

OZARKS TRANSPORTATION ORGANIZATION A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

APRIL 18, 2019 12:00 - 1:30 PM

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



Board of Directors Meeting Agenda April 18, 2019 12:00 – 1:30 p.m. OTO Conference Room 2208 W. Chesterfield Blvd, Suite 101, Springfield

A full agenda can be found on our website at: ozarkstransportation.org

Call to OrderNOON

I. <u>Administration</u>

- A. Introductions
- B. Approval of Board of Directors Meeting Agenda (2 minutes/Dixon)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of February 28, 2019 Meeting Minutes Tab 1 (2 minutes/Dixon)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

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

Individuals requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). 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 staff activities since the last Board of Directors meeting will be given.

F. MoDOT Update

(5 minutes/MoDOT) A MoDOT Staff member will give an update of MoDOT activities.

G. Legislative Reports

(5 minutes/Dixon)

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

II. <u>New Business</u>

A. City Utilities Transit Presentation

 (15 minutes/Crawford)
 A presentation will be given to provide an update of City Utilities services and funding.

INFORMATIONAL ONLY – NO ACTION REQUIRED

INFORMATIONAL ONLY – NO ACTION REQUIRED

BOARD OF DIRECTORS ACTION IS REQUESTED TO APPROVE THE BYLAW AMENDMENT

D. Amendment Number Five to the FY 2019-2022 TIP...... Tab 5 (5 minutes/Longpine) There are several changes requested to the FY 2019-2022 Transportation Improvement Program which are included for member review.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2019-2022 TIP AMENDMENT NUMBER FIVE

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MAJOR THOROUGHFARE PLAN VARIANCE

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 7 (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, June 20, 2019 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 Jeremy Pruett, Congressman Long's Office Area News Media

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TAB 1

BOARD OF DIRECTORS AGENDA 4/18/2019; ITEM I.C.

February 28, 2019 Meeting Minutes

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Attached for Board of Directors member review are the minutes from the February 28, 2019 Meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

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 minutes of the Board of Directors' February 28, 2019 Meeting."

OR

"Move to approve the minutes of the Board of Directors' February 28, 2019 Meeting with the following corrections..."

OZARKS TRANSPORTATION ORGANIZATION BOARD OF DIRECTORS MEETING MINUTES February 28, 2019

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room in Springfield, Missouri.

The following members were present:

Commissioner Harold Bengsch, Greene County Mr. Steve Bodenhamer, City of Strafford (a) Mr. Chuck Branch, Citizen-at-Large Mr. David Cameron, City of Republic (a) Mr. Jerry Compton, Citizen-at-Large Mr. Travis Cossey, City of Nixa (a) Commissioner Bob Dixon, Greene County Ms. Jan Fisk, City of Springfield Mr. Brad Gray, City of Willard (a)

Mayor Debra Hickey, City of Battlefield Mr. Skip Jansen, City Utilities Mr. Travis Koestner, MoDOT Mr. Andy Mueller, MoDOT (a) Mr. Jim O'Neal, Citizen at Large Commissioner Ralph Phillips, Christian County Mr. Dan Smith, City of Springfield (a) Mr. Brian Weiler, Airport Board (a)

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Mr. Steve Childers, City of Ozark (a) Mr. Chris Coulter, Greene County (a) Mr. John Elkins, Citizen-at-Large (a) Mayor Ashley French, City of Strafford Mayor Rick Gardner, City of Ozark Mayor Corey Hendrickson, City of Willard Mr. Michael Latuszek, FHWA (a) Ms. Laurel McKean, MoDOT (a) Mr. Bradley McMahon, FHWA Mr. Daniel Nguyen, FTA (a) Mr. Mark Schenkelberg, FAA Mayor Brian Steele, City of Nixa Mayor Jeff Ussery, City of Republic Mr. Richard Walker, Citizen-at-Large

Others Present: Mr. David Hutchison, Springfield Bike Share; Mr. Frank Miller, MoDOT; Ms. Jennifer Thomas, TREKK; Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chair Dixon called the meeting to order at approximately 12:14 p.m.

I. <u>Administration</u>

A. Introductions

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

B. Approval of Board of Directors Meeting Agenda

Mr. Cossey moved to approve the February 28, 2019 agenda. Mr. Smith seconded the motion and it was unanimously approved.

C. Approval of the December 20, 2018 Meeting Minutes

Mr. Bodenhamer moved to approve the minutes of the December 20, 2018 Board of Directors' meeting. Mr. Jansen seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

The correspondence that had been received since distributing the packets for the meeting were laid at the places of the members. No one was present to speak to any item on the agenda.

E. Executive Director's Report

Ms. Fields noted that prior to the Board Meeting, the OTO had hosted a training session for the new members. Ms. Fields stated that as part of that training the Guidebooks had been updated and if anyone who was unable to attend wanted an updated manual, to let her know.

Ms. Fields stated the website development was underway and is anticipated to be completed this summer. She added it is the intent of the OTO to ensure the new site is more user-friendly for the public and yet still provide usability for the members. It is also anticipated that it will make it much easier to locate important documents.

Ms. Fields noted that on Tuesday, March 5, the Springfield Area Chamber of Commerce is taking the Transportation Committee to Jefferson City for an education day. She added she is not aware of any legislation that is transportation related except for the Governor's proposed bridge program. She said she is anxious to hear the views of the Legislators on the proposed bonding for transportation projects, using General Revenue, and she hopes to be able to relate more information to the Board following the March 5 meeting.

Ms. Fields stated the Highway Commission will be in Springfield on April 2, but she is not aware of the time of the meeting. She added this information should be available about a week or two before the meeting. Travis Koestner, District Engineer, MoDOT Southwest District, stated the Commission meeting will be in the morning. He added this information should be available through the Springfield Area Chamber of Commerce, as they will be hosting a reception for the Commission. Ms. Fields stated she will work with the Chamber to determine what will be presented to the Commission. She added in light of the new funding distribution, she is unsure what will be discussed.

Ms. Fields stated that she had distributed an email to the Board last week addressing the funding distribution adopted by the Highway Commission and indicated she would be happy to answer any questions the Board may have. She noted the new distribution will have significant ramifications on new projects in the OTO area. She clarified that the projected figures are from her, not MoDOT, but she estimates that rather than \$25 million being added to the budget, that amount will be reduced to between \$5 and \$10 million. She added that while the OTO hasn't received the final number, there will be a drastic reduction in the funding for new projects.

Ms. Fields said she had distributed a copy of the letter she had jointly signed with the St. Louis and Kansas City MPOs. She said the letter was not complaining about the distribution per se, but that it was changed without notification or public notice. She added that St. Louis pointed out that in 2003 the MPOs worked together to ensure an equitable distribution of funds between the rural and urban areas. She noted the Commission has abandoned this distribution formula without notice or public hearings.

Mr. Cossey asked if she believed this funding change was due to a lack of urban representation on the Commission. Ms. Fields responded she could only state her opinion and that was "yes," she believed that did have an impact. Mr. Cossey asked if there was an effort by the three urban MPOs to recommend possible candidates for the two positions that will soon be open on the Commission.

Chair Bob Dixon noted he had discussed the Commission positions with the Governor's Chief of Staff and had expressed an interest in having someone from Southwest Missouri appointed to the Commission. He noted that the two appointees will need to be from the Democratic party, or an Independent, as it already has the allowed number of Republicans. Mr. Dixon noted that even if there is a candidate from this area, there is no guarantee that individual will be appointed. Ms. Fields added that it is important that the Mayors, Commissioners, and other elected officials discuss with the Governor and the Legislators the importance of the Southwest area being represented on the Commission.

Ms. Fields noted that staff is continuing to work on the Statewide Transportation Improvement Program (STIP) Prioritization. She indicated that while there is little money available for projects, what is available must be spent quickly. She briefly reviewed the projects that are being considered for inclusion in the STIP.

Ms. Fields stated that staff is continuing to look at the prioritization criteria for projects, noting they are working with a group of traffic engineers to ensure the appropriate issues are being considered. She added the group will also look at the Regional priorities to ensure the OTO is focusing on the right priorities and is adhering to the Mission Statement.

Ms. Fields noted the Highway Bill expires September 2020, with a built-in rescission of July 1. She noted staff is monitoring the rescission closely due to the impact it will have on both MoDOT and the OTO. She said at the next meeting, she anticipates having a letter for the Board's approval regarding the impact of the rescission.

MoDOT Update

Travis Koestner, District Engineer MoDOT Southwest District, stated he wanted to discuss the funding changes that had taken place recently. He said to understand the new distribution, transportation funding as a whole needed to be understood. He reviewed the transportation funding issues that affect the budget, such as rescission, BRO, etc. He noted that in 2020 the FAST Act is to be renewed, but there have been no discussions on transportation at the Federal level in recent months. He also added that there is a faction in the House and Senate that do not want to see the FAST Act continued unless it is funded by means other than the

fuel tax as there is not enough revenue from that to fully fund transportation. This means less money being sent back to the States for transportation.

Mr. Koestner stated there would be an extra step in the STIP this year and that is marking the jobs that will not be able to be constructed if the FAST Act is not renewed. He added that MoDOT does not plan to slow down on planning of jobs, however, they will be noted as being dependent upon receiving the funding from the Federal government.

Mr. Koestner briefly reviewed the funding that MoDOT receives; noting that while some indicated the wording on the ballot for the proposed fuel tax was confusing, the Highway Patrol has always been funded from the gasoline tax, adding he is confident most citizens do not realize this. He briefly discussed the Governor's proposal for borrowing money to repair/replace the necessary bridges in Missouri.

Mr. Koestner spoke about the distribution of the construction money. He stated that maintenance is a large portion of the proposed \$1.5 billion for MoDOT. He noted that \$232 million is for roadwork, or chip and seal, done by MoDOT. He said some of this will be bid for contractors, but some will be done by MoDOT. This also includes striping, roadside maintenance, and salting and snow removal.

Mr. Koestner reviewed the changes in funding for MoDOT over the past few years and noted that Asset Management is still a concern for many; making sure MoDOT takes care of what they have and keeping that in good repair. He noted in 2017, MoDOT did an Asset Management deficit program for those areas that were not meeting their goals, apart from bridge maintenance.

Mr. Koestner noted that bridges and the many that are in poor to failing condition is the reason the Highway Commission chose to take the recent action they did. He added that the Southwest District is the second worst in the State, with the Northeast District being the worst. He noted that Missouri is doing great in meeting the federal guidelines on road maintenance but is "pushing the boundary" for the condition of bridges. He briefly reviewed the current number and condition of the bridges in the Southwest area.

Mr. Koestner stated that starting in 2022, the total construction funds are going to be up somewhat, but MoDOT is spending down the deficit balance. He noted MoDOT is spending down the cash balance in the road fund to \$250 million. He added that while this sounds like a lot of money, repairing one bridge over a river could consume \$200 million of that. He added that special programs would be the same, but that Engineering costs would be split out.

Mr. Koestner reviewed the past funding and proposed funding beginning in 2022. He added the roads and bridges in the OTO area are in good condition, including the three major bridges. He noted it was not an easy decision of the Commission but is one they believe will best address the needs of all of Missouri. Mr. Koestner noted that the OTO does not have any bridges in very poor condition, so there will not be a spike in funding like some of the other areas will receive in a few years. Mr. Koestner stated he would be happy to answer any questions the Board might have. He also said he wanted to let them know that MoDOT has awarded the last concrete replacement job for Hwy 65 to Emory Sapp & Sons.

Chair Dixon noted that he had learned that there is proposed legislation that would increase the fee for vehicle registration and the monies would go to MoDOT.

F. Legislative Reports

There were no representatives present to give updates.

II. **New Business**

A. Transportation Alternative Project (TAP) Award Recommendation.

Andy Thomason stated staff is looking for final approval on the proposed TAP funding. He noted that the background information had been provided in the Board Orientation that had occurred just prior to the Board Meeting. He briefly reviewed the program and the projects for proposed funding. He added two of the projects have already been approved by the Board of Directors for inclusion in the TIP in December 2018.

Mr. Bengsch moved the Board of Directors approve the proposed Transportation Alternative Project Award Recommendation. Mr. Jansen seconded the motion and it was unanimously approved.

B. Amendment Number Three to the FY 2019-2022 TIP

Natasha Longpine stated this amendment includes ten projects that Mr. Thomason just reviewed. She added that in addition to these projects, there are four other projects and briefly reviewed these projects for the Board.

There was a brief discussion on how these recommended TAP projects move the region closer to implementing the regional trail study. Mr. Thomason commented that some of the trail and sidewalk projects, though minor, move the region in a positive direction. Mr. Smith moved the Board of Directors approve Amendment Number Three to the FY 2019-2022 TIP. Mr. Cossey seconded the motion and it was unanimously approved.

C. Amendment Number Four to the FY 2019-2022 TIP

Natasha Longpine explained that when the previous amendment was prepared, the federal government was experiencing a shutdown. She noted that while the Federal Highway Administration was working, the Federal Transit Administration was not. She explained staff had prepared these two amendments to ensure that some of the projects could proceed and not be held up by the shutdown. She briefly outlined the five projects being proposed in this amendment, noting the 5310 funding source had been discussed in the Board training.

Mr. Weiler moved the Board of Directors approve Amendment Number Four to the FY 2019-2022 TIP. Mr. O'Neal seconded the motion and it was unanimously approved.

D. Major Thoroughfare Plan Variance Request

Natasha Longpine noted that staff had received a request for a variance for Pawnee Road in Christian County. She explained there is a new development being constructed and a new access road is needed. She said that due to the terrain and the low volumes of vehicles on Pawnee, both Christian County Planning Commission and staff support this request.

Mr. O'Neal moved the Board of Directors approve the Major Thoroughfare Plan Variance Request. Mr. Bodenhamer seconded the motion and it was unanimously approved.

E. Financial Statements for 2nd Quarter 2018-2019 Budget Year

Kimberly Cooper stated that due to Mr. Cameron having to leave the meeting, she would be presenting the second quarter financials. She highlighted a few of the expenditures noting the expenses exceeded the revenue for the second quarter, but this is due in large part to the amount paid to LAGERS for the retirement plan. Ms. Cooper noted the deficit in the UPWP portion of the budget is due to the decrease in MoDOT salaries. She explained that the OTO had budgeted for MoDOT salaries to be considered in-kind services, but this is no longer a possibility. She stated that the OTO is being reimbursed for about 82% as opposed to the 90% that had been budgeted. She said that even with this change, the OTO is still well within budget.

Mr. Jansen moved the Board of Directors accept the Second Quarter Financial Statements. Mr. Compton seconded the motion and it was unanimously approved.

F. Update on Bike Share Program

David Hutchison, Vice Chair of Springfield Bike Share, informed the Board that the Springfield City Council had approved for bike racks that were owned by a bike share organization to be placed on City right-of-way. Mr. Hutchison said that bike share offers a cost-effective way of providing transportation for trips that are too far to walk, yet public transportation or driving a personal vehicle is not convenient. He explained how the bike share program works and stated that Springfield's program is being operated by a not-for-profit organization called Springfield Bike Share. He noted there will be six stations in downtown Springfield, including the Missouri State University campus. He stated the cost for sponsoring a station for two years is approximately \$6,000.

Mr. Hutchison provided the Board with the current status of the Springfield program and noted that once the system is up and running, there is a desire to expand it beyond downtown Springfield.

In response to a question regarding the expansion, Mr. Hutchison stated Springfield Bike Share would be happy to work with other communities to provide a similar program. He noted that areas that are relatively dense are the most ideal for this type of program. Mr. Hutchison said that of the six stations that are being planned, one is on private property and five are on public property. In response to a request to clarify the cost of a bike station, Mr. Hutchison reiterated the cost is \$6,000 for two years per station.

Mr. Hutchison briefly discussed the cost for daily rides, the cost and benefits of membership, the rules governing where bicycles can be left, and the ability to sponsor stations. He noted that membership would allow access to programs in other cities that are operated by the vendor.

Chair Dixon thanked Mr. Hutchison for his presentation.

III. Other Business

A. Board of Directors Member Announcements

Travis Cossey thanked Executive Director Sara Fields and all the OTO staff for their work on the Board training.

B. Transportation Issues for Board of Directors Member Review

Chair Dixon stated he believed it might be beneficial to request that Southwest Missouri have an appointee on the Highway Commission. Mr. Cossey stated he believed it was important that the urban areas have a voice on the Commission as most of the current members are from rural areas. Mr. Cossey moved that Ms. Fields draft a letter based on this discussion and send it to the Board for their approval. Mr. Compton seconded the motion and it was unanimously approved.

Mr. O'Neal moved Ms. Fields draft a letter to send to the Board of Directors for approval regarding BRO funds. Mr. Compton seconded the motion and it was unanimously approved.

Additionally, it was determined that Executive Director Sara Fields will monitor proposed legislation to ascertain any transportation bills that the Board may want to discuss with their elected representatives.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting.

7

With no additional business to come before the Board, Mr. Compton moved the meeting be adjourned. Mr. Jansen seconded the motion and it was unanimously approved. The meeting was adjourned at approximately 1:45 p.m.

TAB 2

Dear Ms. Kirkup,

Thank you for providing such detailed information in your comments for the OTO FY 2020-2023 Transportation Improvement Program. Please know that your comments have also been shared with Ozark Greenways, MoDOT, Springfield-Greene County Parks, and City of Springfield (Public Works and Planning).

I have included responses below your comments where they specifically pertain. The City of Springfield has asked that we share this response with you, in light of their upcoming planning efforts in the GVNA area:

"We appreciate the input presented by the Galloway Village Neighborhood Association. As the City moves forward, working with the neighborhood on development guidelines and capital improvements in the area, the items presented in their response will be discussed."

In addition to the response below, MoDOT also stated, "GVNA offered thoughtful comments. I appreciate the work that went into that letter."

I am looking forward to hearing the results of the further discussion GVNA has with the City of Springfield. We will continue to keep you on our input mailing list, though I encourage you to be in touch anytime you have a comment or request regarding transportation throughout the OTO region.

A. Input Related to Roadways

1. Designation of I-244 Interstate Loop

While the committee understands the reasoning for the "interstate" designation (e.g., easier path-finding and traffic routing), there are overarching concerns among our members that this will increase truck traffic and further complicate access points that connect to the GVNA (Battlefield Road, Glenstone Avenue, and the Highway 60/65 interchange). These access points are already some of the most heavily congested areas of the city and do not need additional traffic routed through them – especially truck traffic. **GVNA would like: 1) to better understand the planning process that will ensure these access points will be able to bear the increased traffic loads that will result from the new designation; and 2) ensure there will be appropriate signage to prohibit large truck traffic.**

Response by MoDOT:

- 1. Increased traffic due to the interstate designation itself will be nomimal. Rerouting of traffic when there are incidents on I-44 can occur today and is a temporary the continuous designation of an interstate loop would only make it easier for travelers to find the bypass route and less likely to get lost on a side street. Long term, more significant increases in traffic could occur if interstate designation leads to additional development on the Highway 65 or James River Freeway corridors. However, this development may occur regardless of interstate designation. Making sure that adequate infrastructure is provided for land development is handled by OTO's Metropolitan Transportation Plan and the City of Springfield Comprehensive Plan.
- 2. Regarding signage to prohibit large truck traffic, the only street connection in the GVNA area is Glenstone Avenue. MoDOT does not post truck restrictions on state highways. However, given that the Glenstone corridor has already developed as retail, I don't anticipate interstate designation would significantly increase truck traffic on Glenstone.

B. Input Related to Bicycle and Pedestrian Safety

1. Overall Safety of the Greenways Trail

Recent retail/commercial/residential developments along the Lone Pine corridor south of Sequiota Park have created numerous safety concerns for the individuals using the greenways trail. Examples of these safety concerns include but are not limited to:

- Sections of the trail which are literally inches from the roadway, which now contains a median that cars are swerving to avoid;
- Customers to the new businesses along Lone Pine are swerving onto the trail to maneuver "U" turns to get to the businesses on the other side of the median;
- Lack of curbs or other barriers along either the trail or roadway that would prevent a car from running over the trail;
- Construction vehicles and customers to the businesses are routinely driving over and parking on the trail itself; and
- Pedestrian crossings have been added across south Lone Pine to connect new retail and residential developments to the trail which has increased the number of pedestrians in the street. Additional crossings are planned.

The OTO's 2017 Trail Investment Study outlines a good plan for expanding regional trail systems through a program known as "Rails to Trails". However, the existing portion of the Galloway Trail (between Seminole and James River) is not mentioned in the study.

The GVNA respectfully requests: 1) an immediate solution be implemented to protect the safety and wellbeing of persons who are using the trail across from the Township 28 and Galloway Creek/Quarry Town developments; 2) limitations on the number of times the trail crosses Lone Pine to increase safety for pedestrian traffic; 3) development of a comprehensive plan that will move the trail further from the roadway and potentially use the existing rail bed to create a safer environment for all stakeholders; and 4) amendment of the 2017 Trail Investment study to include the existing Galloway Trail as a "rail to trail" project.

Response by Ozark Greenways:

- 1. Agreed. An attractive barrier needs to be installed in that area.
- 2. The Galloway Creek Greenway trail is complete. No additional trail crossings anticipated due to that. However, I believe a crosswalk and sidepath connector is going to be added to connect Brentwood Neighborhood, across Lone Pine, to Galloway Creek Greenway. A section of the trail is also going to be upgraded from asphalt to concrete. The upgrade (primarily grant funded) is to the trail surface and does not include a barrier between the street and trail per grant guidelines.
- 3. I believe that the Galloway Creek Greenway should remain as is-with planned renovations to include wayfinding and lighting to make it more like an urban trail in the Galloway Village Neighborhood/District. The Galloway Creek Greenway is not a rail-trail. The Chadwick Flyer North & South Rail-Trail Alignments should be amended to cover the entire planned rail-trail from the points north (Sherman Parkway/Jordan Valley Park) and south (Ozark, MO.) Yes-this would mean that we would have an area that has two trails intersecting and paralleling each other (for a bit.) This would be great. This area will benefit from two trails-due to the current volume and anticipated increase in volume. All sorts of

scenarios could be played out with that....perhaps the rail-trail becomes more of the "commuter" trail and the Galloway creek greenway in Galloway village boundaries is just for walkers? Preliminary discussions are beginning to see about railbanking from a point, in the area around sunshine, south.

Thank you again for gathering this input from the Galloway Village Neighborhood Association.

Sincerely, magice

Natasha L. Longpine Ozarks Transportation Organization

December 31, 2018

Ms. Natasha Longpine, AICP Ozarks Transportation Organization 2208 W. Chesterfield Boulevard, Suite 101 Springfield, MO 65807

Re: Response to Request for Public Input on OTO Projects on behalf of the Galloway Village Neighborhood Association

Dear Ms. Longpine,

Thank you for providing the recently formed Galloway Village Neighborhood Association (hereinafter referred to as "GVNA") the opportunity to provide feedback on transportation priorities through the Ozarks Transportation Organization's public input process. Please note, the boundaries of our GVNA (and therefore the context for our feedback) are as follows:

North: Battlefield Road East: Highway 65 South: James River Freeway/Hwy 60 West: Glenstone Avenue

The GVNA Vision and Development Committee was able to review your request at its meeting on December 12. Although the timeframe for organizing and providing thoughtful feedback was brief, we were able to compile the following general points of feedback:

A. Input Related to Roadways

1. Designation of I-244 Interstate Loop

While the committee understands the reasoning for the "interstate" designation (e.g., easier path-finding and traffic routing), there are overarching concerns among our members that this will increase truck traffic and further complicate access points that connect to the GVNA (Battlefield Road, Glenstone Avenue, and the Highway 60/65 interchange). These access points are already some of the most heavily congested areas of the city and do not need additional traffic routed through them – especially truck traffic. GVNA would like: 1) to better understand the planning process that will ensure these access points will be able to bear the increased traffic loads that will result from the new designation; and 2) ensure there will be appropriate signage to prohibit large truck traffic.

2. <u>Battlefield Road/Lone Pine Intersection</u>

The recent approval of large scale retail/commercial development at this intersection, as well as the surge in high density residential and commercial developments along the Lone Pine corridor throughout 2018, is cause for significant concern for our members. We have already experienced substantial and negative traffic related consequences at this intersection from the projects that have already opened; and with 300 new apartments and retail establishments yet to open in 2019 problems at this intersection will only get more serious.

Although a traffic study will be required by the developer of the acreage on the SW corner of the intersection, it WILL NOT address the comprehensive problems created by overdevelopment of the Lone Pine corridor, nor the problematic cut-through traffic created by individuals who are

avoiding the heavily congested roads that bound our neighborhood (i.e., Battlefield and Glenstone). There are a multitude of symptoms that evidence our safety concerns related to this particular intersection. The GVNA respectfully requests development of a multi-agency plan in collaboration with our association to address the comprehensive safety and development concerns of this intersection.

3. <u>Planned Improvements to Galloway Street</u>

It is our understanding that funding has been allocated by the City of Springfield to design improvements to Galloway Street during 2019. We are truly grateful that the City has acknowledged the overwhelming need to improve the safety of all who use this passageway. To ensure the greatest opportunity for the success of this project, **GVNA strongly recommends close collaboration between our association and the project designers from the outset of this project to ensure situational issues known to neighborhood residents are properly addressed**. This would be an important opportunity to build good-will with our members, while ensuring the overall success and buy-in of a very strategic project for both our neighborhood and the City.

