



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

BOARD OF DIRECTORS MEETING AGENDA

AUGUST 20, 2020
12:00 - 1:30 PM

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



OT OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Board of Directors Meeting Agenda

August 20, 2020

12:00 – 1:30 p.m.

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

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

<https://www.facebook.com/ozarkstransportationorganization> and the full agenda will be made available on the OTO website: ozarkstransportation.org

Call to OrderNOON

I. Administration

A. Welcome and Roll Call

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of June 18, 2020 Meeting Minutes Tab 1 (2 minutes/Cossey)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING MINUTES

D. Public Comment Period for All Agenda Items Tab 2 (5 minutes/Cossey)

Individuals who would like to comment must submit comments in writing by 5:00 p.m. on August 19th to comment@ozarkstransportation.org or at <https://www.ozarkstransportation.org/give-us-your-input#comments>. These comments will be provided to the Board prior to the meeting. Any public comment received since the last meeting has been included in the agenda packet.

E. Executive Director's Report (5 minutes/Fields)

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

F. MoDOT Update (10 minutes/MoDOT)

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

G. Legislative Reports

(5 minutes/Cossey)

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

II. New Business

A. Amendment 12 to Transportation Plan 2040 Tab 3

(5 minutes/Longpine)

Transportation Plan 2040 Amendment 12 includes 7 additional projects to be added to the fiscally constrained list and one revision to the Major Thoroughfare Plan.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT 12 TO
TRANSPORTATION PLAN 2040**

B. Federal Functional Classification Change Request Tab 4

(5 minutes/Thomason)

The City of Ozark is requesting a Federal Functional Classification change for McCracken Road.

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

C. Administrative Modification Five to the FY 2020-2023 TIP..... Tab 5

(1 minutes/Longpine)

There are five changes included with Administrative Modification Number Five to the FY 2020-2023 Transportation Improvement Program, which is included for member review.

NO ACTION REQUESTED – INFORMATIONAL ONLY

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

(2 minutes/Longpine)

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

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AMENDMENT 5 TO THE FY 2020-
2023 TIP**

E. Major Thoroughfare Plan Variance Request..... Tab 7

(5 minutes/Thomason)

The City of Strafford is requesting two variances to the Major Thoroughfare Plan in support of a multi-family residential project just north of DD on Route 125 north of Strafford.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MAJOR THOROUGHFARE
PLAN VARIANCES**

- F. Reasonable Progress Extension Requests..... Tab 8**
(10 minutes/Thomason)
Several communities are requesting reasonable progress extensions on their transportation alternatives projects.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE REASONABLE
PROGRESS EXTENSIONS**

- G. OTO 2020 Public Participation Plan..... Tab 9**
(10 minutes/Faucett)
Staff will present the Draft 2020 Public Participation Plan.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE 2020 PUBLIC PARTICIPATION
PLAN**

- H. Year-End Financial Statements Tab 10**
(5 minutes/Cameron)
OTO Board Treasurer, David Cameron, will present the fourth quarter/year-end financial statements.

**BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE YEAR-END FINANCIAL
STATEMENTS**

- I. OTO Sunshine Law Custodian of Records Tab 11**
(5 minutes/Fields)
The OTO Custodian of Records is proposed for modification from the Communications Clerk to the Administrative Assistant.

**BOARD OF DIRECTORS ACTION IS REQUESTED TO ADOPT THE OTO SUNSHINE LAW
RESOLUTION NAMING THE ADMINISTRATIVE ASSISTANT AS THE OTO CUSTODIAN OF
RECORDS**

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 12**
(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, October 15, 2020 at 12:00 P.M. at the OTO Offices, 2208 W. Chesterfield Blvd, Suite 101.

Attachments

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

Si usted necesita la ayuda de un traductor, por favor comuníquese con Andy Thomason al (417) 865-3042, al menos 48 horas antes de la reunión.

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

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

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

TAB 1

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM I.C.

June 18, 2020 Meeting Minutes

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

AGENDA DESCRIPTION:

Attached for Board member review are the minutes from the Board of Directors June 18, 2020 meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Board of Directors June 18, 2020 meeting minutes.”

OR

“Move to approve the Board of Directors June 18, 2020 meeting minutes with the following corrections...”

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
June 18, 2020**

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

The following members were present:

Mr. Chuck Branch, Citizen-at-Large	Mr. Brad Gray, City of Willard (a)
Mr. Steve Campbell, MoDOT	Mr. Andrew Lear, City of Springfield
Mr. Steve Childers, City of Ozark (a)	Mr. Cathy Monroe, FTA (a)
Mr. Jerry Compton, Citizen-at-Large	Mr. James O'Neal, Citizen-at-Large
Mr. Travis Cossey, City of Nixa (a)	Ms. Stacy Reese, MoDOT (a)
Mr. Bob Dixon, Greene County	Mr. Dan Smith, City of Springfield (a)
Ms. Jan Fisk, City of Springfield	Mr. Richard Walker, Citizen-at-Large
Ms. Debra Hickey, City of Battlefield	Mr. Brian Weiler, Airport Board (a)
Mr. Skip Jansen, City Utilities	

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

Others Present: Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, and Mr. Andy Thomason, Ozarks Transportation Organization.

Chair Cossey called the meeting to order at approximately 12:05p.m.

I. Administration

A. Introductions

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

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

A quorum was present.

B. Approval of Board of Directors Meeting Agenda

Mr. Jansen moved to approve the June 18, 2020 agenda. Mr. Branch seconded the motion. A roll call vote was taken.

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

The motion passed.

C. Approval of April 16, 2020 Meeting Minutes

Mr. Branch moved to approve the minutes from the April 16, 2020 meeting. Mr. Childers seconded the motion. A roll call vote was taken.

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

The motion passed.

D. Public Comment Period for All Agenda Items

Chair Cossey asked if there was any public comment. Mr. Cossey asked Ms. Longpine if there were any comments on Facebook. Ms. Longpine said no. She also said some comments were included in the agenda packet. The public comment period was closed.

E. Executive Director's Report

Ms. Fields reported on some recent operational changes. She said Lynne Haggerman was hired as an HR consultant and together they are working to hire a new executive assistant. Ms. Fields also reported Councilman Lear assisted her in an interview with an accounting firm to take over OTO's bookkeeping needs.

Ms. Fields also reported the OTO's ongoing efforts to respond to COVID-19. The OTO's offices are open by appointment only. Staff is more than happy to meet with someone, but for everyone's safety, the offices are generally closed to the public. Social distancing is easily achieved given everyone has a private office. Additionally, the OTO's committees are meeting via Zoom. The BPAC, LCBT, and TIM subcommittee have all met during this period of social distancing.

Ms. Fields also shared a letter with the region's federal legislators encouraging them provide more transportation funding and more time to complete tasks. These are issues facing MPOs and states across the country. The Executive Committee had requested this letter be sent.

F. MoDOT Update

Mr. Campbell reported on the major projects currently under construction. COVID-19 has impacted the delivery of these projects, but these impacts have been limited. Projects on US 160 and I-44 are moving forward. Some lane shifts will be occurring on I-44, as work shifts to a new set of bridges. MoDOT has announced the new US 60/MO 125 interchange will be built to the east of the existing intersection.

Internally, MoDOT is focusing on mowing, striping, and surface maintenance. Striping activities will be moving towards lower order routes in the region. COVID-19 will prevent MoDOT from completing all the normal mowing, striping and surface maintenance.

MoDOT has implemented several policies for protecting its workers from COVID-19. Employees are required to wear masks in MoDOT buildings, except in private offices. Employees are no longer allowed to attend in-person meetings and can't be assigned tasks that would require them to be within six feet of another person for more than 10 minutes. Mr. Campbell expects additional conversations will be had concerning CDL training and preparing for winter operations.

MoDOT has required employees to either take a reduced salary or reduced working hours. If they reduce hours, they would qualify for some unemployment payments. These shifts may impact some responses during weekends for a short period of time.

MoDOT is also working to better understand the financial impact of COVID-19. Project lettings have been delayed. To date, revenues are down \$45 million. The lagging nature of tax revenues means MoDOT has not yet seen the biggest financial impacts.

Ms. Reese reported that MoDOT is actively looking at August, September, and October lettings to see what projects they can afford to let. The expansion of James River Freeway between National and US 65 is still expected to be let in November. Staff is also working to complete environmental work related to the expansion of James River Freeway, west of National.

G. Legislative Reports

No legislative representatives were present, but Ms. Fields gave a brief update. Transportation funding is included in some COVID-19 related bills and in a new infrastructure bill; however, these bills do not have support of both Democrats and Republicans, so they are not expected to pass.

II. New Business

Transportation Funding Changes

A. FY 2020-2023 Tip Administrative Modification Four

Ms. Longpine discussed minor changes to funding sources and timing for the Grant Avenue Parkway Project included as part of this administrative modification.

Chair Cossey said this agenda item was informational only.

B. FY 2020-2023 TIP Amendment Four

Ms. Longpine presented information on nine proposed changes requested by MoDOT. The projects are primarily resurfacing and pavement projects along lettered routes and I-44 outer roads. There is one project for ADA improvements along Norton Road and one project for scoping along Kansas Expressway. These projects are being added based on MoDOT's short term funding expectations.

Mr. Branch made a motion to approve Amendment Four to the FY 2020-2023 TIP. Mr. Childers seconded the motion. A roll call vote was taken.

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

The motion passed.

C. Additional Federal Funding

Ms. Fields discussed the OTO's history of receiving transportation funds as part of the annual omnibus budget bills in FY 2018, 2019, and now FY 2020. She reported the FY 2018 and 2019 funds had been allocated for bicycle and pedestrian projects by the Board of Directors. She then reviewed the options for the \$471,885 in FY 2020 funds, including awarding the funds to the City of Republic to complete the Shuyler Creek Trail extension. This project was the only project to receive partial funding in the most recent trail related

call-for-projects. She said the Executive Committee had reviewed the options and had voted to recommend the funds be used to complete the Shuyler Creek project.

Mr. Cossey said Mr. Cameron, with the City of Republic, had communicated the Republic's interest in these funds and the their ability to supply the required match.

Mr. Dixon made a motion that the additional \$471,885 in available funding be awarded for construction of the City of Republic Shuyler Creek Trails. Mr. Jansen seconded the motion. A roll call vote was taken.

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

The motion passed.

Plans and Reports

D. Federal Funds Balance Report

Ms. Longpine gave a brief overview of the Funds Balance Report, dated March 31, 2020. She highlighted the high STBG-U and TAP balances. Ms. Longpine and Ms. Fields stressed the importance of obligating funds before the end of the fiscal year. Ms. Fields also said it was hard to advocate for additional federal funds when the OTO was carrying such large balances.

Chair Cossey said this agenda item was informational only.

E. OTO Growth Trends Report

Mr. Faucett presented the calendar year 2019 Growth Trends Report. The presentation included information on construction activity, population change, migration, and economic growth. He identified cyclical patterns to multifamily construction and discussed IRS migration data that had been unavailable for a few years. During his presentation, Mr. Faucett also highlighted certain maps he would exclude from future iterations of the Growth Trends Report.

Mr. Cossey thanked Mr. Faucett for his hard work. He also said this agenda item was informational only.

F. Congestion Management Process

Mr. Thomason introduced the Congestion Management Process. Instead of a typical presentation, he showed a brief video highlighting the key features of the new CMP. Mr. Thomason asked if members had any questions when the video was completed. None were asked.

Mr. Branch made a motion to approve the *Congestion Management Process: Congestion Monitoring and Strategy Evaluation*. Mr. Compton seconded the motion. A roll call vote was taken.

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

The motion passed.

G. Ozarks Regional Bicycle Destination Plan

Mr. Thomason reported the BPAC had recommended the OTO Board of Directors endorse the Ozarks Regional Bicycle Destination Plan during its last meeting. He reported the plan is not a traditional transportation plan, rather it is a marketing plan for developing the Ozarks into a bicycle tourism destination. He discussed the evolution of the plan and BPAC's continued support for the plan's goals. He said the Destination Plan had existed for some time, but the BPAC felt it would be beneficial for the Board to formally endorse the idea of bicycle tourism.

Mr. Cossey said he supported the idea of supporting bicycle tourism in the Ozarks, but he had strong reservations about installing wayfinding in Christian County without the addition of safer accommodations to the county roads. He also wondered if it was even safe to highlight these county routes as bicycle routes. Mr. Lear said he frequently cycled in communities he visited. He said he utilized some of the same tools used to identify the Christian County route. He said it was generally safer to cycle on roads frequented by other cyclists than to randomly pick routes.

Mr. Cossey made a motion to endorse the Ozarks Regional Bicycle Destination Plan with the caveat that safe accommodations be added in Christian County before the addition of wayfinding signage. Mr. Compton seconded the motion. A roll call vote was taken.

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

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

The motion passed.

H. Public Participation Plan Annual Evaluation

Mr. Faucett went through the findings of the Public Participation Plan Annual Evaluation. He reported the OTO had accomplished all the tasks it had established for 2019. He also went through several participation related performance measures. Finally, he covered the tasks set for the upcoming year.

Chair Cossey said this agenda item was informational only.

OTO Operations

I. Third Quarter Financial Statements

Ms. Fields reported on the 3rd Quarter Financial Statements. She said the organization had an operating fund balance of about \$414,000 and budgeted expenses are approximately 64% of budgeted expenses. Income is about \$9,000 above actual expenses. She asked for questions and received none.

Mr. Branch made a motion to accept the Third Quarter Financial statements. Mr. Janson seconded the motion. A roll call vote was taken.

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

The motion passed.

J. FY 2021 Operational Budget

Ms. Fields gave a brief overview of the Operational Budget. She explained the difference of the Operational Budget and UPWP budgets. She also explained the reduced STBG-Urban request in the operational budget. Funding from MoDOT has unexpectedly increased over

the last two years. She also touched on several changes to individual line items.

Mr. Dixon made a motion to approve the FY 2021 operational budget. Mr. Smith seconded the motion. A roll call vote was taken.

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

The motion passed.

K. FY 2021 Unified Planning Work Program

Ms. Fields said this budget served as an attachment to the OTO's contract with MoDOT. It lists the major tasks the OTO completes each year plus special projects. The draft UPWP does include an updated TIP, but that task will be modified with a future amendment.

Mr. Dixon made a motion to approve the FY 2021 UPWP. Mr. Janson seconded the motion. A roll call vote was taken.

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

The motion passed.

III. Other Business

A. Board of Directors Member Announcements

No announcements were made.

B. Transportation Issues for Board of Directors Member Review

There were no transportation issues to be considered.

C. Articles for Board of Directors Member Information

Chair Cossey noted there were articles of interest included in the packet for the members to review as time allows. Ms. Fields noted a couple articles concerning federal funding and an executive order addressing environmental reviews.

IV. Adjourn meeting.

With no additional business to come before the Board, Chair Cossey adjourned the meeting at 1:40 pm.

Steve Childers
OTO Secretary

TAB 2

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM I.D.

Public Comment

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

AGENDA DESCRIPTION:

Attached for Board member review are Public Comments for the time frame between June 18, 2020 and August 6, 2020.

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.

Missouri Department of Transportation

3025 East Kearney Street
P.O. Box 868
Springfield, Missouri 65801
417.895.7600

July 15, 2020

Mrs. Sara Fields
Executive Director
Ozarks Transportation Organization
2208 W Chesterfield Blvd.
Suite 101
Springfield, MO 65807

Re: OTO 2020-2023 Transportation Improvement Program
Amendment #4

Dear Mrs. Fields,

As you are aware, we are continuing the design and construction of Missouri's road and bridge projects. However, lower traffic volumes throughout the COVID-19 pandemic quarantine period has resulted in lower fuel tax revenue. Nationwide, states on average are anticipating about a 35% decline in targeted revenue. We are carefully monitoring the situation in Missouri and are evaluating how that will affect future projects. We are being cautious with how we move forward as we wait to see what relief may come from the federal government and how long and significant the COVID-19 impacts might be.

While we have not stopped any construction projects that are underway, we scaled back our project bid lettings by about 30% thus far, and a July letting is not planned. We are delaying the annual Statewide Transportation Improvement Program (STIP) update. We will continue the construction program using the 2020-2024 STIP that was fully vetted a year ago, approved by the Missouri Highways and Transportation Commission and the Federal Highway Administration, and last amended by the commission in April 2020. For fiscal year 2021, which begins July 1, we will use the established amendment process to make additions or changes to the STIP to keep critical projects and functions moving forward.

As a result, we are not moving forward with the changes made to MoDOT projects the OTO TIP Amendment #4. We did not submit TIP Amendment #4 for Governor Parson's approval and would like to cancel MoDOT's request to amend the MoDOT projects in the TIP amendment. We will instead be submitting new project data in the future to be included in a future OTO TIP



Amendment or other appropriate modification. We will remain in close contact with the Ozarks Transportation Organization to keep you informed of updates.

Sincerely,

A handwritten signature in cursive script that reads "Frank Miler".

Frank O. Miler, AICP

District Planning Manager, Southwest District

Copy: Stacy Reese, Assistant District Engineer
Britni O'Connor, Transportation Planning Specialist



New comments on Ozarks Transportation Organization

12:48 p.m., Thursday June 25

Judy Wyrick wrote:

Thank you for the time, research and deliberation that has gone into this project. Don't see change just to be changing! Transportation forward!



Reply to Judy Wyrick

Moderate this comment by email

Email address: p*****@gmail.com | IP address: ***.***.***.253

Reply to this email with "Delete", "Approve", or "Spam", or moderate from the **Disqus moderation panel**.



You're receiving this message because you subscribed to receive notifications about replies. To unsubscribe, [click here](#)



David Faucett

From: David Faucett
Sent: Monday, July 6, 2020 1:33 PM
To: Britni O'Connor
Cc: Frank Miller; Llans Taylor; Sara Fields
Subject: RE: OTO 2020 Public Participation Plan Update
Attachments: Public Participation Plan 2020 TPC Draft.pdf

Good afternoon Britni,

Thank you for your feedback regarding the draft of the OTO PPP. While the focus of this update of the plan is its use as a policy guide for OTO staff and documentation of the procedures employed at the OTO to maintain compliance with requirements for public involvement, I do agree with your suggestions that the plan does need to do more to engage and inform the public. I have modified the draft PPP incorporating suggested revisions. I have also addressed nearly all of the comments in the marked-up PDF.

