



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

FEBRUARY 28, 2019
12:00 - 1:30 PM

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

AGENDA



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

**Board of Directors Meeting Agenda
February 28, 2018
12:00 – 1:30 p.m.
OTO Conference Room
2208 W. Chesterfield Blvd, Suite 101, Springfield**

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

Call to OrderNOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of December 20, 2018 Meeting Minutes Tab 1 (2 minutes/Dixon)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES.

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

Individuals requesting to speak are asked to state their name and organization or address before making comments. Individuals and organizations have a combined 15 minutes which will be divided among those requesting to address the Board of Directors (not to exceed five minutes per individual). Any public comment received since the last meeting has been included in the agenda packet.

E. Executive Director's Report (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/Dixon)

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

II. New Business

A. Transportation Alternative Project Award Recommendation Tab 3

(10 minutes/Thomason)

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE RECOMMENDED PROJECTS

B. Amendment Number Three to the FY 2019-2022 TIP..... Tab 4

(5 minutes/Longpine)

There are several changes requested to the FY 2019-2022 Transportation Improvement Program which is included for member review.

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

C. Amendment Number Four to the FY 2019-2022 TIP..... Tab 5

(5 minutes/Longpine)

There are several changes requested to the FY 2019-2022 Transportation Improvement Program which is included for member review.

BOARD OF DIRECTORS ACTION REQUESTED TO RECOMMEND APPROVAL OF FY 2019-2022 TIP AMENDMENT NUMBER FOUR TO THE BOARD OF DIRECTORS

D. Major Thoroughfare Plan Variance Request..... Tab 6

(5 minutes/Longpine)

A request has been made for a variance to the Major Thoroughfare Plan design standards in order to allow for a local subdivision road to be spaced closer than 660 feet to the nearest intersection.

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

E. Financial Statements for 2nd Quarter 2018-2019 Budget Year..... Tab 7

(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

F. Update on Bike Share Program

(10 minutes/Hutchison)

David Hutchison will update the Board of Directors on the Springfield bike share program.

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. Articles for Board of Directors Member Information Tab 8

(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 18, 2019 at 12:00 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments

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

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 Debbie Parks at (417) 865-3042 at least 24 hours ahead of the meeting.

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 01/28/19; ITEM I.C.

December 20, 2018 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board of Directors member review are the minutes from the December 20, 2018 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:

That a member of the Board of Directors makes the following motion:

“Move to approve the minutes of the Board of Directors’ December 20, 2018 Meeting.”

OR

“Move to approve the minutes of the Board of Directors’ December 20, 2018 Meeting with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
December 20, 2018**

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

The following members were present:

Commissioner Harold Bengsch, Greene County	Mr. Skip Jansen, City Utilities
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. Travis Koestner, MoDOT
Mr. Chuck Branch, Citizen-at-Large	Mr. Andy Mueller, MoDOT (a)
Mr. Jerry Compton, Citizen-at-Large	Mr. Jim O’Neal, Citizen at Large
Mr. Travis Cossey, City of Nixa (a)	Mr. Dan Smith, City of Springfield (a)
Ms. Jan Fisk, City of Springfield	Mr. Richard Walker, Citizen-at-Large
Mayor Debra Hickey, City of Battlefield	Mr. Brian Weiler, Airport Board (a)
Mr. Brad Gray, City of Willard (a)	Commissioner Ray Weter, Christian County

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

The following members were not present:

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

Others Present: Mr. Dan Waddlington, Senator Roy Blunt’s Office; Ms. Becky Baltz, TREKK; Dr. Elise Crain, Ozark; Mr. Frank Miller, Mr. Andy Mueller, and Jim McDiarmid, MoDOT; Ms. Brenda Cirtin, Ms. Kimberly Cooper, Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chair Smith called the meeting to order at approximately 12:00 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 Directors Meeting Agenda

Mr. Compton moved to approve the December 20, 2018 agenda. Mr. Cossey seconded the motion and it was unanimously approved.

C. Approval of the October 18, 2018 Meeting and the December 4 E-Meeting Minutes

Mr. Weiler moved to approve the October 18, 2018 Meeting minutes and the December 4, 2018 E-Meeting minutes. Mr. Jansen seconded the motion and it was unanimously approved.

D. Public Comment Period for All Agenda Items

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

E. Presentation of Service Awards

Executive Director Sara Fields and Chair Dan Smith presented service awards to Dr. Elise Crain and Commissioner Ray Weter for their service on the OTO Board of Directors. Commissioner Bob Cirtin was also recognized for his service on the OTO Board, but was unable to be present at this meeting. Chair Smith noted it had been a pleasure to work with these individuals on the OTO Board of Directors and thanked them for their service.

F. Executive Director's Report

Ms. Fields noted the OTO had hosted a Legislative Breakfast for the area Legislators in October. She added several of them had attended and noted that once the office assignments have been made, staff would be mailing the list of OTO priorities for the coming year.

Ms. Fields stated the OTO is working on a new website. Mostly Serious was approved as the successful bidder at the last meeting and the contract has been signed and implementation has begun.

Ms. Fields noted that staff has begun working on next year's Statewide Transportation Improvement Program (STIP) priorities. She added that MoDOT has requested some additional meetings to clarify the projects that are being recommended in the current year's STIP. She noted that on January 15, at 9:00 am, the Technical Planning Committee would be meeting to review and further refine the projects that are being recommended. She added that the members of the Board are welcome to attend if they wish.

Ms. Fields stated the Transportation Alternative Program (TAP) Committee met the week of December 17th to review the applications for the sidewalk and trail projects that had been submitted and were able to award all but one project. She said staff believed the next budget bill will have more money that will be able to be allocated for TAP projects. She added the federal government is working on a continuing resolution through February, but as of yet, there is not a full year of funding and staff does not know what the final award amount will be.

Ms. Fields stated the OTO had been awarded 5310 funding, which is transit funding for human service agency vans. She noted that staff was recommending seven of the nine projects, so many new vans will be provided to area service agencies.

Ms. Fields noted staff had mailed the initial check for the unfunded liability to LAGERS and would be starting this new retirement program in January.

Ms. Fields noted the Springfield Chamber is hosting the annual Springfield Area Salute to the Legislators on January 23 in Jefferson City. She also added that Board of Directors Training would be held on February 21, 2019, just prior to the Board Meeting.

G. MoDOT Update

Andy Mueller expressed MoDOT's appreciation for Senator Blunt's support and work on getting the bill passed that funds I-49. He said the Project Manager has indicated he is not sure what the schedule will be for this project, but they are working with their partners in Arkansas. He stated the design work is completed, but there will need to be an updated environmental study which is anticipated to take six to twelve months.

Frank Miller stated that in addition to the OTO, MoDOT works with three Regional Planning Commissions and two MPOs to determine priorities. Mr. Miller noted that the FAST Act expires in the Fall of 2020. He noted that at this time, a portion of the FAST Act is funded by General Revenue and the American Association of State Highway and Transportation Officials has heard that the current Administration does not want to continue funding transportation with general revenue. He stated if that is the case, there will be a substantial decrease in federal funds beginning in FY 2021. He said the STIP/TIP that is currently being prepared would be impacted in the second year. Therefore, MoDOT will identify programs that need to be delayed due to funding.

H. Legislative Reports

Dan Waddington, Senator Blunt's Office, stated it is believed the federal government is heading for a shutdown. He said the House and Senate did pass a number of transportation bills that benefit Missouri, particularly rural Missouri. He highlighted the I-49 project and noted that while this project was not within the OTO boundaries, it is believed it will have a positive impact on the Region.

II. New Business

A. Administrative Modification Number One to the FY 2019-2022 TIP

Natasha Longpine stated staff is able to make certain modifications to the TIP that do not require Board action. She added this particular project is for the FF and Weaver Road sidewalks in Battlefield. She stated there was some money set aside for right-of-way that wasn't needed, so they are moving this to construction.

Mayor Hickey noted that she had just attended a meeting on this project and believes construction on the project will begin in the near future.

This item was provided for informational purposes only; no action is required.

B. Federal Functional Classification Map Change Request

Andy Thomason stated that the Federal Functional Classification map may be updated at any time, however, staff sends out an “all call” in October to see if any member entity wants to request such a change. He stated this request is being initiated by OTO staff as this is not a typical situation. Mr. Thomason stated the road being considered is partially in Nixa city limits and partially in Christian County and explained why staff was seeking this change. In response to a question, Mr. Thomason noted the difference between the Federal Functional Classification (FFC) and the Major Thoroughfare Plan (MTP). He noted the FFC is how the road is functioning at the present time; the MTP is how it is believed it will function in twenty or thirty years.

With no additional questions, Mr. O’Neal moved the Board of Directors approve the proposed Federal Functional Classification Map change. Mr. Weter seconded the motion and it was unanimously approved.

C. 2019 Safety and Transit Performance Targets

Natasha Longpine said the proposed targets are developed in cooperation with MoDOT and the OTO’s records and documents. She briefly noted the Performance Targets that have already been approved by the Board, stating the State has just recently finalized the Transit Asset Management Plan, which includes City Utilities. Ms. Longpine briefly reviewed the proposed safety targets and transit asset management targets. Ms. Longpine noted the Safety/TAM Committee recommends the OTO support the statewide safety targets and the statewide transit asset management targets.

Mr. Compton moved the Board of Directors approve adoption of the 2019 Safety and Transit Performance Targets. Ms. Hickey seconded the motion and it was unanimously approved.

D. Annual Listing of Obligated Projects

Natasha Longpine stated the OTO is required by federal law to publish an Annual Listing of Obligated Projects. This listing is to include all federally funded projects authorized or revised in the preceding program year. This listing is for the Federal fiscal year of October 1, 2017 to September 30, 2018. Ms. Longpine noted this listing must be published by December 30, 2018 and that the Technical Planning Committee had reviewed the ALOP and recommended acceptance by the Board of Directors.

Mr. Bengsch moved the Board of Directors accept the Annual Listing of Obligated Projects. Mr. Cossey seconded the motion and it was unanimously approved.

E. Federal Funds Balance Report

Natasha Longpine indicated that the Federal Funds Balance report includes the STBG-Urban funds, the TAP funds, and the BRM (On-System Bridge Maintenance) funds. She reminded the Board that MoDOT has a policy that no more than three years of STBG-Urban funds may accrue. If a balance greater than 3 years accrues, the funds then lapse. Ms. Longpine noted that when MoDOT calculates the OTO balance, it is based on obligated funds and not

programmed funds. Therefore, a project is only subtracted from the balance upon obligation. She added the next deadline to meet the MoDOT funds lapse is September 30, 2019.

This information was provided for informational purposes only and no action by the Board is required. However, staff requests each jurisdiction review the report and advise staff of any inaccuracies or changes in project status.

F. Independent Single Audit Report for FY 2017-2018

Kimberly Cooper stated that when staff realized the length of the agenda for the December Board of Directors' meeting, they discussed with the Executive Committee the possibility of having the Auditor attend the EC November meeting and provide her verbal report of the financial statement audit. Ms. Cooper noted she was going to highlight the points the auditor discussed in November and encouraged any of the Executive Committee members to add any information they deemed appropriate.

Ms. Cooper stated there are two items of significance in the packet that was distributed to the Board; the Independent Auditor's Report and the Letter of Governance. She noted these documents contain the overall review of the auditor's findings. Ms. Cooper stated the auditor had an opinion on the OTO's Modified Cash Basis of accounting and reviewed our internal controls and fraud possibilities. Ms. Cooper noted the OTO needed a Single Audit this year due to exceeding the \$750,000 limit. Ms. Cooper stated the OTO had a clean audit and the auditor had no findings and issued an Unmodified opinion.

Mr. Weiler moved the Board of Directors accept the FY 2017-2018 Independent Single Audit Report. Mr. Weter seconded the motion and it was unanimously approved.

G. Financial Statements for 1st Quarter 2018-2019 Budget Year

Kimberly Cooper stated the first quarter financial statements include the period from July 1, 2018 to September 30, 2018. Ms. Cooper noted there is an income category listed that is new for this year; interest income. She noted this began in January when the OTO moved their accounts to a bank that paid interest for checking accounts. Ms. Cooper briefly reviewed the income and expense reports for both the Operational Budget and the UPWP Profit and Loss Statements. She noted that the OTO has a policy of maintaining three to six months of funds in the reserve account and is well within those guidelines, even after paying the unfunded liability balance to LAGERS.

Mr. Walker moved the Board of Directors accept the First Quarter Financial Statements. Mr. O'Neal seconded the motion and it was unanimously approved.

H. Calendar Year 2019 Action Items

Sara Fields stated in 2014 the OTO, as part of a strategic planning effort, worked to develop a mission statement and goals and objectives. She added that each year she works with the Executive Committee to develop action items that further the mission and goals of the organization. Ms. Fields briefly reviewed the proposed action items for calendar year 2019, noting that items 6 and 7 are new.

Mr. Weter moved the Board of Directors approve the Calendar Year 2019 Action Items. Mr. Jansen seconded the motion and it was unanimously approved.

I. Appointment of 2019 OTO Officers

Brian Weiler stated the OTO bylaws require that the Board of Directors elect a Chair, Vice-Chair, Secretary, and Treasurer. Mr. Weiler stated the slate of officers being proposed by the Nominating Committee, which consisted of himself, Brad Gray, and Travis Cossey is as follows: Bob Dixon, Chair; Travis Cossey, Vice-Chair; Steve Childers, Secretary; David Cameron, Treasurer; and Dan Smith, Past Chair. In addition, Brian Weiler and Brad Gray will also serve on the Executive Committee.

The Nominating Committee also recommends appointment of the following: Richard Walker and Jim O'Neal for Springfield 2019 Citizen representatives; Jerry Compton for the OTO; and Chuck Branch for Christian County. Mr. Walker and Mr. O'Neal will serve a term of 2 years; Mr. Compton and Mr. Branch will serve a term of three years.

With no nominations from the floor, Weiler moved the Board of Directors appoint the 2019 slate of officers as presented by the Nominating Committee. Mr. Jansen seconded the motion and it was unanimously approved.

J. Welcome to new Chairman and Vice-Chairman

Chair Dan Smith congratulated the newly elected officers and wished them well. Sara Fields thanked Dan Smith for his year of service as Chair.

K. Board of Directors 2019 Meeting Schedule

Sara Fields drew the Board's attention to the 2019 Meeting Schedule indicating staff would be sending out a calendar invitation.

This was presented for informational purposes only and no action by the Board of Directors is required.

III. Other Business

A. Board of Directors Member Announcements

Brian Weiler stated the Springfield Branson National Airport had passed a major milestone in that it had passed the one million customers mark for the first time in the history of the airport.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues to be brought to the Board of Directors.

C. Articles for Board of Directors Member Information

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

IV. Adjourn meeting.

With no additional business to come before the Board, the meeting was adjourned at approximately 1:00 p.m.

TAB 2

Andy Thomason

From: Andy Thomason
Sent: Friday, January 18, 2019 4:32 PM
To: Ezekiel D. Hall
Subject: RE: MoDOT Carpool

It was actually pointed out to us. We received a comment on our public input site.

Andy Thomason, AICP

Senior Planner



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athomason@ozarkstransportation.org

www.OzarksTransportation.org

www.giveusyourinput.org/

From: Ezekiel D. Hall <Ezekiel.Hall@modot.mo.gov>
Sent: Friday, January 18, 2019 1:42 PM
To: Andy Thomason <athomason@ozarkstransportation.org>
Subject: RE: MoDOT Carpool

I forwarded this to our IS department, and I'm sure they'll know who to direct it to. Thanks for pointing this out!

Zeke Hall

Transportation Planner

Southwest District • Missouri Department of Transportation

3025 E Kearney Street Springfield, MO 65803

Ph. 417.829.8035 • www.modot.org



From: athomason@ozarkstransportation.org
Sent: Friday, January 18, 2019 13:17
To: Ezekiel D. Hall
Subject: MoDOT Carpool

Zeke,
I know this isn't part of your job, but I am going to tell you anyway. The link to OzarksCommute on <https://www.modot.org/carpool-connections> is no good. I think the problem is the hyperlink includes "www.". The only ways to access the site are ozarkscommute.com or <https://ozarkscommute.com/#/>. I tried submitting this info on the Carpool Connections page, but I am not convinced the form was actually submitted. I hope you know who needs to see this information.

I hope you enjoy the long weekend!

Andy

Andy Thomason, AICP

Senior Planner



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athomason@ozarkstransportation.org

www.OzarksTransportation.org

www.giveusyourinput.org/

Andy Thomason

From: Perry Elkins <perryelkins@gmail.com>
Sent: Friday, January 18, 2019 10:51 AM
To: Andy Thomason
Subject: Re: Give Us Your Input Contact: Rideshare Site

That is very helpful... for some reason the page I landed on claimed your site was still in process and dumped me into the MODOT system (which I dutifully attempted to navigate).

Thank you!

On Fri, Jan 18, 2019 at 10:12 AM Andy Thomason <athomason@ozarkstransportation.org> wrote:

Perry,

Thank you for contacting us about Rideshare opportunities in the Ozarks. While the link on MoDOT's site isn't working properly, the [OzarkCommute](https://ozarkscommute.com/#/) site is up and running. [OzarksCommute](https://ozarkscommute.com/#/) provides an opportunity to search for carpools, evaluate commute options, and track your commute. Please let me know if you have any questions about the website. I will be happy to help.

<https://ozarkscommute.com/#/>

Thanks again for reaching out to us!

Respectfully,

Andy Thomason, AICP

Senior Planner



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www.giveusyourinput.org/

From: [Perry Elkins](#)
To: [Comment Comment](#)
Subject: Give Us Your Input Contact: Rideshare Site
Date: Wednesday, January 16, 2019 12:15:04 PM

To:
Webmaster

Name:
Perry Elkins

Email:
perryelkins@gmail.com

Subject:
Rideshare Site

Message:
Either create a working site or quit pretending that you are going to.
The MoDot site is less than useless.

Sent from (ip address): 162.237.236.209 (162.237.236.209)
Date/Time: January 16, 2019 12:14 pm
Coming from (referrer): <https://giveusyourinput.org/contact-us/>
Using (user agent): Mozilla/5.0 (X11; CrOS x86_64 11151.59.0)
AppleWebKit/537.36 (KHTML, like Gecko) Chrome/71.0.3578.94
Safari/537.36

Comment Comment

From: Natasha Longpine
Sent: Thursday, December 13, 2018 4:10 PM
To: delawareneighborhood@gmail.com
Cc: Comment Comment
Subject: GiveUsYourInput.com Comment

Mr. Evans,

Thank you for your feedback on transportation concerns in the region. We will be sharing your comments with our Board of Directors and with the Transportation Improvement Program Subcommittee. We have shared your comments directly with the City of Springfield and MoDOT, and they have provided feedback as well.

MoDOT stated that their emphasis right now is bringing existing sidewalk into ADA (Americans with Disabilities Act) compliance. The upgrade of existing sidewalk to comply with the ADA on Glenstone and Sunshine east of Glenstone will occur tentatively in the 2021 to 2023 timeframe. This will address existing sidewalk locations, but won't add much new sidewalk, such as on the west side of Glenstone. It will, however, include some of the driveway crossings. MoDOT asked if you have any specific locations where the sidewalk is broken up. I would gladly share those details with them.

The City of Springfield asked that we share this response from them:

Thank you for your involvement in the public comment period for the upcoming TIP funding. Sunshine Street west of Glenstone Avenue is under City of Springfield jurisdiction. We have received requests in the past for sidewalk along Sunshine Street, and have therefore, identified this on our unfunded needs list. Some of the issues we have ran into, when looking to construct sidewalk along either side of Sunshine, include (but are not limited to), limited right-of-way, driveway conflict points, parking abutting the edge of right-of-way, and funding. Some of these constraints have made it difficult for us to construct sidewalk along this segment of Sunshine, but we continue to seek the funding needed to accomplish this project. In the meantime, there are numerous (re)developments that have occurred along this stretch of Sunshine, which (per City Code) are required to construct sidewalk along their property frontage (hence, the random segments of sidewalk along Sunshine). This will continue to be a requirement for (re)development, and will allow for us to more easily fill these gaps in the future.

As for Glenstone Avenue – this street falls under MODOT's jurisdiction, and will defer questions/concerns regarding Glenstone to MODOT.

If you have further questions, please feel free to give us a call at (417) 864-1971 or shoot us an email at destell@springfieldmo.gov.

Kind regards,

City of Springfield – Public Works: Traffic Operations

Thank you again for providing your comments. I will forward your specific location concerns to MoDOT if you have those details. Please let us know if you have any further questions regarding this or any other transportation concerns.

Thank you,

Natasha L. Longpine, AICP
Principal Planner

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nlongpine@ozarkstransportation.org
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www.OzarksCommute.com

-----Original Message-----

From: WordPress <wordpress@giveusyourinput.org>
Sent: Saturday, December 1, 2018 8:02 PM
To: Comment Comment <comment@ozarkstransportation.org>
Subject: [] Please moderate: "Leave Us a Comment"

A new comment on the post "Leave Us a Comment" is waiting for your approval <https://giveusyourinput.org/public-comment/welcome-to-give-us-your-input/>

Author: Kevin Ray Evans (IP address: 173.23.80.178, 173-23-80-178.client.mchsi.com)
Email: delawareneighborhood@gmail.com
URL: <https://www.facebook.com/groups/DelawareNeighborhood/>
Comment:

In Delaware neighborhood, we are schedule to have two new sidewalks on 1600-1700 blocks of Fairway and Kentwood avenues. The issue is that there are very few sidewalks on Sunshine and Glenstone is broken up significantly between the Walmart market and Sunshine and Glenstone. Both of these are major thoroughfares with a fair amount of pedestrian traffic but no place to walk safely. Can you add projects for these? We used to have a guy in a wheelchair who would have to travel on the far right of Sunshine in the outer lane. He has since passed away but who is to say when the next disabled person will need access to stores along Sunshine. Thanks for letting me post.

Approve it: <https://giveusyourinput.org/wp-admin/comment.php?action=approve&c=9806#wpbody-content>
Trash it: <https://giveusyourinput.org/wp-admin/comment.php?action=trash&c=9806#wpbody-content>
Spam it: <https://giveusyourinput.org/wp-admin/comment.php?action=spam&c=9806#wpbody-content>
Currently 15 comments are waiting for approval. Please visit the moderation panel:
https://giveusyourinput.org/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

Map It comments 12/1/2018 – 12/19/2018

Name: Andre Illig

Date: 12/4/2018

Location: 420 E. Plainview, Springfield, MO

"Add sidewalk from Campbell to Cherokee on North Side of Plainview - for student safety."

Name: Andre Illig

Date: 12/4/2018

Location: 420 E. Plainview, Springfield, MO

"add right turn lane into Cherokee Middle School on Plainview - from SOUTH HOLLAND till Cherokee entrance."

Name: Andre Illig

Date: 12/4/2018

Location: 420 E Plainview & S Elmira , Springfield, MO

"Add Smart Crosswalk™ flashing pedestrian in-roadway warning lights, illuminated warning signs across Plainview. <https://www.lightguardsystems.com/> "

Name: Matthew Venaas

Date: 12/5/2018

Location: Northbound Route 65 at Interstate 44

"Far right lane gets really congested as the majority of traffic tries to get into one lane to get on to 44 while at the same time the far left lane ends. Is there a way to consider re-striping so the right through lane of 65 is exit only also?"

Name: Matthew Venaas

Date: 12/5/2018

Location: Glenstone and Evergreen

"Dangerous pedestrian conditions. Connect sidewalk on east side of Glenstone with sidewalk on Kerr through Holiday Inn Express? Also crosswalk on south side of intersection across Glenstone would help. Pretty sure pedestrian killed there this year."

TAB 3

BOARD OF DIRECTORS AGENDA 2/28/2019; ITEM II.A.

Summary of TAP Awards

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

AGENDA DESCRIPTION:

A total of fifteen projects were recommended for funding by the TAP Subcommittee during its November 1 and December 18 meetings. These projects included requests for \$2,562,159 in federal funds. Some projects have been combined within the TIP to simplify project management.

Community	Project Description	Federal Request	Total Cost
Willard	Sidewalks along Hunt Rd, South of US 160	\$207,439	\$262,498
Nixa	Sidewalks along Nicholas Rd, MO 14 to Vintage Ln	\$309,398	\$386,748
Nixa	Sidewalks along Nicholas Rd, Between Vintage Ln and Verna Ln	\$68,216	\$85,270
Strafford	Sidewalks along McCabe St and Pinecrest Ave, Between Black Oak St and Cedar Dr	\$86,440	\$108,050
Strafford	Sidewalks along Pine St, Between MO 125 and Madison Ave	\$178,635	\$223,294
Springfield	New Segment of Fassnight Greenway, Jefferson to Phelps Grove Park	\$72,708	\$90,885
Springfield	Reconstruction of Galloway Greenway, From Sequiota Park to Republic Rd	\$146,098	\$182,622
Springfield	Sidewalks along Luster Ave, Between Seminole St and Sunset Dr	\$85,911	\$107,389
Springfield	Sidewalks along Harvard Ave, Between Swallow St and Aladdin Ct	\$110,869	\$138,587
Springfield	Sidewalk Connection to Galloway Greenway, Along Lone Pine and Covington St	\$183,356	\$229,195
Ozark	Sidewalks along MO 14, Between 22nd and Fremont Rd	\$130,000	\$162,500
Ozark	Sidewalks along Fremont, Between MO 14 and the Richwood Valley Campus	\$205,560	\$256,950
Ozark	Sidewalk Connection Along South Elementary Property, Between BU 65 and 13th	\$152,670	\$190,838
Ozark	Intersection and Sidewalk Improvements at Fremont Rd and Rt CC	\$324,859	\$406,074
Battlefield	Sidewalk Connection Along Third/Clairborne/Fourth/ Elm, Between Rt FF and City Hall	\$300,000	\$375,000
Total		\$2,562,159	\$3,205,898

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on January 16, 2019, the Technical Planning Committee recommended that the Board of Directors approve the fifteen TAP projects recommended by the TAP 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 fifteen TAP projects recommended by the TAP and Technical Planning Committee.”

OR

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

TAB 4

BOARD OF DIRECTORS AGENDA 2/28/2019; ITEM II.B.

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

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

There are fourteen items included as part of Amendment Number Three to the FY 2019-2022 Transportation Improvement Program. These items include ten projects recommended by the Transportation Alternatives Program subcommittee and four additional projects. One final project recommended by the Transportation Alternatives Program Subcommittee will be brought forth in a later amendment.

In keeping with the performance management requirements of the FAST Act, the Performance Targets included in the TIP have also been updated to match those approved most recently by OTO – Transit Asset Management, Safety, Pavement and Bridge, and System Performance.

Transportation Alternatives Program Projects

1. ***New*** Battlefield Third Street Sidewalk Connection (EN1904-19A3)
Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall, with \$300,000 in TAP funds and \$75,000 in local funds and a total project cost of \$375,000.
2. ***New*** Nixa Nicholas Sidewalks Phases 1 and 2 (EN1905-19A3)
Sidewalk connection along Route M/Nicholas Road between MO 14 and Verna Lane, including a small segment along Verna Lane, with \$377,614 in STBG-U funds and \$94,404 in local funds for a total project cost of \$472,018. Nixa applied for and received the recommendation for two projects. To improve project management, these two projects have been combined for programming.
3. ***New*** Ozark N. Fremont Sidewalks (EN1906-19A3)
Sidewalk connections in Ozark along Fremont Road from MO 14 to the OTC Richwood Valley Trail west of Fremont, with \$205,560 in STBG-U funds and \$51,390 in local funds and a total project cost of \$256,950.
4. ***New*** Ozark South Elementary Sidewalks (EN1907-19A3)
Sidewalk connection in Ozark along the eastern edge of the South Elementary School property from the northern terminus of the existing sidewalk along 13th Street, just south of the school property, to Business 65, with \$152,670 in TAP funds and \$38,168 in local funds and a total project cost of \$190,838.

5. ***New*** Ozark West Elementary Sidewalks (EN1908-19A3)
Sidewalk connections in Ozark along Fremont extending north and south of Route CC and intersection improvements at Fremont and Route CC, with \$324,859 in TAP funds, \$81,215 in local funds, and a total project cost of \$406,074.
6. ***New*** Springfield Greenwood Galloway Trail Connection (EN1909-19A3)
Sidewalk connections along Lone Pine Avenue and Covington Street from Greenwood Street to the Galloway Trail, with \$183,365 in STBG-U funds and \$45,841 in local funds and a total project cost of \$229,206.
7. ***New*** Galloway Trail Reconstruction (EN1910-19A3)
Reconstruction of the Galloway Greenway Trail in Springfield along Lone Pine Ave. from Sequiota Park to Republic Rd., with \$146,098 in STBG-U funds and \$36,524 in local funds and a total project cost of \$182,622.
8. ***New*** Fassnight from Jefferson to Phelps Grove Park (EN1911-19A3)
Trail connections in Springfield along Bennett Street from Jefferson to Phelps Grove Park, with gaps at 1400 and 1415 E Bennett, with \$72,708 in TAP funds and \$18,177 in local funds and a total project cost of \$90,885.
9. ***New*** Springfield Luster Sidewalks Seminole to Sunset (EN1912-19A3)
Sidewalk connections in Springfield along Luster Avenue from Seminole Street to Sunset Drive, with \$85,911 in TAP funds and \$21,478 local funds and a total project cost of \$107,389.
10. ***New*** Springfield Harvard Sidewalk Swallow to Aladdin (EN1913-19A3)
Sidewalk connections in Springfield along Harvard Avenue from Swallow Street to Aladdin Court, with \$110,869 in STBG-U funds and \$27,717 in local funds and a total project cost of \$138,586.

