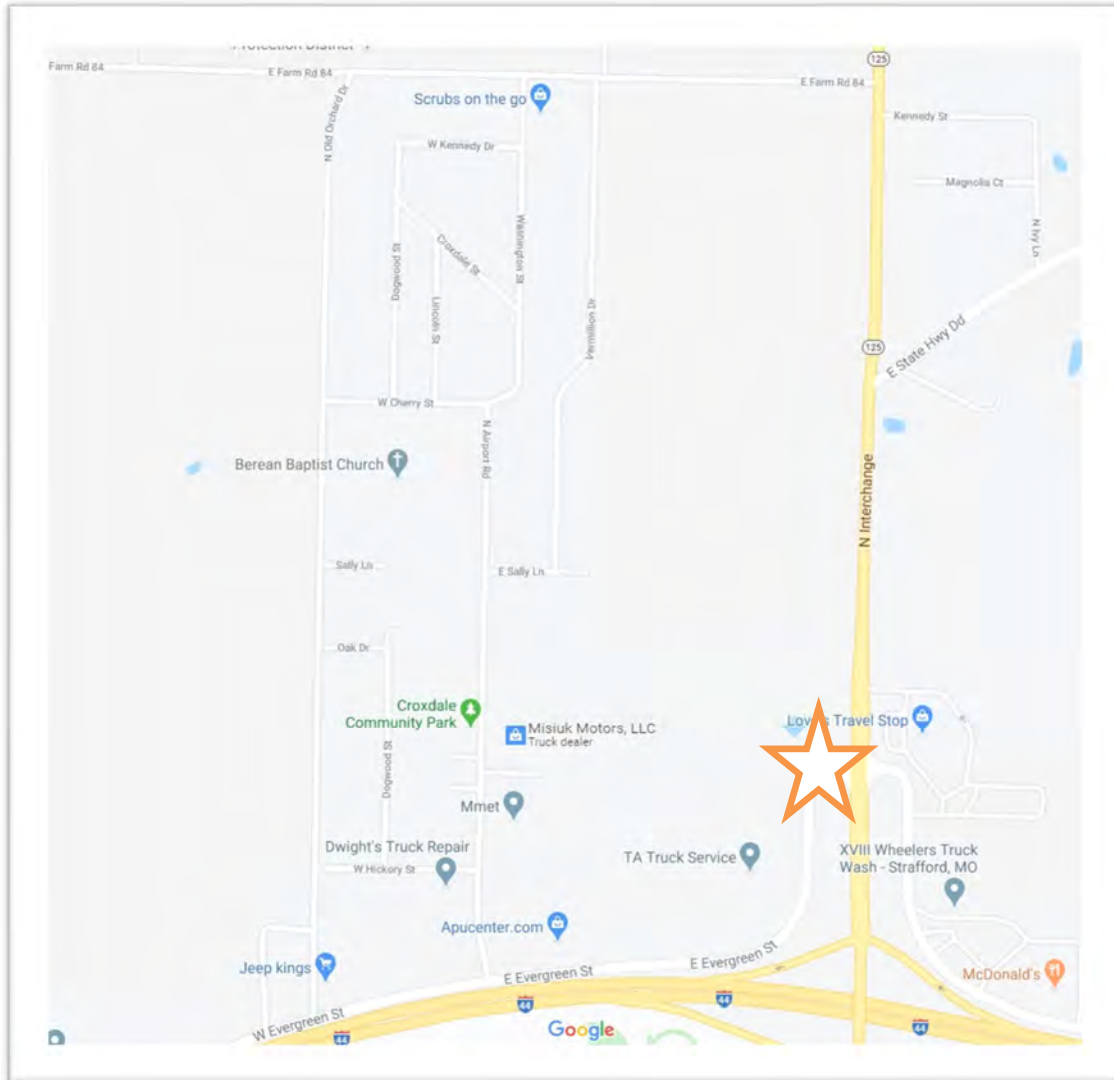
Start Time	06-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	2	5	9	1	9	1	9	3	9	3	*	*	*	*	8	3
01:00	1	0	8	4	6	5	8	1	6	3	*	*	*	*	6	3
02:00	2	2	3	0	2	2	9	0	6	1	*	*	*	*	4	1
03:00	1	0	11	3	5	3	7	2	9	4	*	*	*	*	7	2
04:00	3	2	6	2	8	5	7	4	6	2	*	*	*	*	6	3
05:00	7	8	9	12	14	5	11	7	6	7	*	*	*	*	9	8
06:00	10	12	10	9	11	13	13	13	8	6	*	*	*	*	10	11
07:00	11	25	19	19	17	25	16	21	10	16	*	*	*	*	15	21
08:00	10	18	13	26	20	32	14	30	14	24	*	*	*	*	14	26
09:00	17	17	13	20	16	16	16	13	21	24	*	*	*	*	17	18
10:00	13	9	12	20	10	20	16	20	13	15	*	*	*	*	13	17
11:00	12	19	11	16	14	14	12	13	11	21	*	*	*	*	12	17
12:00 PM	14	21	13	13	6	16	21	16	18	16	*	*	*	*	14	16
01:00	18	15	19	10	16	6	28	25	2	5	*	*	*	*	17	12
02:00	20	21	23	23	18	18	24	20	*	*	*	*	*	*	21	20
03:00	19	16	14	14	20	19	18	8	*	*	*	*	*	*	18	14
04:00	28	18	26	18	21	19	17	19	*	*	*	*	*	*	23	18
05:00	23	23	28	11	25	12	27	16	*	*	*	*	*	*	26	16
06:00	30	17	30	25	30	22	35	20	*	*	*	*	*	*	31	21
07:00	31	14	27	14	23	12	22	24	*	*	*	*	*	*	26	16
08:00	21	15	20	16	15	14	19	14	*	*	*	*	*	*	19	15
09:00	12	16	18	7	20	20	23	17	*	*	*	*	*	*	18	15
10:00	16	7	17	10	22	14	22	9	*	*	*	*	*	*	19	10
11:00	12	2	8	4	15	9	9	5	*	*	*	*	*	*	11	5
Lane	333	302	367	297	363	322	403	320	139	147	0	0	0	0	364	308
Day	635		664		685		723		286		0		0		672	
AM Peak	09:00	07:00	07:00	08:00	08:00	08:00	07:00	08:00	09:00	08:00					09:00	08:00
Vol.	17	25	19	26	20	32	16	30	21	24					17	26
PM Peak	19:00	17:00	18:00	18:00	18:00	18:00	18:00	13:00	12:00	12:00					18:00	18:00
Vol.	31	23	30	25	30	22	35	25	18	16					31	21

Comb. Total	635	664	943	1460	1008	507	535	1305
ADT	ADT 652		AADT 652					

EVERGREEN STREET TRAFFIC COUNT REPORT

STRAFFORD, MO

ADT = 5,035



Location Map

Not to Scale



- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

737 Rudder Road, Fenton, MO 63026

July, 2020

Evergreen Street

Strafford, MO

ADT = 5,035

Site Code: 00000001
Station ID:

Latitude: 0' 0.000 South

Start Time	06-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	*	*	*	*	43	29	47	43	45	36
01:00	*	*	*	*	*	*	*	*	*	*	19	23	26	23	22	23
02:00	*	*	*	*	*	*	*	*	*	*	35	30	34	18	34	24
03:00	*	*	*	*	*	*	*	*	*	*	40	34	20	25	30	30
04:00	*	*	*	*	*	*	*	*	*	*	25	12	48	21	36	16
05:00	*	*	*	*	*	*	*	*	*	*	37	37	44	37	40	37
06:00	*	*	*	*	*	*	*	*	*	*	76	67	82	50	79	58
07:00	*	*	*	*	*	*	*	*	*	*	116	79	76	77	96	78
08:00	*	*	*	*	*	*	*	*	*	*	100	83	83	112	92	98
09:00	*	*	*	*	*	*	*	*	*	*	113	121	118	120	116	120
10:00	*	*	*	*	*	*	*	*	*	*	92	153	141	152	116	152
11:00	*	*	*	*	*	*	*	*	*	*	159	150	157	178	158	164
12:00 PM	*	*	*	*	*	*	*	*	*	*	162	150	163	188	162	169
01:00	*	*	*	*	*	*	*	*	*	*	177	181	166	171	172	175
02:00	*	*	*	*	*	*	*	*	*	*	168	148	169	150	166	148
03:00	*	*	*	*	*	*	*	*	*	*	162	163	129	150	143	151
04:00	*	*	*	*	*	*	*	*	*	*	157	145	152	139	151	139
05:00	*	*	*	*	*	*	*	*	*	*	138	164	109	123	124	142
06:00	*	*	*	*	*	*	*	*	*	*	141	151	130	158	133	146
07:00	*	*	*	*	*	*	*	*	*	*	111	146	121	161	112	142
08:00	*	*	*	*	*	*	*	*	*	*	89	116	100	95	96	103
09:00	*	*	*	*	*	*	*	*	*	*	103	98	79	89	86	87
10:00	*	*	*	*	*	*	*	*	*	*	83	84	112	67	89	67
11:00	*	*	*	*	*	*	*	*	*	*	53	55	52	38	48	40
Lane	0	0	0	0	0	0	0	0	0	0	1382	1451	2336	2309	2294	2278
Day	0		0		0		0		0		2833		4645		4572	
AM Peak													11:00	10:00	11:00	11:00
Vol.													159	153	157	178
PM Peak											13:00	13:00	14:00	13:00	13:00	12:00
Vol.											177	181	169	171	172	188

Evergreen Street

Strafford, MO

ADT = 5,035

Site Code: 00000001
Station ID:

Latitude: 0° 0.000 South

Start Time	13-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
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01:00	18	21	30	27	37	29	30	22	27	28	*	*	*	*	28	25
02:00	16	24	32	20	38	35	26	24	45	34	*	*	*	*	31	27
03:00	51	26	26	26	32	24	39	31	31	23	*	*	*	*	36	26
04:00	22	21	31	24	36	37	40	27	31	32	*	*	*	*	32	28
05:00	53	46	73	51	63	60	69	58	72	68	*	*	*	*	66	57
06:00	93	83	100	83	100	73	119	99	115	94	*	*	*	*	105	86
07:00	116	106	132	101	137	114	137	119	145	122	*	*	*	*	133	112
08:00	107	110	113	116	118	116	158	139	130	115	*	*	*	*	125	119
09:00	115	124	118	133	149	142	148	143	112	105	*	*	*	*	128	129
10:00	131	135	151	173	124	147	161	158	*	*	*	*	*	*	142	153
11:00	167	189	174	187	182	172	159	211	*	*	*	*	*	*	170	190
12:00 PM	202	190	187	218	197	206	184	229	*	*	*	*	*	*	192	211
01:00	151	164	176	193	179	191	193	180	*	*	*	*	*	*	175	182
02:00	163	168	174	151	171	182	180	152	*	*	*	*	*	*	172	163
03:00	142	136	160	173	174	141	148	192	*	*	*	*	*	*	156	160
04:00	139	140	156	154	149	167	172	157	*	*	*	*	*	*	154	154
05:00	169	168	150	152	155	159	174	155	*	*	*	*	*	*	162	158
06:00	109	153	119	127	143	166	121	149	*	*	*	*	*	*	123	149
07:00	104	117	118	148	115	143	105	132	*	*	*	*	*	*	110	135
08:00	84	108	104	113	115	133	110	116	*	*	*	*	*	*	103	118
09:00	67	73	90	106	89	88	81	83	*	*	*	*	*	*	82	88
10:00	71	52	74	60	75	78	68	57	*	*	*	*	*	*	72	62
11:00	41	48	43	47	58	47	51	46	*	*	*	*	*	*	48	47
Lane	2358	2431	2577	2622	2671	2683	2707	2723	747	662	0	0	0	0	2581	2616
Day	4789		5199		5354		5430		1409		0		0		5197	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	10:00	11:00	07:00	07:00					11:00	11:00
Vol.	167	189	174	187	182	172	161	211	145	122					170	190
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00							12:00	12:00
Vol.	202	190	187	218	197	206	193	229							192	211