I have included graphics and linked text in a mock up of our "give us your input" webpage at the very beginning of the plan. In addition, I have linked information about our plans, committees, and partners within the document to information on our website and partner agencies. I appreciate your insights and believe they have improved the plan. I will save this information to reference for the next PPP update. We update our participation plan every three years. This frequency is greater than many other MPOs. I have attached the revised draft PPP we will present next week at our Technical Planning Committee meeting.

Thanks again and have a great day,

Dave Faucett | GIS Analyst

2208 W Chesterfield Blvd., Ste. 101 | Springfield, MO 65807
417.865.3042 Ext. 104 | dfaucett@ozarkstransportation.org



From: Britni O'Connor <Britni.O'Connor@modot.mo.gov>
Sent: Monday, June 29, 2020 8:16 PM
To: David Faucett <dfaucett@ozarkstransportation.org>
Cc: Frank Miller <Frank.Miller@modot.mo.gov>; Llans Taylor <Llans.Taylor@modot.mo.gov>
Subject: RE: OTO 2020 Public Participation Plan Update

Dave,

Thank you for the opportunity to comment on the OTO public participation plan.

The OTO PPP is an important communication piece and resource for the public to learn about and participate in the transportation planning process. The current PPP appears to simply state the required processes OTO must go through. We suggest including more explanation about the planning process and how the public plays an integral role in shaping their community by making their voice heard. As the OTO region continues to grow both geographically and in population, now could be an opportune time to redesign the document to be more interactive to the audience and engage in OTO role in transportation planning. Both MARC and East-west Gateway are good examples of how larger metro areas document and communicate their public participation. Please consider incorporating some of the OTO

mission, goals, decision making processes and interactive links for the reader to learn more about how to participate in the planning process.

Links:

[MARC PPP](#)

[East-West Gateway](#)

Thanks,

Britni O'Connor

Transportation Planning Specialist

MoDOT - Transportation Planning

Phone: (573) 751-6550

From: dfaucett@ozarkstransportation.org <dfaucett@ozarkstransportation.org>

Sent: Friday, May 15, 2020 1:47 PM

To: Britni O'Connor <Britni.O'Connor@modot.mo.gov>

Cc: Mike Henderson <Michael.Henderson@modot.mo.gov>

Subject: OTO 2020 Public Participation Plan Update

Hello Britni,

I have attached a draft an update to the Ozarks Transportation Organization Public Participation Plan. The 45 day public comment period started today. Please share this with our federal partners for review and comment. Our previous plan was updated in 2017 and is posted on our website along with the 2020 update:

<https://www.ozarkstransportation.org/what-we-do/ppp> The update also includes an executive summary highlighting changes from 2017.

Thank you and have a great day,

Dave Faucett | GIS Analyst

2208 W Chesterfield Blvd., Ste. 101 | Springfield, MO 65807

417.865.3042 Ext. 104 | dfaucett@ozarkstransportation.org



TAB 3

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.A.

Amendment Number 12 to *Transportation Plan 2040*

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

AGENDA DESCRIPTION:

Seven projects are proposed to be added to the Constrained Project List ahead of programming in the Transportation Improvement Program. One change is also requested on the Major Thoroughfare Plan.

Added Projects to the Constrained List

1. City of Battlefield Azalea Terrace - \$700,163
2. City of Springfield Galloway Street - \$5,000,000
3. City of Nixa Main Street from Tracker to CC - \$2,345,000
4. City of Nixa North Street - \$550,000
5. City of Nixa Truman Boulevard - \$1,202,000
6. City of Nixa Main Street from Route 14 to North - \$3,000,000
7. City of Strafford North Old Orchard - \$600,000

To ensure fiscal constraint, the funding received and provided as match for the Galloway Street project (\$5,000,000) was also added to the Financial Projections.

Major Thoroughfare Change Requested

1. City of Ozark McCracken Road from Riverside Road to NN from Local to Collector

PRIOR AMENDMENTS:

1. Amendment 1 was for sidewalk connections between Ozark and Nixa.
2. Amendment 2 was for the MTP change along 17th/19th Streets in Ozark.
3. Amendment 3 was for the revised design standards.
4. Amendment 4 was for the addition of the Riverside Bridge Replacement project.
5. Amendment 5 was for the addition of \$215 million in revenue.
6. Amendment 6 was for the addition of I-44 capacity projects to the constrained project list.
7. Amendment 7 was for the MTP change to reclassify Grant as a secondary arterial.
8. Amendment 8 was for the MTP change to realign Inman Road in Nixa.
9. Amendment 9 was to add the 60/125 interchange to the constrained list and to make changes to the MTP in Greene County for the alignment of Farm Road 94 and AB as well as the removal of Farm Road 140 between West Bypass and Orchard Crest.
10. Amendment 10 was to revise the Major Thoroughfare Plan in the City of Ozark, the City of Springfield, and to update the System Performance Report.
11. Amendment 11 was to add the City of Springfield BUILD Grant to the Constrained Project List, also updating the financial projections.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 15, the Technical Planning Committee recommended that the Board of Directors approve Amendment 12 to *Transportation Plan 2040*.

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 12 to *Transportation Plan 2040*.”

OR

“Move that Amendment 12 to *Transportation Plan 2040* be approved with the following considerations...”

The following pages are from *Transportation Plan 2040*.
Changes are highlighted in yellow.

programs such as BUILD and INFRA. As this funding is uncertain, awarded amounts will be amended into the Plan here, to reflect the additional funding available to the OTO region.

Table 6-A11: Discretionary Funding

Timeframe	USDOT	State	Local
2018-2022	\$ 20,960,822	\$ 1,500,000	\$ 8,740,206
2023-2027	\$ 0	\$ 0	\$ 0
2028-2032	\$ 0	\$ 0	\$ 0
2033-2037	\$ 0	\$ 0	\$ 0
2038-2040	\$ 0	\$ 0	\$ 0
TOTAL	\$ 20,960,822	\$ 22,460,822	\$ 8,740,206

1. November 11, 2019 BUILD Grant for City of Springfield Grant Avenue Connect Parkway Project

USDOT	20,960,822
Local	5,240,206
Total	26,201,028

2. FY 2020 Governor's Cost Share for City of Springfield Galloway Street Project

State	1,500,000
Local	3,500,000
Total	5,000,000

Roadway Revenue Estimates through 2040

2018-2022

Table 6-2: Roadway Revenue Estimates 2018-2022

MODOT Allocated Funding for OTO area					
	2018	2019	2020	2021	2022
TCOS	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$9,292,000
Safety	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,525,000
Interst./Brdg	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
SW TAP	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Flex	\$25,506,000	\$33,497,000	\$34,606,000	\$34,102,000	\$34,443,020
TOTAL	\$37,806,000	\$45,797,000	\$46,906,000	\$46,402,000	\$46,860,020
Note: Applying OTO Percentage of Statewide Funds for OTO Area to Statewide Expected Funds					
Suballocated Funding					
STP-Urban	\$5,722,200	\$5,836,644	\$5,953,377	\$6,072,444	\$6,193,893
TAP	\$400,000	\$404,000	\$408,040	\$412,120	\$416,242
Local Match	\$1,414,944	\$1,443,243	\$1,472,108	\$1,501,550	\$1,531,581
TOTAL	\$7,537,144	\$7,683,887	\$7,833,525	\$7,986,115	\$8,141,716
TOTAL	\$45,343,144	\$53,480,887	\$54,739,525	\$54,388,115	\$55,001,736

With the funding projected for operations and maintenance and discretionary funding, the total revenue projected through 2040 is \$1,466,955,626.

Table 6-7: Revenue Summary

2018-2040	
TCOS	\$230,174,837
Safety	\$62,547,510
Interst./Brdg	\$6,900,000
SW TAP	\$6,900,000
Flex	\$844,501,074
TOTAL	\$1,151,023,421

STP-Urban	\$165,056,648
TAP	\$10,286,521
Local Match	\$40,814,008
TOTAL	\$216,157,177

MoDOT Allocated and Suballocated Total	\$1,367,180,598
Operations and Maintenance	\$73,574,000
Discretionary Funding	\$31,201,028
TOTAL REVENUE	\$1,471,955,626

Transit Funding Projections

Local Match

As the main fixed-route transit provider for the region, City Utilities transit provides the local match for the transit revenues it uses from the income generated by the fare box and advertising, with the majority coming from their utility rate payers. Local agencies provide their match from their own operating revenues.

Federal Transit Funding

Urbanized Area Formula Program (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Enhance Mobility of Seniors and Individuals with Disabilities Program (5310)

This funding is available for several types of projects. Fixed-Route transit systems may use a portion of the funding for projects that go above and beyond the requirements of the American's with Disabilities Act. The other portion is to be used to help human-service agencies buy vehicles for the transportation they provide.

Roadways

Projected revenue through 2040 is \$1,466,955,626. The project needs submitted for prioritization and the programmatic needs before inflation add up to \$1,785,293,629. Several factors impact the ability of transportation funding to keep pace. The fuel tax in Missouri is not related to inflation. The fuel tax is based on the number of gallons sold, regardless of the price of fuel. Vehicles are becoming more efficient, which means drivers are purchasing less fuel than before. As the number of drivers on the road increase and the transportation system continues to develop, there is a larger system to maintain and more needs to address.

Transit

Transit revenue is projected to be about \$348,221,517 through 2040 with estimated needs of \$949,601,734. To achieve state of good repair, today, City Utilities would need to replace 11 fixed-route buses and 4 paratransit buses which is \$10,303,200. The useful life of a bus is shorter than the length of this plan, however, and CU would need to see their fleet turnover at least two more times before 2040. This doesn't account for the need to replace benches, shelters, equipment at the maintenance and transfer facilities, and such. City Utilities is continually searching for additional funding, which includes applying for grants and refurbishing vehicles before replacing them.

State of Good Repair is an issue for the human service agencies, as well. Replacing a vehicle is a points category in the scoring on Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, funding applications.

Constrained Project Lists

There are two Constrained Project lists. The Roadways list is sorted by the name of the roadway where the project is located. The Transit list follows the Roadways list. Project costs are shown based on the estimated year of completion, with an annual inflation factor of 3 percent based on the estimated year of completion. Projects in the Transportation Improvement Program must be derived from this priority list of projects. The TIP may include projects from the unconstrained list if financing is identified and proper justification is provided as to why the OTO should implement the project prior to one already on the Constrained list.

Table 7-2: Funding Summary

Projected Revenue	\$1,471,955,626
Maintenance	(\$401,000,000)
Safety	(\$18,000,000)
Bike/Ped	(\$10,000,000)
Rail	(\$4,000,000)
Scoping	(\$500,000)
Operations & Maintenance	(\$73,574,000)
Funding for New Projects	\$964,881,626

Available Funding (through 2040)	\$1,471,955,626
Constrained Costs (Uninflated)	(\$776,574,955)
Unconstrained Costs (Uninflated)	(\$515,742,000)
Operations and Maintenance	(\$73,574,000)
Programmatic Projects	(\$433,500,000)
Funding Shortfall	(\$327,435,329)

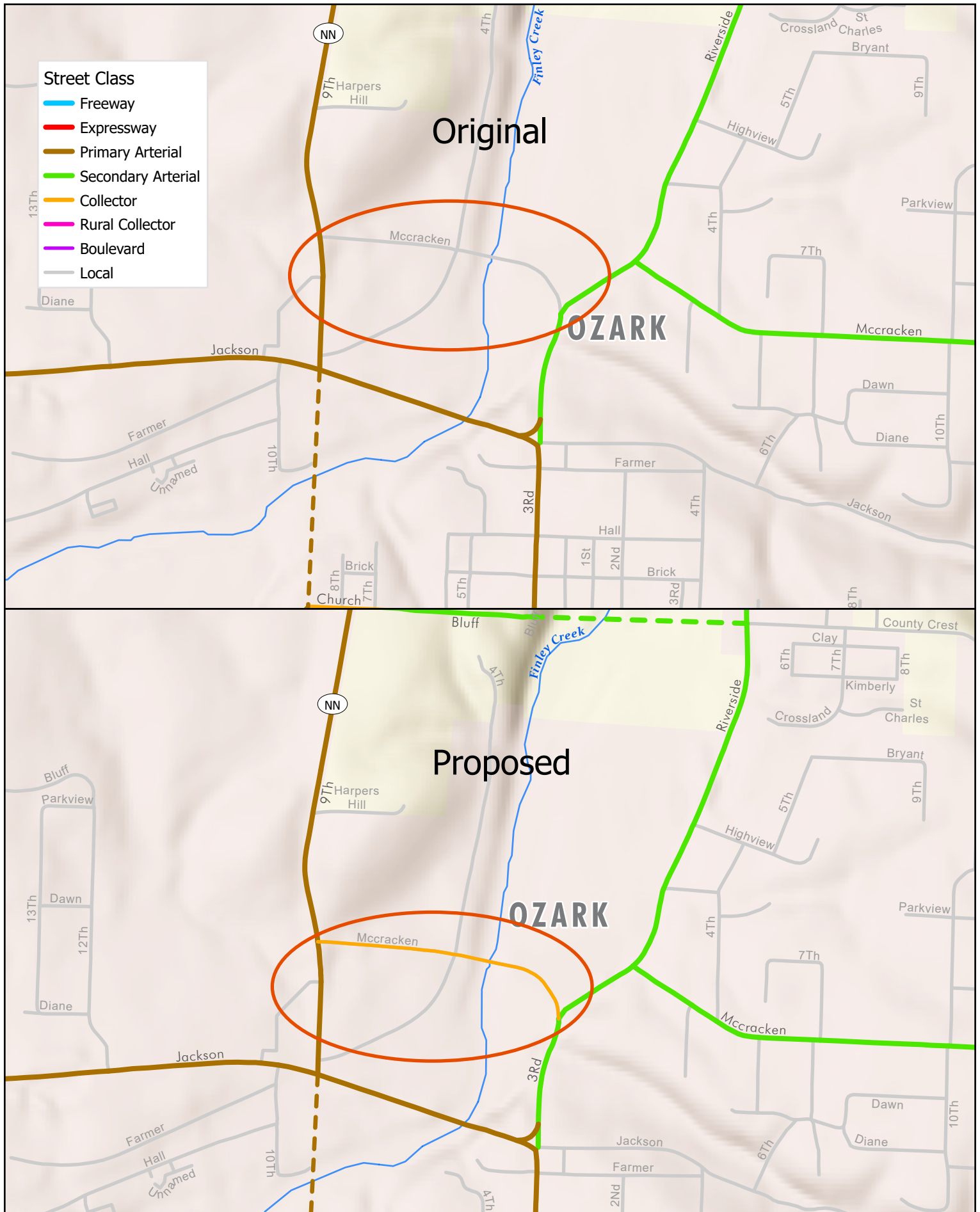
Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
M103	ROGERSVILLE	ROUTE 60 FREEWAY IMPROVEMENTS	ROUTE 60 FROM FARM ROAD 213 TO FARM ROAD 247	UPGRADE TO FREEWAY FROM FARM ROAD 213 TO FARM ROAD 247 (ROUTE 125 INTERCHANGE)	\$15,380,000	\$10,007,326	\$ -	\$25,387,326	\$922,884,527
D1	SPRINGFIELD	GRANT AVENUE PARKWAY	GRANT AVENUE FROM SUNSHINE TO COLLEGE	SAFETY, BICYCLE, PEDESTRIAN AND OTHER NON-ROADWAY IMPROVEMENTS	\$26,201,028	\$ -	\$ -	\$26,201,028	\$949,085,555
B2001	BATTLEFIELD	AZALEA TERRACE	AZALEA TERRACE FROM LILAC TO HONEYSUCKLE	EXTENSION OF AZALEA AND SIDEWALKS	\$700,163	\$ -	\$ -	\$700,163	\$949,785,718
S2001	SPRINGFIELD	GALLOWAY STREET	GALLOWAY FROM LUSTER TO LONE PINE	CAPACITY, BICYCLE, PEDESTRIAN IMPROVEMENTS	\$5,000,000	\$ -	\$ -	\$5,000,000	\$954,785,718
N2001	NIXA	MAIN STREET	MAIN STREET FROM TRACKER TO CC	CAPACITY AND PEDESTRIAN IMPROVEMENTS	\$2,345,000	\$ -	\$ -	\$2,345,000	\$957,130,718
N2002	NIXA	NORTH STREET	NORTH FROM MAPLEWOOD HILLS TO CHEYENNE	ENGINEERING	\$550,000	\$ -	\$ -	\$550,000	\$957,680,718
N2003	NIXA	TRUMAN	TRUMAN FROM HEATHER GLENN TO PEMBROOK/ NORTON	CAPACITY AND PEDESTRIAN IMPROVEMENTS	\$1,202,000	\$ -	\$ -	\$1,202,000	\$958,882,718
N2004	NIXA	MAIN STREET	MAIN STREET FROM ROUTE 14 TO NORTH	ROADWAY IMPROVEMENTS	\$ -	\$3,000,000	\$ -	\$3,000,000	\$961,882,718

Table 7-3: Roadways Constrained List

ID	Name	Roadway	Location	Description	2018-2022	2023-2030	2031-2040	TOTAL	CONSTRAINT
ST2001	STRAFFORD	NORTH OLD ORCHARD	NORTH OLD ORCHARD FROM FARM ROAD 84 TO EVERGREEN	ROADWAY IMPROVEMENTS	\$600,000	\$ -	\$ -	\$600,000	\$962,482,718

Major Thoroughfare Plan Amendment McCracken Road, Ozark MO





City of Ozark

Department of Public Works

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

July 8, 2020

VIA: ELECTRONIC MESSAGE

Natasha Longpine
Principal Planner
Ozarks Transportation Organization

Natasha Longpine,

The City of Ozark would like to provide the Ozarks Transportation Organization (OTO) with a procedural update regarding the formal adoption of the proposed modifications to the Major Thoroughfare Plan (MTP).