Additional Projects

11. ***New*** On-Call Bridge Repairs (MO1906-19A3)
MoDOT is requesting to add a project for on-call bridge repairs in FY 2019, with \$177,600 in federal and \$44,400 in state for a project total of \$222,000.
12. ***REVISED*** Riverside Bridge (OK1802-19A3)
Funding for the Riverside Bridge Project has been brought forward from FY 2018 to 2019 and funding sources have been aligned with the Riverside Bridge Intergovernmental Agreement. The total programmed amount for FY 2019 is \$2,796,148.
13. ***REVISED*** Campbell and Republic Road Intersection (SP1818-19A3)
Funding for the Campbell and Republic Road Intersection has been reprogrammed to FY 2019 and FY 2020. This is a cost share between the City of Springfield and MoDOT, with \$963,200 local, \$472,800 state, and \$3,292,000 federal for a project total of \$4,728,000

14. *NEW* MO 125 Drainage Improvements (ST1901-19A3)

MoDOT is requesting to add FY 2019 and FY 2020 scoping for drainage improvements along MO 125 in Strafford for a total programmed amount of \$4,000. Construction will be added at a later time.

TRANSPORTATION ALTERNATIVES PROGRAM SUBCOMMITTEE RECOMMENDATION:

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

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on January 16, 2019, the Technical Planning Committee recommended that the Board of Directors approve Amendment 3 to the FY 2019-2022 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 2019-2022 Transportation Improvement Program.”

OR

“Move to approve Amendment 3 to the FY 2019-2022 Transportation Improvement Program, with these changes...”



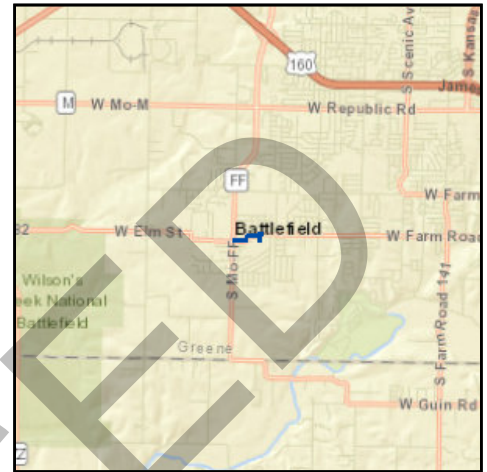
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1904-19A3 BATTLEFIELD THIRD ST. SIDEWALK CONNECTION

Route Third Street
From Route FF
To Battlefield City Hall
Location City of Battlefield
Federal Agency FHWA
Project Sponsor City of Battlefield
Federal Funding Category TAP
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 9901817



Project Description

Sidewalk connections in Battlefield along Third St./Clairborne St./Fourth St./Elm St. into Cherokee Trail of Tears Park from Route FF to Battlefield City Hall.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (TAP)	Federal	ENG	\$28,000	\$28,000	\$0	\$0	\$56,000
LOCAL	Local	ENG	\$7,000	\$7,000	\$0	\$0	\$14,000
FHWA (TAP)	Federal	CON	\$0	\$244,000	\$0	\$0	\$244,000
LOCAL	Local	CON	\$0	\$61,000	\$0	\$0	\$61,000
Totals			\$35,000	\$340,000	\$0	\$0	\$375,000

Notes

Non-Federal Funding Source: City of Battlefield

Prior Cost \$0
Future Cost \$0
Total Cost \$375,000



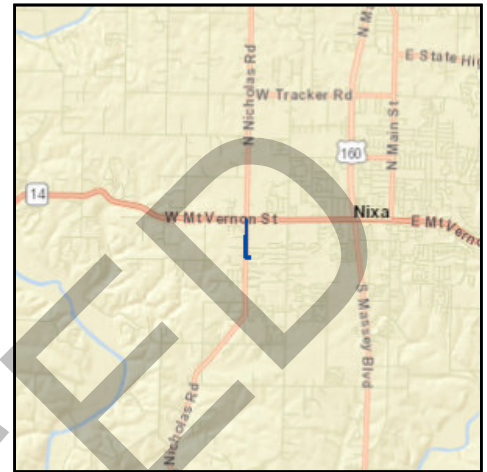
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1905-19A3 NICHOLAS SIDEWALKS PH 1 AND PH 2

Route Nicholas
From Route 14
To Verna Lane
Location City of Nixa
Federal Agency FHWA
Project Sponsor City of Nixa
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 9901818



Project Description

Sidewalk connection along Route M/Nicholas Road between MO 14 and Verna Lane, including a small segment along Verna Lane.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$44,000	\$0	\$0	\$0	\$44,000
LOCAL	Local	ENG	\$11,000	\$0	\$0	\$0	\$11,000
FHWA (STBG-U)	Federal	ROW	\$9,600	\$0	\$0	\$0	\$9,600
LOCAL	Local	ROW	\$2,400	\$0	\$0	\$0	\$2,400
FHWA (STBG-U)	Federal	CON	\$0	\$324,014	\$0	\$0	\$324,014
LOCAL	Local	CON	\$0	\$81,004	\$0	\$0	\$81,004
Totals			\$67,000	\$405,018	\$0	\$0	\$472,018

Notes

Non-Federal Funding Source: City of Nixa General Funds, Nixa Public Schools (\$5000), Christian County Commission (\$15,000)

Prior Cost \$0
Future Cost \$0
Total Cost \$472,018



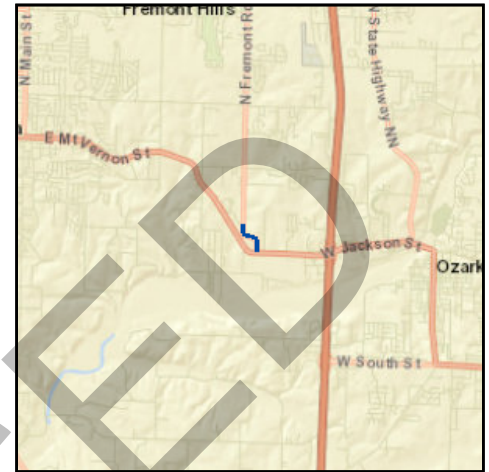
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1906-19A3 **OZARK N. FREMONT SIDEWALKS**

Route Fremont Road
From Route 14
To OTC Richwood Valley Trail
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? Yes **EJ?**
STIP #
Federal ID # 9901820



Project Description

Sidewalk connections in Ozark along Fremont Road from MO 14 to the OTC Richwood Valley Trail west of Fremont.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	ENG	\$17,570	\$12,298	\$0	\$0	\$29,868
LOCAL	Local	ENG	\$4,392	\$3,075	\$0	\$0	\$7,467
FHWA (STBG-U)	Federal	CON	\$0	\$175,692	\$0	\$0	\$175,692
LOCAL	Local	CON	\$0	\$43,923	\$0	\$0	\$43,923
Totals			\$21,962	\$234,988	\$0	\$0	\$256,950

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$256,950



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1907-19A3 OZARK SOUTH ELEM SIDEWALKS

Route Ozark South Elementary

From 13th Street

To Route 14

Location City of Ozark

Federal Agency FHWA

Project Sponsor City of Ozark

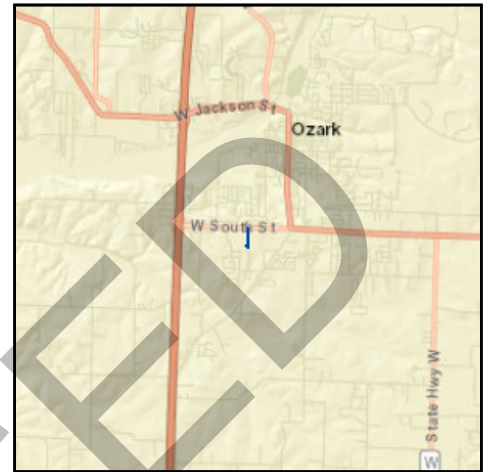
Federal Funding Category TAP

MoDOT Funding Category N/A

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

STIP #

Federal ID # 9901821



Project Description

Sidewalk connection in Ozark along the eastern edge of the South Elementary School property from the northern terminus of the existing sidewalk along 13th Street, just south of the school property, to Business 65.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (TAP)	Federal	ENG	\$13,049	\$9,134	\$0	\$0	\$22,183
LOCAL	Local	ENG	\$3,262	\$2,284	\$0	\$0	\$5,546
FHWA (TAP)	Federal	CON	\$0	\$130,487	\$0	\$0	\$130,487
LOCAL	Local	CON	\$0	\$32,622	\$0	\$0	\$32,622
Totals			\$16,311	\$174,527	\$0	\$0	\$190,838

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$190,838



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1908-19A3 OZARK WEST ELEM SIDEWALKS

Route Fremont
From North of Route CC
To South of Route CC
Location City of Ozark
Federal Agency FHWA
Project Sponsor City of Ozark
Federal Funding Category TAP
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 9901822



Project Description

Sidewalk connections in Ozark along Fremont extending north and south of Route CC and intersection improvements at Fremont and Route CC.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (TAP)	Federal	ENG	\$27,766	\$19,436	\$0	\$0	\$47,202
LOCAL	Local	ENG	\$6,941	\$4,859	\$0	\$0	\$11,800
FHWA (TAP)	Federal	CON	\$0	\$277,657	\$0	\$0	\$277,657
LOCAL	Local	CON	\$0	\$69,415	\$0	\$0	\$69,415
Totals			\$34,707	\$371,367	\$0	\$0	\$406,074

Notes

Non-Federal Funding Source: City of Ozark Transportation Sales Tax

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$406,074



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1909-19A3 **SPRINGFIELD GREENWOOD GALLOWAY TRAIL CONNECTION**

Route Greenwood and Lone Pine

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

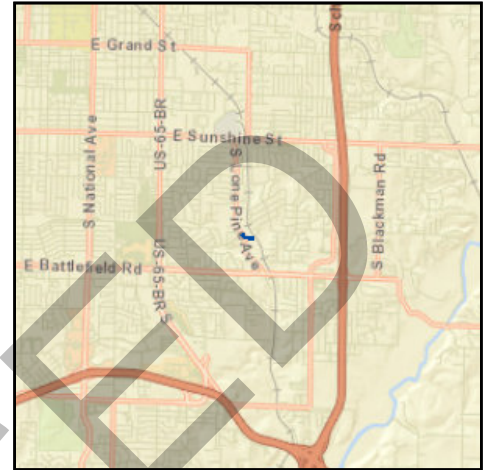
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5901811



Project Description

Sidewalk connections along Lone Pine Avenue and Covington Street from Greenwood Street to the Galloway Trail.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	CON	\$183,365	\$0	\$0	\$0	\$183,365
LOCAL	Local	CON	\$45,841	\$0	\$0	\$0	\$45,841
Totals			\$229,206	\$0	\$0	\$0	\$229,206

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$229,206



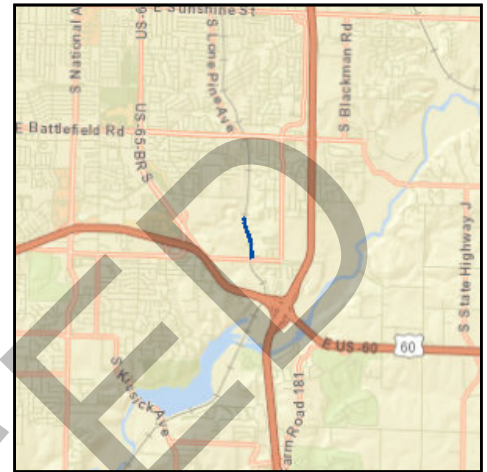
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1910-19A3 GALLOWAY TRAIL RECONSTRUCTION

Route Galloway Trail
From Sequiota Park
To Republic Road
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 5901812



Project Description

Reconstruction of the Galloway Greenway Trail in Springfield along Lone Pine Ave. from Sequiota Park to Republic Rd.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	CON	\$0	\$146,098	\$0	\$0	\$146,098
LOCAL	Local	CON	\$0	\$36,524	\$0	\$0	\$36,524
Totals			\$0	\$182,622	\$0	\$0	\$182,622

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$182,622



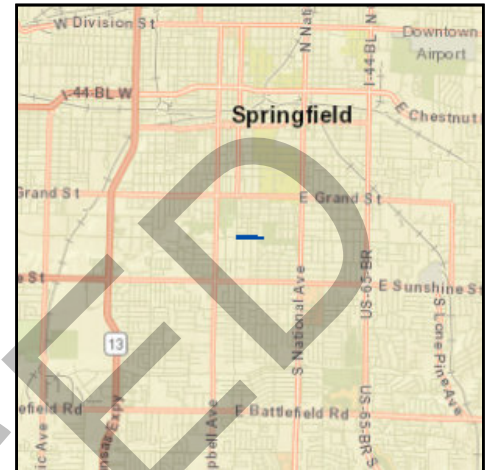
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1911-19A3 FASSNIGHT FROM JEFFERSON TO PHELPS GROVE PARK

Route Bennett
From Jefferson
To Phelps Grove Park
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category TAP
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 5901813



Project Description

Trail connections in Springfield along Bennett Street from Jefferson to Phelps Grove Park, with gaps at 1400 and 1415 E Bennett.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (TAP)	Federal	CON	\$0	\$72,708	\$0	\$0	\$72,708
LOCAL	Local	CON	\$0	\$18,177	\$0	\$0	\$18,177
Totals			\$0	\$90,885	\$0	\$0	\$90,885

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$90,885



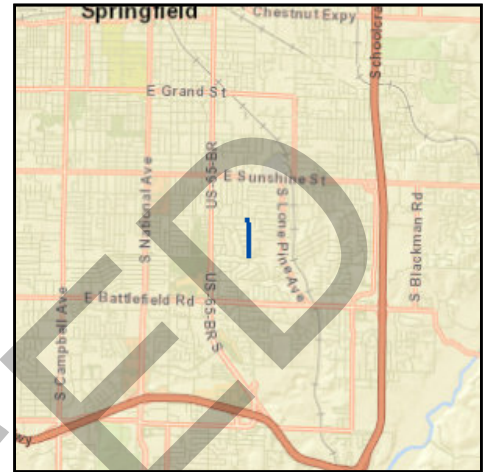
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1912-19A3 **SPRINGFIELD LUSTER SIDEWALKS SEMINOLE TO SUNSET**

Route Luster
From Seminole
To Sunset
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category TAP
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 5901814



Project Description

Sidewalk connections in Springfield along Luster Avenue from Seminole Street to Sunset Drive.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (TAP)	Federal	CON	\$85,911	\$0	\$0	\$0	\$85,911
LOCAL	Local	CON	\$21,478	\$0	\$0	\$0	\$21,478
Totals			\$107,389	\$0	\$0	\$0	\$107,389

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$107,389



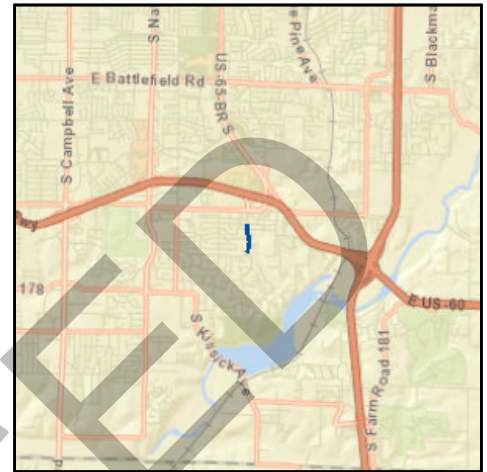
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # EN1913-19A3 SPRINGFIELD HARVARD SIDEWALK SWALLOW TO ALADDIN

Route Harvard
From Swallow
To Aladdin
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category STBG-U
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?**
STIP #
Federal ID # 5901815



Project Description

Sidewalk connections in Springfield along Harvard Avenue from Swallow Street to Aladdin Court.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG-U)	Federal	CON	\$110,869	\$0	\$0	\$0	\$110,869
LOCAL	Local	CON	\$27,717	\$0	\$0	\$0	\$27,717
Totals			\$138,586	\$0	\$0	\$0	\$138,586

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$138,586



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # MO1906-19A3 **ON-CALL BRIDGE REPAIRS**

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # TBD

Federal ID #

Project Description

Job order contracting for bridge repair at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$22,400	\$0	\$0	\$0	\$22,400
MoDOT	State	ENG	\$5,600	\$0	\$0	\$0	\$5,600
FHWA (NHPP)	Federal	CON	\$155,200	\$0	\$0	\$0	\$155,200
MoDOT	State	CON	\$38,800	\$0	\$0	\$0	\$38,800
Totals			\$222,000	\$0	\$0	\$0	\$222,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$222,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # MO1906-19A3 **ON-CALL BRIDGE REPAIRS**

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP(Bridge)

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # TBD

Federal ID #

Project Description

Job order contracting for bridge repair at various locations in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$22,400	\$0	\$0	\$0	\$22,400
MoDOT	State	ENG	\$5,600	\$0	\$0	\$0	\$5,600
FHWA (NHPP)	Federal	CON	\$155,200	\$0	\$0	\$0	\$155,200
MoDOT	State	CON	\$38,800	\$0	\$0	\$0	\$38,800
Totals			\$222,000	\$0	\$0	\$0	\$222,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$222,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # OK1802-19A3 **RIVERSIDE BRIDGE**

Route Riverside

From Greenbridge

To Smallin

Location Christian County

Federal Agency FHWA

Project Sponsor City of Ozark

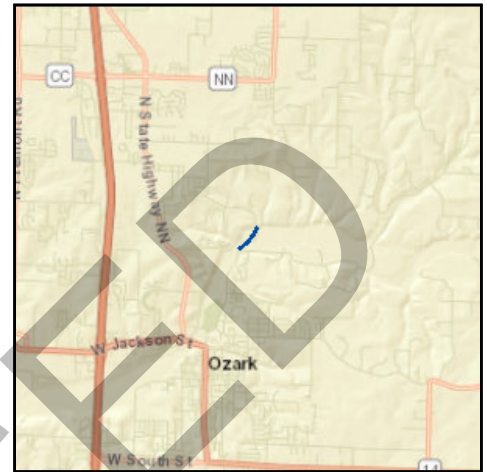
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID #



Project Description

Construct new Riverside Bridge with new alignment from Greenbridge Road to Smallin Road as a two-lane with bike/ped accommodations.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (BRO)	Federal	ENG	\$106,504	\$0	\$0	\$0	\$106,504
LOCAL	Local	ENG	\$11,834	\$0	\$0	\$0	\$11,834
FHWA (BRO)	Federal	ROW	\$50,000	\$0	\$0	\$0	\$50,000
LOCAL	Local	ROW	\$17,353	\$0	\$0	\$0	\$17,353
FEMA	Federal	CON	\$740,993	\$0	\$0	\$0	\$740,993
FHWA (BRO)	Federal	CON	\$350,151	\$0	\$0	\$0	\$350,151
FHWA (STBG-U)	Federal	CON	\$800,000	\$0	\$0	\$0	\$800,000
LOCAL	Local	CON	\$595,814	\$0	\$0	\$0	\$595,814
SEMA	State	CON	\$123,499	\$0	\$0	\$0	\$123,499
Totals			\$2,796,148	\$0	\$0	\$0	\$2,796,148

Notes

Federal Funding Source: FEMA and FHWA

Non-Federal Funding Source: Ozark Special Road District; City of Ozark

FYI: \$400,000 Each Ozark and Christian County STBG-U

Prior Cost	\$227,270
Future Cost	\$0
Total Cost	\$3,023,418



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # OK1802-17A5 **RIVERSIDE BRIDGE**

Route Riverside
From Greenbridge
To Smallin

Location Christian County

Federal Agency FHWA

Project Sponsor City of Ozark

Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID #



Project Description

Construct new Riverside Bridge with new alignment from Greenbridge Road to Smallin Road as a two-lane with bike/ped accommodations.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FEMA	Federal	ENG	\$9,085	\$0	\$0	\$0	\$9,085
FHWA (BRO)	Federal	ENG	\$8,998	\$0	\$0	\$0	\$8,998
FHWA (STBG-U)	Federal	ENG	\$9,808	\$0	\$0	\$0	\$9,808
LOCAL	Local	ENG	\$7,663	\$0	\$0	\$0	\$7,663
SEMA	State	ENG	\$1,514	\$0	\$0	\$0	\$1,514
FEMA	Federal	CON	\$151,413	\$0	\$0	\$0	\$151,413
FHWA (BRO)	Federal	CON	\$149,969	\$0	\$0	\$0	\$149,969
FHWA (STBG-U)	Federal	CON	\$163,470	\$0	\$0	\$0	\$163,470
LOCAL	Local	CON	\$127,712	\$0	\$0	\$0	\$127,712
SEMA	State	CON	\$25,236	\$0	\$0	\$0	\$25,236
Totals			\$654,868	\$0	\$0	\$0	\$654,868

Notes

Federal Funding Source: FEMA and FHWA

Non-Federal Funding Source: Ozark Special Road District; City of Ozark

FYI: \$400,000 Each Ozark and Christian County STBG-U

Prior Cost	\$2,368,550
Future Cost	\$0
Total Cost	\$3,023,418



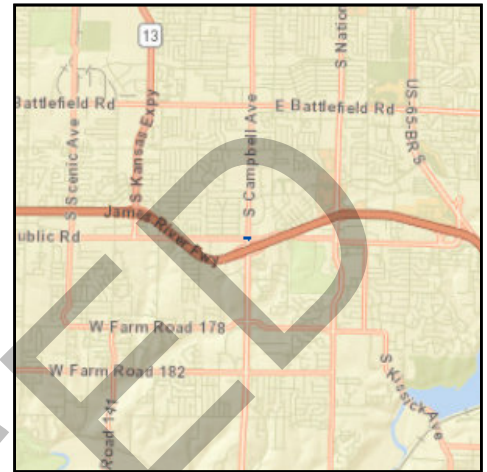
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment 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	FY2019	FY2020	FY2021	FY2022	Total
FHWA (NHPP)	Federal	ENG	\$8,000	\$0	\$0	\$0	\$8,000
LOCAL	Local	ENG	\$0	\$343,000	\$0	\$0	\$343,000
MoDOT	State	ENG	\$2,000	\$0	\$0	\$0	\$2,000
FHWA (STBG-U)	Federal	ROW	\$1,200,000	\$0	\$0	\$0	\$1,200,000
LOCAL	Local	ROW	\$320,000	\$0	\$0	\$0	\$320,000
FHWA (NHPP)	Federal	CON	\$0	\$1,875,200	\$0	\$0	\$1,875,200
FHWA (STBG-U)	Federal	CON	\$0	\$200,800	\$0	\$0	\$200,800
LOCAL	Local	CON	\$0	\$50,200	\$0	\$0	\$50,200
MoDOT	State	CON	\$0	\$468,800	\$0	\$0	\$468,800
Totals			\$1,530,000	\$2,938,000	\$0	\$0	\$4,468,000

Notes

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

Prior Cost	\$260,000
Future Cost	\$0
Total Cost	\$4,728,000



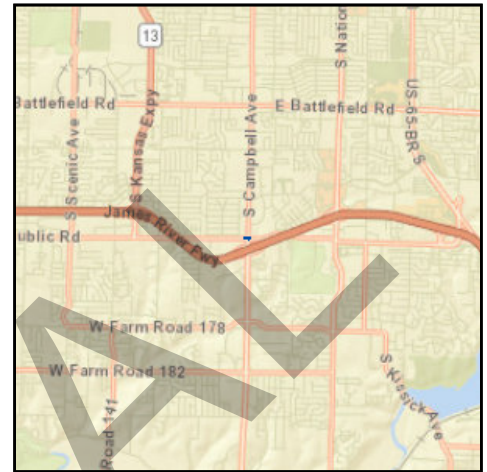
Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1818-18A4 **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	FY2019	FY2020	FY2021	FY2022	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	\$200,800	\$0	\$0	\$0	\$200,800
LOCAL	Local	CON	\$50,200	\$0	\$0	\$0	\$50,200
MoDOT	State	CON	\$468,800	\$0	\$0	\$0	\$468,800
Totals			\$2,948,000	\$0	\$0	\$0	\$2,948,000

Notes

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

Prior Cost	\$1,780,000
Future Cost	\$0
Total Cost	\$4,728,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # ST1901-19A3 **MO 125 DRAINAGE IMPROVEMENTS**

Route 125

From 0.2 mile e/o Rte. OO/Rte. 125 South Jct.

To 0.1 mile e/o Old Orchard Dr.

Location City of Strafford

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3161

Federal ID #

Project Description

Scoping for drainage improvements from 0.2 mile east of the Rte. OO west junction to 0.1 mile east of Old Orchard Drive in Strafford.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FHWA (STBG)	Federal	ENG	\$1,600	\$1,600	\$0	\$0	\$3,200
MoDOT	State	ENG	\$400	\$400	\$0	\$0	\$800
Totals			\$2,000	\$2,000	\$0	\$0	\$4,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

		Federal			Local	State	
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2019							
EN1513	\$0	\$488,494	\$0	\$0	\$122,122	\$0	\$610,616
EN1705	\$0	\$0	\$300,000	\$581,600	\$0	\$220,400	\$1,102,000
EN1706	\$0	\$0	\$0	\$8,800	\$0	\$2,200	\$11,000
EN1708-19A2	\$0	\$100,286	\$0	\$156,800	\$171,714	\$39,200	\$468,000
EN1801-18	\$0	\$0	\$0	\$120,800	\$0	\$30,200	\$151,000
EN1802-18	\$0	\$0	\$0	\$24,000	\$0	\$6,000	\$30,000
EN1803-18A3	\$0	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$104,000	\$0	\$26,000	\$130,000
EN1902-19A2	\$265,075	\$0	\$0	\$0	\$66,269	\$0	\$331,344
EN1903-19A2	\$207,439	\$0	\$0	\$0	\$42,060	\$0	\$249,499
EN1904-19A3	\$28,000	\$0	\$0	\$0	\$7,000	\$0	\$35,000
EN1905-19A3	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$67,000
EN1906-19A3	\$0	\$17,570	\$0	\$0	\$4,392	\$0	\$21,962
EN1907-19A3	\$13,049	\$0	\$0	\$0	\$3,262	\$0	\$16,311
EN1908-19A3	\$27,766	\$0	\$0	\$0	\$6,941	\$0	\$34,707
EN1909-19A3	\$0	\$183,365	\$0	\$0	\$45,841	\$0	\$229,206
EN1912-19A3	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$107,389
EN1913-19A3	\$0	\$110,869	\$0	\$0	\$27,717	\$0	\$138,586
SUBTOTAL	\$627,240	\$2,954,184	\$300,000	\$996,000	\$1,032,196	\$324,000	\$6,233,620

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

		Federal			Local	State	
PROJECT	FHWA (TAP)	FHWA (STBG-U)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	TOTAL
2020							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1801-18	\$0	\$0	\$264,000	\$509,600	\$0	\$193,400	\$967,000
EN1802-18	\$0	\$0	\$0	\$271,200	\$0	\$67,800	\$339,000
EN1901-19	\$0	\$0	\$0	\$272,000	\$0	\$68,000	\$340,000
EN2001-18	\$0	\$132,160	\$0	\$0	\$33,040	\$0	\$165,200
EN1904-19A3	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$340,000
EN1905-19A3	\$0	\$324,014	\$0	\$0	\$81,004	\$0	\$405,018
EN1906-19A3	\$0	\$187,990	\$0	\$0	\$46,998	\$0	\$234,988
EN1907-19A3	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$174,527
EN1908-19A3	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$371,367
EN1910-19A3	\$0	\$146,098	\$0	\$0	\$36,524	\$0	\$182,622
EN1911-19A3	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$90,885
SUBTOTAL	\$781,422	\$790,262	\$264,000	\$1,060,800	\$392,923	\$331,200	\$3,620,607
2021							
EN1706	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$10,000
EN1802-18	\$0	\$0	\$0	\$1,283,200	\$0	\$320,800	\$1,604,000
EN1901-19	\$0	\$0	\$313,000	\$1,137,400	\$0	\$362,600	\$1,813,000
EN2101-18	\$0	\$53,760	\$0	\$0	\$13,440	\$0	\$67,200
EN2102-18	\$0	\$74,368	\$0	\$0	\$18,592	\$0	\$92,960
SUBTOTAL	\$0	\$128,128	\$313,000	\$2,428,600	\$32,032	\$685,400	\$3,587,160
2022							
EN2201-19	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
SUBTOTAL	\$0	\$0	\$276,800	\$0	\$0	\$69,200	\$346,000
GRAND TOTAL	\$1,408,662	\$3,872,574	\$1,153,800	\$4,485,400	\$1,457,151	\$1,409,800	\$13,787,387

