



## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

**Board of Directors Meeting Agenda  
February 20, 2020; 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](http://ozarkstransportation.org)**

**Call to Order ..... NOON**

### **I. Administration**

#### **A. Introductions**

#### **B. Approval of Board of Directors Meeting Agenda (2 minutes/Cossey)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA**

#### **C. Approval of December 19, 2019 Meeting Minutes ..... Tab 1 (2 minutes/Cossey)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES.**

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

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 (10 minutes/Fields)**

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

#### **F. MoDOT Update (20 minutes/MoDOT)**

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

#### **G. Legislative Reports (5 minutes/Cossey)**

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

## **II. New Business**

### **A. City of Republic Presentation**

(10 minutes/Cameron)

The City of Republic will present on transportation issues.

### **B. Financial Statements for 2<sup>nd</sup> Quarter 2019-2020 Budget Year ..... Tab 3**

(5 minutes/Cameron)

Treasurer Cameron will present the second quarter financial statements.

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

### **C. Transportation Alternative Project Award Recommendation ..... Tab 4**

(10 minutes/Thomason)

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

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE RECOMMENDED PROJECTS**

### **D. Amendment Number Three to the FY 2020-2023 TIP ..... Tab 5**

(5 minutes/Longpine)

There are several changes requested to the FY 2020-2023 Transportation Improvement Program which is included for member review.

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

### **E. Federal Classification Change Request..... Tab 6**

(5 minutes/Thomason)

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

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE FEDERAL CLASSIFICATION CHANGE**

### **F. OTO Area Online Base Map Demo..... Tab 7**

(10 minutes/Faucett)

Staff will present the new online GIS Base Map, located in the Maps section of [ozarkstransportation.org](http://ozarkstransportation.org).

**INFORMATIONAL ONLY; NO ACTION IS REQUIRED**

## **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. Records to be Destroyed ..... Tab 8**

(5 minutes/Hebden)

As per RSMo 109.230 (4), and the GS021, OTO meeting recordings that have met the retention schedule of 1 year will be destroyed in compliance with the guidelines established by the Secretary of State's office.

**D. Articles for Board of Directors Member Information ..... Tab 9**

(Articles attached)

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

The next Board of Directors regular meeting is scheduled for Thursday, April 16, 2020 at 12:00 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

**Attachments**

Pc: Ken McClure, Mayor, City of Springfield  
Matt Morrow, President, Springfield Area Chamber of Commerce  
Joelle Cannon, Senator Blunt's Office  
Dan Wadlington, Senator Blunt's Office  
Clayton Campbell, Senator Hawley's Office  
Jeremy Pruett, Congressman Long's Office  
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Andy Thomason al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

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

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

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

**TAB 1**

**BOARD OF DIRECTORS AGENDA 2/20/2020; ITEM I.C.**

**December 19, 2019 Meeting Minutes**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are the minutes from the Board of Directors December 19, 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 Board of Directors December 19, 2019 meeting minutes.”

OR

“Move to approve the Board of Directors December 19, 2019 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
December 19, 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/alternates were present:

Mr. Brad Gray, City of Willard (a)  
Commissioner Harold Bengsch, Greene County  
Mr. James O'Neal, Citizen-at-Large  
Mr. Mike Schilling, City of Springfield  
Mr. Travis Cossey, City of Nixa (a)  
Mr. Dan Smith, City of Springfield (a)  
Mr. Brian Weiler, Airport Board (a)  
Ms. Debra Hickey, City of Battlefield  
Ms. Martha Smartt, City of Strafford

Mr. Chuck Branch, Citizen-at-Large  
Mr. Jerry Compton, Citizen-at-Large  
Mr. Skip Jansen, City Utilities  
Ms. Jan Fisk, City of Springfield  
Commissioner Ralph Phillips, Christian County  
Mr. Richard Walker, Citizen-at-Large  
Mr. David Cameron, City of Republic (a)  
Commissioner Bob Dixon, Greene County

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

The following members/alternates were not present:

Mr. Andrew Lear, City of Springfield  
Mayor Rick Gardner, City of Ozark  
Mayor Corey Hendrickson, City of Willard  
Mr. Chris Coulter, Greene County (a)  
Mr. Ken McClure, City of Springfield (a)  
Mr. Steve Childers, City of Ozark (a)  
Mr. Bradley McMahon, FWHA  
Mr. Mokhtee Ahmad, FTA  
Mr. Mark Schenelberg, FAA  
Mr. Steve Campbell, MoDOT

Mayor Jeff Ussery, City of Republic  
Mayor Brain Steele, City of Nixa  
Mayor Ashley French, City of Strafford  
Mr. Matthew Simpson, City of Springfield, (a)  
Mr. John Elkins, Citizen-at-Large (a)  
Mr. Frank Schoneboom, City of Battlefield (a)  
Mr. Michael Latuszek, FWHA  
Mr. Daniel Nguyen, FTA (a)  
Ms. Stacy Reece, MoDOT (a)  
Ms. Laurel McKean, MoDOT (a)

Others Present: Mr. Frank Miller, MoDOT; Mr. Tim Ricke, City of Battlefield; Mr. Dan Waddlington, Senator Blunt's Office; Ms. Sara Fields, Mr. Dave Faucett, Mr. Brad Williams, Ms. Kimberly Cooper, Ms. Markee Hebden, Ms. Natasha Longpine, Ozarks Transportation Organization.

Vice Chair Cossey called the meeting to order in Chair Dixon's initial absence at approximately 12:10 p.m.

I. **Administration**

**A. Introductions**

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

**B. Approval of Board of Director's Meeting Agenda**

Mr. Weiler moved to approve the December 19, 2019 agenda. Mr. Cameron seconded the motion and it was unanimously approved.

**C. October 17, 2019 Meeting Vote Clarification – Mike Schilling**

Mr. Schilling stated that he was new to OTO's Legislative Priorities and voted without fully understanding. He wishes to clarify that he feels the Prevailing Wage for Public Workers is a fair policy to reward our workers in the public works project. He stated that he feels that this increases the gap in income equality and that workers deserve a fair wage. Mr. Schilling wishes a clerk's note to be placed in the October 17, 2019 Minutes.

**D. Approval of the October 17, 2019 Meeting Minutes**

Mr. Schilling moved to approve the October 17, 2019 Meeting Minutes with the inclusion of his clarification. Mr. O'Neil seconded the motion and it was unanimously approved.

**E. Public Comment Period for all Agenda Items**

Mr. Cossey opened the floor for any public comments to be made to the board. Seeing as there were no persons coming forward with comments, Mr. Cossey then closed the public comment period.

**F. Executive Director's Report – Sara Fields**

Ms. Fields began her report by announcing that the Kansas Expressway lawsuit was dismissed, in which OTO members were named. The lawsuit is still in the 30-day appeal timeframe, but it is believed that the lawsuit will not be refiled.

Ms. Fields then discussed OTO's and ALTA's recognition by OCITE and receiving the Transportation Achievement Award for the Regional Trail Investment Study that OTO did along with ALTA.

Ms. Fields stated that there was a Traffic Incident Management Exercise held in November that the OTO helped to coordinate the TIM group, which Andy Thomason is the head of in the OTO office. The exercise simulated accident and how emergency personnel are to respond during that situation. Ms. Fields said that First Lady Theresa Parson was at the exercise and shared her story of losing her brother while he was responding to an accident. She said that First Lady Parson highlighted the fact that drivers should focus on the road and not look at cell phones while behind the wheel.

Ms. Fields stated that over \$1.5 million in trails funding was recommended. She stated that the Bicycle and Pedestrian Advisory Committee will be recommending five projects to the Board at the next meeting, as a TIP Amendment. Ms. Fields went on to identify what each of these projects will be: Ozark will be awarded \$870,950.00 to build the Chadwick Flyer Trail, which will connect Ozark with the Galloway Trail in Springfield. Springfield will be getting \$217,461.20 to build a trail through Phelps's Grove Park to the Art Museum, which is part of the Art Museum's Master Plan. Republic will be getting \$394,214.40 for design and Right of Way acquisition for a trail connecting Republic to the Wilson's Creek National Battlefield. Battlefield will be getting \$102,052.40 for trail connecting Elm Street to Summerset Street at the Trail of Tears Park.

Ms. Fields went on to discuss MoDOT, and Frank Miller specifically, submitting the FLAP Application asking for a roundabout at the intersection of Highway ZZ and Farm Road 182 at Wilson's Creek National Battlefield to improve safety. She said that this area is a top safety concern and this roundabout will reduce accidents and will also have a trail component to it. She pointed out that this application has a competitive aspect to it. She said that MoDOT is asking for 50% federal funding, and 50% would come from money allocated to MoDOT, equaling \$1 million for this project.

Ms. Fields discussed the Heartland Freight Study, and provided a handout of the Technology Plan. She stated that the OTO is participating in the study now, that has the goal of instituting the usage of technology to analyze the movement of freight and how to become more efficient. She noted that on the handout there is a QR code for those who wish to get involved.

Ms. Fields stated that MoDOT is currently doing a state-wide safety study, along with Andy Thomason, and expect to release a list of top safety priorities this fall. The list will highlight the areas that most need improvement.

Ms. Fields spoke on the different project teams she is currently a part of with MoDOT. The first of which is the 160 intersection improvements at AA and CC. Looking at innovative designs to improve safety and reduce travel time. The next project Ms. Fields mentioned was 60 West and what improvements should be made between Springfield and Republic. Some of the questions being asked of consultants for this project include should this corridor be a highway, or expressway; how many access points should be provided; how to balance development access with safety and travel times. There will be a public meeting to discuss details for the plan, invitations will be sent out soon. Another project Ms. Fields said she is working on is the 60 and 125 interchange, on OTO's East boundary. She said there were some citizens that attended the last TPC Meeting to discuss their preferred location of the intersection. MoDOT is currently looking at alternative designs that will allow the location to fit into the citizen's request, which is to place it at the current alignment of the 60 and 125 intersection, at a lower cost. She then said that however, it will likely end up costing more than the current estimates for the project and will therefore be expecting a TIP amendment to allocate



more funds for this project in order to accommodate the citizen's and city's request. The last project she spoke on is the renewed interest in the 60 and 65 project. She said there is some renewed interest in putting a new interchange between Battlefield and HWY 60 on HWY 65, and MoDOT has responded that they are willing to consider and conduct a study to make sure that the HWY 60 and 65 interchange will continue to function.

Ms. Fields moved on to speaking on Destination 2045, OTO's Long Range Transportation Plan. She said that invitations have been sent out to committee members for a meeting to discuss our visions and goals for this multi-year plan, on January 30 in the OTO conference room. She mentioned that OTO is aware that many in the region are also updating their plans and she would like to make sure that everyone is working hand in hand so that we may move forward as a region.

Ms. Fields pointed out that there are OTO pins in front of everyone at the table, which was an idea from Jerry Compton. The idea is to be able to be identified as OTO when visiting organizations in the area.

**G. MoDOT Update – Frank Miller**

Mr. Miller stated that Andy Mueller's position and responsibilities will now be split between Ms. Stacy Reece, and Ms. Lauren McKean.

Mr. Miller discussed the Governor's Cost Share Program, and the 9 applications that will be given to MoDOT commission for final approval. He offered congratulations to Ozark, Nixa, and the City of Springfield for their scoring.

**H. Legislative Reports – Dan Waddlington**

Mr. Waddlington stated that his office got an update on the Highway Bill, and it will not be considered before Congress goes home December 23<sup>rd</sup>. He is unsure if there will be a new bill in 2020.

Ms. Fields asked about the OMIBUS Budget Bill and funding for that. Mr. Waddlington said that he did not know exact numbers, but he confirmed that the bill will pass and there will be more funding for transportation.

**II. New Business**

**A. Independent Financial Audit Report for FY 2019 – David Cameron**

David Cameron presented the Audit Report for FY 2019. He pointed out that this report has been preformed for 11 years with no significant findings, and this year there were again, no significant findings. Mr. Cameron went through the Audit Report and pointed out that the total assets were \$407,045, total liabilities were \$5,207, total NET Position of \$401,838, total expenditures were \$961,395, total NET Program Expenses were \$167,567, the revenues over expenditures was \$32,195, and the end of year total fund balance was \$401,838. He wanted to point out that on the last page of the report, the

auditor highlighted what the auditor actually reviewed. The auditor said in her statement that this is not a fraud audit, nor is it a financial control audit. All of the financial statements presented meet the requirements of the OTO Board.

Mr. Cameron made the recommendation to approve the Audit Report as presented. Mr. Jansen moved to approve, Ms. Hickey seconded the motion, and it was unanimously approved.

**B. Financial Statements for 1<sup>st</sup> Quarter 2019-2020 Budget Year – David Cameron**

Mr. Cameron presented the financial statements for the 1<sup>st</sup> Quarter as follows: total profit was \$267,966 or 29.6% of the budget, expenses were \$191,820, or 21% of the budget. He drew attention to the Profit and Loss statement and stated that he felt there was nothing out of the ordinary, simply the office conducting routine business. This resulted in a NET income of \$76,146, which can be explained with reimbursements. There is also the issue of some dues being paid in FY 2019 vs FY 2020, which makes the number appear larger than it should be. The Fund Balance is \$480,563.86.

Mr. Cameron then recommended the board approve the 1<sup>st</sup> Quarter Financial Statements. Mr. Compton moved to approve, Mr. O'Neal seconded the motion, and it was unanimously approved.

**C. BUILD Presentation – Dan Smith**

Mr. Smith started his presentation by thanking the legislative delegation for help with getting this highly competitive grant that will benefit the community. He explained that the corridor will connect the Wonders of Wildlife Museum with downtown area, and many parks and neighborhoods between. He explained that Grant Avenue was chosen due to its two-way traffic flow, good traffic volume, the fact that it is already a primary bicycle route, and its location of being anchored by tourist sights. He spoke on the visions of the corridor having a side trail for bikes and pedestrians, having Wi-Fi along the trail, a Complete Street concept, traffic calming and safety measures, burying of utility lines for aesthetics, additional lighting, and greenspace. Safety is a major priority on this project. Mr. Smith pulled up a visual of the downtown area to better highlight the connectivity that this corridor will provide. He stated that this award will be for \$21 million, and requires a 20% community match, which will be about \$5 million. The deadline for obligated funds is September 30, 2021, with a project completion deadline of September 30, 2026. He noted that the first date is the one the city is focusing on the most. Mr. Smith spoke on the timeline and the ways they will be discussing how to meet the deadlines. He pointed out that a challenge with this project will be property impacts, and he anticipates impacts to adjacent property owners. Without a design, they do not know specific details yet. He noted that community engagement is a major element of designing this project. The next steps include signing a contract with the Department of Transportation, as well as the council voting to accept, and many discussions with community members. He answered questions revolving around design by saying that they have not yet started the design process.

**D. *Transportation Plan 2040 Amendment 11 – Natasha Longpine***

Ms. Longpine explained that Amendment 11 is to incorporate the BUILD project in OTO's Long Range Transportation Plan. Ms. Longpine stated that due to the size of the project, she has added the BUILD project to the plan completely separately. She also noted that there has been a separate section in the plan for discretionary funding. Ms. Hickey moved to accept Amendment 11. Mr. Phillips seconded the motion and it was unanimously approved.

**E. *Amendment Number Two to the FY 2020-2023 TIP – Natasha Longpine***

Ms. Longpine noted there are five items identified with this project. Ms. Longpine said the items are as listed: Adding sidewalks to Nixa's Route 14 Capacity Improvements from Fort to Ridgecrest project; adding a pedestrian underpass to Ozark's Jackson Street Capacity Improvements from 16<sup>th</sup> Street to NN project; increasing the amount of funding for Springfield's Pavement and ADA Improvements on Sunshine, National, and Battlefield; a new item of Pavement and ADA Improvements on Sunshine, National, and Battlefield in Springfield, under the request of the City of Springfield requesting to split the ADA portion of this project into a new project; and a new item of the Grant Avenue Parkway Project that revolves around the BUILD Grant Springfield received. Mr. Jansen motioned to accept Amendment Number Two. Mr. Compton seconded the motion and it was unanimously approved.

**F. *2020 Safety Performance Targets – Natasha Longpine***

Ms. Longpine stated that with the FAST Act there are seventeen measures that MPOs are required to adopt and set targets for. MPOs have the option of adopting with state targets or develop a plan with their own targets. She said the safety targets are the number and rate of fatalities, the number and rate of serious injuries, and number of non-motorized fatalities and serious injuries. Ms. Longpine explained that MODot's targets are based on an assumed 13% fatality reduction, an 8% serious injury reduction, a 1% VMT increase, and a 5% non-motorized reduction. She referenced MODot's Vision Zero concept, where there are zero fatalities. Ms. Longpine used graphs to show the trend since 2006 for fatalities is generally going down. She said serious injuries are also on a decline, with a slight spike in 2018. She explained that setting local trends can be difficult with the numbers being as low as they are, and one accident can greatly impact the trend. She noted there is an uptick on the Bike/Ped fatalities and serious injury graph, with hopes of decreasing as more trail projects are completed. Ms. Longpine recommended the Board adopt the state's Safety Targets. Ms. Hickey motioned to accept these targets. Mr. Jansen seconded the motion and it was unanimously approved.

Vice Chair Cossey brought to the attention of the Board that Chair Dixon was now in attendance, and that Chair Dixon would be presiding for the remainder of the meeting.

**G. *Annual Listing of Obligated Projects – Natasha Longpine***

Ms. Longpine clarified that "obligation" is a request or reservation for federal funds and

happens ahead of being able to spend the funds. It does not reflect true expenditures or indicate that a project has broken ground. She also explained that in the report there are de-obligated projects that are nearing their completion date.

Mr. Miller complimented Ms. Longpine on her efforts put into this report every year.

Mr. O'Neil motioned to accept the Annual List of Obligated Projects. Mr. Cossey seconded the motion and it was unanimously approved.

**H. Federal Funds Balance Report – Natasha Longpine**

Ms. Longpine stated that OTO has elected to abide by population distribution to each of the OTO area communities. She said that this will give each community the chance to plan their own projects and submit them to the OTO TIP. She went on to explain that there is a three-year spending deadline, and that OTO is currently still within the timeframe, but it was nearing the deadline. Ms. Longpine encouraged everyone to look at their balances in the report and plan accordingly.

**I. Appointment of 2020 OTO Officers – Nominating Committee**

Mr. Weiler presented on behalf of the Nominating Committee. He noted that the Committee included himself, Mr. Brad Grey of Willard, and Mr. Travis Cossey of Nixa. Mr. Weiler referenced the rotation that is set in the OTO's By-Laws. Mr. Weiler stated the Nominating Committee recommends Mr. Travis Cossey of Nixa for Chair, Mr. Andrew Lear of Springfield for Vice Chair, Mr. Steve Childers of Ozark for Secretary, Mr. David Cameron of Republic for Treasurer, and Mr. Bob Dixon of Greene County for Past Chair, along with himself and Mr. Brad Grey to remain on the Executive Committee. There were no other nominations, Mr. Weiler motioned to accept the presented officers. Ms. Hickey seconded the motion and it was unanimously approved.

**J. Welcome to New Chairman and Vice-Chairman – Bob Dixon**

Mr. Dixon said how enjoyable it was to serve as Chair, and that he feels Mr. Cossey will be a great chair moving forward.

Ms. Fields presented Mr. Dixon with a parting gift and her thanks to him for serving.

**K. Board of Director's Meeting Schedule – Sara Fields**

Ms. Fields pointed out that an appointment request had been sent out for upcoming meetings, and that if there are any agenda items to add to the following meetings the OTO will gladly accept them, preferably two weeks in advance.