City Staff continues to work diligently along with OTO and MoDOT staff, in an attempt to make the appropriate alterations to the MTP. The City of Ozark has proposed one (1) amendment to the current MTP. This amendment requests a modification to the classification of McCracken Road from a local street to a collector. This section of McCracken is located between HWY NN and Riverside Road. The proposed change is based upon transportation data, development trends, future land use planning efforts, the obtainability of the necessary right-of-way and the availability of key infrastructure components.

This amendment was presented to the City of Ozark's BOA on July 6th, 2020. The change was successfully approved by the BOA and ordinance 20-046 was unanimously adopted. It is now the City of Ozark's desire to submit this amendment to the OTO Technical Planning Committee (TPC) at the July 15, 2020 meeting. Ozark is respectfully requesting that the TPC recommend this for approval so that the amendment can then be formally adopted by the OTO Board of Directors on August 20, 2020.

Please feel free to contact our office if you have any questions or concerns related to this project or any of our ongoing transportation planning efforts. We greatly value our relationship with the Ozarks Transportation Organization as well as our community partners.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jeremy Parsons", is written over a horizontal line.

Jeremy Parsons
Public Works Director

**AN ORDINANCE OF THE CITY OF OZARK, MISSOURI,
AMENDING THE MAJOR THOROUGHFARE PLAN.**

WHEREAS, the City of Ozark, Missouri (City), Ozark Special Road District, Christian County, and the Ozark Transportation Organization work together to create a Major Thoroughfare Plan for regional infrastructure development over the next twenty-five years; and

WHEREAS, the City wishes to amend the Major Thoroughfare Plan by updating the classification of McCracken Road between State Highway NN and Riverside Road from commercial to primary collector.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF OZARK, MISSOURI, as follows, that:

SECTION 1 – The Board of Aldermen hereby adopt the proposed change to the Major Thoroughfare Plan, a copy of which is attached hereto and incorporated herein by reference as “Exhibit A.”

SECTION 2 – This Ordinance shall be in full force and effect from and after its passage and approval.

PASSED AT MEETING ON JULY 6, 2020.

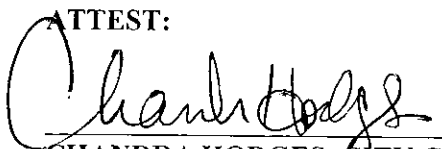
	AYE	NAY	ABSENT/ABSTAIN
ALDERMAN TED SMITH	X		
ALDERMAN HEATHER ALDER	X		
ALDERMAN JASON SHAFFER	X		
ALDERMAN RJ FLORES	X		
ALDERMAN BRUCE GALLOWAY	X		
ALDERMAN NATHAN POSTEN	X		

APPROVED ON JULY 6, 2020.



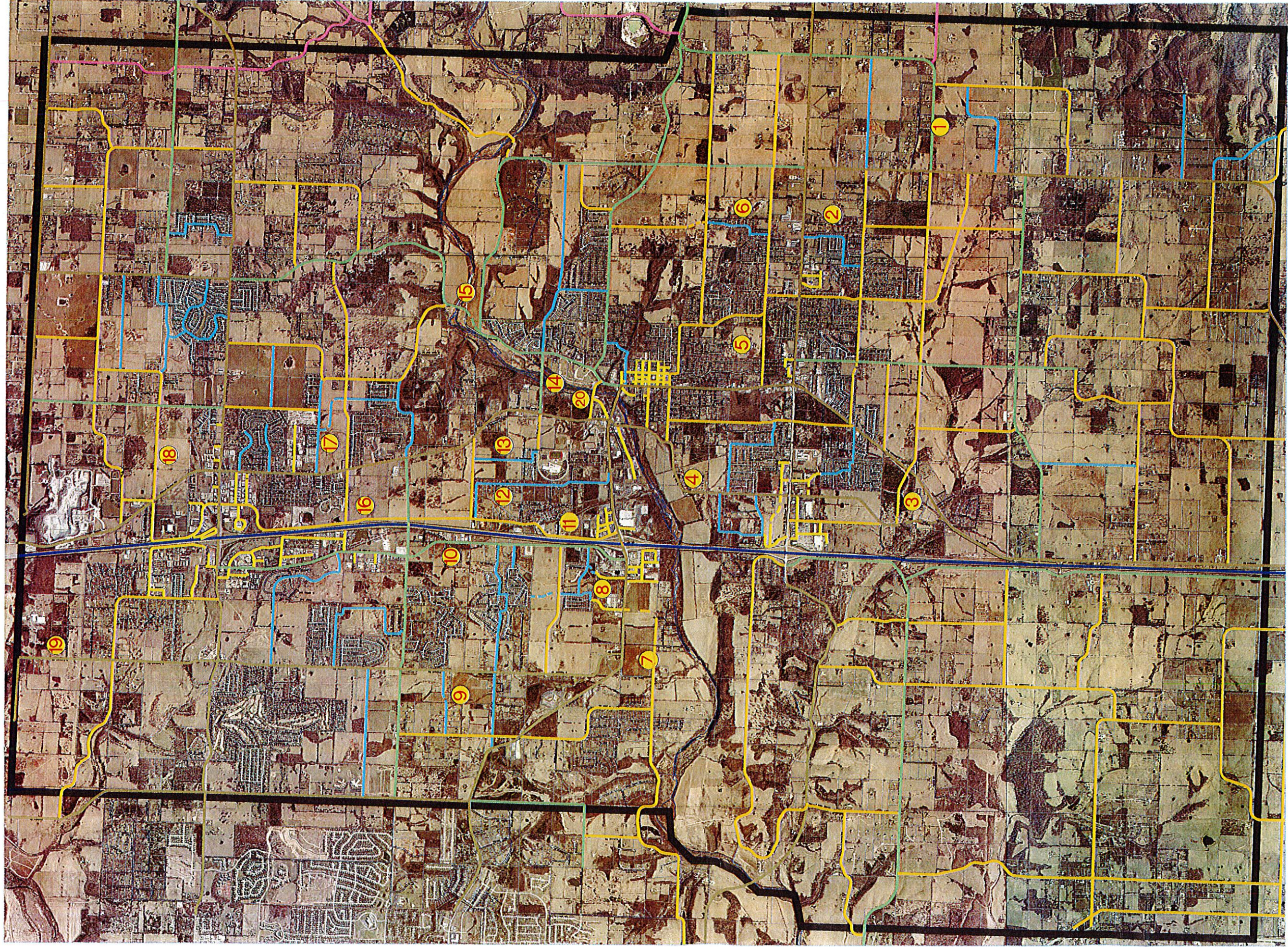
RICK GARDNER, MAYOR

ATTEST:



CHANDRA HODGES, CITY CLERK

EXHIBIT A



- LEGEND
- CITY OF OZARK'S PLANNING TERS AREA
 - FREEWAY
 - PRIMARY ARTERIAL
 - PROPOSED PRIMARY ARTERIAL
 - SECONDARY ARTERIAL
 - PROPOSED SECONDARY ARTERIAL
 - PRIMARY COLLECTOR
 - PROPOSED PRIMARY COLLECTOR
 - RESIDENTIAL COLLECTOR
 - PROPOSED RESIDENTIAL COLLECTOR
 - COMMERCIAL
 - PROPOSED COMMERCIAL
 - RURAL COLLECTOR
 - PROPOSED RURAL COLLECTOR

25 YEAR MAJOR THOROUGHFARE PLAN
OZARK MISSOURI



NOT TO SCALE

TAB 4

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.B.

Federal Functional Classification Change Request

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

AGENDA DESCRIPTION:

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

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

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

1) W McCracken Rd & 3rd St., Rt. NN to Jackson St.

Current Functional Classification – Local

Requested Functional Classification – Minor Collector

Major Thoroughfare Plan – Collector (Requested), Secondary Arterial

Reasoning – McCracken and 3rd are expected to see increased traffic volumes due to continued growth and the recent development of a large commercial center – Finley Farms. Finley Farms is a 30+/- acre commercial development that is occurring on parcels that were formerly primarily abandoned or utilized for single family residential. Additionally, East McCracken Road continues to see the development of large platted single-family subdivisions. As additional development to the east occurs, traffic volumes along these sections of McCracken and 3rd will continue to increase. There are several parcels to the East that are within the Ozark Tier One Development of the Urban Service Area. The area is also adequately serviced with utilities such as water and sewer.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 15, 2020, the Technical Planning Committee recommended that the Board of Directors approve the Functional Classification Change.

BOARD OF DIRECTORS ACTION REQUESTED:

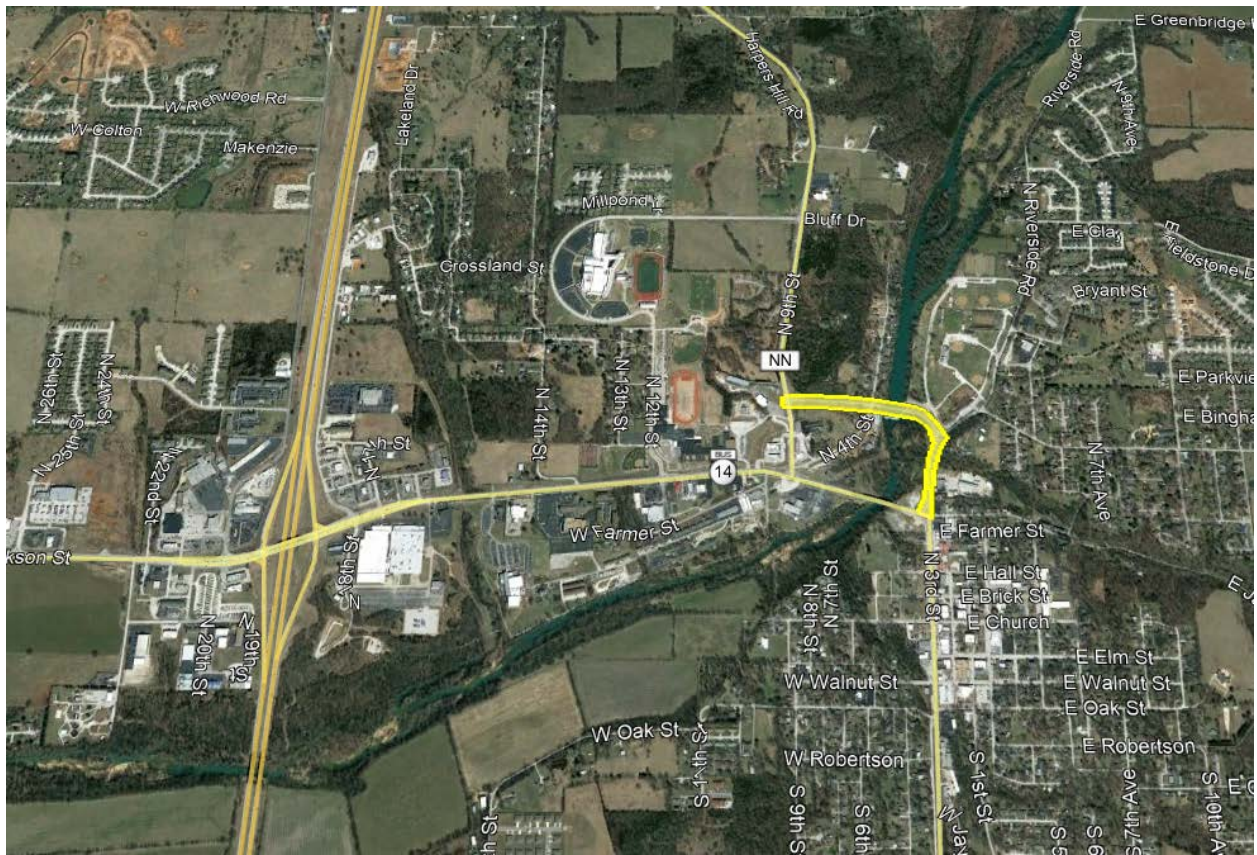
A member of the Board of Directors is requested to make one of the following motions:

“Move to approve the Federal Functional Classification Change.”

OR

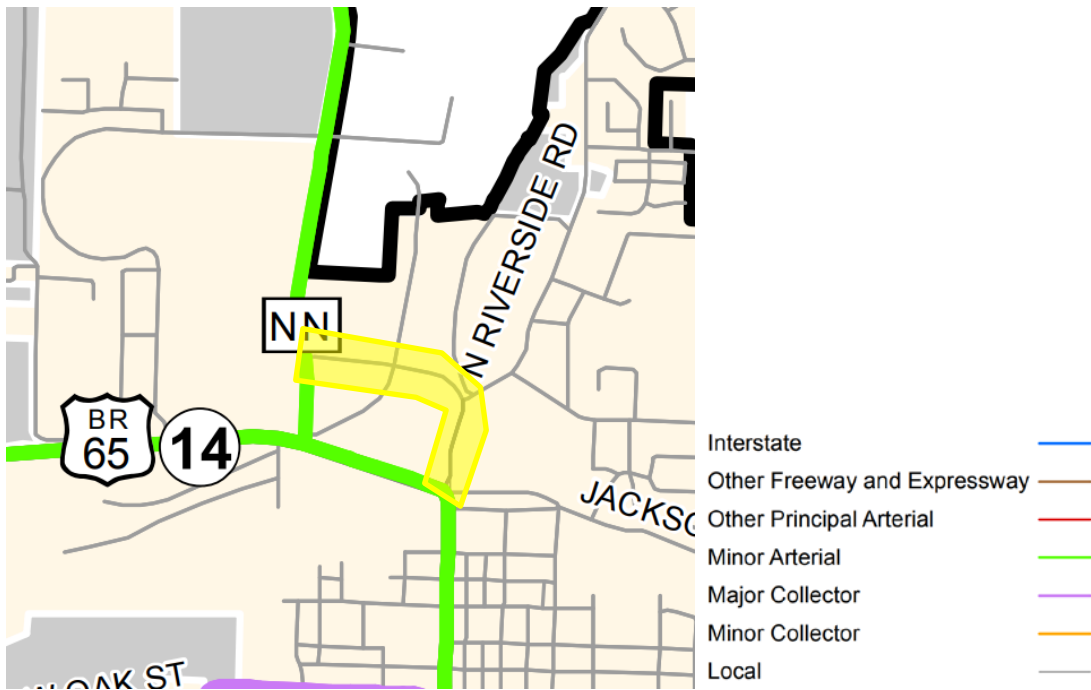
“Move to approve the Federal Functional Classification Change with the following changes...”

Functional Classification Change General Area



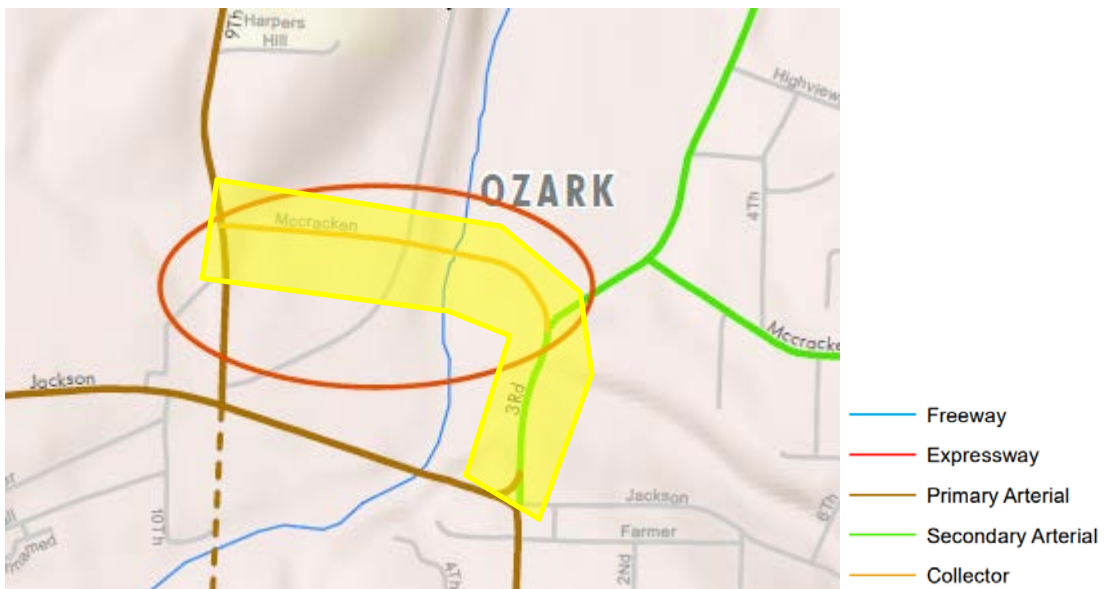
Functional Classification Change

Current Federal Classification (*Current Use*)



Functional Classification Change

Major Thoroughfare Plan - Proposed (*Future Use*)





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

Application Federal Functional Classification Change

Instructions

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

Functional Reclassification Process (minimum timeframe is 4 months)

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

Application Information

Date: 6/30/2020

Contact Information

Name: Jeremy Parsons
Title: Public Works Director
Agency: City of Ozark
Street Address: 205 N. 1st St

City/State/Zip: Ozark, MO
Email: jparsons@ozarkmissouri.org
Phone: 417-581-2407
Fax: 417-581-1708

Roadway Data

Roadway Name:	McCracken Road and 3 rd Street
Termini of Roadway	
From:	HWY NN
To:	Jackson Street (MO 14)
Length (miles):	Approximately 2,580 feet
Number of Lanes:	2
Lane Width:	11'
Traffic Volume (AADT):	2,900

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

Existing

Classification Change

Type of Area:	Serves as a Primary Roadway Crossing over the Finley River and connection to the Jackson/3 rd Street Corridor
Current Classification:	Local
Requested Classification:	Minor Collector

Justification

Explain why the roadway classification should be revised.

Increased Traffic Volumes due to continued growth and the recent development of a large commercial center – Finley Farms, and continued development along E McCracken and Riverside Rd.

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

Yes, Finley Farms is a 30+/- acre commercial development that is occurring on parcels that were formerly primarily abandoned or utilized for single family residential. These sections of McCracken and 3rd Street provide important connections to two of the city's major corridors. Additionally, East McCracken Road continues to see the development of large platted single-family subdivisions.