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)				Local	MoDOT	TOTAL
	STBG-U	TAP	STBG	STAP			
PRIOR YEAR							
Balance	\$ 4,002,574	\$ 624,281	N/A	N/A	\$ -	\$ -	\$ 4,626,855
FY 2019							
Funds Anticipated	*See note below	\$ 438,053	\$996,000.00	\$300,000.00	\$ 1,032,196	\$ 324,000	\$ 3,090,249
Funds Programmed	(\$2,954,184.00)	(\$627,240)	(\$996,000.00)	(\$300,000.00)	(\$1,032,196.00)	(\$324,000.00)	(\$6,233,620.00)
Running Balance	\$1,048,390.00	\$435,094.24	\$0.00	\$0.00	\$0.00	\$0.00	\$1,483,484.24
FY 2020							
Funds Anticipated	*See note below	\$446,814.00	\$1,060,800.00	\$264,000.00	\$392,923.00	\$331,200.00	\$2,495,737.00
Funds Programmed	(\$790,262.00)	\$ (781,422.00)	(\$1,060,800.00)	(\$264,000.00)	(\$392,923.00)	(\$331,200.00)	(\$3,620,607.00)
Running Balance	\$258,128.00	\$100,486.24	\$0.00	\$0.00	\$0.00	\$0.00	\$358,614.24
FY 2021							
Funds Anticipated	*See note below	\$455,750.00	\$2,428,600.00	\$313,000.00	\$32,032.00	\$685,400.00	\$3,914,782.00
Funds Programmed	(\$128,128.00)	\$ -	(\$2,428,600.00)	(\$313,000.00)	(\$32,032.00)	(\$685,400.00)	(\$3,587,160.00)
Running Balance	\$130,000.00	\$556,236.24	\$0.00	\$0.00	\$0.00	\$0.00	\$686,236.24
FY 2022							
Funds Anticipated	*See note below	\$464,865.00	\$0.00	\$276,800.00	\$0.00	\$69,200.00	\$810,865.00
Funds Programmed	\$ -	\$ -	\$ -	(\$276,800.00)	\$ -	(\$69,200.00)	(\$346,000.00)
Running Balance	\$130,000.00	\$1,021,101.24	\$0.00	\$0.00	\$0.00	\$0.00	\$1,151,101.24

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	Federal										Local	State			TOTAL
	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	
2019															
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$0	\$1,800	\$0	\$0	\$9,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1801	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$880,000	\$0	\$0	\$0	\$220,000	\$0	\$0	\$1,100,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1501	\$180,119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,030	\$0	\$0	\$0	\$225,149
GR1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,568,000	\$0	\$0	\$1,892,000	\$0	\$0	\$9,460,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$0	\$0	\$1,600	\$0	\$0	\$8,800
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640,000	\$0	\$0	\$160,000	\$0	\$0	\$800,000
GR1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208,800	\$0	\$0	\$52,200	\$0	\$0	\$261,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,000	\$0	\$0	\$0	\$51,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,200	\$0	\$0	\$0	\$16,800	\$0	\$0	\$84,000
GR1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,600	\$0	\$0	\$13,400	\$0	\$0	\$67,000
GR1901-19	\$10,156,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,539,018	\$0	\$0	\$0	\$12,695,093
GR1902-19	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1904-19	\$0	\$0	\$369,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,400	\$0	\$0	\$462,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
GR1908-19	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1709	\$0	\$162,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,100	\$0	\$0	\$181,000
MO1711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$998,400	\$0	\$0	\$0	\$249,600	\$0	\$0	\$1,248,000
MO1717-18A5	\$324,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$81,000	\$200	\$0	\$0	\$406,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$27,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$30,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1803-18	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$1,000
MO1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$128,800	\$0	\$0	\$644,000
MO1805-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,328,000	\$0	\$0	\$332,000	\$0	\$0	\$1,660,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$20,000	\$0	\$0	\$100,000
MO1902-19	\$0	\$0	\$0	\$197,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$0	\$219,000
MO1903-19	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO1906-19A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,600	\$0	\$0	\$0	\$44,400	\$0	\$0	\$222,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,471,200	\$0	\$0	\$0	\$367,800	\$0	\$0	\$1,839,000
NX1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$331,200	\$4,923,200	\$0	\$0	\$1,313,600	\$0	\$0	\$6,568,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1705	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,668,800	\$0	\$0	\$0	\$917,200	\$0	\$0	\$4,586,000
NX1801-17A2	\$882,400	\$0	\$0	\$0	\$0	\$0	\$0	\$718,400	\$0	\$0	\$237,600	\$162,600	\$0	\$0	\$2,001,000
NX1802-19A2	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,660	\$0	\$0	\$0	\$363,660
NX1803-18A2	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$136,400	\$0	\$0	\$12,500	\$34,100	\$0	\$0	\$233,000

FY 2019 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2019 Continued															
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$1,600	\$0	\$0	\$8,000
OK1401-18AM4	\$313,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$309,600	\$0	\$78,000	\$77,400	\$0	\$0	\$778,000
OK1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299,200	\$0	\$0	\$74,800	\$0	\$0	\$374,000
OK1702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,979,200	\$0	\$172,212	\$572,588	\$0	\$0	\$3,724,000
OK1801-17A2	\$1,517,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,294,480	\$0	\$429,180	\$323,620	\$0	\$0	\$3,565,000
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$0	\$506,655	\$0	\$0	\$740,993	\$625,001	\$0	\$0	\$123,499	\$2,796,148
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000	\$0	\$0	\$0	\$63,000	\$0	\$0	\$315,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$100,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1801-18AM1	\$992,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$851,200	\$0	\$248,200	\$212,800	\$0	\$0	\$2,305,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,400	\$0	\$0	\$0	\$5,600	\$0	\$0	\$28,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$0	\$0	\$2,200	\$0	\$0	\$11,000
SP1122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$8,000	\$0	\$0	\$40,000
SP1419-18A1	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$50,000
SP1605-17AM1	\$0	\$0	\$0	\$0	\$0	\$963,132	\$0	\$0	\$0	\$0	\$240,783	\$0	\$0	\$0	\$1,203,915
SP1704-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$555,200	\$0	\$0	\$0	\$138,800	\$0	\$0	\$694,000
SP1705-18AM1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847,200	\$0	\$0	\$0	\$1,461,800	\$0	\$0	\$7,309,000
SP1707	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,600	\$0	\$0	\$111,400	\$0	\$0	\$557,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1714-17A2	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$2,000,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1803-18	\$0	\$0	\$1,074,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,600	\$0	\$0	\$1,343,000
SP1805-18	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
SP1807-18	\$0	\$2,079,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,000	\$0	\$0	\$2,310,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1811-18	\$0	\$2,000	\$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	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$0	\$35,000	\$0	\$0	\$175,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1818-19A3	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$320,000	\$2,000	\$0	\$0	\$1,530,000
SP1901-18	\$0	\$0	\$0	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$200,000
SP1902-18A4	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$1,500,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$2,800	\$0	\$0	\$14,000
SP1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$1,400,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
ST1901-19A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
WI1001-17A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$3,000	\$0	\$0	\$15,000
WI1701-17AM1	\$733,896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,354	\$0	\$0	\$0	\$1,026,250
WI1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,364,800	\$0	\$0	\$1,591,200	\$0	\$0	\$7,956,000
SUBTOTAL	\$23,065,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,372,400	\$28,091,080	\$740,993	\$6,989,487	\$12,131,308	\$20,000	\$123,499	\$94,281,760

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State				
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL	
2020																
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$597,600	\$0	\$0	\$0	\$0	\$149,400	\$0	\$0	\$747,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$200	\$0	\$0	\$1,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$33,400	\$0	\$0	\$167,000
GR1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,000	\$0	\$0	\$0	\$0	\$264,000	\$0	\$0	\$1,320,000
GR1901-19	\$5,935,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,064,411	\$0	\$0	\$0	\$0	\$11,000,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$25,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88,800	\$0	\$0	\$0	\$0	\$22,200	\$0	\$0	\$111,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1908-19	\$0	\$0	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$0	\$23,000
GR1909-19	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$75,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$6,000
GR1911-19	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$50,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1803-18	\$0	\$161,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$0	\$179,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$83,000	\$0	\$200	\$0	\$0	\$416,000
MO1806-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,400	\$0	\$0	\$0	\$22,600	\$0	\$0	\$113,000
MO1903-19	\$0	\$241,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,800	\$0	\$0	\$268,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$35,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$514,400	\$0	\$0	\$0	\$128,600	\$0	\$0	\$643,000
NX1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,341,600	\$0	\$0	\$0	\$1,335,400	\$0	\$0	\$0	\$6,677,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
NX1803-18A2	\$1,065,108	\$0	\$0	\$0	\$0	\$0	\$0	\$838,892	\$0	\$0	\$266,277	\$209,723	\$0	\$0	\$0	\$2,380,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$14,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,400	\$0	\$0	\$0	\$0	\$15,600	\$0	\$0	\$78,000
OK1401-18AM4	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334,400	\$0	\$143,000	\$333,600	\$0	\$0	\$0	\$3,161,000
OK1701	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,551,200	\$0	\$0	\$0	\$637,800	\$0	\$0	\$4,024,000
OK1803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,945,600	\$0	\$0	\$0	\$0	\$486,400	\$0	\$0	\$2,432,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$0	\$0	\$0	\$0	\$9,000	\$0	\$0	\$45,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$500,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,615,200	\$0	\$0	\$0	\$0	\$403,800	\$0	\$0	\$2,019,000

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FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2020 Continued															
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$688,800	\$0	\$0	\$0	\$172,200	\$0	\$0	\$861,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$1,400	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$9,800	\$0	\$0	\$49,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,504,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167,200	\$0	\$0	\$1,672,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,497,600	\$0	\$0	\$0	\$374,400	\$0	\$0	\$1,872,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$25,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$14,600	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$13,800	\$0	\$0	\$69,000
SP1818-19A3	\$200,800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875,200	\$0	\$0	\$393,200	\$468,800	\$0	\$0	\$2,938,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$0	\$0	\$2,400	\$0	\$0	\$12,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$1,600	\$0	\$0	\$8,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$11,779,400	\$0	\$0	\$0	\$3,193,600	\$0	\$0	\$15,968,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
ST1901-19A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SUBTOTAL	\$8,883,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,308,692	\$4,724,000	\$0	\$5,950,888	\$9,093,623	\$5,000	\$0	\$60,940,000
2021															
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$63,200	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,800	\$0	\$0	\$0	\$468,200	\$0	\$0	\$2,341,000
GR1905-19	\$0	\$0	\$0	\$2,866,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318,500	\$0	\$0	\$3,185,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$1,725,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,600	\$0	\$0	\$0	\$23,400	\$0	\$0	\$117,000
GR1908-19	\$0	\$0	\$267,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,800	\$0	\$0	\$334,000
GR1909-19	\$0	\$0	\$1,164,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$291,200	\$0	\$0	\$1,456,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$527,200	\$0	\$0	\$131,800	\$0	\$0	\$659,000
GR1912-19	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$250,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$800	\$0	\$0	\$4,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1806-18	\$0	\$527,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,600	\$0	\$0	\$569,400	\$0	\$0	\$2,847,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$484,800	\$0	\$0	\$0	\$121,200	\$0	\$0	\$606,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$12,000
MO2101-18	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,000	\$0	\$0	\$426,000
MO2102-19	\$0	\$412,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,800	\$0	\$0	\$458,000

FY 2021 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

	Federal										Local	State			
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	FHWA (BRM)	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FEMA	LOCAL	MoDOT	MoDOT-GCSA	SEMA	TOTAL
2021 Continued															
MO2103-19	\$0	\$160,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$178,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$857,600	\$0	\$0	\$0	\$214,400	\$0	\$0	\$1,072,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,323,200	\$0	\$0	\$0	\$580,800	\$0	\$0	\$2,904,000
RG0901-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$145,400	\$0	\$0	\$727,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$10,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417,600	\$0	\$0	\$104,400	\$0	\$0	\$522,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$0	\$0	\$0	\$203,000	\$0	\$0	\$1,015,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$676,000	\$0	\$0	\$0	\$169,000	\$0	\$0	\$845,000
SP1811-18	\$0	\$2,000	\$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	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$11,000	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$14,000	\$0	\$0	\$70,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$738,400	\$0	\$0	\$0	\$184,600	\$0	\$0	\$923,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,124,000	\$0	\$0	\$0	\$281,000	\$0	\$0	\$1,405,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,039,200	\$0	\$0	\$259,800	\$0	\$0	\$1,299,000
SUBTOTAL	\$340,000	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$86,000	\$5,000,300	\$25,000	\$0	\$26,348,000
2022															
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,593,600	\$0	\$0	\$0	\$898,400	\$0	\$0	\$4,492,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$424,000	\$0	\$0	\$2,120,000
MO1105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$292,000	\$0	\$0	\$292,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
MO1719	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1721	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,514,400	\$0	\$0	\$0	\$378,600	\$0	\$0	\$1,893,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$0	\$0	\$23,500
RG0901-18A1	\$0	\$6,688,000	\$0	\$0	\$0	\$0	\$0	\$4,554,400	\$0	\$0	\$0	\$2,810,600	\$0	\$0	\$14,053,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$400	\$0	\$0	\$2,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$0	\$108,000	\$0	\$0	\$540,000
SP1811-18	\$0	\$2,000	\$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	\$2,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$0	\$2,000
SUBTOTAL	\$3,246,479	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$2,254,521	\$4,989,300	\$0	\$0	\$29,160,500
GRAND TOTAL	\$35,535,782	\$12,521,500	\$3,020,800	\$4,698,900	\$450,000	\$963,132	\$506,655	\$68,983,492	\$36,640,080	\$740,993	\$15,280,896	\$31,214,531	\$50,000	\$123,499	\$210,730,260

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source															
	STBG-U	Safety	Bridge	I/M	130	BRM	BRO	NHPP	STBG	FEMA	TOTAL Federal Funds	Local	MobOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
2019 Funds Programmed	\$23,065,806	\$2,299,900	\$1,510,400	\$287,100	\$180,000	\$963,132	\$506,655	\$17,372,400	\$28,091,080	\$740,993	\$75,017,466	\$6,989,487	\$12,151,308	\$123,499	\$4,828,137	\$99,109,897
2020 Funds Programmed	\$8,883,497	\$2,314,600	\$78,400	\$1,536,300	\$45,000	\$0	\$0	\$28,308,692	\$4,724,000	\$0	\$45,890,489	\$5,950,888	\$9,098,623	\$0	\$4,915,044	\$65,855,044
2021 Funds Programmed	\$340,000	\$1,159,200	\$1,432,000	\$2,875,500	\$225,000	\$0	\$0	\$11,423,200	\$3,781,800	\$0	\$21,236,700	\$86,000	\$5,025,300	\$0	\$5,003,515	\$31,351,515
2022 Funds Programmed	\$3,246,479	\$6,747,800	\$0	\$0	\$0	\$0	\$0	\$11,879,200	\$43,200	\$0	\$21,916,679	\$2,254,521	\$4,989,300	\$0	\$5,093,578	\$34,254,078
Total	\$35,535,782	\$ 12,521,500	\$ 3,020,800	\$ 4,698,900	\$ 450,000	\$ 963,132	\$506,655	\$68,983,492	\$36,640,080	\$740,993	\$ 164,061,334	\$ 15,280,896	\$ 31,264,531	\$123,499	\$ 19,840,274	\$230,570,534

	Prior Year	FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
Available State and Federal Funding	\$740,993	\$65,332,800	\$43,725,000	\$38,504,000	\$44,238,000	\$192,540,793
Available Operations and Maintenance Funding	\$0	\$4,828,137	\$4,915,044	\$5,003,515	\$5,093,578	\$19,840,274
Funds from Other Sources (inc. Local)	\$123,499	\$6,989,487	\$5,950,888	\$86,000	\$2,254,521	\$15,404,395
Available Suballocated Funding	\$23,958,136	\$3,583,143	\$5,877,811	\$5,542,879	\$6,937,464	\$45,899,432
TOTAL AVAILABLE FUNDING	\$24,822,628	\$80,733,567	\$60,468,743	\$49,136,394	\$58,523,563	\$273,684,894
Prior Year Funding	\$24,822,628	\$6,446,298	\$1,059,997	\$18,844,876		--
Programmed State and Federal Funding		(\$99,109,897)	(\$65,855,044)	(\$31,351,515)	(\$34,254,078)	(\$230,570,534)
TOTAL REMAINING	\$24,822,628	\$6,446,298	\$1,059,997	\$18,844,876	\$43,114,360	\$43,114,360

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

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

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

STATE AND FEDERAL

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

Table H.2	STBG-Urban	TAP	BRM	5307	5310	5339
Carryover Balance through FY2018	\$21,357,920.31	\$624,281.24	\$963,132	\$0	\$477,901	\$755,919
Anticipated Allocation FY2019	\$6,537,326.95	\$438,053.09	\$0	\$2,653,592	\$278,279	\$383,326
Anticipated Allocation FY2020	\$6,668,073.49	\$446,814.15	\$0	\$2,706,664	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,801,434.96	\$455,750.43	\$0	\$2,760,797	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,937,463.66	\$464,865.44	\$0	\$2,852,013	\$295,312	\$403,728
Total Anticipated Allocation	\$26,944,299.06	\$1,805,483.10	\$0.00	\$10,973,066	\$1,146,957	\$1,573,839
Programmed through FY2022	(\$35,535,782.00)	(\$1,408,662.00)	(\$963,132)	(10,973,066)	(\$1,373,701)	(\$1,776,919)
Estimated Carryover Balance Through FY 2022	\$12,766,437.37	\$1,021,101.24	\$0	\$0	\$251,157	\$552,839

LOCAL

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

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

Table H.9 Local Share Financial Capacity	2019	2020	2021	2022
City of Battlefield				
Total Available Revenue	\$386,908.00	\$386,908.00	\$386,908.00	\$386,908.00
Carryover Balance from Prior Year	--	\$195,876.59	\$547,344.31	\$905,300.10
Estimated Operations and Maintenance Expenditures	(\$27,937.41)	(\$28,440.28)	(\$28,952.21)	(\$29,473.35)
Estimated TIP Project Expenditures	(\$163,094.00)	(\$7,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$195,876.59	\$547,344.31	\$905,300.10	\$1,262,734.75
City of Nixa				
Total Available Revenue	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00	\$2,183,312.00
Carryover Balance from Prior Year	--	\$839,781.33	\$2,475,734.14	\$4,456,969.26
Estimated Operations and Maintenance Expenditures	(\$164,084.67)	(\$167,038.19)	(\$170,044.88)	(\$173,105.68)
Estimated TIP Project Expenditures	(\$1,179,446.00)	(\$380,321.00)	(\$32,032.00)	\$0.00
Amount Available for Local Projects	\$839,781.33	\$2,475,734.14	\$4,456,969.26	\$6,467,175.58
City of Ozark				
Total Available Revenue	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00	\$1,859,768.00
Carryover Balance from Prior Year	--	\$1,009,525.85	\$2,548,859.86	\$4,386,989.26
Estimated Operations and Maintenance Expenditures	(\$20,880.15)	(\$21,255.99)	(\$21,638.60)	(\$22,028.09)
Estimated TIP Project Expenditures	(\$829,362.00)	(\$299,178.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,009,525.85	\$2,548,859.86	\$4,386,989.26	\$6,224,729.17
City of Republic				
Total Available Revenue	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00	\$1,945,093.00
Carryover Balance from Prior Year	--	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26
Estimated Operations and Maintenance Expenditures	(\$123,682.93)	(\$125,909.22)	(\$128,175.59)	(\$130,482.75)
Estimated TIP Project Expenditures	(\$248,200.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,573,210.07	\$3,392,393.85	\$5,209,311.26	\$7,023,921.51
City of Springfield				
Total Available Revenue	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00	\$25,143,245.00
Carryover Balance from Prior Year	--	\$20,262,658.99	\$42,361,019.78	\$64,947,065.87
Estimated Operations and Maintenance Expenditures	(\$2,467,567.01)	(\$2,511,983.21)	(\$2,557,198.91)	(\$2,603,228.49)
Estimated TIP Project Expenditures	(\$2,413,019.00)	(\$532,901.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,262,658.99	\$42,361,019.78	\$64,947,065.87	\$87,487,082.38

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

PERFORMANCE MEASURES

NATIONAL GOALS AND PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act, or MAP-21, integrated performance measures into the planning and programming aspects of transportation investment. MAP-21 established seven National Goals as the focus of the Federal-aid highway program. The FAST (Fixing America's Surface Transportation) Act provided for continuation of these goals. Guidance has been released listing the required performance measures to achieve the national goals. The state DOTs, MPOs, and transit agencies are required to coordinate target setting for these measures. MPOs must set their targets within 180 days of the state. MPOs may choose to set their own targets or to program in support of the state and transit agency targets. OTO will make this decision on a case-by-case basis.

1. Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Measures:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

2. Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair.

Measures:

- Percentage of NHS Bridges Classified as in Good Condition
- Percentage of NHS Bridges Classified as in Poor Condition
- Percentage of Pavements of the Interstate in Good Condition
- Percentage of Pavements of the Interstate in Poor Condition
- Percentage of Pavements of the non-Interstate NHS in Good Condition
- Percentage of Pavements of the non-Interstate NHS in Poor Condition

3. Transit Asset Management:

To maintain transit assets in a state of good repair.

Measures:

- Equipment (non-revenue service vehicles) State of Good Repair
- Facilities State of Good Repair
- Infrastructure State of Good Repair
- Rolling Stock State of Good Repair

4. Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System.

Measures:

- Peak Hour Excessive Delay (PHED) Measure – Annual Hours of PHED per Capita (not applicable to OTO)
- Non-Single Occupancy Vehicle Travel (SOV) Measure – Percent of non-SOV Travel (not applicable to OTO)

5. System Reliability

To improve the efficiency of the surface transportation system.

Measures:

- Interstate Travel Time Reliability Measure – Percent of Person-Miles Traveled on the Interstate that are Reliable
- Non-Interstate NHS Travel Time Reliability Measure – Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

6. Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Measures:

- Freight Reliability Measure – Truck Travel Time Reliability (TTTR) Index

7. Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Measures:

- Emissions Measure – Total Emissions Reduction (not applicable to OTO)

8. Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

TRANSIT STATE OF GOOD REPAIR TARGETS

Transit is the first area where targets were set. Targets must be established within 180 days of the date targets are set by the State and transit agency.

City Utilities is partnering with the State of Missouri on the state-sponsored Transit Asset Management Plan, which MoDOT adopted October 2018. MoDOT collected and evaluated transit data and used this information to set targets, which will be evaluated on an annual basis as inventory changes. These targets have been set by the State. City Utilities agrees to manage their assets in support of the state targets. At its regularly scheduled meeting on December 20, 2018, the OTO Board of Directors accepted the Transit Asset Management Targets as set forth by MoDOT and City Utilities, agreeing to plan and program in support of these targets.

MoDOT FY 2019 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50k at purchase)		N/A
Rolling Stock		
Automobiles, Minivans, Vans	8 Years Useful Life	45%
Cutaways	10 Years Useful Life	45%
Buses	14 Years Useful Life	45%
Facilities		
Administrative, Passenger Stations (buildings), and Parking Facilities	30% with a condition rating below 3.0 on FTA’s TERM Scale	
Maintenance Facilities	25% with a condition rating below 3.0 on FTA’s TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

*TERM is a Federal Transit Administration Transit Economic Requirements Model which helps transit agencies assess their state of good repair backlog, level of annual investment to attain state of good repair, impact of variations in funding, and investment priorities.

SAFETY TARGETS

Safety is the second area where targets were set. OTO can choose to set MPO targets or can choose to plan and program in support of the MoDOT targets. After review of the information, at its meeting on December 20, 2018, the OTO Board of Directors unanimously voted to support the statewide safety targets for CY 2019, which are based on a rolling five-year average:

Performance Measure	Statewide Target for CY2019
Number of Fatalities	872.3
Fatality Rate per 100 Million VMT	1.160
Number of Serious Injuries	4,433.8
Serious Injury Rate per 100 Million VMT	6.168
Number of Non-Motorized Fatalities and Serious Injuries	445.4

Besides the programming efforts described at the end of this Section, the OTO works with many safety programs in the region, including the MoDOT Southwest District Blueprint for Safety and the hosting of the Traffic Incident Management Committee. Through the Blueprint, OTO has been able to secure cones and safety vests for emergency responders in the region. Bicycle and pedestrian safety is monitored by the OTO Bicycle and Pedestrian Advisory Committee through review of crash data and discussion among local jurisdictions on ways to improve safety.

PAVEMENT AND BRIDGE TARGETS

Pavement and Bridge Targets are a combination of two- and four-year targets. At its meeting on October 18, 2018, the OTO Board accepted the MoDOT Pavement and Bridge Targets, agreeing to plan and program in support of these targets.

Performance Measure	2019 Statewide Target	2021 Statewide Target
Percentage of NHS Bridges Classified as in Good Condition	30.9	30.9
Percentage of NHS Bridges Classified as in Poor Condition	7.1	7.1
Percentage of Pavements of the Interstate System in Good Condition	N/A	77.5
Percentage of Pavements of the non-Interstate NHS in Good Condition	61.1	61.1
Percentage of Pavements of the Interstate System in Poor Condition	N/A	0.0
Percentage of Pavements of the non-Interstate NHS in Poor Condition	1.0	1.0

SYSTEM PERFORMANCE TARGETS

System Performance is also a combination of two- and four-year targets. At its meeting on October 18, 2018, the OTO Board accepted the MoDOT System Performance Targets, agreeing to plan and program in support of these targets.

Performance Measure	2019 Statewide Target	2021 Statewide Target
Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Interstate that are Reliable (NPMRDS)	88.9	87.1
Non-Interstate Travel Time Reliability Measure: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (NPMRDS)	N/A	87.8
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index (NPMRDS)	1.28	1.30

OTO GOALS AND PERFORMANCE MEASURES

MAP-21 and the FAST Act further requires a discussion of performance target achievement in the Transportation Improvement Program. OTO has not yet set all of the performance targets based on the National Goals, since the targets are not yet due. OTO did, however, adopt regional, non-federally required goals and performance measures in its long range transportation plan, *Journey 2035*, adopted in December 2011. These same regional performance measures were carried into *Transportation Plan 2040*. As targets are set for the nationally prescribed performance measures, the Plan and TIP will continue to be amended to address them.

Integration of these regional performance measures into the OTO prioritization process for the statewide transportation improvement program can be found in Section F: Roadways.

TRANSPORTATION PLAN 2040 GOALS

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the safety and security of the transportation system for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize resources by promoting partnerships, collaboration, and good planning principles
9. Actively seek secure and reliable transportation funding
10. Provide education and advocacy for transportation
11. Protect and enhance the environment when planning for transportation improvements
12. Support the efficient movement of goods

TRANSPORTATION PLAN 2040 PERFORMANCE MEASURES

Performance Measure	Target	FY 2018-2021 TIP Projects
Vehicle Miles Traveled per Capita	That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Modal Balance	Decrease "Drove Alone" to 75 percent for the region by 2035	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Bicycle/Pedestrian Network Completion	If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5	ADA, pedestrian, and bicycle accommodations; Capacity and efficiency improvements; Transit stop connections

Performance Measure	Target	FY 2018-2021 TIP Projects
Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled	That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
On-Time Performance of Transit System	The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level	Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Housing Units within ¼-mile of a Bus Route	That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035	Transit operations; Transit service coordination
Average Commute Time	Keep the average commute time less than 25 minutes by 2035	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Peak Travel Time	That less than 20 percent of the OTO area roadways will be severely delayed	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination
Percent of Roadways in Good Condition	That 85 percent or more of the Major Roads in the OTO region are in Good condition	Pavement and railroad crossing improvements; Capacity and efficiency improvements

Performance Measure	Target	FY 2018-2021 TIP Projects
Bridge Condition	That the percent of bridges in fair or better condition will stay above 90 percent	Pavement and railroad crossing improvements; Capacity and efficiency improvements
Ozone Levels	That the region will be able to demonstrate transportation conformity for its plans, programs, and projects	ADA, pedestrian, and bicycle accommodations; Safety – infrastructure, work zone, transit; Pavement and railroad crossing improvements; Capacity and efficiency improvements; Transit technology; Transit operations; Transit service coordination

PROGRAMMING FOR PERFORMANCE

The projects included in the FY 2019-FY 2022 Transportation Improvement Program address these national and regional measures, targets, and goals in a variety of ways. Programmed projects include ADA, pedestrian, and bicycle accommodations. This adds to the reduction of VMT per capita, increased modal balance, bicycle/pedestrian network completion, improved average commute and peak travel time, and maintaining acceptable air quality. The TIP includes numerous safety projects that address roadway and bicycle/pedestrian infrastructure, work-zone safety, and the safety and security of the transit system. These projects support a reduced crash rate and the improved condition of area roads and bridges. Many pavement improvements and railroad crossing improvements benefit these factors as well. Over \$13 million is programmed for bicycle and pedestrian projects with funding available to award for more projects in the coming years. Almost \$14 million in specific Safety funding has been programmed, though most projects address safety regardless of their funding source. Several roadways and intersections in the region suffer from congestion, per the OTO Congestion Management Process. These bottlenecks are addressed through capacity and efficiency improvements. The TIP continues to support the transit system as well, including technology projects that will improve transit operations. Coordination of service, with support for service outside of the City Utilities Transit region is also addressed. Transit State of Good Repair is provided by preventative maintenance and fixed route bus replacement projects totaling \$14.31 million.

TAB 5

BOARD OF DIRECTORS AGENDA 2/28/2019; ITEM II.C.

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

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

AGENDA DESCRIPTION:

There are five new items included as part of Amendment Number Four to the FY 2019-2022 Transportation Improvement Program. These items include four projects recommended by the Local Coordination Board for Transit and a requisite adjustment to the amount of funds reserved for Traditional 5310 Projects.