**III. Other Business**

**A. Board of Directors Member Announcements**

There were no announcements made.

**B. Transportation Issues for Board of Directors Member Review**

There were no issues presented.

**C. Records Management – Markee Hebden**

Ms. Hebden referenced RSMo 109.230 (4), stating that OTO will be following retention guidelines to dispose of records that meet retention schedule requirements. She then noted that there may be more instances of records management being brought up in future Board meetings as OTO continues to follow these guidelines.

**D. Articles for Board of Directors Member Information**

Chair Dixon pointed out that OTO staff provides multiple articles for member perusal.

Ms. Fields noted the article that includes the design competition for designing a bus shelter. She also mentioned there is an article about the BUILD Grant and the details of the Grant.

IV. **Adjournment**

Mr. Weiler motioned to adjourn the meeting. Mr. Cameron seconded the motion and it was unanimously approved. The meeting was adjourned at approximately 1:23 p.m.

**TAB 2**

**BOARD OF DIRECTORS AGENDA 2/20/2020; ITEM I.D.**

**Public Comment**

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

**AGENDA DESCRIPTION:**

Attached for Board member review are Public Comments for the time frame between December 19, 2019 and February 20, 2020.

**BOARD OF DIRECTORS ACTION REQUESTED:**

This item is informational only, no action is required.

## Concerning US 65 & Bluegrass Rd.

A new map comment has been posted at <http://map.ototrailstudy.com>.  
1/21/2020

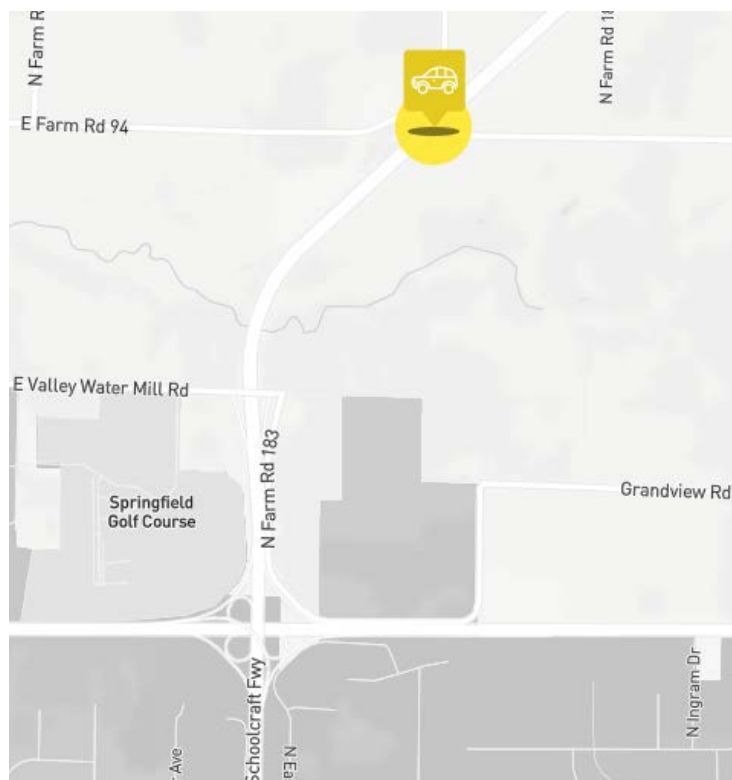
**Name:** Steve Stader

**Type:** Point

**Coordinates:** [-93.21465969085693,37.27272095630884]

**Category:** motor-point

**Comment:** US 65 & Bluegrass Rd. It is dangerous crossing 65 east and west especially during heavy traffic. Conflict between through traffic and those making turns on to 65 and lack of understanding about yielding to oncoming traffic is cause for many near misses and dangerous conditions.





Concerning: 65 N and I-44

**Name:** Bottleneck

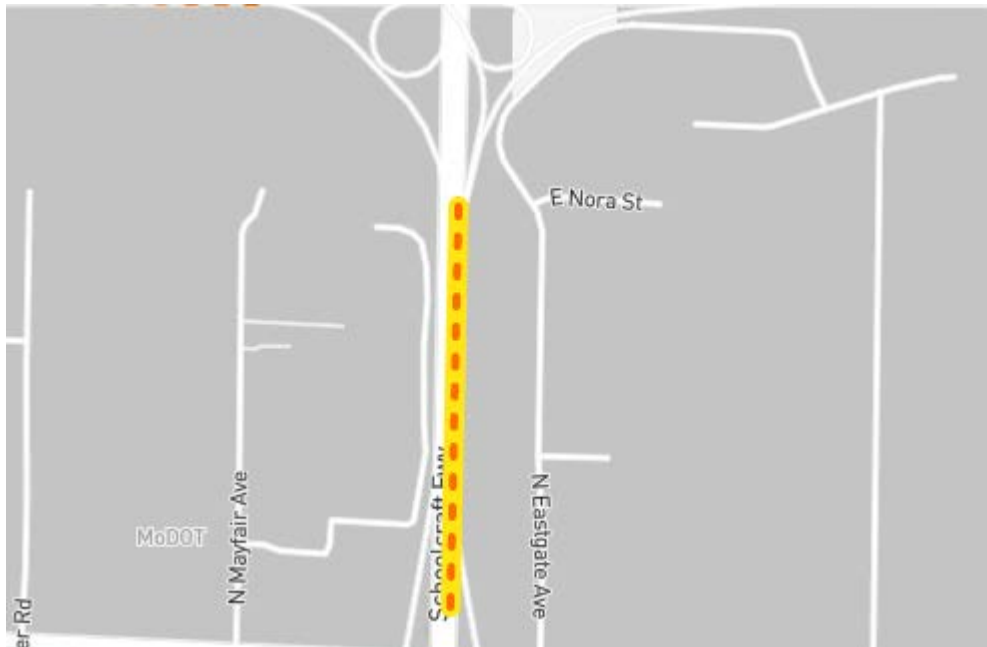
**Type:** LineString

**Date:** 1/30/20

**Coordinates:** [[-93.22461605072021,37.239758611970714],[-93.22444438934326,37.246591370760015]]

**Category:** motor-route

**Comment:** Most traffic going north on 65 gets off to go either east/west on 44. Yet, three lanes continue north with the left one ending at bridge. Having the right "thru" lane on 65 N become the first of two exit lanes to 44 and having the left two lanes be the thru lanes might help.



## Concerning: Adding a bike lane

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

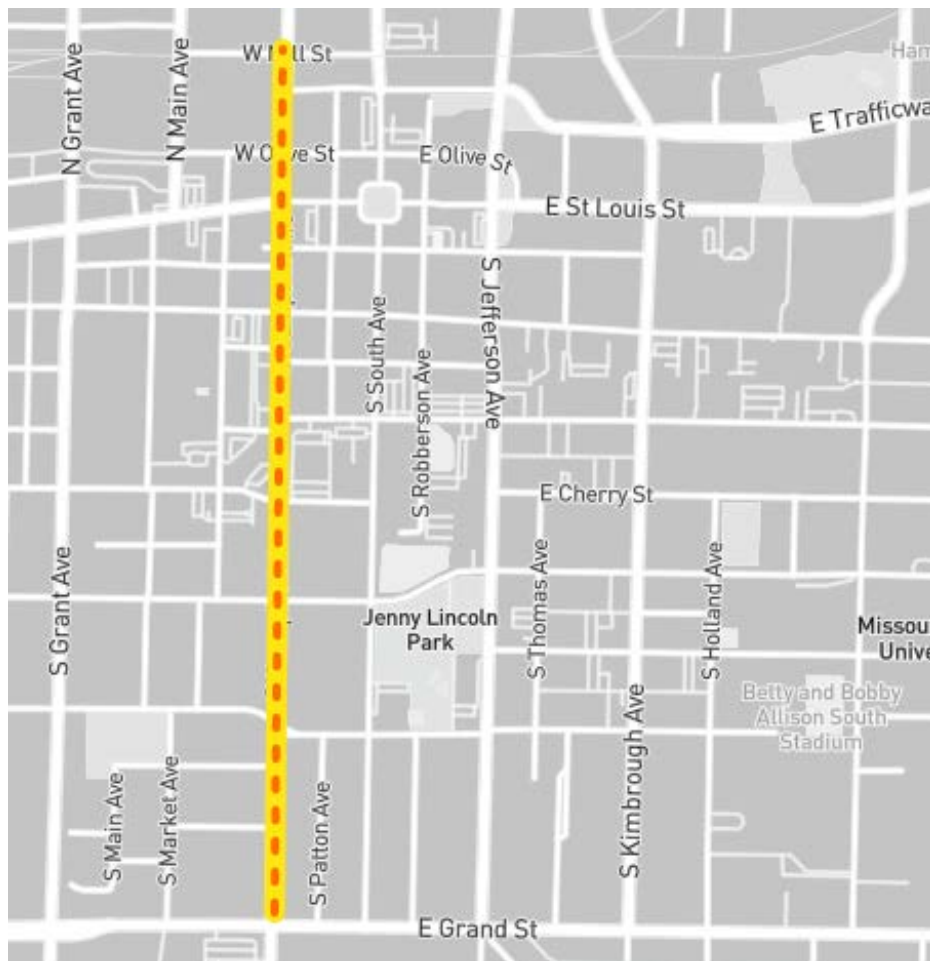
**Name:** Zeke Hall

**Type:** suggestions

**Coordinates:**

**Category:**

**Comment:** The driving surface is currently ~30' wide, and only has 2 lanes. There would be room for an 8' bike lane if the driving lane width was reduced to 11'.



## Concerning: Pedestrians on Glenstone

**Name:** Matt

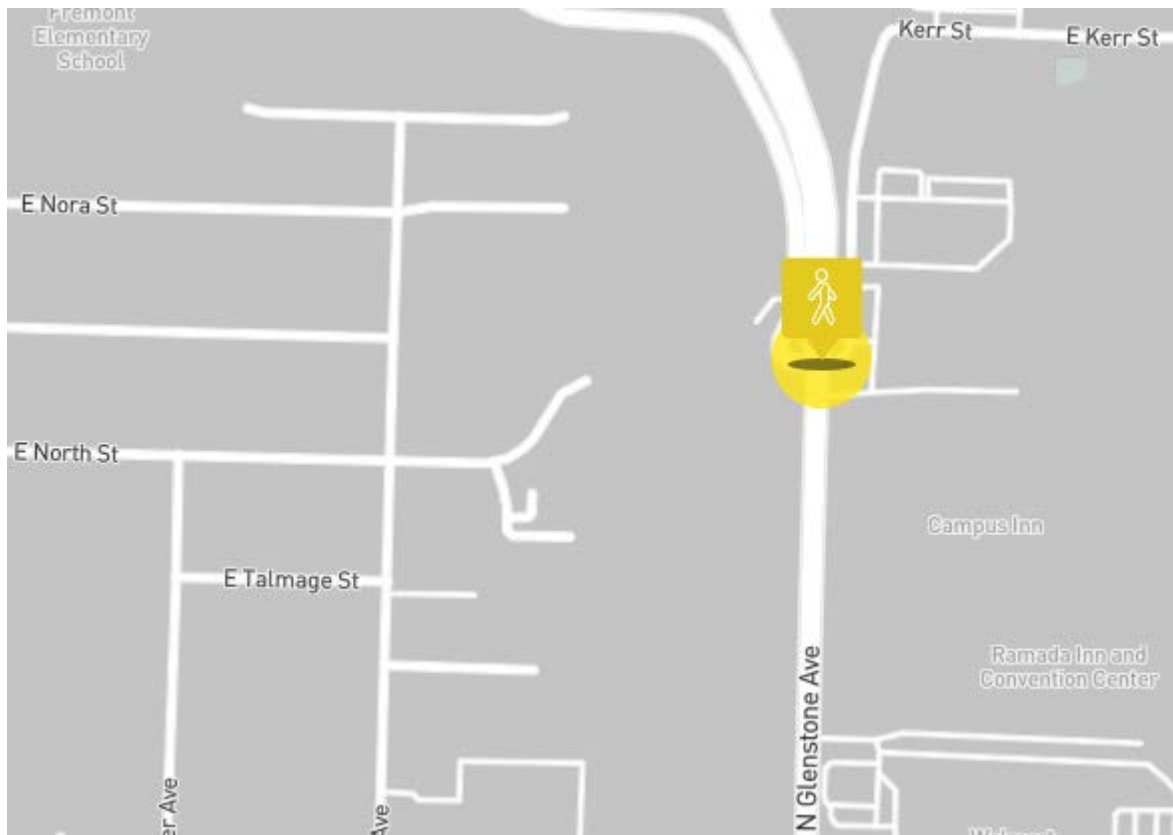
**Type:** Point

**Date:** 1/30/20

**Coordinates:** [-93.26079368591309,37.24573730978843]

**Category:** pedestrian-point

**Comment:** People try to cross Glenstone here all the time. With it so hard to see since the cross road curves, a crosswalk would help. Also, having a sidewalk on Kerr/Evergreen through Holiday Inn Express property to connect the sidewalk on Glenstone with that in front of Hampton inn is needed. People walk along road all the time.



## Concerning: Problems on Kearney

**Name:** Jeff

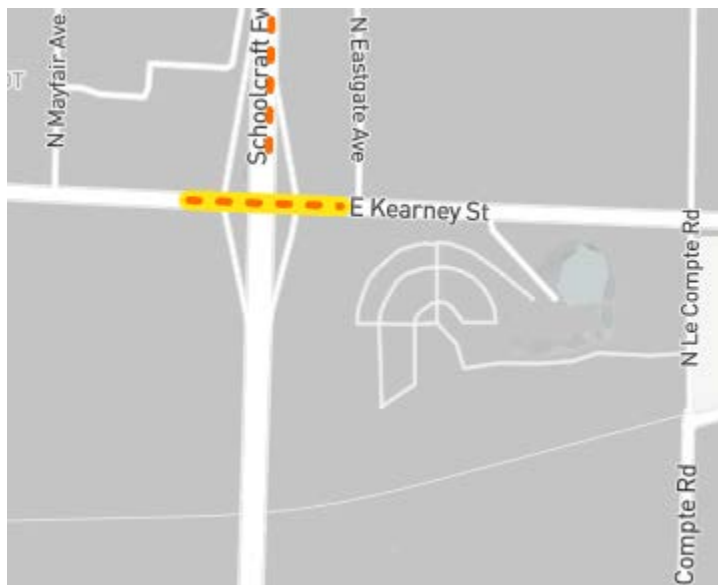
**Type:** LineString

**Date:** 1/30/20

**Coordinates:** [[-93.2263433933258,37.238891661417],[-93.22470724582672,37.23884468351599],[[-93.2230657339096,37.238797705585725]]]

**Category:** pedestrian-route

**Comment:** Several problems. Really need two thru lanes and at longer left turn lanes. Pedestrians also walk across bridge all the time. Could use a sidewalk. Pavement extremely rough, especially when turning from NB 65 ramp to go west on Kearney.



## Concerning: Roundabout on Pheasant Road and NN

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

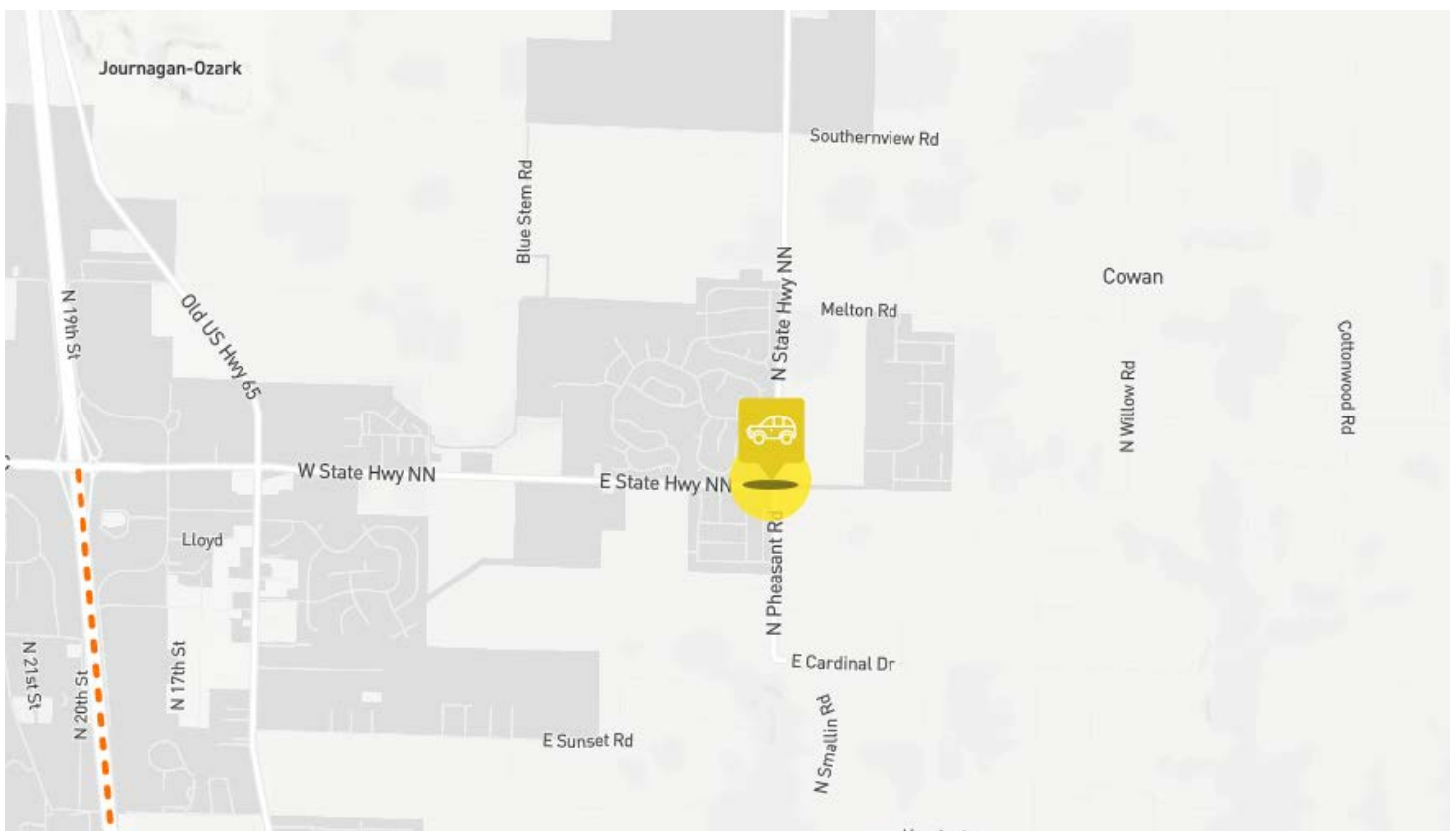
**Name:** Roundabout Needed

**Type:** Point

**Coordinates:** [-93.19201111793518,37.06953028969788]

**Category:** motor-point

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



### Concerning: S. Holland Classification via Give Us Your Input

I am disturbed to find out S. Holland is going to be turned into a main thoroughfare. It has been given the classification of "collector" and much to everyone's dismay our safe little neighborhood will soon be connected to sunset. Holland elementary is the only school in our district that is for deaf children and you want to turn it into a race track?!? We all know to be extra cautious when driving because our special children can't hear horns honking or loud car approaching. Is this expansion so important you're willing to risk a child's life?!? It would make a lot more sense to expand Jefferson into 4 lanes.