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

Yes, Finley Farms and the Finley River Park

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

As additional development to the east occurs, traffic volumes will continue to increase. There are several parcels to the East that are within our Tier One Development of the Urban Service Area. The area is also adequately serviced with utilities such as water and sewer.

Additional information you would like to include.

None

TAB 5

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.C.

Administrative Modification 5 to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

The following changes are included as part of Administrative Modification Five to the FY 2020-2023 Transportation Improvement Program.

Basis for Administrative Modification

- Technical Corrections

EN2003-20 to EN2003-20AM5

Kansas Expressway ADA Upgrades I-44 to 60

Correcting the project sponsor to MoDOT from the City of Springfield.

SP2009-20 to SP2009-20AM5

West Bypass Resurfacing Sunshine to 60

Correcting the project sponsor to MoDOT from the City of Springfield.

Basis for Administrative Modification

- Moving a project's funds to another Fiscal Year provided they are not being moved into or out of the first four FY's of a TIP

SP1818-20A3 to SP1818-20AM5

Campbell and Republic Road Intersection

Moving FY 2020 funds to FY 2021

SP1902-18A4 to SP1902-20AM5

Republic Road Lane Widening

Moving FY 2020 funds to FY 2021

Basis for Administrative Modification

- Adding a project to the TIP which is split from a "parent project" provided the cumulative, total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change

SP2011-20 to SP2011-20AM5/SP2016-20AM5

Traffic Signal System Improvements to Traffic Signal System Improvements-Battery Backup/Traffic Signal System Improvements

Splitting the Traffic Signal System Improvements project into one project for Battery Backup and a remaining project for cabinet replacements and advanced vehicle detection installations.

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

BOARD OF DIRECTORS ACTION REQUESTED:

This item is informational only, no action is required.



OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

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

8 July 2020

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

Dear Ms. O'Connor:

I am writing to advise you that the Ozarks Transportation Organization approved Administrative Modification Number Five to the OTO FY 2020-2023 Transportation Improvement Program (TIP) on July 8, 2020. The adoption included demonstration of fiscal constraint as required by federal regulations. Please find enclosed the administrative modification, which is outlined on the following pages.

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

Sincerely,

Natasha L. Longpine, AICP
Principal Planner

Enclosures





Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2003-20AM5 **KANSAS EXPY ADA UPGRADES I-44 TO 60**

Route Rte. 13

From north of I-44

To James River Freeway (Rte. 60)

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Taking Care of the System

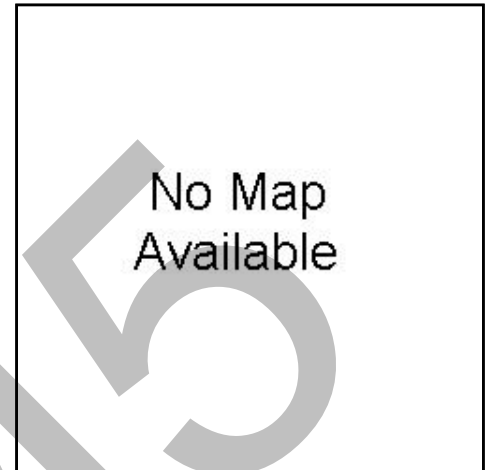
Bike/Ped Plan? **EJ?** Yes

STIP # 8S3173

Federal ID #

Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations on Kansas Expressway from north of I-44 to James River Freeway (Rte. 60).



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$10,000	\$38,200	\$53,400	\$102,000
MoDOT-AC	State	ENG	\$1,600	\$40,000	\$152,800	\$213,600	\$408,000
MoDOT	State	CON	\$0	\$0	\$0	\$272,600	\$272,600
MoDOT-AC	State	CON	\$0	\$0	\$0	\$1,090,400	\$1,090,400
Totals			\$2,000	\$50,000	\$191,000	\$1,630,000	\$1,873,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,873,000



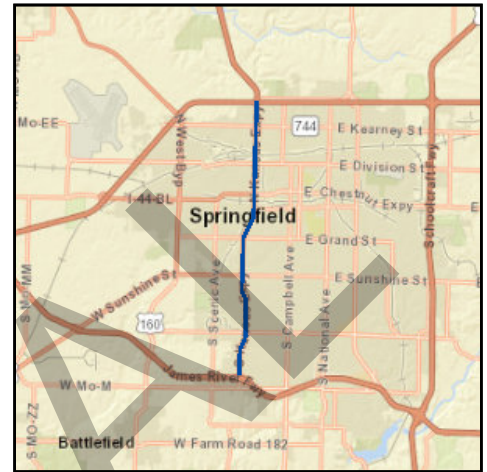
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2003-20 **KANSAS EXPY ADA UPGRADES I-44 TO 60**

Route Rte. 13
From north of I-44
To James River Freeway (Rte. 60)
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category Advance Construction
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? **EJ?** Yes
STIP # 8S3173
Federal ID #



Project Description

Upgrade sidewalk to comply with the ADA Transition Plan at various locations on Kansas Expressway from north of I-44 to James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$400	\$10,000	\$38,200	\$53,400	\$102,000
MoDOT-AC	State	ENG	\$1,600	\$40,000	\$152,800	\$213,600	\$408,000
MoDOT	State	CON	\$0	\$0	\$0	\$272,600	\$272,600
MoDOT-AC	State	CON	\$0	\$0	\$0	\$1,090,400	\$1,090,400
Totals			\$2,000	\$50,000	\$191,000	\$1,630,000	\$1,873,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost \$0
Future Cost \$0
Total Cost \$1,873,000



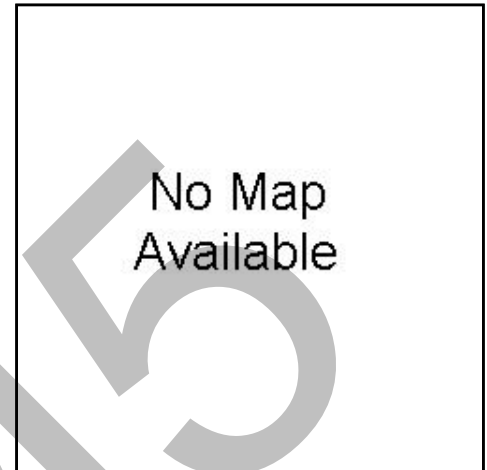
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2009-20AM5 **WEST BYPASS RESURFACING SUNSHINE TO 60**

Route West Bypass
From Sunshine Street (Rte. 413)
To north of James River Freeway (Rte. 60)
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8S3168
Federal ID #



Project Description

Pavement resurfacing on West Bypass from Sunshine Street (Rte. 413) to north of James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$5,600	\$54,400	\$0	\$63,200
MoDOT	State	ENG	\$800	\$1,400	\$13,600	\$0	\$15,800
FHWA (NHPP)	Federal	CON	\$0	\$0	\$725,600	\$0	\$725,600
MoDOT	State	CON	\$0	\$0	\$181,400	\$0	\$181,400
Totals			\$4,000	\$7,000	\$975,000	\$0	\$986,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$986,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2009-20 **WEST BYPASS RESURFACING SUNSHINE TO 60**

Route West Bypass
From Sunshine Street (Rte. 413)
To north of James River Freeway (Rte. 60)
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category NHPP(NHS)
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8S3168
Federal ID #



Project Description

Pavement resurfacing on West Bypass from Sunshine Street (Rte. 413) to north of James River Freeway (Rte. 60).

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$3,200	\$5,600	\$54,400	\$0	\$63,200
MoDOT	State	ENG	\$800	\$1,400	\$13,600	\$0	\$15,800
FHWA (NHPP)	Federal	CON	\$0	\$0	\$725,600	\$0	\$725,600
MoDOT	State	CON	\$0	\$0	\$181,400	\$0	\$181,400
Totals			\$4,000	\$7,000	\$975,000	\$0	\$986,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$986,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1818-20AM5 **CAMPBELL AND REPUBLIC ROAD INTERSECTION**

Route Campbell Avenue

From Campbell Avenue

To Republic Road

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3087C

Federal ID #

Project Description

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

No Map
Available

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

Notes

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

Prior Cost	\$880,000
Future Cost	\$0
Total Cost	\$4,968,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

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

Route Campbell Avenue

From Campbell Avenue

To Republic Road

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3087C

Federal ID #

Project Description

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



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

Notes

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

Prior Cost	\$880,000
Future Cost	\$0
Total Cost	\$4,968,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1902-20AM5 **REPUBLIC ROAD LANE WIDENING**

Route Republic Road

From Campbell

To Chase

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

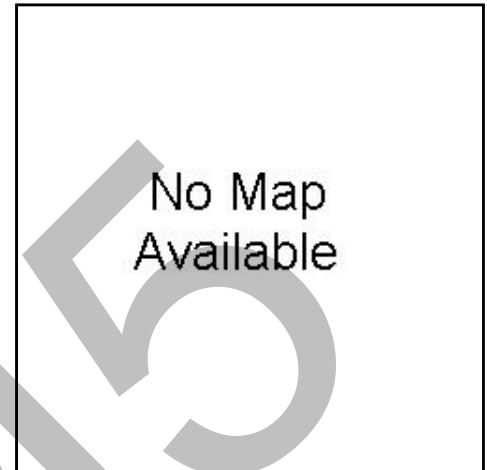
Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5901810



Project Description

Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$1,120,000	\$0	\$0	\$1,120,000
LOCAL	Local	CON	\$0	\$280,000	\$0	\$0	\$280,000
Totals			\$0	\$1,400,000	\$0	\$0	\$1,400,000

Notes

Non-Federal Funding Source: City of Springfield Sales Tax

Prior Cost	\$100,000
Future Cost	\$0
Total Cost	\$1,500,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1902-18A4 **REPUBLIC ROAD LANE WIDENING**

Route Republic Road

From Campbell

To Chase

Location City of Springfield

Federal Agency FHWA

Project Sponsor City of Springfield

Federal Funding Category STBG-U

MoDOT Funding Category N/A

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

STIP #

Federal ID # 5901810

Project Description

Widen to five lanes, add curb and gutter, sidewalks, and access control as needed.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$1,120,000	\$0	\$0	\$0	\$1,120,000
LOCAL	Local	CON	\$280,000	\$0	\$0	\$0	\$280,000
Totals			\$1,400,000	\$0	\$0	\$0	\$1,400,000

Notes

Non-Federal Funding Source: City of Springfield Sales Tax

Prior Cost	\$100,000
Future Cost	\$0
Total Cost	\$1,500,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2011-20AM5 **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS-BATTERY BACKUP**

Route Various

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? EJ?

STIP #

Federal ID #

Project Description

Traffic signal system improvements in Springfield at various locations, including battery backup systems.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$640,000	\$0	\$0	\$0	\$640,000
LOCAL	Local	CON	\$160,000	\$0	\$0	\$0	\$160,000
Totals			\$800,000	\$0	\$0	\$0	\$800,000

Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$800,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2016-20AM5 **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

Route Various

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? EJ?

STIP #

Federal ID #

Project Description

Traffic signal system improvements in Springfield at various locations, including cabinet replacements and advanced vehicle detection installations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$620,000	\$0	\$0	\$0	\$620,000
LOCAL	Local	CON	\$155,000	\$0	\$0	\$0	\$155,000
Totals			\$775,000	\$0	\$0	\$0	\$775,000

Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$775,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2011-20 **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

Route Various

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? EJ?

STIP #

Federal ID #

Project Description

Traffic signal system improvements in Springfield at various locations, including battery backup systems, cabinet replacements, and advanced vehicle detection installations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$1,260,000	\$0	\$0	\$0	\$1,260,000
LOCAL	Local	CON	\$315,000	\$0	\$0	\$0	\$315,000
Totals			\$1,575,000	\$0	\$0	\$0	\$1,575,000

Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and in-kind labor

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,575,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020																				
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$1,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572,800	\$0	\$0	\$0	\$0	\$0	\$0	\$143,400	\$0	\$800	\$0	\$717,000
MO2103-19	\$0	\$181,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,200	\$0	\$0	\$0	\$202,000
NX1701-20A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204,364	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$46,091	\$0	\$0	\$0	\$255,455
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX1803-18A2	\$584,000	\$0	\$0	\$0	\$0	\$0	\$0	\$424,000	\$0	\$0	\$0	\$0	\$145,500	\$0	\$0	\$106,500	\$0	\$0	\$0	\$1,260,000
NX1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$456,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$114,200	\$0	\$0	\$0	\$571,000
NX1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,800	\$0	\$0	\$0	\$89,000
NX2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$0	\$480,000	\$0	\$600,000
OK1401-18AM4	\$1,512,439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,151	\$0	\$0	\$0	\$378,111	\$0	\$0	\$343,037	\$0	\$0	\$0	\$3,665,738
OK1701-20A2	\$0	\$835,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,533,170	\$0	\$0	\$0	\$374,950	\$0	\$0	\$935,780	\$0	\$0	\$0	\$4,678,900
OK1802-19A3	\$800,000	\$0	\$0	\$0	\$0	\$350,151	\$0	\$0	\$0	\$0	\$740,993	\$595,814	\$0	\$0	\$0	\$0	\$0	\$123,499	\$0	\$2,610,457
OK1803	\$105,200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,674,800	\$0	\$0	\$0	\$0	\$26,300	\$0	\$0	\$668,700	\$0	\$0	\$0	\$3,475,000
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$32,000
OT1901-19A5	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$0	\$262,500
RG0901-18A1	\$0	\$748,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,200	\$0	\$0	\$0	\$832,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,600	\$0	\$0	\$0	\$1,543,000
RP1803-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$171,200	\$0	\$684,800	\$0	\$856,000
RP1901-19A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,200	\$0	\$0	\$0	\$1,696,000
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0</															

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal	FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL	
2020 Continued																					
SP1415-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000	
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000	
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000	
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000	
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000	
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	
SP1815-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000	
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000	
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000	
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000	
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000	
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000	
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000	
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000	
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$907,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000	
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000	
SP2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000	
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000	
SP2011-20AM5	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	
SP2012-20AM3	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000	
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
SP2014-20AM3	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000	
SP2015-20AM4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,600	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000	
SP2016-20AM5	\$620,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	\$775,000	
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000	
SUBTOTAL	\$27,967,099	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,916,964	\$5,119,861	\$0	\$10,000	\$740,993	\$11,769,153	\$1,682,400	\$0	\$0	\$11,007,548	\$16,000	\$2,990,300	\$123,499	\$99,533,068	
2021																					
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000	
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000	
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000	
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000	
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000	
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000	
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000	
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000	
GR1905-19	\$0	\$0	\$0	\$3,042,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000	
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000	
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$0	\$23,000	
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000	
GR1909-19	\$0	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000	
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000	
GR1912-19	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000	
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$659,200	\$0	\$699,000	
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000	
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000	
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000	
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000	
GR2011-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$20,000	
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000	
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000	
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000	
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000	
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000	
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$0	\$100,000	
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000	
MO2004-20	\$0	\$457,200	\$0	\$0																	

Roadways

2021 Continued

FY 2022 continued on next page

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																		
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (IM)	FHWA (130)	Federal						Local			State			
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA
2022 Continued																		
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SP1815-18A2	\$960,000	\$0	\$0	\$0	\$0	\$0	\$702,400	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$175,600	\$0	\$0	\$0
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0
SUBTOTAL	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$1,636,402	\$0	\$0	\$5,268,000	\$205,000	\$3,413,600	\$0
2023																		
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0
MO2301-20	\$336,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0
SUBTOTAL	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$5,145,775	\$0	\$0	\$3,670,000	\$0	\$3,705,600	\$0
GRAND TOTAL	\$36,400,574	\$19,748,100	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,761,367	\$10,343,881	\$19,278,422	\$25,000	\$740,993	\$24,473,907	\$1,682,400	\$0	\$26,703,770	\$341,000	\$12,632,400	\$123,499

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$27,967,099	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,916,964	\$5,119,881	\$0	\$10,000	\$740,993	\$71,944,188	\$13,451,553	\$14,013,848	\$123,499	\$5,380,129	\$104,913,217
2021 Funds Programmed	\$3,080,370	\$2,329,600	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,075,603	\$4,556,800	\$19,278,422	\$10,000	\$0	\$51,004,295	\$5,922,577	\$9,401,122	\$0	\$5,476,971	\$71,804,965
2022 Funds Programmed	\$4,774,004	\$13,289,500	\$0	\$0	\$800,000	\$0	\$10,979,200	\$619,200	\$0	\$5,000	\$0	\$30,466,904	\$1,636,402	\$8,886,600	\$0	\$5,575,557	\$46,565,463
2023 Funds Programmed	\$579,101	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$11,481,501	\$5,145,775	\$7,375,600	\$0	\$5,675,917	\$29,678,793
Total	\$36,400,574	\$ 19,748,100	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$69,761,367	\$ 10,343,881	\$ 19,278,422	\$ 25,000	\$ 740,993	\$164,896,888	\$ 26,156,307	\$ 39,677,170	\$ 123,499	\$22,108,574	\$252,962,438

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 52,790,375	\$35,099,179	\$40,074,500	\$ 26,219,000	\$164,311,047
Federal Discretionary Funding	\$0	\$ 20,985,822	\$ -	\$ -	\$ -	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,675,557	\$5,675,917	\$22,108,574
Funds from Other Sources (Inc. Local)	\$123,499	\$13,451,553	\$5,922,577	\$1,636,402	\$5,145,775	\$26,279,806
Available Suballocated Funding	\$27,323,332	\$1,254,632	\$6,826,962	\$6,963,501	\$7,102,771	\$49,471,197
TOTAL AVAILABLE FUNDING	\$37,574,824	\$93,862,511	\$53,325,689	\$54,249,960	\$44,143,463	\$283,156,446
Prior Year Funding		\$37,574,824	\$26,524,117	\$8,044,841	\$15,729,338	--
Programmed State and Federal Funding		(\$104,913,217)	(\$71,804,965)	(\$46,565,463)	(\$29,678,793)	(\$252,962,438)
TOTAL REMAINING	\$37,574,824	\$26,524,117	\$8,044,841	\$15,729,338	\$30,194,008	\$30,194,008

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.