1. ***New* 5310-Traditional Projects Reserve (MO1729-19A4)**
OTO maintains a reserve of 5310 funding to represent the 55 percent required to be spent on traditional 5310 projects. As projects have been awarded, the amount of reserve is reduced. The revised reserve amount includes funding for FY 2020 through FY 2022, with \$332,614 in 5310 funding and a total programmed amount of \$415,767.
2. ***New* 5310-Springfield Greene Park Board (2019) (MO1907-19A4)**
Springfield-Greene County Park Board was recommended by the Local Coordinating Board for Transit to receive \$52,000 in FTA Section 5310 funding to purchase one wide body cutaway, supporting their recreation services for seniors and individuals with disabilities in Greene County. Match is provided by the Springfield Greene County Park Board in the amount of \$13,000.
3. ***New* 5310-Arc of the Ozarks (2019) (MO1908-19A4)**
Arc of the Ozarks, Inc. was recommended by the Local Coordinating Board for Transit to receive \$86,400 in FTA Section 5310 funding to purchase two medium roof long conversion vehicle, supporting their client-based transportation services for individuals with disabilities in Christian and Greene Counties. Match is provided by Arc of the Ozarks, Inc. in the amount of \$21,600.
4. ***New* 5310-OATS 1 (2019) (MO1909-19A4)**
OATS, Inc. was recommended by the Local Coordinating Board for Transit to receive \$38,722 in FTA Section 5310 funding to purchase one medium roof long conversion with ADA flip seats, supporting their transportation services for seniors and individuals with disabilities in Christian and Greene Counties. Match is provided by OATS, Inc. in the amount of \$9,680.
5. ***New* 5310-OATS 2 (2019) (MO1910-19A4)**
OATS, Inc. was recommended by the Local Coordinating Board for Transit to receive \$141,768 in FTA Section 5310 funding to purchase three wide body cutaways, supporting their transportation services for seniors and individuals with disabilities in Christian and Greene Counties. Match is provided by OATS, Inc. in the amount of \$35,442.

LOCAL COORDINATING BOARD FOR TRANSIT RECOMMENDATION:

At its December 11, 2018 meeting, the LCBT voted unanimously to recommend these nine vehicles for funding.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on January 16, 2019, the Technical Planning Committee recommended that the Board of Directors approve Amendment 4 to the FY 2019-2022 Transportation Improvement Program, including the approval of the associated 5310 applications.

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 4 to the FY 2019-2022 Transportation Improvement Program, including the approval of the associated 5310 applications.”

OR

“Move to approve Amendment 4 to the FY 2019-2022 Transportation Improvement Program, with these changes...”



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # MO1729-19A4 5310-TRADITIONAL PROJECTS RESERVE

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2018-2022.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FTA (5310)	Federal	CAPITAL	\$0	\$10,955	\$159,237	\$162,422	\$332,614
LOCAL	Local	CAPITAL	\$0	\$2,739	\$39,809	\$40,605	\$83,153
Totals			\$0	\$13,694	\$199,046	\$203,027	\$415,767

Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: Provided Upon Award of Funding

FYI: Administered by MoDOT

Prior Cost \$0
Future Cost \$0
Total Cost \$415,767



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

G) Transit Section

TIP # MO1729-17A5 5310-TRADITIONAL PROJECTS RESERVE

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Remaining funding to be awarded for the 55 percent traditional 5310 project category for FYs 2018-2022.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FTA (5310)	Federal	CAPITAL	\$153,444	\$156,697	\$159,831	\$162,422	\$632,394
LOCAL	Local	CAPITAL	\$38,361	\$39,174	\$39,958	\$40,605	\$158,098
Totals			\$191,805	\$195,871	\$199,789	\$203,027	\$790,492

Notes

Federal Funding Source: Traditional FTA Section 5310 Funding

Non-Federal Funding Source: Provided Upon Award of Funding

FYI: Administered by MoDOT

Prior Cost	\$26,106
Future Cost	\$0
Total Cost	\$816,598



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # MO1907-19A4 5310-SPRINGFIELD GREENE PARK BOARD (2019)

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-Springfield/Greene County Park Board

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

One (1) wide body cutaway, floor plan GG for programs and services of the Springfield-Greene County Park Board.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FTA (5310)	Federal	CAPITAL	\$52,000	\$0	\$0	\$0	\$52,000
LOCAL	Local	CAPITAL	\$13,000	\$0	\$0	\$0	\$13,000
Totals			\$65,000	\$0	\$0	\$0	\$65,000

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding
Source of Non-Federal Funds: Springfield-Greene County Park Board

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$65,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # MO1908-19A4 5310-ARC OF THE OZARKS (2019)

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-Arc of the Ozarks

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Two (2) roof long conversion vans with lifts as replacement vehicles for programs and services provided by the Arc of the Ozarks



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FTA (5310)	Federal	CAPITAL	\$86,400	\$0	\$0	\$0	\$86,400
LOCAL	Local	CAPITAL	\$21,600	\$0	\$0	\$0	\$21,600
Totals			\$108,000	\$0	\$0	\$0	\$108,000

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: Arc of the Ozarks

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$108,000



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # MO1909-19A4 5310-OATS 1 (2019)

Route

From

To

Location City of Springfield

Federal Agency FTA

Project Sponsor MoDOT-OATS, Inc

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

One (1) medium roof long conversion with ADA flip seats supporting transportation services for seniors and individuals with disabilities in Christian and Greene Counties.

Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FTA (5310)	Federal	CAPITAL	\$38,722	\$0	\$0	\$0	\$38,722
LOCAL	Local	CAPITAL	\$9,680	\$0	\$0	\$0	\$9,680
Totals			\$48,402	\$0	\$0	\$0	\$48,402

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: OATS, Inc.

FYI: Administered by MoDOT

Prior Cost \$0

Future Cost \$0

Total Cost \$48,402



Transportation Improvement Program - FY 2019-2022

Project Detail by Section and Project Number with Map

K) Pending Amendment Section

TIP # MO1910-19A4 5310-OATS 2 (2019)

Route

From

To

Location Area Wide

Federal Agency FTA

Project Sponsor MoDOT-OATS, Inc

Federal Funding Category 5310

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Three (3) wide body cutaway, floor plan II supporting transportation services for seniors and individuals with disabilities in Christian and Greene Counties.



Fund Code	Source	Phase	FY2019	FY2020	FY2021	FY2022	Total
FTA (5310)	Federal	CAPITAL	\$0	\$141,768	\$0	\$0	\$141,768
LOCAL	Local	CAPITAL	\$0	\$35,442	\$0	\$0	\$35,442
Totals			\$0	\$177,210	\$0	\$0	\$177,210

Notes

Source of Federal Funds: Traditional FTA Section 5310 Funding

Source of Non-Federal Funds: OATS, Inc.

FYI: Administered by MoDOT

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$177,210

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	Other	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	OTHER	MoDOT	TOTAL
2019							
CU1808-17A5	\$0	\$108,496	\$0	\$27,124	\$193,082	\$0	\$328,702
CU1900-17A2	\$1,606,596	\$0	\$0	\$5,600,000	\$0	\$42,458	\$7,249,054
CU1901-17A2	\$775,200	\$0	\$0	\$193,800	\$0	\$0	\$969,000
CU1904-17A2	\$245,361	\$0	\$0	\$61,340	\$0	\$0	\$306,701
CU1905-17A2	\$26,435	\$0	\$0	\$6,609	\$0	\$0	\$33,044
MO1702-17A5	\$0	\$86,980	\$0	\$21,746	\$0	\$0	\$108,726
MO1704-17A5	\$0	\$92,182	\$0	\$23,046	\$0	\$0	\$115,228
MO1729-19A4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MO1802-17A5	\$0	\$16,695	\$0	\$0	\$0	\$0	\$16,695
MO1901-17A5	\$0	\$17,049	\$0	\$0	\$0	\$0	\$17,049
MO1907-19A4	\$0	\$52,000	\$0	\$13,000	\$0	\$0	\$65,000
MO1908-19A4	\$0	\$86,400	\$0	\$21,600	\$0	\$0	\$108,000
MO1909-19A4	\$0	\$38,722	\$0	\$9,680	\$0	\$0	\$48,402
SUBTOTAL	\$2,653,592	\$498,524	\$0	\$5,977,945	\$193,082	\$42,458	\$9,365,601
2020							
CU1808-17A5	\$0	\$110,795	\$0	\$27,699	\$0	\$0	\$138,494
CU2000-17A2	\$1,638,728	\$0	\$0	\$5,700,000	\$0	\$42,500	\$7,381,228
CU2001-17A2	\$790,704	\$0	\$0	\$197,676	\$0	\$0	\$988,380
CU2004-17A2	\$250,268	\$0	\$0	\$62,567	\$0	\$0	\$312,835
CU2005-17A2	\$26,964	\$0	\$0	\$6,741	\$0	\$0	\$33,705
CU2006	\$0	\$0	\$755,919	\$244,081	\$0	\$0	\$1,000,000
MO1729-19A4	\$0	\$10,955	\$0	\$2,739	\$0	\$0	\$13,694
MO1901-17A5	\$0	\$17,411	\$0	\$0	\$0	\$0	\$17,411
MO1910-19A4	\$0	\$141,768	\$0	\$35,442	\$0	\$0	\$177,210
SUBTOTAL	\$2,706,664	\$280,929	\$755,919	\$6,276,945	\$0	\$42,500	\$10,062,957

FINANCIAL SUMMARY

Transit

YEARLY SUMMARY

	Federal			Local	Other	State	
PROJECT	FTA (5307)	FTA (5310)	FTA (5339)	LOCAL	OTHER	MoDOT	TOTAL
2021							
CU2100	\$1,671,502	\$0	\$0	\$5,800,000	\$0	\$42,500	\$7,514,002
CU2101	\$806,518	\$0	\$0	\$201,630	\$0	\$0	\$1,008,148
CU2104	\$255,274	\$0	\$0	\$63,819	\$0	\$0	\$319,093
CU2105	\$27,503	\$0	\$0	\$6,876	\$0	\$0	\$34,379
CU2111	\$0	\$0	\$1,021,000	\$479,000	\$0	\$0	\$1,500,000
MO1729-19A4	\$0	\$159,237	\$0	\$39,809	\$0	\$0	\$199,046
MO1901-17A5	\$0	\$17,759	\$0	\$0	\$0	\$0	\$17,759
SUBTOTAL	\$2,760,797	\$176,996	\$1,021,000	\$6,591,134	\$0	\$42,500	\$10,592,427
2022							
CU2200-19	\$1,740,932	\$0	\$0	\$5,900,000	\$0	\$42,500	\$7,683,432
CU2201-19	\$822,648	\$0	\$0	\$205,662	\$0	\$0	\$1,028,310
CU2202-19	\$260,379	\$0	\$0	\$65,095	\$0	\$0	\$325,474
CU2203-19	\$28,054	\$0	\$0	\$7,014	\$0	\$0	\$35,068
CU2204-19	\$0	\$255,893	\$0	\$45,158	\$0	\$0	\$301,051
MO1729-19A4	\$0	\$162,422	\$0	\$40,605	\$0	\$0	\$203,027
MO1901-17A5	\$0	\$18,047	\$0	\$0	\$0	\$0	\$18,047
SUBTOTAL	\$2,852,013	\$436,362	\$0	\$6,263,534	\$0	\$42,500	\$9,594,409
GRAND TOTAL	\$10,973,066	\$1,392,811	\$1,776,919	\$25,109,558	\$193,082	\$169,958	\$39,615,394

FINANCIAL CONSTRAINT

Transit

	Federal Funding Source			Local	Other	MoDOT	TOTAL
	5307	5310	5339				
PRIOR YEAR							
Balance	\$ -	\$ 258,465	\$ 755,919	\$ -	\$ 193,082	\$ -	\$ 1,207,466
FY 2019							
Funds Anticipated	\$ 2,653,592	\$ 278,279	\$ 383,326	\$ 9,262,653	\$ -	\$ 42,458	\$12,620,308
Funds Programmed	(\$2,653,592)	(\$498,524)	\$0	(\$5,977,945)	(\$193,082)	(\$42,458)	(\$9,365,601)
Running Balance	\$0	\$38,220	\$1,139,245	\$3,284,708	\$0	\$0	\$4,462,173
FY 2020							
Funds Anticipated	\$ 2,706,664	\$ 283,845	\$ 389,993	\$ 8,168,674	\$ -	\$ 42,500	\$11,591,676
Funds Programmed	(\$2,706,664)	(\$280,929)	(\$755,919)	(\$6,276,945)	\$ -	(\$42,500)	(\$10,062,957)
Running Balance	\$0	\$41,136	\$773,319	\$5,176,437	\$0	\$0	\$5,990,892
FY 2021							
Funds Anticipated	\$ 2,760,797	\$ 289,521	\$ 396,792	\$ 8,858,458	\$ -	\$ 42,500	\$12,348,068
Funds Programmed	(\$2,760,797)	(\$176,996)	(\$1,021,000)	(\$6,591,134)	\$ -	(\$42,500)	(\$10,592,427)
Running Balance	\$0	\$153,661	\$149,111	\$7,443,761	\$0	\$0	\$7,746,533
FY 2022							
Funds Anticipated	\$ 2,852,013	\$ 295,312	\$ 403,728	\$ 9,704,105	\$ -	\$ 42,500	\$13,297,658
Funds Programmed	(\$2,852,013)	(\$436,362)	\$0	(\$6,263,534)	\$ -	(\$42,500)	(\$9,594,409)
Running Balance	\$0	\$12,611	\$552,839	\$10,884,332	\$0	\$0	\$11,449,782

STATE AND FEDERAL

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

Table H.2	STBG-Urban	TAP	BRM	5307	5310	5339
Carryover Balance through FY2018	\$21,357,920.31	\$624,281.24	\$963,132	\$0	\$258,465	\$755,919
Anticipated Allocation FY2019	\$6,537,326.95	\$438,053.09	\$0	\$2,653,592	\$278,279	\$383,326
Anticipated Allocation FY2020	\$6,668,073.49	\$446,814.15	\$0	\$2,706,664	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,801,434.96	\$455,750.43	\$0	\$2,760,797	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,937,463.66	\$464,865.44	\$0	\$2,852,013	\$295,312	\$403,728
Total Anticipated Allocation	\$26,944,299.06	\$1,805,483.10	\$0.00	\$10,973,066	\$1,146,957	\$1,573,839
Programmed through FY2022	(\$35,535,782.00)	(\$1,408,662.00)	(\$963,132)	(10,973,066)	(\$1,392,811)	(\$1,776,919)
Estimated Carryover Balance Through FY 2022	\$12,766,437.37	\$1,021,101.24	\$0	\$0	\$12,611	\$552,839

LOCAL

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

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

TRANSIT 5310 PROGRAM OF PROJECTS

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

Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
Arc of the Ozarks MO1702-17A5	Wide Body Cutaway Floor Plan HH	1	FY 2018	Approved	\$43,490	\$10,873	\$54,363
City Utilities CU1808-17A5	Division Improvements	1	FY 2018 - FY 2020	In Progress	\$324,702	\$81,384	\$406,918
OATS, Inc. MO1704-17A5	Wide Body Cutaway, Floor Plan II	2	FY 2018	Approved	\$92,182	\$23,046	\$115,228
Springfield-GC Parks MO1907-19A4	Wide Body Cutaway, Floor Plan GG	1	FY 2019	Pending Amendment 19A4	\$52,000	\$13,000	\$65,000
Arc of the Ozarks MO1908-19A4	Med. Roof Long Conversion	2	FY 2019	Pending Amendment 19A4	\$86,400	\$21,600	\$108,000
OATS, Inc. MO1909-19A4	Med. Roof Long Conversion with ADA Flip Seats	1	FY 2019	Pending Amendment 19A4	\$38,722	\$9,680	\$48,402
OATS, Inc. MO1910-19A4	Wide Body Cutaway, Floor Plan II	3	FY 2020	Pending Amendment 19A4	\$141,768	\$35,442	\$177,210
City Utilities CC2204-19	Paratransit Buses	2	FY2022	Pending Future Application	\$255,893	\$45,158	\$301,051
Reserve MO1729-19A4	N/A	N/A	FY 2020 - FY 2022	Approve/Pending Amendment 19A4	\$332,613	\$83,153	\$415,766
Total					\$1,367,770	\$323,336	\$1,691,938

Program of Projects and Subrecipients	Project Description	Quantity	Funding Year	Status	FTA Amount	Local Amount	Total Amount
MoDOT - MO1802-17A5	Admin	1	FY 18	Approved	\$16,695	\$-	\$16,695
MoDOT - MO1901-17A5	Admin		FY 2019-2022		\$70,266	\$-	\$34,460
Total					\$86,961	N/A	\$51,155

Total FY 2017 Balance - FY 2022 traditional 5310 capital amount available	\$787,175
FY 2017 Balance - FY 2022 traditional 5310 capital amount awarded	(\$454,562)
Balance Remaining in reserve for 5310 traditional projects	\$332,613
Total FY 2018 - 2022 other capital amount available	\$567,912
FY 2018 - FY 2022 other capital amount awarded	(\$324,702)
FY 2022 other capital amount pending	(\$234,178)
Balance remaining for other capital	\$9,032
Total FY 2018-2022 administration available	\$86,961
FY 2018-2020 administration awarded	(\$51,155)
Balance remaining for administration	\$35,806

TAB 6

BOARD OF DIRECTORS AGENDA 2/28/2019; ITEM II.D.

Major Thoroughfare Plan Variance Request

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

AGENDA DESCRIPTION:

Christian County is requesting a variance to the Major Thoroughfare Plan for Pawnee Road. A new subdivision is proposing two access roads. One is across Pawnee from an existing roadway (Mayfair). The other is approximately 450' to the west. Pawnee Road is classified as a Collector, which requires 660 feet for full access intersection spacing. To adjust for terrain and existing road connection locations long the opposite side of Pawnee Road, the variance is to allow intersection spacing of roughly 450 feet for the proposed River Pointe Subdivision.

Staff is supportive of this request. This proposal, while not in full compliance, allows two access points for the subdivision, while maintaining intersection placement with an existing roadway. The Christian County Planning and Zoning Commission has approved the preliminary plat for the River Pointe Subdivision contingent upon receiving this variance from the OTO.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on January 16, 2019, the Technical Planning Committee recommended that the Board of Directors approve the Major Thoroughfare Plan variance request for Christian County on Pawnee Road.

BOARD OF DIRECTORS ACTION REQUESTED:

It is requested that a member of the Board of Directors makes one of the following motions:

“Move to approve the Major Thoroughfare Plan variance request for Christian County on Pawnee Road.”

OR

“Move to take the following action regarding the Major Thoroughfare Plan variance request for Christian County on Pawnee Road...”



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

Variance Request Major Thoroughfare Plan

Instructions

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

Application Information

Date: November 15, 2018

Contact Information

Name: Jared Davis
Title: Project Manager, PE
Agency: Anderson Engineering, Inc.
Street Address: 2045 W Woodland

City/State/Zip: Springfield, MO 65807
Email: jmdavis@andersonengineeringinc.com
Phone: 417-866-2741
Fax:

Roadway Data

Roadway Name: Pawnee Road
Termini of Roadway
From: Hwy 160
To: Riverdale Road
Length (miles): 1.25
Number of Lanes: 2
Lane Width: 11' (22' Total)

Variance Requested and Justification

Current Classification:
Collector

Requested Variance:

Installation of County road connections for a rural residential development. MTP calls for spacing of 660' between full access intersections on collectors. The proposed placement of these intersections is roughly 450' apart.

Is the jurisdiction aware of this variance request? ☒ YES ☐ NO

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

Explain why the variance is requested:

The variance is requested due to the site topography and coordination with existing road connection locations along the opposite side of Pawnee Road. In order to fit in lots, maintain reasonable grades, and try to locate the road locations to accommodate better visibility, the road locations were placed as shown on the preliminary plat.

Please describe the history causing need for the variance:

Pawnee Road is a collector with minimal traffic. A subdivision across the street has caused us to place the eastern road at its location. Site topography and property boundaries have determined the location of the western road. There are a couple roads east of the proposed road (across Pawnee Rd) which are only about 300' apart.

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

The road spacing would not be met in accordance with the OTO MTP.

Additional information you would like to include.

The owner has gone through many iterations of this preliminary plat to try to do what makes sense for the property. The proposed roads shown should have minimal impact on the existing traffic flow of Pawnee Road.

Variance Process (minimum timeframe is 3 months)

1. **Request.** Requests are accepted at any time for a major thoroughfare plan variance, however, it will not be placed on the Technical Committee Agenda unless received at least four weeks prior to the meeting date. This will allow time for a subcommittee meeting to be called prior to the Technical Planning Committee meeting.
2. **Technical Committee.** The request will be heard at the next available Technical Committee meeting. The Technical Committee will hear the item and make recommendation to the Board of Directors. The Technical Committee may decide to table the item until a future meeting.
3. **Board of Directors.** After a recommendation is made by the Technical Committee, the Board will approve or deny the request.

Ozarks Transportation Organization Contact Information

If you have questions or need help regarding this application, please contact us:

Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

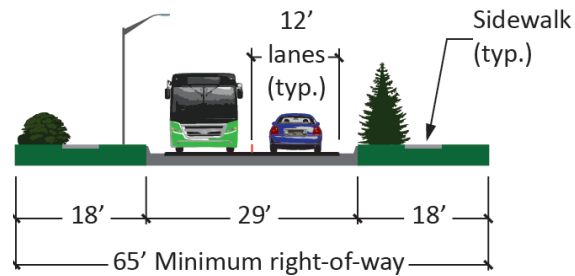
417.865.3042 x103

417.862.6013 Fax

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

Collector

- *Medians and greenspace provide options for landscaping where appropriate.
- *Utility and greenspace areas may switch locations if needed.
- *Utilities may be placed under sidewalks.



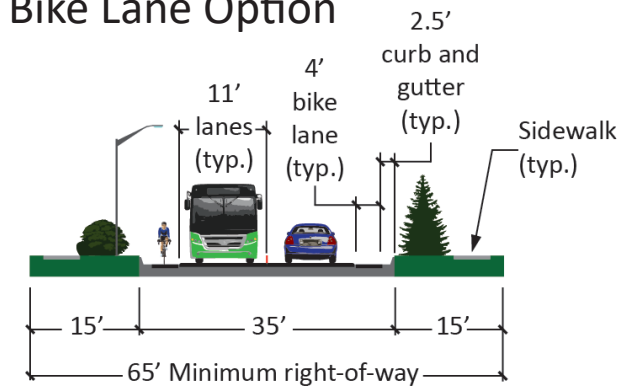
Description

Design Service Volume	1,500 - 8,000
Design Speed	30 mph
Traffic Flow/Access Priority	30/70
Facility Spacing	1/4 - 1/2 mile
Trip Length	Local street to arterial street (1/2 to 2 miles)

Basics

Minimum Right-of-Way	65' plus intersection triangles
Number of Lanes	2
Turning Lanes	Left turn lane when needed
Lane Width	12' (bicycle routes: 11' vehicle and 4' bicycle lanes)
Minimum Area Behind Curb	18' (15' when bicycle lanes are provided) used for sidewalks, utilities, and landscaping (where appropriate)
Drainage/Shoulders	Curb and gutter; shoulders permitted in rural areas (6' - 10')

Bike Lane Option



Access

Median	Not required
Full Access Intersection Spacing	660'
Intersection	Up to 4 lanes
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	160' center-to-center

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4' - 5' (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled regular and paratransit service

Major Thoroughfare Plan

Map 8-1

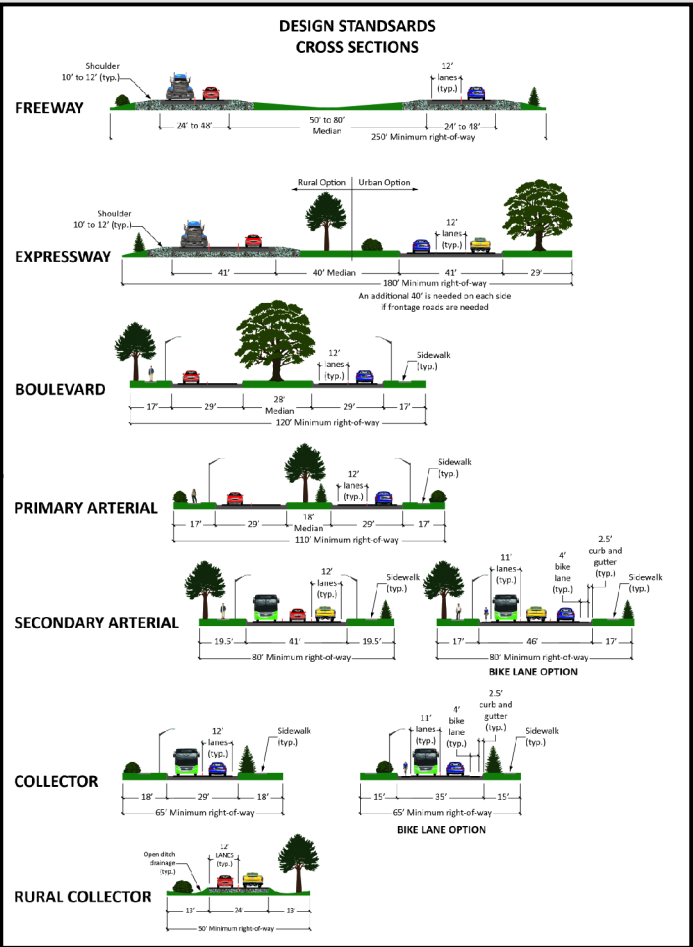
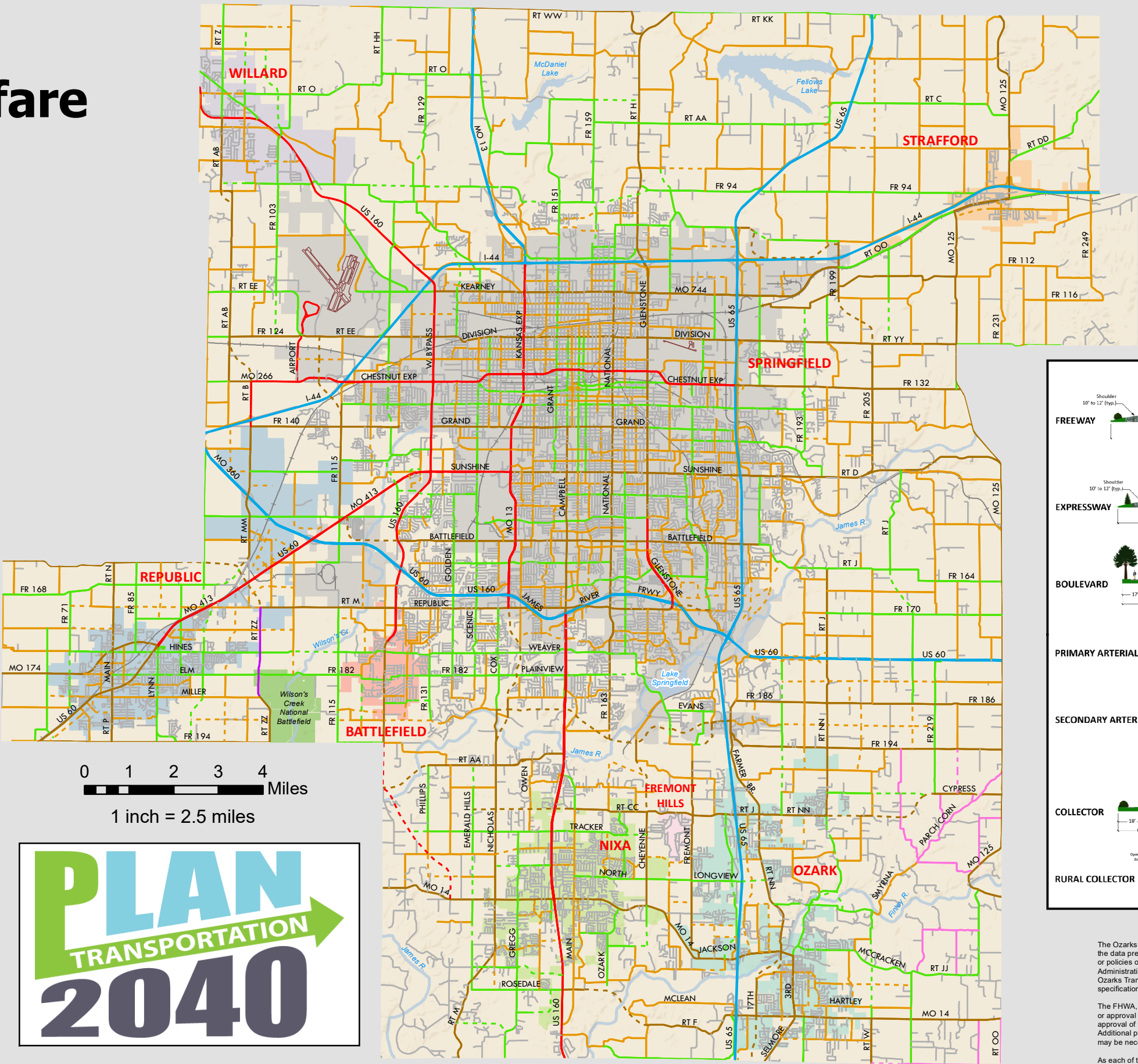
Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Secondary Arterial
- Collector
- Rural Collector
- Boulevard
- Local Street
- Railroad

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street



DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.



January 3, 2019

RE: OTO Variance Request – River Pointe Subdivision

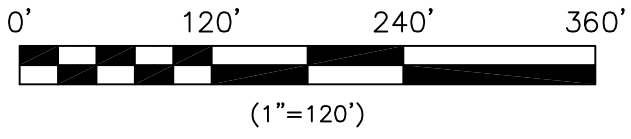
Natasha,

At the December 17, 2018 Planning and Zoning Commission meeting the Commission voted unanimously to approve the preliminary plat for River Pointe subdivision conditioned upon the approval of a variance from the OTO MTP development standards for full access intersection spacing along Pawnee Rd. Considering the topography in that area, the board agreed that the proposed placement of the two roads shown on the plat offered the best opportunity to create safe access while at the same time attempting to be as compliant as possible with the standard.