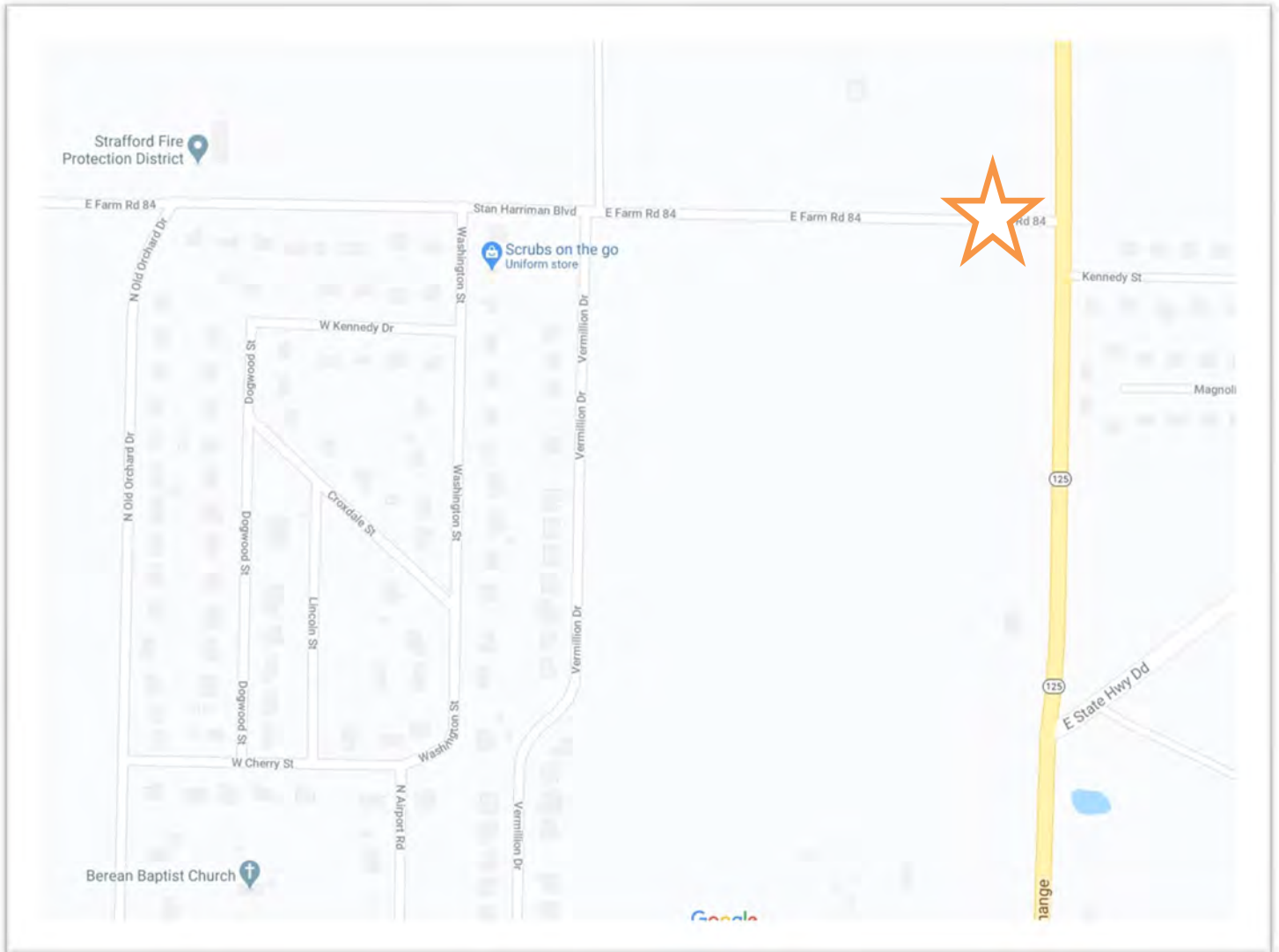
Comb. Total 4789 5199 5354 5430 4242 4645 4572 9888

ADT ADT 5,035 AADT 5,035

E. FARM ROAD 84 TRAFFIC COUNT REPORT

STRAFFORD, MO

ADT = 832



Location Map

Not to Scale



- Civil Engineering
- Land Surveying
- Architecture
- Site Development
- General Consulting
- Master Planning

737 Rudder Road, Fenton, MO 63026

July, 2020

E. Farm Road 84

Strafford, MO

ADT = 832

Site Code: 00000001

Station ID:

Latitude: 0° 0.000 South

Start Time	29-Jun-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	0	4	2	2	0	3	3	12	1	5
01:00	*	*	*	*	*	*	1	0	2	1	1	2	0	3	1	2
02:00	*	*	*	*	*	*	0	0	0	1	0	2	0	0	0	1
03:00	*	*	*	*	*	*	2	2	2	0	2	1	1	1	2	1
04:00	*	*	*	*	*	*	5	2	1	0	0	0	1	1	2	1
05:00	*	*	*	*	*	*	6	2	5	2	2	0	3	2	4	2
06:00	*	*	*	*	*	*	19	8	10	6	11	7	7	6	12	7
07:00	*	*	*	*	*	*	37	12	14	11	13	8	4	3	17	8
08:00	*	*	*	*	*	*	38	21	32	17	23	10	11	8	26	14
09:00	*	*	*	*	*	*	27	24	24	26	39	26	20	15	28	23
10:00	*	*	*	*	*	*	22	20	32	21	27	29	16	12	24	20
11:00	*	*	*	*	*	*	34	16	22	17	26	30	23	17	26	20
12:00 PM	*	*	*	*	*	*	23	29	22	30	27	35	23	35	24	32
01:00	*	*	*	*	*	*	22	11	14	24	26	27	28	23	22	21
02:00	*	*	*	*	*	*	14	30	31	25	15	61	22	19	20	34
03:00	*	*	*	*	*	*	18	40	24	40	21	90	19	30	20	50
04:00	*	*	*	*	*	*	31	36	19	33	28	31	24	22	25	31
05:00	*	*	*	*	*	*	34	51	30	38	23	25	26	36	27	36
06:00	*	*	*	*	*	*	32	35	20	28	12	22	24	30	23	29
07:00	*	*	*	*	*	*	22	21	23	24	16	14	22	26	21	23
08:00	*	*	*	*	*	*	22	46	7	14	27	25	14	19	16	24
09:00	*	*	*	*	*	*	11	24	4	14	89	103	19	15	27	34
10:00	*	*	*	*	*	*	3	8	6	6	7	46	16	30	8	21
11:00	*	*	*	*	*	*	1	2	1	10	2	6	2	14	1	7
Lane	0	0	0	0	156	223	378	388	460	523	363	501	308	345	377	446
Day	0	0	0	0	379	766	983	864	653	823						
AM Peak							08:00	09:00	08:00	09:00	09:00	11:00	11:00	11:00	09:00	09:00
Vol.							38	24	32	26	39	30	23	17	28	23
PM Peak					17:00	17:00	17:00	15:00	21:00	21:00	16:00	15:00	13:00	17:00	17:00	15:00
Vol.					34	51	30	40	89	103	28	90	28	36	27	50

E. Farm Road 84

Strafford, MO

ADT = 832

Site Code: 00000001

Station ID:

Latitude: 0' 0.000 South

Start Time	06-Jul-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Direction 1	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	2	1	3	1	0	1	1	1	1	3	*	*	*	*	1	1
01:00	1	0	0	0	0	0	0	2	1	1	*	*	*	*	0	1
02:00	0	0	0	0	0	0	0	1	0	3	*	*	*	*	0	1
03:00	3	1	1	0	0	2	2	1	1	0	*	*	*	*	1	1
04:00	1	0	1	0	1	0	1	0	0	0	*	*	*	*	1	0
05:00	8	1	9	2	4	4	8	3	6	4	*	*	*	*	7	3
06:00	21	11	17	9	23	6	21	14	16	9	*	*	*	*	20	10
07:00	31	12	44	17	40	16	49	18	40	16	*	*	*	*	41	16
08:00	32	17	34	17	36	26	40	27	36	22	*	*	*	*	36	22
09:00	29	25	19	16	18	19	30	23	31	30	*	*	*	*	25	23
10:00	18	16	31	22	27	19	32	24	14	10	*	*	*	*	24	18
11:00	24	32	21	22	27	31	23	29	*	*	*	*	*	*	24	28
12:00 PM	26	18	25	28	25	35	14	27	*	*	*	*	*	*	22	27
01:00	33	29	21	20	19	15	23	25	*	*	*	*	*	*	24	22
02:00	17	29	21	22	26	22	21	22	*	*	*	*	*	*	21	24
03:00	23	29	25	30	29	28	20	21	*	*	*	*	*	*	24	27
04:00	28	36	26	42	24	38	25	34	*	*	*	*	*	*	26	38
05:00	36	46	30	57	21	36	24	47	*	*	*	*	*	*	28	46
06:00	25	32	27	33	30	30	30	34	*	*	*	*	*	*	28	32
07:00	18	28	21	17	18	23	17	27	*	*	*	*	*	*	18	24
08:00	13	33	12	29	16	27	15	28	*	*	*	*	*	*	14	29
09:00	7	12	11	14	18	36	15	22	*	*	*	*	*	*	13	21
10:00	3	11	2	9	6	7	10	4	*	*	*	*	*	*	5	8
11:00	1	6	0	1	3	6	6	5	*	*	*	*	*	*	2	4
Lane	400	425	401	408	411	427	427	439	146	98	0	0	0	0	405	426
Day	825		809		838		866		244		0		0		831	
AM Peak	08:00	11:00	07:00	10:00	07:00	11:00	07:00	11:00	07:00	09:00					07:00	11:00
Vol.	32	32	44	22	40	31	49	29	40	30					41	28
PM Peak	17:00	17:00	17:00	17:00	18:00	16:00	18:00	17:00							17:00	17:00
Vol.	36	46	30	57	30	38	30	47							28	46

Comb. Total	825	809	1217	1632	1227	864	653	1654
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ADT	ADT 832	AADT 832
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TAB 8

BOARD OF DIRECTORS AGENDA 10/15/2020; ITEM II.F.

STIP Prioritization Update

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

AGENDA DESCRIPTION:

At the end of 2019, OTO worked to Prioritize projects for the region. This prioritization is used by MoDOT to program new projects in the STIP. After working with MoDOT through the winter, the Technical Committee agreed to a list of projects that could be added with the available funding. A Draft STIP was developed and submitted to the MoDOT leadership for final approval in March.

The Draft STIP was never approved due to the funding challenges associated with COVID.

The projects believed to have been proposed in various years between FY 21 and FY25 include:

- James River Freeway widening from National to Kansas Expressway
- I-44 widening from US65 to Glenstone
- CC/22nd Intersection
- ITS Improvements

OTO typically reprioritizes every year, however OTO staff is not planning a new round of prioritization as there were no projects officially funded resulting from the last prioritization. In addition, travel time data is not reliable given the changing travel patterns resulting from the pandemic.

BOARD OF DIRECTORS ACTION REQUESTED:

No Action Requested. Informational Only.

2021-2025 STIP Priority Projects

Priority	Route	Description
1	ITS	Fiber Signal Interconnect Improvements in Springfield and Ozark
2	13 (Kansas)	Capacity, Safety and Operational Improvements JRF to North of 44
3	US 60	Capacity and Safety Improvements- JRF to Main St
4	60	JRF- Capacity and Operational Improvements National to Kansas
5	60/MM	Intersection/ RR Crossing Improvements
6	I-44	Capacity Improvements in OTO area
7	14	Capacity/Safety/Operational Improvements 6th to 14th
8	CC	Widening US 65 to Fremont including intersection at 22nd
9	14	Route W/Salers Ln control upgrade
10	I-44/160	Ramp improvements
11	65	Interchange Improvements at Kearney
12	160/ FR146	Intersection Improvements
13	CC	Extension from Main to 160, Main Intersection
14	LP 44	Chestnut Expwy from Kansas to National
15	BU 65	Chestnut Expwy from Glenstone to Patterson
16	BU 65	Chestnut Expwy from Patterson to US 65
17	BU 65	Chestnut Expwy from Glenstone to Patterson
18	BU 65	Chestnut Expwy from Patterson to US 65
19	60/65	Interchange Improvements
20	US 160	West Bypass & College control upgrade
21	65	Capacity and Operational Improvements 14 to F
22	160	Safety and Operational Improvements from CC to 14
23	RT B	I-44 WB Ramp
24	160	Chestnut to I-44
25	I-44	Capacity and Operational Improvements from Chestnut to 360
26	160	Six-Lane from AA to CC
27	14	Operational and Safety Improvements Tiffany to Cheyenne
28	160	Safety and Operational Improvements 44 to Division
29	CC	Operational and Safety Improvements Main to Cheyenne
30	LP 44	Chestnut Expwy from National to Glenstone
31	FF	Operational and Safety Improvements
32	160	Intersection Improvements at FR 123
33	US 60	Safety and Operational Improvements- JRF to M
34	I-44	Operational Improvements from West Bypass to Chestnut
35	J	Widening US 65 to NN
36	60/P	Intersection Improvements at P Highway Widen P Highway to Miller including Miller Intersection
37	ZZ	Roundabout at FR 182
38	14	Operational and Safety Improvements Cheyenne to 32nd
39	14	OTC Campus Entrance control upgrade
40	I-44/125	Ramp Extension
41	160	Six-Lane from Plainview to AA
42	174	Operational Improvements Main to 60
43	60	Interchange with Kansas Expressway
44	I-44/ 125	Interchange signalization
45	60	JRF- Operational Improvements Kansas to West Bypass
46	MM	Operational and Safety Improvements 1-44 to 360
47	125	Safety Improvements 125 to OTO North Boundary
48	60	Intersection Improvements at FR 103
49	14	Intersection Improvements at W
50	FF	Operational Improvements through Battlefield
51	14	Majestic Oak Dr right turn lane
52	14	Hwy 14 & 15th Street control upgrade
53	160	Safety and Operations 14 to OTO Southern Boundary
54	60	Capacity, Operational and Safety Improvements west of Republic

2021-2025 STIP Priority Projects

Priority	Route	Description
55	RT H	RT AA/FR 80 control upgrade
56	65	Operational Improvements CC to 14
57	65	Longview Interchange
58	NN	Operational and Safety Improvements J to Pheasant
59	125/OO	Intersection Improvements
60	14	Hwy 14 & Church control upgrade
61	CC	Intersection Improvements at Main Street in Nixa
62	M	Operational Improvements ZZ to FF
63	174	Intersection Improvements at Main Street
64	NN	Operational and Safety Improvements
65	65/ FR 94	Intersection Improvements
66	14	Intersection Improvements at 3rd and Oak
67	US 160	West Bypass & Grand control upgrade
68	65/AA	Intersection Improvements
69	MM	Intersection Improvements at Sawyer
70	14	Intersection at Combs Rd left turn lane
71	FF/ Weaver	Intersection Improvements
72	14	Operational and Safety Improvements W to JJ
73	125/ FR 84	Intersection Improvements
74	ZZ	Intersection Improvements at Hines
75	ZZ	Intersection Improvements at FR 174
76	OO	Intersection Improvements at Washington
77	125/YY	Intersection Improvements
78	125/ FR 132	Intersection Improvements
79	14	Intersection at Fremont Rd right turn lane
80	LP 44	Chestnut Expwy & Orchard Crest control upgrade
81	174	Intersection Improvements at Boston
82	NN	Intersection at Melton right turn lane
83	RT H	FR 94 left turn lane
84	US 65	US Hwy 65 & FR 68 right turn lane
85	NN	Intersection at Sunset
86	14	Capacity/Safety/Operational 14th Street to W
87	I-244	Interstate Loop

TAB 9

10-Week CR, 1-Year FAST Act Extension Signed Into Law

Appropriations FY21 Highway Trust Fund

OCTOBER 02, 2020 | JEFF DAVIS

At 1 a.m. on October 1, President Trump [signed](#) into law a 72-day stopgap appropriations bill ([H.R. 8337](#)) for fiscal year 2021 that also incorporated a one-year extension of funding levels under the FAST Act of 2015, all of which had otherwise expired an hour earlier.