[3:10 p.m., Thursday Jan. 9](#) | [Other comments by S. Campbell](#)

## Concerning: Sidewalk Gaps

An new map comment has been posted at  
<http://map.ototrailstudy.com> 1/14/2020

**Name:** Zeke Hall

**Type:** LineString

**Coordinates:** [[-93.251953125,37.24714650520097],[-93.2521140575409,37.23999776898938]]

**Category:** pedestrian-route

**Comment:** There are gaps in the sidewalk along the west side of Barnes between Kerr and Kearney.



Concerning: Traffic build up on 44 and 65

**Name:** Jeff

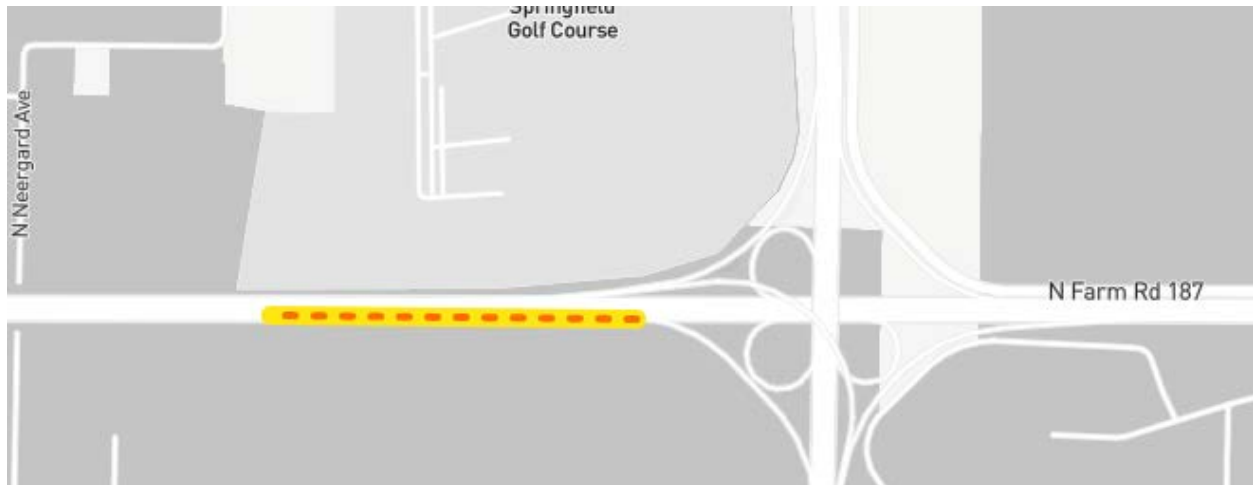
**Type:** LineString

**Date:** 2/1/2020

**Coordinates:** [[-93.22877883911131,37.250075839213565],[-93.23706150054932,37.25014416051372]]

**Category:** motor-route

**Comment:** Traffic on 44 heading east gets backed up in the mornings because of cars slowing down and jockeying for position to get on ramp to 65 south. Extending that exit lane would make a big difference. Not sure why it wasn't done when all of the other 44 ramps in Springfield were extended recently. Ideally having an auxiliary lane all way to Glenstone on both sides of 44 would be ideal. But, just extending the off ramp from 44 east to 65 south a bit would help a lot.





**TAB 3**

## BOARD OF DIRECTORS AGENDA 2/20/2019; ITEM II.B.

### Financial Statements for the Second Quarter 2019-2020 Budget Year

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

##### **AGENDA DESCRIPTION:**

Included for consideration are the second quarter financial statements for the 2019-2020 Budget Year. This period includes October 1, 2019 through December 31, 2019. The second quarter expenses total 48.6 percent of budget. The revenue was 47.5 percent of budget. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

##### Section One – OTO Operational Financial Statements

- *Profit and Loss Statement*  
The OTO completed the following budgeted projects for the second quarter:
  - Audit – \$3,845.00
  - Legislative Breakfast – \$1,092.97 in 2<sup>nd</sup> Quarter; \$4,758.54 totalDuring this period, expenses exceeded revenue in the amount of \$22,684.26.
- *Budget vs. Actual*  
The OTO budgeted expenses in the amount of \$909,722.00 for the budget year. Actual expenses at the end of the first quarter are \$441,859.89. This is 48.6 percent of budgeted expenses. Year-to-date expenses exceeded revenue in the amount of \$11,605.52.
- *Balance Sheet*  
The current outstanding liabilities are \$1,425.67 which represents the OTO purchasing card for the month of December which is paid in full monthly. Dependent and Health FSA accounts for employees held a \$0 balance at the end of the year.
- *Operating Fund Balance Report* shows the OTO has a fund balance of \$456,725.02 at the end of December. This balance is still well within the 3-6 month range set for expenses.

##### Section Two – OTO UPWP Financial Statements

- *UPWP Profit and Loss Statement, Budget vs. Actual, Balance Sheet*  
The UPWP Financial statements include the amount in-Kind and MoDOT direct cost the OTO is utilizing as budgeted in the UPWP Budget. The in-kind and MoDOT direct-cost revenue and expense are shown in the UPWP financial statements. The OTO UPWP budgeted expenses are \$948,192.00 once the in-kind expense is included.  
  
The OTO utilized \$14,669.36 of in-Kind match income during the second quarter. Staff would like to thank all member jurisdictions and MoDOT for helping to achieve the in-kind match.
- *Unified Planning Work Program Progress Report – 2nd Quarter*  
This is the report that outlines the tasks and budget percentage completed in comparison to the OTO's Unified Planning Work Program (the OTO's grant budget).

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board Directors makes one of the following motions:

“Move to accept the OTO Operational Second Quarter Financial Statements for the 2019-2020 Budget Year.”

OR

“Move to return to staff the OTO Operational Second Quarter Financial Statements for the 2019-2020 Budget Year in order to...”

# OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
October through December 2019

---

	Oct - Dec 19
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
Interest Income	2,166.43
Miscellaneous Revenue	278.52
<b>Total Other Types of Income</b>	2,444.95
<b>OTO Revenue</b>	
Consolidated Planning Grant CPG	109,566.21
Surface Trans Block Grant	50,267.60
<b>Total OTO Revenue</b>	159,833.81
<b>Total Income</b>	162,278.76
<b>Gross Profit</b>	162,278.76
<b>Expense</b>	
<b>Building</b>	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Maintenance	65.00
Office Cleaning	658.00
Utilities	624.23
<b>Total Building</b>	18,252.23
<b>Commodities</b>	
Office Supplies/Furniture	458.13
OTO Promotional Items	549.50
Publications	99.00
<b>Total Commodities</b>	1,106.63
<b>Information Technology</b>	
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,192.00
Software	985.04
Webhosting	123.19
<b>Total Information Technology</b>	4,317.23
<b>Insurance</b>	
Professional Liability	113.00
<b>Total Insurance</b>	113.00
<b>Operating</b>	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	84.00
<b>Total Copy Machine Lease</b>	693.75
<b>Dues/Memberships</b>	733.17
<b>Education/Training/Travel</b>	
Hotel	914.75
Meals	193.82
Registration	129.00
Training	170.00
Transportation	177.31
<b>Total Education/Training/Travel</b>	1,584.88
<b>Food/Meeting Expense</b>	1,045.52
<b>Legal/Bid Notices</b>	78.90
<b>Postage/Postal Services</b>	368.09

**Ozarks Transportation Organization**  
**Operational Profit & Loss**  
October through December 2019

---

	Oct - Dec 19
Printing/Mapping Services	1,148.10
Staff Mileage Reimbursement	1,022.08
Telephone/Internet	1,024.38
<b>Total Operating</b>	<b>7,698.87</b>
<b>Personnel</b>	
Mobile Data Plans	540.00
Payroll Services	455.75
Salaries	135,128.90
<b>Total Personnel</b>	<b>136,124.65</b>
<b>Reconciliation Discrepancies</b>	<b>-29.09</b>
<b>Services</b>	
Audit	3,845.00
Legislative Education	1,092.97
Long Range Plan Update	2,115.73
Professional Services (Legal &	10,325.80
<b>Total Services</b>	<b>17,379.50</b>
<b>Total Expense</b>	<b>184,963.02</b>
<b>Net Ordinary Income</b>	<b>-22,684.26</b>
<b>Net Income</b>	<b>-22,684.26</b>

**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July 1, 2019 through January 23, 2020

	Jul 1, '19 - Jan 23, 20	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
Interest Income	4,021.31	3,200.00	821.31	125.7%
Miscellaneous Revenue	1,533.08	0.00	1,533.08	100.0%
<b>Total Other Types of Income</b>	5,554.39	3,200.00	2,354.39	173.6%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	167,855.64	558,554.00	-390,698.36	30.1%
Local Jurisdiction Match Funds	92,854.34	135,025.00	-42,170.66	68.8%
Surface Trans Block Grant	163,990.00	200,000.00	-36,010.00	82.0%
<b>Total OTO Revenue</b>	424,699.98	893,579.00	-468,879.02	47.5%
<b>Total Income</b>	430,254.37	896,779.00	-466,524.63	48.0%
<b>Gross Profit</b>	430,254.37	896,779.00	-466,524.63	48.0%
<b>Expense</b>				
Bank Fees	0.00	30.00	-30.00	0.0%
<b>Building</b>				
Building Lease	30,030.00	51,480.00	-21,450.00	58.3%
Common Area Main Exp	9,415.00	23,920.00	-14,505.00	39.4%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	130.00	4,000.00	-3,870.00	3.3%
Office Cleaning	2,498.00	4,400.00	-1,902.00	56.8%
Utilities	1,490.67	3,500.00	-2,009.33	42.6%
<b>Total Building</b>	43,563.67	89,300.00	-45,736.33	48.8%
<b>Commodities</b>				
Office Supplies/Furniture	1,620.29	7,000.00	-5,379.71	23.1%
OTO Media/Advertising	300.00	2,500.00	-2,200.00	12.0%
OTO Promotional Items	2,785.69	2,000.00	785.69	139.3%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	99.00	300.00	-201.00	33.0%
<b>Total Commodities</b>	4,804.98	14,300.00	-9,495.02	33.6%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	4,539.71	8,000.00	-3,460.29	56.7%
Data Storage/Backup	2,301.00	4,400.00	-2,099.00	52.3%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	5,009.00	12,000.00	-6,991.00	41.7%
Server Upgrade	5,620.68	6,000.00	-379.32	93.7%
Software	1,941.34	4,900.00	-2,958.66	39.6%
Webhosting	1,188.72	2,300.00	-1,111.28	51.7%

**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July 1, 2019 through January 23, 2020

	Jul 1, '19 - Jan 23, 20	Budget	\$ Over Budget	% of Budget
<b>Total Information Technology</b>	20,600.45	43,100.00	-22,499.55	47.8%
<b>Insurance</b>				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,605.00	2,700.00	-95.00	96.5%
Workers Compensation	1,341.00	1,700.00	-359.00	78.9%
<b>Total Insurance</b>	6,284.00	10,400.00	-4,116.00	60.4%
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	112.00	1,623.00	-1,511.00	6.9%
Lease Principal Expense	946.75	192.00	754.75	493.1%
Maintenance for Copier	332.00	624.00	-292.00	53.2%
Toner & Overages	186.25	3,261.00	-3,074.75	5.7%
<b>Total Copy Machine Lease</b>	1,577.00	5,700.00	-4,123.00	27.7%
Dues/Memberships	3,566.51	5,500.00	-1,933.49	64.8%
Education/Training/Travel	9,061.25	23,000.00	-13,938.75	39.4%
Food/Meeting Expense	2,300.01	4,300.00	-1,999.99	53.5%
Legal/Bid Notices	353.70	2,500.00	-2,146.30	14.1%
Postage/Postal Services	422.06	1,800.00	-1,377.94	23.4%
Printing/Mapping Services	1,368.20	2,500.00	-1,131.80	54.7%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,021.88	3,500.00	-1,478.12	57.8%
Telephone/Internet	2,787.13	5,000.00	-2,212.87	55.7%
<b>Total Operating</b>	23,457.74	55,300.00	-31,842.26	42.4%
<b>Personnel</b>				
Mobile Data Plans	1,260.00	3,240.00	-1,980.00	38.9%
Payroll Services	1,177.75	2,700.00	-1,522.25	43.6%
Salaries	290,544.99	528,152.00	-237,607.01	55.0%
<b>Total Personnel</b>	292,982.74	534,092.00	-241,109.26	54.9%
<b>Services</b>				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	3,845.00	4,600.00	-755.00	83.6%
Legislative Education	4,758.54	7,000.00	-2,241.46	68.0%
Long Range Plan Update	2,115.73	10,000.00	-7,884.27	21.2%
Professional Services (Legal & TIP Tool Maintenance	12,356.80	24,000.00	-11,643.20	51.5%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	30,000.00	-30,000.00	0.0%
Travel Sensing & Time Serv Proj	15,000.00	50,000.00	-35,000.00	30.0%
	2,490.24	3,000.00	-509.76	83.0%



**Ozarks Transportation Organization**  
**Operational Profit & Loss Budget vs. Actual**  
July 1, 2019 through January 23, 2020

	Jul 1, '19 - Jan 23, 20	Budget	\$ Over Budget	% of Budget
Total Services	50,166.31	163,200.00	-113,033.69	30.7%
Total Expense	441,859.89	909,722.00	-467,862.11	48.6%
Net Ordinary Income	-11,605.52	-12,943.00	1,337.48	89.7%
Net Income	<b>-11,605.52</b>	<b>-12,943.00</b>	<b>1,337.48</b>	<b>89.7%</b>

10:22 AM

01/23/20

Cash Basis

# Ozarks Transportation Organization

## Balance Sheet

As of December 31, 2019

	Dec 31, 19
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	224,779.09
Southern Bank--Money Market	175,264.42
Southern Bank-Sm Bus Checking	56,681.51
Total Checking/Savings	456,725.02
Total Current Assets	456,725.02
<b>TOTAL ASSETS</b>	<b>456,725.02</b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	1,425.67
Total Credit Cards	1,425.67
Total Current Liabilities	1,425.67
Total Liabilities	1,425.67
Equity	
Unrestricted Net Assets	401,837.60
Net Income	53,461.75
Total Equity	455,299.35
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>456,725.02</b>

Ozarks Transportation Organization  
Operating Fund Balance Report  
**FY 2020**

Date	Previous Balance	Deposits	Withdrawals	Current Balance
7/31/2019	\$28,325.11	\$160,087.55	\$78,332.65	\$110,080.01
8/31/2019	\$110,080.01	\$103,886.42	\$173,547.95	\$40,418.48
9/30/2019	\$40,418.48	\$148,917.29	\$62,161.26	\$127,174.51
10/31/2019	\$127,174.51	\$40,137.87	\$150,594.52	\$16,717.86
11/30/2019	\$16,717.86	\$90,554.72	\$96,983.40	\$10,289.18
12/31/2019	\$10,289.18	\$139,668.98	\$93,276.65	<b>\$56,681.51</b>
<b>Southern Bank, ICS Funds</b>				
7/31/2019	\$180,272.28	\$66.91	\$75,000.00	\$105,339.19
8/31/2019	\$105,339.19	\$112,216.99	\$35,000.00	\$182,556.18
9/30/2019	\$182,556.18	\$241.18	\$30,000.00	\$152,797.36
10/31/2019	\$152,797.36	\$80,315.56	\$40,000.00	\$193,112.92
11/30/2019	\$193,112.92	\$35,251.80	\$40,000.00	\$188,364.72
12/31/2019	\$188,364.72	\$36,414.37	\$0.00	<b>\$224,779.09</b>
<b>Southern Bank, Money Market</b>				
7/31/2019	\$203,006.39	\$387.94		\$203,394.33
8/31/2019	\$203,394.33	\$388.68		\$203,783.01
9/30/2019	\$203,783.01	\$376.86		\$204,159.87
10/31/2019	\$204,159.87	\$390.14		\$204,550.01
11/30/2019	\$204,550.01	\$378.28		\$204,928.29
12/31/2019	\$204,928.29	\$336.13	\$30,000.00	<b>\$175,264.42</b>

**Checkbook Ledger Balance**

Southern Bank & ICS Balances 12/31/2019	\$456,725.02
Outstanding Withdrawals Southern Bank	\$0.00
Total available Balance 12/31/2019	<b>\$456,725.02</b>

**FY 2020 UPWP Budget**  
**3 months of expenses**  
**6 months of expenses**

**\$948,192.00**  
**\$237,048.00**  
**\$474,096.00**

# OTO UPWP Financial Reports

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

**Ozarks Transportation Organization**  
**UPWP Profit & Loss**  
October through December 2019

---

	Oct - Dec 19
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Other Types of Income	
In-Kind Match, Donated Direct C	14,669.36
Interest Income	2,166.43
Miscellaneous Revenue	61.65
<b>Total Other Types of Income</b>	16,897.44
OTO Revenue	
Consolidated Planning Grant CPG	109,566.21
Surface Trans Block Grant	50,267.60
<b>Total OTO Revenue</b>	159,833.81
<b>Total Income</b>	176,731.25
<b>Gross Profit</b>	176,731.25
<b>Expense</b>	
Building	
Building Lease	12,870.00
Common Area Main Exp	4,035.00
Maintenance	65.00
Office Cleaning	658.00
Utilities	624.23
<b>Total Building</b>	18,252.23
Commodities	
Office Supplies/Furniture	538.13
Publications	99.00
<b>Total Commodities</b>	637.13
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	5,632.77
Member Attendance at Meetings	9,036.59
<b>Total In-Kind Match Expense</b>	14,669.36
Information Technology	
Data Storage/Backup	1,017.00
IT Maintenance Contract	2,192.00
Software	976.64
Webhosting	123.19
<b>Total Information Technology</b>	4,308.83
Insurance	
Professional Liability	113.00
<b>Total Insurance</b>	113.00
Operating	
Copy Machine Lease	
Lease Interest Expense	48.00
Lease Principal Expense	405.75
Maintenance for Copier	156.00
Toner & Overages	84.00
<b>Total Copy Machine Lease</b>	693.75
Dues/Memberships	733.17
Education/Training/Travel	1,584.88
Food/Meeting Expense	1,045.52
Legal/Bid Notices	78.90
Postage/Postal Services	368.09
Printing/Mapping Services	1,148.10
Staff Mileage Reimbursement	1,022.08

# Ozarks Transportation Organization

## UPWP Profit & Loss

October through December 2019

---

	Oct - Dec 19
Telephone/Internet	1,024.38
Total Operating	7,698.87
Personnel	
Mobile Data Plans	540.00
Payroll Services	455.75
Salaries	135,128.90
Total Personnel	136,124.65
Services	
Audit	3,845.00
Long Range Plan Update	2,035.73
Professional Services (Legal &	10,325.80
Total Services	16,206.53
Total Expense	198,010.60
Net Ordinary Income	-21,279.35
Net Income	<b>-21,279.35</b>