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$159,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$198,523.00)	(\$63,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$159,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$231,504.00)	(\$239,302.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,703,973.64	\$3,396,508.94	\$5,324,640.36	\$7,248,999.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$290,104.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,574,853.00)	(\$294,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$290,104.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,763,962.45	\$3,623,404.03	\$5,479,715.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	(\$98,554.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,763,962.45	\$3,623,404.03	\$5,479,715.38	\$7,332,840.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$18,502,749.28	\$33,418,098.08	\$53,504,821.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$4,503,819.00)	(\$8,044,857.00)	(\$2,826,285.00)	(\$2,826,285.00)
Amount Available for Local Projects	\$18,502,749.28	\$33,418,098.08	\$53,504,821.86	\$73,543,499.09

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

TAB 6

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.D.

Amendment Number 5 to the FY 2020-2023 Transportation Improvement Program

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

AGENDA DESCRIPTION:

There are 45 items requested by MoDOT and OTO members included as part of Amendment Number 5 to the FY 2020-2023 Transportation Improvement Program. OTO will not be approving a FY 2021-2023 TIP and is instead opting for amendments. This correlates with MoDOT foregoing a new STIP this year.

Changes to the Aviation Section

1. ***Revised/Remove* Midfield Terminal Entitlement Cost Reimbursement (NA1200-20A5)**
The Springfield-Branson National Airport is requesting to move funds to 2025, with a new total programmed amount of \$3,300,000. This removes NA1200 from the current TIP, moving the project beyond the current timeframe.
2. ***Revised* Runway Pavement Condition Study and Master Plan Update (NA1300-20A5)**
The Springfield-Branson National Airport is clarifying that the Pavement Condition Study is now completed and the Master Plan Update is moved to FY 2021, for a new total programmed amount of \$1,060,385.
3. ***Revised* Replace Perimeter Fencing (NA1301-20A5)**
The Springfield-Branson National Airport has requested to update the scope on this project to replace just 3,500 feet of fencing as opposed to 7,000 feet, with the same programmed amount of \$485,128.
4. ***Revised* Runway 32 RSA, OFA and Approach Grading Improvements (NA1501-20A5)**
The Springfield-Branson National Airport is requesting to move funds to FY 2021 and to show non-local funding as MoDOT State Aviation, with a new total programmed amount of \$915,000.
5. ***Revised* Taxiway Alpha and Papa Direct Access Mitigation and Reconstruction (NA1503-20A5)**
The Springfield-Branson National Airport has requested to move funding to FY 2022 with a new total programmed amount of \$1,700,000.
6. ***Revised* Taxiway Bravo Reconstruction and Direct Access Mitigation (NA1603-20A5)**
The Springfield-Branson National Airport has requested clarify the scope and add to the amount of funding programmed at a new total amount of \$1,410,000.
7. ***Revised/Remove* Reconstruction of the Cargo Apron (NA1801-20A5)**
The Springfield-Branson National Airport is requesting change the project description and to move funds to 2025, with a new total programmed amount of \$2,800,000. This removes NA1801 from the current TIP, moving the project beyond the current timeframe.
8. ***Remove* Replace ARFF Vehicle (NA1901)**
This project no longer appears in the Capital Improvements Plan is being removed from the TIP.

9. ***Revised* Taxiway November and Delta Reconstruction (NA1903-20A5)**
The Springfield-Branson National Airport has requested revise the scope and add to the amount of funding programmed at a new total amount of \$9,200,000.
10. ***Revised/Remove* Runway 2-20 Lighting Rehabilitation (NA1904-20A5)**
The Springfield-Branson National Airport is requesting to move funds to 2025, with a new total programmed amount of \$400,000. This removes NA1904 from the current TIP, moving the project beyond the current timeframe.
11. ***Revised* Rehabilitate/Reconstruct Taxiway U, Demolish Taxiway B, Rehabilitate Runway 2-20 (NA1905-20A5)**
The Springfield-Branson National Airport has requested to move funding to FY 2021 with a new total programmed amount of \$7,162,150.
12. ***Revised* Construct Runway 20 Blast Pad (NA1906-20A5)**
The Springfield-Branson National Airport has requested to move funding to FY 2021 with a new total programmed amount of \$725,000.
13. ***Revised* Construct T-Hangar Taxilanes (Fuel Farm Area) (NA1907-20A5)**
The Springfield-Branson National Airport has requested to move funding to FY 2021 with the same total programmed amount of \$930,000.
14. ***Remove* Remove Runway 32 20:1 Approach Obstruction (NA2001-19)**
This project is a duplicate for NA1501 and is being removed from the TIP.
15. ***Revised* Taxiway November Reconstruction from Runway 14-32 to 2-20 (NA2102-20A5)**
The Springfield-Branson National Airport has requested revise the scope, change fiscal years to 2023, and add to the amount of funding programmed for a new total amount of \$3,800,000.
16. ***New* Taxiway November Reconstruction North of Taxiway Delta to Taxiway Charlie (NA2301-20A5)**
The Springfield-Branson National Airport has requested to add a project to reconstruct Taxiway November for a total programmed amount of \$3,000,000 in FY 2023.
17. ***New* Taxiway Sierra and Delta Reconstruction (NA2302-20A5)**
The Springfield-Branson National Airport has requested to add a project to reconstruct Taxiways Delta and Sierra for a total programmed amount of \$1,400,000 in FY 2023.
18. ***New* Taxiway Sierra Reconstruction from Runway 14-32 to Taxiway November (NA2303-20A5)**
The Springfield-Branson National Airport has requested to add a project to reconstruct Taxiway Sierra for a total programmed amount of \$4,700,000 in FY 2023.

Changes to the Bike/Ped Section

19. ***Revised* ADA Improvements at Various Locations (EN2002-20A5)**
MoDOT is requesting to revise a project for ADA improvements at various locations for a new total programmed amount of \$95,000.

20. ***Revised*** Shuyler Creek Trail (EN2010-20A5)
With action by the Board of Directors to direct additional funding received by OTO to the construction of the Shuyler Creek Trail, this project needs to be updated by adding construction to the scope and programmed funding, with a new total programmed amount of \$1,082,624.
21. ***Remove*** Main Street Sidewalk South (EN2101-18)
The City of Nixa is requesting to remove a project for sidewalk construction on Main Street from North Street to Highway 14.
22. ***Remove*** Main Street Sidewalk North (EN2102-18)
The City of Nixa is requesting to remove a project for sidewalk construction on Main Street from Aldersgate to North Street.
23. ***New*** Norton Road ADA Improvements in Springfield (EN2103-20A5)
MoDOT is requesting to add a project for ADA improvements along Norton Road near Route 13 in Springfield for a total programmed amount of \$286,961.

Changes to the Roadways Section

24. ***New*** Route 14 High Friction Surface Treatment (CC2101-20A5)
MoDOT is requesting to add a project for high friction surface treatment on Route 14 for a total programmed amount of \$283,000.
25. ***Revised*** Route 60 CRISI Project (GR2011-20A5)
MoDOT is requesting to program the scoped railroad crossing safety improvements along the Route 60 corridor for a new total programmed amount of \$1,195,000.
26. ***New*** Route B Pavement Resurfacing in Greene County (GR2102-20A5)
MoDOT is requesting to add a project for resurfacing on Route B with a total programmed amount of \$198,000.
27. ***New*** Farm Road 175 Bridge Replacement (GR2105-20A5)
Greene County is requesting to add a project for a bridge replacement on Farm Road 175, for a total programmed amount of \$600,000.
28. ***New*** Mill/Fill and ADA Upgrade (GR2106-20A5)
Greene County is requesting to add a project for pavement improvements and ADA upgrades on Farm Road 135 and on Farm Road 102, for a total programmed amount of \$700,000.
29. ***Revised*** ITS Operations and Management (2022) (MO2104-20A5)
The City of Springfield is amending the amount of funding programmed for ITS Operations and Management in 2022, bringing the total programmed amount to \$1,069,000.
30. ***Revised*** ITS Operations and Management (2023) (MO2301-20A5)
The City of Springfield is amending the amount of funding programmed for ITS Operations and Management in 2023, bringing the total programmed amount to \$430,000.

31. ***New* N. Main Street (NX2101-20A5)**
The City of Nixa is requesting to add a project to widen North Street, with sidewalks and associated improvements, for a total programmed amount of \$2,341,432.
32. ***New* North Street Maplewood Hills to Cheyenne (NX2102-20A5)**
The City of Nixa is requesting to add a project for engineering of North Street Improvements for a total programmed amount of \$546,882.
33. ***New* Truman from Heather Glenn to Pembroke/Norton (NX2201-20A5)**
The City of Nixa is requesting to add a project for improvements on Truman Boulevard, including widening, sidewalks and a roundabout, for a total programmed amount of \$1,202,124.
34. ***New* Downtown N. Main Street (NX2301-20A5)**
The City of Nixa is requesting to add a project for improvements on Downtown Nixa Main Street, from Route 14 to North Street, for a total programmed amount of \$257,580.
35. ***New* Route NN Pavement Resurfacing in Ozark (OK2101-20A5)**
MoDOT is requesting to add a project for resurfacing on NN with a total programmed amount of \$560,000.
36. ***New* Route ZZ Chip Seal Pavement Improvement (RP2001-20A5)**
MoDOT is requesting to add a chip seal project for Route ZZ with a new total programmed amount of \$102,000.
37. ***Revised* Kearney and West Bypass Intersection Improvements (SP1815-20A5)**
MoDOT is requesting to revise the amount programmed for the intersection improvements cost share at Kearney and West Bypass with a new total programmed amount of \$2,339,000.
38. ***Revised* Route MM Pavement Resurfacing (SP2007-20A5)**
MoDOT is revising the Route MM Pavement Resurfacing project for a new total programmed amount of \$690,000.
39. ***Revised* Grant Avenue Connect Parkway Project (SP2015-20A5)**
The City of Springfield is requesting to clarify the scope for the Grant Avenue Parkway BUILD project, with the same total programmed amount of \$26,201,028.
40. ***Revised* Traffic Signal System Replacements (SP2016-20A5)**
The City of Springfield is requesting to add funding to a project for traffic signal system improvements, including cabinet replacements and advanced vehicle detection installations, for a new total programmed amount of \$950,000.
41. ***New* OR 44 Pavement Resurfacing in Springfield (SP2101-20A5)**
MoDOT is requesting to add a project for pavement resurfacing on the I-44 outer road from Farm Road 112 to west of Route 13 for a total programmed amount of \$31,000.
42. ***New* Norton Road Pavement Resurfacing (SP2102-20A5)**
MoDOT is requesting to add a project to resurface Norton Road for a total programmed amount of \$284,312.

43. ***New*** I-44 Outer Road Pavement Resurfacing (SP2103-20A5)

MoDOT is requesting to add a project to resurface various outer roads for I-44 in Strafford and Springfield for a total programmed amount of \$623,216.

44. ***New*** Galloway Street Improvements (SP2114-20A5)

The City of Springfield is requesting to add Galloway Street Improvements as part of the Governor's Cost Share Program, programming \$3,500,000 local and \$1,500,000 from the Governor's Cost Share Program.

45. ***New*** TMC Signal Replacements, Various Locations (SP2202-20A5)

The City of Springfield is requesting to add a project for signal replacements at various locations in Springfield, with a total programmed amount of \$1,540,000.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 15, 2020, the Technical Planning Committee recommended that the Board of Directors approve Amendment 5 to the FY 2020-2023 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to approve Amendment 5 to the FY 2020-2023 Transportation Improvement Program."

OR

"Move to approve Amendment 5 to the FY 2020-2023 Transportation Improvement Program, with these changes..."



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1200

MIDFIELD TERMINAL ENTITLEMENT COST REIMBURSEMENT

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #



Project Description

Reimbursement of eligible Midfield Terminal construction costs from annual passenger entitlements; project completed in 2009.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$3,100,000	\$3,100,000
LOCAL	Local	CON	\$0	\$0	\$0	\$344,444	\$344,444
Totals			\$0	\$0	\$0	\$3,444,444	\$3,444,444

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$12,897,721
Future Cost	\$0
Total Cost	\$16,342,165



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1300-20A5

RUNWAY PAVEMENT CONDITION STUDY AND MASTER PLAN UPDATE

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category None

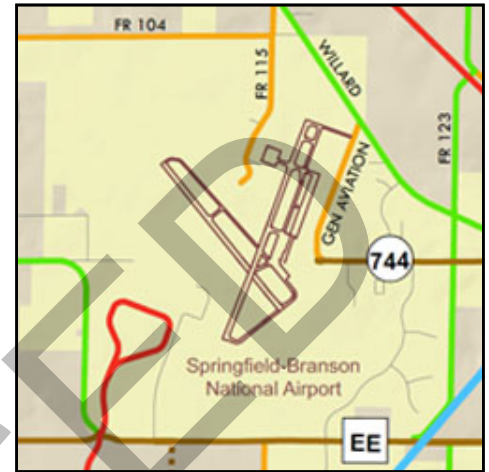
Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

A pavement condition study is needed as part of the Airport's pavement maintenance program.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	PLAN	\$166,846	\$787,500	\$0	\$0	\$954,346
LOCAL	Local	PLAN	\$18,539	\$87,500	\$0	\$0	\$106,039
Totals			\$185,385	\$875,000	\$0	\$0	\$1,060,385

Notes

Non-Federal Funding Source: Airport Revenues

FYI: Pavement Condition Study completed in 2020; Master Plan programmed for 2021

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,060,385



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1300

RUNWAY PAVEMENT CONDITION STUDY AND MASTER PLAN UPDATE

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category None

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

A pavement condition study is needed as part of the Airport's pavement maintenance program.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	PLAN	\$0	\$0	\$0	\$742,500	\$742,500
LOCAL	Local	PLAN	\$0	\$0	\$0	\$82,500	\$82,500
Totals			\$0	\$0	\$0	\$825,000	\$825,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$197,500
Future Cost	\$0
Total Cost	\$1,022,500



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1301-20A5 **REPLACE PERIMETER FENCING**

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

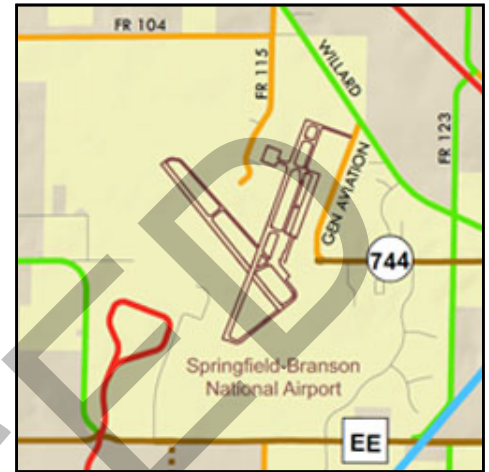
Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #



Project Description

Replace perimeter fencing: 3,500 feet of 6-foot fence to be replaced with 8-foot fence and 3 strands of barb-wire.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$436,615	\$0	\$436,615
LOCAL	Local	CON	\$0	\$0	\$48,513	\$0	\$48,513
Totals			\$0	\$0	\$485,128	\$0	\$485,128

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$485,128



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1301 **REPLACE PERIMETER FENCING**

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

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

STIP #

Federal ID #



Project Description
Replace approximately 7,000 feet of perimeter fencing to meet TSA recommendations.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$436,615	\$0	\$436,615
LOCAL	Local	CON	\$0	\$0	\$48,513	\$0	\$48,513
Totals			\$0	\$0	\$485,128	\$0	\$485,128

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$485,128



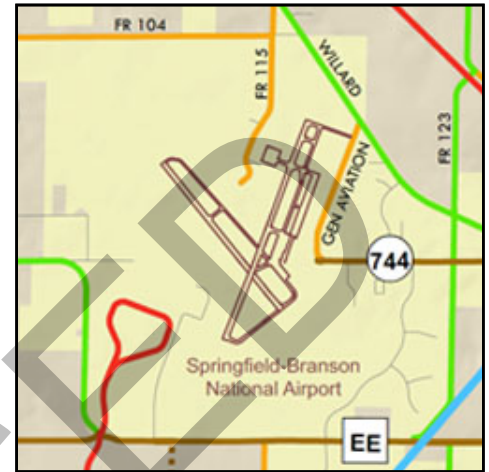
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1501-20A5 RUNWAY 32 RSA, OFA AND APPROACH GRADING IMPROVEMENTS

Route N/A
From N/A
To N/A
Location Springfield-Branson Nat'l Airport
Federal Agency FAA
Project Sponsor Springfield-Branson National Airport
Federal Funding Category AIP Entitlement
MoDOT Funding Category State Aviation Trust Fund
Bike/Ped Plan? EJ? Yes
STIP #
Federal ID #



Project Description

Remove Runway 32 20:1 approach obstruction and grading improvements.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	CON	\$0	\$91,500	\$0	\$0	\$91,500
MoDOT	State	CON	\$0	\$823,500	\$0	\$0	\$823,500
Totals			\$0	\$915,000	\$0	\$0	\$915,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$915,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1501 RUNWAY 32 RSA, OFA AND APPROACH GRADING IMPROVEMENTS

Route N/A
From N/A
To N/A
Location Springfield-Branson Nat'l Airport
Federal Agency FAA
Project Sponsor Springfield-Branson National Airport
Federal Funding Category AIP Entitlement
MoDOT Funding Category State Aviation Trust Fund
Bike/Ped Plan? EJ? Yes
STIP #
Federal ID #



Project Description
 Remove Runway 32 20:1 approach obstruction and grading improvements.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$909,612	\$0	\$909,612
LOCAL	Local	CON	\$0	\$0	\$101,068	\$0	\$101,068
Totals			\$0	\$0	\$1,010,680	\$0	\$1,010,680

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,010,680



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1503-20A5 TAXIWAY ALPHA AND PAPA DIRECT ACCESS MITIGATION AND RECONSTRUCTION