The government continued, uninterrupted, for that hour. (Office of Management and Budget policy for years has been that if a lapse in appropriations occurs but the duration is less than the time it would take to make formal notifications of a lapse in appropriations, it's not worth noticing.)

The legislation passed the House on September 22 by a vote of [359 to 57](#) (with one voting "present") and passed the Senate on the afternoon of September 30 by a vote of [84 to 10](#).

The bill makes \$276 billion in appropriations (19.73 percent of the enacted 2020 total of [\\$1.4 trillion](#)), and creates an additional \$58.7 billion in Highway Trust Fund contract authority for the year 2021, the same amount provided by the FAST Act for fiscal year 2020. (We summarized the surface extension last week in [this article](#).)

OMB issued a [bulletin](#) on the morning of October 1 apportioning the appropriations in the bill to federal agencies and setting the rules for operating under the CR. That bulletin specifies that every account gets 19.73 percent of its enacted 2020 appropriation (net of rescissions that are carried forward, a list of which is attached to the bulletin), except for accounts that received money in FY 2020 which are zeroed out in either the House 2021 bill or the Senate 2021 bill. At the Department of Transportation, the only account that were funded in 2020 but zeroed out in the 2021 House bill is FRA Rail Restoration and Enhancement Grants, so that account will not get an automatic apportionment of funding under the CR.

Apportioning the contract authority provided in Division B of the new law is a separate process. The Federal Highway Administration will apportion an estimated \$43.4 billion of the \$47.1 billion in highway contract authority created by the law via formula, all at once, in a big apportionment notice expected in the next two weeks. A separate notice distributing 19.73 percent of the \$46.4 billion 2020 obligation limitation on the exercise of that contract authority (\$9.15 billion), per the CR, will be released by FHWA at the same time.

While the surface transportation extension also creates \$10.15 billion in contract authority for the Federal Transit Administration's formula grant account, it has not been FTA practice in the past to apportion full-year amounts of contract authority on October 1, as is FHWA practice. Instead, FTA waits as long as possible for a year-long appropriations measure to be enacted and then gives out the full-year contract authority and obligation limitation at the same time. In recent years, however, the appropriations process has gotten so dysfunctional that FTA has started to do partial-year apportionments, but only if a CR lasts at least five months.

This may be the year that FTA needs to change that policy. The CR gives FTA \$2.0 billion of 2021 obligation limitation (19.73 percent of \$10.15 billion), at a time when many transit agencies are facing a severe cash crunch. Transit agencies might petition FTA to go ahead and distribute the \$2 billion share of 2021 funding under the ten-week CR, despite previous FTA precedent to the contrary.

The \$13.6 billion transfer of money from the general fund of the Treasury to the Highway Trust Fund should be credited during the month of October.

Share

New Chair, Vice Chair for Highways and Transportation Commission

JEFFERSON CITY – Michael T. Waters, Orrick, is the new chair of the Missouri Highways and Transportation Commission, and John W. Briscoe, New London, is the new vice chair. The commission elected them yesterday at its monthly meeting that was held virtually.

Waters, a Republican, was appointed to the commission in March 2015. Briscoe, a Democrat, was appointed to the commission in December 2015. Both appointments expire March 1, 2021. Briscoe and Waters had served previously as chair and vice chair, respectively, since early March 2020.

Waters is a seventh-generation Missouri farmer. He earned his Bachelor of Science degree in agriculture from the University of Missouri and is a graduate of The Executive Program for Agricultural Producers at Texas A & M University.

His farming operations in the Missouri River floodplain consist of four family farming corporations, one partnership and one limited liability company.

Waters serves as chairman of the Missouri Levee & Drainage District Association where he represents levee & drainage districts, businesses and others interested in the activities surrounding the Missouri River and its tributaries.

He is a past president of the Ray County Ambulance District Board of Directors and secretary of the Ray County Enhanced Enterprise Zone Board. Waters is also a member of the Farm Bureau, National Corn Growers Association, American Soybean Association and the Agricultural Business Council of Kansas City.

Briscoe is a partner in the Briscoe & Brannon law firm with offices in New London and Hannibal. He served as the prosecuting attorney for Knox County in the late 1960s and as the prosecuting attorney for Ralls County in the 1970s. Briscoe grew up on a family farm that he continues to operate today.

Briscoe graduated with Bachelor of Arts degree from Westminster College and graduated from law school at the University of Missouri. He was admitted to the Missouri Bar in September 1966 and served 12 years as a member of its Board of Governors including one year as its president. Briscoe also served seven years as a member of the Board of Governors of Truman State University.

Other members of the Commission are Gregg C. Smith, Clinton, Robert G. Brinkmann, St. Albans, and Terry L. Ecker, Elmo. There is one vacancy. The six-member bipartisan MHTC governs the Missouri Department of Transportation, the agency responsible for building, operating and maintaining the state highway system and supporting other transportation modes in Missouri.

Districts Involved

STATEWIDE

Published On: Thu, 09/03/2020 - 09:53

<div><div><div>Missouri Department of Transportation</div><div>105 W. Capitol Avenue Jefferson City, MO 65102 1-888-ASK-MODOT (275-6636) 1-866-831-6277 (Motor Carrier Services)</div><div>Our Mission, Values and Tangible Results</div><div>Missouri Highways and Transportation Commission</div></div></div>	<div><div>How Do I...</div><div>Report a road concern</div><div>Report a blocked highway-railroad crossing</div><div>Rate a work zone</div><div>Request a highway map</div><div>Request a Speaker</div><div>Adopt a section of highway</div><div>Renew my driver's license</div><div>File a claim</div></div>
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GOVERNOR PARSON MAKES THREE APPOINTMENTS TO VARIOUS BOARDS AND COMMISSIONS, FILLS FIVE COUNTY OFFICE VACANCIES

(mailto:?)

ards%20and%20Commissions%2C%20Fills%20Five%20County%20Office%20Vacancies&body=Check
or-parson-makes-three-appointments-various-boards-and-commissions-1)

OCTOBER
1, 2020

JEFFERSON



(<https://governor.mo.gov/sites/gov/files/media/image/2018/09/news-default.jpg>)

CITY □ Today, Governor Mike Parson announced three appointments to various boards and commissions and filled five county office vacancies.

W. Dustin Boatwright, of Scott City, was appointed to the **State Highways and Transportation Commission**.

Mr. Boatwright is a lifelong resident of Southeast Missouri and a third generation employee of The Little River Drainage District (LRDD). Mr. Boatwright worked as a shop mechanic and machine operator for LRDD until advancing to Assistant Chief Engineer in 2009. He has served as Chief Engineer and Executive Vice President since 2015. Mr. Boatwright also serves as a regional engineer for the Mississippi Valley Flood Control Association. He is a member of the National Waterways Conference Board of Directors and the Fisher Delta Research Center Advisory Board. He is also a member of the American Society of Civil Engineers, Associated General Contractors of America, and the University of Missouri 100. Mr. Boatwright holds a Bachelor of Science and Master of Science in civil engineering from Missouri University of Science and Technology where he graduated Magna Cum Laude.

Susan Chapman, of Branson, was appointed as the **Taney County Assessor**.

Ms. Chapman recently won the August 2020 Primary Election for Taney County Assessor and is currently serving as the Interim Assessor. Previously, she was a real estate broker and owner of Twenty First Century Investment, LLC REALTORS. Ms. Chapman holds a Bachelor of Science in

chemistry from the University of Missouri-Kansas City.

Melissa Heskett, of Stockton, was appointed as the **Cedar County Recorder of Deeds**.

Ms. Heskett has served as the Cedar County Deputy Recorder of Deeds for the past 15 years. She is responsible for recording and maintaining real estate documents, processing marriage licenses, balancing and billing monthly financials, and other duties as needed. Ms. Heskett has previously held positions with the Stockton School District and Sac River Valley Bank.

Mark Nolte, PLS, of Kansas City, was appointed to the **Missouri Board for Architects, Professional Engineers, Professional Land Surveyors, and Professional Landscape Architects**.

Mr. Nolte is the Land Surveying Program Manager for Tukup Technologies. Previously, Mr. Nolte was the manager of real estate field services for Kansas City Southern Railway. He also owned and operated Nolte Land Surveying, LLC from 1992 to 2013. Mr. Nolte is a member of the American Railway Development Association, a registered professional land surveyor, and a past president of the Missouri Society of Professional Surveyors (MSPS). He received the MSPS Surveyor of the Year Award in 2011. Mr. Nolte holds a Bachelor of General Studies in land surveying and construction management from the University of Missouri-Columbia. He also recently studied two years of coursework at the University of Missouri-Columbia School of Law.

Lisa Norton, of St. Joseph, was appointed to the **Missouri Western State University Board of Governors**.

Ms. Norton has served as President of BioZyme, Inc., since 2018. Prior to her promotion, she served as Vice President of Sales and Marketing. Ms. Norton was a Missouri Entrepreneur of the Year finalist in 2001 and BizTech Innovator of the Year in 2006. She also received the YWCA Women of Merit award in 2018. Ms. Norton holds a Bachelor of Science in accounting from the University of Missouri-Columbia and a Master of Science in accounting from the University of Missouri-Kansas City.

David Pulliam, of Corder, was appointed as the **Lafayette County Coroner**.

Dr. Pulliam has been a family physician at Family Practice of Central Missouri since 2016. Previously, he worked as a family physician at Family Practice Associates of West Central Missouri for over 30 years. He also previously served as a flight surgeon and general medicine physician for United States Air Force Regional Hospital in Minot, North Dakota. Dr. Pulliam is a member of the American Academy of Family Physicians, Missouri Academy of Family Physicians, and Missouri Association of Osteopathic Physicians and Surgeons. He served in the United States Air Force Reserve Commission from 1974-1997 before receiving an Honorable Discharge. Dr. Pulliam holds a Bachelor of Science in biology and zoology from Northeast Missouri State University and a Doctor of Osteopathic Medicine from Kirksville College of Osteopathic Medicine.

Timothy Shelby, of Advance, was appointed as an **Associate Commissioner** for **Bollinger County**.

Mr. Shelby recently won the August 2020 Primary Election for Bollinger County 1st District Commissioner. Mr. Shelby has been the owner and operator of Granny's Pumping, a septic tanks and systems repair company, since 2015.

Gary Swearingen, of Cassville, was appointed as the **Barry County Coroner**.

Mr. Swearingen has served as Acting Barry County Coroner since June 2020. He joined the Barry County Coroner's Office as Deputy Coroner in 2018. In addition to his duties as Deputy Coroner, Mr. Swearingen worked for Fohn Funeral Home assisting with coroner calls and offering support during funeral services.

###

CONTACT US

Office of Governor Michael L. Parson

P.O. Box 720
Jefferson City, MO 65102

Phone: (573) 751-3222
Fax: (573) 751-1495

Email Us (/contact-us)



MO.GOV

State of Missouri (<https://www.mo.gov/>)

About Missouri (<https://www.mo.gov/education/learn-about-missouri>)

Visit Missouri (<https://www.visitmo.com/>)

POPULAR SERVICES

Find a DMV (<https://dor.mo.gov/offloc/>)

Personal Tax Forms (<https://dor.mo.gov/forms/index.php?category=3>)

Voter Registration/ ShowIt2Vote (<https://www.sos.mo.gov/showit2vote>)

GOVERNMENT

Lieutenant Governor (<https://ltgov.mo.gov/>)

Secretary of State (<https://www.sos.mo.gov/>)

Auditor (<https://auditor.mo.gov/>)

Springfield TRAFFIC Guide

Did you know?

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-activated flashing devices that can be easily seen by drivers from longer distances. RRFBs increase driver awareness and provide a safer crossing opportunity for pedestrians like you and me!