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July through December 2019

	Jul - Dec 19	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>Other Types of Income</b>				
In-Kind Match, Donated Direct C	34,295.22	50,000.00	-15,704.78	68.6%
Interest Income	4,021.31	3,200.00	821.31	125.7%
Miscellaneous Revenue	1,307.17			
<b>Total Other Types of Income</b>	39,623.70	53,200.00	-13,576.30	74.5%
<b>OTO Revenue</b>				
Consolidated Planning Grant CPG	167,855.64	558,554.00	-390,698.36	30.1%
Local Jurisdiction Match Funds	92,854.34	135,025.00	-42,170.66	68.8%
Surface Trans Block Grant	163,990.00	200,000.00	-36,010.00	82.0%
<b>Total OTO Revenue</b>	424,699.98	893,579.00	-468,879.02	47.5%
<b>Total Income</b>	464,323.68	946,779.00	-482,455.32	49.0%
<b>Gross Profit</b>	464,323.68	946,779.00	-482,455.32	49.0%
<b>Expense</b>				
<b>Building</b>				
Building Lease	25,740.00	51,480.00	-25,740.00	50.0%
Common Area Main Exp	8,070.00	23,920.00	-15,850.00	33.7%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	65.00	4,000.00	-3,935.00	1.6%
Office Cleaning	2,169.00	4,400.00	-2,231.00	49.3%
Utilities	1,229.62	3,500.00	-2,270.38	35.1%
<b>Total Building</b>	37,273.62	89,300.00	-52,026.38	41.7%
<b>Commodities</b>				
Office Supplies/Furniture	1,700.29	7,000.00	-5,299.71	24.3%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	99.00	300.00	-201.00	33.0%
<b>Total Commodities</b>	1,799.29	9,800.00	-8,000.71	18.4%
<b>In-Kind Match Expense</b>				
Direct Cost - MoDOT Salaries	14,729.35	20,000.00	-5,270.65	73.6%
Member Attendance at Meetings	19,565.87	30,000.00	-10,434.13	65.2%
<b>Total In-Kind Match Expense</b>	34,295.22	50,000.00	-15,704.78	68.6%
<b>Information Technology</b>				
Computer Upgrades/Equip Replace	4,539.71	8,000.00	-3,460.29	56.7%
Data Storage/Backup	2,301.00	4,400.00	-2,099.00	52.3%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	5,009.00	12,000.00	-6,991.00	41.7%
Server Upgrade	5,620.68	6,000.00	-379.32	93.7%

**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
July through December 2019

	Jul - Dec 19	Budget	\$ Over Budget	% of Budget
Software	1,932.94	4,900.00	-2,967.06	39.4%
Webhosting	1,188.72	2,300.00	-1,111.28	51.7%
<b>Total Information Technology</b>	<b>20,592.05</b>	<b>43,100.00</b>	<b>-22,507.95</b>	<b>47.8%</b>
<b>Insurance</b>				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	0.00	3,000.00	-3,000.00	0.0%
Professional Liability	2,605.00	2,700.00	-95.00	96.5%
Workers Compensation	1,341.00	1,700.00	-359.00	78.9%
<b>Total Insurance</b>	<b>6,284.00</b>	<b>10,400.00</b>	<b>-4,116.00</b>	<b>60.4%</b>
<b>Operating</b>				
Copy Machine Lease				
Lease Interest Expense	96.00	1,623.00	-1,527.00	5.9%
Lease Principal Expense	811.50	192.00	619.50	422.7%
Maintenance for Copier	280.00	624.00	-344.00	44.9%
Toner & Overages	158.25	3,261.00	-3,102.75	4.9%
<b>Total Copy Machine Lease</b>	<b>1,345.75</b>	<b>5,700.00</b>	<b>-4,354.25</b>	<b>23.6%</b>
Dues/Memberships	1,539.17	5,500.00	-3,960.83	28.0%
Education/Training/Travel	8,844.56	23,000.00	-14,155.44	38.5%
Food/Meeting Expense	2,202.95	4,300.00	-2,097.05	51.2%
Legal/Bid Notices	353.70	2,500.00	-2,146.30	14.1%
Postage/Postal Services	422.06	1,800.00	-1,377.94	23.4%
Printing/Mapping Services	1,368.20	2,500.00	-1,131.80	54.7%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	1,733.80	3,500.00	-1,766.20	49.5%
Telephone/Internet	2,291.82	5,000.00	-2,708.18	45.8%
<b>Total Operating</b>	<b>20,102.01</b>	<b>55,300.00</b>	<b>-35,197.99</b>	<b>36.4%</b>
<b>Personnel</b>				
Mobile Data Plans	1,035.00	3,240.00	-2,205.00	31.9%
Payroll Services	841.25	2,700.00	-1,858.75	31.2%
Salaries	250,412.91	528,152.00	-277,739.09	47.4%
<b>Total Personnel</b>	<b>252,289.16</b>	<b>534,092.00</b>	<b>-281,802.84</b>	<b>47.2%</b>
<b>Services</b>				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	3,845.00	4,600.00	-755.00	83.6%
Long Range Plan Update	2,035.73	10,000.00	-7,964.27	20.4%
Professional Services (Legal & TIP Tool Maintenance	12,356.80	24,000.00	-11,643.20	51.5%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	30,000.00	-30,000.00	0.0%
	0.00	50,000.00	-50,000.00	0.0%



**Ozarks Transportation Organization**  
**UPWP Profit & Loss Budget vs. Actual**  
 July through December 2019

	Jul - Dec 19	Budget	\$ Over Budget	% of Budget
Travel Sensing & Time Serv Proj	2,490.24	3,000.00	-509.76	83.0%
Total Services	30,327.77	156,200.00	-125,872.23	19.4%
Total Expense	402,963.12	948,192.00	-545,228.88	42.5%
Net Ordinary Income	61,360.56	-1,413.00	62,773.56	-4,342.6%
Net Income	<b>61,360.56</b>	<b>-1,413.00</b>	<b>62,773.56</b>	<b>-4,342.6%</b>

**Ozarks Transportation Organization  
Unified Planning Work Program 2nd Quarter Progress Report  
Period October 1, 2019 to December 31, 2019**

**Task 1 OTO General Administration 50% Complete**

**1.1 Financial Management**

OTO prepared and submitted the 1<sup>st</sup> Quarter FY 2020 financial reports. The Board of Directors reviewed and accepted the reports at the December meeting. Staff prepared and submitted the monthly federal reimbursement requests for September, October and November. The Board approved participation in the ICMA-RC (457 plan) as an additional retirement option. Staff maintained the monthly budget and accounting functions. Open insurance enrollment was held for all eligible employees.

**1.2 Financial Audit**

The FY 2019 Financial Statement Audit was approved at the December Board of Directors meeting. There were no findings or action items as the OTO received an unqualified opinion.

**1.3 Unified Planning Work Program (UPWP)**

Staff prepared the FY 2020 UPWP 1<sup>st</sup> Quarter Progress Report and submitted to MoDOT for review.

**1.4 Travel and Training**

Staff attended the following training during the 2<sup>nd</sup> Quarter:

Transportation and General Planning

Rails to Trails Conservancy – America’s Transportation Investment 10/15  
APBP Estimating Demand 10/16  
Future of Street Design 10/22  
APA Ethics Case of the Year Panel Discussion 10/25  
IAP2 Spectrum for Online Engagement 10/29  
Complete Streets Federal Policy Update 11/12  
NPMRDS Quarterly Webinar 11/12  
FHWA Safe Transportation for Every Pedestrian (STEP) 11/13  
US Census Webinar on Release of the 2014 – 2018 ACS 12/10  
OCITE Monthly Meetings  
Association of MPOs National Conference  
American Planning Association Quad State Conference

GIS

AMPO GIS Working Group Quarterly Webinar 10/3  
AMPO GIS Webinar 12/18  
Esri Meet the New Story Maps Training Seminar 12/26  
Esri Basics of Javascript Web Apps Web Course 11/13  
Esri Creating and Sharing GIS Content Online Web Course 11/8

Other

Quarterly GFOA-MO meeting  
Monthly Association of Government Accountants Trainings  
LAGERS Annual Meeting and LAGERS Lunch and Learn

## **1.5 General Administration and Contract Management**

Continued to track and monitor contracts and contract payments. Routine office duties including: responding to requests for information, posting, agendas/notices, preparing and mailing items as required.

## **1.6 Electronic Support for OTO Operations**

Staff continued to maintain the [www.ozarkstransportation.org](http://www.ozarkstransportation.org), [www.giveusyourinput.org](http://www.giveusyourinput.org), [www.ototrailstudy.com](http://www.ototrailstudy.com) websites and maintained the Twitter and Facebook accounts with online updates. Staff coordinated with IT company to address security concerns and other IT support for staff regarding the setup of new server.

## **Task 2 OTO Committee Support 50% Complete**

### **2.1 OTO Committee Support**

Two Board of Directors, three Executive Committee and one Technical Planning Committee meetings were conducted. Agendas, minutes and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and offer comments or answer questions directed to their job requirements.

The following items were approved:

- Revised STIP Prioritization Schedule
- Amendment 1 and 2 to the FY 2020-2023 Transportation Improvement Program
- 2021-2025 STIP Priorities
- 2020 Legislative Priorities
- Deferred Benefit Compensation Plan Resolution
- Annual List of Obligated Projects
- Transportation Plan 2040 Amendment 11
- 2020 Safety Performance Targets
- TPC Chairman-elect selected
- Board Officers and Executive Committee appointments
- Independent Audit Report for FY 2019-2020
- Financial Statements for 1<sup>st</sup> Quarter 2019-2020 Budget Year

The following items were reviewed:

- City of Springfield transportation issues
- Administrative Modifications 1 and 2 to the FY 2020-2023 Transportation Improvement Program
- 2019 State of Transportation Report
- Grant Avenue Connect Parkway Presentation
- Federal Funds Balance Report
- 2020 Meeting Schedules

The Traffic Incident Management Committee held its regularly scheduled quarterly meeting. The committee discussed a significant incident that occurred on 10/10/19 and briefly discussed actions for a new strategic plan. The committee also held its annual regional TIM exercise on 11/14/19. The exercise served as the location of the First Lady's TIM Awareness Week press conference.

The Local Coordinating Board for Transit heard a presentation from SeniorAge Springfield on their experiences while partnering with CarGo. This new service uses a local on-demand transportation company to provide transportation to area seniors. The LCBT also received an update on the vehicles awarded in 2018.

## **2.2 Community Committee Participation**

Staff participated in and attended:

- Christian County Hazard Mitigation Plan Meeting,
- MPTA Board Meeting,
- Republic Comprehensive Plan Update Meeting
- Springfield Area Chamber Transportation Committee
- Let's Go Smart: Transportation Collaborative
- Ozarks Clean Air Alliance
- Ozark Greenways Technical Committee
- Southwest Missouri Council of Governments Board and TAC meetings
- Route ZZ/FR 182 project meeting
- Traffic Advisory Board
- Transit Fixed Route Advisory Committee
- TAB ADA Committee
- MoDOT Planning Partners Meeting Collaboration
- Chamber meetings in Springfield, Ozark, Nixa and Republic
- Forward SGF comprehensive plan meetings
- Community Focus Report Release Presentation
- Chadwick Flyer Trail Committee
- Nixa State of the Community
- Ozark State of the Community
- Route 60 Safety and Planning Study Public meeting
- Route 60/125 Interchange Public meeting
- 160/AA/CC MoDOT Core Team
- MPO Handbook: worked with MoDOT and MPOs statewide to provide TIP, ALOP, Federal Certification, and Aviation draft chapters.

## **2.3 OTO Policy and Administrative Documents**

OTO internal controls and purchasing procedures were reviewed and steps were taken to update the procedures to account for new expenses and electronic payment options.

## **2.4 Public Involvement**

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

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

Issued Press Releases and public comment solicitation on the OTO website and social media outlets for:

- Public Input: FY 2021-2024 Transportation Improvement Program
- Press Release: OTO Receives Perfect Audit
- Press Release: Performance Measures
- Public Comment Period: Annual Listing of Obligated Projects
- Public Comment Period: LRTP Amendment 11
- Press Release: Amendment Number 2 to the FY 2020-2023 TIP

## **2.5 Member Attendance at OTO Meetings**

Meeting attendance was documented for In-Kind Match reporting. A total of 211.43 committee member hours were reported.

## **Task 3 General Planning and Plan Implementation 47% Complete**

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

Amendment 11 was prepared and adopted in December, incorporating the BUILD Grant for the Grant Avenue Parkway Project into the LRTP.

### **3.2 Performance Measures**

Safety Performance Measure Targets were reviewed by the Technical Planning Committee via their recommendation, the Board of Directors decided to continue planning and programming in support of MoDOT's Targets.

OTO continued to participate in the statewide Performance Measure webinars hosted by MoDOT.

### **3.3 Congestion Management Process Implementation**

Staff coordinated with MoDOT and City of Springfield personnel to gather traffic counts and intersection LOS data for an update to the CMP.

### **3.4 Federal Functional Classification Maintenance and Updates**

Staff issued the annual call for changes to Federal Functional Classification in October. No applications were received. In December, staff coordinated with the City of Battlefield on an application for two city streets.

### **3.5 Bicycle and Pedestrian Plan Implementation**

The Walkability Action Team continued to meet and discuss incorporation of walkability and placemaking in the upcoming Springfield Comprehensive Plan update, Forward SGF. The OTO also issued a call-for-projects for Regional Trail Planning Services and Trail Construction. Five applications were received and were scored at a meeting on 12/5/19. Staff has begun researching implementation of dockless electronic scooters in the City of Springfield.

### **3.6 Freight Planning**

Continued participation in the Heartland Freight Technology Plan.

### **3.7 Traffic Incident Management Planning**

Traffic Incident Management Committee held its regularly scheduled quarterly meeting. The committee discussed a significant incident that occurred on 10/10/19 and briefly discussed actions for a new strategic plan. The committee also held its annual regional TIM exercise on 11/14/19.

### **3.8 Air Quality Planning**

OTO Continued to participate on the Ozarks Clean Air Alliance and worked with OCAA to host an Electric Vehicle Car Rally in conjunction with 417 Coffee and Cars with the purpose of educating the public on the benefits of electric vehicles.

### **3.9 Hazard Environmental Assessment**

Continued to maintain the HEA database.

### **3.10 Demographics and Future Projections**

- Provided an update of service area square miles and population estimate for CU Transit Service NTD reporting
- Retrieved and mapped select 2014 – 2018 ACS Five-Year Estimates data from the US Census data portal
- Finished housing and jobs forecasts and shared data with Olsson for the update to the Travel Demand Model.

### **3.11 Geographic Information Systems (GIS)**

- Updated the TIP SDE database with project amendments
- Continued maintenance and storage of spatial data
- Filled requests for GIS data for Planning & Engineering consultants working on SGF Comprehensive Plan Update
- Shared MoDOT SS Segment Data, Planned Trails, Major Thoroughfare feature classes, and OTO Hillshade layer with the City of Ozark, the City of Republic & Mo. Dept. Of Conservation, and Christian County, and the City of Nixa, respectively

### **3.12 Mapping and Graphics Support for OTO Operations**

- Prepared maps of census data and travel demand model projections of employment and housing for the Destination 2045 Long Range Transportation Plan Update
- Created maps with travel time data on major arterials at ½ hour intervals for use in an animated GIF depicting typical peak hour congestion periods
- Continued work on OTO area base map vector tiles to share transportation and land-use information via web applications.

### **3.13 Support for Jurisdictions' Plans**

- Met with the City of Republic to discuss SOAR, their comprehensive plan update
- Attended the Forward SGF Speaker's Series event featuring Mick Cornett of Oklahoma City
- Presented on the OTO Transportation Impact Study Guidelines to the Ozark Board of Alderman in support of the city's efforts to adopt the modified version of the guidelines
- Attended the Christian County Natural Hazard Mitigation Plan Meeting in Ozark on 12/11

### **3.14 Studies of Parking, Land Use, and Traffic Circulation**

Staff participated on the multi-jurisdictional team looking at the US60 corridor between Springfield and Republic. A study is being conducted to recommend the best roadway classification, access, safety and travel time improvements for the corridor.

### **3.15 Transportation Consultant/Modeling Services**

Nothing to report

### **3.16 Civil Rights Compliance**

No complaints were received. No Annual DBE Goal is currently required.

### **3.17 Travel Demand Model Update**

Staff continued to work with Olsson on the update to the Travel Demand Model. Staff revised model forecasts and reviewed multiple versions of project deliverables.

### **3.18 Aerial Photography**

Aerial photography will be completed in the spring.

### **3.19 Transportation Plan 2045 (will now be called Destination 2045)**

Developed and scoped the public input process for the first phase of *Destination 2045*, including determining the tools needed for this phase of the plan.

Met with the City of Springfield to coordinate public input efforts, as the timing will overlap.

### **Task 4 Project Selection and Programming 51% Complete**

#### **4.1 FY 2020-2023 Transportation Improvement Program (TIP)**

Adopted Amendments 1 and 2 to the FY 2020-2023 TIP, as well as processed Administrative Modifications 1 and 2. The ALOP was also completed, accepted by the Board of Directors in December, and published ahead of the 12/30 deadline.

#### **4.2 FY 2021-2024 Transportation Improvement Program (TIP)**

Sought initial public input for the FY 2021-2024 TIP, including updating the mailing list for accuracy and to include more community groups, as well as the flyer on project prioritization.

#### **4.3 Project Programming**

Updated the guidebook and solicited trail projects for funding. Discussed Miller Road Scoping with the City of Willard to ensure advertised project is consistent with the TIP.

#### **4.4 Federal Funds Tracking**

Updated the Funds Balance Report as of 9/30/19.

#### **4.5 Online TIP Tool Maintenance**

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program.

#### **4.6 STIP Project Prioritization and Scenarios**

Staff continued to work with the Technical Committee and MoDOT to prioritize projects for programming in the FY21-25 STIP. The Board of Directors approved the priorities in September. MoDOT is giving updates at committee meetings and OTO continues discussions relating the top priorities and breaking projects into smaller pieces due to limited funding.

### **Task 5 OTO Transit Planning 53% Complete**

#### **5.1 Operational Planning**

Staff worked with City Utilities to determine the options for reestablishing a removed stop including the possibility of funding sidewalks to facilitate the stop removal.

#### **5.2 Transit Coordination Plan Implementation**

The Local Coordinating Board for Transit (LCBT) heard a presentation from SeniorAge Springfield on their experiences while partnering with CarGo. This new service uses a local on-demand transportation company to provide transportation to area seniors.

#### **5.3 Program Management Plan Implementation**

Staff gave the LCBT an update on the status of vehicles awarded in 2018. Staff worked with MoDOT to provide prior year 5310 funding awards and to track the OTO balance of 5310 funds.

#### **5.4 Data Collection and Analysis**

Staff developed a Benchmarking Analysis to compare the City Utilities (CU) Transit System to similar systems.

#### **5.5 Community Support**

Staff attended a CU Fixed Route Advisory Committee meeting to work with the community to understand obstacles and improve transit as possible within funding constraints.

#### **5.6 ADA/Title VI Appeal Process**

No appeals were received during this quarter.

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

#### **6.1 Operational Planning**

##### CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant – As of September 30, 2019, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100% complete. CU has not requested reimbursement for our 1% security requirement, however, we are in the process of issuing the RFP for the security capital purchase or bullet resistant glass for our customer service window at the Transit Center. The currently bid estimate for this project is \$30,000. We anticipate this bid to go out and a vendor to be selected by the end of the year.

CU's FY 2017/2018 Section 5339 grant application for the purchase two 35-foot, fixed route buses – Option to purchase buses was exercised in February 2019 and delivery of the two busses occurred on December 4<sup>th</sup> and 6<sup>th</sup>. These buses are currently in the "make ready" process that will transfer equipment from the old buses to the new ones, which reduce our purchase cost. CU's 5339 funding was combined with MoDOT's 5339 funding for FY15, FY16, FY17, and FY19. This project will be complete and ready to close out by the end of the year.