If you have any other questions related to this request please don't hesitate to ask.

Best regards,

Todd M. Wiesehan
Director, Resource Management Dept.



GRID NORTH

NOTE: ALL BEARINGS ARE BASED ON
MO COORDINATE SYSTEM OF 1983
CENTRAL ZONE

ELEVATIONS

NOTE: ALL ELEVATIONS ARE BASED ON
BENCHMARK CH-38
ELV: 1204.72'
CONTOUR INTERVAL: 10'

LEGEND

- △ — CALCULATED POINT
○ — FOUND EXISTING IRON PIN.
□ — FOUND EXISTING STONE AS NOTED.
■ — SET PERMANENT MONUMENT.
N — NORTH S — SOUTH E — EAST W — WEST
BSL — BUILDING SETBACK LINE DRAIN — DRAINAGE
U&D — UTILITY AND DRAINAGE ESMT — EASEMENT
U.E. — UTILITY EASEMENT

PLAT NOTES

1. TOTAL AREA — 64.64 ACRES OR 2815615 SQ FT, MORE OR LESS
2. TOTAL NUMBER OF LOTS — 14
3. THIS PROPERTY LIES IN FLOOD ZONE X ACCORDING TO FEMA FLOOD INSURANCE MAP, PANEL NUMBER 29043C0070C AND 29043C0225C, EFFECTIVE DATE DECEMBER 17, 2010
4. ALL STREETS SHALL BE 50' RIGHT-OF-WAY
5. RECORD SOURCE OF TITLE: BOOK 2016, PAGE 13708
6. CLASS OF PROPERTY — RURAL
7. PERMANENT MONUMENT LOT CORNERS ARE A 5/8" REBAR, 24" IN LENGTH WITH AN ALUMINUM CAP STAMPED "2007017965". ALL OTHER LOT CORNERS (SEMI-PERMANENT) ARE A 1/2" REBAR, 18" IN LENGTH WITH A PLASTIC CAP STAMPED "2007017965"
8. ALL LOT CORNERS SHALL BE SET WITHIN 90 DAYS AFTER THE DATE OF RECORDING OF THIS PLAT
9. CURRENT PROPERTY ZONING — R1C
10. UNLESS SHOWN OTHERWISE, THE MINIMUM BUILDING SETBACKS ARE AS FOLLOWS:
— FRONT: 40' — SIDE: 25' — REAR: 50'
11. MAINTENANCE OF THE DETENTION AND COMMON AREAS WILL BE THE RESPONSIBILITY OF THE LOT OWNER
12. RESTRICTIVE COVENANTS FOR THIS SUBDIVISION RECORDED AT THE CHRISTIAN COUNTY RECORDERS OFFICE

RECORD SOURCE SURVEY:

DRAWING No. C-3238 BY PLS-2122

CERTIFICATE OF OWNERSHIP:

I HEREBY CERTIFY THAT I/WE ARE THE SOLE OWNER(S) OF THE PROPERTY DESCRIBED HEREON WHICH IS WITHIN THE SUBDIVISION REGULATION JURISDICTION OF THE COUNTY OF CHRISTIAN, AND THAT I/WE FREELY ADOPT THIS PLAN OF SUBDIVISION AND DEDICATE TO PUBLIC USE ALL AREAS SHOWN ON THIS PLAT AS STREETS, ALLEYS, WALKS, PARKS, OPEN SPACE, AND EASEMENTS EXCEPT THOSE SPECIFICALLY INDICATED AS PRIVATE, AND ALL STREETS AND OTHER IMPROVEMENTS SHOWN ON THIS PLAT HAVE BEEN INSTALLED OR COMPLETED OR THAT THEIR INSTALLATION OR COMPLETION (WITHIN 24 MONTHS OF DATE BELOW) HAS BEEN ASSURED BY THE POSTING OF A PERFORMANCE BOND OR OTHER SUFFICIENT SURETY, AND THAT I WILL ALL SUCH AREAS UNTIL THE OFFER OF DEDICATION IS ACCEPTED BY THE APPROPRIATE PUBLIC AUTHORITY.

DATE _____ OWNER: KURT BODENDORFER
DATE _____ OWNER: DEREK BODENDORFER

ACKNOWLEDGMENT:
STATE OF MISSOURI }
COUNTY OF CHRISTIAN } SS

ON THIS _____ DAY OF _____, 20____, BEFORE ME PERSONALLY APPEARED KURT BODENDORFER AND DEREK BODENDORFER, TO ME PERSONALLY KNOWN AND WHO BEING DULY SWORN BY ME DID DEPOSE AND SAY THEY ARE THE OWNERS, OR THE LEGAL REPRESENTATIVE ACTING IN BEHALF OF THE ENTITY OWNER, OF THE PROPERTY DESCRIBED IN THIS DOCUMENT AND THAT THEY EXECUTED THIS INSTRUMENT AND SIGNED THEIR NAMES THEREON FREE OF ANY UNLAWFUL INFLUENCE, AND THAT THEY HAVE NO UNLAWFUL INFLUENCE IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL AT MY OFFICE THE DAY AND YEAR FIRST ABOVE WRITTEN.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC

CERTIFICATE OF APPROVAL:

I HEREBY CERTIFY THAT THE SUBDIVISION SHOWN ON THIS PLAT HAS BEEN APPROVED BY THE CHRISTIAN COUNTY PLANNING AND ZONING COMMISSION.

(PLANNING AND ZONING COMMISSION EXECUTIVE SECRETARY)

DATE

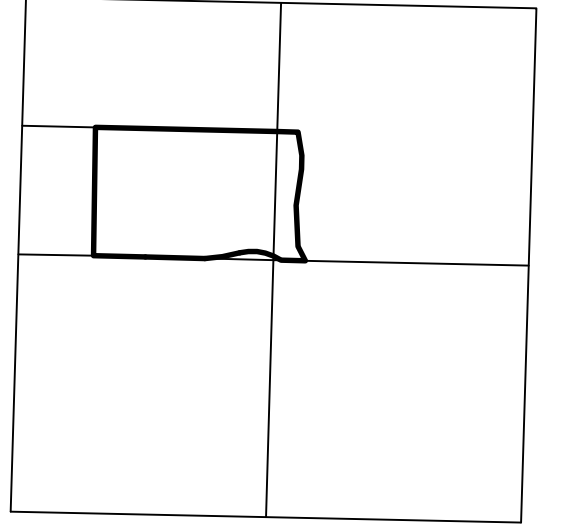
PRELIMINARY PLAT OF RIVER POINTE

A SUBDIVISION IN SECTION 36, T27N, R22W,
CHRISTIAN COUNTY, MISSOURI

OWNER / DEVELOPER:

DEREK BODENDORFER
819 E BEAUFORT ST, NIXA, MO 65714

SECTION 36, T27N, R22W
LOCATION SKETCH
1" = 2000'



DESCRIPTION OF PROPERTY:

A PART OF SECTION 36, TOWNSHIP 28 NORTH, RANGE 21 WEST OF THE 5th P.M., CHRISTIAN COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER (SW1/4) OF THE NORTHEAST QUARTER (NE1/4) OF SAID SECTION 36, THENCE S88°17'26"E, ALONG THE NORTH LINE OF SAID SW1/4 OF THE NE1/4, 217.25 FEET TO AN IRON PIN SET IN THE CENTERLINE OF THE FORMER CAMBELL STREET ROAD; THENCE ALONG SAID CENTERLINE THE FOLLOWING FIVE COURSES: THENCE S08°45'52"E, 248.44 FEET TO AN IRON PIN; THENCE S01°17'59"W, 143.43 FEET TO AN IRON PIN; THENCE S08°31'55"W, 379.04 FEET TO AN IRON PIN; THENCE S02°46'54"E, 429.04 FEET TO AN IRON PIN; THENCE S27°07'17"E, 167.17 FEET TO AN IRON PIN SET ON THE SOUTH LINE OF SAID SW1/4 OF THE NE1/4; THENCE N88°39'01"W, ALONG SAID SOUTH LINE OF THE SW1/4 OF THE NE1/4, 254.11 FEET TO THE SOUTHERLY LINE OF PAWNEE ROAD; THENCE ALONG SAID SOUTHERLY LINE OF PAWNEE ROAD ALONG A CURVE TO THE LEFT AN ARC LENGTH OF 449.24 FEET, WITH A RADIUS OF 525.00 FEET, AND A CHORD BEARING OF N79°59'48"W; THENCE ALONG SAID SOUTHERLY LINE OF PAWNEE ROAD ALONG A CURVE TO THE RIGHT AN ARC LENGTH OF 367.23 FEET, WITH A RADIUS OF 1898.49 FEET, AND A CHORD BEARING OF S81°01'51"W, TO THE SOUTH LINE OF THE SOUTHERLY HALF (S1/2) OF THE NORTHWEST QUARTER (NW1/4) OF SAID SECTION 36; THENCE N88°37'43"W, ALONG SAID SOUTH LINE OF THE S1/2 OF THE NW1/4, 622.04 FEET TO AN IRON PIN; THENCE N88°39'36"W, ALONG SAID SOUTH LINE OF THE S1/2 OF THE NW1/4, 538.65 FEET TO AN IRON PIN; THENCE N00°45'41"E, 1336.64 FEET TO AN IRON PIN SET ON THE NORTH LINE OF SAID S1/2 OF THE NW1/4; THENCE S88°45'47"E, NORTH LINE OF SAID S1/2 OF THE NW1/4, 1895.74 FEET TO THE POINT OF BEGINNING.

DECLARATION NOTES:

MONUMENTS AND IRON PINS SHOWN AS SET WERE PLACED UNDER THE PERSONAL SUPERVISION OF BARRY D. MACKEY, PLS-2007017965.

LOCATION OF IMPROVEMENTS AS SHOWN HEREON WAS TAKEN FROM VISUAL INSPECTION OF PHYSICAL EVIDENCE ON THE PREMISES AND EASEMENTS, IF ANY ARE SHOWN, ARE THOSE WRITTEN, PROVIDED, OR DISCOVERED; AND THESE ITEMS MAY NOT BE ALL INCLUSIVE.

PROPERTY BOUNDARIES AS SHOWN ARE GENERALLY BASED ON DEEDS OF RECORD, VARIATIONS FOUND OUT OF HARMONY AGREEMENT WITH RECORD TITLE LINES ARE AS SHOWN.

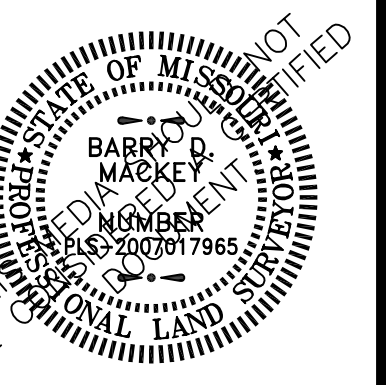
CLASS OF SURVEY: RURAL

SURVEYOR'S DECLARATION:

I, BARRY D. MACKEY, PROFESSIONAL LAND SURVEYOR #2007017965, HEREBY CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION AND THE RESULTS OF SAID SURVEY ARE REPRESENTED ON THIS PLAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF. I DID ATTEMPT TO MEET THE CURRENT MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS OF THE MISSOURI DEPARTMENT OF NATURAL RESOURCES, AND THE STANDARDS ADOPTED BY THE MISSOURI BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS. WITNESS MY SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 18th DAY OF OCTOBER, 2018.

BDM & ASSOCIATES, LLC
Land Surveyors and Planners
472 TROUT ROAD OZARK, MISSOURI 65721

PROFESSIONAL LAND SURVEYOR
REG. NUMBER: PLS-2007017965



CERTIFICATE BY COLLECTOR'S OFFICE:

I HEREBY CERTIFY THAT ALL COUNTY TAXES ASSESSED AGAINST THE PROPERTY DESCRIBED HEREON HAVE BEEN PAID.

PARCEL No. 100736000000017000

(COUNTY COLLECTOR)

CURVE	RADIUS	ARC LENGTH	CH LENGTH	CH BEARING	DELTA ANGLE	CURVE	RADIUS	ARC LENGTH	CH LENGTH	CH BEARING	DELTA ANGLE
C1	582.82'	578.30'	554.87'	N76°04'08"W	56°51'04"	C28	175.00'	121.49'	119.07'	N85°07'37"W	39°46'39"
C2	1846.00'	128.31'	128.28'	S77°29'48"W	03°58'57"	C29	125.00'	62.42'	61.77'	S89°17'25"W	28°36'43"
C3	1846.00'	352.86'	352.32'	S84°57'50"W	10°57'07"	C30	80.00'	180.64'	180.64'	S38°54'51"W	126°22'32"
C4	15.00'	23.62'	21.25'	N44°27'04"W	90°13'03"	C31	200.00'	118.63'	117.85'	S08°38'37"E	34°18'17"
C5	175.00'	55.33'	55.10'	N09°42'52"E	18°06'49"	C32	200.00'	39.08'	39.02'	S14°06'24"W	11°11'45"
C6	15.00'	16.99'	16.10'	N51°13'27"E	64°54'21"	C33	150.00'	111.45'	108.90'	S01°35'51"E	42°34'15"
C7	55.00'	125.30'	99.91'	N18°24'41"E	130°31'54"	C34	200.00'	82.27'	81.69'	S11°05'53"E	23°34'10"
C8	55.00'	152.55'	108.14'	S53°41'05"W	158°55'18"	C35	175.00'	9.83'	9.83'	N05°55'20"W	03°13'03"
C9	15.00'	12.56'	12.19'	S01°47'45"E	47°57'38"	C36	175.00'	62.16'	61.84'	N12°42'25"W	20°21'07"
C10	225.00'	84.54'	84.04'	S11°25'16"W	21°31'36"	C37	175.00'	130.03'	127.05'	N01°35'51"W	42°34'15"
C11	200.00'	155.12'	151.26'	N22°52'36"E	44°26'18"	C38	175.00'	30.80'	30.76'	S14°38'46"W	10°04'59"
C12	15.00'	23.50'	21.17'	S45°32'56"W	89°46'57"	C39	175.00'	108.07'	106.36'	S08°05'14"E	35°23'02"
C13	15.00'	23.58'	21.22'	N44°20'35"W	90°03'34"	C40	105.16'	133.23'	124.49'	N10°34'55"E	72°35'29"
C14	15.00'	23.62'	21.25'	N45°47'47"E	90°13'10"	C41	104.97'	103.83'	99.65'	N75°15'52"E	56°40'14"
C15	150.00'	9.86'	9.86'	N01°11'49"W	03°46'01"	C42	100.00'	49.94'	49.42'	S89°17'25"W	28°36'43"
C16	150.00'	51.84'	51.59'	N12°58'54"W	19°48'09"	C43	200.00'	151.17'	147.60'	S83°21'44"E	43°18'24"
C17	200.00'	148.60'	145.21'	N01°35'51"W	42°34'15"	C44	175.00'	138.66'	135.06'	S22°23'46"W	45°23'57"
C18	150.00'	119.03'	115.93'	N03°02'45"W	45°28'02"	C45	175.00'	15.54'	15.53'	S02°50'48"E	05°05'11"
C19	130.00'	164.99'	154.14'	N103°34'47"E	72°43'05"	C46	175.00'	51.08'	50.90'	S13°45'08"E	16°43'26"
C20	130.00'	128.55'	123.38'	N75°16'03"E	56°39'27"	C47	220.00'	189.52'	185.36'	N00°28'43"E	44°08'59"
C21	75.00'	37.45'	37.06'	N89°17'25"E	28°36'43"	C48	100.00'	21.74'	21.70'	S16°20'30"W	12°27'26"
C22	225.00'	160.49'	157.11'	S84°34'54"E	40°52'05"	C49	155.00'	268.36'	236.07'	N59°42'45"E	99°11'56"
C23	15.00'	13.86'	13.37'	N89°23'18"E	52°55'40"	C50	525.00'	449.24'	435.66'	N79°59'48"W	49°01'40"
C24	55.00'	68.09'	63.83'	S81°36'25"E	79°56'14"	C51	1907.55'	367.22'	366.65'	S81°01'51"W	11°01'48"
C25	55.00'	101.69'	87.81'	S06°49'41"W	105°56'58"	C52	15.00'	14.44'	14.44'	S43°06'47"E	55°09'00"
C26	55.00'	108.80'	91.91'	N63°32'01"W	113°20'36"	C53	15.00'	14.44'	13.89'	S81°44'13"W	55°09'00"
C27	15.00'	15.28'	14.63'	N36°03'00"W	58°22'34"						



**Christian County
Planning & Development Dept.
Major Subdivision
Preliminary Plat Review**

DATE: November 19, 2018

CASE NUMBER: 2018-0292

APPLICANTS: Derek and Kurt Bodendorfer

LOCATION: North side of Pawnee Rd. east of Hwy 160

REQUEST: Preliminary review of proposed Bodendorfer subdivision

CURRENT ZONING: A-1

CURRENT LAND USE: Vacant land

SURROUNDING ZONING: The property is surrounded by a mixture of A-1, RR-1, and C-2

SURROUNDING LAND USES: Generally low density residential with undeveloped commercial to the west

DOCUMENTS ON FILE:

1. Preliminary Plat submittal form
2. Proposed Plat
3. Site Maps
4. Engineer's Report
5. Sketch Plan Review

PROJECT DESCRIPTION:

The applicants own a 64 +/- acre tract which is located on north side of Pawnee Rd. just east of Hwy 160. A Preliminary Plat has been presented for review with the intention to subdivide this tract in such a way as to create 14 residential lots which places the project into the category of a major subdivision.

Compliance with the Christian County Comprehensive Plan:

Land Use Plan:

This area falls within Tier 3 of the City of Nixa's Urban Service Area and is projected to be an area of low density residential development. The City is unable to provide services to this area and has no objection to this proposal so long as plans incorporate the OTO MTP development standards.

Compatibility:

The area is characterized by a combination of low-density residential tracts as well as undeveloped tracts used for agriculture purposes. This proposed land use would be compatible with the existing pattern of development which includes other platted subdivisions nearby. Whip Poor Will Hills and River View Ridge are located directly across Pawnee from this parcel.

Compliance with the Christian County Zoning Regulations:

The property is currently zoned A-1 which requires a minimum lot size of 5 acres and also limits the extent of division.

Based on this conflict with the Zoning Regulation the developer has applied for rezoning of the acreage to RR-1 Rural Residential District. He is concurrently presenting a preliminary plat for review which divides the land into 14 lots ranging in size from 3 - 11+ acres.

Appropriate setbacks for front, side and rear yards are depicted on the plat with the exception of lot 6.

The lot line between what would be lots 1 and 2 is not shown and will need to be corrected on the final plat.

The lot widths presented with exception of lot 6 on the preliminary plat would be acceptable for an RR-1 district which calls for 150 feet of road frontage.

Lot 6 has frontage on a proposed cul-de-sac. The Subdivision Regulations consider frontage on a cul-de-sac to be the lot width measured at the building setback line. It goes on to instruct that the setback line may be greater than the minimum required in order to meet the minimum width. In this case, a normal 40 foot front yard setback from the ROW would not be sufficient.

An appropriate setback which would meet this requirement would need to be calculated and depicted on the final plat.

The Subdivision Regulations consider frontage on a cul-de-sac to be the lot width measured at the building setback line. It goes on to instruct that the setback line may be greater than the minimum required in order to meet the minimum width. In this case, a normal 40 foot front yard setback from the ROW would not be sufficient for lot 6. Staff calculations arrived at an additional 27 foot setback from the ROW bringing the total setback from the ROW to 67 feet.

Compliance with the Christian County Subdivision Regulations:

Article 9, Section 3 of the Subdivision Regulations addresses wastewater disposal. The preliminary plat indicates 14 lots with sizes shown in the plat as 3 to 11+ acres, 6 lots being 3 acres, 7 lots being 5+ acres and 1 lot being 11.37 acres. This plan for allocating the land is acceptable under rules promulgated by the Missouri Department of Natural Resources.

The orientation of the lots presented shows all lots fronting the proposed internal roads with the exception of Lots 11, 12 & 13 which are accessed through the means of a 50' easement and lot 14 which fronts Pawnee Rd.

Article 2 Section 9 §4 of the County Road and Access Standards defines a collector street as one which collects and distributes traffic to and from local and arterial street systems. A collector is primarily intended to provide for low to moderate volume, low speed and short length trips while providing access to abutting property. Pawnee Rd. would be considered a collector under this description. Pawnee Rd. is also identified as a collector on the Ozarks Transportation Organization (OTO) Major Thoroughfare Plan (MTP).

Article 10, Section 3§D which addresses Subdivision Design Criteria states that single family lots shall not be designed to front on collector or higher classification streets and also specifies that driveways should not directly access collector or higher level streets.

A copy of any proposed Covenants and Restrictions must be presented to the Planning Department for review by the Christian County Counselor prior to recordation.

Compliance with the Christian County Road and Access Standards:

The Preliminary Plat presented calls for the construction of two new internal roads to serve the development.

The Western most road is located between lots 1 and 8 moving north through the property. The proposed road will service 8 lots and terminates in a cul-de-sac.

The eastern most road is located between and terminates midway through lots 9 and 10 with a cul-de-sac. A 50' easement then leads north to lots 11, 12 & 13. The points where these proposed roads meet Pawnee Rd. are referred to as full access intersections.

Lot 14 is indicated to have access from Pawnee Road only. This is not compliant with The County Subdivision Regulations or OTO MTP standards.

Article 47, Section 7§B of the Zoning Regulations requires that developments be compliant with the OTO MTP. The MTP calls for spacing of 660' between full access intersections on collectors. The proposed placement of these intersections is roughly 450' apart. A departure from this standard should require approval of the OTO.

Additional standards from the OTO MTP which apply to collectors include:

- Residential driveways – not allowed
- Full access intersection spacing 660'
- 65' minimum ROW plus sight triangles

Pawnee Rd. would also be required to have a 65' ROW. Any deficient right of way on the parcel being considered would need to be indicated on the plat with a legal description being created for the area of dedication.

The proposed design provides direct access to 14 proposed lots. The area indicated for the placement of the road has not been set aside and does currently include portions of lots 1 through 10. The area of road right of way should be defined with a separate legal description if the developer intends to convey the completed road to the County for perpetual maintenance.

Final approval of the point of access and its design is at the discretion of the Highway Administrator.

The Engineers Report submitted by the applicant provides an analysis of the potential traffic impact of this development:

At max build out the development would contain 14 dwelling units. An average dwelling unit produces an average of 6.52 trip ends per day either leaving from or coming to the dwelling unit. $14 \times 6.52 = 92$ total trip ends per day impacting the nearby traffic network. All of these trips will

directly access Pawnee which is classified as a collector and the majority of these trips will head to US 160 which is just a short distance away. The impact of these added trip ends to the existing traffic counts in the area would be negligible.

Approval of a final plat will require that road right-of-way be described on the plat and that any deficient right-of-way is dedicated to the County. New roads cannot be conveyed to the County until construction and all inspections have been completed.

The final plat cannot be recorded until all proposed roads and other infrastructure is either completed or until their construction is guaranteed by an acceptable financial security instrument.

Compliance with the Christian County Soil and Erosion Control Regulations:

The topography of the parcel contains rolling terrain with changes in elevation of over 100 feet across the property. The possibility of water flow, especially in heavy rain events has been evaluated in the applicant's Engineering Report. The design and layout of lots in the proposed development takes this into consideration.

The topography of the parcel will allow for the site drainage patterns to generally remain the same "as is" with most of the drainage flowing down through draws running through the property. Appropriate culverts will be required within the road design to facilitate this natural flow. All drainage naturally flows to the S-SE corner to the site outfall which is an unnamed small tributary of the Finley River.

The estimated amount of added impervious coverage added the 64 +/- acre site for homes and road construction will be only a small percentage of the total acreage due to the size of lots in this development. The amount of remaining open space post development combined with the calculated minimal impact to existing flow rates within the drainage basin is the basis for detention not being proposed as part of this development.

The area of land grading and soil disturbance associated with this project is expected to exceed one (1) acre. Therefore, the project will require appropriate land disturbance permits from the State and County as well as the development of a SWPPP, a copy of which must be available on site.

According to Christian County's GIS mapping, the 64.+/- acre parcel contains a Flood Zone "A" area which is located in the S-SE corner of the site on lots 13 & 14 and is considered to be a FEMA Floodplain.

Staff recommends that this area be identified in the Plat Note Section correctly.

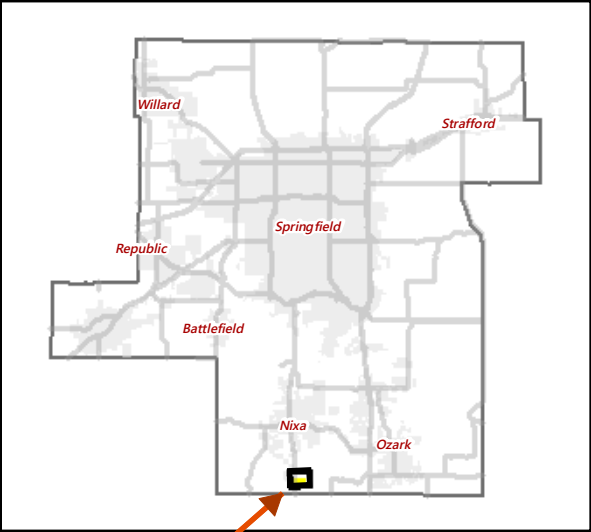
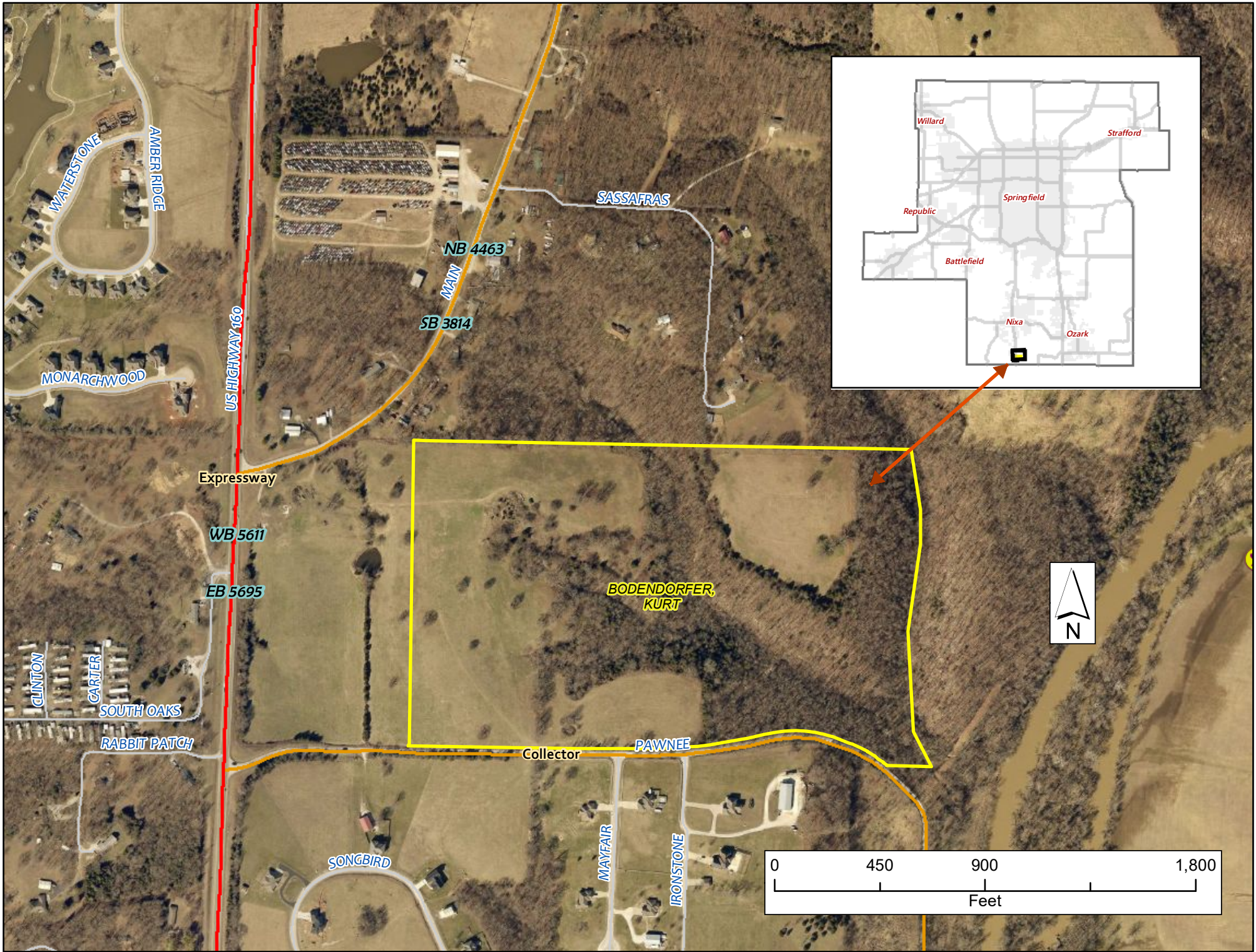
Summary:

After reviewing the preliminary plat submitted, staff recommends that the following changes or actions be required:

1. Final Plat shall reflect a lot line between lots 1 and 2.
2. In the surveyor's note number 3 shall reflect correct FEMA Floodplain information.
3. In the surveyor's note number 9 shall reflect the correct Christian County Zoning designation.
4. Front yard setbacks for lot 6 fronting the cul-de-sac should be calculated and shown on the plat correctly.
5. Internal road names should be indicated on the final plat.
6. Legal description for road ROW within the development and also for deficient area along Pawnee Rd. must be created.
7. Area of deficient ROW along Pawnee Road should be indicated on the plat.
8. If the placement of the proposed full access intersections cannot be adjusted to be compliant with OTO MTP requirements, the applicant must obtain a variance from that organization before the final plat can be approved.
9. The design of lot 14 must be altered to become compliant.