4. Traffic Flow on Luster Avenue at Republic Road

In recent years, improvements were made to Luster Avenue (east of the intersection of Glenstone Avenue) that have created significant traffic bottlenecks and safety risks. The intersection is difficult to navigate under the best of circumstances, and is downright dangerous at night and in the rain where markings are difficult to see. These issues are exacerbated by the location of the Comfort Inn which draws a large number of drivers who are unfamiliar with the intersection and, thereby, confused while trying to navigate to the hotel entrance. The GVNA respectfully requests improvements to the intersection of Luster Avenue and Republic Road to decrease disorientation and confusion, and increase safety when turning onto or crossing Luster. This is another project where the experience of GVNA members would improve the outcome.

5. <u>Potential Reclassification of Lone Pine and Galloway Streets</u>

The members of GVNA are interested in reducing the use of both Lone Pine and Galloway Streets as "pass-through" streets for non-resident traffic. We do not believe the solution to this problems is to simply widening these street; rather, our vision is to reclassify these streets in an attempt to return them to "destination" streets for the benefit of our residents and businesses. **The GVNA respectfully requests reclassification of Lone Pine and Galloway Streets from "second arterial street" status to "collector street" status to improve the lives and safety of the area residents.**

6. Planning for Future Development

The members of the GVNA are overwhelmingly concerned that there is a lack of appropriate comprehensive planning for the future development of large parcels of land in our neighborhood. With nearly 1,000 acres of undeveloped land within the boundaries of our association (not including the future development of the Galloway Quarry property which would increase the total by hundreds more acres), we need a multi-agency, comprehensive future-facing approach to preparing for these large scale developments. Relying on future developers to propose and fund solutions is not planful; rather it is a reactionary approach that threatens the quality of life for the members of our association. **The GVNA respectfully requests development of a multi-agency comprehensive plan to address infrastructure needs to support future development of virgin land parcels within the boundaries of our association.**

B. Input Related to Bicycle and Pedestrian Safety

1. Overall Safety of the Greenways Trail

Recent retail/commercial/residential developments along the Lone Pine corridor south of Sequiota Park have created numerous safety concerns for the individuals using the greenways trail. Examples of these safety concerns include but are not limited to:

- Sections of the trail which are literally inches from the roadway, which now contains a median that cars are swerving to avoid;
- Customers to the new businesses along Lone Pine are swerving onto the trail to maneuver "U" turns to get to the businesses on the other side of the median;
- Lack of curbs or other barriers along either the trail or roadway that would prevent a car from running over the trail;
- Construction vehicles and customers to the businesses are routinely driving over and parking on the trail itself; and
- Pedestrian crossings have been added across south Lone Pine to connect new retail and residential developments to the trail which has increased the number of pedestrians in the street. Additional crossings are planned.

The OTO's 2017 Trail Investment Study outlines a good plan for expanding regional trail systems through a program known as "Rails to Trails". However, the existing portion of the Galloway Trail (between Seminole and James River) is not mentioned in the study.

The GVNA respectfully requests: 1) an immediate solution be implemented to protect the safety and wellbeing of persons who are using the trail across from the Township 28 and Galloway Creek/Quarry Town developments; 2) limitations on the number of times the trail crosses Lone Pine to increase safety for pedestrian traffic; 3) development of a comprehensive plan that will move the trail further from the roadway and potentially use the existing rail bed to create a safer environment for all stakeholders; and 4) amendment of the 2017 Trail Investment study to include the existing Galloway Trail as a "rail to trail" project.

It should be noted that one of the primary goals of our recent organization as an association was to increase access to information about transportation planning, as well as opportunities for formal input earlier in the planning process with municipal, county, state, and federal projects. This OTO feedback process not only helps our association fulfill this primary goal, but more importantly fosters a sense of optimism that our voice may be heard and considered by those who are in a position to create positive change for our members. We are hopeful that the feedback provided will serve as a catalyst for on-going conversations about the needs and interests of our stakeholders. We look forward to a robust partnership with the multiple agencies that serve the transportation needs of our neighborhood in the future.

Sincerely,

Marcie Kirkup, Vice President Galloway Village Neighborhood Association

cc: GVNA Executive Committee GVNA Vision and Development Committee

TAB 3

BOARD OF DIRECTORS AGENDA 4/18/2019; ITEM II.C.

OTO Bylaw Amendment for Member Dues Increase

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Staff is proposing a change in the bylaws relating to the funding of OTO operational costs. Please see the backup materials for information relating to the necessity of these changes.

Proposed Amendments:

Section 5.01: Funding

- A. The MPO shall have its administrative costs annual operational budget funded by federal and state grants as and local dues paid by political subdivision members on an annual basis.
- B. <u>Federal funding designated for MPO planning shall be considered before all other sources.</u>
- C. <u>Local dues shall be</u> in the amount of forty-one forty-seven cents per capita population based on the latest U.S. Census Estimates (beginning with fiscal year 2021 (July 2020- June 2021)) and payable July 31st of each year.
- D. <u>Sub allocated Surface Transportation funds may be used for the remaining operational budget</u> <u>expenses. These funds will be programmed in the annual Transportation Improvement</u> <u>Program by a vote of the Board of Directors. Funds used for this purpose will be removed</u> <u>before any distribution by formula.</u>
- E. Dues shall be pro-rated based on the number of months of a year a jurisdiction is a member the first year of membership. Thereafter the dues shall be owed for a full twelve months. Dues shall be set, either decreased or increased, each year by April 30th, such that there are sufficient funds to cover all expenses including salaries of employees, benefits, if any, and reimbursement to employees for travel and work expenses. Expenses may also include office space, equipment and any other lawful expense to be incurred in furtherance of the objectives of the Organization. Any change in the per capita rate from previous year's dues shall require a seventy-five percent affirmative vote of the membership on the Board representing dues paying members. If no change is made in the amount of dues owing, the dues from the previous year shall be the dues for the following year.
- F. The annual budget of the organization shall be adopted by June 30th of each year. In the event a budget is not adopted by April June 30th, the prior year's budget shall continue in full force and effect until another budget is adopted by a majority of the membership of the Board representing dues paying members.

Section 6.2: STP-Urban Funding Allocation

A. With the exception of congressional earmarks, which are designated for specific transportation projects or programs and cannot be suballocated, <u>and for amounts allocated to the OTO</u> <u>operational budget</u>, a Surface Transportation Program ("STP") Funding Formula shall be established by the MPO, based on jurisdiction decennial census population within the MPO. This funding formula would be used to distribute funds to jurisdictions within the MPO. MoDOT Small Urban funding received by a jurisdiction shall count towards the STP-Urban suballocation a jurisdiction may receive. A jurisdiction may choose to suballocate part of their allocated STP funds to another MPO jurisdiction on a project that lies outside their boundaries but it is at their discretion. This type of deviation from the Funding Formula shall also require a 75% vote of the MPO jurisdictions. Provided however, no allocation shall be paid to any jurisdiction unless such jurisdiction is an active member and current in dues payments for the year the allocation is to be made.

Formal changes in the Funding Formula must be approved by a 100% vote of the MPO jurisdictions.

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 bylaw amendment."

OR

"Move to approve the proposed bylaw amendment, with these changes..."

Funding Challenges for OTO Operations

Federal Funding

1. Stagnant Funding Level. There is very little growth in federal funds for planning. However, OTO operational expenses continue to grow. The federal requirements continue to increase with each new transportation bill. Beyond meeting basic requirements, OTO staff works on projects to assist members with transportation issues. Examples include the Regional Trail study and Traffic Impact Study Model Ordinance.

		Federal
	<u>Federal</u>	<u>Funds</u>
	<u>Allocation</u>	<u>Expended</u>
2013	\$554,717.47	\$499,668.30
2014	\$551,394.00	\$597,681.72
2015	\$545,184.00	\$547,259.31
2016	\$570 <i>,</i> 848.00	\$629,996.62
2017	\$570,254.00	\$664,506.90
2018	\$577 <i>,</i> 448.00	\$779,301.98
2019	Unknown	\$818,475.00
2020	Unknown	\$738,554.00

OTO ALLOCATION OF FEDERAL PLANNING FUNDS

2018 included the OTO Regional Trail Study, 2019 included the website redesign, model update, rideshare signs and aerial photos.

- 2. Late Appropriations. The current year federal appropriations come later each year. The last couple of years have been in May. As of March, we have not yet received notice of FY 2019 funding availability. By the time we are notified of the availability of current years funds, we are typically 10 months into our fiscal year. OTO has not yet needed to spend current year appropriations and has been drawing down prior years' allocations left over from the years the OTO was housed in the City of Springfield. Staff is recommending the use of STBG funding with the upcoming budget to supplement federal planning funds.
- **3.** Decrease in Direct Service Billing. MoDOT has not been able to allow OTO to bill MoDOT staff time spent on signal timing and other applicable work done by traffic engineers in the OTO area this fiscal year. We believe there was an error in the time tracking that has been corrected and that the signal timing has been completed and is not in need of an update, resulting in a net decrease of approximately \$100,000 in federal reimbursements annually. Additional local dues are now needed to meet the 20% local match requirement. The projected FY 2020 year-end operational fund balance is projected to be \$372,857. This is still within the 3 to 6-month range we needed in reserves.

Local Funding

Additional Local Dues Needed. Local Dues were set at .41 cents per capita in 2008. This amount was chosen to meet the 20% match needed at that time. The average population growth has been 2600 people per year, resulting in \$1,066 average growth in revenue from dues annually. This has been adequate until the change in MoDOT staff time billing decreased, resulting in a need for additional local funding to reach the full 20% match for the OTO budget. OTO will begin spending reserves in FY 2021, unless dues are increased. Dues are billed in late Spring for the next budget year. So, the dues coming in for FY 2021 will be billed in Spring of 2020.

PROPOSED SOLUTION:

Staff proposes a two-part solution based on current assumptions. These assumptions included renewing the Chesterfield Village lease, federal funds continuing, continued population growth, current staffing levels and continuing to bill in kind and MoDOT time to maintain the federal reimbursement rate.

- 1) Use STBG funding for OTO Operations. Allocate \$200,000 of STBG in FY 2020 (beginning July 1, 2019) to OTO Operations. Grow this allocation by 5% annually for the next ten years. At the end of ten years the dollar amount would be held steady unless otherwise authorized by the Board. If a substantial increase in federal planning funds were to occur, the amount would be reduced. A TIP amendment would be required if this were to be approved. If the Executive Committee recommends this option, a TIP amendment will appear on the March Technical Committee and April Board of Directors meeting agendas. The Board will continue to approve the use of STBG funding annually with the approval of the TIP.
- 2) Increase local member dues. Increase dues from 41 cents per capita to 47 cents per capita beginning in FY 2021. This would be effective with dues invoices in Spring of 2020.

	FY 2020	FY 2020 minus OTO Operations	Difference
STP/BG-Urban Allocation	6,550,433.04	6,350,433.04	(200,000.00)
STP/BG-Urban Distribution			
Christian County	342,828.93	332,361.57	10,467.36
Greene County	1,459,160.89	1,414,609.30	44,551.59
City of Battlefield	118,326.36	114,713.58	3,612.78
City of Nixa	402,648.31	390,354.52	12,293.79
City of Ozark	377,204.96	365,688.02	11,516.94
City of Republic	312,241.90	302,708.42	9,533.48
City of Springfield	3,376,174.94	3,273,092.44	103,082.50
City of Strafford	49,912.98	48,389.02	1,523.96
City of Willard	111,933.77	108,516.17	3,417.60
_	6,550,433.04	6,350,433.04	200,000.00

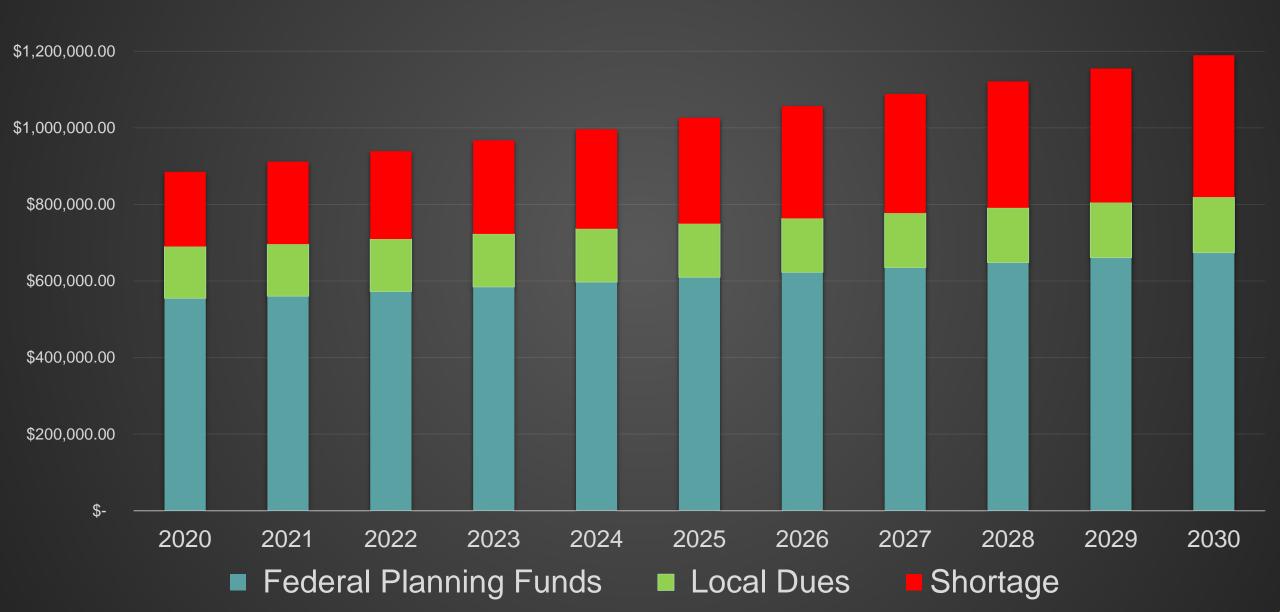
DUES CALCULATION

	2019 dues @	2019 dues @
	\$0.41 per capita	\$0.47 per capita
	(based on 2017	(based on 2017
Jurisdiction	estimate)	estimate)
Battlefield	\$2,516.58	\$2,884.86
Christian County	\$7,327.36	\$8,399.66
Greene County	\$29 <i>,</i> 765.68	\$34,121.63
Nixa	\$8,161.05	\$9,355.35
Ozark	\$8,741.61	\$10,020.87
Republic	\$6 <i>,</i> 680.54	\$7,658.18
Springfield	\$68,624.16	\$78,666.72
Strafford	\$983.59	\$1,127.53
Willard	\$2,224.66	\$2,550.22
TOTAL	\$135,025.24	\$154,785.03

Note 2020 dues will be slightly higher based on 2018 census estimates due in 2019

OTO Budget Outlook

\$1,400,000.00



OTO Budget Proposed

\$1,400,000.00



TAB 4

BOARD OF DIRECTORS AGENDA 4/18/2019; ITEM II.B.

Growth Trends Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

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

This report includes information for residential units permitted, growth trend maps, as well as demographic and employment data providing a view of growth for the OTO service area and the five county Metropolitan Statistical Area (Christian, Dallas, Greene, Polk and Webster counties). The report is published for information purposes and can be viewed in full on the OTO website: http://www.ozarkstransportation.org/Documents/2018%20Growth%20Trends%20Report.pdf. Conclusions from the report include:

- Net residential unit permitting for the OTO area reached its second highest total since 2007 at 1,884.
- The areas with the largest growth in single-family residential units in 2018 were Greene County OTO area only (320) and Nixa (247) while Springfield (719), Ozark (129), Battlefield (83), and Republic (32) contributed to the highest total in the OTO for Multi-family permits since 2007.
- According to the ACS 2017 5-Year Estimates, over 7,000 people ages 18 to 24 migrated into Greene county from other counties in Missouri. The median age for all in-migrants from other counties in Missouri into Greene County was an estimated to be 21.9.
- From 2016 to 2017, 4,200 jobs were added in the Springfield MSA, the highest increase since 2013 to 2014. Although jobs numbers rose in every county in the MSA, the percentage of MSA jobs within Greene County has remained at around 83%.
- Residents of Springfield and Greene County had the shortest mean commuting times at an estimated 17.7 and 19.3 minutes in 2017, respectively. Mean commuting time has increased for Springfield and Dallas County residents from 2012 to 2017 while Webster County commuting time has decreased.

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

BOARD OF DIRECTORS ACTION REQUESTED:

Informational only. No action required.

Growth Trends Report

Through December 31, 2018

2208 W. Chesterfield Blvd, Suite 101

Springfield, Missouri 65807



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Disclaimer

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

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

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

Table of Contents

Introduction Residential Units	
Single-Family Units Permitted - OTO Area	3
Multi-Family Units Permitted – OTO Area	
Total Residential Units Permitted – OTO Area	
Growth Trend Maps	
Change in Housing Units by Census Tract in 2018 (MPO Study Area)	-
Change in Housing Units by Census Tract 2000 – 2018 (MPO Study Area)	
2018 Housing Unit Density Map	
2012 – 2018 Housing Unit Density Map	
Demographics & Employment	
Springfield MSA Population 2007 – 2017	12
Population Percent Change Springfield MSA 2007 – 2017	13
Population Increase Springfield MSA Counites	14
OTO Area Cities Population 1990 – 2017	15
Net Migration 2007 – 2017	
In-Migration Age Characteristics	17
In-Migration Economic Characteristics	18
Median Household Income - Springfield MSA Counties 2012 – 2017	19
Per Capita Income - MSA Counties 2012 – 2017	20
Per Capita Income - OTO Area Cities 2012 – 2017	21
Persons Living in Poverty - Springfield MSA Counties 2012 – 2017	22
Children Living in Poverty - Springfield MSA Counties 2012 – 2017	
Workforce Educational Attainment by MSA County	
Place of Residence vs. Place of Employment – Primary Jobs 2017	
Mean Travel Time to Work in Minutes – City of Springfield & MSA Counties	26
Workforce by Industry Springfield MSA	
Number of Jobs by MSA County 2007 – 2017	28
Data Sources	29
Appendix: OTO Area Permit Activity 2001 – 2018	30

Introduction

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

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

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

<u>Residential Units</u>

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

• Growth Trend Maps

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

Demographics & Employment

Past and most recent population, income, poverty, education, commuting, employment, and workforce statistics are presented and compared.

Residential Units

Building Permit Activity

Building permit data for new single-family, duplex, and multi-family structures was collected for each county and municipality in the OTO area for 2018. For the purpose of this report, single-family structures represent one residential unit and any structures divided into more than one residence are counted as multi-family units including duplexes.

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

The new housing units added in 2018 for each permitting jurisdiction are compared to the previous ten years of building permit activity by jurisdiction for single-family, multi-family, and total residential units in this section of the report. A table of permit activity in the OTO area from 2001 – 2018 is included as an appendix.

Combo Charts – The charts in this section include lines and bars. Values for lines are plotted on the left axis and values for bars are plotted on the right axis. This was done to help visualize development trends in all jurisdictions. If all values were plotted on the same axis the trends in smaller communities may be more difficult to discern.

Residential Units

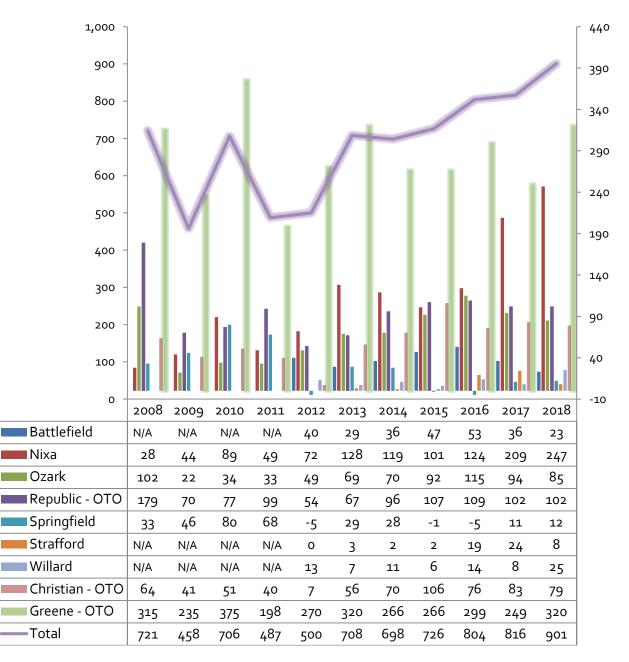
Single-Family

The information on this page depicts permitted construction of single family housing in the OTO area from 2008 – 2018.

In 2018, single-family housing permits reached the highest level since the mid-2000s. The increase is mostly attributable to development in Green County, Nixa, and Republic.

The permit total for new single-family structures in the OTO Area was offset by the demolition 183 houses. The majority of demolitions occurred in Springfield (111) and Greene County (55).

Single Family Units Permitted – OTO Area



Residential Units

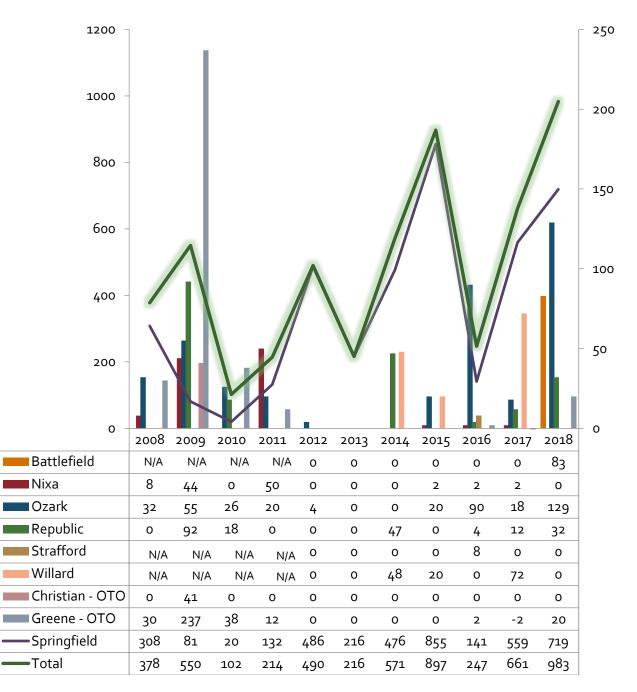
Multi-Family

From 2008 to 2018, the majority of multi-family housing construction permits were issued in Springfield.

In 2018, the number of multi-family units permitted in Springfield rose to the second highest total since 2008. This number was offset by the demolition of 120 multifamily units mostly around the Missouri State University Campus.

Ozark and Battlefield contributed significantly to the total number of multifamily structures permitted other than a duplex in the OTO area.

Multi-Family Units Permitted - OTO Area



Residential Units

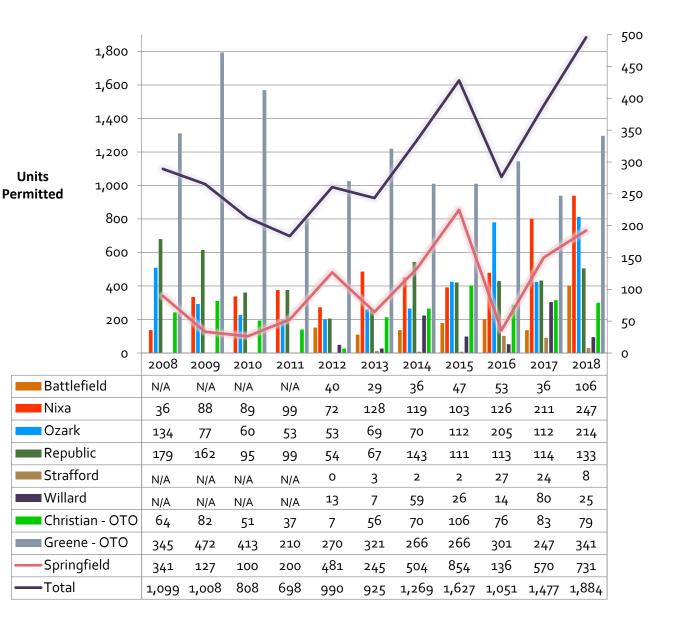
Totals

The information on this page depicts the net total number of housing units permitted for the entire OTO area and each jurisdiction within it for 2018 compared to the previous ten years.

While residential unit construction peaked in the mid-2000s, it had dropped considerably by 2008 after the collapse of the housing bubble leading to the "great recession."

The data indicates a trough in permitting in the years subsequent to 2008 bottoming out in 2011. Growth in residential structure permits has recovered somewhat in recent years driven mostly by multi-family development in Springfield. In 2018, the highest number residential structures were permitted in the OTO area since 2007 (see Appendix A.)