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

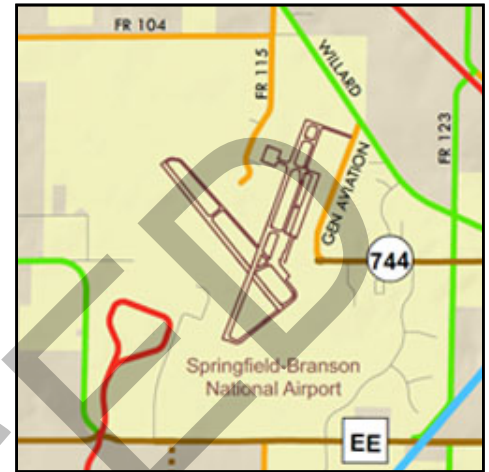
Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Pavement mitigation to prevent aircraft direct access to the runway from Taxiways Alpha and Papa at Taxiway November.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$1,530,000	\$0	\$1,530,000
LOCAL	Local	CON	\$0	\$0	\$170,000	\$0	\$170,000
Totals			\$0	\$0	\$1,700,000	\$0	\$1,700,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,700,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1503

TAXIWAY ALPHA AND PAPA DIRECT ACCESS MITIGATION AND RECONSTRUCTION

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Pavement mitigation to prevent aircraft direct access to the runway from Taxiways Alpha and Papa.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$1,015,020	\$0	\$0	\$1,015,020
LOCAL	Local	CON	\$0	\$112,780	\$0	\$0	\$112,780
Totals			\$0	\$1,127,800	\$0	\$0	\$1,127,800

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,127,800



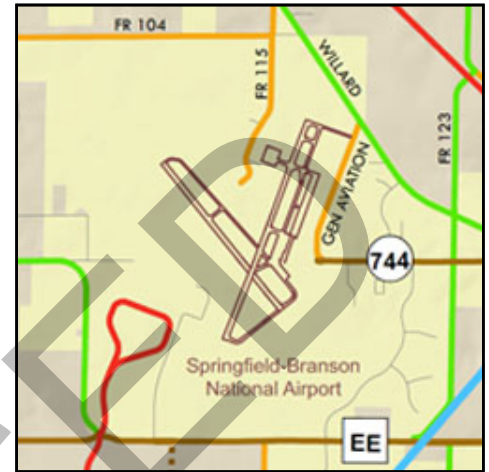
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1603-20A5 TAXIWAY BRAVO RECONSTRUCTION AND DIRECT ACCESS MITIGATION

Route N/A
From N/A
To N/A
Location Springfield-Branson Nat'l Airport
Federal Agency FAA
Project Sponsor Springfield-Branson National Airport
Federal Funding Category AIP Entitlement
MoDOT Funding Category N/A
Bike/Ped Plan? EJ? Yes
STIP #
Federal ID #



Project Description

Pavement mitigation to prevent aircraft direct access to runway from Taxiways Bravo at Taxiway November.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$1,269,000	\$0	\$0	\$1,269,000
LOCAL	Local	CON	\$0	\$141,000	\$0	\$0	\$141,000
Totals			\$0	\$1,410,000	\$0	\$0	\$1,410,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,410,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1603

TAXIWAY BRAVO AND SOUTH RECONSTRUCTION AND DIRECT ACCESS MITIGATION

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Pavement mitigation to prevent aircraft direct access to runway from Taxiways Bravo and South.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$653,760	\$0	\$0	\$653,760
LOCAL	Local	CON	\$0	\$72,640	\$0	\$0	\$72,640
Totals			\$0	\$726,400	\$0	\$0	\$726,400

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$726,400



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1801 RECONSTRUCTION OF THE CARGO APRON

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #



Project Description

Construct glycol containment and storage facilities in compliance with currently pending regulations, once finalized, regarding handling and discharge of glycol product.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$2,352,240	\$2,352,240
LOCAL	Local	CON	\$0	\$0	\$0	\$261,360	\$261,360
Totals			\$0	\$0	\$0	\$2,613,600	\$2,613,600

Notes

Non-Federal Funding Source: Airport Revenues

FYI: Reprogrammed from Part of NA1203 (and previously NA1204)

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,613,600



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1901 **REPLACE ARFF VEHICLE**

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #



Project Description

Replace ARFF VEHICLE EZ 4 with a newer model. EZ4 was purchased in 1994 and has surpassed its useful life.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	CAPITAL	\$0	\$0	\$0	\$75,000	\$75,000
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$675,000	\$675,000
Totals			\$0	\$0	\$0	\$750,000	\$750,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$750,000



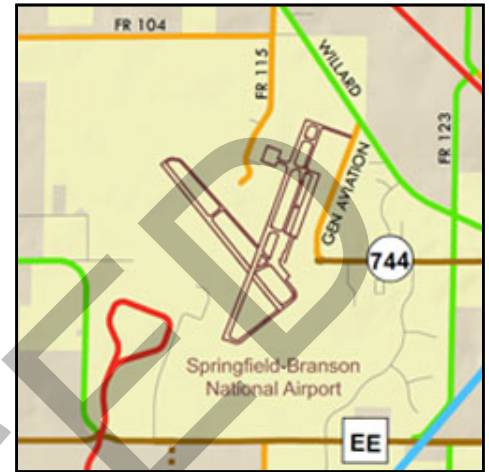
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1903-20A5 TAXIWAY NOVEMBER AND DELTA RECONSTRUCTION

Route N/A
From N/A
To N/A
Location Springfield-Branson Nat'l Airport
Federal Agency FAA
Project Sponsor Springfield-Branson National Airport
Federal Funding Category AIP Entitlement
MoDOT Funding Category N/A
Bike/Ped Plan? EJ? Yes
STIP #
Federal ID #



Project Description

Taxiway November reconstruction within runway 14-32 safety area and south of Taxiway Delta; Taxiway Delta reconstruction north of runway 14-32 safety area to Taxiway November; and Taxiway November reconstruction from Taxiway Alpha to Runway 20.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$8,280,000	\$0	\$8,280,000
LOCAL	Local	CON	\$0	\$0	\$920,000	\$0	\$920,000
Totals			\$0	\$0	\$9,200,000	\$0	\$9,200,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$9,200,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1903 TAXIWAY NOVEMBER AND SIERRA RECONSTRUCTION

Route N/A
From N/A
To N/A
Location Springfield-Branson Nat'l Airport
Federal Agency FAA
Project Sponsor Springfield-Branson National Airport
Federal Funding Category AIP Entitlement
MoDOT Funding Category N/A
Bike/Ped Plan? EJ? Yes
STIP #
Federal ID #



Project Description

Taxiway November and Sierra will be realigned from Taxiway Delta to Runway 2-20.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$7,868,826	\$0	\$7,868,826
LOCAL	Local	CON	\$0	\$0	\$874,313	\$0	\$874,313
Totals			\$0	\$0	\$8,743,139	\$0	\$8,743,139

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$8,743,139



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1904 RUNWAY 2-20 LIGHTING REPLACEMENT

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Rehabilitate Runway 2-20 lighting system to upgrade to LED and provide better reliability and safety.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$422,244	\$422,244
LOCAL	Local	CON	\$0	\$0	\$0	\$46,916	\$46,916
Totals			\$0	\$0	\$0	\$469,160	\$469,160

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$469,160



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1905-20A5 REHABILITATE/RECONSTRUCT TXWY U, DEMOLISH TXWY B, REHABILITATE RWY 2-20

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

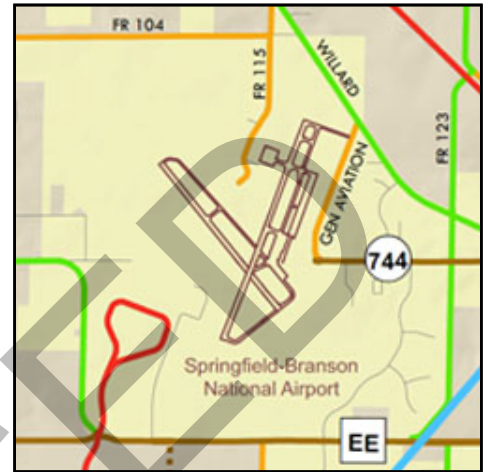
Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #



Project Description

Rehabilitate and reconstruct Taxiway U from approach end of Runway 20 to Runway 12-32. Demolition of Taxiway Bravo. Rehabilitation of Runway 20-20.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$6,445,935	\$0	\$0	\$6,445,935
LOCAL	Local	CON	\$0	\$716,215	\$0	\$0	\$716,215
Totals			\$0	\$7,162,150	\$0	\$0	\$7,162,150

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$7,162,150



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1905 REHABILITATE/RECONSTRUCT TXWY U, DEMOLISH TXWY B, REHABILITATE RWY 2-20

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #



Project Description

Rehabilitate and reconstruct Taxiway U from approach end of Runway 20 to Runway 12-32. Demolition of Taxiway Bravo. Rehabilitation of Runway 20-20.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$5,802,891	\$0	\$0	\$0	\$5,802,891
LOCAL	Local	CON	\$644,766	\$0	\$0	\$0	\$644,766
Totals			\$6,447,657	\$0	\$0	\$0	\$6,447,657

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$6,447,657



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1906-20A5 CONSTRUCT RUNWAY 20 BLAST PAD

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

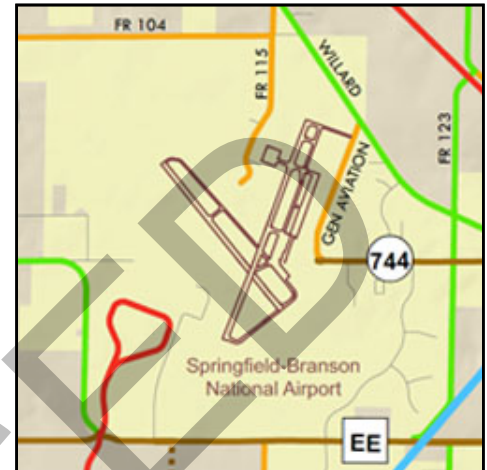
Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Construction Runway 20 blast pad.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$652,500	\$0	\$0	\$652,500
LOCAL	Local	CON	\$0	\$72,500	\$0	\$0	\$72,500
Totals			\$0	\$725,000	\$0	\$0	\$725,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$725,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1906-19 CONSTRUCT RUNWAY 20 BLAST PAD

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Construction Runway 20 blast pad.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$686,358	\$0	\$0	\$0	\$686,358
LOCAL	Local	CON	\$76,262	\$0	\$0	\$0	\$76,262
Totals			\$762,620	\$0	\$0	\$0	\$762,620

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$762,620



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA1907-20A5 CONSTRUCT T-HANGAR TAXILANES (FUEL FARM AREA)

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency None

Project Sponsor Springfield-Branson National Airport

Federal Funding Category None

MoDOT Funding Category State Aviation Trust Fund

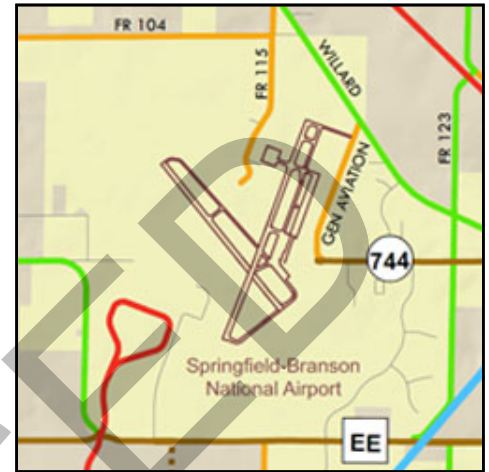
Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Construction of T-Hangar taxilanes to accommodate T-Hangar growth.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	CON	\$0	\$93,000	\$0	\$0	\$93,000
MoDOT	State	CON	\$0	\$837,000	\$0	\$0	\$837,000
Totals			\$0	\$930,000	\$0	\$0	\$930,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$930,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA1907-19 CONSTRUCT T-HANGER TAXILANES (FUEL FARM AREA)

Route N/A

From N/A

To N/A

Location Springfield-Branson Nat'l Airport

Federal Agency None

Project Sponsor Springfield-Branson National Airport

Federal Funding Category None

MoDOT Funding Category State Aviation Trust Fund

Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Construction t-hanger taxilanes to accommodate t-hanger growth.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	CON	\$93,000	\$0	\$0	\$0	\$93,000
MoDOT	State	CON	\$837,000	\$0	\$0	\$0	\$837,000
Totals			\$930,000	\$0	\$0	\$0	\$930,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$930,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA2001-19 REMOVE RUNWAY 32 20:1 APPROACH OBSTRUCTION

Route N/A
From N/A
To N/A
Location Springfield-Branson Nat'l Airport
Federal Agency None
Project Sponsor Springfield-Branson National Airport
Federal Funding Category None
MoDOT Funding Category State Aviation Trust Fund
Bike/Ped Plan? EJ? Yes
STIP #
Federal ID #



Project Description
 Remove Runway 32 approach obstruction.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
LOCAL	Local	CON	\$0	\$91,500	\$0	\$0	\$91,500
MoDOT	State	CON	\$0	\$823,500	\$0	\$0	\$823,500
Totals			\$0	\$915,000	\$0	\$0	\$915,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$915,000



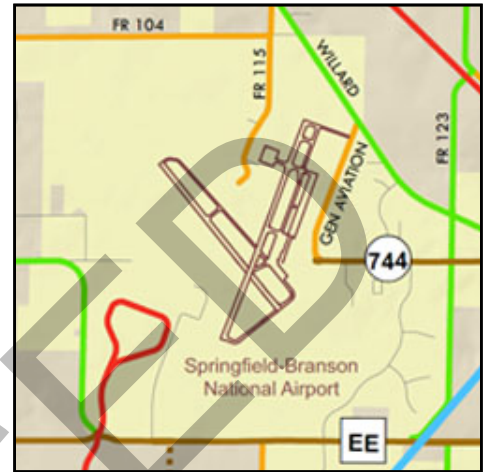
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA2102-20A5 TAXIWAY NOVEMBER RECONSTRUCTION FROM RUNWAY 14-32 TO 2-20

Route Taxiway November
From Approach End of Runway 20
To Taxiway Delta
Location Springfield-Branson Nat'l Airport
Federal Agency FAA
Project Sponsor Springfield-Branson National Airport
Federal Funding Category AIP Entitlement
MoDOT Funding Category None
Bike/Ped Plan? EJ? Yes
STIP #
Federal ID #



Project Description

Taxiway November reconstruction from Runway 14-32 to Runway 2-20 hold line.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$3,420,000	\$3,420,000
LOCAL	Local	CON	\$0	\$0	\$0	\$380,000	\$380,000
Totals			\$0	\$0	\$0	\$3,800,000	\$3,800,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$3,800,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

D) Aviation Section

TIP # NA2102-20 TAXIWAY NOVEMBER RECONSTRUCTION RUNWAY 20 TO TAXIWAY DELTA

Route Taxiway November
From Approach End of Runway 20
To Taxiway Delta
Location Springfield-Branson Nat'l Airport
Federal Agency FAA
Project Sponsor Springfield-Branson National Airport
Federal Funding Category AIP Entitlement
MoDOT Funding Category None
Bike/Ped Plan? EJ? Yes
STIP #
Federal ID #



Project Description

Reconstruct Taxiway November from approach end of Runway 20 to Taxiway Delta.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$1,176,790	\$0	\$0	\$1,176,790
LOCAL	Local	CON	\$0	\$1,307,310	\$0	\$0	\$1,307,310
Totals			\$0	\$2,484,100	\$0	\$0	\$2,484,100

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,484,100



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA2301-20A5 TAXIWAY NOVEMBER RECONSTRUCTION NORTH OF TAXIWAY DELTA TO TAXIWAY CHARLIE

Route N/A

From

To

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

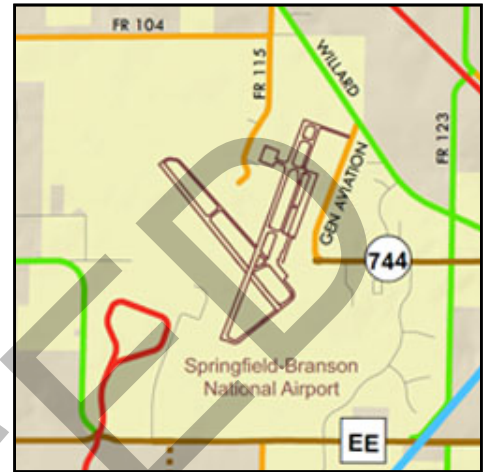
Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Reconstruction of Taxiway November from north of Taxiway Delta to Taxiway Charlie.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$2,700,000	\$2,700,000
LOCAL	Local	CON	\$0	\$0	\$0	\$300,000	\$300,000
Totals			\$0	\$0	\$0	\$3,000,000	\$3,000,000

Notes

Non-Federal Funding Source: Airport Revenues

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA2302-20A5 TAXIWAYS SIERRA AND DELTA RECONSTRUCTION

Route N/A

From

To

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

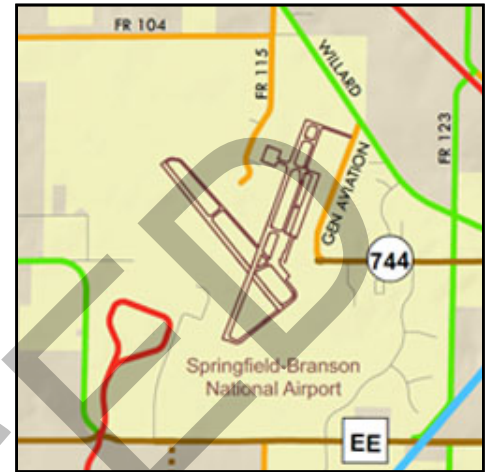
Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Taxiways Delta and Sierra reconstruction within Runway 14-32 Safety Area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$1,260,000	\$1,260,000
LOCAL	Local	CON	\$0	\$0	\$0	\$140,000	\$140,000
Totals			\$0	\$0	\$0	\$1,400,000	\$1,400,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,400,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NA2303-20A5 TAXIWAY SIERRA RECONSTRUCTION FROM RUNWAY 14-32 TO TAXIWAY NOVEMBER