CU's FY 2019 Section 5339 grant – CU executed our grant application to FTA for the purchase of two, 35-foot fixed route buses. This grant was be combined with MODOT's Section 5339 funding transferred to CU. However, this grant was deleted in September 2019 due to a 5339 Low or No Emissions grant award in July 2019. The FY2019 Section 5339 grant is anticipated to be utilized for bus training simulators and small fleet vehicles, however, the funds have not yet been re-obligated. The TIP was voted to be amended September 18<sup>th</sup>, 2019 to revise the document for the changes to our planned expenditures for the FY2018 Section 5339 grant. We are currently working on a technology plan for the simulators, which will then allow us to issue an RFP. A training opportunity has been scheduled in December at Prime Trucking. Prime has simulators that are similar in size and functionality to what we anticipate purchasing. This training will allow us to ask questions of Prime's trainers and IT department.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant – This competitive grant was awarded to CU on July 26<sup>th</sup>, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two ChargePoint chargers. This grant has been entered into TrAMS, and we are awaiting its approval. In December, we had a conference call with CU electric, Gillig and ChargePoint to discuss the chargers and we will schedule an onsite visit after the first of the year. Gillig has projected a mid-March delivery date for the electric buses. In October, we were also awarded a Department of Natural Resources VW Settlement Grant. This grant will be applied towards the local share of the 5339 (c) Low or No Emissions Grant.



CU's FY 2018/2019 Section 5310 grants - CU executed our FY2019 FTA Section 5310 grant on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. When the FY2020 Section 5310 funds are apportioned, they will be added to this grant to complete the project in FY2020. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, design work is anticipated to be completed by the end of 2019 and construction will start in the fall of 2020.

CU's FY 2017 Section 5310 grant application for the purchase of 19 bus shelters and new bus route signage was completed by September 30, 2017. However, there was an unexpected cost savings that allowed us to purchase additional shelters. Since the original requisition didn't include any options to purchase additional shelters, we have to issue a new RFP to replace our remaining (5) Phase I shelters, and to order (6) spare shelters and panels. The RFP was put out to bid on 10/14/19 and the contract was awarded on 10/31/19 to Duo Guard. The contractor has an anticipated completion date of 3/16/2020 for the shelters. This project is expected to be complete by Summer of 2020.

## **6.2 ADA Accessibility**

Route adjustments on Line 9 and 14/38 took effect on October 7, 2019 to improve on-time performance and safety issues with the route. Our turn-by-turn, maps and braille documents to reflect these changes and are available upon request. All fixed routes are consistently evaluated to make improvements as needed.

FTA Grant MO-2017-012 for installation of the remaining bus shelters will continue and should be completed by Summer 2020, as mentioned above.

CU's FY 2018/2019 Section 5310 grant was executed on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project from their ¼ Cent Capital Improvement Sales Tax. When the FY2020 Section 5310 funds are apportioned, they will be added to this grant to complete the project in FY2020. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, design work is anticipated to be completed by the end of 2019 and construction will start in the fall of 2020.

## **6.3 Transit Fixed Route and Regional Service Analysis Implementation**

Route adjustment on Line 9 and Line 14/38 took effect on October 7, 2019 to improve on-time performance and safety issues with the route. All fixed routes are consistently evaluated to make improvements as needed.

## **6.4 Service Planning**

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

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

CU is currently in a NTD survey year. This requires CU staff to do a physical passenger count on 10 randomly selected routes each month in the FY2020. Jim Vandiver is coordinating this effort.

## **6.5 Financial Planning**

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

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

## **6.6 Competitive Contract Planning**

CU Transit will study opportunities for transit cost reductions using third-party and private sector providers for a portion of our paratransit bus service in the future.

In November, we attended the OTO LCBT meeting to learn more about CarGo, a ride service who is currently working with SeniorAge to provide ride to their seniors. City Utilities was also contacted by another business who offers a similar service in Kansas City – we have reached out to this business, and let them know that we would invite them to bid if we moved forward on this project.

## **6.7 Safety, Security and Drug and Alcohol Control Planning**

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

CU has notified the State of Missouri that we will be participating in the State PTASP plan that will need to be certified by July 2020.

## **6.8 Transit Coordination Plan Implementation**

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

## **6.9 Program Management Plan**

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

## **6.10 Data Collection and Analysis**

- CU collects and analyzes ridership data monthly for transit planning purposes.
- CU is continuing to work with BKD on the annual Single Audit of the federal grants. BKD was onsite in October.
- CU is gathering data for the annual National Transit Database report that is due January 31, 2020.

## **Task 7 Special Studies and Projects 44% Complete**

### **7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems**

### **7.2 Grant Applications**

Participated in BUILD Grant Webinar and meetings for the Grant Avenue Parkway Project in Springfield.

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

### **7.4 Travel Sensing & Travel Time Service Project**

Staff collected travel time data during the month of October. Additional work was conducted to improve staff's ability to quickly gather and analyze travel time data for a wide range of dates and times.

## **Task 8 Transportation Demand Management 50% Complete**

### **8.1 Coordinate Employer Outreach Activities**

Continued distribution of Ozarks Commuter newsletter.

### **8.2 Collect and Analyze Data to Determine Potential Demand**

## **Task 9 MoDOT Transportation Studies & Data Collection 73% Complete**

MoDOT staff continued to provide federally eligible transportation services including data collection and transportation studies within the OTO region that were eligible for federal reimbursement. A total of 132.5 MoDOT staff hours were completed.

**TAB 4**

**BOARD OF DIRECTORS AGENDA 2/20/2020; ITEM II.C.**

**Transportation Alternatives Project Award Recommendation**

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

**AGENDA DESCRIPTION:**

In September 2019, the OTO published an application for transportation alternatives funding. There was \$1.68 million available for trail construction and planning in the OTO area. Five applications were received, requesting a total of \$2.4 million. At the December 5<sup>th</sup> scoring meeting, the committee voted to recommend all five projects receive at least some funding. The recommended projects include four applications for trail construction funds and one application for regional trail planning services. Two projects were recommended for only partial funding. The committee voted to recommend funding only the design and ROW acquisition phases of the City of Republic's project. Additionally, the City of Battlefield committed to spending some of its sub-allocated STBG-Urban funds to pay for a portion of its project. The committee voted to recommend funding the remaining portion of Battlefield's project.

<b>Community</b>	<b>Project Description</b>	<b>Federal Request</b>	<b>Recommended Federal Award</b>	<b>Recommended Total Cost</b>
Ozark	Includes (1) approximately 3,200 linear feet of the Chadwick Flyer trail between Clay Avenue and Jackson Street, (2) approximately 500 linear feet of trail running northwest from Jackson to Diane Street, and (3) two pedestrian underpasses along Hwy. 14 connecting the two trail segments to the south side of Hwy. 14.	\$870,950	\$870,950	\$1,836,252
Springfield	Approximately 1,650 linear feet of the Fassnight Creek Greenway, extending the trail from Clay Street through Phelps Grove Park to Brookside Drive west of the Art Museum.	\$217,461	\$217,461	\$271,827
Republic	Design and right-of-way acquisition for approximately 1.7 miles of trail. Project will allow for the extension of the Shuyler Creek Trail to Elm Street/Farm Rd. 182 and along Farm Rd. 182 to the entrance of Wilson Creek Battlefield, east of Republic. <i>(Additional \$925,000 in total funding needed to complete project)</i>	\$921,621	\$394,214	\$492,768
Battlefield	Approximately 2,200 feet of trail connecting Elm Street and Somerset Street through the Trail of Tears Park, including the widening of some existing trail.	\$286,886	\$102,052 + \$184,834 <i>STBG Sub-allocated</i>	\$358,608
Ozark Greenways, Inc	Regional trail planning services to (1) refine existing trail alignments, (2) engage with landowners, (3) engage with OTO municipalities, and (4) increase community interest in trails.	\$100,000	\$100,000	\$125,000
<b>Totals</b>		<b>\$2,396,919</b>	<b>\$1,584,678</b>	<b>\$2,959,455</b>

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on January 15, 2020, the Technical Planning Committee unanimously recommended the Board of Directors approve the award of five bike/ped projects put forth by the Transportation Alternatives Program Committee.

**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 award of five transportation alternatives projects recommended by the Transportation Alternatives Program Committee.”

OR

“Move to refer one, or more, of the projects back to the Transportation Alternatives Program Committee for further consideration.”

**TAB 5**

**BOARD OF DIRECTORS AGENDA 2/20/2020; ITEM II.D.**

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

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

**AGENDA DESCRIPTION:**

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

**Transportation Alternatives Program Projects**

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



### Additional Projects

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

### **TRANSPORTATION ALTERNATIVES PROGRAM SUBCOMMITTEE RECOMMENDATION:**

At its December 5, 2019 meeting, the TAP Subcommittee voted unanimously to recommend Items 1 through 5 for funding.

### **TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on January 15, 2020, the Technical Planning Committee unanimously recommended that the Board of Directors approve Amendment 3 to the FY 2020-2023 Transportation Improvement Program.

### **BOARD OF DIRECTORS ACTION REQUESTED:**

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

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

OR

"Move to approve Amendment 3 to the FY 2020-2023 Transportation Improvement Program, with these changes..."



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### K) Pending Amendment Section

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

**Route** N/A

**From**

**To**

**Location** City of Ozark

**Federal Agency** FHWA

**Project Sponsor** City of Ozark

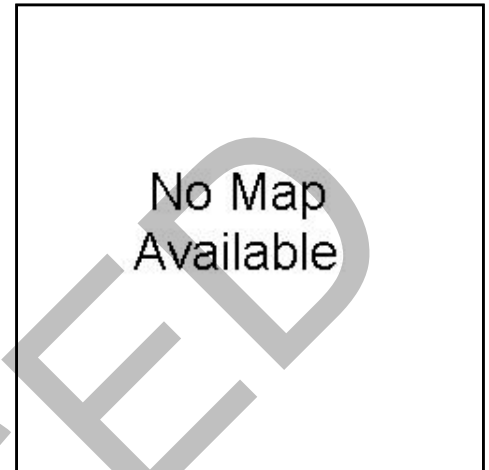
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: City of Ozark

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,208,449



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### K) Pending Amendment Section

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

**Route** Fassnight Creek Greenway

**From** Clay

**To** Brookside

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

#### Project Description

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

No Map  
Available

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

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$271,826



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### K) Pending Amendment Section

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

**Route** Shuyler Creek Trail

**From**

**To**

**Location** Greene County

**Federal Agency** FHWA

**Project Sponsor** City of Republic

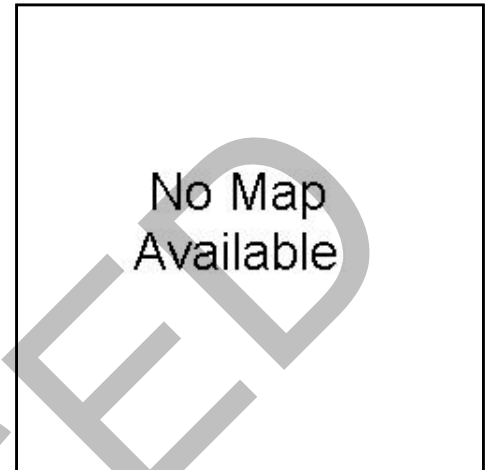
**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**



#### Project Description

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

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

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$492,768



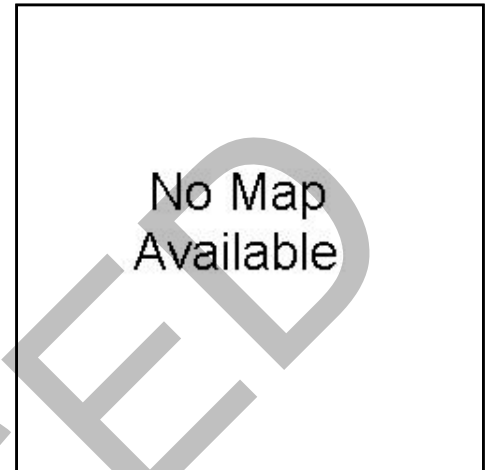
## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### K) Pending Amendment Section

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

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



#### Project Description

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

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

#### Notes

Non-Federal Funding Source: City of Battlefield General Fund

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$358,608



# Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

## K) Pending Amendment Section

**TIP #** EN2012-20A3      **OGI TRAIL PLANNING SERVICES**

**Route** N/A

**From**

**To**

**Location** Area Wide

**Federal Agency** FHWA

**Project Sponsor** Ozark Greenways

**Federal Funding Category** STBG-U

**MoDOT Funding Category** N/A

**Bike/Ped Plan?** EJ?

**STIP #**

**Federal ID #**

### Project Description

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



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

### Notes

Non-Federal Source of Funding: Ozark Greenways

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$125,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### K) Pending Amendment Section

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

**Route** 60

**From** FR 194

**To** Rte. 174

**Location** Greene County

**Federal Agency** FRA

**Project Sponsor** MoDOT

**Federal Funding Category** CRISI

**MoDOT Funding Category** Grade Crossing Safety Account

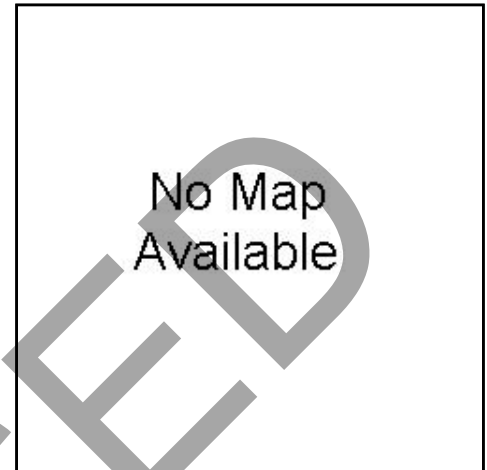
**Bike/Ped Plan?** EJ?

**STIP #** 8P3197

**Federal ID #**

#### Project Description

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



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

#### Notes

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

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$50,000



## Transportation Improvement Program - FY 2020-2023

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

#### K) Pending Amendment Section

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

**Route** Campbell Avenue

**From** Campbell Avenue

**To** Republic Road

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** City of Springfield

**Federal Funding Category** STBG

**MoDOT Funding Category** Major Projects and Emerging Needs

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

**STIP #** 8P3087C

**Federal ID #**

#### Project Description

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

No Map  
Available

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

#### Notes

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

<b>Prior Cost</b>	\$880,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,968,000





# Transportation Improvement Program - FY 2020-2023

## Project Detail by Section and Project Number with Map

### F) Roadways Section

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

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



#### Project Description

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

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

#### Notes

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

<b>Prior Cost</b>	\$880,000
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$4,728,000



## Transportation Improvement Program - FY 2020-2023

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

#### K) Pending Amendment Section

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

**Route** Rte. 60

**From**

**To**

**Location** City of Springfield

**Federal Agency** FHWA

**Project Sponsor** MoDOT

**Federal Funding Category** NHPP(Bridge)

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

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

**STIP #** 8P3068C

**Federal ID #**

#### Project Description

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

No Map  
Available

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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,009,000



## Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

### F) Roadways Section

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

**Route**      Rte. 60

**From**

**To**

**Location**      City of Springfield

**Federal Agency**      FHWA

**Project Sponsor**      MoDOT

**Federal Funding Category**      NHPP(Bridge)

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

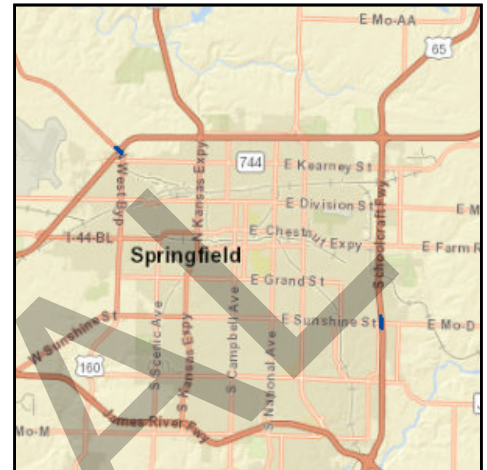
**Bike/Ped Plan?**      **EJ?**      Yes

**STIP #**      8P3068C

**Federal ID #**

#### Project Description

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



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

#### Notes

Non-Federal Funding Source: State Transportation Revenues

<b>Prior Cost</b>	\$0
<b>Future Cost</b>	\$0
<b>Total Cost</b>	\$1,009,000

# FINANCIAL SUMMARY

## Bicycle & Pedestrian

### YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2020									
EN1513-19AM1	\$488,494	\$0	\$0	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$0	\$15,000
EN1802-18	\$0	\$0	\$0	\$0	\$333,600	\$0	\$83,400	\$0	\$417,000
EN1803-18A3	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN1902-19A2	\$0	\$193,075	\$0	\$0	\$0	\$48,269	\$0	\$0	\$241,344
EN1903-19A2	\$0	\$155,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$197,499
EN1904-19A3	\$0	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$0	\$340,000
EN1905-19A3	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-19A3	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-19A3	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-19A3	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-19A3	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-19A3	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1911-19A3	\$0	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1912-19A3	\$0	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$110,869	\$0	\$0	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$25,600	\$0	\$6,400	\$0	\$32,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$92,000	\$115,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2004-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$24,000	\$30,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20A3	\$78,000	\$0	\$0	\$0	\$0	\$43,500	\$0	\$0	\$121,500
EN2010-20A3	\$394,214	\$0	\$0	\$0	\$0	\$98,554	\$0	\$0	\$492,768
EN2011-20A3	\$33,603	\$0	\$0	\$0	\$0	\$8,401	\$0	\$0	\$42,004
EN2012-20A3	\$100,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$125,000
SP2001-19A6	\$0	\$0	\$0	\$0	\$125,978	\$0	\$0	\$0	\$125,978
SUBTOTAL	\$4,046,647	\$1,215,847	\$1,600	\$0	\$509,978	\$1,342,825	\$135,400	\$156,000	\$7,408,297

## FINANCIAL SUMMARY

### Bicycle & Pedestrian

#### YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2021									
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$264,000	\$682,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$1,639,200	\$0	\$409,800	\$0	\$2,049,000
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$378,400	\$0	\$94,600	\$0	\$473,000
EN2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$255,200	\$1,020,800	\$1,276,000
EN2003-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$50,000
EN2004-20	\$0	\$0	\$0	\$0	\$7,200	\$0	\$1,800	\$0	\$9,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200	\$88,800	\$111,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$268,000	\$335,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20A3	\$792,949	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$271,826
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$316,604
EN2101-18	\$53,760	\$0	\$0	\$0	\$0	\$13,440	\$0	\$0	\$67,200
EN2102-18	\$74,368	\$0	\$0	\$0	\$0	\$18,592	\$0	\$0	\$92,960
SUBTOTAL	\$1,391,821	\$0	\$1,600	\$264,000	\$2,999,200	\$443,718	\$1,160,600	\$1,377,600	\$7,638,539
2022									
EN1901-19	\$0	\$0	\$196,000	\$315,000	\$704,200	\$0	\$303,800	\$0	\$1,519,000
EN2003-20	\$0	\$0	\$0	\$0	\$152,800	\$0	\$38,200	\$0	\$191,000
EN2004-20	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$0	\$60,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$184,600	\$738,400	\$923,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$290,600	\$1,162,400	\$1,453,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
SUBTOTAL	\$0	\$0	\$197,600	\$315,000	\$905,000	\$0	\$829,600	\$1,900,800	\$4,148,000
2023									
EN2003-20	\$0	\$0	\$0	\$0	\$1,304,000	\$0	\$326,000	\$0	\$1,630,000
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$1,304,000	\$0	\$328,000	\$0	\$1,640,000
GRAND TOTAL	\$5,438,468	\$1,215,847	\$208,800	\$579,000	\$5,718,178	\$1,786,543	\$2,453,600	\$3,434,400	\$20,834,836

## FINANCIAL CONSTRAINT

### Bicycle & Pedestrian

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

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																		
PROJECT	Federal												Local		State			
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																		
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,100	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$29,800	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
OK1201-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$29,400	\$0	\$0	\$0	\$0	\$5,000	\$0	\$4,000	\$0	\$0	\$0	\$38,400
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$343,037	\$0	\$0	\$0	\$3,605,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$935,789	\$0	\$0	\$0	\$4,878,909
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$123,499	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000