OTO Area 2018 Total Residential Units Permitted

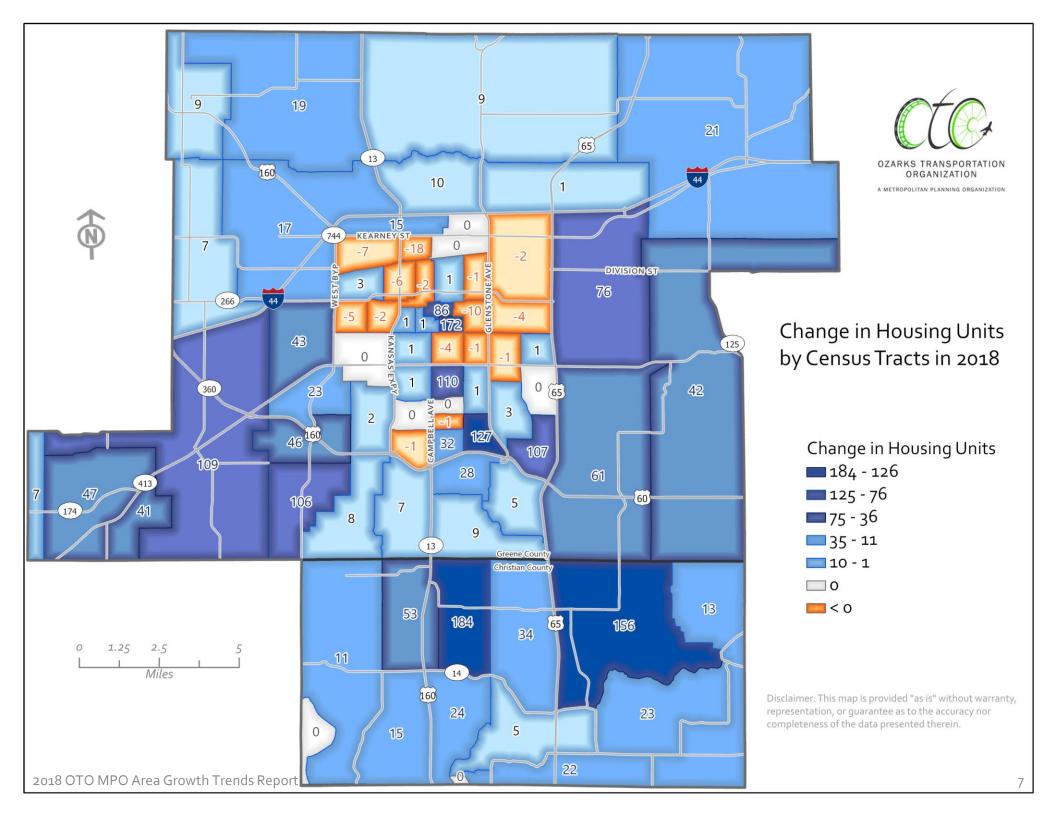


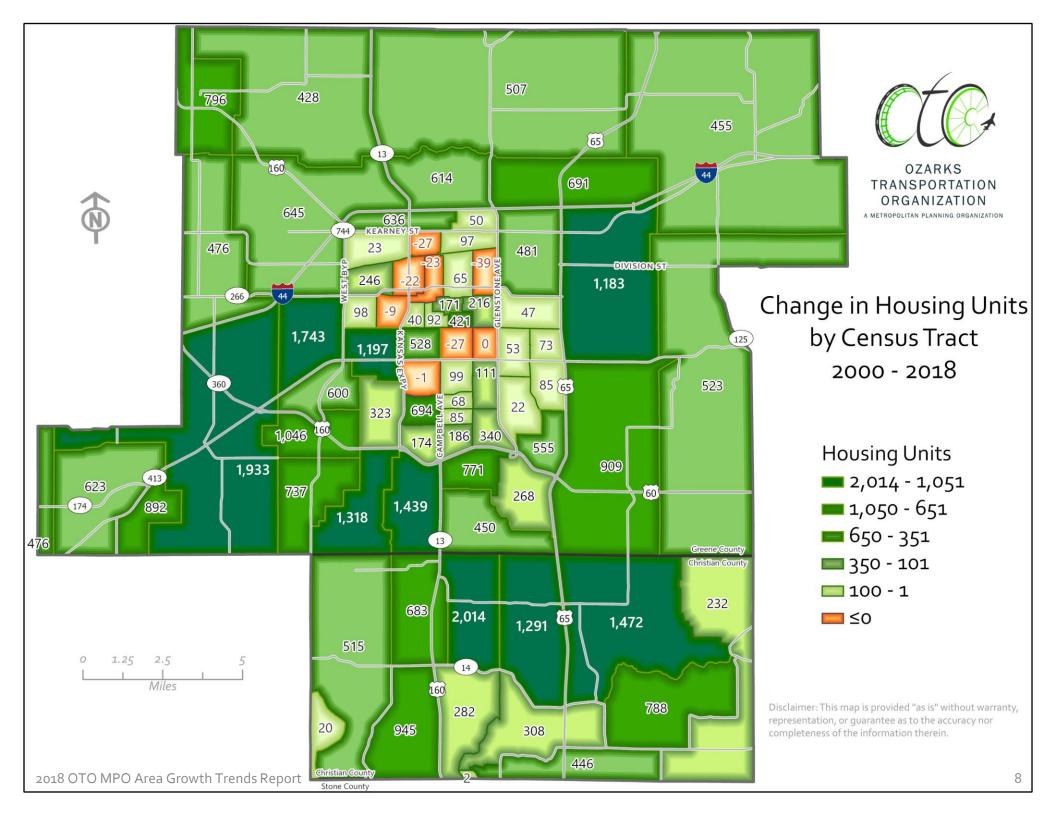
Growth Trends Maps

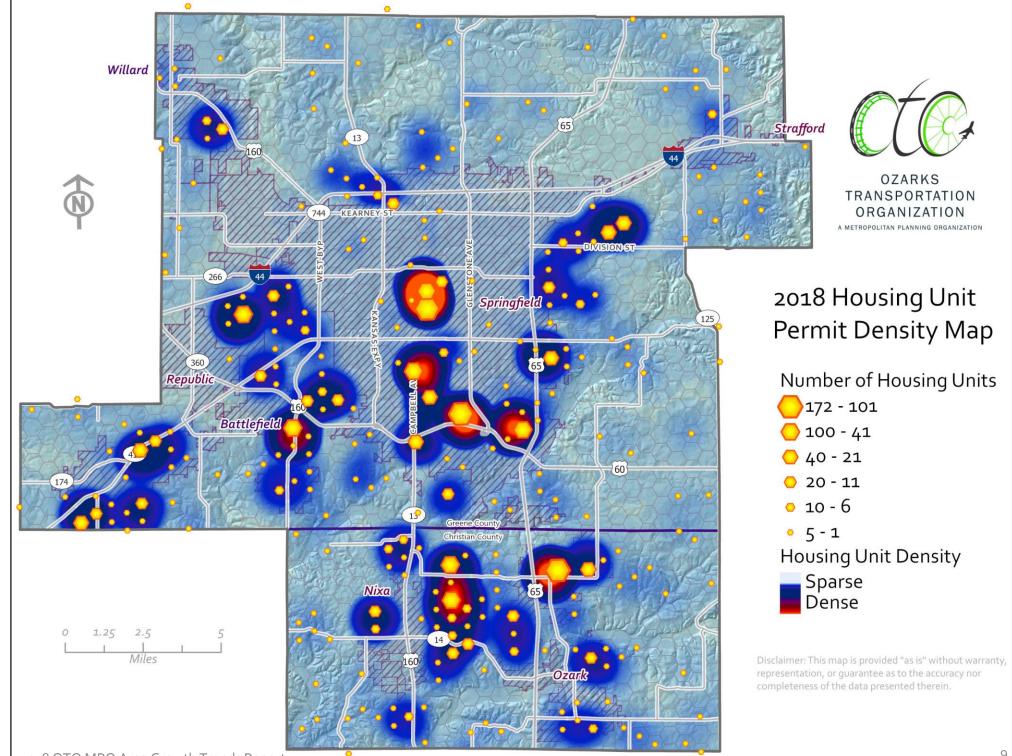
Changes in Housing Units

The maps on the following pages illustrate the net change in housing units by Census Tract for 2018 as well as the period from 2000 to 2018.

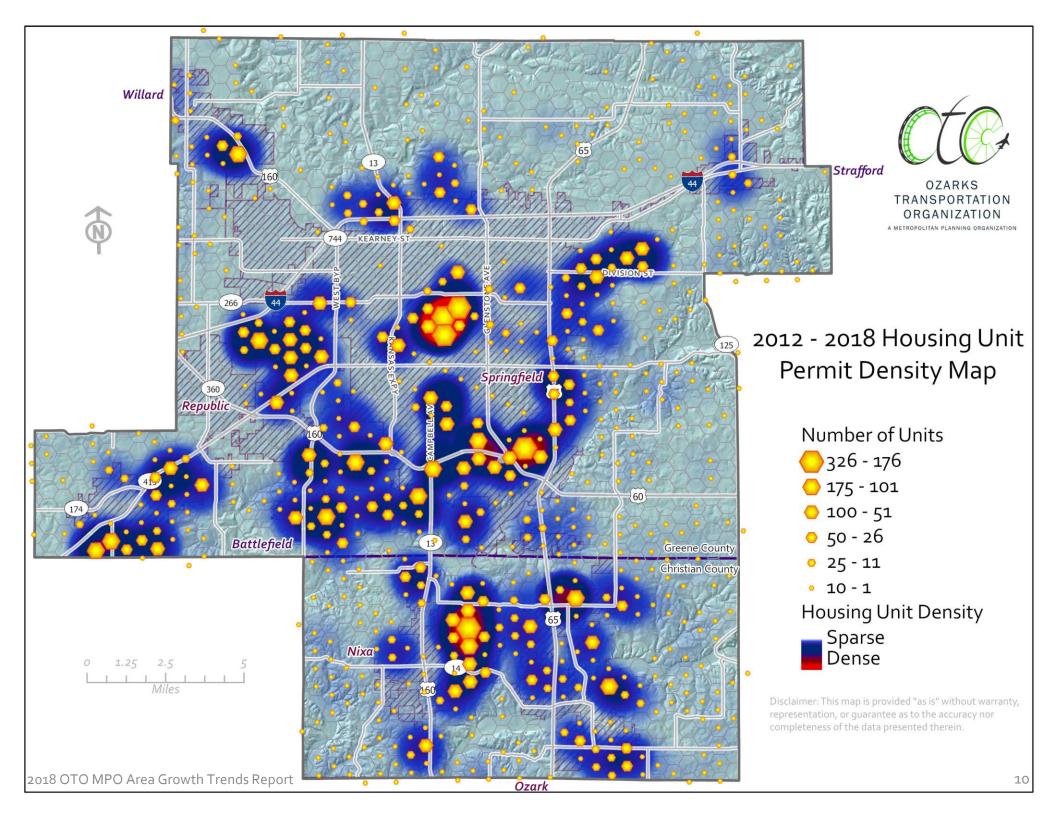
Additionally, a permit heat map has been created to demonstrate densities of new residential structure development. An overlay of geocoded permit address points aggregated into a grid of three square mile hexagons was added to provide more information about the location and magnitude of residential development in 2018 as well as 2012 - 2018.







2018 OTO MPO Area Growth Trends Report



Demographics & Employment

Population Change

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

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

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

Springfield MSA

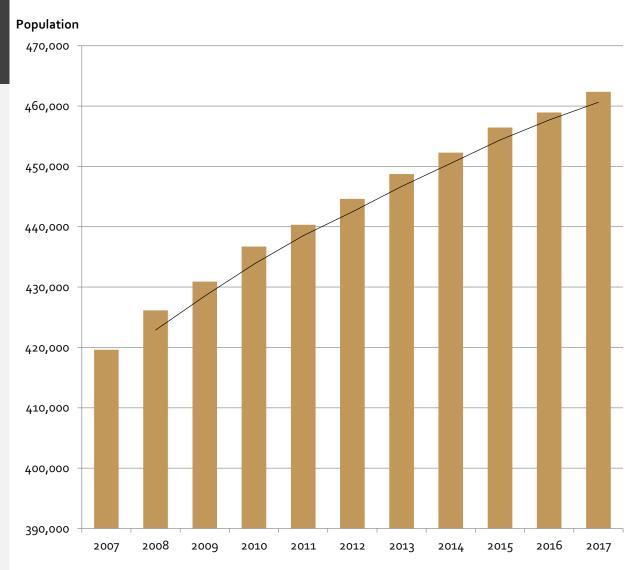
As of the 2010 Census, the Springfield MSA includes Greene, Christian, Webster, Polk, and Dallas Counties.

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

From 2007 to 2017, the MSA population has increased from 419,607 to 462,369. This is an overall increase of %10.2, equaling a 0.93% rate of annual growth.

Using the rule of 70, at an annual growth percent of 0.93, it will take the Springfield MSA over 75 years to double in population to 924,738.

Springfield MSA Population (Greene, Christian, Webster, Polk and Dallas Counties) Source: U.S. Census Bureau, 2017 Population Estimates



Springfield MSA

Continued

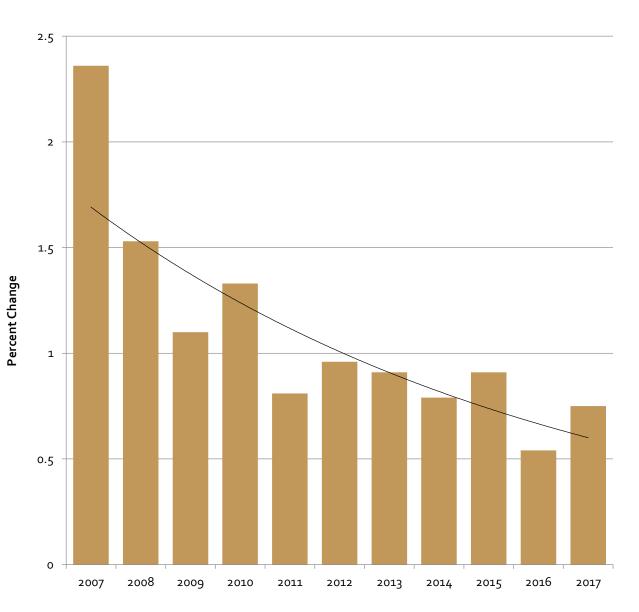
Information for the yearover-year population percent change for the five-county Springfield MSA is presented here.

Although population growth within the MSA has been consistently positive, the percent of change varies from year-to-year. The highest year-over-year percent change during the 11-year period from 2007 to 2017 was from 2006 to 2007.

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

Year-over-Year Population Percent Change Springfield MSA

Source: US Census Bureau, Annual Population Estimates

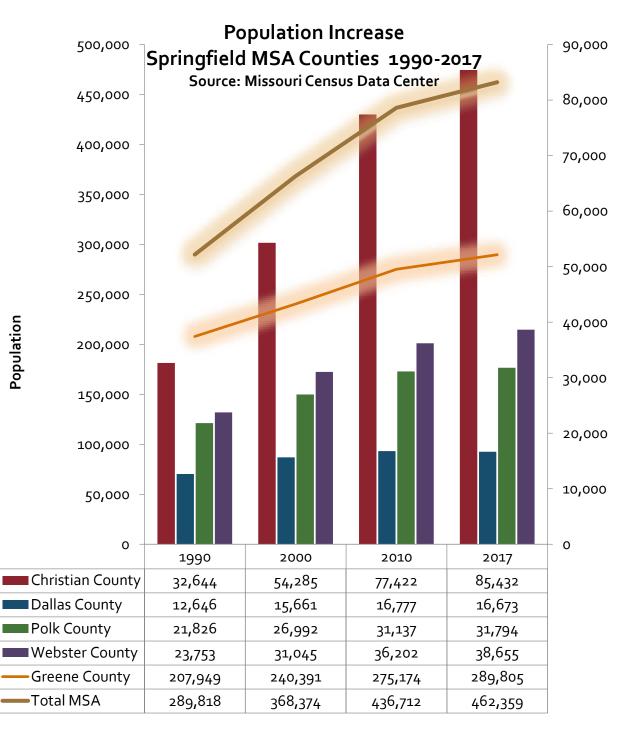


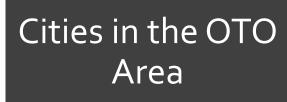
Individual Counties

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

Christian county was the fastest growing county in the MSA in terms of percent change during the 27-year period adding 52,788 people. Greene county grew the most in terms of raw numbers adding 81,856 people.

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



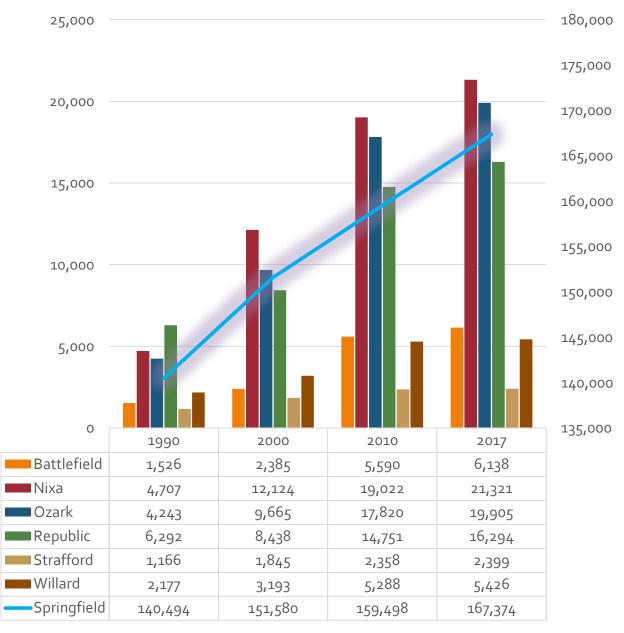


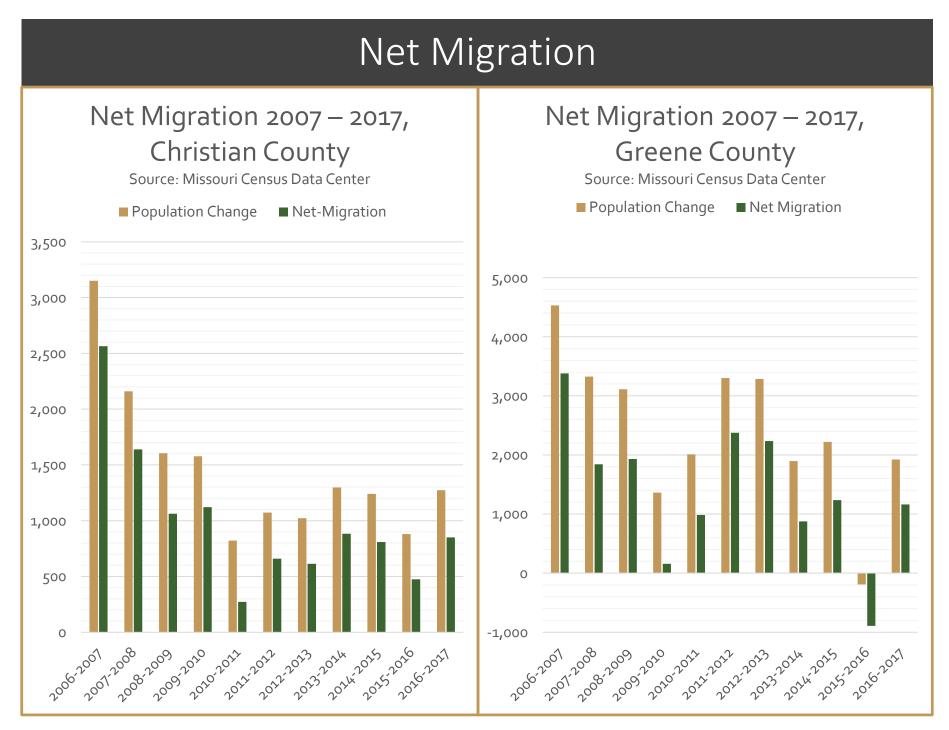
The information on this page shows population growth for cities within the OTO area from 1990 to 2017.

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

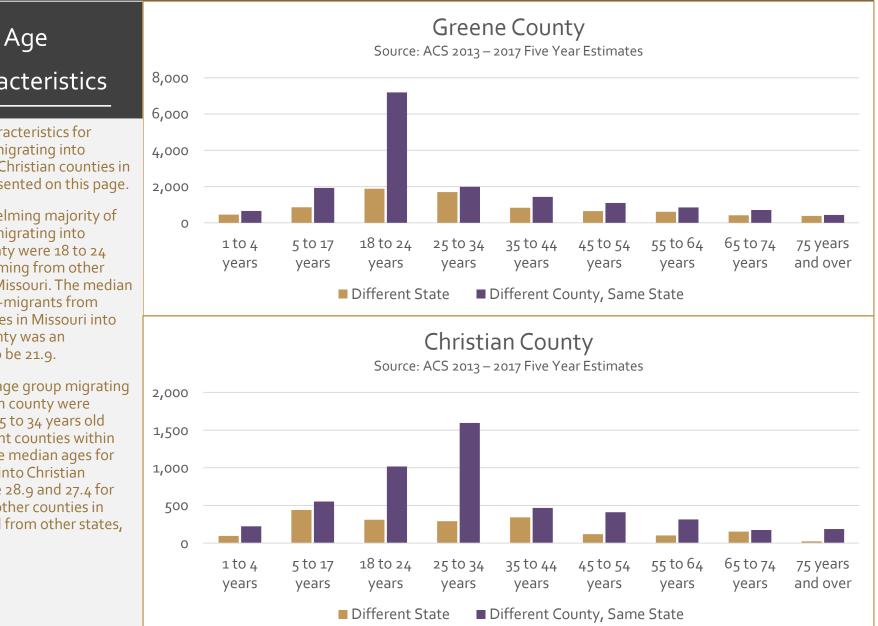
Although more people were added to the region in surrounding cities than Springfield from 2000 to 2010, 27,179 and 7,918 respectively, the opposite is true from 2010 to 2017. During this time Springfield added 7,876 people compared to 6,654 in all other surrounding cities combined.

Population Growth for Cities in the OTO Area From 1990 to 2017





In-Migration



Characteristics

The age characteristics for individuals migrating into Greene and Christian counties in 2017 are presented on this page.

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

The largest age group migrating into Christian county were individuals 25 to 34 years old from different counties within Missouri. The median ages for in-migrants into Christian County were 28.9 and 27.4 for those from other counties in Missouri and from other states, respectively.

In-Migration

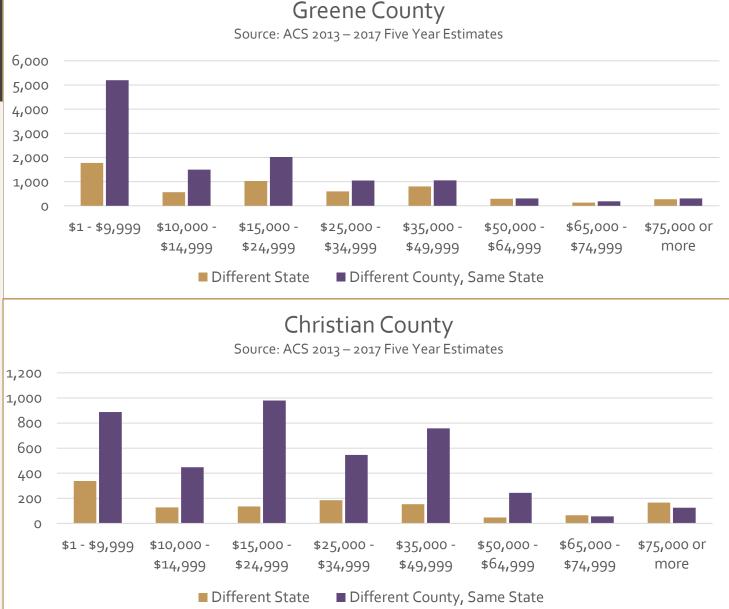
Economic

Characteristics

The income characteristics for individuals migrating into Greene and Christian counties in 2017 are presented on this page.

The largest income group of individuals migrating into Greene county coming from other counties in Missouri made less than \$10,000 a year. This corresponds with the 18 – 24 year old group and indicates a large incoming student population. The median income for this group was \$11,646. Of the over 20,000 in migrants, nearly three of four lived in renter occupied housing.

The largest income group migrating into Christian county from different counties within Missouri were individuals making \$15,000 to \$24,999 a year. This corresponds with the 25 to 34 year old people as the largest age group for inmigrants into Christian County The median income for individuals from other counties in Missouri and from other states, was \$20,857 and \$28,056 respectively.

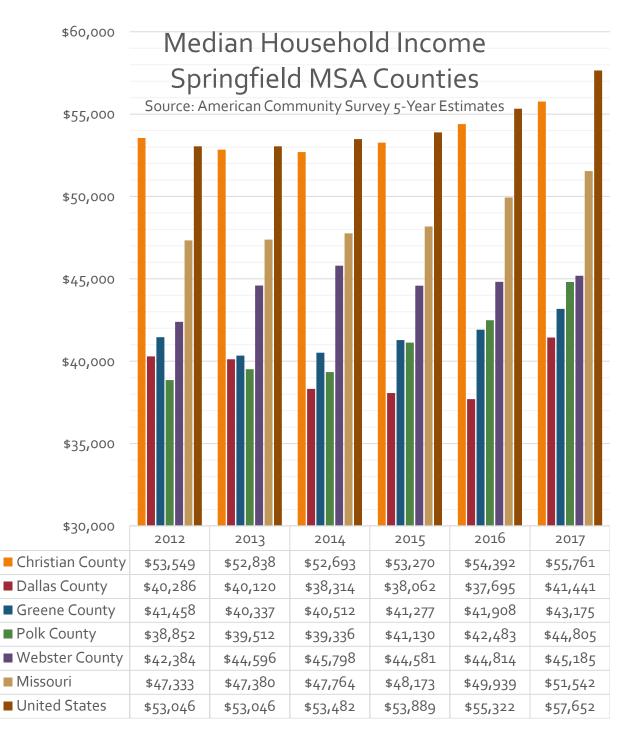


Median Household Income

Median household income for the five counties that comprise the Springfield MSA counties, Missouri, and the United States for each year from 2012 to 2017 is presented here.

The American Community Survey data is based on sampling methods and represents a 90% confidence that these figures are within a specified margin of error. The5-year estimates should only be compared at five-year intervals.

A comparison of statistical difference of 2012 and 2017 income levels indicates that median household income has risen in all geographies except Dallas and Christian counties. Based on the sample margins of error, the median income for households in these counties in 2017 is not statistically different than median household income in 2012 in these areas.