Route N/A

From

To

Location Springfield-Branson Nat'l Airport

Federal Agency FAA

Project Sponsor Springfield-Branson National Airport

Federal Funding Category AIP Entitlement

MoDOT Funding Category N/A

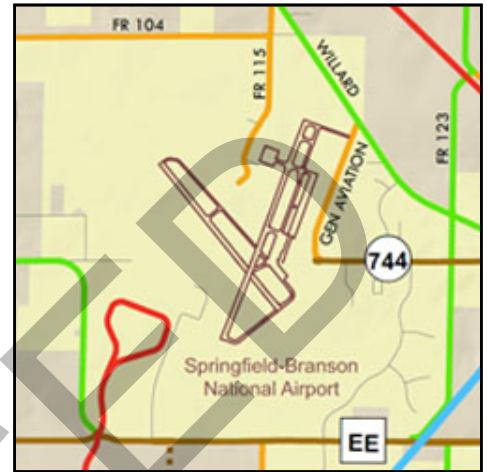
Bike/Ped Plan? EJ? Yes

STIP #

Federal ID #

Project Description

Reconstruction of Taxiway Sierra from Runway 14-32 to Taxiway November.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FAA (AIP)	Federal	CON	\$0	\$0	\$0	\$4,230,000	\$4,230,000
LOCAL	Local	CON	\$0	\$0	\$0	\$470,000	\$470,000
Totals			\$0	\$0	\$0	\$4,700,000	\$4,700,000

Notes

Non-Federal Funding Source: Airport Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$4,700,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # EN2002-20A5 **ADA IMPROVEMENTS AT VARIOUS LOCATIONS**

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Taking Care of the System

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

STIP # 8P3192

Federal ID #

Project Description

Upgrade pedestrian facilities to comply with ADA Transition Plan at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$15,000	\$1,000	\$1,000	\$2,000	\$19,000
MoDOT-AC	State	ENG	\$60,000	\$4,000	\$4,000	\$8,000	\$76,000
Totals			\$75,000	\$5,000	\$5,000	\$10,000	\$95,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
Conversion - STBG; EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$1,396,000
Total Cost	\$1,491,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2002-20 **ADA IMPROVEMENTS AT VARIOUS LOCATIONS**

Route Various

From

To

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Taking Care of the System

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

STIP # 8P3192

Federal ID #

Project Description

Upgrade pedestrian facilities to comply with ADA Transition Plan at various locations in the urban Southwest District.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$19,000	\$45,000	\$0	\$0	\$64,000
MoDOT-AC	State	ENG	\$76,000	\$180,000	\$0	\$0	\$256,000
MoDOT	State	ROW	\$4,000	\$0	\$0	\$0	\$4,000
MoDOT-AC	State	ROW	\$16,000	\$0	\$0	\$0	\$16,000
MoDOT	State	CON	\$0	\$210,200	\$0	\$0	\$210,200
MoDOT-AC	State	CON	\$0	\$840,800	\$0	\$0	\$840,800
Totals			\$115,000	\$1,276,000	\$0	\$0	\$1,391,000

Notes

Non-Federal Funding Source: State Transportation Revenues

FYI: Federal Funding Category upon Anticipated Advanced Construction (AC)
Conversion - STBG; EJ Needs Dependent on Locations

Prior Cost \$0
Future Cost \$0
Total Cost \$1,391,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # EN2010-20A5 **SHUYLER CREEK TRAIL**

Route Shuyler Creek Trail

From

To

Location Greene County

Federal Agency FHWA

Project Sponsor City of Republic

Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

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

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$78,728	\$0	\$0	\$0	\$78,728
LOCAL	Local	ENG	\$19,682	\$0	\$0	\$0	\$19,682
FHWA (STBG-U)	Federal	ROW	\$315,486	\$0	\$0	\$0	\$315,486
LOCAL	Local	ROW	\$78,872	\$0	\$0	\$0	\$78,872
FHWA (STBG-U)	Federal	CON	\$0	\$412,493	\$0	\$0	\$412,493
FHWA (TAP)	Federal	CON	\$0	\$59,392	\$0	\$0	\$59,392
LOCAL	Local	CON	\$0	\$117,971	\$0	\$0	\$117,971
Totals			\$492,768	\$589,856	\$0	\$0	\$1,082,624

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,082,624



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

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

Route Shuyler Creek Trail

From

To

Location Greene County

Federal Agency FHWA

Project Sponsor City of Republic

Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

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

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

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$492,768



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2101-18 **MAIN STREET SIDEWALK SOUTH**

Route Main St.

From North St.

To State Highway 14

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?** Yes

STIP #

Federal ID #

Project Description

Sidewalk construction from North St to Hwy. 14 to replace the old none compliant sidewalk and ramps



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$53,760	\$0	\$0	\$53,760
LOCAL	Local	CON	\$0	\$13,440	\$0	\$0	\$13,440
Totals			\$0	\$67,200	\$0	\$0	\$67,200

Notes

Non-Federal Funding Source: City of Nixa Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$67,200



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

E) Bicycle & Pedestrian Section

TIP # EN2102-18 **MAIN STREET SIDEWALK NORTH**

Route Main St.

From Aldersgate

To North St.

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?** Yes

STIP #

Federal ID #

Project Description

Repair and or replace existing sidewalk from Aldersgate to North St.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$74,368	\$0	\$0	\$74,368
LOCAL	Local	CON	\$0	\$18,592	\$0	\$0	\$18,592
Totals			\$0	\$92,960	\$0	\$0	\$92,960

Notes

Non-Federal Funding Source: City of Nixa Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$92,960



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # EN2103-20A5 **NORTON ROAD ADA IMPROVEMENTS IN SPRINGFIELD**

Route Norton Road

From

To

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Taking Care of the System

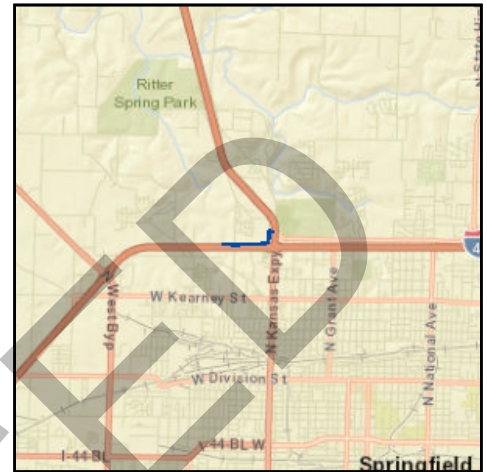
Bike/Ped Plan? EJ?

STIP # 8S3179

Federal ID #

Project Description

Upgrade pedestrian facilities to comply with the ADA Transition Plan along Norton Road near Rte. 13 in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$4,600	\$4,400	\$0	\$9,000
MoDOT-AC	State	ENG	\$0	\$18,400	\$19,200	\$0	\$37,600
MoDOT	State	ROW	\$0	\$3,090	\$0	\$0	\$3,090
MoDOT-AC	State	ROW	\$0	\$12,360	\$0	\$0	\$12,360
MoDOT	State	CON	\$0	\$0	\$44,982	\$0	\$44,982
MoDOT-AC	State	CON	\$0	\$0	\$179,929	\$0	\$179,929
Totals			\$0	\$38,450	\$248,511	\$0	\$286,961

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$286,961



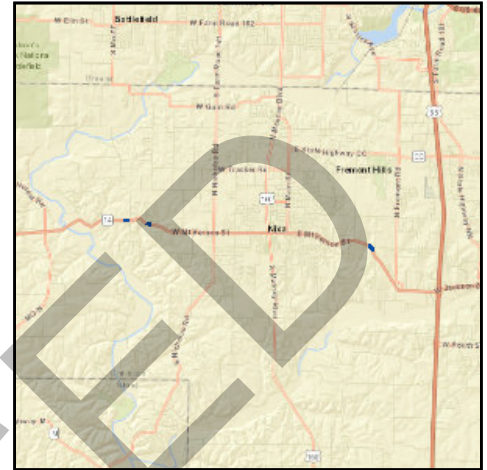
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # CC2101-20A5 ROUTE 14 HIGH FRICTION SURFACE TREATMENT

Route Rte. 14
From west of Carroll Road
To west of Hilltop Court
Location Christian County
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Safety
MoDOT Funding Category Safety
Bike/Ped Plan? EJ?
STIP # 8P3206
Federal ID #



Project Description

High friction surface treatment from west of Carroll Road to west of Hilltop Court and at Richwood Road

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (SAFETY)	Federal	ENG	\$0	\$16,200	\$29,700	\$0	\$45,900
MoDOT	State	ENG	\$0	\$1,800	\$3,300	\$0	\$5,100
FHWA (SAFETY)	Federal	CON	\$0	\$0	\$208,800	\$0	\$208,800
MoDOT	State	CON	\$0	\$0	\$23,200	\$0	\$23,200
Totals			\$0	\$18,000	\$265,000	\$0	\$283,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$283,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2011-20A5 **ROUTE 60 CRISI PROJECT**

Route 60

From FR 194

To Rte. 174

Location Greene County

Federal Agency FRA

Project Sponsor MoDOT

Federal Funding Category CRISI

MoDOT Funding Category Grade Crossing Safety Account

Bike/Ped Plan? EJ?

STIP # 8P3197

Federal ID #

Project Description

Railroad crossing safety improvements on various locations on the Route 60 corridor from O'Neal Road to FR 194 and at various BNSF crossings on Main St, Hampton Ave., Hines St. and Route 174 in Republic.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FRA (CRISI)	Federal	ENG	\$10,000	\$13,500	\$54,000	\$0	\$77,500
MoDOT-GCSA	State	ENG	\$10,000	\$13,500	\$54,000	\$0	\$77,500
FRA (CRISI)	Federal	ROW	\$0	\$12,000	\$0	\$0	\$12,000
MoDOT-GCSA	State	ROW	\$0	\$12,000	\$0	\$0	\$12,000
FRA (CRISI)	Federal	CON	\$0	\$0	\$508,000	\$0	\$508,000
MoDOT-GCSA	State	CON	\$0	\$0	\$508,000	\$0	\$508,000
Totals			\$20,000	\$51,000	\$1,124,000	\$0	\$1,195,000

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,195,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # GR2011-20A3 **ROUTE 60 CRISI PROJECT**
Route 60
From FR 194
To Rte. 174
Location Greene County
Federal Agency FRA
Project Sponsor MoDOT
Federal Funding Category CRISI
MoDOT Funding Category Grade Crossing Safety Account
Bike/Ped Plan? EJ?
STIP # 8P3197
Federal ID #



Project Description

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

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

Notes

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$50,000



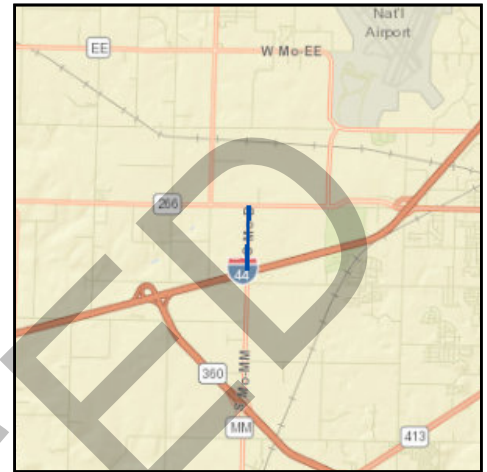
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2102-20A5 ROUTE B PAVEMENT RESURFACING IN GREENE COUNTY

Route Rte. B
From Rte. 266
To I-44
Location Greene County
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Advance Construction
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? EJ?
STIP # 8S3216
Federal ID #



Project Description

Pavement resurfacing from Rte. 266 to I-44 in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$4,000	\$0	\$0	\$4,000
MoDOT-AC	State	ENG	\$0	\$16,000	\$0	\$0	\$16,000
MoDOT	State	CON	\$0	\$35,600	\$0	\$0	\$35,600
MoDOT-AC	State	CON	\$0	\$142,400	\$0	\$0	\$142,400
Totals			\$0	\$198,000	\$0	\$0	\$198,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost \$0
Future Cost \$0
Total Cost \$198,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2105-20A5 **FARM ROAD 175 BRIDGE REPLACEMENT**

Route Farm Road 175

From Over Farmer's Branch

To

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

Federal Funding Category STBG-U

MoDOT Funding Category N/A

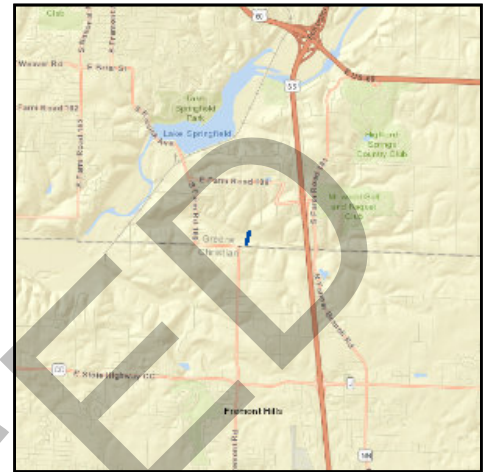
Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Replacement of Bridge #1750227 on Farm Road 175 over Farmer's Branch.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$480,000	\$0	\$0	\$480,000
LOCAL	Local	CON	\$0	\$120,000	\$0	\$0	\$120,000
Totals			\$0	\$600,000	\$0	\$0	\$600,000

Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$600,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # GR2106-20A5 MILL/FILL AND ADA UPGRADES ON FR 135 AND FR 102

Route Farm Road 135 and Farm Road 102

From Various

To Various

Location Greene County

Federal Agency FHWA

Project Sponsor Greene County

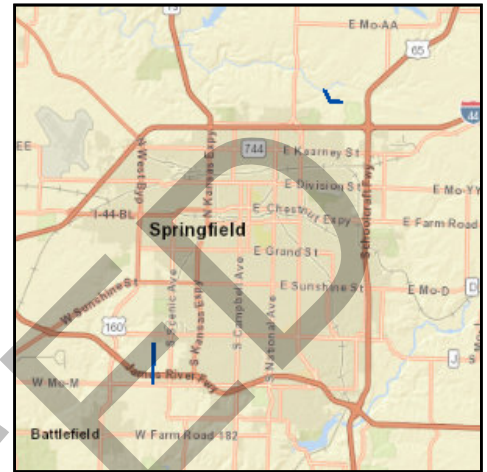
Federal Funding Category STBG-U

MoDOT Funding Category N/A

Bike/Ped Plan? EJ?

STIP #

Federal ID #



Project Description

Mill/Fill and ADA upgrades on Farm Road 135 (Golden Ave.) from Republic Road to City Limits and Farm Road 102 (Valley Water Mill) from Farm Road 171 to Farm Road 175.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$560,000	\$0	\$0	\$560,000
LOCAL	Local	CON	\$0	\$140,000	\$0	\$0	\$140,000
Totals			\$0	\$700,000	\$0	\$0	\$700,000

Notes

Non-Federal Funding Source: Greene County Road and Bridge Fund

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$700,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO2104-20A5 ITS OPERATIONS AND MANAGEMENT (2022)

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # 8Q3181

Federal ID #

Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$0	\$800	\$0	\$0	\$800
MoDOT	State	ENG	\$0	\$200	\$0	\$0	\$200
FHWA (STBG)	Federal	PMT	\$0	\$514,400	\$0	\$0	\$514,400
MoDOT	State	PMT	\$0	\$128,600	\$0	\$0	\$128,600
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$340,000	\$0	\$340,000
LOCAL	Local	OPER	\$0	\$0	\$85,000	\$0	\$85,000
Totals			\$0	\$644,000	\$425,000	\$0	\$1,069,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,069,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO2104-19 ITS OPERATIONS AND MANAGEMENT (2022)

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP # 8Q3181

Federal ID #

Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG)	Federal	ENG	\$0	\$800	\$0	\$0	\$800
MoDOT	State	ENG	\$0	\$200	\$0	\$0	\$200
FHWA (STBG)	Federal	PMT	\$0	\$514,400	\$0	\$0	\$514,400
MoDOT	State	PMT	\$0	\$128,600	\$0	\$0	\$128,600
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$336,000	\$0	\$336,000
LOCAL	Local	OPER	\$0	\$0	\$84,000	\$0	\$84,000
Totals			\$0	\$644,000	\$420,000	\$0	\$1,064,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost \$0
Future Cost \$0
Total Cost \$1,064,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # MO2301-20A5 ITS OPERATIONS AND MANAGEMENT (2023)

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$0	\$344,000	\$344,000
LOCAL	Local	OPER	\$0	\$0	\$0	\$86,000	\$86,000
Totals			\$0	\$0	\$0	\$430,000	\$430,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$430,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # MO2301-20 ITS OPERATIONS AND MANAGEMENT (2023)

Route Various

From Various

To Various

Location Area Wide

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category STBG

MoDOT Funding Category Major Projects and Emerging Needs

Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Operations and management of Ozarks Traffic Intelligent Transportation System in the Ozarks Transportation Organization area.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	OPER	\$0	\$0	\$0	\$336,000	\$336,000
LOCAL	Local	OPER	\$0	\$0	\$0	\$84,000	\$84,000
Totals			\$0	\$0	\$0	\$420,000	\$420,000

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$420,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NX2101-20A5 **N. MAIN STREET**

Route Main Street

From Tracker Road

To SH-CC

Location City of Nixa

Federal Agency FHWA

Project Sponsor City of Nixa

Federal Funding Category STBG-U

MoDOT Funding Category N/A

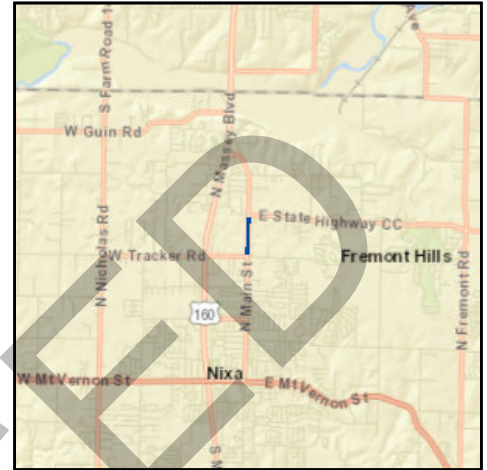
Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