FY 2020 continued on next page

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal											Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2020 Continued																		
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1912-20A3	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$470,800	\$0	\$0	\$0	\$4,035,000
SP1902-18A4	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$203,600	\$0	\$0	\$0	\$1,010,800
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,000	\$0	\$0	\$0	\$0	\$0	\$1,575,000
SP2012-20A2	\$2,080,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$0	\$0	\$0	\$2,400,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20A2	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP2015-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,579,400	\$0	\$0	\$1,644,800	\$0	\$0	\$0	\$0	\$0	\$8,224,200
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$29,767,899	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$33,800,164	\$5,119,881	\$6,579,495	\$10,000	\$740,993	\$13,726,627	\$0	\$11,478,348	\$16,000	\$2,990,300	\$123,499	\$110,542,457
2021																		
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0						

FY 2021 continued on next page



FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY														Local		State			TOTAL
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL	
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000	
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000	
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$415,000	
MO2104-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000	
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000	
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$99,446	\$0	\$1,354,822	\$0	\$0	\$0	\$7,271,511	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000	
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$275,625	
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,800	\$0	\$0	\$0	\$1,798,000	
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1706	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-18A2	\$44,800	\$0	\$0	\$0	\$0	\$0	\$74,400	\$0	\$0	\$0	\$0	\$11,200	\$0	\$18,600	\$0	\$0	\$0	\$149,000	
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000	
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$0	\$0	\$712,000	\$0	\$0	\$0	\$3,560,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2015-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,381,327	\$0	\$0	\$3,595,332	\$0	\$0	\$0	\$0	\$0	\$17,976,659	
SUBTOTAL	\$799,570	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$14,192,403	\$4,556,800	\$14,381,327	\$10,000	\$0	\$3,845,103	\$0	\$6,287,422	\$120,000	\$2,522,900	\$0	\$54,718,625	
2022																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000	
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$4,500,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000	
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$10,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101,200	\$0	\$404,800	\$0	\$506,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$0	\$23,500	
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$569,600	\$0	\$0	\$0	\$0	\$0	\$142,400	\$0	\$0	\$0	\$712,000	
MO2104-19	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000	
MO2201-20	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$27,000	
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
OT1901-19A5	\$231,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,881	\$0	\$0	\$0	\$0	\$0	\$289,406	
RG0901-18A1	\$0	\$13,194,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,466,100	\$0	\$0	\$0	\$14,661,000	
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,400	\$0	\$137,600	\$0	\$172,000	

FY 2022 continued on next page

# FINANCIAL SUMMARY

## Roadways

### YEARLY SUMMARY

PROJECT	Federal											Local		State				TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	
2022 Continued																		
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$0	\$240,000	\$0	\$175,600	\$0	\$0	\$0	\$2,078,000
SP1816-18A2	\$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	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$1,636,402	\$0	\$5,268,000	\$205,000	\$3,413,600	\$0	\$40,989,906
2023																		
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$420,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$5,145,775	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$24,002,876
GRAND TOTAL	\$35,920,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,280,000	\$350,151	\$69,761,367	\$10,343,881	\$20,960,822	\$25,000	\$740,993	\$24,353,907	\$0	\$26,703,770	\$341,000	\$12,632,400	\$123,499	\$230,253,864

# FINANCIAL CONSTRAINT

## Roadways

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

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

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

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

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

### Advertising

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

### Utility Ratepayers

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

### Human Service Providers

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

## PROJECTED REVENUES

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

## STATE AND FEDERAL

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

\*Includes Engineering and Rail funding

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

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

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

**TAB 6**

**BOARD OF DIRECTORS AGENDA 2/20/2020; ITEM II.E.**

**Federal Functional Classification Change Request**

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

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

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

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

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

**Current Functional Classification** – Local

**Requested Functional Classification** – Minor Collector

**Major Thoroughfare Plan** – Secondary Arterial

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

**Current Functional Classification** – Local

**Requested Functional Classification** – Minor Collector

**Major Thoroughfare Plan** – Collector

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

**TECHNICAL PLANNING COMMITTEE ACTION TAKEN:**

At its regularly scheduled meeting on January 15, 2020, the Technical Planning Committee unanimously recommended the Board of Directors approve the functional classification change as presented.

**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 Functional Classification Change.”

OR

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



## Functional Classification Change General Area



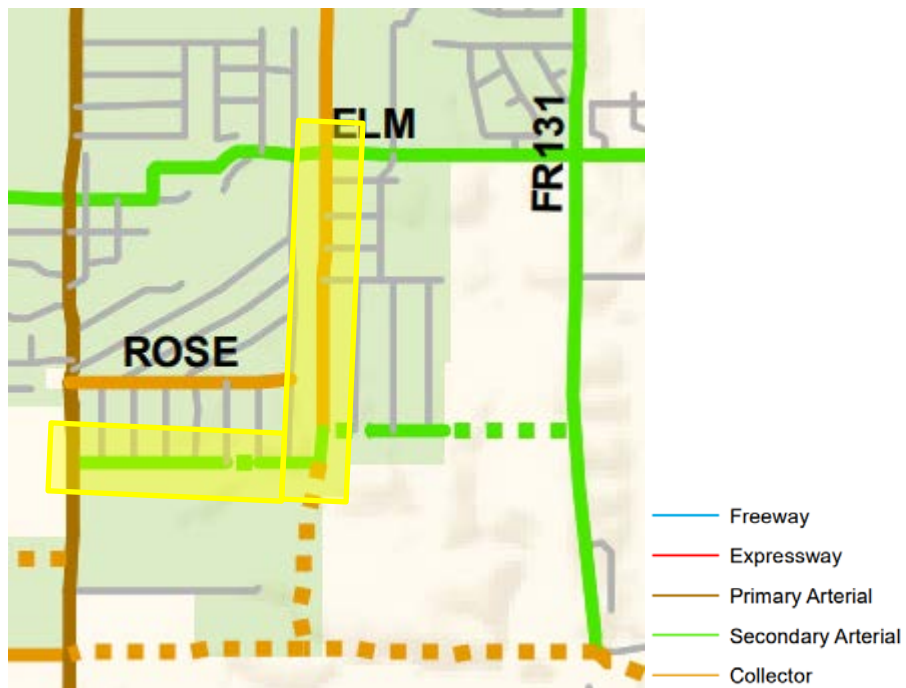
## Functional Classification Change

Current Federal Classification



## Functional Classification Change

Major Thoroughfare Plan (*Future*)







## OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

### **Application** Federal Functional Classification Change

#### **Instructions**

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

#### **Functional Reclassification Process (minimum timeframe is 4 months)**

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

#### **Application Information**

**Date:** 12.27.19

*Frank Schoneboom*

#### **Contact Information**

**Name:** Frank Schoneboom

**Title:** City Administrator

**Agency:** City of Battlefield

**Street Address:** 5434 S. Tower Drive

**City/State/Zip:** Battlefield, MO 65619

**Email:** cityadmin@battlefieldmo.gov

**Phone:** 417-883-5840

**Fax:** 417-883-8189

#### **Roadway Data**

**Roadway Name:** Azalea Terrace and Cloverdale Lane

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

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

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

### Classification Change

<b>Type of Area:</b>	Residential
<b>Current Classification:</b>	Local (Residential)
<b>Requested Classification:</b>	Collector Residential

### Justification

**Explain why the roadway classification should be revised.**

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

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

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

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

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

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

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

**Additional information you would like to include.**

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

**TAB 7**

## **BOARD OF DIRECTORS AGENDA 2/2/2020; ITEM II. F.**

### **OTO Area Online Base Map Demo**

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

##### **AGENDA DESCRIPTION:**

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

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

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

Features in the map include:

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

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

##### **BOARD OF DIRECTORS ACTION REQUESTED:**

Information only. No action required.

**TAB 8**

## **BOARD OF DIRECTORS AGENDA 2/20/2020; ITEM III.C.**

### **Destruction of Meeting Recordings**

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

##### **AGENDA DESCRIPTION:**

Attached for Board member review are the recordings of meetings that have met retention per The Ozarks Transportation Organization's Sunshine Law and Records Retention Policy. The policy states that OTO complies with the State of Missouri General Record Retention Schedule as referenced below. Staff is currently proposing to destruct all recordings older than 12 years old. A listing of these recordings is attached.

##### **GS 021 Meeting Records (for Boards, Commissions, Committees, or Other Public Bodies)**

*Function:* Documents the proceedings of public bodies described in RSMo 610.010 (4).  
*Content:* May include: minutes, agendas, exhibits, resolutions, indexes, staff reports, correspondence, related documentation, audio or visual recordings.  
*Minimum Retention:* Permanent - Minutes, agendas, exhibits, resolutions, and indexes (not retained permanently elsewhere); Other records - 1 year  
*Disposition:* Permanent records - Archive. Microfilm for preservation. Other records - Destroy.  
*Note:* See also: GS 085 Meeting Records (internal agency staff/committee)  
*Approval Date:* August 19, 2003

##### **A Note about Retention Periods**

This schedule provides minimum retentions. Local authorities may choose to keep a particular series or record for a longer period of time. It should be kept in mind, however, that a record kept beyond its listed retention must be made available for inspection upon request.

##### **BOARD OF DIRECTORS ACTION REQUESTED:**

This item is included for informational purposes only, no action is required.



List of records to be destroyed pending Board approval.

Board of Directors Meeting Recordings:

9-23-1993 ; 12-9-1993 ; 12-16-1993  
2-3-1994 ; 4-14-1994 ; 6-2-1994 ; 8-4-1994  
11-16-1995  
1-18-1996 ; 2-1-1996 ; 5-30-1996 ; 8-1-1996 ; 10-4-1996 ; 12-5-1996  
2-6-1997 ; 4-3-1997 ; 5-29-1997 ; 7-10-1997 ; 8-7-1997  
2-6-1998 ; 4-2-1998 ; 6-4-1998 ; 8-6-1998 ; 12-3-1998  
2-4-1999 ; 4-1-1999 ; 6-3-1999 ; 8-5-1999 ; 10-7-1999 ; 12-2-1999  
2-1-2000 ; 2-3-2000 ; 4-6-2000 ; 6-1-2000 ; 8-3-2000 ; 10-5-2000 ; 10-17-2000 ; 12-7-2000  
3-23-2001 ; 4-5-2001 ; 6-7-2001 ; 7-12-2001 ; 8-2-2001 ; 12-6-2001  
4-4-2002 ; 10-3-2002 ; 12-5-2002  
2-6-2003 ; 4-18-2003 ; 6-25-2003 ; 8/2003 ; 10/2003 ; 12/2003  
4-15-2004 ; 6-17-2004 ; 8-19-2004 ; 10-21-2004 ; 12-16-2004  
2-17-2005 ; 4-21-2005 ; 6-16-2005 ; 8-18-2005 ; 10-20-2005 ; 12-15-2005  
2-16-2006 ; 4-20-2006 ; 8-17-2006  
2-15-2007 ; 4-19-2007 ; 6-14-2007 ; 8-16-2007 ; 10-18-2007 ; 12-20-2007

Technical Planning Committee Meeting Recordings:

9-16-1993  
1-20-1994 ; 5-19-1994 ; 7-21-1994 ; 11-17-1994  
3-21-1996 ; 5-16-1996 ; 7-18-1996 ; 9-19-1996 ; 11-7-1996  
1-9-1997 ; 3-6-1997 ; 5-1-1997 ; 9-4-1997 ; 11-6-1997  
1-14-1998 ; 3-4-1998 ; 4-8-1998 ; 5-6-1998 ; 6-3-1998 ; 7-1-1998 ; 8-5-1998 ; 11-30-1998  
1-6-1999 ; 3-31-1999 ; 5-5-1999 ; 7-4-1999 ; 8-4-1999 ; 9-1-1999 ; 11-3-1999  
1-5-2000 ; 2-2-2000 ; 3-1-2000 ; 4-5-2000 ; 5-3-2000 ; 7-5-2000 ; 8-2-2000 ; 10-4-2000 ;  
11-29-2000  
2-14-2001 ; 3-7-2001 ; 5-9-2001 ; 7-11-2001 ; 11-27-2001  
1-9-2002 ; 3-13-2002 ; 5-15-2002 ; 7-10-2002 ; 9-11-2002 ; 11-13-2002 ; 11-20-2002  
1-8-2003 ; 3-12-2003 ; 5-14-2003 ; 9-10-2003 ; 11/2003 ; 12/2003  
1-20-2004 ; 3-17-2004 ; 5-26-2004 ; 7-21-2004 ; 9-15-2004 ; 11-17-2004  
1-19-2005 ; 3-16-2005 ; 4-11-2005 ; 5-17-2005 ; 7-20-2005 ; 9-21-2005 ; 11-16-2005  
1-18-2006 ; 3-15-2006 ; 7-19-2006 ; 9-20-2006  
1-24-2007 ; 3-28-2007 ; 5-16-2007 ; 7-18-2007 ; 8-1-2007 ; 9-19-2007 ; 11-28-2007

**TAB 9**

**January 17, 2020**

12:19 pm » State DOTs Renew Focus on Ways to Reduce Traffic Fatalities

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

A recent analysis of household expense data by HNTB Corporation shows that, on average, American families pay far less in federal and state motor fuel taxes in comparison to electricity and water service, among others.

*[Above photo by the Missouri DOT.]*

On average, HNTB's analysis found that American drivers pay \$274.69 annually in combined federal and state motor fuel taxes at the pump. Meanwhile, household expenses for annual average electric bills in the U.S. averaged \$1,340 in 2017 (<https://financeguru.com/news/average-electric->

bill), according to U.S. Energy Administration data, while a family of four paid an average annual water bill of \$844.68 (<https://www.statista.com/statistics/720418/average-monthly-cost-of-water-in-the-us/>) last year, according to information crunched by research firm Statista.

Additionally, *Forbes* reported that annual broadband internet service averaged \$794.04 (<https://www.forbes.com/sites/niallmccarthy/2017/11/22/the-most-and-least-expensive-countries-for-broadband-infographic/#3db00fc923ef>) in 2017 per American household, while individual mobile phone bills averaged roughly \$1,200 per year (<https://www.cnbc.com/2019/04/30/americans-in-cities-spend-984-on-monthly-billsheres-how-to-pay-less.html>), according to bill pay service Doxo.

“Think of it this way: the bills we pay monthly for critical services like electricity and water largely go to the utility companies and municipalities that provide these services,” said John Barton, HNTB’s senior vice president and national DOT practice leader, in a statement ([https://www.hntb.com/press\\_release/americans-pay-an-average-of-less-than-25-a-month-to-maintain-the-roadways-and-bridges-essential-to-mobility-and-the-nations-vitality/](https://www.hntb.com/press_release/americans-pay-an-average-of-less-than-25-a-month-to-maintain-the-roadways-and-bridges-essential-to-mobility-and-the-nations-vitality/)) on January 13.



“That is not so when it comes to transportation,” he stressed. “Transportation is a utility and should be viewed as such. Mobility providers – the governments that build and maintain roadways, bridges, paths and transit systems so we can get to work or school, feed our families, supply our homes and enjoy our communities – see only a fraction of what Americans pay on average at the pump to deliver such an essential service. The low fuel taxes we pay are simply not enough to maintain our systems, let alone build or improve capacity.”



Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, made the same points in testimony before Ohio state legislators last year.

“Nationwide, we see ample evidence for ever-growing transportation investment needs from growing population, aging infrastructure stock, and rapid deployment of new technology,” Tymon said in his remarks (<https://aashtojournal.org/2019/03/08/aashtos->

tymon-provides-fuel-tax-insight-to-ohio-legislators/). “In 1970, Americans logged just over 1 trillion VMT [vehicle miles traveled]; yet by last year we traveled over 3 trillion miles. By 2030 we are expected to see a 25 percent increase in VMT and a 64 percent increase in travel by large commercial trucks.”

Meanwhile, the federal fuel tax on both gasoline and diesel hasn’t been increased since 1993, he noted.

“Congress is really struggling with this because the federal transportation program is funded through the Highway Trust Fund, which is spending \$15 billion more than it is bringing in in revenue,” Tymon pointed out. “That is forcing Congress to sit back and figure out future funding, because just to maintain the current level of spending, it will need to raise the [federal] gas tax by 12 to 15 cents [per gallon].”





“Congress needs to think differently, think big, and pass a long-term sustainable reauthorization package for surface transportation funding,” added HNTB’s Barton.

“It can step up communications efforts that educate Americans about the important utility of our roadways and other ways to pay for them,” he said. “A higher federal gas tax indexed to inflation can help quickly, but new ideas are needed, too. Mobility is vital to daily life—getting to work, school, recreation, healthcare, the grocery store, grandma’s house, the airport, moving the products and services we all consume each day—and it deserves investment levels that recognize that.”

---

**Share this:**

 Twitter (<https://aashtojournal.org/2020/01/17/analysis-finds-motor-fuel-taxes-low-on-list-of-household-costs/?share=twitter&nb=1>)

 Facebook (<https://aashtojournal.org/2020/01/17/analysis-finds-motor-fuel-taxes-low-on-list-of-household-costs/?share=facebook&nb=1>)

NEWS > TRANSPORTATION • News

# Denver to build 125 miles of bike lanes by 2023

The announcement comes after collisions resulting in cyclist fatalities

By **LINNEA LIPSON** | [llipson@denverpost.com](mailto:llipson@denverpost.com) |

PUBLISHED: January 16, 2020 at 2:26 pm | UPDATED: January 17, 2020 at 11:33 am

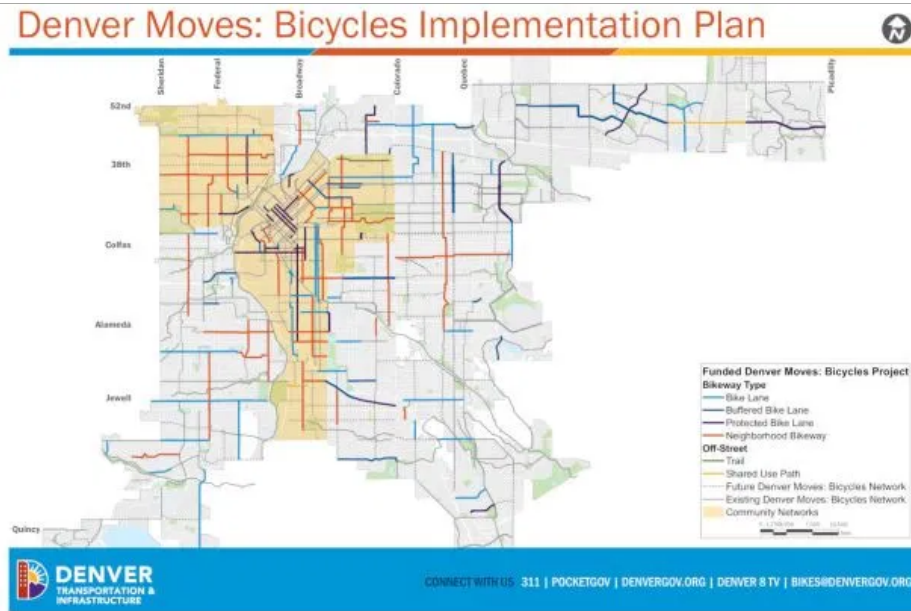
---

99

Denver will build 125 miles of bike lanes throughout the city by 2023, a release from the Department of Transportation and Infrastructure reaffirmed on Thursday.

Much of the installation is [planned for Five Points, Capitol Hill, Union Station](#) and other neighborhoods where the population is higher, aiming to make more Denver homes easier to access by bike lane.