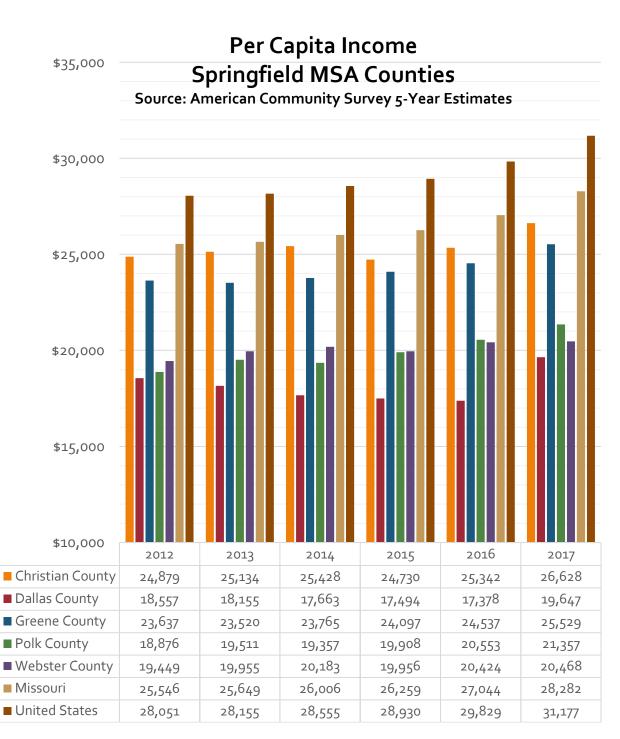


Per Capita Income

The chart to the right shows per capita income for the United States, Missouri, and the five counties that comprise the Springfield Metropolitan Statistical Area (MSA).

All five counties within the MSA are below both the national (\$31,177) and state (\$28,282) per capita income levels for 2018.

As with the ACS data for median household income, comparing 2012 and 2017 per capita income for statistical difference between samples indicates that apart from Missouri and the U.S.; Christian, Greene, and Polk counties have seen an increase in per capita income. The per capita income levels for Dallas and Webster counties are not statistically different.



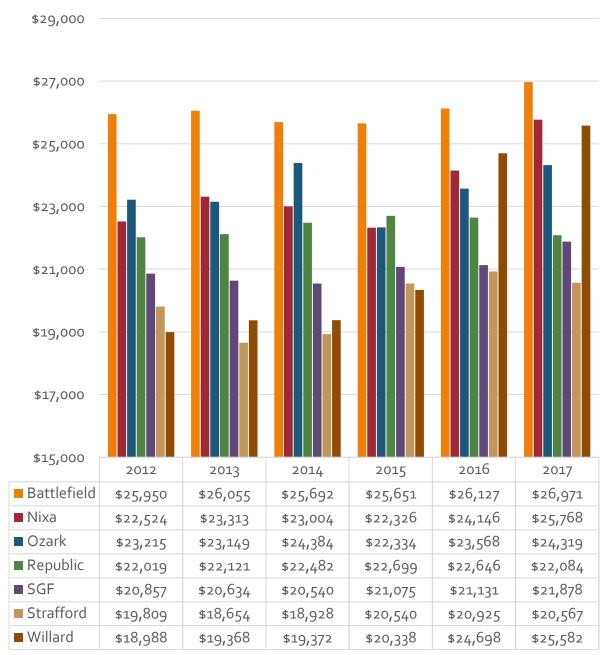
Per Capita Income

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

Although there are some noticeable differences in the per capita income for several cities in 2017 compared to 2012, per capita income estimates for Nixa, Springfield, and Willard are statistically different and have increased during this period.

Estimates for Battlefield, Ozark, Republic, and Strafford in 2017 are not statistically different from 2012 estimates of per capita income.

Per Capita Income OTO Area Cities



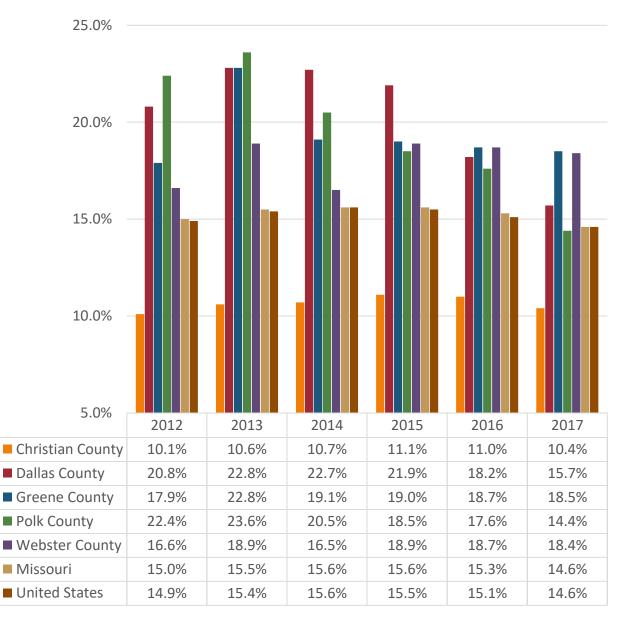
Persons Living Below Poverty

In 2017, Greene and Webster counties had the highest percentage of people living at or below the poverty level with 18.5% and 18.4% of the population. From 2012 to 2017 both Missouri and the United States saw a decrease in the percentage of persons living at or below the poverty level.

Although the estimate in some counties in the MSA has decreased between the 2012 and 2017 surveys, only the Polk County estimate is statistically different. There is a 90% confidence that the percentage of people living in poverty has decreased between 2012 and 2017 in Greene County.

Persons Living Below Poverty Level In Springfield MSA Counties

American Community Survey 5-Year Estimates

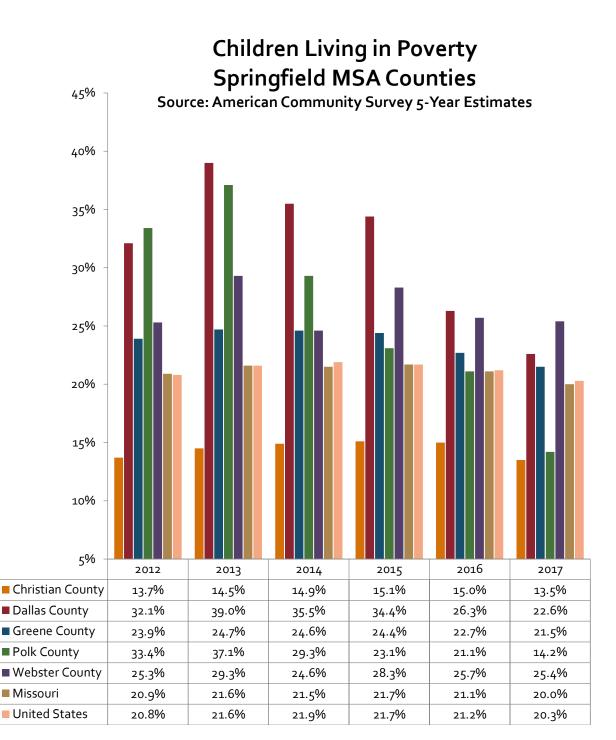


Children Living in Poverty

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

The estimates for Missouri and the United States show a decrease in the percentage of children living at or below the poverty level from 2012 to 2017. The estimates for Missouri and the United States are statistically different for 2012 and 2017 and should be considered indicative of a trend for children living in poverty.

Although Dallas and Greene counties show a similar trend during this time, the Polk county estimate is statistically different from 2012 to 2017 and represents a significant decrease.



Workforce Education Levels

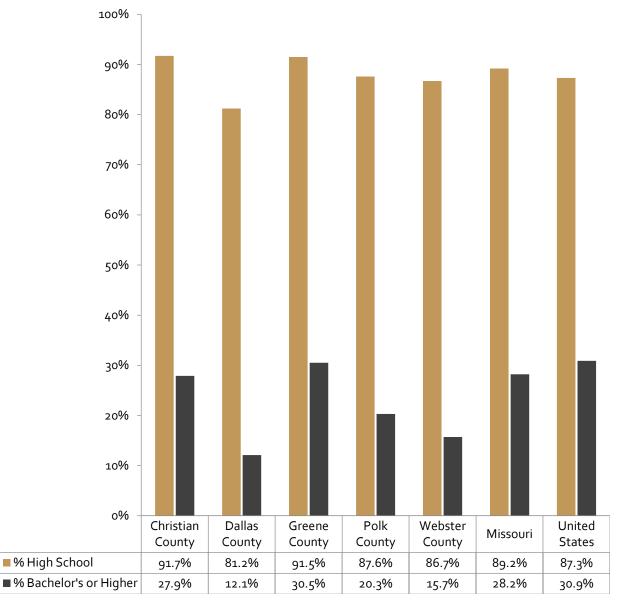
Workforce education levels affect employment and earning levels within communities.

Christian and Greene Counties have the highest percentages of residents 25 years of age or older with a high school diploma. Greene County has the highest percentage of residents 25 years of age or older with a four-year college degree at 30.5 percent.

Within the Springfield MSA, Dallas County has the lowest percentage of high school graduates at 81.2 percent in addition to the lowest percentage of college graduates at 13.2 percent.

2017 Workforce Education Levels Percent with High School Diploma and College Degrees in Springfield MSA Counties

Source: 2017 ACS 5-Year Estimates



Commuting Patterns

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

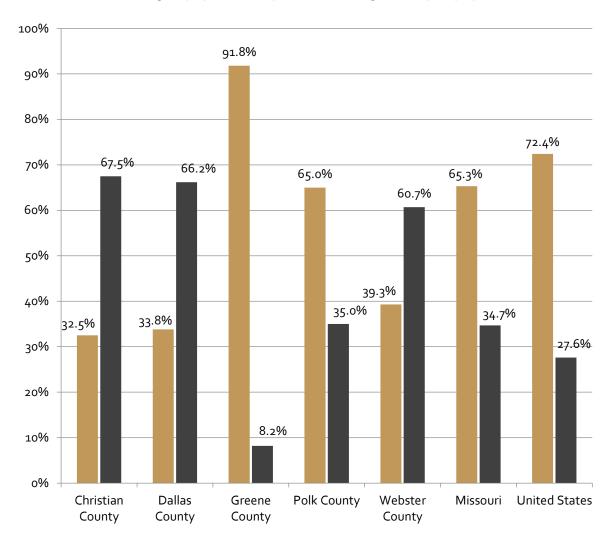
Almost 92 percent of the people who work in Greene County also live in Greene County, as would be expected of the county where the region's primary employment center, Springfield, is located. Conversely, nearly 68% of Christian County residents commute to another county for work, as do over 60.7% of workers in Webster County and 66.2% of workers in Dallas County.

Polk County is the only MSA county that is comparable to Missouri or The United States in county of residence vs. county of employment percentages.

County of Residence vs. County of Employment Source: 2017 ACS 5-Year Estimates

% Living/Employed in County

■ % Living in County/Employed Outside

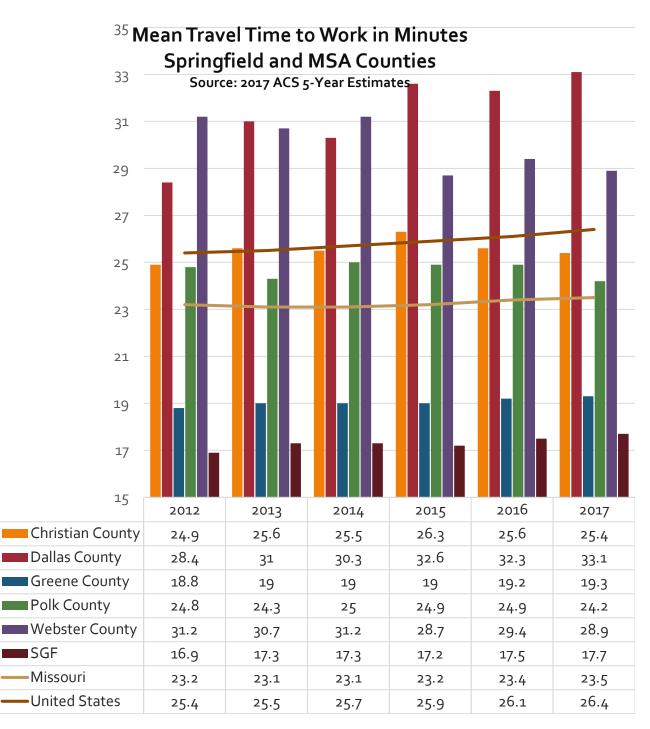


Mean Travel Time to Work

The chart to the right shows the average commute time for individuals living in Springfield and the five-counties in the Springfield MSA, the State of Missouri, and the United States.

Residents of Springfield and Greene County have the shortest commutes to work at 17.7 minutes and 19.3 minutes, respectively. Workers living in Dallas and Webster Counties have the longest commutes with estimates of 33.1 minutes and 28.9 minutes, respectively.

The travel time estimates between 2012 and 2017 are statistically different and have increased for Springfield, Dallas County, Missouri, and the US. Additionally, the decrease in Webster County is also statistically different.



Workforce By Industry Springfield MSA

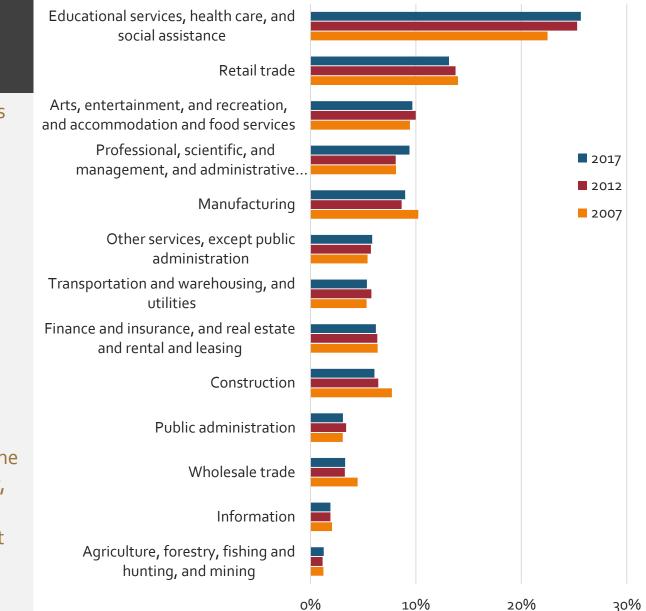
The chart to the right shows the various industries in which the residents of Christian, Dallas, Greene, Polk, and Webster counties are employed.

Educational service, health care, and social assistance continues to employ the largest percentage of the workforce.

The Springfield MSA is home to Missouri State University, has a number of regional hospitals, and not-for-profit public assistance agencies.

Springfield MSA Percentage of Workforce by Industry 2007,

2012, & 2017 Source: ACS 5-Year Estimates

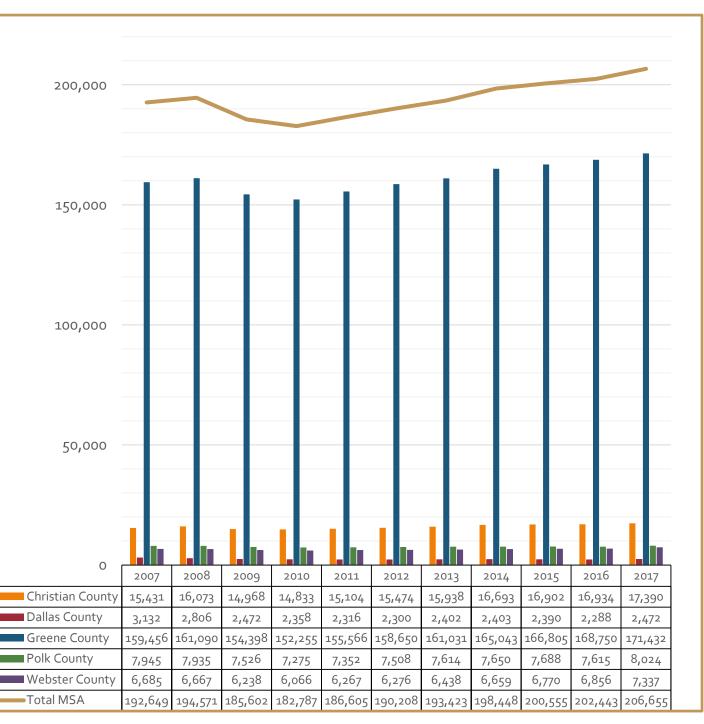


Number of Jobs by MSA County

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

The jobs data is derived from the Bureau of Labor Statistics Quarterly Census of Employment and Wages. The data was collected at the county level and summarized for the Springfield MSA.

The data show job losses from 2007 to 2010. Beginning in 2011, jobs numbers start to rebound and climb every year through 2017. The overwhelming number of jobs in the MSA are located in Greene County. Although jobs numbers have risen in every county in the MSA besides Dallas, the proportion of MSA jobs within Greene County from 2007 to 2017 has remained relatively constant.



Data Sources

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

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

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

Other data sources include:

U.S. Census Bureau, 2018. Quarterly Workforce Indicators. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on 2/14/2018 <u>https://lehd.ces.census.gov/data/#qwi</u>.

Missouri Census Data Center, 2017. http://mcdc.missouri.edu/decennial-census/1980-1990.shtml

Missouri Census Data Center, 2017. http://mcdc.missouri.edu/decennial-census/2000.shtml

Missouri Census Data Center, 2017. http://mcdc.missouri.edu/decennial-census/2010.shtml

U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

U.S. Census Bureau, 2007 American Community Survey 3-Year Estimates

Appendix: OTO Area Permit Activity 2001 - 2018

	Total Residential Units Permitted – OTO Area																		
		Battle	field		Nix	а			Dzark			Repu	blic		St	rafford			
		Willar	d	-	Chr	istian -	ото		Greene	- ОТО		-Sprin	gfield	-	— To	tal			(500
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ſ						2006			2009	2010		2012				2016		2018	0
Battlefield	2001 N/A	2002 N/A	2003 N/A	2004 N/A	2005 N/A	2000 N/A	2007 N/A	2008 N/A	2009 N/A	2010 N/A	2011 N/A	40	2013	36	47	53	36	106	
Nixa	260	267	281	536	547	539	268	36	88	89	99	72	128	119	103	126	211	247	
Ozark	168	, 271	333	367	441	391	290	 134	77	60	53	, 53	69	70	112	205	112	214	
Republic	205	183	168	271	304	307	236	179	162	95	99	54	67	143	111	113	114	133	
Strafford	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	3	2	2	27	24	8	
Willard	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	13	7	59	26	14	80	25	
Christian - OTO	213	201	174	224	133	241	145	64	82	51	37	7	56	70	106	76	83	79	
Greene - OTO	906	1,229	1,294	1,328	1,424	1,087	792	345	472	413	210	270	321	266	266	301	247	341	
Springfield	535	943	823	980	1,254	1,386	1,285	341	127	100	200	481	245	504	854	136	570	731	
Total	2,287	3,094	3,073	3,706	4,103	3,951	3,016	1,099	1,008	808	698	990	925	1,269	1,627	1,051	1,477	1,884	

TAB 5

BOARD OF DIRECTORS AGENDA 4/18/2019; ITEM II.D.

Amendment Number Five to the FY 2019-2022 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are five new items included as part of Amendment Number Five to the FY 2019-2022 Transportation Improvement Program. These items include four projects requested by MoDOT and one requested by the Ozarks Transportation Organization.

- *Revised* Pedestrian Improvements on Route 14 Cedar Heights to Ellen (EN1708-19A5) MoDOT has requested to align the OTO TIP with the MoDOT STIP; changes including the removal of MoDOT Construction Funds of \$22200, the increase of Local Funds by \$1,500 and the increase of Federal STBG Funds by \$20,700. The overall programmed amount remains the same.
- *New* ADA Improvements on Nature Center Way (EN1914-19A5) MoDOT is requesting a scoping project for ADA improvements along Nature Center Way with \$61,000 in Federal Funding and \$15,400 in State Funding, for a total programmed amount of \$77,000 in FY 2019.
- *New* OTO Operations and Planning (OT1901-19A5) OTO is requesting STBG-Urban funding for operations and planning activities as described in the OTO FY 2020 Unified Planning Work Program, starting with federal funds of \$200,000 in FFY 2019, and increasing by 5 percent each year to \$231,525 for FFY 2022, for a total programmed amount of \$1,077,531, with local match provided by OTO Member Jurisdiction Dues. The scenario below demonstrates the impacts of this change to each community.

	FFY 2019	FFY 2019 minus OTO Operations	Difference
STBG-Urban Allocation	6,550,433.04	6,350,433.04	(200,000.00)
STBG-Urban Distribution			
Christian County	342,828.93	332,361.57	(10,467.36)
Greene County	1,459,160.89	1,414,609.30	(44,551.59)
City of Battlefield	118,326.36	114,713.58	(3,612.78)
City of Nixa	402,648.31	390,354.52	(12,293.79)
City of Ozark	377,204.96	365,688.02	(11,516.94)
City of Republic	312,241.90	302,708.42	(9,533.48)
City of Springfield	3,376,174.94	3,273,092.44	(103,082.50)
City of Strafford	49,912.98	48,389.02	(1,523.96)
City of Willard	111,933.77	108,516.17	(3,417.60)
	6,550,433.04	6,350,433.04	(200,000.00)

- *New* Route 60 and Route 174 Intersection (RP1901-19A5)
 MoDOT is requesting a scoping project for the Route 60 and Route 174 Intersection in Republic, with \$160,000 in Federal Funding and \$40,000 in State Funding, for a total programmed amount of \$200,000.
- 5. *New* Sherman Parkway Rail Crossing Improvements (SP1912-19A5) MoDOT is requesting a project to install a new rail crossing signal and rail crossing safety improvements on Sherman Parkway at BNSF railroad, with Federal Funding of \$46,000 and State Funding of \$6,000, for a total programmed amount of \$52,000.

EXECUTIVE COMMITTEE RECOMMENDATION:

At its regularly scheduled meeting on March 13, 2019, the OTO Executive Committee recommended approval of OT1901-19A5.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on March 20, 2019, the Technical Planning Committee recommended that the Board of Directors approve Amendment 5, Items 2 through 5, to the FY 2019-2022 Transportation Improvement Program.

At an e-meeting scheduled on April 4, 2019, the Technical Planning Committee recommended that the Board of Directors also approve Item 1, as an addition to Amendment 5.

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 5 to the FY 2019-2022 Transportation Improvement Program."

OR

"Move approve Amendment 5 to the FY 2019-2022 Transportation Improvement Program, with these changes..."

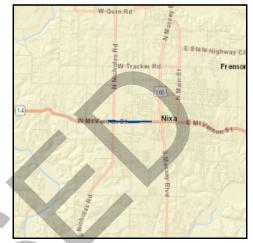


Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1708-19A5PEDESTRIAN IMPROVEMENTS ON ROUTE 14 - CEDAR HEIGHTS TO ELLEN

Route	Rte. 14		
From	Cedar Heigh	ts Drive	
То	Ellen Avenue	e	
Location		City of Nixa	
Federal Agen	су	FHWA	
Project Spons	sor	MoDOT	
Federal Fundi	ing Category	STBG	
MoDOT Fundi	ing Category	Major Projects and Emer	ging Needs
Bike/Ped Plan	? Yes	EJ?	Yes
STIP #	8P3104		
Federal ID #	S60106	5	



Project Description

Sidewalk additions and other pedestrian features on Mt. Vernon Street (Route 14) from Cedar Heights Drive to Ellen Avenue in Nixa.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$68,000	\$0	\$0	\$0	\$68,000
MoDOT	State	ENG	\$17,000	\$0	\$0	\$0	\$17,000
FHWA (STBG)	Federal	CON	\$109,500	\$0	\$0	\$0	\$109,500
FHWA (STBG-U)	Federal	CON	\$100,286	\$0	\$0	\$0	\$100,286
LOCAL	Local	CON	\$173,214	\$0	\$0	\$0	\$173,214
Totals			\$468,000	\$0	\$0	\$0	\$468,000

Notes

Non-Federal Funding Source: State Transportation Revenues and City of Nixa	Prior Cost	\$76,000
Cost Share	Future Cost	\$0
FYI: \$100,286 Nixa STBG-Urban (Payback 9900854/9900859)	Total Cost	\$544,000



Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN1708-19A2 PEDESTRIAN IMPROVEMENTS ON ROUTE 14 - CEDAR HEIGHTS TO ELLEN

Route	Rte. 14		
From	Cedar Heigh	ts Drive	
То	Ellen Avenue	e	
Location		City of Nixa	
Federal Agen	су	FHWA	
Project Spons	sor	MoDOT	
Federal Fundi	ing Category	STBG	
MoDOT Fundi	ing Category	Major Projects and Emerg	ging Needs
Bike/Ped Plan	? Yes	EJ?	Yes
STIP #	8P3104		
Federal ID #	S60106	5	



Project Description

Sidewalk additions and other pedestrian features on Mt. Vernon Street (Route 14) from Cedar Heights Drive to Ellen Avenue in Nixa.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$68,000	\$0	\$0	\$0	\$68,000
MoDOT	State	ENG	\$17,000	\$0	\$0	\$0	\$17,000
FHWA (STBG)	Federal	CON	\$88,800	\$0	\$0	\$0	\$88,800
FHWA (STBG-U)	Federal	CON	\$100,286	\$0	\$0	\$0	\$100,286
LOCAL	Local	CON	\$171,714	\$0	\$0	\$0	\$171,714
MoDOT	State	CON	\$22,200	\$0	\$0	\$0	\$22,200
Totals			\$468,000	\$0	\$0	\$0	\$468,000

Notes

Non-Federal Funding Source: State Transportation Revenues and City of Nixa **Prior Cost** \$76,000 Cost Share **Future Cost** \$0

FYI: \$100,286 Nixa STBG-Urban (Payback 9900854/9900859)

Total Cost \$544,000



Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1914-19A5 ADA IMPROVEMENTS ON NATURE CENTER WAY

Route	60 South Ou	iter Road				
From	0.1 mile east	of Republic Road				
То	end of Route					
Location		City of Springfield				
Federal Agend	сy	FHWA				
Project Spons	or	MoDOT				
Federal Fundi	ng Category	STBG				
MoDOT Fundi	ng Category	Enhancements-Statewide				
Bike/Ped Plan	?	EJ?				
STIP #	8S3175					
Federal ID #						



Project Description

Scoping for ADA improvements on Nature Center Way from 0.1 mile east of Republic Road to end of route.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$31,200	\$30,400	\$0	\$0	\$61,600
MoDOT	State	ENG	\$7,800	\$7,600	\$0	\$0	\$15,400
Totals			\$39,000	\$38,000	\$0	\$0	\$77,000

Notes Source of Local Funding: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$77,000



Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # OT1901-19A5	TO OPERATIONS AND PLANNING	
Route		
From		TTO TO
То		
Location	Area Wide	
Federal Agency	FHWA	OZARKS TRANSPORTATION ORGANIZATION
Project Sponsor	Ozarks Transportation Organization	A METROPOLITAN PLANNING ORGANIZATION
Federal Funding Category	STBG-U	
MoDOT Funding Category	N/A	Diamaing Droject
Bike/Ped Plan?	EJ?	Planning Project
STIP #		
Federal ID #		

Project Description

Operations and Planning Activities as described in the FY 2020 UPWP and as planned in consecutive years.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	PLAN	\$200,000	\$210,000	\$220,500	\$231,525	\$862,025
LOCAL	Local	PLAN	\$50,000	\$52,500	\$55,125	\$57,881	\$215,506
Totals			\$250,000	\$262,500	\$275,625	\$289,406	\$1,077,531

Notes

Source of Local Funds: OTO dues as collected from member jurisdictions.