Todd M. Wiesehan,
Executive Secretary
Christian County Planning and Zoning Commission



TAB 7

BOARD OF DIRECTORS AGENDA 2/28/2019; ITEM II.E.

Financial Statements for the Second Quarter 2018-2019 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the second quarter financial statements for the 2018-2019 Budget Year. This period includes October 1, 2018 through December 31, 2018. The second quarter expenses total 52.5 percent of budget. The revenue was 54.7 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 – \$4,640.00
 - Legislative Breakfast – \$2,607.26
 - Professional Services, Spack Consulting – \$5,000.00
 - Website Redesign Phase 1 – \$7,025.00
- *Budget vs. Actual*
The OTO budgeted expenses in the amount of \$1,038,707.00 for the budget year. Actual expenses at the end of the first quarter are \$545,230.38. This is 52.5 percent of budgeted expenses. During this period, expenses exceeded revenue in the amount of \$23,564.07.
- *Balance Sheet*
The current outstanding liabilities are \$1,021.63 which represents the OTO purchasing card for the month of December which is paid in full monthly and the Health FSA accounts for employees.
- *Operating Fund Balance Report* which shows a fund balance of \$411,490.62. 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 have been included in this agenda so that board members can see the amount of 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 \$1,023,095.00 once the in-kind expense is included. The decrease in available In-Kind from MoDOT salaries has contributed to the use of 204.7 percent of Local Jurisdiction Match Funds during the first two quarters.
- *Unified Planning Work Program Progress Report – 1st 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).

The OTO utilized \$9,131.50 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.

During this budget year, In-Kind match from meeting attendance and MoDOT Staff Direct Cost was allowing the OTO to have an effective federal reimbursement rate of 93.74 percent, whereas without the in-kind match, OTO would only be reimbursed at the 80 percent rate. However, due to the changes in MoDOT In-Kind figures this rate will be considerably lower. Some of the difference has been made up with additional In-Kind funds available from Member Meetings.

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 2018-2019 Budget Year.”

OR

“Move to return to staff the OTO Operational Second Quarter Financial Statements for the 2018-2019 Budget Year in order to...”

OTO Operational Financial Reports

Excludes the In-Kind Income/Expense

Ozarks Transportation Organization
Operational Profit & Loss
October through December 2018

	Oct - Dec 18
Ordinary Income/Expense	
Income	
Other Types of Income	
Interest Income	1,068.75
Miscellaneous Revenue	47.62
Total Other Types of Income	1,116.37
OTO Revenue	
Consolidated Planning Grant CPG	193,857.87
Total OTO Revenue	193,857.87
Total Income	194,974.24
Gross Profit	194,974.24
Expense	
Building	
Building Lease	16,905.00
Maintenance	283.56
Office Cleaning	830.00
Utilities	601.13
Total Building	18,619.69
Commodities	
Office Supplies/Furniture	617.30
OTO Media/Advertising	228.00
Total Commodities	845.30
Information Technology	
Computer Upgrades/Equip Replace	1,670.95
Data Storage/Backup	945.00
IT Maintenance Contract	2,284.00
Software	1,562.71
Webhosting	119.19
Total Information Technology	6,581.85
Operating	
Copy Machine Lease	693.75
Dues/Memberships	399.00
Education/Training/Travel	
Hotel	780.75
Meals	154.12
Training	294.67
Transportation	122.87
Total Education/Training/Travel	1,352.41
Food/Meeting Expense	1,045.75
Postage/Postal Services	334.33
Printing/Mapping Services	1,247.17
Staff Mileage Reimbursement	982.24
Telephone/Internet	1,134.39
Total Operating	7,189.04
Personnel	
Mobile Data Plans	540.00
Payroll Services	579.95
Salaries	294,572.69
Total Personnel	295,692.64

Ozarks Transportation Organization
Operational Profit & Loss
October through December 2018

	Oct - Dec 18
Services	
Audit	4,640.00
Legislative Education	2,607.26
Professional Services (Legal &	10,678.13
Website Redesign	7,025.00
Total Services	24,950.39
Total Expense	353,878.91
Net Ordinary Income	-158,904.67
Net Income	-158,904.67

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
 July through December 2018

	Jul - Dec 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
Interest Income	2,102.91			
Miscellaneous Revenue	982.73			
Total Other Types of Income	3,085.64	0.00	3,085.64	100.0%
OTO Revenue				
Consolidated Planning Grant CPG	431,335.13	818,475.00	-387,139.87	52.7%
Local Jurisdiction Match Funds	87,245.54	134,423.00	-47,177.46	64.9%
Total OTO Revenue	518,580.67	952,898.00	-434,317.33	54.4%
Total Income	521,666.31	952,898.00	-431,231.69	54.7%
Gross Profit	521,666.31	952,898.00	-431,231.69	54.7%
Expense				
Bank Fees	0.00	100.00	-100.00	0.0%
Building				
Building Lease	33,810.00	72,804.00	-38,994.00	46.4%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	495.72	4,000.00	-3,504.28	12.4%
Office Cleaning	1,580.00	3,300.00	-1,720.00	47.9%
Utilities	1,241.61	3,500.00	-2,258.39	35.5%
Total Building	37,127.33	85,604.00	-48,476.67	43.4%
Commodities				
Office Supplies/Furniture	1,509.85	7,000.00	-5,490.15	21.6%
OTO Media/Advertising	228.00	2,500.00	-2,272.00	9.1%
OTO Promotional Items	906.07	1,500.00	-593.93	60.4%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	94.00	300.00	-206.00	31.3%
RideShare Signs	0.00	10,000.00	-10,000.00	0.0%
Total Commodities	2,737.92	23,300.00	-20,562.08	11.8%
Information Technology				
Computer Upgrades/Equip Replace	4,413.55	8,000.00	-3,586.45	55.2%
Data Storage/Backup	1,445.00	4,200.00	-2,755.00	34.4%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	4,220.60	10,000.00	-5,779.40	42.2%
Software	1,796.31	4,800.00	-3,003.69	37.4%
Webhosting	653.04	1,500.00	-846.96	43.5%
Total Information Technology	12,528.50	34,000.00	-21,471.50	36.8%
Insurance				
Board of Director Insurance	2,369.00	3,000.00	-631.00	79.0%
Errors & Omissions Insurance	0.00	3,000.00	-3,000.00	0.0%
Liability Insurance	2,492.00	2,500.00	-8.00	99.7%
Workmen's Compensation Ins	1,253.00	1,700.00	-447.00	73.7%
Total Insurance	6,114.00	10,200.00	-4,086.00	59.9%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July through December 2018

	Jul - Dec 18	Budget	\$ Over Budget	% of Budget
Operating				
Copy Machine Lease	1,387.50	5,700.00	-4,312.50	24.3%
Dues/Memberships	1,213.00	5,000.00	-3,787.00	24.3%
Education/Training/Travel				
Hotel	780.75			
Meals	189.67			
Registration	800.00			
Training	525.93			
Transportation	753.97			
Education/Training/Travel - Other	0.00	20,000.00	-20,000.00	0.0%
Total Education/Training/Travel	3,050.32	20,000.00	-16,949.68	15.3%
Food/Meeting Expense	1,867.20	4,000.00	-2,132.80	46.7%
Legal/Bid Notices	270.60	2,500.00	-2,229.40	10.8%
Postage/Postal Services	482.30	1,800.00	-1,317.70	26.8%
Printing/Mapping Services	1,273.42	2,500.00	-1,226.58	50.9%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	1,508.91	3,500.00	-1,991.09	43.1%
Telephone/Internet	2,262.01	5,000.00	-2,737.99	45.2%
Total Operating	13,315.26	51,500.00	-38,184.74	25.9%
Personnel				
Mobile Data Plans	990.00	3,240.00	-2,250.00	30.6%
Payroll Services	1,070.45	2,700.00	-1,629.55	39.6%
Salaries	406,829.81	669,863.00	-263,033.19	60.7%
Total Personnel	408,890.26	675,803.00	-266,912.74	60.5%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	4,640.00	4,600.00	40.00	100.9%
Legislative Education	2,942.74	7,000.00	-4,057.26	42.0%
Professional Services (Legal &	12,819.13	24,000.00	-11,180.87	53.4%
TIP Tool Maintenance	9,600.00	9,600.00	0.00	100.0%
Trans Consult/Model Services	0.00	30,000.00	-30,000.00	0.0%
Travel Demand Model Update	0.00	25,000.00	-25,000.00	0.0%
Travel Sensing & Time Serv Proj	2,490.24	3,000.00	-509.76	83.0%
Website Redesign	7,025.00	30,000.00	-22,975.00	23.4%
Total Services	64,517.11	158,200.00	-93,682.89	40.8%
Total Expense	545,230.38	1,038,707.00	-493,476.62	52.5%
Net Ordinary Income	-23,564.07	-85,809.00	62,244.93	27.5%
Net Income	-23,564.07	-85,809.00	62,244.93	27.5%

Ozarks Transportation Organization
Balance Sheet
As of December 31, 2018

	Dec 31, 18
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	141,914.87
Southern Bank--Money Market	200,756.02
Southern Bank-Sm Bus Checking	68,819.73
Total Checking/Savings	411,490.62
Total Current Assets	411,490.62
TOTAL ASSETS	411,490.62
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
Central Bank--Purchasing Card	960.63
Total Credit Cards	960.63
Other Current Liabilities	
Dependent FSA - Employee 004	61.00
Total Other Current Liabilities	61.00
Total Current Liabilities	1,021.63
Total Liabilities	1,021.63
Equity	
Unrestricted Net Assets	434,033.06
Net Income	-23,564.07
Total Equity	410,468.99
TOTAL LIABILITIES & EQUITY	411,490.62

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2019

Southern Bank, Checking				
Date	Previous Balance	Deposits	Withdrawals	Current Balance
7/31/2018	\$201,045.32	\$414,795.62	\$559,634.66	\$56,206.28
8/31/2018	\$56,206.28	\$100,197.76	\$50,158.67	\$106,245.37
9/30/2018	\$106,245.37	\$934.00	\$89,108.81	\$18,070.56
10/31/2018	\$18,070.56	\$81,226.85	\$72,269.61	\$27,027.80
11/30/2018	\$27,027.80	\$222,407.08	\$155,080.33	\$94,354.55
12/31/2018	\$94,354.55	\$418,511.75	\$443,521.57	\$69,344.73
Southern Bank, ICS Funds				
7/31/2018	\$291,667.14	\$215,094.76	\$165,000.00	\$341,761.90
8/31/2018	\$341,761.90	\$145.15	\$0.00	\$341,907.05
9/30/2018	\$341,907.05	\$10,144.22	\$0.00	\$352,051.27
10/31/2018	\$352,051.27	\$135.14	\$35,000.00	\$317,186.41
11/30/2018	\$317,186.41	\$76,130.50	\$45,000.00	\$348,316.91
12/31/2018	\$348,316.91	\$109.96	\$206,512.00	\$141,914.87
Southern Bank, Money Market				
7/31/2018	\$81,154.22	\$120,148.98	\$0.00	\$201,303.20
8/31/2018	\$201,303.20	\$211.97	\$25,000.00	\$176,515.17
9/30/2018	\$176,515.17	\$23,604.61		\$200,119.78
10/31/2018	\$200,119.78	\$214.16		\$200,333.94
11/30/2018	\$200,333.94	\$207.47		\$200,541.41
12/31/2018	\$200,541.41	\$166,726.61	\$166,512.00	\$200,756.02

Checkbook Ledger Balance

Southern Bank & ICS Balances 12/31/2018	\$412,015.62
Total Outstanding Withdrawals Southern Bank	\$525.00
Total available Balance 12/31/2018	\$411,490.62

FY 2019 UPWP Budget
3 months of expenses
6 months of expenses

\$1,023,094.00
\$255,773.50
\$511,547.00

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 2018

	Oct - Dec 18
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	17,670.07
Interest Income	1,068.75
Miscellaneous Revenue	47.62
Total Other Types of Income	18,786.44
OTO Revenue	
Consolidated Planning Grant CPG	193,857.87
Total OTO Revenue	193,857.87
Total Income	212,644.31
Gross Profit	212,644.31
Expense	
Building	
Building Lease	16,905.00
Maintenance	283.56
Office Cleaning	830.00
Utilities	601.13
Total Building	18,619.69
Commodities	
Office Supplies/Furniture	617.30
Total Commodities	617.30
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	8,538.57
Member Attendance at Meetings	9,131.50
Total In-Kind Match Expense	17,670.07
Information Technology	
Computer Upgrades/Equip Replace	1,670.95
Data Storage/Backup	945.00
IT Maintenance Contract	2,284.00
Software	1,562.71
Webhosting	119.19
Total Information Technology	6,581.85
Operating	
Copy Machine Lease	693.75
Dues/Memberships	399.00
Education/Training/Travel	
Hotel	780.75
Meals	154.12
Training	294.67
Transportation	122.87
Total Education/Training/Travel	1,352.41
Food/Meeting Expense	1,045.75
Postage/Postal Services	334.33
Printing/Mapping Services	1,247.17
Staff Mileage Reimbursement	982.24
Telephone/Internet	1,134.39
Total Operating	7,189.04

Ozarks Transportation Organization

UPWP Profit & Loss

October through December 2018

	Oct - Dec 18
Personnel	
Mobile Data Plans	540.00
Payroll Services	579.95
Salaries	128,060.69
Total Personnel	129,180.64
Services	
Audit	4,640.00
Professional Services (Legal &	10,355.12
Website Redesign	7,025.00
Total Services	22,020.12
Total Expense	201,878.71
Net Ordinary Income	10,765.60
Net Income	10,765.60

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July through December 2018

	Jul - Dec 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	26,676.45	162,000.00	-135,323.55	16.5%
Interest Income	2,102.91			
Miscellaneous Revenue	982.73			
Total Other Types of Income	29,762.09	162,000.00	-132,237.91	18.4%
OTO Revenue				
Consolidated Planning Grant CPG	431,335.13	818,475.00	-387,139.87	52.7%
Local Jurisdiction Match Funds	87,245.54	42,620.00	44,625.54	204.7%
Total OTO Revenue	518,580.67	861,095.00	-342,514.33	60.2%
Total Income	548,342.76	1,023,095.00	-474,752.24	53.6%
Gross Profit	548,342.76	1,023,095.00	-474,752.24	53.6%
Expense				
Building				
Building Lease	33,810.00	72,804.00	-38,994.00	46.4%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	495.72	4,000.00	-3,504.28	12.4%
Office Cleaning	1,580.00	3,300.00	-1,720.00	47.9%
Utilities	1,241.61	3,500.00	-2,258.39	35.5%
Total Building	37,127.33	85,604.00	-48,476.67	43.4%
Commodities				
Office Supplies/Furniture	1,509.85	7,000.00	-5,490.15	21.6%
Public Input Promotional Items	0.00	2,000.00	-2,000.00	0.0%
Publications	94.00	300.00	-206.00	31.3%
RideShare Signs	0.00	10,000.00	-10,000.00	0.0%
Total Commodities	1,603.85	19,300.00	-17,696.15	8.3%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	10,780.57	150,000.00	-139,219.43	7.2%
Member Attendance at Meetings	15,895.88	12,000.00	3,895.88	132.5%
Total In-Kind Match Expense	26,676.45	162,000.00	-135,323.55	16.5%
Information Technology				
Computer Upgrades/Equip Replace	4,413.55	8,000.00	-3,586.45	55.2%
Data Storage/Backup	1,445.00	4,200.00	-2,755.00	34.4%
GIS Licenses	0.00	5,500.00	-5,500.00	0.0%
IT Maintenance Contract	4,220.60	10,000.00	-5,779.40	42.2%
Software	1,796.31	4,800.00	-3,003.69	37.4%
Webhosting	653.04	1,500.00	-846.96	43.5%
Total Information Technology	12,528.50	34,000.00	-21,471.50	36.8%
Insurance				
Board of Director Insurance	2,369.00	3,000.00	-631.00	79.0%
Errors & Omissions Insurance	0.00	3,000.00	-3,000.00	0.0%
Liability Insurance	2,492.00	2,500.00	-8.00	99.7%
Workmen's Compensation Ins	1,253.00	1,700.00	-447.00	73.7%
Total Insurance	6,114.00	10,200.00	-4,086.00	59.9%
Operating				
Copy Machine Lease	1,387.50	5,700.00	-4,312.50	24.3%
Dues/Memberships	1,213.00	5,000.00	-3,787.00	24.3%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July through December 2018

	Jul - Dec 18	Budget	\$ Over Budget	% of Budget
Education/Training/Travel				
Hotel	780.75			
Meals	189.67			
Registration	800.00			
Training	525.93			
Transportation	753.97			
Education/Training/Travel - Other	0.00			
		20,000.00	-20,000.00	0.0%
Total Education/Training/Travel	3,050.32	20,000.00	-16,949.68	15.3%
Food/Meeting Expense	1,850.98	4,000.00	-2,149.02	46.3%
Legal/Bid Notices	270.60	2,500.00	-2,229.40	10.8%
Postage/Postal Services	482.30	1,800.00	-1,317.70	26.8%
Printing/Mapping Services	1,273.42	2,500.00	-1,226.58	50.9%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	1,508.91	3,500.00	-1,991.09	43.1%
Telephone/Internet	2,262.01	5,000.00	-2,737.99	45.2%
Total Operating	13,299.04	51,500.00	-38,200.96	25.8%
Personnel				
Mobile Data Plans	990.00	3,240.00	-2,250.00	30.6%
Payroll Services	1,070.45	2,700.00	-1,629.55	39.6%
Salaries				
Dental Premium	-505.44			
Health & Dental Insurance				
Employee Family Contribution	-5,876.00	-12,278.00	6,402.00	47.9%
Health & Dental Insurance - Other	25,272.42	50,776.00	-25,503.58	49.8%
Total Health & Dental Insurance	19,396.42	38,498.00	-19,101.58	50.4%
Payroll Tax Expense	12,985.40	30,478.00	-17,492.60	42.6%
Salaries	182,885.35	380,978.00	-198,092.65	48.0%
SEP-IRA Contribution	25,556.08	53,397.00	-27,840.92	47.9%
Total Salaries	240,317.81	503,351.00	-263,033.19	47.7%
Total Personnel	242,378.26	509,291.00	-266,912.74	47.6%
Services				
Aerial Photos	25,000.00	25,000.00	0.00	100.0%
Audit	4,640.00	4,600.00	40.00	100.9%
Professional Services (Legal & TIP Tool Maintenance	12,496.12	24,000.00	-11,503.88	52.1%
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	0.00	25,000.00	-25,000.00	0.0%
Website Redesign	2,490.24	3,000.00	-509.76	83.0%
	7,025.00	30,000.00	-22,975.00	23.4%
Total Services	61,251.36	151,200.00	-89,948.64	40.5%
Total Expense	400,978.79	1,023,095.00	-622,116.21	39.2%
Net Ordinary Income	147,363.97	0.00	147,363.97	100.0%
Net Income	147,363.97	0.00	147,363.97	100.0%

**Ozarks Transportation Organization
Unified Planning Work Program 2nd Quarter Progress Report
Period September 1, 2018 to December 31, 2018**

Task 1 OTO General Administration 52% Complete

1.1 Financial Management

OTO prepared and submitted the 1st Quarter FY 2019 financial reports. The Board of Directors reviewed and accepted the reports at the December meeting. Staff prepared and submitted the monthly CPG Reimbursement Requests for September, October and November. Biweekly payrolls were prepared and entered. Staff maintained the monthly budget and accounting functions. Open insurance enrollment was held for all eligible employees.

1.2 Financial Audit

The FY 2018 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 2019 UPWP 1st Quarter Progress Report and submitted to MoDOT for review.

1.4 Travel and Training

Staff attended the following training:

Transportation and General Planning

Statewide TIM Summit
The Ethics of Inclusion - AICP CM Ethics Webinar
MoDOT LPA Online Basic Training Program
Transit Asset Management Compliance Webinars
Site Plan Case Studies Webinar

GIS

ESRI – Do It Yourself Geo Apps Training

Other

Monthly OCITE meetings
Ozark Mountain Section APA Meetings
Quarterly GFOA-MO meeting
GAAP Update Training
SAHRA Monthly Training Meetings
Title VI Training - Innovation and Emerging Technologies to Advance Universal Transportation

1.5 General Administration and Contract Management

Continued to track and monitor contracts and contract payments. Prepared and executed RFP for Website Design and Development. Mostly Serious agency was selected and a contract was signed in November and initial meetings were held.

1.6 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org, www.giveusyourinput.org, and www.letsgomsmart.com websites, as well as maintained the Facebook and Twitter accounts with online updates. A budget review meeting for IT items was held with Northern Summit to prepare for upcoming needs in the next UPWP. A map was added to the OTO website for the TIM Subcommittee. Software license for Dreamweaver was renewed.

Task 2 OTO Committee Support 50% Complete

2.1 OTO Committee Support

Three Board of Directors, One Executive Committee and One Technical Planning Committee meetings were conducted. Agendas, minutes and press releases were prepared for all meetings.

The following items were approved:

- Amendment Number One to the FY 2019-2022 Transportation Improvement Program
- Bridge, Pavement and System Performance Measures
- Resolution to Participate in LAGERS
- Amendment One to FY 2018-2019 Operating Budget
- Nominating Committee Approved
- Amendment Number Two to the FY 2019-2022 Transportation Improvement Program
- Federal Functional Classification Map Change
- Annual Listing of Obligated Projects
- FY 2018 Independent Financial Statement Audit
- FY 2019 1st Quarter Financial Statements
- Calendar Year 2019 Action Items
- Board of Directors 2019 Slate of Officers
- 2020-2024 STIP Priorities
- 2019 State of MO Legislative Priorities
- 2019 Safety and Transit Performance Targets
- Federal Legislative Priorities
- Technical Committee Chair/Vice-Chair

The following items were reviewed:

- 2017 State of Transportation Report
- Administrative Modification One to the FY 2019-2022 Transportation Improvement Program
- Federal Funds Balance Report
- 2019 Board of Directors Meeting Schedule

The combined Bicycle and Pedestrian Advisory Committee and Transportation Alternatives Program Committee met twice to review, score, and recommend projects for TAP funding.

The Transportation Impact Study Policy Committee met once to review and discuss a model policy for traffic impact studies. A timeline for policy adoption was created.

One Performance Measures Target Setting Committee meeting was held. The committee discussed the background of performance measures, rules, timing, impacts and reasonable progress. Safety and Transit Asset Management targets were reviewed. It was recommended to and approved at the December Board meeting to support the state targets in both cases.

In conjunction with the Local Coordinating Board for Transit, two meetings related to Section 5310 funding were held. A pre-application workshop was held at the beginning of the call-for-projects. A scoring meeting was held in December to review and recommend projects to the Board of Directors. Seven vehicles were recommended to the BOD.

One meeting of the Traffic Incident Management Subcommittee was held. The committee discussed the status of the Operational Guidelines. The committee also decided to discontinue the After-Action Surveys and replace them with discussion time at the beginning of each quarterly meetings. The TIM committee held a Regional TIM Exercise in November.

STIP Meetings

One meeting of the STIP subcommittee was conducted with MoDOT to evaluate the STIP Prioritization process used by OTO. One meeting was held with MoDOT and City of Springfield traffic Engineers to evaluate data and criteria used for the STIP prioritization. Three additional meetings were scheduled for 3rd quarter. Meetings were scheduled with MoDOT and the TPC to refine the 2019 STIP priorities.

Staff continued to participate with the MO Coalition for Safer Roadways SW District.

Transportation Impact Study Policy Committee met. The final deliverables were received from Spack Consulting. The TIS committee met to review. Additional meetings were scheduled.

Transportation Impact Study Policy Committee

2.2 Community Committee Participation

Staff participated in/and attended the Ozark Greenways Let's Go Smart Committee Meetings, Ozarks Greenways Technical meeting, the Ozarks Clean Air Alliance, and Southwest Missouri Council of Governments annual meeting and Board/TAC meetings, Springfield Chamber Transportation Committee, Community Partnership Transportation Collaborative of the Ozarks. Staff members also attended monthly Chamber of Commerce meetings in Ozark and Springfield. In December, staff attended a workshop which led to the combining of the Let's Go Smart Committee and the Transportation Collaborative.

Provided support and input on Agenda Subcommittee for MoDOT 2019 Statewide Planning Partners Meeting to be held in Jefferson City in February.

A meeting with MoDOT Central Office and Southwest District Staff was held to review OTO's programs, future programming needs, and prioritization processes.

2.3 OTO Policy and Administrative Documents

An update on the status of OTO's 2017 Federal Certification Review items was provided to US DOT, including the provision of the Transportation Performance Measures Planning Agreement between OTO, MoDOT, and City Utilities Transit.

2.4 Public Involvement

Monitored and updated OTO social media and media outlets. Investigated Social Media archive requirements and costs concerning Sunshine Law requirements. Continued to post incoming public comments to the Public Comment Database. Implemented the Public Participation Plan by sending out meeting notices and press releases. Staff prepared a draft flow chart outlining the public involvement process for plans and studies. The outline will be revised and edited concurrent with the evaluation of the Public Participation Plan during the 3rd quarter.

Issued Press Releases and public comment solicitation on giveusyourinput.org and social media outlets for the FY 2020-2023 TIP, Amendment One and Two of 2020-2023 TIP, 2020-2024 Statewide Transportation Improvement Program Priorities, Annual List of Obligated Projects, Board of Directors and Technical Planning Committee Meetings, Federal Functional Classification Map Change, Bridge Pavement & Safety Performance Measures Targets, Funding for 5310.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-kind match reporting. A total of 209.29 committee member hours were reported.

Task 3 General Planning and Plan Implementation 51% Complete

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

Per the *Transportation Plan 2040* Implementation Plan, a draft connectivity model ordinance was researched and developed. Background research was conducted on a complete streets model ordinance.

A Major Thoroughfare Plan Variance request was received and discussed and will be appearing in the third quarter meetings for approval.

3.2 Performance Measures

Staff is participating on MoDOT subcommittee to understand performance measure implementation, including MAP-21/FAST Act Performance Measure Conference Calls hosted by MoDOT. Conducted a review of Performance Measure and FAST Act guidance from FTA/FHWA. Pavement, Bridge, and System Performance Targets were adopted by the Board of Directors in October, in support of the statewide targets. Safety and Transit Asset Management performance measures were developed with one meeting of the Performance Measure Subcommittee. The OTO Board approved supporting MoDOT's Safety and Transit Asset Management Targets at the December meeting.

The 2017 State of Transportation Report was developed and completed, as was the infographic showing results of OTO's *Transportation Plan 2040* Performance Measures.

3.3 Congestion Management Process Implementation

In conjunction with the OTO's review of its STIP Prioritization Criteria, a subcommittee of traffic engineers began a review of the OTO's travel time reporting methodology. Additional discussions will be held during the 3rd quarter.

3.4 Federal Functional Classification Maintenance and Updates

The 2018 Call for Changes to the Federal Functional Classification was made with one application for changes being received. The application was submitted by OTO staff in response to a MoDOT request during the review of an earlier functional class application. The application was approved by the Board of Directors during its December meeting.

3.5 Bicycle and Pedestrian Plan Implementation

A presentation was developed and made by the Walkability Action Institute Team to Springfield City Council. Grant funding opportunities were shared with the City of Springfield for the SGFYields Campaign. Work continued to reformat and rebrand the Bicycle Destination Plan, preparing for the new routes in Christian County. Public input was received on proposed destinations. -A meeting was held with MoDOT and the City of Nixa to discuss sidewalk needs and cost share possibilities. A Missouri Trails Advisory Board meeting was held in Sedalia where the 2019 Recreational Trails Grant Application was reviewed. An outline was developed for the revision of the Ozark Greenways Trail Design Standards. Calendar Year 2017 Bicycle and Pedestrian activities were combined into the 2017 State of Transportation Report.

3.6 Freight Planning

Staff responded to requests for input from MoDOT-Freight.

3.7 Traffic Incident Management Planning

One meeting of the Traffic Incident Management Subcommittee was held. The committee discussed the status of the Operational Guidelines. The committee also decided to discontinue the After-Action Surveys and replace them with discussion time at the beginning of each quarterly meetings. The TIM committee held a Regional TIM Exercise in November.

3.8 Air Quality Planning

Continued to work with Ozarks Clean Air Alliance and continued exploring Clean Cities designation, OCAA as an independent organization, and the VW Settlement Trust. Updates were provided to members regarding funding availabilities through Missouri DNR for VW Settlement Trust funding. Work began to update the Clean Air Action Plan and to develop work program goals for the OCAA for 2019. Continued to monitor the OTO attainment status.

3.9 Hazard Environmental Assessment

Nothing was updated during the 2nd quarter.

3.10 Demographics and Future Projections

Continued to collect and input area building permit data for the 2018 Growth Trends Report document and presentation.

3.11 Geographic Information Systems (GIS)

Continued Database Management and Growth Trend Permit Reports. Staff added MoDOT Transportation planning database to the OTO resources. Mapped TITLE VI ACS 2013 - 2017 demographics for CU Transit. Prepared network datasets for CU Transit Study Added ACS 2013 - 2017 AFF data tables.