A majority of the lanes will create further separation between cars and cyclists. The initiative also will create bicycle lanes in areas where there aren't existing ones. The city also plans to implement "traffic calming measures" in neighborhood areas to slow down drivers.



[Click to open PDF](#)

Recently, Denver has seen more crashes between bikers and drivers, some resulting in fatalities. The city hopes this commitment will make cyclists feel safer and encourage more people to commute by bike.

**RELATED:** *Five classic bike rides in Colorado that every cyclist should do — The Know Outdoors*

According to the release, 50 miles of the proposed infrastructure will be funded by the Elevate Denver Bond Program, which is a 10-year bond providing integral improvements to public facilities, roads, transportation and other city works.

Mayor Michael Hancock and Eulois Cleckley, director of the Department of Transportation and Infrastructure (DOTI), made the announcement at the site of the West 35th Avenue bikeway project.

The city hopes that this project will bolster future bike networks.

*This story has been changed to clarify that the plan for 125 miles of bike lanes was previously announced.*

## Popular in the Community



# Kansas City Removes Bus Fee to Encourage Ridership

BY: [Skip Descant](#) | January 25, 2020

Buses in the largest city in Missouri are on track to offer free rides.

Officials with the Kansas City Area Transportation Authority (KCATA) plan to phase out the system's \$1.50 fare in the coming year, in a move to remove at least one barrier standing in the way of riders choosing the transit system to get to jobs, run errands and more.

Public transit "needs to be woven into the fabric of the community as a whole," said Robbie Makinen, president and CEO of KCATA. And discussions about improving health care, housing, education and other quality-of-life factors are all intricately linked to transportation and transit.

"You can't have discussions about solving those issues without public transit," he remarked.

If the idea of a fare-free transit system seems radical, Makinen is quick to point out that KCATA has been gradually phasing out fares for certain users. Today, veterans ride free, as do high school students. Also, the agency teamed up with "safety net" providers such as domestic violence shelters to waive fares for users of these services as well.

Fares have also been removed from a newly launched bus-rapid transit line, a 10-mile corridor known as Prospect Max.

"So when people say, 'Oh, they made transit free in Kansas City,' no — we've been systematically and strategically looking at this," Makinen said.

It should also be noted that the new Kansas City Streetcar, stretching two miles through downtown, has always been free to ride.

Fares make up about 8 percent of KCATA's \$100 million budget, said Makinen, and once the costs associated with collecting and counting the money are taken into consideration, "it's not really \$8 million. It's less."

A fare-free system would also speed up boarding times, since buses often dwell for several moments while riders feed money into fareboxes. Removing fares would also have the positive effect of removing opportunities for disputes between riders and bus drivers.

"Before, when there was an incident, 85-90 percent of the time something happened on a vehicle, it was because of ... \$1.50. It was a farebox dispute," said Makinen. "With this, now our operators are safer because the operator isn't the focus of an incident, if there is one."

Transit systems as large as those like Los Angeles Metro [have toyed](#) with the idea of waiving fares. At the recent CoMotion LA conference in Los Angeles in November, Phil Washington, CEO of LA Metro, proposed using revenue generated from congestion pricing to replace fare revenue in the areas where congestion pricing is put in place.

"We haven't even scratched the surface, in terms of the benefits that free transit can bring," said Washington in comments at the conference. "Free transit in the area, and taking that burden away from families, in terms of the expense of transportation, could mean the difference between affordable housing. It could impact homelessness."

LA Metro has not yet released any congestion pricing proposals, and is still studying the issue. About 4 percent of LA Metro's revenue is generated from fares, according to financial reports.

In St. Louis, a closer peer city to Kansas City, fares make up about 15 percent of revenues, said Jerry Vallyely, external communications manager for Bi-State Development, which oversees Metro Transit in St. Louis.



"The only group of riders we waive fares for are children 4 and under," said Valley. "We do offer half-price fares for seniors, children 5-13 and disabled passengers. We currently do not waive fares for any specific routes or services."

The average passenger fare across U.S. transit systems was \$1.56 in 2017, according to the American Public Transportation Association (APTA). Fares made up 36 percent of operating funding, for transit systems nationwide, followed by local sources (32 percent), state sources (23 percent) and other sources (9 percent). Transit agencies also receive federal and other funding, often earmarked for capital projects.

When viewed through the larger economic lens, said Makinen in Kansas City, money that riders would have dropped into fare boxes will be reinvested back into the local economy.

The University of Missouri-Kansas City conducted a financial impact study looking at the effects of eliminating fares. The study concluded the \$8 million collected in fares goes back into the local economy, generating \$17 million in economic activity and \$700,000 in sales tax and 100 new jobs.

"If Ms. Johnson is living on Prospect [Avenue] and she's saving \$1,500, \$2,000 a year on public transit because she's not putting it in my farebox, where's that money going to go? It's not going to leave the state. It's going right back into the local economy," said Makinen.

To finance an \$8 million budget hole formed when rider fares disappear in Kansas City, Makinen said he aims to keep the growth of the administrative arm of KCATA to a minimum, which he believes frees the agency to be more nimble and make it more open to exploring technology and other innovations.

"And then we're also going to work — like we're doing now — on public-private partnerships to say, 'OK, you want to try something? Come to Kansas City, and let's do a pilot,'" Makinen added.

Ultimately, making the bus free stands to increase ridership within the KCATA system. The free bus rapid transit line serves some 85,000 riders a month. But that's hardly the only goal.

"Ridership is a byproduct," said Makinen. "It's a byproduct of [having] a system that offers something to the customers: easy access, options, control and definitely affordable now."

*Government Technology is a sister site to Governing. Both are divisions of e.Republic.*

This article was printed from: <https://www.governing.com/community/Kansas-City-Removes-Bus-Fee-to-Encourage-Ridership.html>

(/).

ablvioqule/Donate.aspx?P=SUSTAIN&PAGETYPE=PLG&CHECK=7xZmO7zqt1uB30noQ8KIKezWDeZ%2beA1M)



Live Radio • KBIA 91.3 FM  
On Point

LOADING...



# Kansas City Transportation Options Are Increasingly Futuristic And Free To Access In 2020

By [KCUR-FM: FRANK MORRIS \(/PEOPLE/KCUR-FM-FRANK-MORRIS\)](#) & [LISA RODRIGUEZ \(/PEOPLE/LISA-RODRIGUEZ\)](#) • JAN 13, 2020

[f Share \(http://facebook.com/sharer.php?](#)

[u=http%3A%2F%2Fwww.tinyurl.com%2Frf8e4gg&t=Kansas%20City%20Transportation%20Options%20Are%20Increasingly%20Futur](#)

[t Tweet \(http://twitter.com/intent/tweet?](#)

[url=http%3A%2F%2Fwww.tinyurl.com%2Frf8e4gg&text=Kansas%20City%20Transportation%20Options%20Are%20Increasingly%20F](#)

[Email \(mailto:?\)](#)

[subject=Kansas%20City%20Transportation%20Options%20Are%20Increasingly%20Futuristic%20And%20Free%20To%20Access%20I](#)



(/sites/shared/npr/styles/x\_large/nprshared/202001/796173900.jpg)

City officials expects thousands of jobs to be created as construction begins on a new airport terminal at Kansas City International Airport.

SOM

Originally published on January 14, 2020 5:18 am

*The KCUR news staff presents the State of Kansas City series as a look ahead to 2020 on topics of importance to the region. Find the State of Kansas City report on other topics in the series as they are published each weekday, Jan. 6–Jan. 20. Follow coverage on these topics at KCUR.org (<https://www.kcur.org/>) and on 89.3 FM throughout the year.*

Kansas City is a city of roads — the metropolitan area has long held claim to the highest number of highway miles per capita, which has made it a city of drivers.

Kansas City's sprawl across two states has also made public transportation a challenge, but officials are looking to change that in 2020.

Later this year, Kansas City may become the first major city in the nation to offer free bus service. That, along with ongoing work to bring the current streetcar line south to the University of Missouri-Kansas City, could get more people using public transit and more cars off the roads. And as more people turn to alternative forms of transit, cars will have to make room for bikes, pedestrians and electric scooters.

Easy access to highways and interstates and a robust railroad system have also made the region a natural freight and distribution hub, but those highways are getting crowded and chances are that 2020 will be a difficult year for freight haulers. Railroads roll into the year hauling about 5% less freight than a year ago, a substantial decline. The trucking industry weathered a wave of bankruptcies in 2019 but still enters 2020 with too many trucks for too few loads of freight.

Meanwhile, some forms of transportation in Kansas City are looking toward the future. A new terminal is taking shape at Kansas City International Airport, and Missouri is in the running to develop a cutting edge Hyperloop system that could cut the trip to St. Louis to half an hour.

**WHY YOU SHOULD CARE**



EDUCATION  
HEALTH CARE  
AGRICULTURE  
HOUSING / DEVELOPMENT  
ARTS  
PUBLIC SAFETY

## TRANSPORTATION

DINING  
IMMIGRATION  
LOCAL GOV'T / POLITICS  
DIVERSITY & INCLUSION

Transportation touches nearly every part of our lives. Whether you're driving to work, flying out of KCI for work or looking for a bus route that will get you to a job across town in under an hour, our livelihoods depend on getting from point A to point B with relative ease. But it's more than that — every board, appliance, bite of food and stitch of clothing in your home was transported part of the way there by truck.

The Kansas City region continues to solidify its place as a leading freight hub, and as Kansas City moves ahead with progressive transit initiatives, other cities across the country will be watching.

## WHAT TO WATCH FOR

([https://www.kcur.org/sites/kcur/files/styles/medium/public/202001/state\\_of\\_transportation\\_tile\\_square.png](https://www.kcur.org/sites/kcur/files/styles/medium/public/202001/state_of_transportation_tile_square.png))

- **Kansas City International Airport:** In 2017, voters in Kansas City, Missouri, overwhelmingly approved

a new, billion-dollar single airport terminal to replace the aging horseshoe-shaped terminals. City officials promised the project would be transformative — creating and training people for thousands of jobs for Kansas City residents. In 2020, those promises will be put to the test as construction of the new terminal begins in earnest.

- **Zero-Fare Bus Transit:** Kansas City is poised to become the first major city to eliminate bus fares. Proponents say the money saved on fares would boost the local economy and make public transit more accessible. The current bus system, already in the midst of a makeover, will have to adapt to the expected increase in ridership.
- **Streetcar Extension:** The planned extension of Kansas City's streetcar line from downtown to the University of Missouri-Kansas City failed to make it into the new federal budget proposal last year. This year, they're hoping for a different outcome. While the project will be partially funded locally, it will depend heavily on the federal piece and city officials don't appear to have the appetite to pick up the tab should the feds pass again.
- **Hyperloop:** Missouri is vying to build a test a 12-to-15-mile test track for Virgin Hyperloop One. Hyperloop, an experimental transportation system in which pods levitate above a magnetic track as they race through a sealed tube, could cut the travel time between Kansas City and St. Louis to half an hour. A feasibility study predicted that a full-length line could cost as much as \$10.4 billion while creating an "economic megaregion" and bringing as many as 17,200 jobs to the state.
- **Freight:** As a major freight hub, Kansas City is home to dozens of trucking companies, including one of the nation's largest, YRC Worldwide, and one of the largest railroads, Kansas City Southern. Many economists say the shipping industry is in recession, and the slowdown is likely to spark layoffs as well as the consolidation of smaller trucking companies. The good news is that Kansas City's burgeoning warehousing and freight distribution centers will continue to expand in 2020.



## KEY PLAYERS

**Robbie Makinen**

**CEO of the Kansas City Area Transit Authority**



([https://www.kcur.org/sites/kcur/files/styles/placed\\_wide/public/202001/kcata\\_JD\\_robbie\\_mackinen\\_0004-crop.jpg](https://www.kcur.org/sites/kcur/files/styles/placed_wide/public/202001/kcata_JD_robbie_mackinen_0004-crop.jpg))

CREDIT JULIE DENESHA / KCUR 89.3

Makinen was behind Kansas City's push to eliminate bus fares and will be responsible for its success or failure. The KCATA is also in the midst of a much-needed system redesign. If going fare-free increases ridership as hoped, it will be crucial that people can travel efficiently on the bus.

**Anthony Slaughter**

**Workforce director for the new airport terminal**



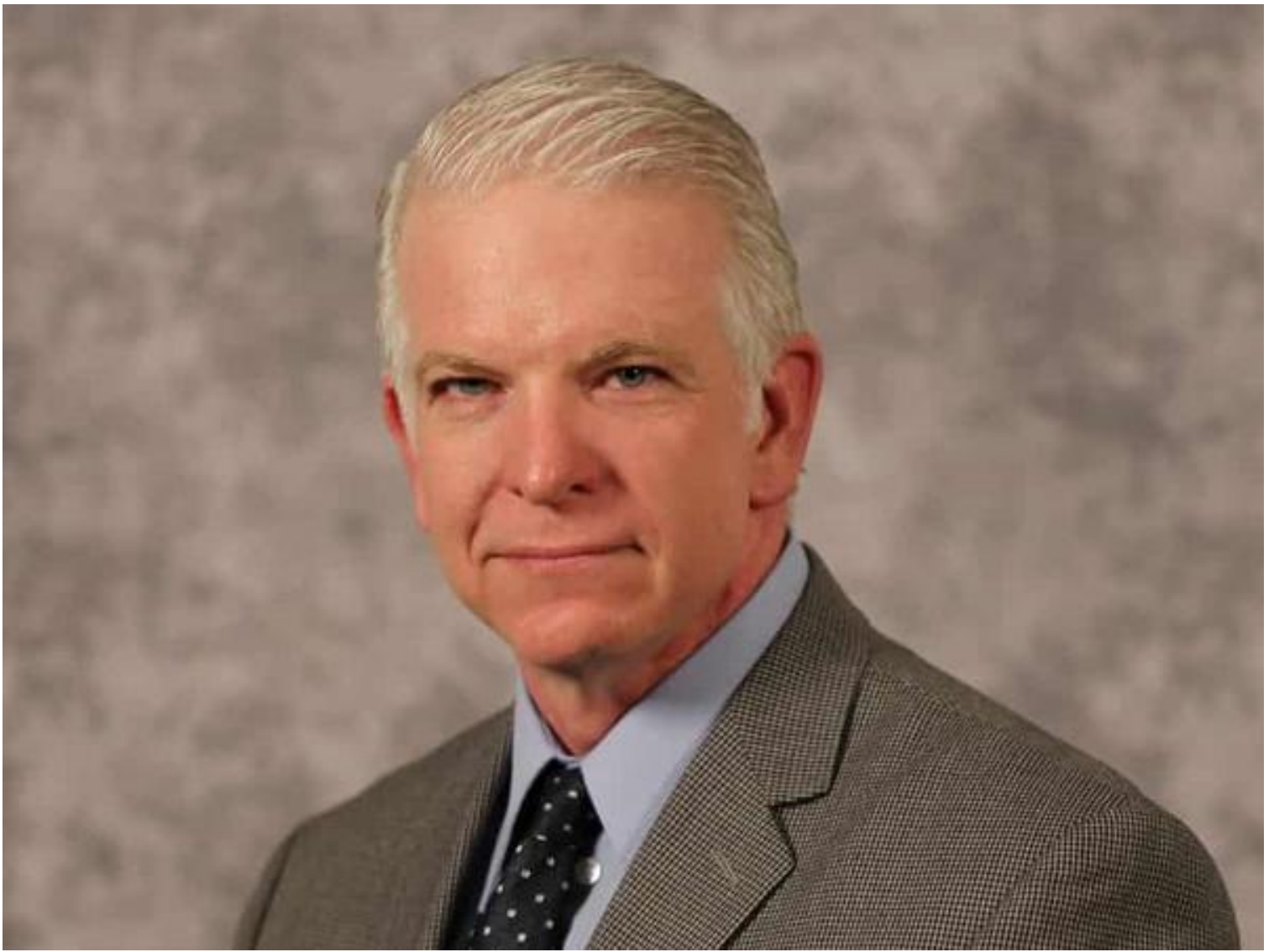
([https://www.kcur.org/sites/kcur/files/styles/placed\\_wide/public/202001/Anthony\\_Slaughter\\_cropped.jpg](https://www.kcur.org/sites/kcur/files/styles/placed_wide/public/202001/Anthony_Slaughter_cropped.jpg))

CREDIT CLARK WEITZ CLARKSON CONSTRUCTION

In his role, Slaughter will coordinate with small businesses that want to work on the project, as well as run a training program to give construction experience to people just entering the field. Many of the promises made by city officials when they were selling the airport project to voters hinge on these programs being successful and creating both jobs and experienced workers in the metro beyond the life cycle of the airport.

**Thomas “T.J.” O’Connor**

**Chief Operating Officer of Overland Park-based YRC Worldwide**



([https://www.kcur.org/sites/kcur/files/styles/placed\\_wide/public/202001/tjoconnor-cropped.jpg](https://www.kcur.org/sites/kcur/files/styles/placed_wide/public/202001/tjoconnor-cropped.jpg))

CREDIT YRC

He's also President of YRC Freight, formerly the largest less-than-truckload shipping company, and one of the biggest still using union labor. YRC enters 2020 with a more flexible agreement with the Teamsters union and a plan to improve the efficiency of its network through "smart warehouse" technology.

## **Chris Gutierrez**

### **President of Kansas City Smart Port**

Gutierrez is in charge of marketing greater Kansas City to companies that want to expand their warehousing ability or manufacture products near transportation hubs. Gutierrez expects to see temperature-controlled warehouses built on spec in Kansas City for the first time this year and new startups arising to meet the growing demand for e-commerce deliveries.

## **BY THE NUMBERS**



**4,000** — Approximately how many people will have worked on the new airport terminal by the time it opens in 2023. Construction kicks into high gear in 2020.

**\$300-\$500 million** — How much it could cost to build a Hyperloop test track in Missouri. Officials say it would increase the state's chances of landing the superfast transportation system.

**\$400 million** — The price tag attached to a bike master plan that the Kansas City Council tabled last year. Bike advocates say that officials used the high cost as a way to pass on the plan but that the cost was meant to be spread out over decades.

**58%** — The growth in sales tax revenue in the Kansas City streetcar district from 2014-2016. Citywide, sales tax revenue grew 16% during that time frame.

## KEY DATES

**Jan. 15:** This is the first chance for Kansas City officials to discuss an ambitious VisionZero (<https://www.kcur.org/post/kansas-city-wants-eliminate-traffic-deaths-even-other-cities-struggle-reach-goal>) plan that aims to eliminate traffic deaths by 2030. It will be the first piece of traffic legislation since the death of a cyclist at the end of 2019 and a precursor to a revised master bike plan.

**March:** The Kansas City Council is set to begin budget negotiations and learn where the money to eliminate bus fares will come from. Some city officials worry the \$8 million for free buses will shortchange other public services.

**March:** Crews plan to start work on Interstate 35 at 75th Street, one of the worst traffic bottlenecks in the area. The Kansas Department of Transportation will spend \$16.5 million of mostly federal money to add a fourth lane in both directions.

**April:** That's when the Federal Transit Authority will release its annual budget, which could include up to \$151 million for an extension of the streetcar south to UMKC.