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,077,531



Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # RP1901-19A5		ROUTE 60 AND ROUTE 174 INTERSECTION			
Route	US 60				
From	Route 174				
То	Route 174				
Location		City of Republic			
Federal Agency		FHWA			
Project Sponsor		MoDOT			
Federal Funding Category		NHPP(NHS)			
MoDOT Funding Category		Major Projects and Emerging Needs			
Bike/Ped Plan	?	EJ?			
STIP #	8S3159	В			
Federal ID #					



Project Description

Scoping for intersection improvements at Route 60 and Route 174 in Republic.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$120,000	\$40,000	\$0	\$0	\$160,000
MoDOT	State	ENG	\$30,000	\$10,000	\$0	\$0	\$40,000
Totals			\$150,000	\$50,000	\$0	\$0	\$200,000

Notes Source of Local Funding: State Transportation Revenues

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



Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # SP1912-19A5 SHERMAN PARKWAY RAIL CROSSING IMPROVEMENTS

Route	Sherman Parkway			
From	BNSF			
То	BNSF			
Location		City of Springfield		
Federal Agency		FHWA		
Project Spons	sor	MoDOT		
Federal Funding Category		STBG-RR Safety (Section 130)		
MoDOT Funding Category		Grade Crossing Safety Account		
Bike/Ped Plan	?	EJ?		
STIP #				
Federal ID #	000\$589	9		



Project Description

Install new rail crossing signal and rail crossing safety improvements on Sherman Parkway at BNSF railroad (USDOT crossing #664118Y).

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (130)	Federal	CON	\$46,000	\$0	\$0	\$0	\$46,000
MoDOT-GCSA	State	CON	\$6,000	\$0	\$0	\$0	\$6,000
Totals			\$52,000	\$0	\$0	\$0	\$52,000

Notes Source of Local Funding: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$52,000

Bicycle & Pedestrian

YEARLY SUMMARY

			Federal		Local	State	
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2019							
EN1513	\$0	\$488,494	\$0	\$0	\$122,122	\$0	\$610,616
EN1705	\$0	\$0	\$300,000	\$581,600	\$0	\$220,400	\$1,102,000
EN1706	\$0	\$0	\$0	\$8,800	\$0	\$2,200	\$11,000
EN1708-19A5	\$0	\$100,286	\$0	\$177,500	\$173,214	\$17,000	\$468,000
EN1801-18	\$0	\$0	\$0	\$120,800	\$0	\$30,200	\$151,000
EN1802-18	\$0	\$0	\$0	\$24,000	\$0	\$6,000	\$30,000
EN1803-18A3	\$0	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$104,000	\$0	\$26,000	\$130,000
EN1902-19A2	\$265,075	\$0	\$0	\$0	\$66,269	\$0	\$331,344
EN1903-19A2	\$207,439	\$0	\$0	\$0	\$42,060	\$0	\$249,499
EN1904-19A3	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$35,000
EN1905-19A3	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$67,000
EN1906-19A3	\$0	\$17,570	\$0	\$0	\$4,392	\$0	\$21,962
EN1907-19A3	\$13,049	\$0	\$0	\$0	\$3,262	\$0	\$16,311
EN1908-19A3	\$27,766	\$0	\$0	\$0	\$6,941	\$0	\$34,707
EN1909-19A3	\$0	\$183,365	\$0	\$0	\$45,841	\$0	\$229,206
EN1912-19A3	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$107,389
EN1913-19A3	\$0	\$110,869	\$0	\$0	\$27,717	\$0	\$138,586
EN1914-19A5	\$0	\$0	\$0	\$31,200	\$0	\$7,800	\$39,000
SUBTOTAL	\$627,240	\$2,954,184	\$300,000	\$1,047,900	\$1,033,696	\$309,600	\$6,272,620

Bicycle & Pedestrian

YEARLY SUMMARY

			Federal		Local	State	
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2020							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1801-18	\$0	\$0	\$264,000	\$509,600	\$0	\$193,400	\$967,000
EN1802-18	\$0	\$0	\$0	\$271,200	\$0	\$67,800	\$339,000
EN1901-19	\$0	\$0	\$0	\$272,000	\$0	\$68,000	\$340,000
EN2001-18	\$0	\$132,160	\$0	\$0	\$33,040	\$0	\$165,200
EN1904-19A3	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$340,000
EN1905-19A3	\$0	\$324,014	\$0	\$0	\$81,004	\$0	\$405,018
EN1906-19A3	\$0	\$187,990	\$0	\$0	\$46,998	\$0	\$234,988
En1907-19A3	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$174,527
EN1908-19A3	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$371,367
EN1910-19A3	\$0	\$146,098	\$0	\$0	\$36,524	\$0	\$182,622
EN1911-19A3	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$90,885
EN1914-19A5	\$0	\$0	\$0	\$30,400	\$0	\$7,600	\$38,000
SUBTOTAL	\$781,422	\$790,262	\$264,000	\$1,091,200	\$392,923	\$338,800	\$3,658,607
2021							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1802-18	\$0	\$0	\$0	\$1,283,200	\$0	\$320,800	\$1,604,000
EN1901-19	\$0	\$0	\$313,000	\$1,137,400	\$0	\$362,600	\$1,813,000
EN2101-18	\$0	\$53,760	\$0	\$0	\$13,440	\$0	\$67,200
EN2102-18	\$0	\$74,368	\$0	\$0	\$18,592	\$0	\$92,960
SUBTOTAL	\$0	\$128,128	\$313,000	\$2,428,600	\$32,032	\$685,400	\$3,587,160
2022							
EN2201-19	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
SUBTOTAL	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
GRAND TOTAL	\$1,408,662	\$3,872,574	\$1,153,800	\$4,567,700	\$1,458,651	\$1,403,000	\$13,864,387

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

			Federal (FHWA)									
		STBG-U	TAP	ST	BG	ST	AP		Local	Ν	/loDOT		TOTAL
PRIOR YEAR													
Balance	\$	4,002,574	\$ 624,281		N/A		N/A	\$	-	\$	-	\$	4,626,855
FY 2019													
Funds Anticipated	*(See note below	\$ 438,053	\$1,047	,900.00	\$300,0	00.00	\$	1,033,696	\$	309,600	\$	3,129,249
Funds Programmed	(\$2	,954,184.00)	(\$627,240)	(\$1,047	,900.00)	(\$300,0	(00.00	(\$1	,033,696.00)	(\$30	09,600.00)	(\$6	,272,620.00)
Running Balance	\$1	,048,390.00	\$435,094.24		\$0.00		\$0.00		\$0.00		\$0.00	\$1	,483,484.24
FY 2020													
Funds Anticipated	*	See note below	\$446,814.00	\$1,091	,200.00	\$264,0	00.00		\$392,923.00	\$33	38,800.00	\$2	,533,737.00
Funds Programmed	(9	\$790,262.00)	\$ (781,422.00)	(\$1,091	,200.00)	(\$264,0	(00.00	(:	\$392,923.00)	(\$33	38,800.00)	(\$3	,658,607.00)
Running Balance		\$258,128.00	\$100,486.24		\$0.00		\$0.00		\$0.00		\$0.00		\$358,614.24
FY 2021													
Funds Anticipated	*	See note below	\$455,750.00	\$2,428	3,600.00	\$313,0	00.00		\$32,032.00	\$68	35,400.00	\$3	,914,782.00
Funds Programmed	(9	\$128,128.00)	\$ -	(\$2,428	3,600.00)	(\$313,0	(00.00		(\$32,032.00)	(\$68	35,400.00)	(\$3	,587,160.00)
Running Balance		\$130,000.00	\$556,236.24		\$0.00		\$0.00		\$0.00		\$0.00	••	686,236.24
FY 2022													
Funds Anticipated	*	See note below	\$464,865.00		\$0.00	\$276,8	300.00		\$0.00	\$6	69,200.00		\$810,865.00
Funds Programmed	\$	-	\$ -	\$	-	(\$276,8	300.00)	\$	-	(\$6	69,200.00)	(\$346, <mark>000.00)</mark>
Running Balance		\$130,000.00	\$ 1,021,101.24		\$0.00		\$0.00		\$0.00		\$0.00	\$1	,151,101.24

* 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.

Roadways

YEARLY SUMMARY					Federal						Local	1	State		
	FHWA (STBG-U) FHW	A (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)		FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019	<u>^</u>														
BA1801-18	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$1,800			
CC0901	\$0 \$0	\$0 \$0	\$0 ©	\$0 ©	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$1,600	\$0	\$0 \$0	\$400			
CC1102 CC1703	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$400,000 \$0	\$0 \$4,000	\$0 \$0	\$0 \$0	\$100,000 \$1,000	\$0 \$0		\$500,000 \$5,000
CC1801	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$880,000	\$4,000 \$0	\$0 \$0	\$0 \$0	\$220,000			\$1,100,000
CC1802	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0 \$0	\$40,000	\$0 \$0	\$0	\$0 \$0	\$10,000			\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200			\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400			\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0			
GR1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,568,000	\$0	\$0	\$1,892,000			
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$1,600			. ,
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$160,000			\$800,000
GR1705	\$0 \$0	\$0 \$0	\$0 ©	\$0 ©	\$0 ©0	\$0 \$0	\$0 ©0	\$0 \$0	\$208,800	\$0	\$0 \$51.000	\$52,200			. ,
GR1707-17A6 GR1801-18	\$0 \$0	\$0 \$22,500	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$51,000 \$0	\$0 \$2 500	• •		\$51,000
GR1801-18 GR1804-18	\$0 \$0	\$22,500 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$67,200	\$0 \$0	\$0 \$0	\$0 \$0	\$2,500 \$16,800	\$0 \$0		\$25,000 \$84.000
GR1805-18	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$07,200 \$0	\$53,600	\$0 \$0	\$0 \$0	\$13,400			
GR1901-19	\$10,156,075	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$00,000	\$0	\$2,539,018	\$0			
GR1902-19	\$2,935,796	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0			• • • • • • • • • •
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400			\$2,000
GR1904-19	\$0	\$0	\$369,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,400	\$0	\$0	\$462,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400			\$2,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000			. ,
GR1908-19	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600			\$8,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0		. ,
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400			\$2,000
MO1105	\$0 \$0	\$0 \$0	\$0 ©	\$0 ©	\$0 \$0	\$0 \$0	\$0 ©0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$292,000	\$0		. ,
MO1405 MO1709	\$0 \$0	\$0 \$162,900	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$15,000 \$18,100			\$15,000 \$181,000
MO1703 MO1711	\$0 \$0	\$102,900 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$998.400	\$0 \$0	\$0 \$0	\$0 \$0	\$249.600	\$0 \$0		
MO1717-18A5	\$324,000	\$0	\$0 \$0	\$0	\$0	\$0	\$0 \$0	\$0	\$800	\$0	\$81,000	\$200	• •		• • • • • • • •
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40.000	\$0	\$0	\$0	\$10,000	\$0		\$50.000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000			
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000			\$50,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100			
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$128,800			
MO1805-18	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$1,328,000	\$0	\$0	\$332,000			
MO1806-18	\$0 \$0	\$0 \$0	\$0 ©	\$0 \$107,100	\$0 \$0	\$0 \$0	\$0 ©0	\$0 \$0	\$80,000	\$0	\$0 \$0	\$20,000			. ,
MO1902-19 MO1903-19	\$0 \$0	\$0 \$1,800	\$0 \$0	\$197,100 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$21,900 \$200			\$219,000 \$2,000
MO1903-19 MO1904-19	\$0 \$0	\$1,800 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,600	\$0 \$0	\$0 \$0	\$0 \$0	\$200 \$400			\$2,000 \$2,000
MO1905-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$12,000			
MO1906-19A3	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$177,600	\$0 \$0	\$0	\$0 \$0	\$44,400			\$222,000
NX1701	\$0 \$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$1,471,200	\$0	\$0	\$0	\$367,800			
NX1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$331,200	\$4,923,200	\$0	\$0	\$1,313,600			\$6,568,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400			
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,668,800	\$0	\$0	\$0	\$917,200	\$0	\$0	\$4,586,000
NX1801-17A2	\$882,400	\$0	\$0	\$0	\$0	\$0	\$0	\$718,400	\$0	\$0	\$237,600	\$162,600			\$2,001,000
NX1802-19A2	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,660	\$0	֥		\$363,660
NX1803-18A2	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$136,400	\$0	\$0	\$12,500	\$34,100	\$0	\$0	\$233,000

FY 2019 continued on next page

Roadways

YEARLY SUMMARY					Federal						Local	1	State		T
PROJECT	FHWA (STBG-U) FI	HWA (SAFETY) FH	HWA (BRIDGE)	FHWA (I/M)		FHWA (BRM)	HWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$3,565,000
OK1802-19A3	\$800,000	\$0 \$0	\$0 \$0	\$0 ©	\$0 ©0	\$0 \$0	\$506,655	\$0		\$740,993	\$625,001	\$0 \$62,000	\$0	\$123,499	\$2,796,148
OK1803 OK1901-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$252,000 \$1,600	\$0 \$0	\$0 \$0	\$0 \$0	\$63,000 \$400	\$0 \$0	\$0 \$0	\$315,000 \$2,000
OT1901-19A5	\$200,000	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,000 \$0	\$0	\$0	\$50,000	\$400 \$0	\$0 \$0	\$0	\$250,000
RG0901-18A1	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$30,000	\$20,000	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10.000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$11,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$150,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401 SP1405-18A1	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 ©	\$1,600 \$40,000	\$0 \$0	\$0 \$0	\$0 \$0	\$400 \$10,000	\$0 \$0	\$0 \$0	\$2,000 \$50.000
SP1405-18A1 SP1413-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$40,000	\$0	\$0 \$0	\$0 \$0	\$10,000	\$0 \$0	\$0 \$0	\$50,000 \$40,000
SP1413-19 SP1419-18A1	\$0 \$0	\$0 \$0	\$0 \$0	ەن \$45,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$32,000 \$0	\$0 \$0	\$0 \$0	\$8,000 \$5,000	\$0 \$0	\$0 \$0	\$40,000 \$50,000
SP1605-17AM1	\$0 \$0	\$0 \$0	\$0 \$0	\$45,000 \$0	\$0 \$0	\$963,132	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$240.783	\$5,000 \$0	\$0 \$0	\$0 \$0	\$1.203.915
SP1704-18AM1	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$000,102	\$0 \$0	\$555.200	\$0 \$0	\$0 \$0	\$0 \$0	\$138.800	\$0 \$0	\$0 \$0	\$694.000
SP1705-18AM1	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$557.000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$1,343,000
SP1805-18	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$2,310,000
SP1809-18 SP1811-18	\$0 \$0	\$0 \$2,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$20,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$5,000 \$0	\$0 \$0	\$0 \$0	\$25,000 \$2,000
SP1811-18 SP1812-18	\$0 \$0	\$2,000 \$2,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,000
SP1815-18A2	\$0 \$0	\$2,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$140,000	\$0 \$0	\$0 \$0	\$0 \$0	\$35,000	\$0	\$0 \$0	\$175,000
SP1816-18A2	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$4,000	\$0 \$0	\$0 \$0	\$0 \$0	\$1,000	\$0 \$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000	\$0	\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0 * 0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$200,000	\$0 \$0	\$0 \$0	\$0 \$0	\$50,000	\$0 \$0	\$0 \$0	\$250,000
SP1910-19A2 SP1911-19A2	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$8,000 \$8,000	\$0 \$0	\$0 \$0	\$0 \$0	\$2,000 \$2,000	\$0 \$0	\$0 \$0	\$10,000
SP1912-19A5	\$0	\$0 \$0	\$0	\$U \$0	\$0 \$0	\$0	\$0 \$0	\$8,000	\$0	\$0 \$0	\$U \$0	\$2,000	\$0	\$0 \$0	\$10,000 \$39.000
WI1001-17A2	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$12,000	\$0 \$0	\$0 \$0	\$7,800	\$0 \$0	\$0 \$0	\$15.000
WI1701-17AM1	\$733,896	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$12,000 \$0	\$0 \$0	\$292.354	\$3,000 \$0	\$0	\$0 \$0	\$1,026,250
	\$100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$6,364,800	\$0 \$0	φ232,334 \$0	\$1,591,200	\$0 \$0	\$0 \$0	\$7,956,000
WI1801-18															

Roadways

					Federal						Local		State		
PROJECT	FHWA (STBG-U)	FHWA (SAFETY) F	HWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	HWA (NHPP)	FHWA (STBG) F	EMA	LOCAL	MoDOT	MoDOT-GCSA SEM	4	TOTAL
020															
A1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$597,600	\$0	\$0	\$0	\$149,400	\$0	\$0	\$747,00
C0901	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$397,800 \$0	\$0 \$800	\$0 \$0	\$0 \$0	\$149,400	\$0 \$0	\$0 \$0	\$747,0
C1102	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,600	\$800 \$0	\$0 \$0	\$0 \$0	\$200 \$400	\$0 \$0	\$0 \$0	\$1,0
C1703	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,600 \$0	\$0 \$4.000	\$0 \$0	\$0 \$0	\$400 \$1.000	\$0 \$0	ф0 \$0	\$2,0
C1802	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$40.000	\$4,000 \$0	\$0 \$0	\$0 \$0	\$1,000	\$0 \$0	\$0 \$0	ຸລຸດ \$50.0
C1802				• -	• -	• •		+ · /····	• •		* -	• • • • • •	• •		
C1803-18 C1901-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$200 \$400	\$0 \$0	\$0	\$2,0
	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$1,600	\$0		\$0 \$0		\$0	\$0	\$2,
C1902-19			\$0	\$0	\$0	\$0 \$0		\$1,600	\$0	\$0	\$0 \$0	\$400	\$0	\$0	\$2,
R1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,0
R1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$33,400	\$0	\$0	\$167,0
R1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,
R1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,0
R1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,
R1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,000	\$0	\$0	\$0	\$264,000	\$0	\$0	\$1,320,
R1901-19	\$5,935,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,064,411	\$0	\$0	\$0	\$11,000,
R1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$7,400	\$0	\$0	\$37,
R1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,
R1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,800	\$0	\$0	\$0	\$22,200	\$0	\$0	\$111,
R1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,
R1908-19	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,
R1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,
R1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$2,000	\$0	\$0	\$6,
R1911-19	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$50,
O1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,
O1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15.
IO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50.
IO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,
01721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6.000	\$0	\$0	\$60,
101722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50.
01723	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40.000	\$0	\$0 \$0	\$10,000	\$0	\$0	\$50.
O1803-18	\$0 \$0	\$161.100	\$0 \$0	\$0	\$0	\$0	\$0	\$0	¢40,000 \$0	\$0	\$0	\$17,900	\$0	\$0	\$179.
IO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83.000	\$200	\$0	\$0	\$416.
IO1806-18	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,400	\$0	\$00,000 \$0	\$22,600	\$0 \$0	\$0	\$113,
IO1903-19	\$0 \$0	\$241,200	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$26,800	\$0 \$0	\$0	\$268,
IO1903-19	\$0 \$0	\$241,200	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,600	\$0 \$0	\$0 \$0	\$0 \$0	\$20,800	\$0 \$0	\$0 \$0	\$200,0
O1904-19 O1905-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,600 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$400 \$35,000	\$0 \$0	\$0 \$0	\$2,0 \$35,0
IO1905-19 IO2101-18	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	5 0 \$514,400	\$0 \$0	\$0 \$0	\$35,000 \$128,600	\$0 \$0	\$0 \$0	\$35,0 \$643,0
	\$0 \$0	\$0 \$0		• -	• -	• •	\$0 \$0	• •		\$0 \$0			• •	\$0 \$0	
X1701			\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$5,341,600	\$0 \$0		\$0 \$0	\$1,335,400	\$0 \$0		\$6,677,
X1704	\$0 \$1 005 109	\$0 \$0	\$0 ©	\$0 \$0	\$0 ©0	\$0 \$0	\$0 \$0	\$1,600	\$0 \$0	\$0	\$0 \$266.277	\$400	\$0 \$0	\$0	\$2,
X1803-18A2	\$1,065,108	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$838,892	\$0	\$0	\$266,277	\$209,723	\$0	\$0	\$2,380,
X1901-19	\$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$11,200	\$0	\$0	\$0 \$0	\$2,800	\$0	\$0	\$14,
X1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,400	\$0	\$0	\$0	\$15,600	\$0	\$0	\$78,
K1401-18AM4	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334,400	\$0	\$143,000	\$333,600	\$0	\$0	\$3,161,
K1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,551,200	\$0	\$0	\$637,800	\$0	\$0	\$4,024,
K1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,945,600	\$0	\$0	\$0	\$486,400	\$0	\$0	\$2,432,
K1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$9,000	\$0	\$0	\$45,
T1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$262,
G0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,
P1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,
P1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,
P1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,
P1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,615,200	\$0	\$0	\$0	\$403,800	\$0	\$0	\$2,019.