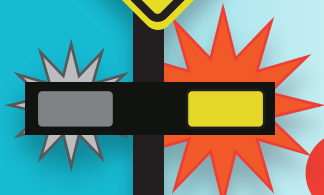
What to do at **RRFBs** (Rectangular Rapid Flashing Beacon)

WALKERS:

- 1 PRESS THE BUTTON** to activate the RRFB lights, so that motorists are more likely to notice that you are trying to cross.
- 2 MAKE EYE CONTACT** with drivers and **WAIT** until traffic is yielding before stepping out.
- 3** Make sure each traffic lane is clear before you move on to the next.
- 4** Say thanks by flashing a smile to drivers!

DRIVERS:

- 1 WATCH FOR PEDESTRIANS** when approaching a mid-block crosswalk or intersection.
- 2 STOP FOR WALKERS** trying to cross at crosswalks, even if RRFB lights are not flashing.
- 3 GIVE PLENTY OF SPACE:** Stop at the stop bar or yield triangle pavement markings.
- 4 NEVER PASS** another vehicle that has stopped or is slowing down at a crosswalk.



**Be kind!
Give Walkers plenty of space.**



**Don't be a bully!
STOP HERE
at the
"YIELD MARKS"**



ALWAYS watch for walkers & yield to them at crosswalks & intersections!

School Bus Safety - Know what the lights mean!



RED LIGHTS mean:

ALL DIRECTIONS MUST STOP!

(unless the bus is on the other side of a median
OR on the other side of a 4-lane highway)

YELLOW LIGHTS mean:

Slow down, bus is about to stop!

Violation: Up to \$1,000 & Points

State Code 304.050



For more information and safety tips,
visit springfieldmo.gov/sgfyields.



What to do at **RRFBs**

(Rectangular Rapid Flashing Beacon)

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-activated flashing devices that can be easily seen by drivers from longer distances. RRFBs increase driver awareness and provide a safer crossing opportunity for pedestrians like you and me!



WALKERS:

- 1 PRESS THE BUTTON** to activate the RRFB lights, so that motorists are more likely to notice that you are trying to cross.
- 2 MAKE EYE CONTACT** with drivers and **WAIT** until traffic is yielding before stepping out.
- 3** Make sure each traffic lane is clear before you move on to the next.
- 4** Say thanks by flashing a smile to drivers!

DRIVERS:

- 1 WATCH FOR PEDESTRIANS** when approaching a mid-block crosswalk or intersection.
- 2 STOP FOR WALKERS** trying to cross at crosswalks, even if RRFB lights are not flashing.
- 3 GIVE PLENTY OF SPACE:** Stop at the stop bar or yield triangle pavement markings.
- 4 NEVER PASS** another vehicle that has stopped or is slowing down at a crosswalk.



SGF
YIELDS

For more information and safety tips,
visit springfieldmo.gov/sgfyields.



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STATE WATCH — 54M 41S AGO

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TECHNOLOGY — 55M 37S AGO

Airline industry warns it won't rebound until 2024

BY ALEX GANGITANO - 09/03/20 11:52 AM EDT

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© Getty Images

The airline industry warned it won't fully rebound to pre-pandemic levels until 2024, Airlines for America (A4A) announced Thursday.

A4A, which represents the major U.S. airlines, predicted that demand for air travel won't return to where it was in February and early March for a few years.

"We don't see any significant increase in demand. We don't see it fully rebounding until 2024," A4A CEO Nicholas Calio said on a call with reporters. "We are doing everything we can to keep our companies afloat. People talk about the situation being dire. It is dire. Right now, we're fighting for survival. No bones about it."

He noted that the industry is smaller than it once was, meaning carriers are flying fewer flights and it's more difficult for customers to get to where they want to go.

Passenger volumes are down 70 percent compared to year-ago levels and 29 percent of U.S. passenger airline fleets remain idle. Bookings are down 73 percent and booked revenue is down 86 percent, marked by the lack of business travel that produces high-quality traffic for carriers.

Calio called for more aid from the government to help airlines survive the pandemic amid looming furloughs and stalled negotiations in Congress over the next coronavirus relief package.

An unlawful effort to end evictions

OPINION — 55M 41S AGO

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“Our hope is that there will be more aid coming from the government in terms of frankly, a new CARES Act,” he said, not giving a dollar amount but adding that the aid could come in part grants and part loans.

The CARES Act, which Congress passed in March, provided \$25 billion in loans and loan guarantees for passenger airlines and \$25 billion in direct grants to passenger airlines.

“It was no bailout. It was a simply pass through, a jobs bill,” Calio said.

Airlines are prohibited from firing or laying off any employees until Oct. 1 under the terms of the relief funding. United Airlines [announced Wednesday](#) that it plans to cut 16,370 employees in October and American Airlines [announced last month](#) that 19,000 employees will be cut.

Public image of sports industry drops amid pandemic

Calio noted that Trump has said recently that airlines should be helped further.

Trump told reporters on Tuesday in Wisconsin, “We’ll be helping the airlines. You have to help the airlines. Airlines are a tough business in good times.”

White House chief of staff Mark Meadows also said last week that Trump is considering executive action to avoid airline industry layoffs if Congress doesn’t act.

TAGS MARK MEADOWS AIRLINES FOR AMERICA CORONAVIRUS COVID-19

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 An official website of the United States government [Here's how you know](#) ▼

The latest general information on the Coronavirus Disease 2019 (COVID-19) is available on [Coronavirus.gov](#). For USDOT specific COVID-19 resources, please visit our page.

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Transportation Tuesday

U.S. Transportation Secretary Elaine L. Chao Makes Historic Announcement on America’s Freight System

Thursday, September 3, 2020

WASHINGTON – U.S. Secretary of Transportation Elaine L. Chao today announced the release of the first-ever National Freight Strategic Plan (NFSP). It is the latest effort by the Department and the Trump Administration to strengthen America’s economic competitiveness. The NFSP lays out a vision for long-term investments in infrastructure, the workforce, and other essential parts of the freight system.

“The Department is unveiling the first-ever National Freight Strategic Plan so that the U.S. can maintain our competitive edge across major industries like agriculture, manufacturing, energy production and E-commerce,” said U.S. Transportation Secretary Elaine L. Chao.

Every day, America’s transportation network moves more than 51 million tons of freight and energy products valued at nearly \$52 billion via highways, railways, ports and inland waterways, pipelines, and airports. The growth in freight demand due to increasing use of e-commerce and global supply chains in recent years has strained our freight system, and could threaten the competitive advantage of American businesses. As these supply chains continue to spread across the world, America’s ability to compete could be limited by inadequate infrastructure and a lack of preparation for incorporating innovative technologies.

The NFSP provides a clear path to improve the safety, security, and resilience of the national freight system. It also details how we can modernize freight infrastructure and operations to grow the economy and increase competitiveness. Additionally, the NFSP lays out a plan to prepare for the future by supporting the development of data, technologies, and workforce capabilities that improve freight system performance.

To learn more about the NFSP, visit [transportation.gov/freight/NFSP](#)

Secretary Chao’s remarks can be viewed [HERE](#).

###

U.S. DEPARTMENT OF TRANSPORTATION
1200 New Jersey Avenue, SE
Washington, DC 20590
855-368-4200

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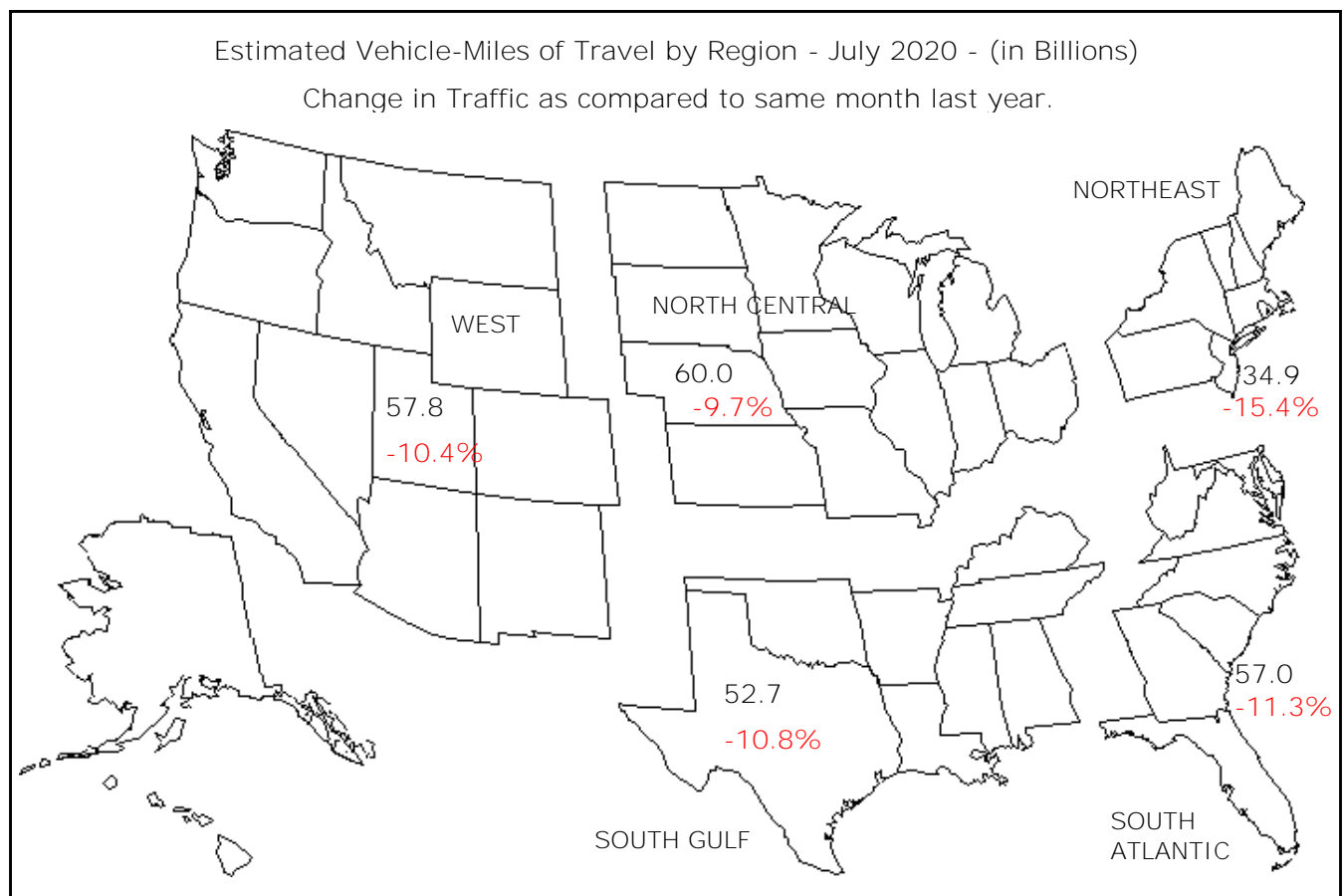
TRAFFIC VOLUME TRENDS

July 2020

Travel on all roads and streets changed by **-11.2%** (-33.2 billion vehicle miles) for July 2020 as compared with July 2019. Travel for the month is estimated to be 262.4 billion vehicle miles.

The seasonally adjusted vehicle miles traveled for July 2020 is 239.7 billion miles, a **-12.5%** (-34.4 billion vehicle miles) decline from July 2019. It also represents 4% increase (9.2 billion vehicle miles) compared with June 2020.

Cumulative Travel for 2020 changed by **-15.7%** (-297.2 billion vehicle miles). The Cumulative estimate for the year is 1,593.2 billion vehicle miles of travel.



Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2.

All vehicle-miles of travel computed with Highway Statistics 2018 Table VM-2 as a base.

Compiled with data on hand as of September 03, 2020.

Some historical data were revised based on HPMS and amended TVT data as of December 2018.

For information on total licensed drivers in the U.S. visit <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>.

Select the year of interest then Section 6 (Driver Licensing).

For information on total registered motor vehicles in the U.S., visit <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>

Select the year of interest and Section 7 (Motor Vehicles).

Traffic Volume Trends - July 2020

Page 2

Based on preliminary reports from the State Highway Agencies, travel during July 2020 on all roads and streets in the nation changed by **-11.2%** (-33.2 billion vehicle miles) resulting in estimated travel for the month at **262.4**** billion vehicle-miles.

This total includes **86.3** billion vehicle-miles on rural roads and **176.2** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **-15.7%** (-297.2 billion vehicle miles).

The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2010 census. Travel estimates for 2014 and beyond will also reflect this adjustment.

Travel for the current month, the cumulative yearly total, as well as the moving 12-month total on all roads and streets is shown below. Similar totals for each year since 1995 are also included.