3.12 Mapping and Graphic Support for OTO Operations

Maps were produced as needed for various projects and analysis. MapIt continued to be available for public input.

3.13 Support for Jurisdictions Plans

Continued to partner with Springfield and Springfield/Greene County Health Department to develop and implement the Walkability Action Institute Action Plan. Partnered with the Springfield Planning Department to discuss the viability of Bus Rapid Transit in Springfield. The Kansas Extension project was monitored to ensure approval of the environmental review and the obligation of limited acquisition ROW funding.

3.14 Studies of Parking, Land Use, and Traffic Circulation

Participated on MoDOT scoping team for US 160 between Springfield and Nixa.

3.15 Transportation Consultant/ Modeling Services

A scope of work for a model update was reviewed in preparation for the upcoming metropolitan transportation plan update.

3.16 Civil Rights Compliance

No complaints were received. Staff researched ways to make the website more accessible.

3.17 Travel Demand Model Update

The consultant for the Travel Demand Model provided cost information to update the model. Staff researched low cost ways to update the population and employment data that is forecasted in the model.

3.18 Aerial Photography

Paid invoice to City of Springfield for our portion of this completed project in 1st Quarter.

Task 4 Project Selection and Programming 48% Complete

4.1 FY 2019-2022 Transportation Improvement Program (TIP)

Public input was solicited and Amendment Number One and Amendment Number 2 to the FY 2019-2022 Transportation Improvement Program was approved at the October and December Board of Directors meetings. Administrative Modification One was presented to the December Board of Directors.

4.2 FY 2020-2023 Transportation Improvement Program (TIP)

Continued Public Input of the FY 2020-2023 TIP on the [giveusyourinput.org](https://www.giveusyourinput.org) website through December 2018. The TIP mailing list was updated to ensure maximum outreach. Responses were provided for input received and all has been shared with the Board of Directors.

4.3 Project Programming

The MoDOT FY 2020-2024 STIP Priorities were approved by the Board in October. Analysis included crash, travel times, volume to capacity ratio, economic development, multimodal, and environmental justice. Background and committee work conducted to update STIP prioritization process for 2021-2025. Meetings were also held to further refine the programming requirements for the approved 2020-2024 STIP Priorities.

Transportation Alternative Program projects were scored, as were FTA Section 5310 projects. Two TAP projects were programmed as part of Amendment 2 and the others, along with the 5310 projects, were prepared to be included in Amendment 3 in the third quarter. Projects and funding was also revised to provide for payback on a PE obligation for a City of Nixa project. A supplemental agreement between Christian County and MoDOT for the Riverside Bridge STBG-Urban funding was coordinated, which also paralleled a TIP amendment to show funding in the correct year and with the correct phases.

4.4 Federal Funds Tracking

Prepared the Federal Funds Balance Report. The format of the report was updated to reflect current balances and future balances based on programmed funds, providing a lapse scenario and available funding for programming scenario to OTO members. Prepared and solicited public input on the Annual

Listing of Obligated Projects. Published ALOP by December 30 deadline. Obligations continued to be monitored to ensure reasonable progress and to avoid any potential lapse in funding per MoDOT's three-year policy and the Federal Funding four-year policy.

4.5 Online TIP Tool Maintenance

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program. A call was held to review future changes to the TIP Tool and for OTO to provide feedback on desired outcomes of said changes.

Task 5 OTO Transit Planning 50% Complete

5.1 Operational Planning

Staffed the Community Partnership of the Ozarks Transportation Collaborative developing recommendations to help the under resourced with transportation needs. This committee is being combined with the Ozark Greenways Let's Go Smart Committee to provide a broader and more complete approach to bicycle, pedestrian, and transit needs in the region.

5.2 Transit Coordination Plan Implementation

A Call-for-Projects was held for the Section 5310 program using new criteria outlined in the Transit Coordination Plan.

5.3 Program Management Plan Implementation

The review was completed during the 1st quarter.

5.4 Data Collection and Analysis

OD Study for CU Transit was conducted to demonstrate to transit stakeholders the relationship between live/work paths of potential transit users and to identify underserved demand.

5.5 Community Support

Made RideShare Brochure available for community distribution and awareness.

5.6 ADA/Title VI Appeal Process

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

Task 6 City Utilities Transit Planning 50% Complete

6.1 Operational Planning

FY 2018 Grants:

CU's FY 2018 Section 5307 grant – During 4th Quarter 2018, Congress released the Annual FY 2018 Federal Apportionment funding for all FTA funded grants. CU executed our FTA Section 5307 grant on June 11, 2018. As of June 30th, CU's short-range transit planning was 75% complete, since CU's fiscal year begins October 1 to September 30. CU was also able to ask for 100% of our operating assistance grant request, 100% of our preventive maintenance expenses, and a portion of our 1% security requirement.

CU's FY 2018 Section 5339 grant – CU has submitted our grant application to FTA for the purchase of two, 35-foot fixed route buses and we are awaiting FTA and DOL approval. This grant will be combined with MODOT's Section 5339 funding transferred to CU.

CU's FY 2018 Section 5310 grant - CU will wait until FY 2019 to combine our FY 2018 – 2020 Section 5310 grant funding for the W. Division ADA Sidewalk Project in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the local match for the sidewalk project.

CU's FY 2017 Section 5339 grant application for the purchase of bus security cameras – CU received delivery of the security cameras at the end of February 2018. Installation of the bus security cameras on all 34 buses will take approximately 6 months to complete by CU's Fleet Maintenance staff.

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. The installation of the new bus shelters and new bus stop sign stickers will be completed in 2018.

CU's FY 2017 Section 5339(b) grant for the purchase of eleven, 35-foot fixed route buses – CU received delivery of all eleven, 35-foot buses from Gillig in March 2018. All eleven, 35-foot buses were put in service as of June 16, 2018.

6.2 ADA Accessibility

CU had grant funding remaining from the ADA Sidewalk project on S. Campbell allowing CU to complete ADA Sidewalk accessibility work on S. Kansas Expressway from Chesterfield Blvd. to Walnut Lawn. This will complete FTA Grant MO-16-X047 and a portion of MO-16-X053 for ADA accessibility by May 2018.

FTA Grant MO-2017-012 for installation of the remaining 16 bus shelters will begin in May and should be completed by 2018.

The remaining funding for bus bench pads/sidewalks on FTA Grant MO-16-X053 is projected to be used to extend several bus turnouts that require extra length to accommodate two, 35-foot buses. Surveying of the turnout sites has not yet occurred as of June 30, 2018.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

Route adjustment on Route 3 took effect on May 14, 2018 to improve on-time performance 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.

6.5 Financial Planning

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

CU has also participated in several OTO committees this past quarter.

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.

6.7 Safety, Security and Drug and Alcohol Control Planning

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

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 collected and provided MODOT asset related data for CU's inclusion in the MODOT State-wide TAM Plan.

Task 7 Special Studies and Projects 30% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

Corresponded with City of Springfield on the expansion of the Acyclica network to include future Kansas Extension. Coordinated discussions between City of Springfield Traffic Operations and CU Transit on opportunities for sharing real-time data using the TMC's new ATMS software. Staff recommended inclusion of ITS projects in annual STIP prioritization process.

7.2 Grant Application to support Livability/Sustainable Planning

No applications were processed during the 2nd quarter.

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

No activities this quarter.

7.4 Travel Sensing & Travel Time Service Project

Staff used the travel time units to analyze congestion as part of the STIP prioritization evaluation discussion.

Task 8 Transportation Demand Management 52% Complete

8.1 Coordinate Employer Outreach Activities

Monthly newsletters were sent to registered OzarksCommute users. These newsletters are intended to remind users of their account, educate users about system features, and highlight successes.

8.2 Collect and Analyze Data to Determine Potential Demand

Collected data from Acyclica Go traffic sensors to compare travel speeds to assist with Congestion Management Plan. Collected National Performance Measures Data Set and MoDOT Intersection GIS file for Freight Study for accidents involving I-244 corridor involving commercial vehicles.

Task 9 MoDOT Transportation Studies and Data Collection 3.5% Complete

MoDOT Transportation Studies and Data Collection

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 199.5 MoDOT staff hours were completed.

TAB 8



SBJ FILE PHOTO

More than 1 million passengers utilize the Springfield-Branson National Airport in 2018.

It's official: Airport reports a record year



BY: SBJ STAFF | sbj@sbj.net (<mailto:sbj@sbj.net>)

Posted online January 14, 2019 | 11:12 am

The Springfield-Branson National Airport officially exceeded the 1-million passenger benchmark for the first time in its history.

The airport announced this morning that during 2018, it had 1.08 million passengers, a goal it's sought and nearly conquered in recent years (<http://www.sbj.net/stories/airport-nearly-lands-1-million-passenger-goal,57286>), according to a news release. The airport in December released a report (<http://www.sbj.net/stories/task-force-recommends-removal-of-airport-from-city-authority,61605?>) about its passenger record, though the projection with assistance from the Missouri State University math department wasn't yet final.

“That’s an 8.3 percent increase over last year and it sets a yearly passenger record for the fourth consecutive year,” airport Director of Aviation Brian Weiler said in the release.

The airport in 2017 had 993,129 total travelers, according to past Springfield Business Journal reporting (<http://www.sbj.net/stories/airport-nearly-lands-1-million-passenger-goal,57286>).

Other statistics released this morning show air cargo at the airport transported by UPS and FedEx grew by 5.5 percent to 30.6 million pounds, and that aviation fuel to airlines and general aviation aircraft rose 13 percent to nearly 8 million gallons last year. As demand increases, the airport this year plans to add at least 300 parking spots.

Allegiant Air, American Airlines, Delta Air Lines and United Airlines provide nonstop flights to 13 destinations from the Springfield airport, according to its website (<http://www.sgf-branson-airport.com/destinations>).

“As we got closer to the million passenger mark, one airline added a second de-icing truck. Others put aircraft mechanics at the airport on a full-time basis,” said Kent Boyd, the airport’s air service development manager, in the release. “In years past, the airlines didn’t think there was enough business in Springfield to justify these additional resources. The fact that they’re doing it now tells us the airlines are bullish on Springfield passenger growth.

“And from the customer’s perspective, it’s a good deal because it should mean fewer flight delays due to aircraft mechanical issues.”

The passenger record comes amid a potential change in management for the airport, as city officials are considering (<http://www.sbj.net/stories/council-opens-talks-for-standalone-airport-authority,62036>) a switch to a stand-alone authority model.

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January 22, 2019

2:15 pm » In Memoriam: President George H. W. Bush, ISTEA, and Transportation

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

Governor Michael Parson (R) highlighted what he called several “long-term investments” in Missouri’s transportation infrastructure during his first “State of the State Address” (<https://governor.mo.gov/press-releases/archive/governor-parson-delivers-2019-state-state-address>)” on Jan. 16.

[Above photo by Missouri DOT.]

The biggest piece of that infrastructure plan is \$351 million set aside in the state’s fiscal year 2020 budget for the Missouri Department of Transportation to “begin immediate work” on nearly 250 bridges in need of “critical repair or replacement.” A further \$50 million will fund a “transportation cost share program” to assist cities and counties with addressing the “most serious infrastructure needs in our local areas,” Gov. Parson said in his speech.

“I firmly believe the people of Missouri are eager to have leadership that will propose bold ideas and is willing to tackle tough issues that have been put off too long,” he added. “My administration is focused on making significant investments in workforce development and infrastructure, reforming

and restructuring government responsibilities, and saving for the future. We look forward to working with the legislature to move Missouri forward.”

The Governor's 12-page budget outline



Photo by Missouri DOT


(https://oa.mo.gov/sites/default/files/FY_2020_EB_Transportation.pdf) for the Missouri DOT also allocates \$5 million in state road monies for federal grants, a state freight/rail plan, and operating expenditures.


Parson, who became governor in June last year following the resignation former Gov. Eric Greitens, focused primarily on workforce development and infrastructure spending in his speech (https://www.stltoday.com/news/local/govt-and-politics/gov-parson-proposes-new-bonding-plan-to-fix-bridges-pushes/article_f3715752-a516-5c0b-afdf-1b7f2429397e.html) before the state legislature.

“I stand before you today to share a vision — a vision that will chart Missouri’s future into the next decade,” Parson told lawmakers.

“When we try to make everything a priority, the fact is nothing is truly a priority,” he said. “So let me be crystal clear: Cultivating and training our workforce for high-demand jobs and investing in critical infrastructure are the priorities we must address this session.”

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WAMU, JAN 17

Will These Yellow Poles Help Protect Pedestrians From Deadly Left Turns? D.C. Hopes So.

3:34

Jordan Pascale



Newly-installed yellow pylons in intersections across the District aim to reduce pedestrian deaths. The pylons are meant to slow down drivers and force a more 90-degree left turn. Left turns are among the most common and most deadly types of crashes in the District.

Tyrone Turner / WAMU

Picture this: You're sitting at a busy District intersection with your turn signal on waiting to turn left. Traffic from the other direction is heavy. You're poised to find your opening. Maybe your phone goes off. Or your kids are screaming in the back seat.

Then you see it. Your window has opened, and you've got to take it. As you accelerate you see something moving in your periphery. There's a pedestrian right in the crosswalk, and it's too late to stop.

That is the most common crash type in the District or any big city, according to George Branyan. He's the District Department of Transportation's pedestrian safety program coordinator.

And these crashes can be the most deadly for vulnerable pedestrians. At least three people in the District were killed in the crosswalk last year in this type of situation.

Carol Tomason was [hit by a Chevy pickup truck](#) driver in a crosswalk on H Street in October. Last month, mother and daughter Monica Carlson and Cora Adams [were hit by a tour bus](#) in a crosswalk near the National Archives.

Often, pedestrians have the walk signal, but cars still barrel through the crosswalk.

“These left turns... drivers have more time to pick up speed,” Branyan said. “That is why it’s so troublesome and why it’s the one that we’re continuing to work on.”

Solutions From Out Of Town

Soon, you’ll see more strips of hard plastic curb and yellow pylons pop up in the center line of District streets. It’s a new technique called “left turn hardening” or “left turn calming.”

Branyan describes the purpose like this: Often drivers slices through a crosswalk instead of making a hard, 90-degree left turn.

“The pylons create a barrier so that the car can’t begin it’s left turn until it goes farther into the intersection,” he said. “It forces the driver to make more of a right angle, so they can’t cut through the crosswalk at a slight angle.”

“Anytime you force a tighter turn, it slows down a driver.”

Check out DDOT’s before and after video from 14th and Columbia Road NW below.



DDOT DC
@DDOTDC

Our new left turn calming infrastructure helps prevent drivers from cutting corners and making loose left turns. Here's one of several intersections that we've made safer already: 14th St and Columbia Rd NW. [#ward1](#) [#VisionZeroDC](#)

More details [▶ youtu.be/G3VsTGbHZKk](https://youtu.be/G3VsTGbHZKk)

60 3:39 PM - Jan 4, 2019

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A few more components complete a left turn calming intersection: A rubber bump outside the crosswalk, a wedge of bright yellow paint on the corner and waist-high pylons within the wedge that prevent drivers from beginning their turn too early.

The tactic makes the driveable area in the crosswalk smaller, thus limiting the exposure of pedestrians to vehicles. DDOT officials hope that with these changes — in addition to giving pedestrians an early walk signal before the traffic signal turns green — will make pedestrians more visible.

And it helps prevent drivers from lazily and literally cutting corners.

DDOT took a page out of [New York City's playbook](#), which started using this infrastructure in 2016. It's relatively cheap and quick to install — about three or four hours of work. And it gets results.

Wasim Raja oversees the project as associate director of DDOT traffic engineering.

"In New York, the average left turn speed was reduced by over 20 percent and the crossing of the double yellow lines were reduced by nearly 80 percent," Raja said. "These are some significant numbers."

The District's intersections were chosen based on the number of crashes, pedestrian-car interactions and other factors, Raja said.

The Case Study

Where Are They?

You can find this left turn calming measures at least six intersections right now.

- 7th and T Street NW
- 9th and M Street NW
- 11th and I Street SE
- 14th and Columbia Road NW
- 13th and I Street NW
- 23rd and G Street NW

You'll find them at 85 intersections across all eight wards in the next two years.

In early January, workers installed the 20 feet of hard plastic curb and bright yellow pylons at 23rd and G Street NW near George Washington University in Foggy Bottom.

It's a fairly busy intersection. Some drivers seemed unsure about how to handle the new intersection. A large bus driver nearly took out the pylons.

Most drivers slowed down and made a slower, more right-angle turn to avoid the pylons.

One driver in a sedan, aiming to beat a light, drove right over the rubber bump and sped quickly around the pylons, barely missing pedestrians.

A Call To Action As Traffic Death Increase

The District has committed to eradicating traffic deaths by 2024 in an effort called Vision Zero. Since the early 2000s traffic deaths have plummeted. Seventy-two people were killed in traffic-related crashes in 2001. By 2012, D.C. hit an all-time low of 19 deaths.

But it's [increased almost every year since](#).



A pedestrian walks past the new infrastructure installed at 23rd and G St. NW in Foggy Bottom. New hardened left turns will continue to appear throughout the District over the next two years.

Tyrone Turner / WAMU

In October 2018, DDOT launched new initiatives that will show up on District streets this year.

No right turns on red at 100 intersections, the left turn hardening infrastructure at 85 intersections and slower speeds near schools, retirement homes and rec centers. DDOT also just [hired Linda Bailey](#) to lead the new Vision Zero office.

City officials say they hope the changes — both in infrastructure and personnel — will make a positive impact. But they acknowledge that it will likely take a bit of time and education for drivers to permanently change dangerous behavior.

FILED UNDER: [DC](#), [Public Safety](#), [Transportation](#).



JORDAN PASCALE 

Jordan Pascale is WAMU's transportation reporter. He covers everything from WMATA to road congestion, tolls, bike and pedestrian issues and more.

NEXT UP

[WAMU](#), DEC 21, 2018

Traffic Fatalities In Region Continue Despite Vision Zero Goals



[WAMU](#), NOV 8, 2017

Alexandria Sets Ambitious Goal: No Traffic Deaths Or Serious Injuries By 2028



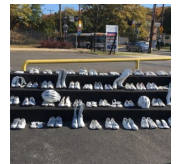
[NPR](#), OCT 25, 2017

Honolulu's 'Distracted Walking' Law Takes Effect, Targeting Phone Users



[WAMU](#), DEC 7, 2016

One Year After Launching Vision Zero, D.C. Sees No Reduction In Traffic Fatalities



Data coming out of legal cannabis states is “really frightening”

by Bethan Moorcraft (/us/authors/bethan-moorcraft-71295/) 13 Dec 2018

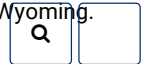
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HLDI analysts estimate that the frequency of crash claims per insured vehicle year rose a combined 6% following the start of retail sales of recreational marijuana in Colorado, Nevada, Oregon and Washington, compared with the control states of Idaho, Montana, Utah and Wyoming.

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“The new IIHS-HLDI research on marijuana and crashes indicates that legalizing marijuana for all uses is having a negative impact on the safety of our roads,” says IIHS-HLDI president David Harkey. “States exploring legalizing marijuana should consider this effect on highway safety.”

Nat Wienecke, senior vice president for federal government relations at the Property Casualty Insurers Association of America (PCIAA), described the data coming out of states like Colorado as “really frightening.” He said: “Road accidents are up, the homeless rate is up, vagrancy is up – all sorts of social issues have evolved in Colorado since the state legalized cannabis for recreational-use.”

While the PCIAA doesn’t take a stance on larger social policy issues like the national legalization of marijuana, the association does have a keen interest in ensuring the safety of American roads and work places. As more and more states consider legalizing cannabis for recreational-use, the PCIAA is working with the federal government and pushing for more research by the Department of Transportation into finding an impairment standard for the use of marijuana.

“The science behind this is very challenging,” Wienecke told *Insurance Business*. “Marijuana is not like alcohol, where you can easily detect a blood alcohol concentration of 0.08% or higher. With THC and the other compounds in marijuana, the science is not at all settled. Reactions depend upon body size, body type, the frequency with which you use marijuana and so on. So, someone could have a higher level of THC in their blood and essentially be fine, whereas a first-time smoker could be severely impaired.

“Figuring out how to determine whether or not someone should get behind the wheel of a car or enter a workplace environment after using cannabis is a very challenging scientific question. At PCIAA, we’re starting to have conversations with policymakers on whether or not the US and the individual states should adopt a pro se standard of source [where people police their own behaviors]. When you lack a scientific blood standard for society, do we need to come up with a norm? For example, if you’ve smoked marijuana within X hours, you should not drive or go to work, especially if you deal with heavy machinery and those sorts of things.”

In lieu of having a specific measurable blood concentration level, there are things insurance firms can be doing to mitigate cannabis-related risks for their clients, according to Wienecke. Lots of education tools exist that coach people about the dangers of impaired-driving and there are also tools and advice insurers can give to employers to ensure they manage safe workplaces.

“The good news is that people are starting to focus,” said Wienecke. “Change doesn’t happen overnight. If we agreed on a standard today, it could be years until states enact laws on it, so time is of the essence.”

Take a deeper dive into the issues surrounding cannabis legalization at the Cannabis Cover Masterclasses in Denver (<http://cannabis.ibamag.com/denver/>) or Los Angeles (<http://cannabis.ibamag.com/los-angeles/>).

Related stories:

Getting educated around the cannabis insurance space is a “two-way street” (/us/news/cannabis/getting-educated-around-the-cannabis-insurance-space-is-a-twoway-street-118387.aspx)

The dominoes are falling as states move to legalize recreational cannabis (/us/news/cannabis/the-dominoes-are-falling-as-states-move-to-legalize-recreational-cannabis-117771.aspx)


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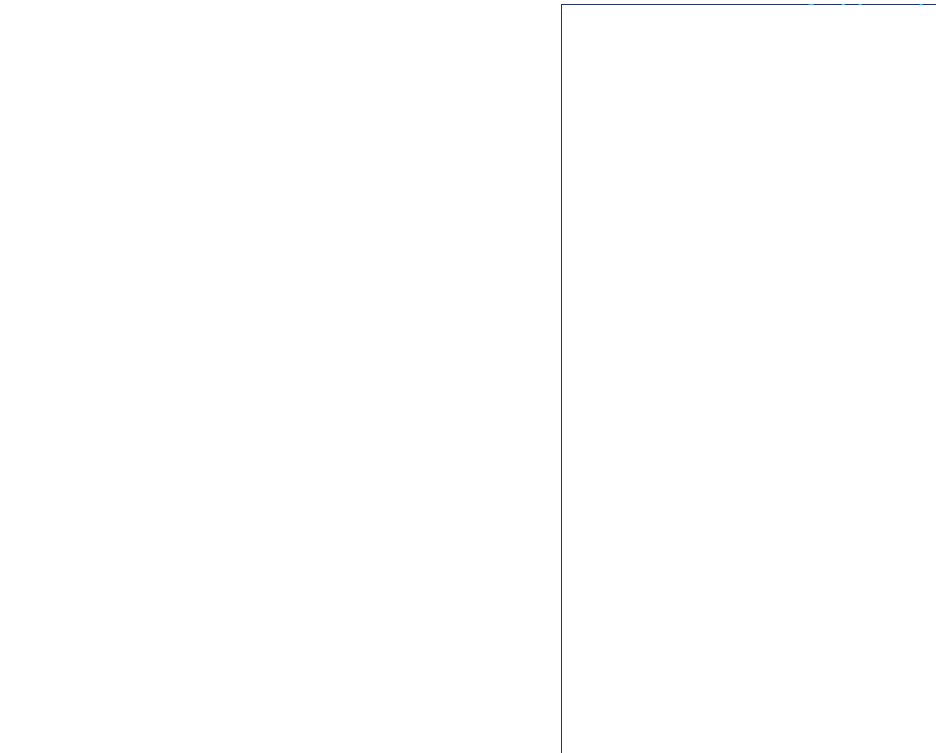
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Home // Asphalt // How the New Congress Impacts the Transportation Industry

How the New Congress Impacts the Transportation Industry

Pelosi and the new House adopted Title I of its governing rules for the 116th Congress. The package includes changes important to the transportation construction industry, such as the repeal of the “Ryan Rule” on Highway Trust Fund (HTF) bailout transfers

JANUARY 7, 2019

SOURCE: ENO TRANSPORTATION WEEKLY



On Jan. 3, Nancy Pelosi (D-CA.) was elected speaker of the House for the 116th Congress with 220 votes, returning to a post she first held eight years ago. In a vote of 234-197, the House adopted Title I of its governing rules for the 116th Congress. The package includes dozens of changes important to the transportation construction industry, such as the repeal of the “Ryan Rule” on Highway Trust Fund (HTF) bailout transfers, the repeal of term limits for committee and subcommittee chairmen, and the formation of a rule that does not allow extra subcommittees for Transportation and Infrastructure (T&I) and the tax-writing House Ways & Means Committee. Also proposed is a budget enforcement change that will make it easier to fix the \$7.6 billion highway funding recession scheduled to take effect July 2020.

Ryan Rule Repeal

Among the provisions that will not carry over into the new Congress is section 5110 of H. Con. Res 71, so called the "Ryan Rule." This provision requires that in the House, transfers of money from the General Fund (GF) of the Treasury to the HTF "shall be counted as new budget authority and outlays equal to the amount of the transfer of the fiscal year the transfer occurs."

Jeff Davis with Eno Transportation Weekly says that under budget score keeping law, and under Senate rules, transfers from the GF to the HTF fall into a kind of loophole and don't count as "real money."

"This means Congress is free to transfer, say, \$100 trillion from the GF to the HTF and the only consequence would be a debt limit violation," Davis says. "The establishment of the Ryan rule, but then-Budget-chairman Paul Ryan (R-WI) in 2011 meant that GF to HTF transfers needed to be offset by spending cuts or revenue increases elsewhere in the budget. Now, such "pay-fors" for the next bailout, which will be necessary by 2020, will not be required by House or Senate rules."

One rule of H. Con. Res 71 that was retained in the new rules package is section 5401 which allows the House to amend budget totals and allow consideration of any "bill or joint resolution or amendment thereto or conference report thereon, that invests in national infrastructure to the extent that such measure is deficit neutral for the total fiscal years 2018 through 2027."

PAYGO, not CUTGO.

When Republicans took over in 2011, they replaced the pay-as-you-go (PAYGO) budgeting provision in House rules with a "cut-as-you-go" provision (CUTGO).

"Essentially, PAYGO requires that new mandatory spending or tax cuts be fully offset with tax increases or mandatory spending cuts," Davis says. "CUTGO removed the ability to pay for increased mandatory spending with tax increases – only spending cuts were allowed as a pay-for. The PAYGO rule goes back to the status quo ante of 2010. But there is a particular transportation benefit to the rules change – PAYGO measures the fiscal effect of legislation in terms of the "net effect of increasing the deficit or reducing the surplus," but CUTGO was only concerned with "the net effect of increasing mandatory spending." What kind of net mandatory spending increase isn't scored as directly increasing the deficit? Highway Trust Fund contract authority, that's what. The House CUTGO rule effectively prevented any net increases in the total amount of HTF contract authority and posed a big obstacle to repealing the [\\$7.6 billion rescission of said contract authority](#) that is scheduled to take place per the FAST Act on July 1, 2020. Under CUTGO, a \$7.6 billion spending cut would have been required in order to repeal the rescission. Under PAYGO, no spending cuts will be required in order to repeal the rescission."

[See the full report here.](#)

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Missouri Department of Conservation, Missouri Department of Transportation host trash can decorating contest

By For the Courier-Post

Posted Jan 8, 2019 at 10:00 AM

The Missouri Department of Conservation (MDC) and the Missouri Department of Transportation (MoDOT) invite Missouri public, private and home-school students in Kindergarten through eighth grades to help fight litter in the Show-Me State — and to have creative and educational fun — by participating in the 2019 “Yes You CAN Make Missouri Litter-Free” trash can-decorating contest.

The Missouri Department of Conservation (MDC) and the Missouri Department of Transportation (MoDOT) invite Missouri public, private and home-school students in Kindergarten through eighth grades to help fight litter in the Show-Me State — and to have creative and educational fun — by participating in the 2019 “Yes You CAN Make Missouri Litter-Free” trash can-decorating contest.

The annual contest is sponsored by MDC and MoDOT as part of the state’s “No MOre Trash!” statewide litter campaign.

The contest encourages school classes and school groups to join in the fight against litter by decorating and displaying a large trash can with the “No MOre Trash!” logo and a litter-prevention message using a variety of creative media.

Schools may submit one entry in each competition category: Kindergarten through second grade, third through fifth grades and sixth through eighth grades. Entries are judged based on creativity, adherence to contest rules and

effective use of theme and logo.

First-place winners from each competition category receive \$200 awarded to the sponsoring schools. All first-place winners are then eligible for a grand prize of a trophy and \$600 awarded to the sponsoring school.

There is no entry fee for the contest. Participating school groups must submit a completed entry form online with up to three photos to nomoretrash.org by Friday, March 15. Contest rules, entry forms, logo, past contest entries and winners and educational information can also be found at nomoretrash.org.

COLUMBIA DAILY TRIBUNE

MoDOT leader paints grim picture without more funds

By Pat Pratt

Posted Dec 13, 2018 at 4:56 PM

Updated Dec 13, 2018 at 4:56 PM

Missouri Department of Transportation Director Patrick McKenna painted a grim picture of the state's highway system if funding hurdles are not addressed following the failure in November of Proposition D.

McKenna spoke Thursday to the Columbia Chamber of Commerce, saying the biggest impact locally of the failure of the proposition is the Rocheport bridge on Interstate 70. He said the bridge is not just important locally, but to the entire state. And while the department has \$15 million budgeted for repairs, replacement is needed.