FY 2020 continued on next page

Roadways

YEARLY SUMMARY	r												-		
PROJECT	FHWA (STBG-U) FH	IWA (SAFETY) FI	HWA (BRIDGE)	FHWA (I/M)	Federal FHWA (130) F	HWA (BRM)	IWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	Local LOCAL	MoDOT	State MoDOT-GCSA SEMA	-	TOTAL
2020 Continued															-
RP1803-18	\$0	\$0	\$0		\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200		\$0	\$861,000
RP1901-19A5	\$0	\$0	\$0		\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000		\$0	\$50,000
SP1401 SP1405-18A1	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$5,600 \$40,000	\$0 \$0	\$0 \$0	\$0 \$0	\$1,400 \$10,000		\$0 \$0	\$7,000 \$50,000
SP1405-18A1 SP1413-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$40,000 \$0	\$0 \$39,200	\$0 \$0	\$0 \$0	\$10,000 \$9,800		\$0 \$0	\$50,000 \$49,000
SP1419-18A1	\$0 \$0	\$0 \$0	\$0 \$0	\$9.000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$39,200 \$0	\$0 \$0	\$0 \$0	\$1,000		\$0 \$0	\$49,000 \$10.000
SP1708	\$0 \$0	\$0 \$0	\$0 \$0	\$0,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1.600	\$0 \$0	\$0 \$0	\$0 \$0	\$400		\$0 \$0	\$2.000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	• •	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800		\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400		\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,504,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,200	\$0	\$0	\$1,672,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,497,600	\$0	\$0	\$0	\$374,400	\$0	\$0	\$1,872,000
SP1811-18	\$0	\$2,000	\$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	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000		\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600		\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800		\$0	\$69,000
SP1818-19A3	\$200,800	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0	\$1,875,200	\$0 \$0	\$0	\$393,200	\$468,800		\$0	\$2,938,000
SP1903-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 ©0	\$0 \$0	\$0 \$0	\$9,600	\$0	\$0 \$0	\$0 \$0	\$2,400		\$0	\$12,000
SP1904-19 SP1906-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$16,000 \$0	\$0 \$6.400	\$0 \$0	\$0 \$0	\$4,000 \$1,600	• •	\$0 \$0	\$20,000 \$8.000
SP1907-19	\$0 \$0	\$995,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$11,779,400	\$0,400 \$0	\$0 \$0	\$0 \$0	\$3,193,600		\$0 \$0	\$8,000
SP1908-19A2	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$8.000	\$0 \$0	\$0 \$0	\$0 \$0	\$2,000		\$0 \$0	\$10.000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$40.000	\$0	\$0	\$0 \$0	\$10,000		\$0	\$50.000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	• •	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000		\$0	\$10,000
SUBTOTAL	\$9,093,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,348,692	\$4,724,000	\$0	\$6,003,388	\$9,103,623	\$5,000	\$0	\$61,252,500
2021															
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400		\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400		\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000		\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	• •	\$0	\$1,000
GR1903-19	\$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0 \$0	\$1,872,800	\$0 \$0	\$0	\$0	\$468,200		\$0	\$2,341,000
GR1905-19	\$0	\$0 \$0	\$0	\$2,866,500	\$0 \$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$318,500		\$0	\$3,185,000
GR1906-19 GR1907-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,380,000 \$93.600	\$0 \$0	\$0 \$0	\$0 \$0	\$345,000 \$23,400		\$0 \$0	\$1,725,000 \$117.000
GR1907-19 GR1908-19	\$0 \$0	\$0 \$0	\$0 \$267,200	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$93,600 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$23,400 \$66,800	• •	\$0 \$0	\$334,000
GR1909-19	\$0 \$0	\$0 \$0	\$1,164,800	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$291,200		\$0 \$0	\$334,000 \$1,456,000
GR1910-19	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$527,200	\$0 \$0	\$0 \$0	\$131,800		\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225.000	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0		\$0	\$250.000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	* -,	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000		\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000		\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000		\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000		\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000		\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	• •	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200		\$0	\$606,000
MO1905-19	\$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$12,000		\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0	\$85,000	\$1,000	• •	\$0	\$426,000
MO2102-19 MO2103-19	\$0 \$0	\$412,200 \$160,200	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$45,800 \$17,800		\$0 \$0	\$458,000
FY 2021 03-19		φ100,200	\$0	ΦŪ	ΦU	ΦŪ	ΦU	۵ 0	Ф О	ΦÛ	20	φ17,800	ΦU	φU	\$178,000

Roadways

					Federal						Local		State	
ROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	HWA (BRO)	FHWA (NHPP)	FHWA (STBG) FE	EMA	LOCAL	MoDOT	MoDOT-GCSA SEMA	TOTAL
021 Continued														
X1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0 \$	0 \$1,072,0
K1901-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,323,200	\$0 \$0	\$0 \$0	\$0 \$0	\$580,800		0 \$1,072,0
T1901-19A5	\$220,500	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0	\$55,125			0 \$2,504,0
G0901-18A1	\$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0	\$581.600	\$0	\$0	\$00,120	\$145,400		0 \$727.0
P1701	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$8,000	\$0 \$0	\$0	\$0 \$0	\$2,000		0 \$10,0
P1703-17A3	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0,000 \$0	\$1,600	\$0	\$0 \$0	\$400		0 \$2,0
P1704-17A3	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,600	\$0	\$0 \$0	\$400		0 \$2,0
P1401	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$8,000	\$0	\$0	\$0 \$0	\$2.000		0 \$10,0
P1413-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0,000 \$0	\$417,600	\$0	\$0 \$0	\$104,400		0 \$522,0
P1419-18A1	\$0 \$0	\$0 \$0	\$0 \$0	\$9,000	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0	\$1,000		0 \$10,0
1708	\$0 \$0	\$0 \$0	\$0 \$0	\$0,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$812.000	\$0 \$0	\$0	\$0 \$0	\$203.000		0 \$1,015 ,
P1709	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$16,000	\$0 \$0	\$0	\$0 \$0	\$4,000		0 \$20,0
P1710	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$676,000	\$0 \$0	\$0	\$0 \$0	\$169,000		0 \$845.0
P1811-18	\$0 \$0	\$2,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$070,000	\$0 \$0	\$0	\$0 \$0	\$105,000		0 \$2,0
1812-18	\$0 \$0	\$2,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		io \$2,0
P1816-18A2	\$0 \$0	\$2,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$44,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$11.000		io \$2,0
P1817-18A2	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$56,000	\$0 \$0	\$0 \$0	\$0 \$0	\$14,000		io \$33,0
21903-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$738,400	\$0 \$0	\$0 \$0	\$0 \$0	\$184,600		0 \$923.
21904-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,124,000	\$0 \$0	\$0	\$0 \$0	\$281,000		0 \$1,405 ,0
1906-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,124,000 \$0	\$1,039,200	\$0 \$0	\$0 \$0	\$259,800		0 \$1, 403 ,
JBTOTAL	\$560,500	\$1.159.200		\$2.875.500	\$225.000	\$0 \$0	\$0 \$0	\$11.423.200	\$3,781,800	\$0 \$0	\$141.125			0 \$26,623,
DIVIAL	\$300,300	φ1,139,200	φ1, 4 32,000	φ2,075,500	φ223,000	φυ	φυ	φ11, 4 23,200	\$3,701,000	ψU	φ141,123	\$3,000,300	\$23,000	φ20,023,0
22														
C1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0 \$	0 \$4.492.0
C1803-18	\$0 \$0	\$1,800	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$200		io \$4,452, 0 io \$2,0
C1901-19	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$1,600	\$0 \$0	\$0	\$0 \$0	\$400		io \$2,0
C1902-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,600	\$0 \$0	\$0	\$0 \$0	\$400		io \$2,0
R1502	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,000	\$0 \$0	\$0 \$0	\$1,000,000	\$400 \$0		0 \$1,000 ,
R1707-17A6	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,000,000	\$0 \$0		0 \$1,000, 0 \$1,
R1902-19	\$3,246,479	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,253,521	\$0 \$0		0 \$4,500 ,
R1902-19 R1907-19	\$3,240,479	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,696,000	\$0 \$0	\$0 \$0	\$1,255,521	\$424,000		0 \$4,500 ,
O1105	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,090,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$292,000		0 \$292,0
D1405	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$15,000		io \$252, io \$15, (
D1719	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$40.000	\$0 \$0	\$0 \$0	\$0 \$0	\$10,000		io \$13,
D1719 D1721	\$0 \$0	\$0 \$54,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$40,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$10,000 \$6,000		io \$50, io \$60,
D1721	\$0 \$0	\$54,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	50 \$40,000	\$0 \$0	\$0 \$0	\$0 \$0	\$6,000 \$10,000		0 \$60, 0 \$50,
D1722 D1723	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$40,000 \$0	\$0 \$40.000	\$0 \$0	\$0 \$0	\$10,000		0 \$50,0 0 \$50.0
D1904-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	₄₀ \$1,514,400	\$40,000 \$0	\$0 \$0	\$0 \$0	\$378,600		0 \$1,893,
D1904-19 D1905-19	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,514,400 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$23,500		io \$1,693, io \$23,
T1901-19A5	\$231.525	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$57,881	\$23,300 \$0		0 \$289,4
0901-18A1 1703-17A3	\$0 \$0	\$6,688,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$4,554,400 \$0	\$0 \$1 600	\$0 \$0	\$0 \$0	\$2,810,600 \$400		0 \$14,053 , 0 \$2 ,
21703-17A3 21704-17A3	\$0 \$0	\$0 \$0	\$0 \$0	• •	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,600 \$1,600	\$0 \$0	\$0 \$0	\$400 \$400		i0 \$2,0 i0 \$2.0
1704-17A3 1401	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$0		\$1,600	\$0 \$0	\$0 \$0			,
				\$0 \$0	\$0 \$0			\$432,000	\$0 \$0	• •		\$108,000		
21811-18	\$0 \$0	\$2,000	\$0 \$0	\$0 ©0	\$0 \$0	\$0 \$0	\$0 ©0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0		0 \$2 ,
21812-18	\$0	\$2,000	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0		0 \$2 ,
1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0 \$0	\$0	\$0 \$0	\$1,000		0 \$5 ,
P1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400		0 \$2 ,
IBTOTAL	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,312,402	\$4,989,300	\$0 \$	0 \$29,449,

FINANCIAL CONSTRAINT

Roadways

					Feder	al Funding Sou	rce									
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds	Local	MoDOT Programmed Funds		State Operations and Maintenance	TOTAL
2019 Funds Programmed	\$23,265,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,492,400	\$28,120,680	\$740,993	\$75,367,066	\$7,039,487	\$12,188,708	\$123,499	\$4,828,137	\$99,546,897
2020 Funds Programmed	\$9,093,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,348,692	\$4,724,000	\$0	\$46,140,489	\$6,003,388	\$9,108,623	\$0	\$4,915,044	\$66,167,544
2021 Funds Programmed	\$560,500	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,457,200	\$141,125	\$5,025,300	\$0	\$5,003,515	\$31,627,140
2022 Funds Programmed	\$3,478,004	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$22,148,204	\$2,312,402	\$4,989,300	\$0	\$5,093,578	\$34,543,484
Total	\$36,397,807	\$ 12,521,500	\$ 3,020,800	\$ 4,698,900	\$ 450,000	\$ 963,132	\$506,655	\$69,143,492	\$36,669,680	\$740,993	\$ 165,112,959	\$15,496,402	\$ 31,311,931	\$123,499	\$ 19,840,274	\$231,885,065

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,295,300	\$43,687,000	\$38,504,000	\$44,238,000	\$192,465,293
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$123,499	\$7,039,487	\$6,003,388	\$141,125	\$2,312,402	\$15,619,901
Available Suballocated Funding	\$23,958,136	\$3,583,143	\$5,877,811	\$5,542,879	\$6,937,464	\$45,899,432
TOTAL AVAILABLE FUNDING	\$24,822,628	\$80,746,067	\$60,483,243	\$49,191,519	\$58,581,444	\$273,824,900
Prior Year Funding		\$24,822,628	\$6,021,798	\$337,497	\$17,901,876	
Programmed State and Federal Funding		(\$99,546,897)	(\$66,167,544)	(\$31,627,140)	(\$34,543,484)	(\$231,885,065)
TOTAL REMAINING	\$24,822,628	\$6,021,798	\$337,497	\$17,901,876	\$41,939,835	\$41,939,835

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.

STATE AND FEDERAL

Table H.1 Summary	2019	2020	2021	2022
MoDOT State/Federal Funding	\$66,952,800	\$45,381,000	\$41,931,000	\$44,584,000

Table H.2	STBG-Urban	ТАР	BRM	5307	5310	5339
Carryover Balance through FY2018	<mark>\$21,357,920.31</mark>	\$624,281.24	\$963,132	\$0	\$258,465	\$755,919
Anticipated Allocation FY2019	<mark>\$6,537,326.95</mark>	\$438,053.09	\$0	\$2,653,592	\$278,279	\$383,326
Anticipated Allocation FY2020	<mark>\$6,668,073.49</mark>	\$446,814.15	\$0	\$2,706,664	\$283,845	\$389,993
Anticipated Allocation FY2021	<mark>\$6,801,434.96</mark>	\$455,750.43	\$0	\$2,760,797	\$289,521	\$396,792
Anticipated Allocation FY2022	<mark>\$6,937,463.66</mark>	\$464,865.44	\$0	\$2,852,013	\$295,312	\$403,728
Total Anticipated Allocation	<mark>\$26,944,299.06</mark>	\$1,805,483.10	\$0.00	\$10,973,066	\$1,146,957	\$1,573,839
Programmed through FY2022	<mark>(\$40,644,459.00)</mark>	(\$1,408,662.00)	(\$963,132)	(10,973,066)	(\$1,392,811)	(\$1,776,919)
Estimated Carryover Balance Through FY 2022	<mark>\$7,657,760.37</mark>	\$1,021,101.24	\$0	\$0	\$12,611	\$552,839

LOCAL

Table H.3 Motor Fuel Taxes, Vehicle Sales and Use Taxes, and Vehicle Fee Projections					
	2019	2020	2021	2022	TOTAL
Christian	\$1,520,693	\$1,520,693	\$1,520,693	\$1,520,693	\$6,082,772
Greene	\$3,724,547	\$3,724,547	\$3,724,547	\$3,724,547	\$14,898,188
Battlefield	\$223,433	\$223,433	\$223,433	\$223,433	\$893,732
Nixa	\$760,312	\$760,312	\$760,312	\$760,312	\$3,041,248
Ozark	\$712,268	\$712,268	\$712,268	\$712,268	\$2,849,072
Republic	\$589,600	\$589,600	\$589,600	\$589,600	\$2,358,400
Springfield	\$6,375,160	\$6,375,160	\$6,375,160	\$6,375,160	\$25,500,640
Strafford	\$94,250	\$94,250	\$94,250	\$94,250	\$377,000
Willard	\$211,362	\$211,362	\$211,362	\$211,362	\$845,448
TOTAL	\$14,211,625	\$14,211,625	\$14,211,625	\$14,211,625	\$55,868,384

Table H.4 Local Tax Revenue Projections					
	2019	2020	2021	2022	TOTAL
Christian County Sales Tax	\$3,910,000	\$3,910,000	\$3,910,000	\$3,910,000	\$15,640,000
Christian County Property Tax	\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
Greene County Sales Tax	\$14,330,000	\$14,330,000	\$14,330,000	\$14,330,000	\$57,320,000
Greene County Property Tax	\$5,910,629	\$5,910,629	\$5,910,629	\$5,910,629	\$23,642,516
City of Battlefield Sales Tax	\$128,600	\$128,600	\$128,600	\$128,600	\$514,400
City of Nixa Sales Tax	\$1,423,000	\$1,423,000	\$1,423,000	\$1,423,000	\$5,692,000
City of Ozark Sales Tax	\$1,147,500	\$1,147,500	\$1,147,500	\$1,147,500	\$4,590,000
City of Republic Sales Tax	\$1,245,993	\$1,245,993	\$1,245,993	\$1,245,993	\$4,983,972
City of Springfield Sales Tax	\$5,625,000	\$5,625,000	\$5,625,000	\$5,625,000	\$22,500,000
City of Springfield CIP Sales Tax	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$45,000,000
City of Willard Sales Tax	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
TOTAL	\$45,330,722	\$45,330,722	\$45,330,722	\$45,330,722	\$181,322,888

Table H.9 Local Share Financial Capacity	2019	2020	2021	2022
City of Battlefield				
Total Available Revenue	\$386,908.00	\$386,908.00	\$386,908.00	\$386,908.00
Carryover Balance from Prior Year		\$195,876.59	\$547,344.31	\$905,300.10
Estimated Operations and Maintenance Expenditures	(\$27,937.41)	(\$28,440.28)	(\$28,952.21)	(\$29,473.35)
Estimated TIP Project Expenditures	(\$163,094.00)	(\$7,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$195,876.59	\$547,344.31	\$905,300.10	\$1,262,734.75
City of Nixa				
Total Available Revenue	<mark>\$2,183,312.00</mark>	<mark>\$2,183,312.00</mark>	<mark>\$2,183,312.00</mark>	<mark>\$2,183,312.00</mark>
Carryover Balance from Prior Year		<mark>\$838,281.33</mark>	<mark>\$2,474,234.14</mark>	<mark>\$4,455,469.26</mark>
Estimated Operations and Maintenance Expenditures	<mark>(\$164,084.67)</mark>	<mark>(\$167,038.19)</mark>	<mark>(\$170,044.88)</mark>	<mark>(\$173,105.68)</mark>
Estimated TIP Project Expenditures	<mark>(\$1,180,946.00)</mark>	<mark>(\$380,321.00)</mark>	<mark>(\$32,032.00)</mark>	<mark>\$0.00</mark>
Amount Available for Local Projects	<mark>\$838,281.33</mark>	<mark>\$2,474,234.14</mark>	<mark>\$4,455,469.26</mark>	<mark>\$6,465,675.58</mark>
City of Ozark				
Total Available Revenue	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00
Carryover Balance from Prior Year		\$1,009,525.85	\$2,548,859.86	\$4,386,989.26
Estimated Operations and Maintenance Expenditures	(\$20,880.15)	(\$21,255.99)	(\$21,638.60)	(\$22,028.09)
Estimated TIP Project Expenditures	(\$829,362.00)	(\$299,178.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,009,525.85	\$2,548,859.86	\$4,386,989.26	\$6,224,729.17
City of Republic				
Total Available Revenue	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00
Carryover Balance from Prior Year		\$1,573,210.07	\$3,392,393.85	\$5,209,311.26
Estimated Operations and Maintenance Expenditures	(\$123,682.93)	(\$125,909.22)	(\$128,175.59)	(\$130,482.75)
Estimated TIP Project Expenditures	(\$248,200.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26	\$7,023,921.51
City of Springfield				
Total Available Revenue	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00
Carryover Balance from Prior Year		\$20,262,658.99	\$42,361,019.78	\$64,947,065.87
Estimated Operations and Maintenance Expenditures	(\$2,467,567.01)	(\$2,511,983.21)	(\$2,557,198.91)	(\$2,603,228.49)
Estimated TIP Project Expenditures	(\$2,413,019.00)	(\$532,901.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,262,658.99	\$42,361,019.78	\$64,947,065.87	\$87,487,082.38

Table H.9 Local Share Financial Capacity cont.	2019	2020	2021	2022
City of Strafford				
Total Available Revenue	\$112,650.00	\$112,650.00	\$112,650.00	\$112,650.00
Carryover Balance from Prior Year		\$52,653.76	\$162,290.23	\$271,872.46
Estimated Operations and Maintenance Expenditures	(\$2,960.24)	(\$3,013.53)	(\$3,067.77)	(\$3,122.99)
Estimated TIP Project Expenditures	(\$57,036.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$52,653.76	\$162,290.23	\$271,872.46	\$381,399.47
City of Willard				
Total Available Revenue	\$481,652.00	\$481,652.00	\$481,652.00	\$481,652.00
Carryover Balance from Prior Year		\$97,662.68	\$536,151.15	\$973,862.68
Estimated Operations and Maintenance Expenditures	(\$42,400.32)	(\$43,163.53)	(\$43,940.47)	(\$44,731.40)
Estimated TIP Project Expenditures	(\$341,589.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$97,662.68	\$536,151.15	\$973,862.68	\$1,410,783.28
Christian County				
Total Available Revenue	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00	\$5,550,693.00
Carryover Balance from Prior Year		\$4,847,894.13	\$10,319,388.90	\$15,789,458.10
Estimated Operations and Maintenance Expenditures	(\$77,797.87)	(\$79,198.23)	(\$80,623.80)	(\$82,075.03)
Estimated TIP Project Expenditures	(\$625,001.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$4,847,894.13	\$10,319,388.90	\$15,789,458.10	\$21,258,076.07
Greene County				
Total Available Revenue	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00	\$23,965,176.00
Carryover Balance from Prior Year		\$20,044,257.66	\$38,382,166.74	\$61,774,373.41
Estimated Operations and Maintenance Expenditures	(\$551,921.34)	(\$561,855.92)	(\$571,969.33)	(\$582,264.78)
Estimated TIP Project Expenditures	(\$3,368,997.00)	(\$5,065,411.00)	(\$1,000.00)	(\$2,254,521.00)
Amount Available for Local Projects	\$20,044,257.66	\$38,382,166.74	\$61,774,373.41	\$82,902,763.63
City Utilities				
Total Available Revenue	\$9,179,500.00	\$8,129,500.00	\$8,818,500.00	\$9,663,500.00
Estimated Operations and Maintenance Expenditures	(\$5,793,800.00)	(\$5,897,676.00)	(\$6,001,630.00)	(\$6,105,662.00)
Available for TIP Project Expenditures	\$3,385,700.00	\$2,231,824.00	\$2,816,870.00	\$3,557,838.00
Carryover from Prior Year		\$3,290,627.00	5,181,363.00	\$7,448,538.00
Estimated TIP Project Expenditures	(\$95,073.00)	(\$341,088.00)	(\$549,695.00)	(\$117,267.00)
Amount Available for Local Projects	\$3,290,627.00	\$5,181,363.00	\$7,448,538.00	\$10,889,109.00

TAB 6

BOARD OF DIRECTORS AGENDA 4/18/2019; ITEM II.E.

Major Thoroughfare Plan Variance Request

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The City of Ozark is requesting a variance for a development on the west side of 3rd Street just north of Walnut. This portion of 3rd Street is classified as a Primary Arterial, which requires 110 feet of ROW. The request is to limit the Right-of-Way required to 40 feet from centerline (as opposed to 55'). MoDOT is in agreement with this request.

Given the site constraints and the urban character along this stretch of 3rd Street, OTO staff is in support of the variance request.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on March 20, 2019, the Technical Planning Committee recommended that the Board of Directors approve the Major Thoroughfare Plan variance request for the City of Ozark on 3rd Street.

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 Major Thoroughfare Plan variance request for the City of Ozark on 3rd Street."

OR

"Move to take the following action regarding the Major Thoroughfare Plan variance request for the City of Ozark on 3rd Street..."



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

Variance Request

Major Thoroughfare Plan

Instructions

Please use this form to submit a variance request from the OTO Major Thoroughfare Plan. To better process your variance please fill out the form completely. Upon completion, save the document and email it to staff@ozarkstransportation.org or fax it to (417) 862-6013. Deviations from the OTO design standards and the major thoroughfare plan require review and recommendation by a special subcommittee of the OTO Technical Planning Committee. This recommendation is reviewed for approval by the OTO Board of Directors.

Application Information

Date: January 29, 2019

Contact Information

Name: Title:	Kyle Estes, Estes Capital & Investment, LLC Owner/Manager
Agency: Street Address:	5006 N. 22 nd St.
City/State/Zip:	Ozark, Missouri 65721
Email:	kyle@gstancer.com
Phone:	(417) 619-4481
Fax:	N/A

Roadway Data

Roadway Name: Termini of Roadway	South 3 rd St./State Hwy 14/Business 65
From:	Approximately 145' to the North of the Intersection of 3 rd St. and Walnut St.
То:	The Intersection of 3 rd St. and Walnut St.
Length (miles):	
Number of Lanes:	3
Lane Width:	Approximately 35'

Variance Requested and Justification

Current Classification:

Primary Arterial

Requested Variance:

Commercial driveway relocation/combination and possible variance in required right-of-way (ROW):

Is the jurisdiction aware of this variance request? ✓ YES □ NO

If YES and the jurisdiction is not making this request, please attach documentation.

Explain why the variance is requested:

The applicant is requesting that the existing southern driveway be eliminated and a shared access easement/commercial driveway be constructed between the two lot lines located within Exhibit "A".

Additionally, the Major Thoroughfare Plan identifies this roadway as a primary arterial which would require 110' of ROW. The applicant has previously dedicated an additional 10' of ROW, which was requested by the City in order to provide 40' of ROW from the 3rd St. center line. The applicant is requesting a reduction in the required ROW width in order to ensure that the lot is developable

Please describe the history causing need for the variance:

The property is located within the Central Business District of Downtown Ozark. The area has multiple commercial driveways and the project proposed would combine driveways by establishing a shared access easement.

What impacts would this variance have on future ability to comply with the OTO MTP?

The applicant and City of Ozark staff met with MODOT to discuss future roadway plans. The applicant understands that both the ROW requirement and driveway variance are at the discretion of the OTO.

Additional information you would like to include.

Please see Exhibit "B"

Variance Process (minimum timeframe is 3 months)

- Request. Requests are accepted at any time for a major thoroughfare plan variance, however, it will not be placed on the Technical Committee Agenda unless received at least four weeks prior to the meeting date. This will allow time for a subcommittee meeting to be called prior to the Technical Planning Committee meeting.
- Technical Committee. The request will be heard at the next available 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.