Travel in Millions of Vehicle Miles

All Roads and Streets

Year	July	Year to Date	Moving 12-Month
1995	217,188	1,405,475	2,407,055
1996	225,109	1,428,788	2,446,088
1997	236,713	1,482,368	2,535,782
1998	239,944	1,512,756	2,590,760
1999	243,116	1,536,698	2,649,305
2000	245,140	1,593,494	2,736,255
2001	250,363	1,614,880	2,768,312
2002	256,392	1,652,755	2,833,486
2003	262,105	1,665,799	2,868,554
2004	265,969	1,719,117	2,943,540
2005	267,025	1,741,605	2,987,277
2006	263,421	1,751,833	2,999,658
2007	267,106	1,765,140	3,027,424
2008	261,600	1,739,238	3,003,919
2009	264,472	1,725,431	2,959,702
2010	265,315	1,721,972	2,953,305
2011	260,175	1,712,564	2,957,858
2012	260,244	1,732,679	2,970,517
2013	263,946	1,737,644	2,973,535
2014	270,053	1,750,270	3,000,906
2015	278,372	1,791,338	3,066,723
2016	285,160	1,837,614	3,141,649
2017	288,566	1,859,571	3,196,366
2018	290,989	1,875,678	3,228,454
2019	295,577	1,890,381	3,255,029
2020	262,419	1,593,175	2,970,036

Traffic Volume Trends is a monthly report based on hourly traffic count data. These data, collected at approximately 5,000 continuous traffic counting locations nationwide, are used to determine the percent change in traffic for the current month compared to the same month in the previous year. This percent change is applied to the travel for the same month of the previous year to obtain an estimate of travel for the current month. Because of the limited sample sizes, caution should be used with these estimates. The Highway Performance Monitoring System provides more accurate information on an annual basis.

** System entries may not add to give "All Systems" total due to rounding for Page 2 to 8.

Table - 1. Estimated Individual Monthly Motor Vehicle Travel in the United States**

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2019 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	18.7	16.8	20.9	22.0	23.1	23.0	25.4	24.2	21.5	22.4	20.5	21.7
Rural Other Arterial	27.6	25.7	31.0	32.3	33.6	33.8	36.7	35.2	32.9	33.9	30.3	31.2
Other Rural	25.1	22.8	28.0	30.0	30.7	30.5	32.7	31.4	29.2	30.3	26.8	27.5
Urban Interstate	43.9	39.8	48.1	48.9	50.3	50.5	49.9	49.8	47.9	49.3	47.1	49.7
Urban Other Arterial	90.4	83.0	97.8	100.6	100.5	97.4	102.5	99.9	95.8	101.8	92.5	98.3
Other Urban	42.5	38.7	45.7	47.6	47.8	45.8	48.4	46.2	44.5	46.1	43.3	45.7
All Systems	248.2	226.7	271.5	281.4	286.0	280.9	295.6	286.6	271.7	284.0	260.5	274.2
2020 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	19.2	17.4	16.8	12.2	16.9	19.5	22.2					
Rural Other Arterial	28.3	26.4	25.8	20.4	26.4	30.6	33.5					
Other Rural	25.6	23.3	23.5	20.0	24.6	27.9	30.6					
Urban Interstate	44.9	40.7	37.8	26.9	35.0	41.8	42.5					
Urban Other Arterial	92.0	84.6	78.6	59.5	73.7	83.8	90.4					
Other Urban	43.6	39.5	37.6	29.4	36.1	40.3	43.2					
All Systems	253.6	231.8	220.1	168.5	212.8	243.9	262.4					
* Percent Change In Individual Monthly Travel 2019 vs. 2020												
Rural Interstate	2.8	3.2	-19.9	-44.6	-26.9	-15.2	-12.7					
Rural Other Arterial	2.7	3.0	-16.8	-36.7	-21.4	-9.5	-8.6					
Other Rural	2.0	2.4	-15.8	-33.3	-19.6	-8.3	-6.6					
Urban Interstate	2.1	2.3	-21.4	-44.9	-30.6	-17.4	-14.8					
Urban Other Arterial	1.8	1.9	-19.7	-40.8	-26.6	-13.9	-11.8					
Other Urban	2.5	2.1	-17.7	-38.3	-24.4	-12.0	-10.7					
All Systems	2.2	2.3	-18.9	-40.1	-25.6	-13.2	-11.2					

Table - 2. Estimated Cumulative Monthly Motor Vehicle Travel in the United States**

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2019 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	18.7	35.5	56.5	78.5	101.6	124.6	150.0	174.1	195.6	218.0	238.4	260.1
Rural Other Arterial	27.6	53.3	84.3	116.5	150.2	184.0	220.7	255.9	288.7	322.7	353.0	384.2
Other Rural	25.1	47.8	75.8	105.8	136.5	167.0	199.7	231.1	260.3	290.7	317.5	345.0
Urban Interstate	43.9	83.8	131.9	180.7	231.1	281.6	331.5	381.3	429.2	478.5	525.6	575.2
Urban Other Arterial	90.4	173.4	271.2	371.8	472.3	569.6	672.1	772.0	867.8	969.6	1062.1	1160.5
Other Urban	42.5	81.2	126.8	174.4	222.2	268.0	316.4	362.5	407.0	453.2	496.5	542.2
All Systems	248.2	474.9	746.4	1027.8	1313.9	1594.8	1890.4	2177.0	2448.7	2732.6	2993.1	3267.2
2020 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	19.2	36.6	53.4	65.6	82.5	101.9	124.1					
Rural Other Arterial	28.3	54.8	80.6	101.0	127.4	158.1	191.6					
Other Rural	25.6	48.9	72.4	92.4	117.1	145.0	175.6					
Urban Interstate	44.9	85.6	123.4	150.4	185.3	227.1	269.6					
Urban Other Arterial	92.0	176.6	255.2	314.7	388.4	472.3	562.6					
Other Urban	43.6	83.0	120.6	150.0	186.1	226.4	269.6					
All Systems	253.6	485.5	705.6	874.1	1086.9	1330.8	1593.2					
* Percent Change In Cumulative Monthly Travel 2019 vs. 2020												
Rural Interstate	2.8	3.0	-5.5	-16.5	-18.9	-18.2	-17.3					
Rural Other Arterial	2.7	2.8	-4.4	-13.3	-15.1	-14.1	-13.2					
Other Rural	2.0	2.2	-4.5	-12.6	-14.2	-13.1	-12.1					
Urban Interstate	2.1	2.2	-6.4	-16.8	-19.8	-19.4	-18.7					
Urban Other Arterial	1.8	1.8	-5.9	-15.4	-17.8	-17.1	-16.3					
Other Urban	2.5	2.3	-4.9	-14.0	-16.2	-15.5	-14.8					
All Systems	2.2	2.2	-5.5	-15.0	-17.3	-16.6	-15.7					

* Percent change is based on vehicle travel in millions of miles.

Table - 3. Changes on Rural Arterial Roads by Region and State**

Region and State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2020 (Preliminary)	2019			2020 (Revised)	2019	
Northeast								
Connecticut	2	130	159	-18.6	2	114	146	-22.2
Maine	54	472	582	-18.8	56	395	509	-22.3
Massachusetts	15	143	179	-20.1	13	120	160	-25.4
New Hampshire	78	305	353	-13.6	79	255	314	-18.9
New Jersey	12	234	283	-17.2	14	184	239	-23.0
New York	47	1,235	1,513	-18.4	44	1,060	1,311	-19.2
Pennsylvania	29	1,936	2,246	-13.8	26	1,704	2,002	-14.9
Rhode Island	6	47	61	-22.8	6	39	51	-24.6
Vermont	24	252	324	-22.3	21	199	262	-24.2
Subtotal		4,754	5,700	-16.6		4,070	4,994	-18.5
South Atlantic								
Delaware	-	170	196	-13.6	2	170	178	-4.5
District of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	102	1,981	2,221	-10.8	102	1,943	2,144	-9.3
Georgia	56	1,880	2,025	-7.1	56	1,543	1,654	-6.7
Maryland	9	582	643	-9.5	7	488	594	-17.8
North Carolina	27	1,940	2,110	-8.1	26	1,761	1,953	-9.8
South Carolina	56	1,551	1,711	-9.4	55	1,409	1,539	-8.4
Virginia	311	1,809	2,067	-12.5	316	1,613	1,912	-15.6
West Virginia	14	498	561	-11.3	17	402	462	-12.9
Subtotal		10,411	11,534	-9.7		9,329	10,436	-10.6
North Central								
Illinois	31	1,635	1,795	-8.9	29	1,681	1,859	-9.6
Indiana	20	1,755	1,916	-8.4	25	1,271	1,407	-9.7
Iowa	65	1,241	1,376	-9.8	70	1,143	1,305	-12.4
Kansas	64	911	979	-6.9	64	855	952	-10.2
Michigan	56	1,890	1,978	-4.4	56	1,608	1,726	-6.9
Minnesota	15	1,325	1,496	-11.4	11	1,258	1,472	-14.5
Missouri	82	1,958	2,098	-6.7	82	1,547	1,674	-7.5
Nebraska	34	840	864	-2.7	34	718	800	-10.3
North Dakota	48	407	486	-16.2	46	360	433	-16.7
Ohio	53	1,650	1,867	-11.6	55	1,458	1,701	-14.3
South Dakota	37	524	538	-2.7	36	444	506	-12.2
Wisconsin	70	1,670	1,893	-11.8	78	1,482	1,729	-14.3
Subtotal		15,806	17,286	-8.6		13,825	15,564	-11.2
South Gulf								
Alabama	56	1,507	1,615	-6.7	58	1,455	1,562	-6.9
Arkansas	23	1,102	1,154	-4.5	22	973	1,043	-6.8
Kentucky	22	1,298	1,440	-9.9	22	1,461	1,653	-11.6
Louisiana	-	1,153	1,321	-12.8	-	1,076	1,241	-13.3
Mississippi	43	1,198	1,256	-4.6	42	1,088	1,157	-5.9
Oklahoma	42	1,187	1,308	-9.2	44	1,100	1,192	-7.7
Tennessee	21	1,674	1,792	-6.6	17	1,502	1,591	-5.6
Texas	148	4,350	5,222	-16.7	144	4,360	4,990	-12.6
Subtotal		13,469	15,108	-10.8		13,015	14,429	-9.8
West								
Alaska	27	125	140	-11.0	24	118	132	-10.9
Arizona	58	936	1,061	-11.8	63	947	1,087	-12.9
California	67	3,477	3,884	-10.5	70	2,919	3,386	-13.8
Colorado	65	1,036	1,122	-7.7	67	921	1,046	-12.0
Hawaii	11	75	102	-26.4	10	58	82	-29.4
Idaho	111	625	645	-3.0	119	533	563	-5.3
Montana	63	702	745	-5.8	65	604	674	-10.4
Nevada	38	452	481	-6.1	40	404	436	-7.4
New Mexico	-	800	937	-14.7	26	757	847	-10.7
Oregon	101	970	1,032	-6.0	96	848	968	-12.3
Utah	-	615	665	-7.5	-	543	601	-9.8
Washington	68	927	1,072	-13.6	68	800	1,094	-26.9
Wyoming	86	502	527	-4.7	90	411	462	-11.0
Subtotal		11,242	12,413	-9.4		9,863	11,378	-13.3
TOTALS	2,467	55,682	62,045	-10.3	2,515	50,101	56,801	-11.8

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

Table - 4. Changes on Urban Arterial Roads by Region and State**

Region and State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2020 (Preliminary)	2019			2020 (Revised)	2019	
Northeast								
Connecticut	17	1,788	2,099	-14.8	16	1,487	1,962	-24.2
Maine	24	255	303	-15.9	24	218	277	-21.3
Massachusetts	161	3,934	4,766	-17.5	143	3,339	4,444	-24.9
New Hampshire	68	501	586	-14.4	70	477	577	-17.4
New Jersey	97	3,912	4,769	-18.0	96	3,544	4,746	-25.3
New York	65	5,783	6,823	-15.2	65	5,183	6,707	-22.7
Pennsylvania	29	4,285	4,913	-12.8	31	3,831	4,505	-15.0
Rhode Island	22	483	571	-15.3	25	435	498	-12.6
Vermont	13	120	145	-17.2	14	101	128	-21.1
Subtotal		21,061	24,975	-15.7		18,615	23,844	-21.9
South Atlantic								
Delaware	-	439	512	-14.3	-	478	503	-5.1
District of Columbia	3	151	180	-15.9	3	196	252	-22.1
Florida	140	9,086	10,546	-13.9	138	8,790	10,000	-12.1
Georgia	134	4,848	5,546	-12.6	136	4,791	5,580	-14.1
Maryland	29	3,521	3,948	-10.8	29	2,904	3,637	-20.2
North Carolina	34	4,628	5,372	-13.9	32	4,280	5,049	-15.2
South Carolina	53	1,906	2,160	-11.8	51	1,901	2,148	-11.5
Virginia	364	3,563	4,168	-14.5	370	3,208	3,937	-18.5
West Virginia	10	640	739	-13.5	12	566	667	-15.3
Subtotal		28,782	33,171	-13.2		27,114	31,773	-14.7
North Central								
Illinois	53	4,443	5,092	-12.7	53	4,796	5,826	-17.7
Indiana	18	2,743	2,958	-7.3	17	2,418	2,655	-8.9
Iowa	22	852	933	-8.7	27	802	912	-12.1
Kansas	16	916	1,013	-9.6	16	889	994	-10.6
Michigan	49	4,362	5,117	-14.7	52	3,592	4,367	-17.7
Minnesota	8	2,191	2,499	-12.3	8	2,049	2,399	-14.6
Missouri	65	2,438	2,752	-11.4	63	2,277	2,603	-12.5
Nebraska	15	582	641	-9.2	15	547	629	-13.1
North Dakota	10	185	200	-7.8	10	162	187	-13.2
Ohio	103	4,631	5,247	-11.7	104	4,360	4,957	-12.1
South Dakota	4	197	206	-4.3	4	187	211	-11.1
Wisconsin	82	2,205	2,503	-11.9	94	1,911	2,215	-13.7
Subtotal		25,745	29,161	-11.7		23,990	27,955	-14.2
South Gulf								
Alabama	97	2,070	2,280	-9.2	97	2,124	2,340	-9.2
Arkansas	7	1,315	1,398	-5.9	5	1,230	1,299	-5.3
Kentucky	19	1,360	1,479	-8.0	17	1,371	1,540	-10.9
Louisiana	-	1,970	2,294	-14.1	2	1,978	2,289	-13.6
Mississippi	23	995	1,119	-11.1	26	979	1,088	-10.0
Oklahoma	31	1,644	1,785	-7.9	31	1,500	1,607	-6.7
Tennessee	18	3,459	3,679	-6.0	17	3,604	3,761	-4.2
Texas	86	11,780	14,074	-16.3	89	11,221	13,115	-14.4
Subtotal		24,593	28,108	-12.5		24,007	27,039	-11.2
West								
Alaska	41	183	205	-10.8	45	171	195	-12.2
Arizona	58	2,900	3,160	-8.2	64	3,378	3,651	-7.5
California	96	18,697	21,187	-11.8	100	18,352	21,558	-14.9
Colorado	31	2,253	2,540	-11.3	33	2,091	2,395	-12.7
Hawaii	49	346	489	-29.3	48	327	464	-29.6
Idaho	74	463	500	-7.5	73	442	479	-7.8
Montana	14	304	318	-4.4	13	254	269	-5.4
Nevada	32	1,079	1,230	-12.3	36	965	1,112	-13.2
New Mexico	-	694	807	-14.0	18	600	705	-14.8
Oregon	46	1,421	1,561	-9.0	46	1,260	1,474	-14.5
Utah	-	1,339	1,495	-10.4	-	1,235	1,386	-10.9
Washington	69	2,896	3,303	-12.3	70	2,625	3,431	-23.5
Wyoming	26	160	172	-7.4	24	147	159	-7.5
Subtotal		32,735	36,967	-11.4		31,847	37,278	-14.6
TOTALS	2,525	132,914	152,380	-12.8	2,572	125,571	147,885	-15.1