"That \$15 million will probably get us between eight and 10 years of usable life," McKenna said. "It's not one of the older bridges, but at 3,018 feet long and with the extraordinary commercial vehicle use and the age and wear on that bridge, it needs replacement."

Repairing the bridge as opposed to replacement would also cause a partial shutdown of the interstate for at least seven months and possibly up to 10 months. The result, McKenna said, would be massive traffic jams.

"The impact on a good day, traffic backs up to here (Columbia)," McKenna said. "That's a three-hour backup. That's a good day. On a bad day, it's going to backup potentially as far as Kingdom City, 25 miles, eight hours. What we know from the traffic model is every day in that eight or nine months we are going to have good and bad days."

"What we also know is the impact and cost of that delay far exceeds what citizens would have paid. The impact (of Proposition D) would have been about a dollar a month to the average driver."

Proposition D would have increased the state fuel tax from 17 cents per gallon to 27 cents in four steps. It would have generated about \$288 million annually for state highways and \$123 million for city and county transportation needs. The proposal was defeated, with 54 percent of voters opposed.

Maintenance costs, McKenna said, are compounded by interest and the fact that the department has to replace highways or make repairs when the roadways or structures are in use. Private property issues and environmental concerns, he said, also add to the high costs.

"Roads and bridges alone have a replacement value of about \$125 billion," McKenna said. "Now Missouri through taxation and user fees over the last 100 years built that. They put forward about \$55 billion in investment. That replacement cost today is about \$125 billion. And that replacement cost is one where we are just trying to replace an aging infrastructure, never mind trying to improve it for today's economic use."

MoDOT is currently performing about half the maintenance necessary to keep the system in good order, McKenna said. About two-thirds of state highway funding comes from user fees such as a 17 cent per gallon fuel tax. Federal funds up the other one-third. However, the state fuel tax has not seen an increase since 1992.

Since that time, cars have substantially increased fuel economy. That, McKenna said, has led to less revenue. Proposition D was designed to restore the purchasing power of the tax to account for inflation and other rising costs.

"It's a very good thing on a societal basis, we have rising fuel standards for the vehicles," McKenna said. "Anytime you go out and replace a 10-year-old pickup truck, that might have got 16 miles to the gallon before and you are replacing it with something that gets 24 to 26, that's less revenue per mile for the department. That is becoming as substantial or more than inflation."

McKenna said to address those issues the department has a proposal already supported by Missouri Gov. Mike Parson. The department received a federal grant to study alternatives to the fuel tax and may have at least a partial answer to funding woes.

"We have studied the possibility of converting the state's registration fee from taxable horsepower to a fuel economy standard," McKenna said. "A lot of people are talking about a conversion to vehicle miles traveled. Now we are not as a nation probably ready for that conversion, but something like that may well happen at the federal level."

The change in regards to state registration would create a tiered system. Drivers of vehicles with over 29 miles per gallon, for example, would pay one rate, while drivers of vehicles with poorer fuel economy would pay another rate.

The plan would not result in an unfair fee for either group, McKenna said, because the fuel tax would balance the formula. He said the department hopes the legislature will consider and debate the plan in the days to come.

"The idea is to take the combination of what you pay for your travel with the fuel tax, combined with what you pay for your registration fee," McKenna said. "So it doesn't matter if you are driving a 10-year-old pickup truck or a Tesla. It's essentially an equitable use of the system fee."

ppratt@columbiatribune.com

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Mid-Mo Prep Podcast



Hickman girls basketball coach Anna Rorvig joins the podcast to talk about the Kewpies' season and more

44:40



New Capitol Hill leadership ready to push freight infrastructure agenda

January 03, 2019 John Gallagher



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As the 116th Congress convenes today, changes in leadership among House and Senate committees will be important to the success or failure of an infrastructure agenda. Will that agenda find bipartisan support by politicians looking to score political points on Capitol Hill and within the Trump administration?

Many are confident that the leadership changes will jumpstart infrastructure investment that had been a priority of the White House but failed to gain momentum.

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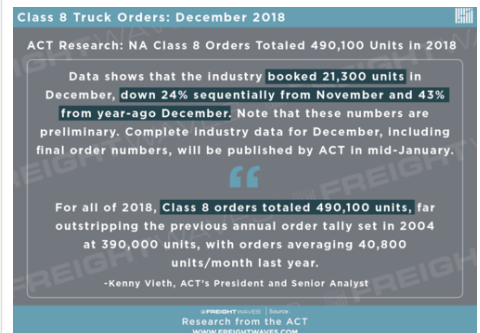


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“We’re generally positive that those assuming leadership positions have a real commitment to infrastructure and ensuring that something gets done under their watch,” Elaine Nettle, executive director of the Coalition for America’s Gateways and Trade Corridors, a Washington, D.C.-based lobbying group, told FreightWaves.

In February 2018, President Trump unveiled a formal infrastructure plan that sought to raise \$1.5 trillion through state, local, and private investment by leveraging \$200 billion in federal spending over 10 years.

“Rather than telling governors and mayors what to do, we will partner with them as they invest in the most pressing projects in the highest-need places,” said Trump’s chief economic adviser Gary Cohn at the time. “And where it makes sense, we will move old infrastructure off the government balance sheet and into private investment.”

But Trump’s infrastructure plan, and its emphasis on local government and private investment, took a backseat to other issues throughout 2018 – namely border security – and Congress was satisfied to wait for the [November midterm elections](#) before taking it up again. With Democrats winning control of the House of Representatives as a result those elections, there has been a renewed emphasis on infrastructure from both sides of the aisle.

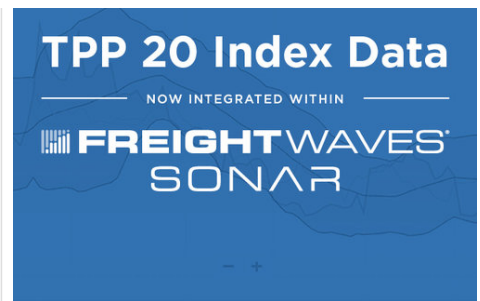


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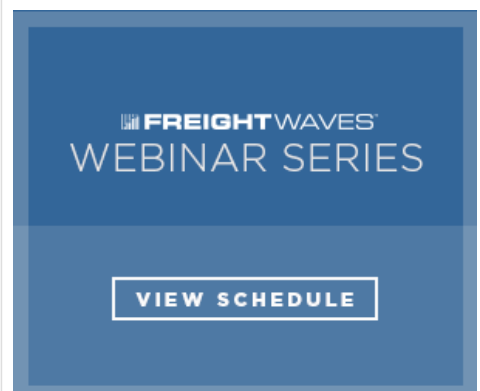
One of the more important developments is that Peter DeFazio (D-OR) will become chairman of the House Transportation & Infrastructure Committee, which has jurisdiction over highways, railroads, aviation, and the U.S. Coast Guard.

DeFazio, who was first elected to Congress in 1986, has helped craft several multi-billion surface transportation reauthorization packages when he was ranking member of the Highways subcommittee. Joining DeFazio on the House T&I Committee’s leadership will be ranking member Sam Graves, a Republican from Missouri who chaired the Highways subcommittee and is said to be anxious to take action on infrastructure.

DeFazio has made his intentions known about bringing back earmarks as a means of funding infrastructure projects, which is another potential



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positive for freight transportation.

Earmarks were banned in 2010 by House Republicans because of abuse by members of Congress who had control over the federal purse strings. Since then, projects to expand road, rail, and port facilities have had to rely instead on competitive grants and other funding sources for federal dollars. As a result, certain projects considered critical to moving cargo have been delayed.

With the Democrats taking control of the House, “I think the probability of getting [earmarks] reinstated is pretty high,” Mark Sickles, government relations director for Weeks Marine, a port and harbor dredging contractor, told FreightWaves. “There are probably enough votes to pass earmarks in the House and even the Senate, maybe by including restrictions as a way to keep things from getting out of hand, which led to them being banned.”

Another development that comes with the change in House leadership and which could prove pivotal for freight infrastructure funding is a stated desire by Earl Blumenauer (another Democrat from Oregon) to establish an infrastructure subcommittee within the House Ways & Means Committee.

According to Capitol Hill sources, one reason why Blumenauer, who is a member of the committee’s tax policy subcommittee, is interested in taking such action is to put more urgency in developing infrastructure “pay-fors,” which could include raising the federal gasoline tax, which fuels the Highway Trust Fund but has been stuck at 18.4 cents per gallon since 1993.

Because of inflation, the fund’s purchasing power for the concrete, steel, and asphalt that builds roads and bridges has been essentially cut in half over the last 25 years. The American Trucking Associations and the U.S. Chamber of Commerce have both endorsed raising the tax – [by 25 cents in the case of the U.S. Chamber](#) – to help cover the shortfall and to keep the trust fund from going bankrupt.

In the Senate, where Republicans added to its majority (bringing their total to 53), a change at the top could help promote the freight infrastructure cause.

John Thune (R-South Dakota) will move from chairing the Senate Commerce, Science and Transportation Committee to become Majority Whip, the second-highest ranking Republican in the Senate after Mitch McConnell.

Thune said in a recent interview with *USA Today* that he considers the move “a way to keep issues important to South Dakota on the national



agenda,” with railroad infrastructure being one of them, by helping to round up legislative votes from his Senate colleagues.

Dan Elliott, former chairman of the Surface Transportation Board, which oversees regulation affecting railroads and their customers, points out that South Dakota is a major agriculture state with many rail shippers. “So when we had a rail service crisis that had a significant effect on North and South Dakota, they paid extremely close attention to how we were handling it” at the board, he told FreightWaves. “Senator Thune cares a lot about the industry and will be in position to increase the exposure of issues affecting rail shippers.”

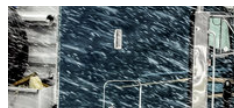
Taking over from Thune as chair of the Commerce, Science and Transportation Committee is Senator Roger Wicker of Mississippi. Wicker’s most recent freight initiative was the Port Improvements Act, which he [introduced in August](#) and was aimed at building cargo efficiency through port and intermodal connections.

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Significant weekend storm to slam the Sierras: snow, wind, power outages

Big storm to make lots of snow and wind in the Sierras this weekend. Travel will be dangerous, and towns could be left in the dark.

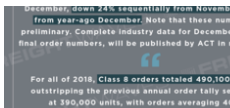
Jan 4, 2019



FreightWaves NOW - January 4, 2019

On today's episode, Chad Prevost talks to Market Experts Nick Austin and Zach Strickland as well as Chief Data Scientist Daniel Pickett and Associate Editor John Paul Hampstead about weather, the Head Haul Index, tender rejections being at an all time low, and precision railroading.

Jan 4, 2019



Class 8 Truck Orders: December 2018

ACT Research: NA Class 8 orders totaled 490,100 units in 2018.

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Deutsche continues its pushback on the accusations levied by XPO short-seller

It's an aggressive push by Deutsche to rebut the suggestion that XPO has serious accounting issues.

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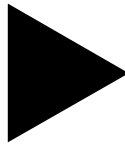
Media Kit

Repeated thefts prompt MoDOT to install overhead cables for highway lights

POSTED 12:22 PM, JANUARY 7, 2019, BY JOHN PEPITONE, *UPDATED AT 05:41PM, JANUARY 7, 2019*

FOX4

MoDOT making it hard to steal copper



KANSAS CITY, Mo. -- One lane of traffic is shut down this week along Bruce Watkins Drive, as the Missouri Department of Transportation repairs wiring for hundreds of highway lights.

The state is trying to discourage theft of copper wire.

Vandalism of lights has been a big problem for MoDOT in the last year, with thieves making about 1,000 lights inoperable, after stealing copper wire for its scrap value.

MoDOT has tried installing theft deterrent doors at the base of light poles, and electricians have changed the way the wiring is installed to make it harder to steal.

Still, it seems once lights have been powered back on, the wiring is stolen again.

So now, workers are stringing cables overhead from pole to pole, instead of having it at ground level where it's a lot easier for criminals to reach.

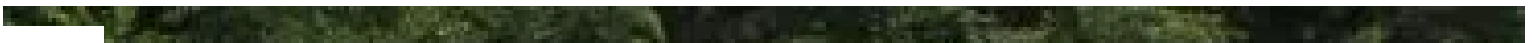
"We have been spending close to a million dollars this year on repairing cable theft," Susan Barry said, assistant district engineer for MoDOT. "Basically we've got locations where we fix it, and then they steal it again. So, it's an ongoing problem. That's why we're trying to find better ways to keep them from stealing it in the first place."

Running wire overhead does not look the best, compared to burying it underground, but Barry says public safety is more important than aesthetics.

In September, a driver struck and killed a 55-year-old woman in a wheelchair on Bruce Watkins Drive, along a dark section of the highway without electricity, because of copper thefts.

Power has already been restored to about 700 lights along U.S. Highway 71 and Interstate 70, with the remainder to be finished in the next two weeks.

Anyone tinkering around at the base of a light pole should prompt a call to police Barry says the thieves often pretend to be maintenance workers.

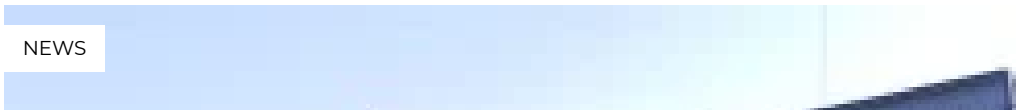




KC strengthens ordinances on salvage yards, tow trucks to cut down on theft



MoDOT crews work through the night to treat roads as blizzard hits KC metro





MoDOT crews working to keep debris off roads and drivers safe this holiday season



Buck O'Neil Bridge reopens in both directions





2 more local business help Sugar Creek woman who lost \$30k to shady contractor



NEWS



Head for the Cure's trailer recovered, but damaged and missing most its contents



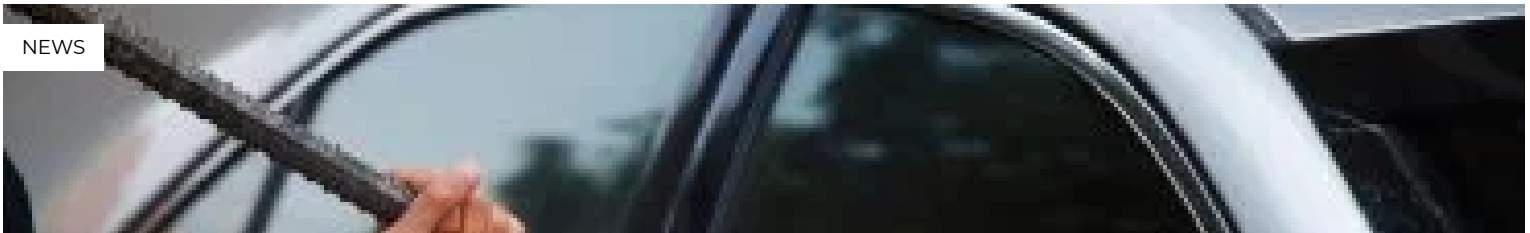
NEWS



Missouri voters once again reject gas tax increase to improve roads



You Decide: Proposition D would raise Missouri's gas tax to fund road work

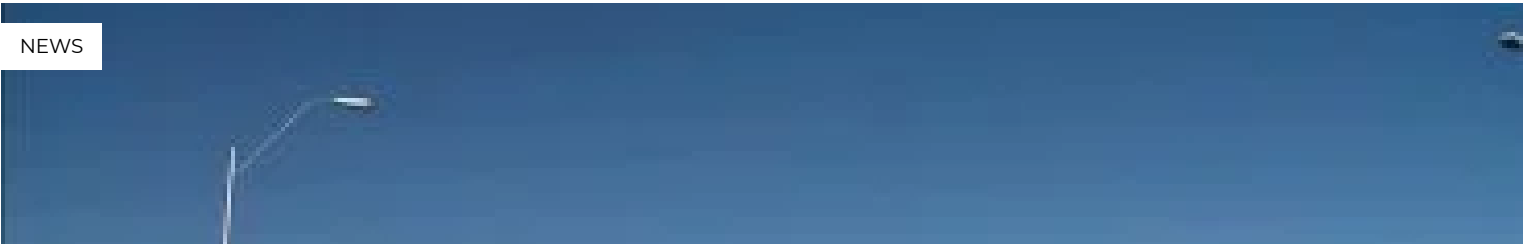




2 Missouri cities named to list of top 20 car theft capitals of the US



Crews practice driving snow plow routes as temperatures turn cooler, snow appears in forecast





As Buck O’Neil bridge reopens, next chapter on building potential new bridge begins



Fire risk forces recall of 874K Ford F-Series pickup trucks





One person killed in wrong-way crash involving semi on I-435 in the Northland



SBJ PHOTO BY WES HAMILTON

Transportation Outlook: Jay Wynn

CJW Transportation Consultants LLC Owner and President

BY: HANNA SMITH, CONTRIBUTING WRITER

Posted online December 31, 2018 | 12:41 pm

Jay Wynn runs a civil engineering firm with more than 30 years of experience in the field of keeping traffic moving in the Queen City.

2019 Projection: Work is plentiful as Springfield grows, but funding needed for city projects to expand roadways remains in question.

SBJ: What is on the transportation radar heading into 2019?

Wynn: It seems commercial growth, development, has come back. We are doing a lot more commercial development than we have been doing since the bottom fell out of the market in 2008. The firms that were able to survive were fortunate because now the economy has come back and we were able to

weather the storm. So, now, we are very busy.

SBJ: With a better economy bringing more work, is the field becoming increasingly competitive?

Wynn: You have to compete for usually every job that you have until you create a relationship with a client where they no longer want to compare or shop around. The market is growing, and all of us are trying to find additional clients, as well, to grow.

SBJ: What was the greatest hurdle of 2018?

Wynn: Finding the right employees for our organization in the time of growth. Missouri State University is now an associate with Rolla and the (Missouri University of Science and Technology). They now have an engineering program at MSU which has been a substantial asset to the engineering profession in the area from the standpoint that we are developing and keeping students here.

SBJ: The city of Springfield's Capital Improvements Program identified \$80 million in projects in 2018, including several transportation goals. As voters face a sales tax renewal for roughly \$30 million, what is your take on the plan?

Wynn: The Capital Improvements Program is one of the best programs they have for the community. It's something that has allowed safety and congestion improvements to be made that wouldn't have been possible. When we improved Grant Street, it took nine years. The new Capital Improvements Program the city is presenting would allow that to be done in probably three to five years. These are improvements that are needed now. So, if the city is able to accelerate and make safety and congestion improvements and bike and pedestrian and trail improvements more efficiently, everybody benefits.

SBJ: What is being done to make Springfield more friendly for pedestrians and bikers?

Wynn: We've worked with the Ozarks Transportation Organization to help map the trails that are needed in the area. They have a great understanding of where they need them and where to expand. I just think they're looking for ways to find the capital and the funding to do the project. That's where the Capital Improvements Program is so important to the community.

SBJ: Proposition D, which would have increased the gas tax, was shot down by Missouri voters in November. How does this impact Springfield?

Wynn: We are very fortunate to have the Department of Transportation we have. They are doing twice the amount of work with half the amount of staff that most organizations have. In the recent Proposition D failure, I think it really put the DOT back on maintenance mode instead of growth mode. That's where they get their revenue from and, as vehicles have become more electric and more hybrid, that percent of sales tax goes down.

As we proceed into the future, I only see funding as a bigger challenge.

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Eugene Mulero | Staff Reporter

January 3, 2019 2:15 PM, EST

Trump, Congress Eye Possibility of Infrastructure Bill in 2019



Chuck Schumer and Nancy Pelosi during a December news conference. (Andrew Harrer/Bloomberg News)

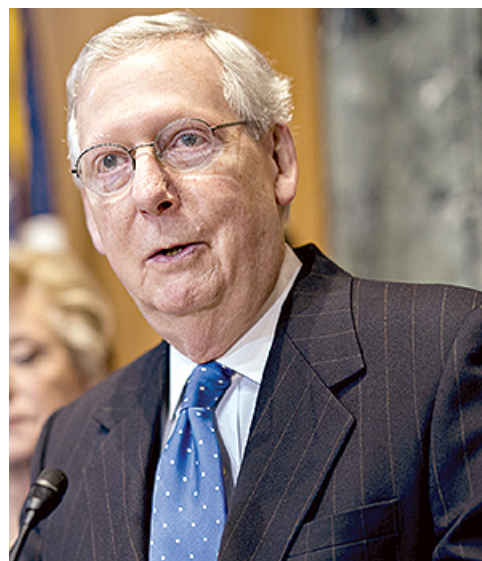
While the new Congress and the White House kick off 2019 in the midst of a partial government shutdown, President Donald Trump and the leadership of the U.S. House and Senate have acknowledged that authorizing funding for infrastructure projects will be atop their legislative priorities.

After it abandoned its infrastructure agenda shortly after proposing a 10-year, \$1.5 trillion plan in February 2018, the White House appears ready to try pushing a plan again this year with a divided legislative branch.

Counselor to the president Kellyanne Conway noted the potential for advancing the policy. Speaking to reporters at the White House on Jan. 3, she said, “We see some of the Democrats making joyful noises about infrastructure and keeping the economy humming and hopefully we can rely upon them.”

Identifying a long-term source of funding for big-ticket construction and maintenance projects, however, remains elusive. Transportation policymakers rejected the president’s plan due to its significant reliance on private sector backing. They continue to disagree on the best approach for securing dollars into a federal highway account headed toward insolvency in less than three years. As Senate Majority Leader Mitch McConnell (R-Ky.) put it after the midterm elections, “The question is how are you going to pay for it and that always becomes very challenging because there’s no sort of easy way to pay for infrastructure without impacting an awful lot of Americans.”

Besides the funding question, the ongoing tense debate over immigration that led Trump to proceed with the partial shutdown also threatens an infrastructure package. If Democrats continue



Senate Majority Leader Mitch McConnell. (Andrew Harrer/Bloomberg News)

to oppose his efforts for a wall along the southern border, Trump suggested an unwillingness to consider a deal on infrastructure policy in the near future.



Donald J. Trump
@realDonaldTrump

The Democrats, who know Steel Slats (Wall) are necessary for Border Security, are putting politics over Country. What they are just beginning to realize is that I will not sign any of their legislation, including infrastructure, unless it has perfect Border Security. U.S.A. WINS!

94.6K 6:28 AM - Dec 20, 2018

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“The Democrats, who know Steel Slats (Wall) are necessary for Border Security, are putting politics over Country. What they are just beginning to realize is that I will not sign any of their legislation, including infrastructure, unless it has perfect Border Security. U.S.A. WINS!” Trump tweeted Dec. 20.

The president’s threat, however, failed to register with new Speaker of the House Nancy Pelosi (D-Calif.).

“I believe the president wants to do an infrastructure bill. I don’t know that he’ll throw a tantrum over it when he sees what the bill might be. We’ve talked in a very positive way. Almost every conversation I’ve had with him since he’s been president ... has involved how we can work together on infrastructure,” she told reporters Dec. 20.

“It’s something the country wants very much. It’s something he promised in the campaign. So, if he’s keeping campaign promises to the letter, he probably would want to get to work on an infrastructure bill,” Pelosi added.

Democrats took over the House and Republicans kept their power in the Senate after the November elections.

Rep. Peter DeFazio (D-Ore.), incoming chairman of the Transportation and Infrastructure Committee, said he intends to have infrastructure policy legislation ready by summertime. The plan, DeFazio explained, would include a nationwide vehicle-miles-traveled pilot program. It also would include provisions that would boost climate-resilient programs, as well as expand public and smart technology transportation programs.

“There’s ways we could make the existing infrastructure carry people better, while we invest in the new infrastructure,” DeFazio said in December. He is among the few lawmakers supportive of increasing fuel taxes for funding federal infrastructure obligations long-term.

The Republican leadership of the transportation panels in the Senate also agree the time is ideal for advancing an infrastructure bill, although they’ve yet to unveil a proposal. Senate Democratic leader Chuck Schumer of New York already proposed expanding funding for severe-weather resiliency in an infrastructure bill for major construction projects.

The proposal responds to the notion that storms will intensify over the years. The force of hurricanes has intensified, with most of the scientific community linking such changes in the climate to human activity.

“We should make massive investments in renewable-energy infrastructure,” Schumer wrote in an editorial. “We also must make our



infrastructure more climate-resilient, particularly the electrical grid and our water and wastewater systems.”

Under Republican control, Congress ignored Trump’s 10-year, \$1.5 trillion infrastructure proposal, as well as an outline from their former top transportation authorizer, retired Rep. Bill Shuster (R-Pa.).

Transportation stakeholders, such as the U.S. Chamber of Commerce, the American Society of Civil Engineers and the American Association of State Highway and Transportation Officials are telling Congress to advance an infrastructure package in 2019. Raising the 24.4-cents-per-gallon diesel tax and the 18.4-cents-per-gallon gas tax would be an ideal approach for restoring the long-term solvency of the Highway Trust Fund account, stakeholders argue.

“We believe that it is now time for all transportation stakeholders, led by Congress and the president, to begin work on reauthorizing the FAST Act [2015 highway law] and to ensure a smooth transition to the next long-term bill without the need for disruptive extensions,” Carlos Bracerias, AASHTO’s president and Utah Department of Transportation’s executive director, told the Senate Environment and Public Works panel prior to the adjournment of the previous Congress.

The FAST Act expires in 2020. Federal fuel taxes were last raised in 1993.

We're between seasons on RoadSigns but have created an intersession season as we get set for 2019. In Episode 1, we ask: How Does Congress Say Trucking? Are the planets finally aligning for movement on infrastructure funding? Hear a snippet above from Kellie Mejdrich of CQ Roll Call, and get the full program by going to RoadSigns.TTNews.com.

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Uncertainty over how to fund road, bridge repairs in Missouri

Posted: 10:10 PM, Jan 03, 2019 **Updated:** 10:26 PM, Jan 03, 2019**By:** [Ariel Rothfield](#)

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KANSAS CITY, Mo. — With less than one week until Missouri lawmakers head back to Jefferson City, uncertainty remains as to how lawmakers will address the state’s infrastructure needs.

In November, Missouri voters defeated a proposal to increase the state’s gas tax by 2.5 cents.

The proceeds would have gone towards the State Road Fund, which would have freed up money for road and bridge repairs.

Gov. Mike Parson had campaigned in support of the tax increase.

“There’s very little in what we can do as far as raising revenue for MODOT but we are going to be creative,” said State Rep. Greg Razer, a Democrat from Kansas City. “We’re going to have to look at things and we’re going to have to have honest conversations with Missourians.”

Lawmakers will not be able to raise money for roads and bridges through a tax increase, since voters approved a constitutional amendment requiring some tax increases to go to a statewide vote.

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Walmart or Doctor? Rural Transit Faces Tough Choices in Shutdown

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Shaun Courtney (<https://about.bgov.com/blog/author/shaun-courtney/>)

Seniors, disabled, low-income rely on small, rural transit

Funds are there for transit, but federal workers furloughed

A rural transit provider serving 87 Missouri counties faces a stark choice next week if the federal government shutdown drags on.

Low-income, senior and disabled residents depend on it to get to the grocery store, work and doctors. But soon, the first two types of trips may have to be curtailed to prioritize getting people to medical appointments, Dorothy Yeager, executive director at OATS Transit, one of the country's largest rural transit providers, said in a telephone interview.

"So we'll take you to the doctor, but you can't eat," Yeager said.

State transportation departments and the agencies that rely on them are facing a pinch as the government shutdown goes into the middle of a third week. The money is there—there's just nobody to dole it out. Grants for small and rural transit are funded through the Highway Trust Fund, which is still collecting gasoline taxes during the government shutdown. But the Federal Transit Administration workers who distribute the transit funds from that account are furloughed.



Courtesy of OATS Transit.

An OATS Transit bus in Missouri.

"We're not going to shut completely down, but we're going to have to reduce service if these funds aren't loosened up," Yeager said.

RURAL TRANSIT, FEDERAL DOLLARS

The shuttle services provided by groups like OATS or by TransIT of Frederick, Md., are funded in part by formula grants for rural areas, seniors and persons with disabilities. The providers spend money on drivers, fuel, and other expenses and then seek reimbursement from their state Transportation Departments. The state agencies, in turn, file funding requests with the FTA.

But there's a queue for reimbursement, so states that had reached the top of the list when the government shut down before Christmas may be the most in need.

State departments of transportation overall spend more on public transit than the federal government does, but some states are more dependent than others on federal funds, Jim Tymon, executive director at the American Association of State Highway and Transportation Officials, told reporters in a phone interview.

During a shutdown, some states are able to move pots of money around to keep transit programs afloat while they await eventual federal reimbursement. Other states are not in position to shift money from other accounts, or can only do so for a limited time, Tymon said.

West Virginia, for example, has already moved funds around to help rural transit providers, said Scott Bogren, executive director of the Community Transportation Association of America.

'THEY CAN'T WORK'

TransIT in Frederick, which serves about 2,100 people a day, would face an impact by the end of the first week of February, when it would normally expect to have cleared its second quarter expenses, Nancy Norris, director of Transit Services of Frederick County, said in an interview.

The average rider of her system is between the ages of 18 and 35, pays the \$1.50 per ride to get to work, and earns about \$12,000 a year, Norris said.

"You can't just take a cab or Uber (<https://www.bgov.com/core/companies/app/#!/28569160>) if that is your income," said Norris. "Remove public transportation and they can't work."

She expects the county could operate from reserves and other funds for a while after that first week of February.

"But if we're talking months and months and months, then jurisdictions throughout the nation will have to reevaluate," she said.

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