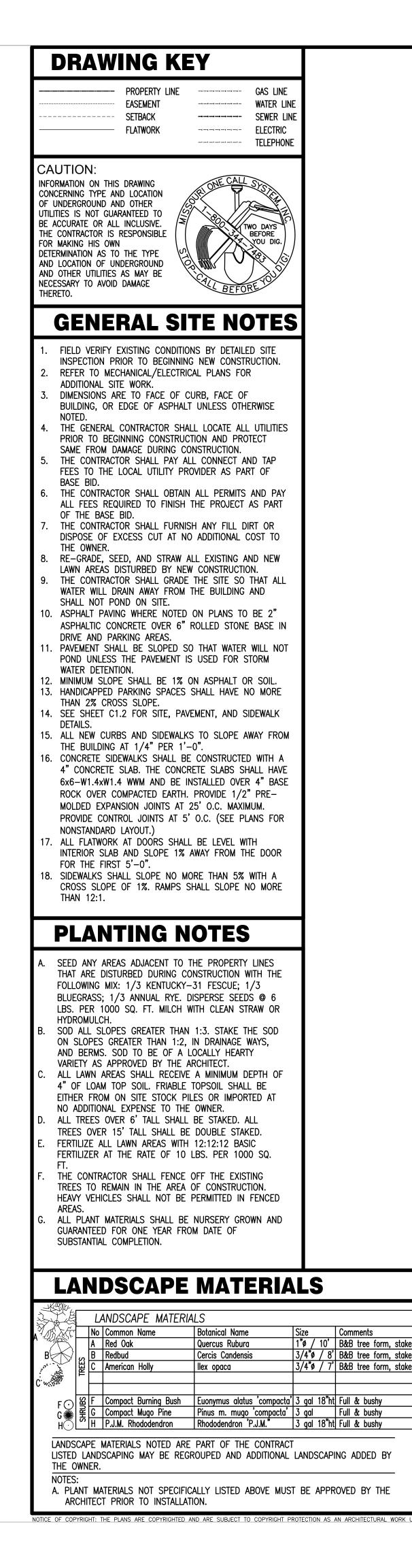
Ozarks Transportation Organization Contact Information If you have questions or need help regarding this application, please contact us:

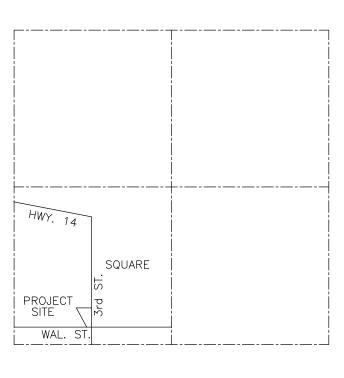
Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

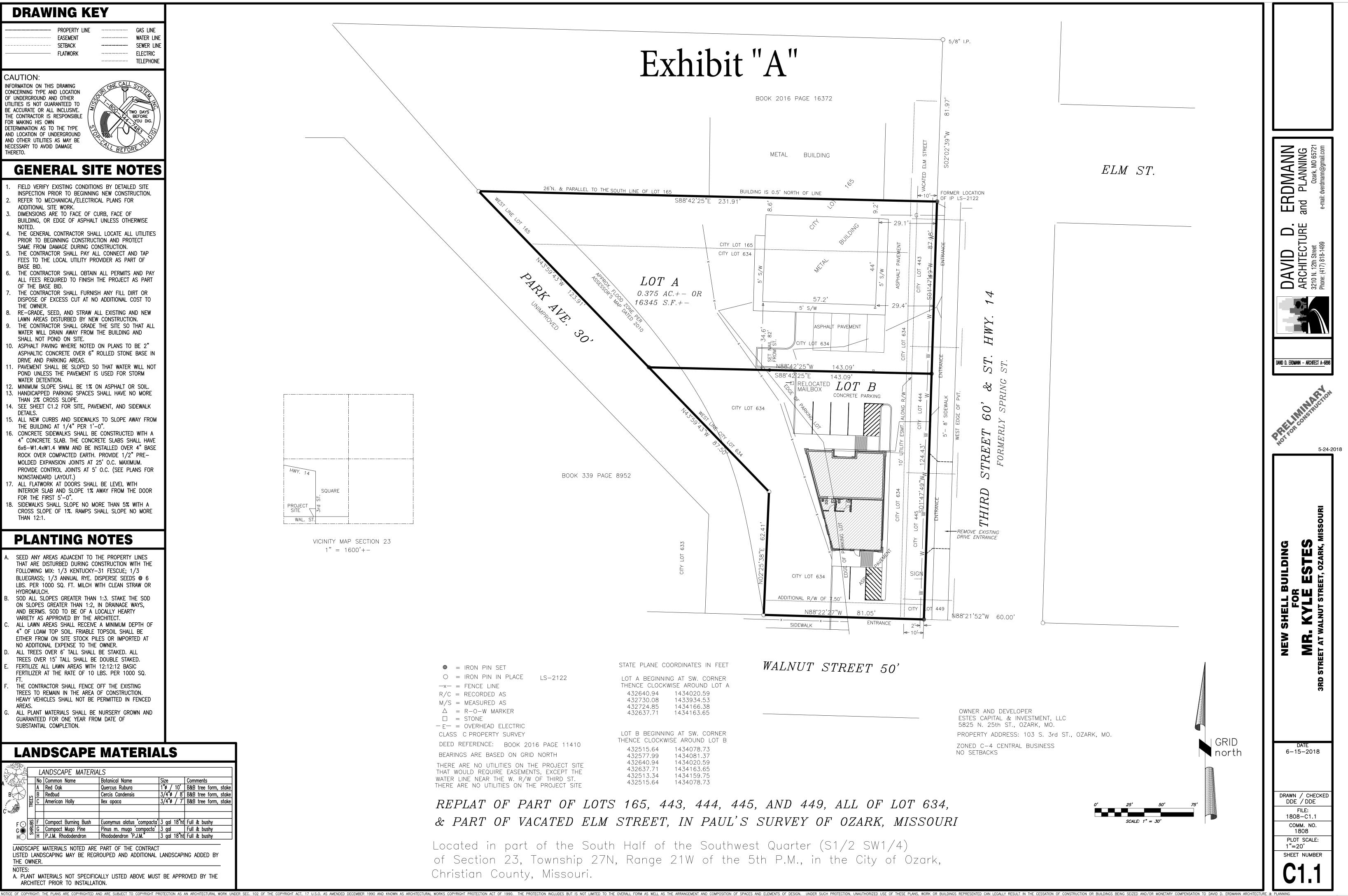
417.865.3042 x103 417.862.6013 Fax

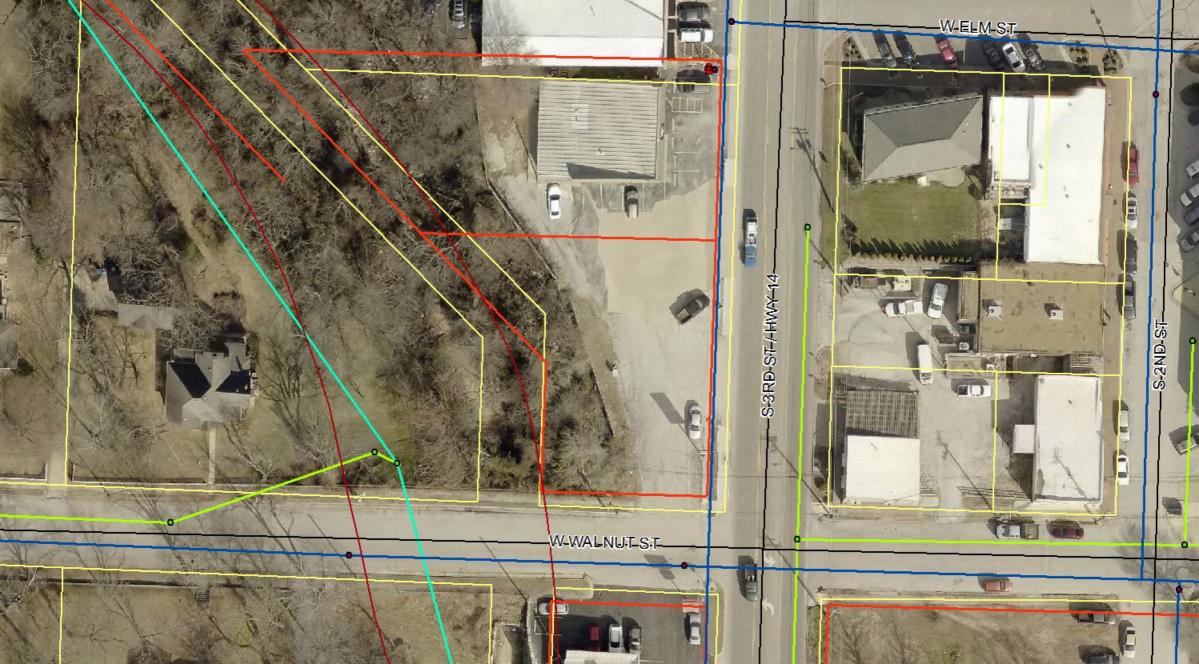
2208 W. Chesterfield Boulevard, Suite 101 Springfield, MO 65807





VICINITY MAP SECTION 23 1" = 1600' + -







City of Ozark Department of Public Works

207 E. Brick St. Ozark, Missouri 65721 * Phone: 417-581-1702 * Phone: 417-581-0353 * www.ozarkmissouri.org

STAFF RECOMMENDATION

TO: Ozark Transportation Organization (OTO) – Technical Planning Committee (TPC)

Date: March 12, 2019

RE: Right-of-Way Variance Request

OTO Staff and Fellow Members,

The Public Works Department has reviewed preliminary plans for a commercial development within Ozark's Central Business District. The development is located at the northwest corner of the intersection of 3rd Street and Walnut Street (please see exhibit "B").

The City of Ozark has adopted the OTO Major Thoroughfare Plan (MTP) and works with the OTO to ensure that design standards and right-of-way requirements are adhered to when achievable. Ozark's planning and public works staff are working together to make certain that this portion of 3rd Street is enhanced in a manner that preserves the downtown character while efficiently and safely moving traffic through our Central Business District. Transportation planning efforts have been concentrated on the current and future development of Ozark's Historic Downtown and concepts have been preliminarily designed to focus on a pleasant pedestrian and vehicular experience.

The City of Ozark has worked closely with OTO staff and MODOT to determine the appropriate amount of right-of-way necessary to achieve the goals outlined by all the entities. City staff is requesting that this variance in right-of-way requirement be granted in an effort to promote additional investment and encourage redevelopment along the 3rd St. corridor,

Respectfully,

Jeremy Parsons Public Works Director

P.O. Box 295 Ozark, MO 65721 Phone: 417-581-2407 Fax: 417-581-0353 40 ft from centerline will be acceptable. The additional 10' of r/w will need to be deeded to MoDOT (not just platted or dedicated to the city).

Thanks, Chad E. Zickefoose, P.E. LPA Program Manager MoDOT - Southwest District - Springfield phone: (417) 895-7638 <u>MoDOT LPA Website</u>

From: nlongpine@ozarkstransportation.org Sent: Tuesday, March 05, 2019 4:41 PM To: Chad Zickefoose Subject: Ozark 3rd Street

Hi Chad,

Were you able to confirm the ROW needs for that 3rd street project in Ozark?

Thanks,

Natasha L. Longpine, AICP Principal Planner Ozarks Transportation Organization 2208 W. Chesterfield Blvd., Suite 101 Springfield, MO 65807 Phone (417) 865-3042 Fax (417) 862-6013 nlongpine@ozarkstransportation.org www.OzarksTransportation.org www.OzarksCommute.com

Primary Arterial

Sidewalk (typ.) 12' - lanes⊀ (typ.) 18' 17' 29' 17' 29'-Median 110' Minimum right-of-way

*Medians and shoulders provide options for landscaping where appropriate. *Utility and greenspace areas may switch locations if needed.

*Utilities may be placed under sidewalks.

Description

Design Service Volume	10,000 - 30,000
Design Speed	35 - 45 mph
Traffic Flow/Access Priority	70/30
Facility Spacing	1 - 2 miles
Trip Length	Between and through major activity centers (2 - 8 miles)

Minimum Right-of-Way	110' plus intersection triangles
Number of Lanes	4 - 6
Turning Lanes	At intersections only
Lane Width	12' per lane
Minimum Area Behind Curb	17' used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6' - 10')

1100000	
Median	18'
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660'
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330' center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.
Multi-Modal	
On-Street Parking	Not permitted

Pedestrian Provisions

Bicycle Provisions

Transit Provisions

4' - 5' (minimum) sidewalks on both sides

Bicycle facilities provided according to adopted bicycle plan

Scheduled stops every 1/4 mile (where transit service is provided)

PAGE 10

TAB 7

MoDOT: Funding for new Buck O'Neil Bridge up to \$70 million short

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MoDOT: Funding for new Buck O'Neil Bridge up to \$70 million short

Posted: 8:50 PM, Apr 08, 2019 Updated: 10:16 PM, Apr 08, 2019

By: Dia Wall



https://www.kshb.com/news/local-news/modot-funding-for-new-buck-oneil-bridge-up-to-70-million-short



KANSAS CITY, Mo. — Kansas City leaders are discouraged with the slow pace of work on the Buck O'Neil Bridge project.

In March 2017, the Missouri Department of Transportation discussed the possibility that without significant repair or full replacement, the bridge could fail. Kansas City joined with several regional partners to pledge \$100 million toward the estimated \$200 million total construction cost.

To date, MoDOT has about \$51 million earmarked for the project.

"We think we're probably about \$60 (million) or \$70 million still short," said Brian Kidwell, a MoDOT district engineer for the Kansas City district.

To proceed, the environmental assessment also needs to be completed, which is estimated to happen in February 2020.

"There are still some question marks out there and that is a given on just about any infrastructure project that you do," Kansas City Councilman Scott Wagner said. "But we in the city and this region, we didn't wait for a scoping statement. We didn't wait for a design. We didn't wait for anything. I think with the work that we have put into the bridge, we're just asking MoDOT to say,' yeah, we're going to figure out a way to get this done.'"

Emergency repairs on the bridge were completed late last year, extending its lifespan by a few years. The bridge, which carries U.S. 169 across the Missouri River, is the main artery for reaching the Charles B. Wheeler Downtown Airport and carries an average of 44,000 vehicles per day.

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3/12/2019

Q



"We maintain this (Missouri highway) system with one of the lowest levels of funding in the country." *— Mike Parson on Wednesday, January 16th, 2019 in his state of the state speech*

Parson correct that Missouri maintains lowest levels of highway funding in the country

By Sidney Steele on Thursday, March 7th, 2019 at 2:18 p.m.

In his State of the State speech, Gov. Mike Parson discussed his goals for improving workforce development and infrastructure in Missouri. He pointed to plans to expand broadband, improve river transportation and the need to care for Missouri highways.

"Missouri has one of the largest highway systems in the country, and since we sit at the nexus of east and west, this system receives a great deal of strain," Parson said. "Nonetheless, we maintain this system with one of the lowest levels of funding in the country."

Where does Missouri rank in highway funding? Does the state have lower highway funding than Rhode Island or Vermont? We decided to find out.

The Numbers

According to Parsons' press office, this claim was taken from the Missouri Department of Transportation's Citizen's Guide on Transportation Funding. The guide says, "Missouri ranks 48th nationally in revenue per mile, primarily because the state's large system — the nation's seventh largest with 33,859 miles of highways — is funded with one of the lowest fuel taxes in the country: 17 cents per gallon."

The key term here is "revenue per mile." When you divide the average funding by the miles of roads maintained, Missouri ranks at the bottom. According to the Citizen's Guide on Transportation, "Missouri's revenue per mile is \$50,882, while the national average is \$238,076."

When asked, a spokeswoman for the Missouri Department of Transportation pointed to the same data.

"Missouri ranks seventh in miles of highways maintained," spokeswoman Sally Oxenhandler said in an email.

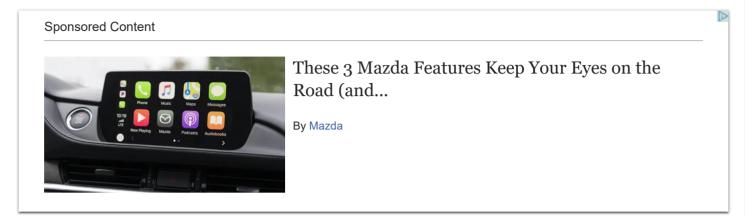
When the Missouri legislature raised the state fuel tax in 1952, MoDOT took on an additional 12,000 miles of road maintenance. The goal was to have 95 percent of Missouri residents within 2 miles of a hard-surfaced road,

3/12/2019

Oxenhandler said.

The low funding level "leads to significant unfunded transportation needs across Missouri," Oxenhandler added.

We cross-checked this data with the U.S. Department of Transportation and found it was accurate.



When evaluating total funding, however, Missouri does not rank as low. Using aggregated data from the Federal Highway Administration, Missouri ranks 26th in highway funding revenue. Texas, California and New York rank at the top, and Vermont, Rhode Island and Wyoming rank at the bottom.

Robert S. Kirk, a specialist in transportation policy with the Congressional Research Service, said in an email, "If the issue is how much financial effort the state is putting into the roads, revenue per mile of state road is OK, as would be vehicle miles traveled per revenue spent."

The important thing is that the amount of state maintained road is compared to the amount of money spent maintaining roads.

Our ruling

Parson said, Missouri has one of the lowest levels of highway funding in the country.

Missouri ranks 48th in highway revenue per mile. Though Missouri ranks 26th in total highway funding revenue, this measure does not take into consideration the amount of road a state must maintain. Revenue per mile is the best measure to evaluate highway funding, taking into account the amount of roads in a state in addition to the number of dollars spent. With this evaluation, Missouri does have one of the lowest levels of highway funding.

We rank this statement True.



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Why Pedestrian Deaths Are At A 30-Year High

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March 28, 2019 · 5:07 AM ET Heard on Morning Edition

SEA STACHURA



A woman speaks on her phone while driving. Both drivers and walkers use cell data 4,000 percent more than they did in 2008, which means they aren't watching the roads. *Pascal Pochard-Casabianca/AFP/Getty Images* Across the U.S., 6,227 pedestrians died in traffic accidents in 2018, the highest number in nearly 30 years. The findings from a Governors Highway Safety Association report show that many of these deaths occurred in big cities like Houston and Miami.

The signs are all over most cities — stretches of road without crosswalks and people needing to walk on roads built for rush-hour traffic. But the real increase, experts say, comes from larger trends: drivers and pedestrians distracted by their phones and a growth of larger vehicles on the road.

Macon, Ga., isn't immune to any of these problems. Home to 110,000 residents, one in every 8,000 died in a pedestrian accident last year. Violet Poe lost her friend Amos Harris, 62, in 2014.

"Amos was a good person. He was really kindhearted," she said. Walking between traffic cones and the curb of a five-lane highway, she pointed to the street he would have walked down that night. Harris had been out after dark, searching for his nephew, when he crossed Riverview Road at a blinking light. "He came down and crossed here and was hit," she explained. His body was thrown 100 feet.

Article continues below

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Georgia is one of five states that made up nearly half of all the nation's pedestrian fatalities in 2018. The others were Texas, Arizona, Florida and California. In California, 432 pedestrians were killed in just the first half of 2018. Several of these states also had a significant increase in population, which the report finds is a contributing factor in the fatalities.

"Designed for cars and not for people"

But population growth, like jaywalking, isn't central to the problem, according to Tom Ellington, chair of Macon's Pedestrian Safety Review Board. The county created the board to address the city's long-standing problem with pedestrian fatalities. Ellington said blaming jaywalkers for the problem ignores the big picture. "We've spent decades building a transportation system that's designed for cars and not for people," he said.

In Macon, many thoroughfares are also state highways, one of the types of roads where pedestrian fatalities are common. "We have an awful lot of people who don't have their own vehicles who are dependent either on transit or on their own foot power to get around," Ellington said. That makes them particularly vulnerable to roads that were designed for fast-moving semitrailers and rush-hour traffic.

"

It's great advice to tell people to use a crosswalk, but that's not very useful if the crosswalk doesn't exist.

Tom Ellington, chair, Pedestrian Safety Review Board, Macon, Ga.

"I could point you to places that have as much as a two-mile gap between crosswalks. It's great advice to tell people to use a crosswalk, but that's not very useful if the crosswalk doesn't exist."

Even when there is one, it is often too far. Research has found that most people will walk only 300 feet to the nearest crosswalk. Amos Harris would have had to walk 600 feet out of his way in one direction or a mile in the other.

Richard Retting, the author of the Governors Highway Safety Association report, said this is an underlying problem, but the spike in deaths can't be blamed on the sidewalks. "There wasn't a 10 percent reduction in sidewalks from one year to the next," he said in a phone interview.

Something else accounts for the 30 percent jump in pedestrian deaths in just the last 10 years. "Looking at the various metrics available, the ones that pop out to me are

distraction related to smartphone use and the market share increase in SUVs."

Since 2013, the number of consumers buying light trucks has far outpaced those buying cars. "There's no question that pedestrians hit by SUVs are more likely to die than those hit by a car," he said. SUVs are bigger, heavier and deadlier for pedestrians.



NATIONAL Pedestrian Deaths Reach Highest Level In Decades, Report Says

Compounding that problem are smartphones. Both walkers and drivers use cell data 4,000 percent more than they did in 2008, which means they aren't watching the roads. Retting said he would like to see autonomous pedestrian sensor technology added to more vehicles. The technology does exist but isn't widespread, and it won't be in most cars anytime soon since most vehicles on the road today are at least 10 years old.

Achilleas Kourtellis, assistant program director at the University of South Florida's Center for Urban Transportation Research, said another approach to the problem is dealing with bad driving. "No matter what you put out either on the road or in the car, you still have people involved," he said. "We know that the human is the cause of most crashes — actually 94 percent of most crashes — meaning there is room for improvement in behavior."

In Florida, for instance, the majority of crashes involve local distracted drivers — not tourists. Distraction can mean a lot of things too, he said. "It's not just the phone. You're putting lipstick on or you're eating or things like that that distract you from driving."

Florida is considering legislation that would allow police to ticket drivers for any type of distracted driving, including petting your dog or yelling at your kids. That type of law exists in five out of the six New England states, which saw, overall, a 36 percent drop in fatalities last year. Rhode Island alone dropped from 10 fatalities in 2017 to just four last year, a 60 percent decrease.

Kourtellis said that this points to the effectiveness of enforcement in changing behavior.

Correction

March 28, 2019

A previous version of the Web story incorrectly cited the number of pedestrian deaths in California in 2018. The figure cited, 432, represents only the first half of 2018, according to the Governors Highway Safety Association.

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BROOKINGS

The Avenue

Stop trying to solve traffic and start building great places

Lara Fishbane, Joseph W. Kane, and Adie Tomer Wednesday, March 20, 2019

t's a situation far too common for most Americans. You're sitting in bumper-tobumper traffic on the highway, again. Hundreds of cars are idling around you. It's a <u>typical, backed-up commute</u> to work. Frustrated, you might wonder: How did we get here?

It wasn't an accident. Our congested commutes are the result of decisions that stretch back decades, to when Americans began to build their communities around cars. Today, the ways in which we plan and invest in transportation continue to contribute to problems like congestion, lack of <u>accessible</u> and <u>affordable</u> transportation options, and a <u>sprawling</u>, <u>unsafe, and ecologically destructive</u> built environment.

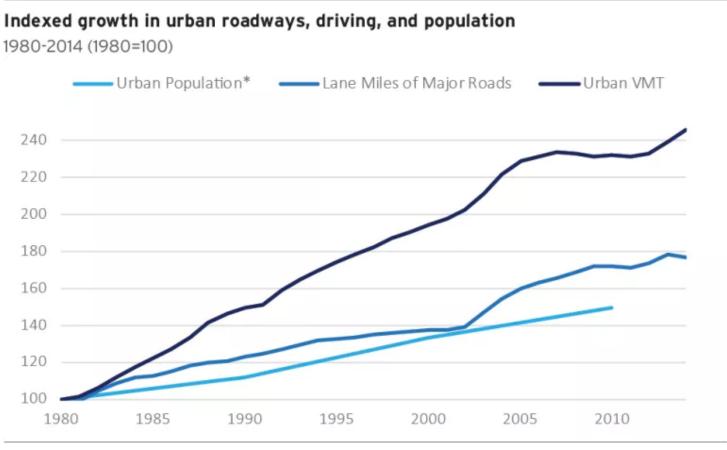
Behind many of these challenges lies a measure familiar to transportation planners and engineers: "level of service," or LOS. This seemingly innocuous statistic, however, is one of the biggest reasons we're literally and figuratively stuck in traffic—and it signals a need for a new way to guide our future plans and investments.

Why should we care about levels of service (LOS)?

In 1965, a group of engineers behind the *Highway Capacity Manual* <u>created and coined a</u> <u>measure</u> in the guide to reflect the quality of a driver's experience on a highway facility, which it called *level of service*. LOS assigns roads a grade (A-F) based on several possible factors, including: speed and travel time; traffic interruptions; freedom to maneuver; and the capital costs to operate the road. In essence, LOS measures traffic congestion. Transportation analysts use those grades <u>to judge</u> roadway segments, specific intersections, and even entire urban areas (see the well-known <u>TTI</u> and <u>Inrix</u> reports).

The LOS rating system, though, is not just used as a descriptive tool. State and local departments of transportation and the <u>Federal Highway Administration</u> benchmark the success of regional transportation systems against the LOS scorecard. That means engineers, planners, and many other leaders target their priorities and investment decisions toward reducing congestion. Although state and local agencies aren't legally required to use LOS, the measure has become so dominant that it has, as journalist Eric Jaffe describes, "hardened into convention."

FIGURE 1



Source: Brookings analysis of Deccenial Census and Federal Highway Administration Data

*Note: Urban population data is only released evey ten years. The Census defines an urban area as a densely settled core of census tracts (2,500+ people), along with adjacent territory.



Measuring LOS is failing cities

The irony of the LOS system is that it hasn't solved congestion at all. In fact, it's just the opposite: LOS keeps making traffic worse.

The fundamental reason is that state and local governments often only view new or wider roads as the right intervention to improve LOS. Major urban road mileage rose by 77 percent from 1980 to 2014 (a total of 169,153 lane miles), compared to 41 percent growth in U.S. population. As the number of lane miles grew, urban residents drove more, and vehicle miles traveled (VMT) on major urban roads grew by *146 percent* over the same period. This phenomenon is best explained by the concept of "<u>induced traffic</u>," which states that more roadways just means more miles traveled via car.

Not only does all that LOS-inspired construction fail to solve congestion, it actually helps create other sets of challenges. Urban highways <u>cut through and separate communities</u>, incentivize <u>sprawling development</u>, and over decades have contributed to the hollowing out of urban neighborhoods. Wide roads encourage high speeds, making corridors unsafe, and simply unpleasant, for pedestrians and bike riders while reducing overall quality of place. Finally, because <u>only a few hours of peak use</u> determine LOS, state and local governments build roads that are underutilized most hours of the day, and cost more to maintain in the long run.

The country needs new performance measures to prioritize broader community goals around accessibility, economic development, sustainability, and livability.

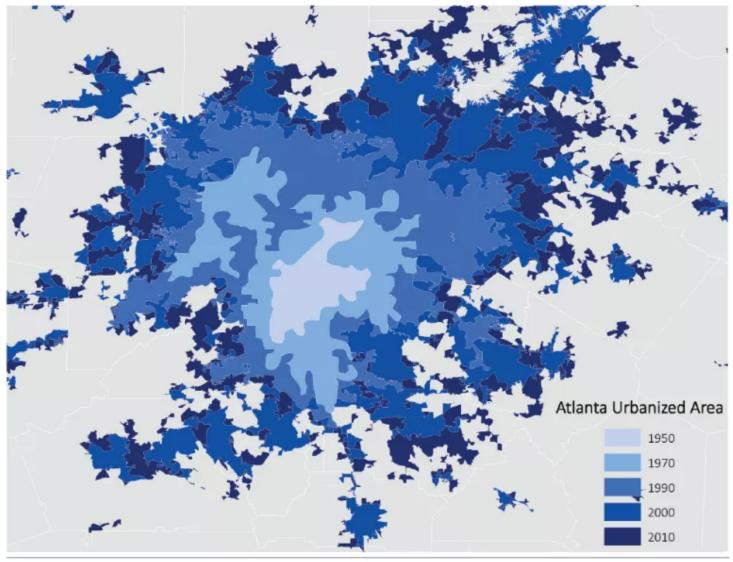
In short, the auto-centric development LOS makes possible has become one of the <u>greatest obstacles</u> to transportation choice and access, economic agglomeration, and environmental resilience.