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

Table - 5. Changes on ALL* Estimated Roads by Region and State**

Region and State	July				June			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2020 (Preliminary)	2019			2020 (Revised)	2019	
Northeast								
Connecticut	19	2,455	2,889	-15.0	18	2,052	2,700	-24.0
Maine	106	1,219	1,436	-15.2	108	1,065	1,303	-18.3
Massachusetts	181	5,197	6,269	-17.1	162	4,404	5,849	-24.7
New Hampshire	158	1,118	1,300	-14.0	161	1,009	1,221	-17.4
New Jersey	114	5,508	6,753	-18.4	115	4,943	6,627	-25.4
New York	128	9,699	11,372	-14.7	122	8,471	10,599	-20.1
Pennsylvania	71	8,497	9,774	-13.1	70	7,514	8,893	-15.5
Rhode Island	28	635	756	-16.0	31	558	645	-13.6
Vermont	50	600	751	-20.2	49	481	628	-23.4
Subtotal		34,928	41,300	-15.4		30,497	38,465	-20.7
South Atlantic								
Delaware	-	891	1,027	-13.2	4	933	983	-5.1
District of Columbia	3	210	250	-15.9	3	274	352	-22.1
Florida	250	16,634	19,009	-12.5	248	16,419	18,357	-10.6
Georgia	215	10,695	11,975	-10.7	218	9,740	11,064	-12.0
Maryland	42	5,512	6,104	-9.7	40	4,309	5,324	-19.1
North Carolina	78	10,013	11,137	-10.1	73	9,286	10,440	-11.1
South Carolina	131	4,791	5,255	-8.8	128	4,540	4,944	-8.2
Virginia	689	6,724	7,808	-13.9	701	5,970	7,300	-18.2
West Virginia	29	1,546	1,749	-11.6	35	1,341	1,538	-12.8
Subtotal		57,016	64,314	-11.3		52,812	60,302	-12.4
North Central								
Illinois	90	8,386	9,500	-11.7	88	8,713	10,361	-15.9
Indiana	49	7,555	8,146	-7.3	52	6,103	6,680	-8.6
Iowa	114	2,903	3,120	-7.0	125	2,828	3,058	-7.5
Kansas	90	2,737	2,919	-6.2	91	2,610	2,815	-7.3
Michigan	105	8,256	9,358	-11.8	108	6,981	8,167	-14.5
Minnesota	30	4,851	5,452	-11.0	22	4,656	5,429	-14.2
Missouri	161	6,515	7,087	-8.1	159	5,788	6,303	-8.2
Nebraska	58	1,880	1,988	-5.4	57	1,679	1,890	-11.1
North Dakota	65	855	977	-12.6	62	781	898	-13.1
Ohio	171	9,457	10,548	-10.3	175	8,863	9,858	-10.1
South Dakota	44	979	1,026	-4.6	44	815	931	-12.5
Wisconsin	160	5,635	6,309	-10.7	183	5,077	5,812	-12.6
Subtotal		60,009	66,430	-9.7		54,894	62,202	-11.7
South Gulf								
Alabama	158	5,802	6,330	-8.3	161	5,902	6,382	-7.5
Arkansas	35	3,299	3,434	-3.9	31	3,130	3,317	-5.6
Kentucky	58	3,681	4,018	-8.4	56	4,010	4,440	-9.7
Louisiana	-	4,101	4,672	-12.2	2	3,950	4,562	-13.4
Mississippi	80	3,543	3,807	-6.9	81	3,344	3,598	-7.1
Oklahoma	82	3,873	4,197	-7.7	85	3,593	3,836	-6.3
Tennessee	47	7,190	7,599	-5.4	43	7,055	7,325	-3.7
Texas	268	21,174	24,972	-15.2	264	20,357	23,479	-13.3
Subtotal		52,663	59,029	-10.8		51,341	56,939	-9.8
West								
Alaska	76	474	529	-10.4	77	442	501	-11.8
Arizona	135	5,033	5,447	-7.6	148	5,681	6,135	-7.4
California	164	27,596	31,190	-11.5	171	26,375	30,862	-14.5
Colorado	97	4,220	4,658	-9.4	101	3,849	4,372	-12.0
Hawaii	68	731	1,006	-27.3	66	640	898	-28.7
Idaho	197	1,615	1,694	-4.6	204	1,439	1,541	-6.6
Montana	89	1,465	1,530	-4.2	90	1,221	1,326	-7.9
Nevada	81	2,246	2,493	-9.9	86	2,020	2,273	-11.2
New Mexico	-	2,355	2,632	-10.5	51	2,019	2,276	-11.3
Oregon	153	3,299	3,544	-6.9	149	2,850	3,320	-14.1
Utah	-	2,681	2,928	-8.4	-	2,444	2,712	-9.9
Washington	140	5,088	5,784	-12.0	141	4,498	5,874	-23.4
Wyoming	138	999	1,067	-6.4	138	872	940	-7.2
Subtotal		57,802	64,502	-10.4		54,350	63,030	-13.8
TOTALS	5,495	262,419	295,577	-11.2	5,597	243,893	280,938	-13.2

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

* All Estimated roads include travel from Table 3 and 4 plus remaining roads.

Table - 6. Estimated Rural Vehicle Miles (Millions) and Percent Change from Same Period Previous Year**

Year - 2019														
<u>Rural Interstate</u> %			<u>Rural Other Arter</u> %			<u>Other Rural</u> %			<u>Total Rural</u> %			<u>All Systems</u> %		
Jan	18,693	1.7	Jan	27,597	1.9	Jan	25,077	0.7	Jan	71,368	1.4	Jan	248,210	1.4
Feb	16,849	-0.1	Feb	25,653	-0.1	Feb	22,758	-0.9	Feb	65,261	-0.4	Feb	226,740	-0.4
Mar	20,917	0.8	Mar	31,013	0.5	Mar	27,956	-0.4	Mar	79,886	0.2	Mar	271,461	0.3
Q1	56,460	0.8	Q1	84,264	0.8	Q1	75,791	-0.2	Q1	216,515	0.5	Q1	746,411	0.4
Apr	22,040	2.7	Apr	32,260	3.2	Apr	30,037	2.7	Apr	84,337	2.9	Apr	281,437	2.3
May	23,125	1.6	May	33,635	1.0	May	30,663	0.3	May	87,423	0.9	May	286,018	0.8
Jun	22,953	0.4	Jun	33,849	0.1	Jun	30,490	-0.8	Jun	87,291	-0.2	Jun	280,938	-0.6
Q2	68,118	1.5	Q2	99,744	1.4	Q2	91,189	0.7	Q2	259,051	1.2	Q2	848,393	0.8
1st Half	124,578	1.2	1st Half	184,008	1.1	1st Half	166,981	0.3	1st Half	475,566	0.9	1st Half	1,594,804	0.6
Jul	25,386	1.0	Jul	36,659	1.5	Jul	32,733	1.9	Jul	94,778	1.5	Jul	295,577	1.6
Aug	24,151	1.3	Aug	35,218	1.3	Aug	31,373	1.1	Aug	90,742	1.2	Aug	286,587	0.6
Sep	21,451	0.8	Sep	32,852	1.8	Sep	29,246	2.0	Sep	83,548	1.6	Sep	271,696	1.6
Q3	70,988	1.0	Q3	104,729	1.5	Q3	93,351	1.6	Q3	269,068	1.4	Q3	853,860	1.2
Oct	22,416	1.3	Oct	33,945	1.3	Oct	30,347	1.3	Oct	86,707	1.3	Oct	283,956	0.9
Nov	20,458	-1.4	Nov	30,305	0.1	Nov	26,801	0.5	Nov	77,564	-0.2	Nov	260,456	0.0
Dec	21,668	3.2	Dec	31,240	2.1	Dec	27,497	1.5	Dec	80,405	2.2	Dec	274,165	1.4
Q4	64,542	1.0	Q4	95,489	1.2	Q4	84,645	1.1	Q4	244,676	1.1	Q4	818,577	0.8
2nd Half	135,530	1.0	2nd Half	200,218	1.3	2nd Half	177,996	1.4	2nd Half	513,744	1.3	2nd Half	1,672,438	1.0
Year	260,108	1.1	Year	384,226	1.2	Year	344,977	0.9	Year	989,310	1.1	Year	3,267,241	0.8

Year - 2020														
<u>Rural Interstate</u> %			<u>Rural Other Arter</u> %			<u>Other Rural</u> %			<u>Total Rural</u> %			<u>All Systems</u> %		
Jan	19,212	2.8	Jan	28,349	2.7	Jan	25,574	2.0	Jan	73,136	2.5	Jan	253,621	2.2
Feb	17,389	3.2	Feb	26,418	3.0	Feb	23,297	2.4	Feb	67,104	2.8	Feb	231,843	2.3
Mar	16,758	-19.9	Mar	25,812	-16.8	Mar	23,544	-15.8	Mar	66,114	-17.2	Mar	220,101	-18.9
Q1	53,359	-5.5	Q1	80,580	-4.4	Q1	72,416	-4.5	Q1	206,354	-4.7	Q1	705,565	-5.5
Apr	12,200	-44.6	Apr	20,423	-36.7	Apr	20,028	-33.3	Apr	52,651	-37.6	Apr	168,499	-40.1
May	16,897	-26.9	May	26,444	-21.4	May	24,643	-19.6	May	67,984	-22.2	May	212,799	-25.6
Jun	19,463	-15.2	Jun	30,638	-9.5	Jun	27,945	-8.3	Jun	78,046	-10.6	Jun	243,893	-13.2
Q2	48,560	-28.7	Q2	77,505	-22.3	Q2	72,616	-20.4	Q2	198,680	-23.3	Q2	625,192	-26.3
1st Half	101,919	-18.2	1st Half	158,085	-14.1	1st Half	145,031	-13.1	1st Half	405,034	-14.8	1st Half	1,330,757	-16.6
Jul	22,157	-12.7	Jul	33,525	-8.6	Jul	30,580	-6.6	Jul	86,262	-9.0	Jul	262,419	-11.2
Aug			Aug			Aug			Aug			Aug		
Sep			Sep			Sep			Sep			Sep		
Q3	22,157	-12.7	Q3	33,525	-8.6	Q3	30,580	-6.6	Q3	86,262	-9.0	Q3	262,419	-11.2
Oct			Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec			Dec		
Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0
2nd Half	22,157	-12.7	2nd Half	33,525	-8.6	2nd Half	30,580	-6.6	2nd Half	86,262	-9.0	2nd Half	262,419	-11.2
Year	124,075	-17.3	Year	191,610	-13.2	Year	175,611	-12.1	Year	491,296	-13.9	Year	1,593,175	-15.7