*Lisa Rodriguez is a reporter and newscaster for KCUR 89.3. Follow her on Twitter @larodrig (<https://www.kcur.org/post/twitter.com/larodrig>). Frank Morris is a national correspondent and senior editor at KCUR 89.3. You can reach him on Twitter @FrankNewsman (<https://twitter.com/franknewsman>).*





## TRANSPORTATION

(/transportation)

# Missouri Lawmakers Start Push for Hyperloop in Legislature

*With a goal of connecting St. Louis to Kansas City with a pneumatic tube people mover that would make the trip in 30 minutes, Missouri lawmakers are pushing new legislation to pave the way for hyperloop.*

BY KURT ERICKSON, ST. LOUIS POST-DISPATCH / JANUARY 14, 2020



SHUTTERSTOCK



(<https://www.govtech.com/transportation/Missouri-Lawmakers-Start-Push-for-Hyperloop-in-Legislature.pdf>)

(TNS) — Missouri lawmakers waded into a potentially expensive competition Monday to become the international crossroads of a mostly untested, futuristic, high-speed transportation system.

In legislation that began working its way through the Legislature Monday, tube transport systems like the hyperloop could begin qualifying for funding under a state program for public-private partnerships.

Although the long-term goal is to connect St. Louis and Kansas City with a pneumatic tube people mover that could transport passengers across the state in 30 minutes, a recent study commissioned by House Speaker Elijah Haahr ([https://www.stltoday.com/news/local/govt-and-politics/hyperloop-study-calls-for-test-track-to-be-built-in/article\\_93667095-8b49-5ec1-8774-06ce9a62e867.html](https://www.stltoday.com/news/local/govt-and-politics/hyperloop-study-calls-for-test-track-to-be-built-in/article_93667095-8b49-5ec1-8774-06ce9a62e867.html)) recommends the state should first build a 15-mile track to test the feasibility of the concept.

Rep. Travis Fitzwater (<https://house.mo.gov/MemberDetails.aspx?year=2019&code=R&district=049>), R-Holt's Summit, told members of a House committee that the proposal sets up a framework for financing the project.

"This is an opportunity for us to be a leader in transportation's future," Fitzwater said. "We're just locking up the opportunity."

Missouri is not alone in pursuing the project.

Last month, a consortium of groups outlined a proposal to link Pittsburgh, Cleveland and Chicago with a hyperloop.

Other routes are being considered in Texas, North Carolina, Colorado, India and the United Arab Emirates. Tests also are underway in France.

The legislation adds tube transport systems to a list of projects that could be financed through a public-private partnership. Other types of projects include ports, ferries and light rail systems.

It also defines such a system as a high-speed transportation system "in which pressurized pods containing passengers or freight ride or coast upon a cushion of air through magnetic levitation within a reduced-pressure or vacuum tube, propelled by

electric power.”

In the 176-page report released by Haahr last year, a public-private partnership should be formed to build the test track in order to become the national epicenter of hyperloop studies.

The report put the price tag on the test track at between \$300 million and \$500 million. The cost to build a track linking St. Louis, Columbia and Kansas City is estimated at \$10.4 billion. ([https://www.stltoday.com/business/local/virgin-hyperloop-one-says-st-louis-kc-high-speed-connection/article\\_610f4f6d-c705-5ed3-a482-4eoadf1075cd.html](https://www.stltoday.com/business/local/virgin-hyperloop-one-says-st-louis-kc-high-speed-connection/article_610f4f6d-c705-5ed3-a482-4eoadf1075cd.html))

Andrew Smith, chairman of the committee that created the report, said the legislation is just one step of many that could put Missouri on the hyperloop map.

“This is one of the most important things we recommended,” Smith said.

St. Louis and Kansas City are in the process of planning to bid to be the home of the certification track.

“We see great potential in the hyperloop technology,” said Shannon Cooper, a lobbyist representing Kansas City.

Money to build the first phase could come from a mix of federal and private dollars. The Missouri Department of Transportation won’t be asked to chip in money that would typically go for road and bridge repair.

Rep. Peter Merideth (<https://house.mo.gov/memberdetails.aspx?district=080&year=2019&code=R>), D-St. Louis, was concerned about spending state tax dollars on the project, as well as using eminent domain to acquire land for the route.

Fitzwater said no state money is expected to be spent on the project this year.

“That’s not high on the priority list,” Fitzwater said.

The report said the University of Missouri should take the lead on the research and testing, which could take as long as seven years.

The legislation is House Bill 1963.

(<https://www.house.mo.gov/billtracking/bills201/hlrbillspdf/4390H.01I.pdf>)

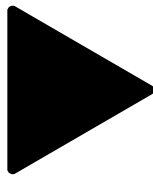
# Missouri state senator pushes to increase fuel tax to pay for infrastructure

POSTED 4:59 PM, JANUARY 17, 2020, BY NEXSTAR MEDIA WIRE

---



Missouri lawmaker pushing to increase fuel tax



JEFFERSON CITY, Mo. -- Proposed legislation that would raise the motor fuel tax in Missouri made its way through the Missouri Senate's Transportation, Infrastructure and Public Safety Committee on Thursday. The bill's sponsor believes more money is desperately needed to help repair and maintain the state's roads and bridges.

"This is a very serious subject," State Sen. Doug Libla, R-Poplar Bluff, said.

SB 539 would raise the gasoline tax by 2 cents per gallon and would raise the diesel fuel tax by 6 cents a gallon. Libla said the tax could cost the average driver one dollar a month and would generate more than \$100 million annually.

“There’s one department in Missouri that we are not sending record revenues to, and that’s MoDOT,” he said.

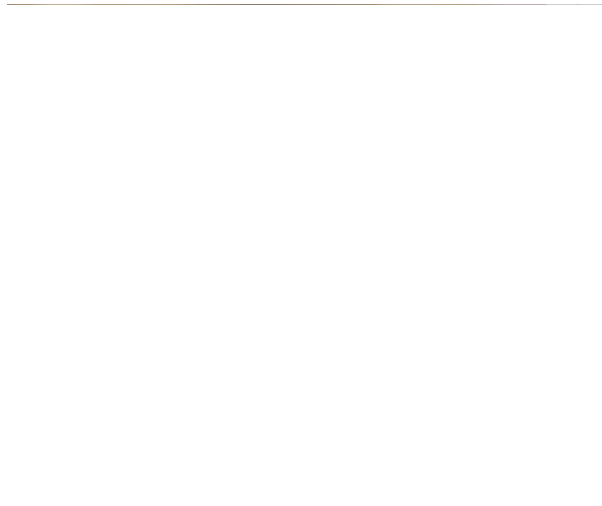
Libla said MoDOT is receiving less money from the fuel tax than it once did because vehicles are more fuel efficient. He said the fuel tax has not been raised since 1996 but the cost of repairing and maintaining roads and bridges continues to increase.

“You always pay more later if you don’t take care of your system,” he said.

House leadership has indicated there are no signs of support for a tax increase from their caucus.

Libla believes the tax could end up saving Missourians money in the long run and help them avoid costly vehicle repairs if roads are not maintained. The senator also estimates 45% of the tax would be paid by drivers who travel in Missouri but do not live in the state.

He said, “We’re the crossroads of the United States so we’ve got to have our roads and bridges up to 21st century needs and we’re not.”



**January 17, 2020**

2:34 pm » Committee Leadership Comes into Focus for 116th Congress

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

In his 2020 “State of the State (<https://governor.mo.gov/press-releases/archive/governor-parson-delivers-2020-state-state-address>)” address on January 15 before the Missouri General Assembly, Governor Mike Parson (R) called for further investments in the state’s infrastructure, including \$4 million in disaster recovery funds and another \$50 million for its new transportation cost-share program (<https://aashtojournal.org/2019/08/09/missouri-creates-50m-transportation-cost-share-program/>).

*[Above photo by the Missouri Governor's Office.]*

"We have made record progress over the past year, but there is still more to do and much more we can achieve with hard work," he said. "That is why my call this legislative session is to propose initiatives aimed at building stronger communities, improving workforce development and education, revitalizing our aging infrastructure, and making government more accountable."

As part of his speech, the governor highlighted several key transportation-related accomplishments for 2019, particularly a \$81.2 million Infrastructure for Rebuilding America or INFRA grant from the U.S. Department of Transportation last July

(<https://aashtojournal.org/2019/07/26/usdot-infrastructure-event-highlights-infra-grants-to-state-dots/>) to build a new I-70 Missouri River Bridge at Rocheport.



Gov. Mike Parson


He added that receipt of that INFRA grant triggered \$301 million in state bonding, authorized by the General Assembly during legislative session, to repair or replace another 215 bridges across the state.


In addition to the bonding plan, the Missouri legislature included \$50 million in general revenue in the state's fiscal year 2020 state budget to repair or replace approximately 45 bridges throughout the state and another \$50 million for a transportation cost-share program – a program his administration estimates will ultimately lead to nearly \$150 million in new infrastructure and an economic impact of approximately \$350 million.

"In all, the bold infrastructure proposals put forward this year have netted \$1 billion in new projects for the state," the governor said. "We've had some big wins worth celebrating and have shown what major progress we can make by working together for the people of Missouri. We are proud of all that we've accomplished in 2019 and look forward to another successful year in 2020."

---

#### Share this:

 Twitter (<https://aashtojournal.org/2020/01/17/missouris-governor-calls-for-more-infrastructure-investment/?share=twitter&nb=1>)

 Facebook (<https://aashtojournal.org/2020/01/17/missouris-governor-calls-for-more-infrastructure-investment/?share=facebook&nb=1>)



# Scooters, Other Forms of Micromobility Are Here to Stay

BY: [Skip Descant](#) | January 27, 2020

Electric scooters and bikes, which seemingly overnight became the shiniest new bauble in localized transportation, are not going away. Instead, 2020 is likely to be the year the concept matures and better integrates into the urban landscape.

Melinda Hanson certainly thinks so. Hanson is the head of sustainability at the micromobility purveyor Bird, which has scooters available for rent in many of the country's largest cities.

"I think what we saw in 2019 was proof that electric scooters are here to stay," Hanson said, "and it is something that is compelling, and enticing people out of cars at a rate that we've never before seen."

Hanson went on to predict a "leveling out of the industry," noting that the app-based rent-to-ride transportation device space is perhaps more difficult than many who entered the space thought it would be. What we have here is a concept that is proven incredibly popular among residents, yet still needs to be fully developed in terms of governance. As such, the future of micromobility this year is likely to involve substantive conversations with cities around issues like infrastructure, data analysis, sustainability and safety, say industry officials.

Quemuel Arroyo is the recent new global head of community at Charge, another company in the micromobility space. Arroyo also formerly served as the chief accessibility officer for the New York City Department of Transportation, and he said he has seen a shift in the conversation, going from asking if micromobility has a lasting potential to what can cities do to ensure its continued success?

Charge represents perhaps the newest cottage industry around micromobility, in that it provides charging and storage hubs for scooters. The company just opened a SmartHub in a parking lot near the Staples Center in downtown Los Angeles where more than 70 e-scooters can be charged and stored at a time. Infrastructure like this allows for an easier and more sustainable logistical network where scooters have to be gathered, charged and redistributed.

Charge, Arroyo said, thinks of itself as a glimpse of the future, specifically as the gas station of the 21st century. While today they are only charging scooters, the plan is to soon add e-bikes and another micromobility device that starts to take hold in American cities.

Reimagining the concept of parking lots could also be part of the future of urban transportation as planners and industry officials envision using parking spaces as spots for storing scooters, and also as staging areas for ride-hailing or even "cloud kitchens" — tiny kitchens preparing food for delivery-only service. As with micromobility, companies are starting to develop concepts around this parking lot repurposing idea.

One such company is REEF Technology, which ranks as one of the largest operators of parking lots in the U.S., with roughly 5,000 locations.

"Our company is all about, what are the different ways that you can leverage the proximity of a parking lot to serve the needs of all businesses, the cities, the consumers, that are in proximity," said Alan Cohen, CMO for REEF Technology. Cohen shared his ideas for reimagining the parking lot at the recent CoMotion LA conference in downtown Los Angeles. Cohen noted three parking spaces could possibly accommodate as many as five tiny kitchens.

"All of a sudden you've reinvented parking to a higher value use," said Cohen.

The sharp rise in micromobility, which has served some 84 million trips in 2018, according to a report by the National Association of City Transportation Officials, has not been without growing pains as cities have groused about devices left in the public-right-of-way impeding pedestrians and causing general street clutter. Researchers have also marked a rise in injuries associated with electric scooters. A report researched by the University of California San Francisco and published by the American Medical Association found the number of



scooter-related injuries tripled from 2014 to 2018. Researchers admit that this sharp increase is due in part to the rapid rise in ridership in the last few years. And these injuries can at times be serious.

"I think the thing that stood out to us was that one in three people had a head injury," said Dr. Benjamin Breyer, one of the authors of the January 2020 [report](#).

Nearly a third of the injuries were head-related, more than double the rate experienced by cyclists. It's not known how many scooter riders — injured or otherwise — have worn helmets.

However, "the culture right now, people tend to not wear helmets on scooters, unlike cyclists who commute, and things like that," said Breyer, who emphasized he's "very pro micromobility," and believes scooters are going to remain an active part of the transportation ecosystem.

Breyer, like other supporters of micromobility, stresses the importance of public officials improving infrastructure like protected bike lanes to create a safer transit space for micromobility users.

These conversations around infrastructure are expected to continue this year and in the years to come. Those working in the space certainly hope that is the case. Hanson from Bird, for example, attributed scooters strewn on sidewalks to the sidewalks not being wide enough for today's modern transportation needs.

"One thing that I always say is, if the sidewalk is not wide enough for a scooter to be parked on it, then the sidewalk is not wide enough," she added. "Every sidewalk, especially in our urban core, should be wide enough to have a furniture zone. And to have a clear path where the pedestrians, and wheelchair users, and anyone else can really pass and walk with enough room."

While the exact nature of modernizing urban cores for evolving transportation needs is still being worked out, researchers in the space expect usership to continue rising.

A recent [report](#) by Deloitte predicts a sharp rise in the use of e-bikes around the world, growing 50 percent from 2019 to 2023. Electrification is expected to grow the use of sharable bikes. Of the more than 190 cities in the United States with bike-share programs, more than 40 of those now have electric bikes as part of the fleet, according to the Deloitte study.

The growth of electrification in the micromobility arena is likely to also grow the need for more charging solutions that are both creative and sustainable, said Arroyo.

"The micromobility infrastructure needs to be folded into the conversation of infrastructure, of city planning, dedicating space in the streetscape for these different modalities, which is a completely new conversation," he added.

This article was printed from: <https://www.govtech.com/transportation/Scooters-Other-Forms-of-Micromobility-Are-Here-to-Stay.html>

January 17, 2020

1:35 pm » FAA Reshuffles Executives, Plans Drone Identification Rulemaking in Spring 2019

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

State department of transportation executives highlighted a number of different strategies and tactics aimed at reducing traffic fatalities for motorists, pedestrians, and bicyclists during a roundtable discussion held January 14 at the Transportation Research Board annual meeting in Washington D.C.

“Imagine, if you would, that every day for the remainder of this year a 737 airliner went down and 100 people died each time,” noted Patrick McKenna, executive director of the Missouri Department of Transportation and the American Association of State Highway and Transportation Officials 2019-2020 president, in his opening remarks.

“How shocked would you be? How would you change your behavior as an airline passenger? Would you stop using airlines? Now realize that we are losing 100 people on roadways every day,” he added. “This is a crisis in part of our transportation network, but we have become desensitized to this issue. It is simply unacceptable; we have to move beyond this and we have to take actions now, not 10 or 15 years from now.”

McKenna emphasized that traffic safety is more than a mission; it is a “moral imperative” and thus should be a permanent topic on the agenda of state DOTs and other transportation safety organizations “until we reach goal of zero” fatalities.



Patrick McKenna



Photo by IIHS

However, he noted one key issue is that 94 percent of crash fatalities are caused by “human behaviors” such as impairment, speeding, and distracted driving. So one key element of this renewed safety emphasis is how to convince people to change their behaviors.

“When you consider that 12 percent of all highway users are unbuckled yet they contribute to 62 percent of all [traffic] fatalities, you realize that issue does not require [transportation] engineering to solve,” McKenna said.

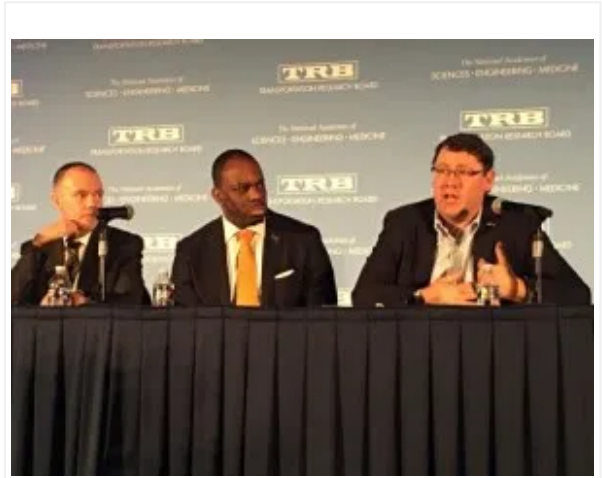
“The simple act of buckling seatbelts each and every time could reduce [annual] fatalities by 20,000.”

The impact of distracted driving on fatality numbers is an issue Paul Ajegba, director of the Michigan Department of Transportation, and Kyle Schneweis, director of the Nebraska Department both highlighted.

“The cell phone is a huge problem,” Schneweis said. “In 2011, one out of every three Americans had cell phones; now that is 80 percent. Sometimes, with our standards and laws, we’re afraid to make a push. But in this area we need to push.”

Michigan DOT's Ajegba agreed. "Cell phone usage and many other things come into play" where distracted driving is concerned, he said. "This is a very serious issue."

Michael Tooley, director of the Montana Department of Transportation and chairman of AASHTO's Committee on Safety, stressed that doubling down on what works in terms of reducing traffic fatalities needs to be done – even if "what works" is not popular.



Left to right: Michael Tooley, Toks Omishakin, Kyle Schneeweis

"If you have been where I have been in my life, with the families and the victims [of traffic fatalities], you cannot avoid that," Tooley said – referencing his experiences during his previous 28-year career with the Montana State Highway Patrol. "The three major categories of [traffic] killers are impaired driving, roadway departure, and a lack of seatbelt use/restraints."



Toks Omishakin

Toks Omishakin, director of the California Department of Transportation, echoed that thought, noting that one "big challenge" when it comes to improving traffic safety is that the issue of traffic safety encompasses more than just motor vehicle drivers.

"Roughly 10 people die every day in California using the transportation network, but three of those 10 will be a non-motorized transport user," he explained. "We're also seeing that states with warmer climates have higher numbers of pedestrian fatalities."

But Montana's Tooley also noted that infrastructure improvements can be critical in reducing roadway departure fatalities, in particular centerline rumble strips, roundabout intersection designs, and cable media barriers.

Victoria Sheehan, commissioner of the New Hampshire Department of Transportation and AASHTO's 2019-2020 vice president, added that her agency is trying to implement similar infrastructure improvements as well – changing the "character of roadway" in some cases to make it "less

comfortable” so motorists reduce their driving speeds.


“We need to be willing to keep striving to keep everyone safe who is using the roadway,” she said.




Michael Tooley

---

**Share this:**

 Twitter (<https://aashtojournal.org/2020/01/17/state-dots-renew-focus-on-ways-to-reduce-traffic-fatalities/?share=twitter&nb=1>)

 Facebook (<https://aashtojournal.org/2020/01/17/state-dots-renew-focus-on-ways-to-reduce-traffic-fatalities/?share=facebook&nb=1>)

---

**Like this:**

Like

Be the first to like this.

011720 ([HTTPS://AASHTOJOURNAL.ORG/TAG/011720/](https://aashtojournal.org/tag/011720/))

The American Association of State Highway and Transportation Officials (AASHTO) welcomes the republication in whole or in part of any original content from The AASHTO Journal with proper attribution to the association and publication. This includes a link to direct visitors to the AASHTO Journal website.