Atlanta, which has been rated as one of the nation's <u>most congested</u> and <u>least pedestrian-</u> <u>friendly</u> regions, helps illustrate the negative effects that LOS can have on a city. Much of Atlanta's current design comes from a <u>1952 regional plan</u>, which promoted the development of <u>low-density neighborhoods</u>. These low-density communities drew people farther away from the city center and led to growing traffic, spurring officials to build <u>connecting interstate highways</u> and other multilane roads for suburban workers trying to reach downtown jobs. More interstates and driving meant that Atlanta needed more parking lots, pushing businesses and housing <u>further apart</u>. As a result, from 1990 to 2010, Atlanta's core urban area expanded from 1,137 to 2,645 square miles, more than doubling in size in just two decades.

FIGURE 2

Growth in the Atlanta Urbanized Area

1950-2010



Source: Brookings analysis of Atlanta Regional Council data

Note: The U.S. Census defines an urbanized area as the urban core of a Metropolitan Statistical Area. It's a geographic area with a population of 50,000 or more.

B Metropolitan Policy Program at BROOKINGS Atlanta's expansion comes with a bevy of unintended consequences. For example, even as the region has been adding jobs over the past decade, typical residents have been concurrently seeing a <u>decline in the number of proximate jobs</u>. By distance, typical residents in the Atlanta metro area also now face one of the longest commutes, traveling 12.8 miles to get to work. In addition to the health risks associated with increased hours behind the wheel, even the <u>air quality in Atlanta</u> is worse off. Facing the consequences of its expansion, Atlanta is now trying to <u>rein in its sprawl</u>, but escaping the cycle of congestion, road construction, and car-centric suburbanization is <u>not easy</u>.

Alternatives to relying on LOS

Cities and states rely heavily on LOS for a reason. Congestion *is* a problem, and so it makes sense to have a performance metric that reflects our desire to eliminate it. But it also isn't our only problem. The country needs new performance measures to prioritize broader community goals around accessibility, economic development, sustainability, and livability.

Decreasing reliance on LOS also means introducing measures that don't lead with transportation use, but instead with measures related to economic, social, and environmental outcomes.

That starts with replacing LOS as a first-order priority. Some states are already doing this, including <u>California</u>. Some cities are <u>excitedly turning</u> to "multi-modal level of service," a measure which reflects the needs of bikers and pedestrians, despite thorny <u>barriers to</u> <u>implementation</u>. Other cities like <u>Los Angeles</u> are replacing LOS with VMT, effectively aiming to limit increases in driving associated with new development.

Decreasing reliance on LOS also means introducing measures that don't lead with transportation use, but instead with measures related to economic, social, and environmental outcomes. The <u>National Association of City Transportation Officials</u>, for instance, has proposed measures that take safety, sustainability, and walkability into account. <u>And the EPA</u> has suggested including measures of affordability, carbon intensity, and land use. Perhaps the most promising actions are taking place in cities like Portland, which is considering new performance measures altogether based on a <u>new way to map</u> <u>local economic needs and assets</u>. (Of course, even the most innovative cities cannot overcome <u>state policies rooted in the past</u>.)

Finally, we also need to get a better handle on transportation *demand*. LOS pushes us to measure traffic through the lens of transportation *supply*, including where we build roads, bus lines, and bike lanes. Yet the introduction of new transportation technologies and the explosion of <u>new transportation demand data</u> allow us to know how people are getting to key destinations. Using actual and synthetic measures of travel activity, we can better understand how decades of roadway growth influenced people's travel demands today—and then test how other place-based designs could lead to more efficient, equitable, and sustainable behavior.

Using actual and synthetic measures of travel activity, we can better understand how decades of roadway growth influenced people's travel demands today.

For the busiest metro areas in the country—and their peers around the world—there's no easy solution to bumper-to-bumper traffic. But if we start to measure our cities and suburbs differently, we can design solutions that ultimately create better places for people, not just their cars.

Planning agency launches survey to predict future of transportation around Kansas City

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Planning agency launches survey to predict future of transportation around Kansas City

Posted: 7:55 AM, Mar 11, 2019 Updated: 7:55 AM, Mar 11, 2019

🐕 By: Charlie Keegan

Mute



Current Time 0:12

KANSAS CITY

This month the Mid-American Regional Council (MARC) launched the "How We Move KC" survey. It will send survey invitations to roughly 70,000 random people in the metro area. Organizers want survey participants to log all their travel in a 24-hour period. All the results should be back in May.

"How people move has changed and it's important for us to know and have a good understanding what those patterns are so we can develop the appropriate solutions to challenges people may face," said Martin Rivarola, an assistant director of transportation and land use for the Mid-America Regional Council.

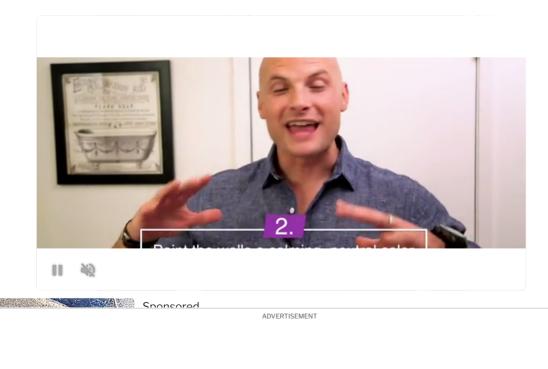
Money from federal sources, and both the Missouri and Kansas departments of transportation will pay for the survey. Rivarola estimated the process will cost \$800,000. The money is ear-marked for research, so the council is not taking money away from road projects.

The last time MARC conducted a survey on this scale was 2004. Planners aim to do this survey once every ten years. Since 2004, the streetcar has begun service, ride-sharing services like Uber and Lyft have arrived, and dockless electric scooters are now available.

"We're getting older, we're getting more diverse, younger people tend to not want to drive as much as their counterparts did 15 years ago," Rivarola said.

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THE KANSAS CITY STAR.



GOVERNMENT & POLITICS

Kansas City-St. Louis Hyperloop on a fast track? New panel to look for funding

EURILE DE LA La based company holding a global challenge, pitting regions against one another to compete for development neground in the tree hondown.

ryperioop One is an L.A.-Dased company notaing a global challenge, pitting regions against one another to compete for development opportunities. If the technology came to Missouri, according to the company's website, it could take only about 20 mi By Monty Davis and Jason Boatright

JEFFERSON CITY - T

edged a bit closer

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3/13/2019

Panel formed to accelerate Missouri Hyperloop construction | The Kansas City Star

construction.

The public-private group, chaired by Lt. Gov. Mike Kehoe, is tasked with finding ways of making Missouri the location of the nation's first Hyperloop track. It will hold public hearings (in Jefferson City, St. Louis and Kansas City) and report findings to Speaker Elijah Haahr by September.

"We are early in the process but ahead of the game when it comes to this issue," Haahr said at a news conference Tuesday morning. "The other states that have at least considered this option are significantly behind where we're at, at this point,"

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Haahr and Kehoe stressed that the panel was a preliminary step and no state funds have been appropriated. But interest in the venture remains high. Haahr said he visited Nevada to see the working model of the technology built by Virgin Hyperloop One in the desert near Las Vegas.

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The Hyperloop is a pod in a tube track that levitates above magnets and is propelled by electric power. The pods can reach speeds of 700 miles per hour.

Last fall, a feasibility study by the Kansas City engineering firm Black & Veatch concluded that Hyperloop's construction in Missouri is realistically possible, at a minimum cost of \$7 billion to \$10 billion. The study also said it would cost less per-ride than the cost of gas to drive the same distance.

"I think Missouri is in a fantastic position," Kehoe said. "You know, we're the state that funded the first flight with Lindbergh, first transatlantic flight...We're the state that produced the engineers that helped put man on the moon. We're a state that has the ingenuity, technology, the resources to look at what's next for the future."

The project's biggest boon to Missouri would be in the form of economic development, said panel Vice-Chair Andrew Smith of the St. Louis Regional Chamber.

"Imagine being able to travel between Kansas City and St. Louis in 28 minutes. That's what this would allow. Effectively what this would do is unify the state, creating a single economic development mega-region that would make us competitive with some of the top economic development mega-regions in the country," Smith said.

The combined populations of Kansas City and St. Louis is about 5 million people. If the two were connected with this technology, Smith said, "You're talking about an area that really has the same kind of potential as a Boston or a Bay Area or a Seattle."

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3/13/2019

Panel formed to accelerate Missouri Hyperloop construction | The Kansas City Star

Members of the Blue Ribbon Panel include State Senators Caleb Rowden, Brian Williams and Tony Luetkemeyer, Representatives Travis Fitzwater and Derek Grier, Director of Economic Development Rob Dixon, University of Missouri President Mun Choi, and other private sector leaders and subject matter experts from around the state.

Critics of Hyperloop say it's unproven and still something out of science fiction. Although test tracks have been built and demonstrated, they say the technology is a long way from full development. Construction would be prohibitively expensive and that while it may bring in a wealth of jobs and business to cities, it could leave rural areas in the dust.

"First of all they won't get left behind. We can't build a hyperloop everywhere in the state like we can build an interstate system," Haahr said. "What we have to do is -- we've never built one anywhere in the country -- we have to have one that has to go first, and once we build that we can go from there."

Missouri is in a uniquely attractive position to build the Hyperloop, Haahr said, because the Interstate 70 corridor is flat, connects the state's two largest cities and has the state's largest university in the middle.

One reporter elicited laughs from the crowd, but not from the panel, when he asked how they would respond to those wondering if they're on drugs to even consider the possibility of building a Hyperloop in the state.

"The same thing we said 200 years ago when the idea of a federal interstate system was being discussed. Sure. Is it a really big project? Absolutely. But it's also a transformative project," Haahr said.

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Hyperloop uses electric propulsion to thrust pods through a tubular track at high speeds. The pods could have screens with augmented-reality capabilities. HYPERLOOP ONE

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Technology

U.S. DOT launches council to support emerging transportation tech

Posted on March 12, 2019

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The internal council will hold its organizing meeting this week and will first take on the topic of tunneling technologies seeking various approvals in several states. The Boring Co. U.S. Secretary of Transportation Elaine L. Chao announced the creation of the Non-Traditional and Emerging Transportation Technology (NETT) Council, an internal deliberative body at the U.S. Department of Transportation (U.S. DOT) tasked with identifying and resolving jurisdictional and regulatory gaps that may impede the deployment of new technology, such as tunneling, hyperloop, autonomous vehicles, and other innovations.

Secretary Chao made the announcement during her remarks at the South by Southwest (SXSW) conference in Austin, Texas.

"New technologies increasingly straddle more than one mode of transportation, so I've signed an order creating a new internal department council to better coordinate the review of innovation that have multimodal applications," said Secretary Chao.

RELATED: Denver launches first autonomous shuttle

U.S. DOT consists of 11 operating administrations, each with its own traditional jurisdiction over certain environmental and regulatory approvals. New technologies may not always fit precisely into the department's existing regulatory structure, potentially resulting in a slower pace of transportation innovation. Inventors and investors approach U.S. DOT to obtain necessary safety authorizations, permits, and funding and often face uncertainty about how to coordinate with the department.

The NETT Council will address these challenges by ensuring that the traditional modal silos at U.S. DOT do not impede the deployment of new technology. Furthermore, it will give project sponsors a single point of access to discuss plans and proposals.



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U.S. DOT launches council to support emerging transportation tech - Technology - Metro Magazine

The NETT Council represents a major step forward for U.S. DOT in reducing regulatory burdens and paving the way for emerging technologies in the transportation industry. The internal council will hold its organizing meeting this week and will first take on the topic of tunneling technologies seeking various approvals in several states.

RELATED: The Boring Co. gets permit for D.C. to NYC hyperloop

Representatives from the department held a series of interactive sessions and demonstrations at SXSW to showcase the department's overarching efforts to support innovation and market solutions to address transportation challenges across the country.

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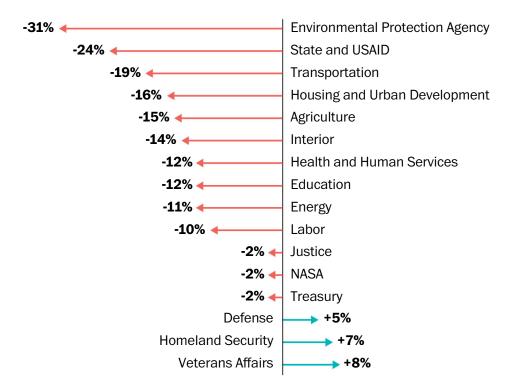
Provides info about propane autogas in a variety of forms, including videos, customer case studies, emissions data, and fact sheets.



What Trump proposed in his 2020 budget

By Kate Rabinowitz and Kevin Uhrmacher March 11, 2019

The Trump administration released its 2020 budget request <u>on Monday</u>, proposing major cuts to federal government spending. While the cuts are unlikely to become reality — Congress has rejected many of Trump's previous requests — the budget is an important signal of the administration's priorities and suggests a major funding fight in October.



Proposed changes to funding in Trump's budget

In <u>the document</u>, Trump calls for large budget increases to defense and border security alongside substantial cuts to government benefits. Trump's budget proposal for the last fiscal year similarly proposed increased defense spending and cuts to other departments. Congress did not act on many of his recommendations. The budget is likely to face even more of an uphill battle with Democrats now in control of the House.

Key proposed additions

Adds more than \$33 billion to the Department of Defense budget, for a total of \$718 billion, 57 percent of the proposed federal discretionary budget

Allocates \$8.6 billion to build sections of a wall along the U.S.-Mexico border, on top of the close to \$7 billion Trump already announced in his national emergency declaration

Sets aside \$750 million to establish a paid parental leave program and \$1 billion for a one-time fund to help underserved populations and encourage company investment in child-care

Commits \$291 million toward ending the spread of HIV in the United States within a decade, a promise Trump made in his State of the Union last month

Key proposed cuts

Cuts \$845 billion over the next 10 years from Medicare, the federal program that gives health insurance to older Americans

Removes \$241 billion from Medicaid, the health-care program for low-income Americans, over the next decade as part of an overhaul that shifts more power to states

Slashes \$220 billion from the Supplemental Nutrition Assistance Program (SNAP) over the next decade, with proposed reforms including mandatory work requirements and food box delivery service in lieu of cash benefits for low-income families

Reductions to the federal student loan programs that total \$207 billion in the next 10 years and include eliminating Public Service Loan Forgiveness and subsidized student loans

Below are descriptions of the administration's budget proposals for most major federal agencies. While mandatory spending programs — which account for over 60 percent of the federal budget — like Medicare and food stamps are discussed, the budget number does not include these programs.

Detailed funding changes by agency

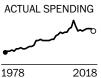
Jump to a department



2019 BUDGET

2020 PROPOSAL





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\$1 billion

The Trump administration is seeking to cut the Department of Agriculture's discretionary budget by \$3.6 billion, or 15 percent from the 2019 estimate, while also slashing by \$17.4 billion the funds available to the Supplemental Nutrition Assistance Program (food stamps). The budget would also reduce federal crop insurance subsidies, with a projected savings of \$22.1 billion by 2029, and cut spending for conservation programs and foreign food aid. The subsidies protect farmers against loss of crops due to natural disasters or loss of revenue because of declines in the prices of agricultural commodities.

The budget requests \$5.8 billion total to serve food stamp participants and reintroduces the proposal for a Blue Apron-style food box delivery service in lieu of cash benefits for low-income families that was widely rejected by food assistance experts when President Trump proposed it in 2018.





Under the requested budget, the Department of Defense would receive \$718 billion in 2020, a 4.9 percent increase over the prior year. The entire national defense budget, which includes money for defense-related activities at other federal agencies, including the National Nuclear Security Administration, would be \$750 billion, a 34 percent increase from the prior year. Among other priorities, the Pentagon money is slated to go to the creation of a U.S. Space Force, a 3.1 percent pay increase for the military, and investments in hypersonic weapons, artificial intelligence and autonomous weaponry. It continues investments in a vast modernization of the American nuclear arsenal. The defense budget includes more than \$9 billion "as an emergency requirement to address border security and hurricane recovery."



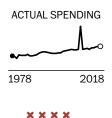
The budget requests \$62 billion for the Education Department, a 12 percent decrease from what was enacted for 2019. The Trump administration wants to pull out \$2 billion from the reserves for the Pell Grant program, the primary source of federal grant aid for millions of students whose families typically earn less than \$60,000 a year. Advocacy groups say raiding the reserves could jeopardize the grant program in the future.

CHANGE

53.8R







🗌 \$1 billion

President Trump's budget request for the Energy Department seeks to boost coal and nuclear energy, while making cuts to programs intended to foster renewable energy and combat climate change.

For instance, the administration proposes a significant cut for the agency's Office of Energy Efficiency & Renewable Energy (EERE) — \$696 in the coming fiscal year, compared to roughly \$2.4 billion that was approved in 2019. Meanwhile, the White House proposed increasing the budget for the Office of Fossil Energy Research & Development to \$562 million, a bump of \$60 million. It also proposed a \$67 million increase for the agency's Office of Nuclear Energy, up to \$824 million annually. The budget also proposes \$23.7 billion for various national security programs within the agency, including \$8 billion to sustain and modernize the U.S. nuclear stockpile.



The Health and Human Services budget once again attempts to tilt Medicaid in a conservative direction, moving from its half-century history as an entitlement program into a series of finite block grants to states, while eliminating the program's expansion under the Affordable Care Act. The spending plan would slow Medicare spending by \$845 billion over the next decade, largely by changing payments to hospitals and doctors and renewing efforts to lessen fraud and abuse. The budget would devote \$291 million as the first installment of a presidential commitment to stop the spread of HIV within a decade, and would continue investment in curbing the opioid epidemic. But it would slash the National Institutes of Health's funding by about 12 percent, and the budget for the Centers for Disease Control and Prevention by about 10 percent. Trump proposes big cuts to health programs for poor, elderly and disabled **●**



\$1 billion

The Trump administration proposed \$51.7 billion for the Department of Homeland Security, a 7.8 percent increase, excluding current funding for overseas contingency operations. Immigration security remains a top priority, with billions earmarked for a border wall, more detention beds and over 2,800 additional immigration agents and other staff. The budget also would create a "Border Security and Immigration Enforcement Fund," to meet the president's goals of dramatically increasing immigration jails and enforcement. The budget also sets aside \$19.4 billion to aid American communities hit by major disasters.



Trump proposed an \$8.6 billion cut for the Department of Housing and Urban Development for 2020, a 16.4 percent decrease from the 2019 estimate that includes eliminating the Community Development Block Grant program and as well as capital improvement funds for public housing repairs.

The four-decade-old community block grant program, popular among congressional Democrats and Republicans, provides cities with money for affordable housing and other community needs, such as fighting blight, improving infrastructure and delivering food to homebound seniors. The administration, in its budget documents, said the program has "failed to demonstrate effectiveness."

As in previous years, the administration is also calling for bolstered work requirements for families receiving federal housing assistance to promote "self-sufficiency."



The president's budget requests \$12.5 billion for the Interior Department, \$2 billion less than 2019, a 14 percent decrease. It would eliminate economic development grants that help municipalities recover from disruptive mining operations on public lands. The budget would reduce funding to acquire and preserve land. Interior's priority will be the president's signature ambition: energy development on land and offshore, and former secretary Ryan Zinke's bid to shift much of the department's management from the District to the West. It provides just under \$300 million to help whittle down the National Park Service's massive \$12 billion backlog for fixing buildings and roads.





\$1 billion

The Trump administration proposed a 2.3 percent reduction in the Justice Department's budget, much of that money coming from grant programs like COPS, which pays for local police agencies to hire new officers. The White House budget plan for the Justice Department in 2020 prioritizes spending for national security, cyber security, immigration enforcement, combating violent crime and addressing the opioid epidemic.

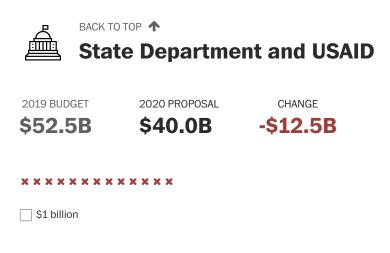
Like last year, the Trump administration proposes shifting part of the work of the Bureau of Alcohol, Tobacco, Firearms and Explosives away. Under the proposal, alcohol and tobacco enforcement would move to the Treasury Department so that ATF could focus more on guns, explosives and arson. The same proposal was made last year and went nowhere in Congress.



Overall, the budget asks Congress for \$10.9 billion for the Labor Department, a 9.7 percent decrease from 2019's budget.

The budget plans calls for saving money on unemployment insurance benefits by cracking down on fraud or abuse within the program. It also calls for a reorganization of job corps program that aims to train disadvantaged youth for future employment. Under the administration's proposal, the Labor Department would have more flexibility to close centers that aren't producing results.

The budget also calls for the consolidation of the country's statistic agencies that calculate measures of economic health such as the gross domestic product and the monthly jobs and unemployment reports. Under the plan, the Bureau of Labor Statistics would be moved into the Commerce Department, joining the Bureau of Economic Analysis and the Census Bureau.



The proposed budget would slash the budget for foreign aid and diplomacy by 23 percent, to \$40 billion for the State Department and the U.S. Agency for International Development.

Though steep, the proposed cuts are not as deep as the 30 percent cuts recommended a year ago and 32 percent proposed for the previous year. Foreign aid enjoys wide bipartisan support, and Congress largely restored most of the cuts proposed by the White House in the previous years.



The 2020 Department of Transportation budget requests \$21.4 billion in discretionary spending, down from \$26.5 billion in FY 2019. The proposal calls for cutting funds for long-distance Amtrak routes and shifting responsibly for them to states, "while providing robust intercity bus service to currently underserved rural areas via a partnership between Amtrak and bus operators." Separate grants to Amtrak for the heavily traveled Northeast Corridor, stretching from Washington to Boston, would be cut in half, dropping from \$650 million in 2019 to \$325.5 million in 2020. More than \$1 billion would be cut from the Capital Investment Grants program, which goes toward funding major rail, commuter rail and other transit projects.



\$1 billion

The White House is asking for \$12.7 billion for the Treasury Department, approximately a 1 percent decrease in funding from the previous year.

The White House is asking for new investments in the Internal Revenue Service, which is part of the Treasury Department. The budget calls for \$15 billion in new IRS funding to beef up tax enforcement, which the administration estimates would generate an additional \$47 billion in new revenue over the next 10 years, thus shrinking the deficit overall.

The administration's budget also includes \$300 million in new funding to revamp the information technology systems at the IRS, some of which are decades old and have struggled to properly process payments on Tax Day.

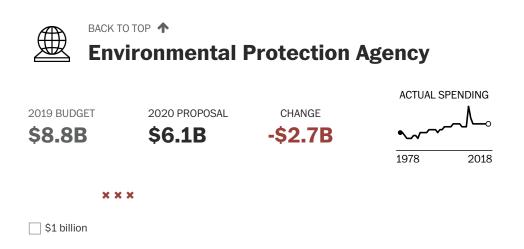
The administration's budget for the Treasury Department also proposes changes to the administrative structure of the Alcohol and Tobacco Tax and Trade Bureau. It also seeks to push more Treasury functions to be executed electronically, as the department still issues about 56 million paper checks annually.



\$1 billion

The White House is proposing a 7.5 percent boost to the Department of Veterans Affairs, to \$97 billion. This includes an increase of close to 10 percent for medical care for veterans, much of it to implement a law Congress passed last year to consolidate private-care programs outside VA and make private doctors easier for veterans to access.

Other new spending would continue the agency's massive modernization of its electronic health records, add mental-health services for suicide prevention and expand medical services to female veterans.



The Environmental Protection Agency once again found itself in the Trump administration's crosshairs, with the White House proposing to slash its budget by 31 percent.

The \$2.8 billion proposed cut, which would leave the agency a budget of \$6.1 billion, is in line with the previous deep reductions that the administration has sought each year under President Trump. So far,

Congress has been unwilling to go along, keeping EPA's budget largely stable.



NASA faces a modest cut — 2.3 percent lower than the agency's 2019 funding, which was approved last month by Congress. The \$21 billion for NASA is more than the Trump administration asked for last year, as NASA Administrator Jim Bridenstine pointed out Monday in a statement describing the fiscal 2020 budget as "one of the strongest on record for our storied agency." Bridenstine said the budget keeps NASA on track for putting humans on the moon again by 2028.

The proposed NASA budget does not include money for a new space telescope, WFIRST, which would look for distant planets and study the mysterious "dark energy" permeating the cosmos. Two Earth science missions aimed at understanding climate would be eliminated, as would an educational effort, the Office of STEM Engagement.

The White House also proposed to defer upgrades to NASA's Space Launch System -- a powerful new rocket that is still in development -- and move some its proposed payloads to other vehicles. Budget seeks cuts to funding for science, medical research €

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About this story

Numbers from the Office of Management and Budget. Totals may not add up because of rounding. Numbers for some departments, including NASA, may differ from the White House budget document, which sometimes used 2019 estimates rather than recently enacted budget levels. The proposed budget for the State Department and USAID were provided directly by the agency, and the enacted total represents fiscal 2018, the most recent year a comparable figure was available. The VA totals were also provided by the agency. The 2019 total for Homeland Security does not include Overseas Contingency Operations.

Joel Achenbach, Devlin Barrett, Moriah Balingit, Brady Dennis, Danielle Douglas-Gabriel, Darryl Fears, Reuben Fischer-Baum, Amy Goldstein, Tracy Jan, Sarah Kaplan, Michael Laris, David J. Lynch, Carol Morello, Laura Reiley, Lisa Rein, Patrick Reis, Maria Sacchetti, Paul Sonne and Jeff Stein contributed to this report.

The Department of Homeland Security was established in 2002. Its budget numbers before that time represent the funding for the then-independent agencies that now make up the department.

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