Table - 7. Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year**

Year - 2019														
<u>Urban Interstate</u> %			<u>Urban Other Arte</u> %			<u>Other Urban</u> %			<u>Total Urban</u> %			<u>All Systems</u> %		
Jan	43,946	0.9	Jan	90,387	1.2	Jan	42,510	2.3	Jan	176,843	1.4	Jan	248,210	1.4
Feb	39,812	-0.8	Feb	83,017	-0.7	Feb	38,650	0.2	Feb	161,479	-0.5	Feb	226,740	-0.4
Mar	48,101	0.6	Mar	97,820	0.0	Mar	45,654	0.6	Mar	191,574	0.3	Mar	271,461	0.3
Q1	131,859	0.3	Q1	271,223	0.2	Q1	126,814	1.0	Q1	529,896	0.4	Q1	746,411	0.4
Apr	48,891	1.7	Apr	100,575	1.9	Apr	47,634	2.8	Apr	197,100	2.0	Apr	281,437	2.3
May	50,349	0.8	May	100,485	0.4	May	47,760	1.4	May	198,595	0.8	May	286,018	0.8
Jun	50,527	-0.7	Jun	97,359	-1.0	Jun	45,762	-0.5	Jun	193,647	-0.8	Jun	280,938	-0.6
Q2	149,766	0.6	Q2	298,419	0.4	Q2	141,156	1.2	Q2	589,342	0.7	Q2	848,393	0.8
1st Half	281,625	0.4	1st Half	569,642	0.3	1st Half	267,970	1.1	1st Half	1,119,237	0.5	1st Half	1,594,804	0.6
Jul	49,912	1.2	Jul	102,468	1.8	Jul	48,419	1.8	Jul	200,799	1.6	Jul	295,577	1.6
Aug	49,758	0.2	Aug	99,934	0.1	Aug	46,153	0.6	Aug	195,845	0.3	Aug	286,587	0.6
Sep	47,886	1.6	Sep	95,762	1.4	Sep	44,501	1.9	Sep	188,148	1.6	Sep	271,696	1.6
Q3	147,557	1.0	Q3	298,163	1.1	Q3	139,072	1.4	Q3	584,792	1.2	Q3	853,860	1.2
Oct	49,306	0.8	Oct	101,807	0.5	Oct	46,135	1.3	Oct	197,249	0.7	Oct	283,956	0.9
Nov	47,075	0.1	Nov	92,504	-0.1	Nov	43,313	0.3	Nov	182,892	0.1	Nov	260,456	0.0
Dec	49,673	1.4	Dec	98,337	0.8	Dec	45,749	1.3	Dec	193,760	1.1	Dec	274,165	1.4
Q4	146,055	0.8	Q4	292,649	0.4	Q4	135,197	0.9	Q4	573,901	0.6	Q4	818,577	0.8
2nd Half	293,612	0.9	2nd Half	590,812	0.8	2nd Half	274,270	1.2	2nd Half	1,158,694	0.9	2nd Half	1,672,438	1.0
Year	575,236	0.7	Year	1,160,454	0.5	Year	542,240	1.2	Year	2,277,931	0.7	Year	3,267,241	0.8

Year - 2020														
<u>Urban Interstate</u> %			<u>Urban Other Arte</u> %			<u>Other Urban</u> %			<u>Total Urban</u> %			<u>All Systems</u> %		
Jan	44,889	2.1	Jan	92,021	1.8	Jan	43,575	2.5	Jan	180,485	2.1	Jan	253,621	2.2
Feb	40,711	2.3	Feb	84,573	1.9	Feb	39,455	2.1	Feb	164,739	2.0	Feb	231,843	2.3
Mar	37,824	-21.4	Mar	78,578	-19.7	Mar	37,585	-17.7	Mar	153,987	-19.6	Mar	220,101	-18.9
Q1	123,425	-6.4	Q1	255,171	-5.9	Q1	120,615	-4.9	Q1	499,211	-5.8	Q1	705,565	-5.5
Apr	26,929	-44.9	Apr	59,538	-40.8	Apr	29,381	-38.3	Apr	115,849	-41.2	Apr	168,499	-40.1
May	34,953	-30.6	May	73,733	-26.6	May	36,130	-24.4	May	144,815	-27.1	May	212,799	-25.6
Jun	41,754	-17.4	Jun	83,818	-13.9	Jun	40,276	-12.0	Jun	165,847	-14.4	Jun	243,893	-13.2
Q2	103,635	-30.8	Q2	217,089	-27.3	Q2	105,787	-25.1	Q2	426,511	-27.6	Q2	625,192	-26.3
1st Half	227,060	-19.4	1st Half	472,261	-17.1	1st Half	226,402	-15.5	1st Half	925,722	-17.3	1st Half	1,330,757	-16.6
Jul	42,530	-14.8	Jul	90,384	-11.8	Jul	43,243	-10.7	Jul	176,157	-12.3	Jul	262,419	-11.2
Aug			Aug			Aug			Aug			Aug		
Sep			Sep			Sep			Sep			Sep		
Q3	42,530	-14.8	Q3	90,384	-11.8	Q3	43,243	-10.7	Q3	176,157	-12.3	Q3	262,419	-11.2
Oct			Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec			Dec		
Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0
2nd Half	42,530	-14.8	2nd Half	90,384	-11.8	2nd Half	43,243	-10.7	2nd Half	176,157	-12.3	2nd Half	262,419	-11.2
Year	269,590	-18.7	Year	562,644	-16.3	Year	269,645	-14.8	Year	1,101,879	-16.5	Year	1,593,175	-15.7

Figure - 1. Moving 12-Month Total on ALL Roads

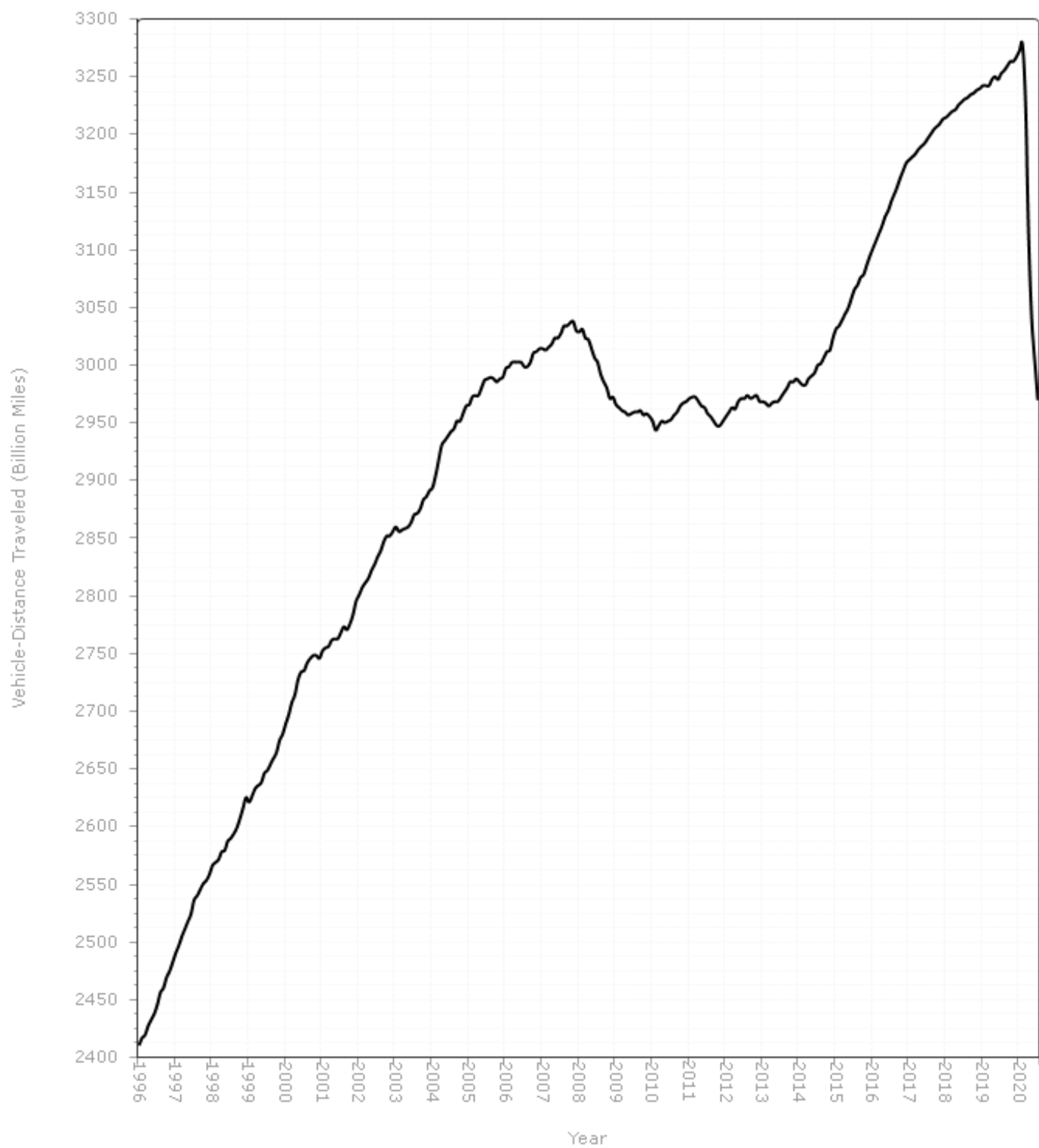


Figure - 2. Travel on U.S. Highways by Month

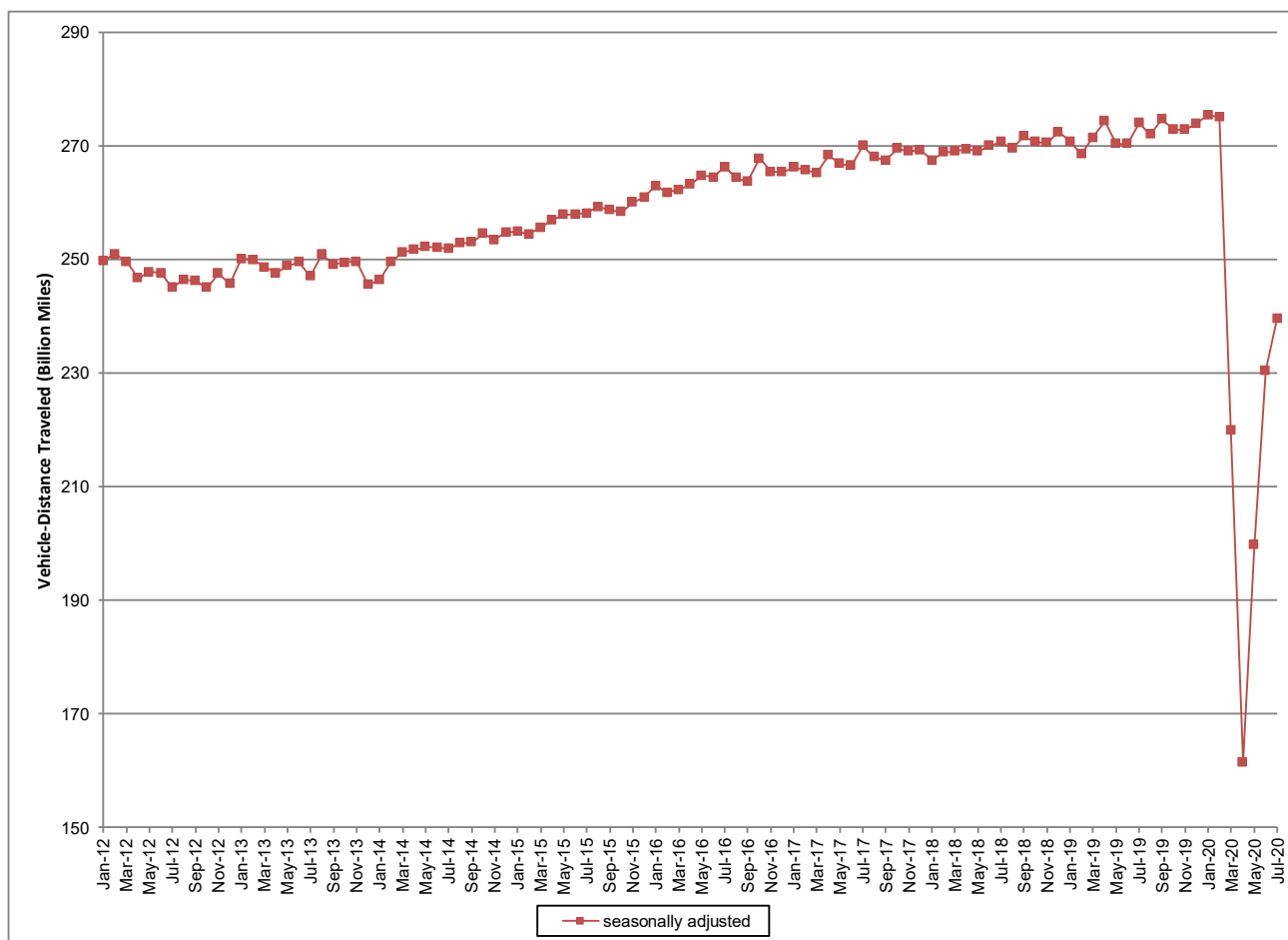
Urban Highways



Rural Highways



Figure3: Seasonally Adjusted Vehicle Miles Traveled by Month



Seasonally adjusted data are modeled by the Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology, U.S. Department of Transportation. See <http://www.transtats.bts.gov/OSEA/SeasonalAdjustment/> for additional seasonally adjusted travel data and information.

VMT Stabilized in July; Gas Production Indicates This May Be “New Normal” Level

Traffic

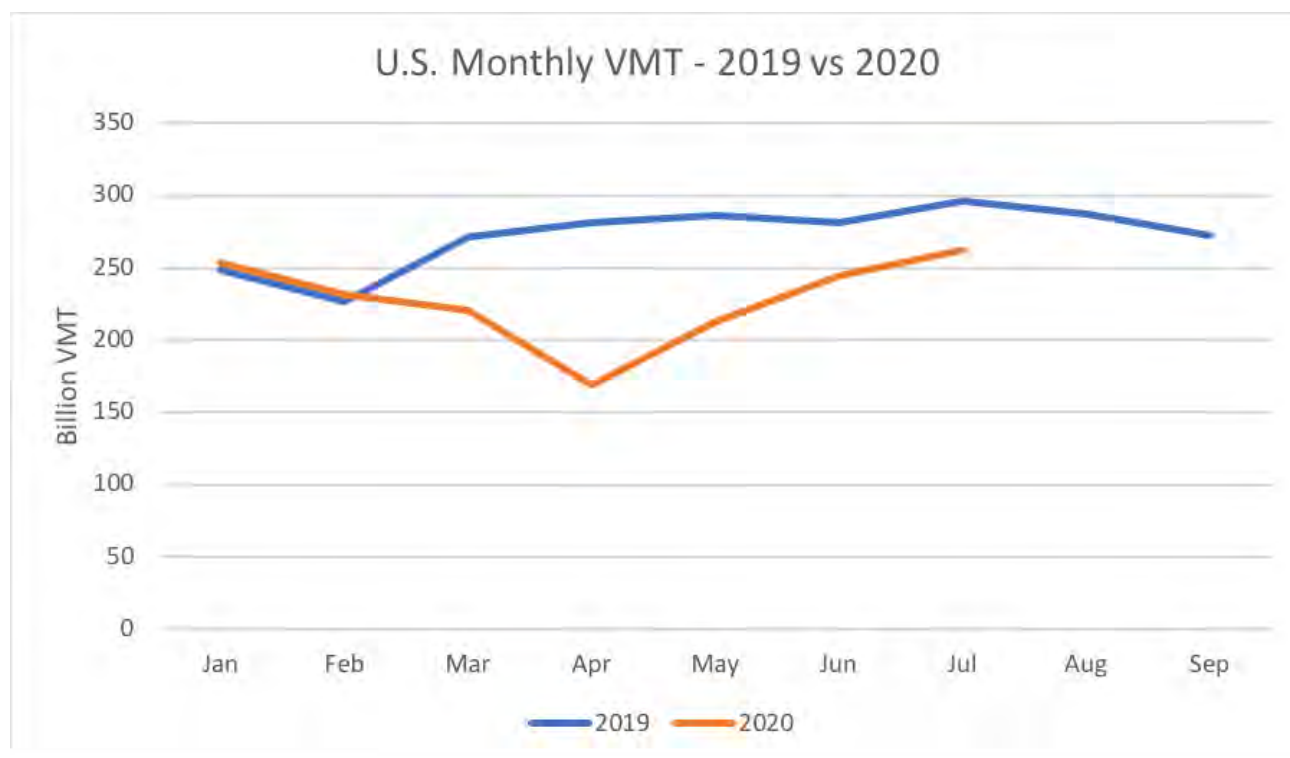
SEPTEMBER 24, 2020 | JEFF DAVIS

The [July issue of Traffic Volume Trends](#) from the Federal Highway Administration says that total vehicle miles-traveled (VMT) on U.S. roadways in July 2020 was down 11.2 percent from the July 2019 level (262.4 billion VMT versus 295.6 billion VMT).

This marks a continued rebound from COVID-related travel reduction, but the rate of rebound has slowed:

U.S. Monthly VMT in 2020, Below 2019 Levels, Percentage				
<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>
-18.9%	-40.1%	-25.6%	-13.2%	-11.2%

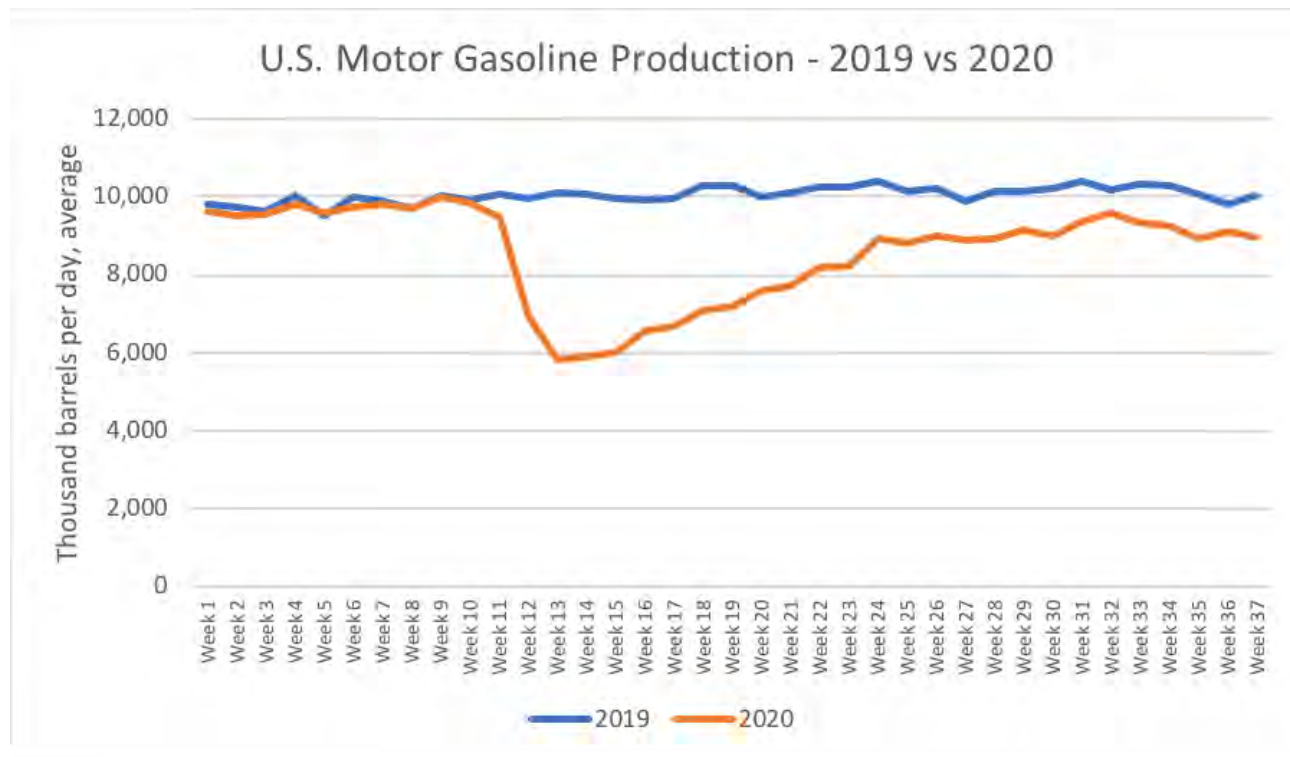
Graphically, it looks like this:



There is reason to believe that the rebound in VMT won't continue until something changes with the novel coronavirus. While getting the VMT estimates from FHWA takes almost two months, the Energy Department reports gasoline production by refiners and blenders on a weekly basis (on Wednesday mornings, for the week ending the previous Friday).

Gasoline use is not a perfect proxy for VMT, and gasoline production is an even more imprecise proxy, because producers try to anticipate demand at the pump by a couple of weeks, to give the product time to get to service stations. And there is some storage capacity for finished gasoline in the system, to make up for weeks where production slows due to hurricanes or other refinery problems.

But the coronavirus experience has shown that gasoline production is a pretty good two-week-preceding-indicator of VMT. The following chart shows weekly production of finished motor gasoline for each full week of 2019 and 2020. (“Week 1” in the table refers to the week ending January 11, 2019, and the week ending January 10, 2020, and just keep adding 7 days to that, plus the 2020 Leap Day.) Data is through last Friday (September 18).



Gas production plummeted in the second half of March, bottoming out at 42.5 percent below 2019 levels the week ending April 3. It crept back up steadily, hitting the -30 percent mark the week ending May 15, and the -20 percent mark the week ending June 5. Since then, however, gasoline production has stabilized in a narrow band that averages 10.6 percent below 2019 production levels, since the week ending June 19:

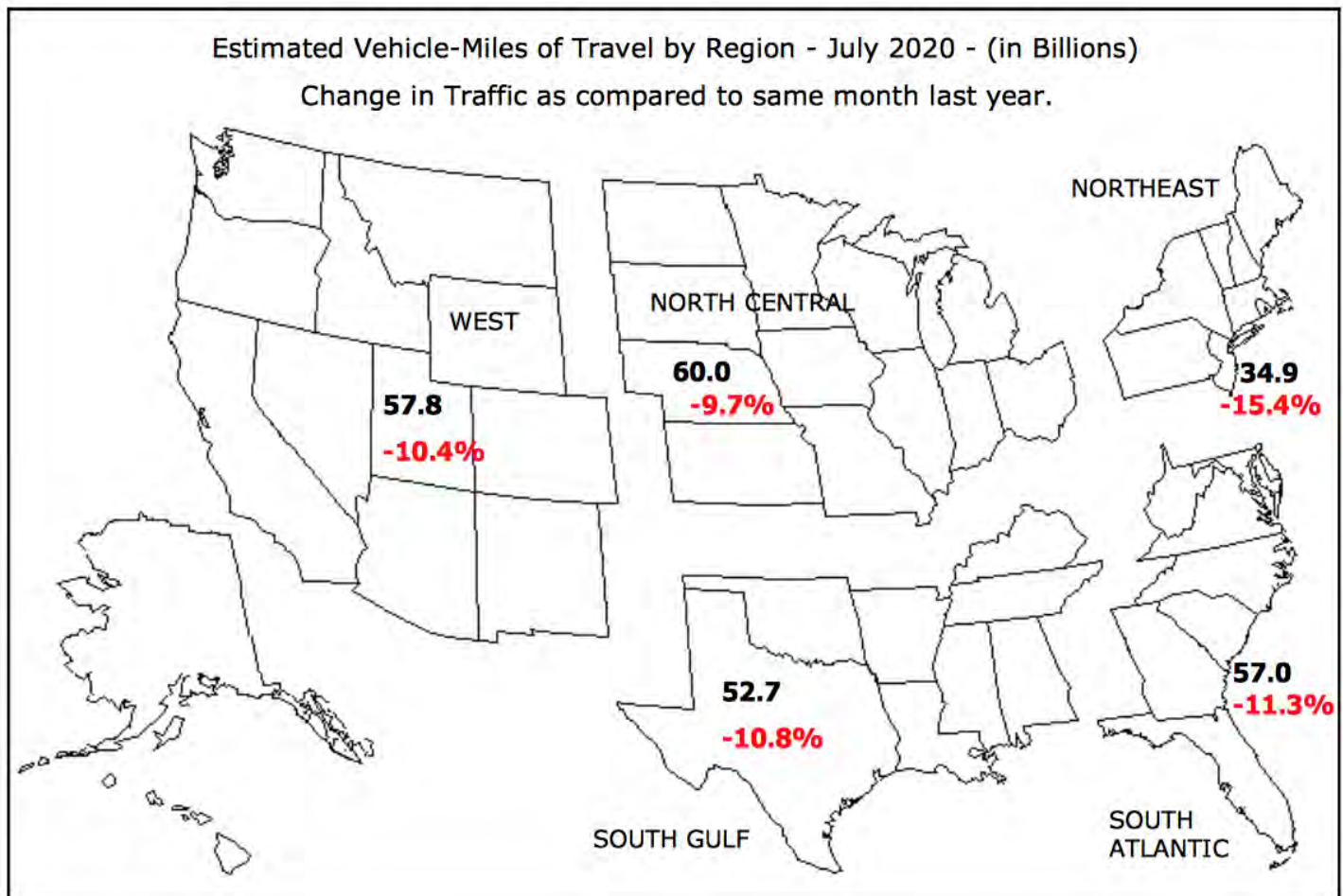
U.S. Weekly Gasoline Production in 2020 Has Been This Much Below the Corresponding Week in 2019:

Week Ending:							
<u>June 12</u>	<u>June 19</u>	<u>June 26</u>	<u>July 3</u>	<u>July 10</u>	<u>July 17</u>	<u>July 24</u>	<u>July 31</u>
-19.7%	-14.1%	-13.2%	-11.8%	-10.0%	-12.1%	-9.9%	-12.1%
<u>Aug. 7</u>	<u>Aug. 14</u>	<u>Aug. 21</u>	<u>Aug. 28</u>	<u>Sept. 04</u>	<u>Sept. 11</u>	<u>Sept. 18</u>	
-10.1%	-6.1%	-9.7%	-10.0%	-11.2%	-7.2%	-10.6%	

If gasoline production as a preceding indicator of VMT holds up, then aggregate VMT may also stabilize in the 10-12 percent below 2019 level for several more months.

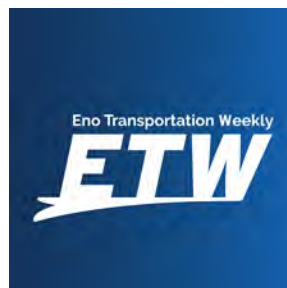
The new FHWA report also indicated that the rural-urban divide in type of road traffic continues. July traffic on urban Interstates was down 14.8 percent from 2019; rural Interstates down 12.7 percent. On non-Interstate arterial roads, the urban drop was 11.8 percent from 2019, as opposed to 8.6 percent on rural arterials. And on non-arterial roads, urban traffic was down 10.7 percent from last year while rural traffic was only down 6.6 percent.

And some regional differences in the VMT drop persist as well, per this map from the cover of the new report:

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