North Street widening, sidewalks, and associated improvements from north of Tracker to south of Route CC



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$170,286	\$0	\$0	\$170,286
LOCAL	Local	ENG	\$0	\$42,571	\$0	\$0	\$42,571
FHWA (STBG-U)	Federal	ROW	\$0	\$113,524	\$0	\$0	\$113,524
LOCAL	Local	ROW	\$0	\$28,381	\$0	\$0	\$28,381
FHWA (STBG-U)	Federal	CON	\$0	\$1,589,336	\$0	\$0	\$1,589,336
LOCAL	Local	CON	\$0	\$397,334	\$0	\$0	\$397,334
Totals			\$0	\$2,341,432	\$0	\$0	\$2,341,432

Notes

Non-Federal Funding Source: City of Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$2,341,432



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NX2102-20A5 NORTH STREET MAPLEWOOD HILLS TO CHEYENNE

Route North Street
From Maplewood Hills
To Cheyenne
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? EJ?
STIP #
Federal ID #



Project Description

Engineering for North Street Improvements from east of Maplewood Hills to the intersection at Cheyenne.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$437,506	\$0	\$0	\$437,506
LOCAL	Local	ENG	\$0	\$109,376	\$0	\$0	\$109,376
Totals			\$0	\$546,882	\$0	\$0	\$546,882

Notes

Non-Federal Funding Source: City of Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$546,882



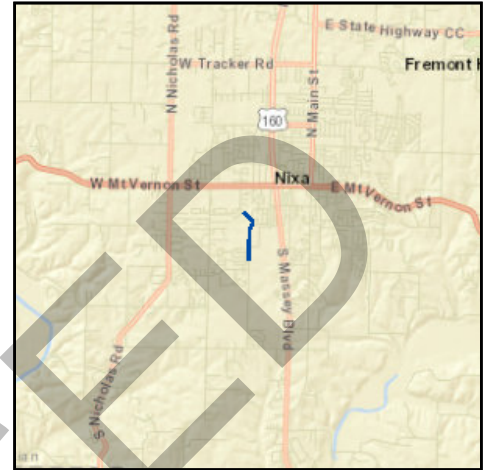
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NX2201-20A5 TRUMAN FROM HEATHER GLENN TO PEMBROOK/NORTON

Route Truman
From Heather Glen
To Pembroke and Norton
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? EJ?
STIP #
Federal ID #



Project Description

Truman Boulevard Improvements, including widening, roundabout, and sidewalks from southeast of Heather Glenn to south of Pembroke and Norton.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$0	\$40,000	\$0	\$40,000
LOCAL	Local	ENG	\$0	\$0	\$10,000	\$0	\$10,000
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$921,699	\$0	\$921,699
LOCAL	Local	CON	\$0	\$0	\$230,425	\$0	\$230,425
Totals			\$0	\$0	\$1,202,124	\$0	\$1,202,124

Notes

Non-Federal Funding Source: City of Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,202,124



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # NX2301-20A5 **DOWNTOWN N. MAIN STREET**

Route N. Main

From Route 14

To North Street

Location City of Nixa

Federal Agency FHWA

Project Sponsor City of Nixa

Federal Funding Category STBG-U

MoDOT Funding Category N/A

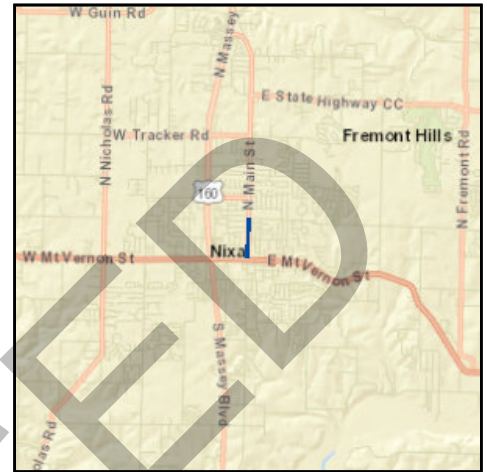
Bike/Ped Plan? EJ?

STIP #

Federal ID #

Project Description

Downtown Nixa Main Street Improvements from Route 14 to North Street.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	ENG	\$0	\$0	\$0	\$206,064	\$206,064
LOCAL	Local	ENG	\$0	\$0	\$0	\$51,516	\$51,516
Totals			\$0	\$0	\$0	\$257,580	\$257,580

Notes

Non-Federal Funding Source: City of Nixa

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$257,580



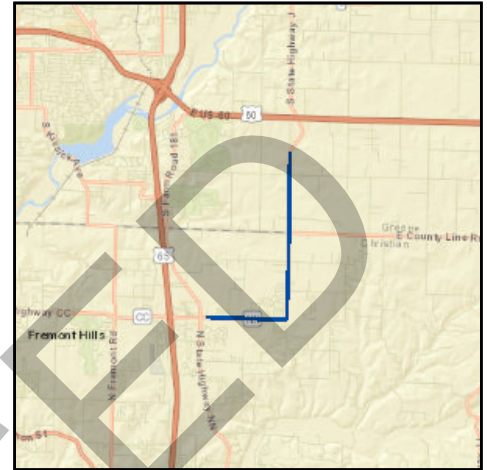
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # OK2101-20A5 **ROUTE NN PAVEMENT RESURFACING IN OZARK**

Route Rte. NN
From 0.1 mile south of Farm Road 197
To 0.1 mile east of Rte. J
Location Christian County
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category Advance Construction
MoDOT Funding Category Taking Care of the System
Bike/Ped Plan? EJ?
STIP # 8S3205
Federal ID #



Project Description

Pavement resurfacing from 0.1 mile south of Farm Road 197 to 0.1 mile east of Rte. J in Christian County.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$11,600	\$0	\$0	\$11,600
MoDOT-AC	State	ENG	\$0	\$46,400	\$0	\$0	\$46,400
MoDOT	State	CON	\$0	\$100,400	\$0	\$0	\$100,400
MoDOT-AC	State	CON	\$0	\$401,600	\$0	\$0	\$401,600
Totals			\$0	\$560,000	\$0	\$0	\$560,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost \$0
Future Cost \$0
Total Cost \$560,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # RP2001-20A5 ROUTE ZZ CHIP SEAL PAVEMENT IMPROVEMENT

Route Rte. ZZ

From Rte. M

To Farm Road 194

Location City of Republic

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3204

Federal ID #

Project Description

Pavement preservation treatment on Wilson Creek Boulevard from Rte. M to Farm Road 194 (County Line Road) in Republic.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$4,000	\$0	\$0	\$4,000
MoDOT-AC	State	ENG	\$0	\$16,000	\$0	\$0	\$16,000
MoDOT	State	CON	\$16,400	\$0	\$0	\$0	\$16,400
MoDOT-AC	State	CON	\$0	\$65,600	\$0	\$0	\$65,600
Totals			\$16,400	\$85,600	\$0	\$0	\$102,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost \$0

Future Cost \$0

Total Cost \$102,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP1815-20A5 **KEARNEY AND WEST BYPASS INTERSECTION IMPROVEMENTS**

Route US 160

From US 160

To MO 744

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category NHPP

MoDOT Funding Category Major Projects and Emerging Needs

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

STIP # 8P3087D

Federal ID #

Project Description

Add intersection turn lanes on West Bypass (Rte. 160) at Kearney Street (Rte. 744) in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$28,000	\$28,000	\$203,200	\$0	\$259,200
MoDOT	State	ENG	\$7,000	\$7,000	\$50,800	\$0	\$64,800
FHWA (NHPP)	Federal	ROW	\$0	\$46,000	\$0	\$0	\$46,000
FHWA (STBG-U)	Federal	ROW	\$0	\$46,000	\$0	\$0	\$46,000
LOCAL	Local	ROW	\$0	\$11,500	\$0	\$0	\$11,500
MoDOT	State	ROW	\$0	\$11,500	\$0	\$0	\$11,500
FHWA (NHPP)	Federal	CON	\$0	\$0	\$520,197	\$0	\$520,197
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$999,803	\$0	\$999,803
LOCAL	Local	CON	\$0	\$0	\$249,951	\$0	\$249,951
MoDOT	State	CON	\$0	\$0	\$130,049	\$0	\$130,049
Totals			\$35,000	\$150,000	\$2,154,000	\$0	\$2,339,000

Notes

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

FYI: District Cost Share

Prior Cost	\$250,000
Future Cost	\$0
Total Cost	\$2,589,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP1815-18A2 **KEARNEY AND WEST BYPASS**
Route US 160
From US 160
To MO 744
Location City of Springfield
Federal Agency FHWA
Project Sponsor MoDOT
Federal Funding Category NHPP
MoDOT Funding Category Major Projects and Emerging Needs
Bike/Ped Plan? Yes **EJ?** Yes
STIP # 8P3087D
Federal ID #



Project Description

Intersection improvements at West Bypass (Route 160) and Kearney Street (Route 744) in Springfield.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (NHPP)	Federal	ENG	\$28,000	\$29,600	\$208,800	\$0	\$266,400
MoDOT	State	ENG	\$7,000	\$7,400	\$52,200	\$0	\$66,600
FHWA (NHPP)	Federal	ROW	\$0	\$44,800	\$0	\$0	\$44,800
FHWA (STBG-U)	Federal	ROW	\$0	\$44,800	\$0	\$0	\$44,800
LOCAL	Local	ROW	\$0	\$11,200	\$0	\$0	\$11,200
MoDOT	State	ROW	\$0	\$11,200	\$0	\$0	\$11,200
FHWA (NHPP)	Federal	CON	\$0	\$0	\$493,600	\$0	\$493,600
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$960,000	\$0	\$960,000
LOCAL	Local	CON	\$0	\$0	\$240,000	\$0	\$240,000
MoDOT	State	CON	\$0	\$0	\$123,400	\$0	\$123,400
Totals			\$35,000	\$149,000	\$2,078,000	\$0	\$2,262,000

Notes

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

FYI: District Cost Share

Prior Cost \$250,000
Future Cost \$0
Total Cost \$2,512,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2007-20A5 **ROUTE MM PAVEMENT RESURFACING**

Route Rte. MM

From 0.1 mile south of I-44

To north of Rte. 60

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3187

Federal ID #

Project Description

Pavement resurfacing and add shoulders from 0.1 mile south of I-44 to north of Rte. 60 in Greene County.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$8,000	\$9,400	\$0	\$0	\$17,400
MoDOT-AC	State	ENG	\$32,000	\$37,600	\$0	\$0	\$69,600
MoDOT	State	CON	\$0	\$120,600	\$0	\$0	\$120,600
MoDOT-AC	State	CON	\$0	\$482,400	\$0	\$0	\$482,400
Totals			\$40,000	\$650,000	\$0	\$0	\$690,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$690,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2007-20 **ROUTE MM PAVEMENT RESURFACING**

Route Rte. MM

From 0.1 mile south of I-44

To Carnahan Street

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Taking Care of the System

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

STIP # 8S3187

Federal ID #

Project Description

Pavement resurfacing on MM from 0.1 mile south of I-44 to Carnahan Street in Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$8,000	\$9,400	\$0	\$0	\$17,400
MoDOT-AC	State	ENG	\$32,000	\$37,600	\$0	\$0	\$69,600
MoDOT	State	CON	\$0	\$120,600	\$0	\$0	\$120,600
MoDOT-AC	State	CON	\$0	\$482,400	\$0	\$0	\$482,400
Totals			\$40,000	\$650,000	\$0	\$0	\$690,000

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost \$0
Future Cost \$0
Total Cost \$690,000



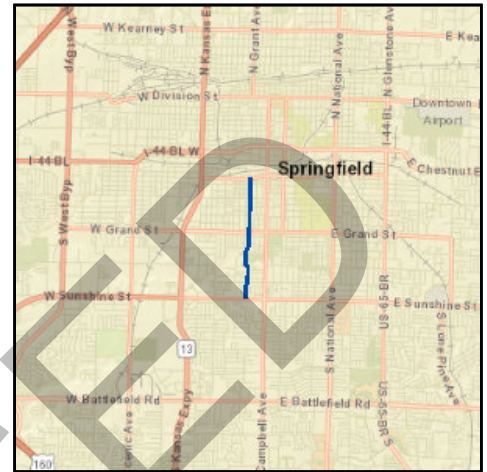
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2015-20A5 **GRANT AVENUE CONNECT PARKWAY PROJECT**

Route Grant Avenue
From Sunshine
To College
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category BUILD
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID # 5901816



Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting at Downtown Springfield, ending at Sunshine Street, including bike lanes, traffic calming, intersection improvements, a grade-separated crossing at Fasnicht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA(BUILD)	Federal	ENG	\$0	\$1,073,095	\$0	\$0	\$1,073,095
LOCAL	Local	ENG	\$420,600	\$268,274	\$0	\$0	\$688,874
LOCAL-AC	Local	ENG	\$1,682,400	\$0	\$0	\$0	\$1,682,400
FHWA(BUILD)	Federal	ROW	\$0	\$3,824,000	\$0	\$0	\$3,824,000
LOCAL	Local	ROW	\$0	\$956,000	\$0	\$0	\$956,000
FHWA(BUILD)	Federal	CON	\$0	\$14,381,327	\$0	\$0	\$14,381,327
LOCAL	Local	CON	\$0	\$3,595,332	\$0	\$0	\$3,595,332
Totals			\$2,103,000	\$24,098,028	\$0	\$0	\$26,201,028

Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$26,201,028



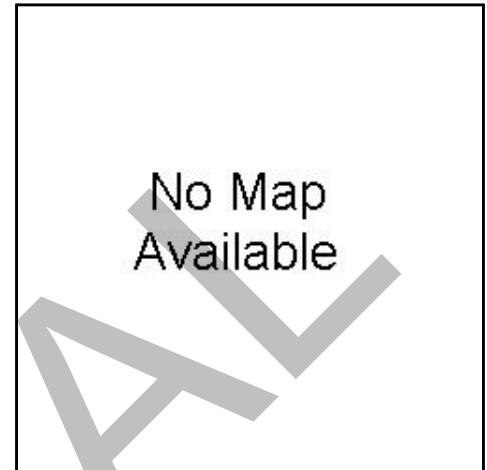
Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2015-20AM4 **GRANT AVENUE CONNECT PARKWAY PROJECT**

Route Grant Avenue
From Sunshine
To College
Location City of Springfield
Federal Agency FHWA
Project Sponsor City of Springfield
Federal Funding Category BUILD
MoDOT Funding Category N/A
Bike/Ped Plan? Yes **EJ?** Yes
STIP #
Federal ID # 5901816



Project Description

The project will reconstruct approximately 3.3 miles of a multi-use bicycle and pedestrian path on Grant Avenue starting in Downtown Springfield, ending at Sunshine Street, including advisory bike lanes, a roundabout, two raised intersections, three protected intersections, a grade-separated crossing at Fassnacht Creek, bridge enhancement, utility upgrades, fiber connectivity, additional crossing and signal timing improvements, outdoor incubator, and creek daylighting.

Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA(BUILD)	Federal	ENG	\$0	\$1,073,095	\$0	\$0	\$1,073,095
LOCAL	Local	ENG	\$420,600	\$268,274	\$0	\$0	\$688,874
LOCAL-AC	Local	ENG	\$1,682,400	\$0	\$0	\$0	\$1,682,400
FHWA(BUILD)	Federal	ROW	\$0	\$3,824,000	\$0	\$0	\$3,824,000
LOCAL	Local	ROW	\$0	\$956,000	\$0	\$0	\$956,000
FHWA(BUILD)	Federal	CON	\$0	\$14,381,327	\$0	\$0	\$14,381,327
LOCAL	Local	CON	\$0	\$3,595,332	\$0	\$0	\$3,595,332
Totals			\$2,103,000	\$24,098,028	\$0	\$0	\$26,201,028

Notes

Federal Funding Source: BUILD Discretionary Funding

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes and City Utilities Rate Payers

Prior Cost \$0
Future Cost \$0
Total Cost \$26,201,028



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2016-20A5 **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

Route Various

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? EJ?

STIP #

Federal ID #

Project Description

Traffic signal system improvements in Springfield at various locations, including cabinet replacements, and advanced vehicle detection installations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$760,000	\$0	\$0	\$0	\$760,000
LOCAL	Local	CON	\$190,000	\$0	\$0	\$0	\$190,000
Totals			\$950,000	\$0	\$0	\$0	\$950,000

Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$950,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

F) Roadways Section

TIP # SP2016-20AM5 **TRAFFIC SIGNAL SYSTEM IMPROVEMENTS**

Route Various

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? EJ?

STIP #

Federal ID #

Project Description

Traffic signal system improvements in Springfield at various locations, including cabinet replacements and advanced vehicle detection installations.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$620,000	\$0	\$0	\$0	\$620,000
LOCAL	Local	CON	\$155,000	\$0	\$0	\$0	\$155,000
Totals			\$775,000	\$0	\$0	\$0	\$775,000

Notes

Non-Federal Funding Source: City of Springfield 1/8- and 1/4-cent sales taxes

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$775,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

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

Route OR 44

From Farm Road 112

To 0.2 mile west of Rte. 13

Location City of Springfield

Federal Agency None

Project Sponsor MoDOT

Federal Funding Category None

MoDOT Funding Category Taking Care of the System

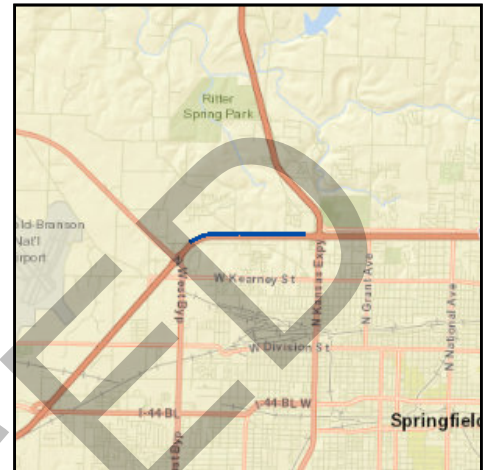
Bike/Ped Plan? EJ?

STIP # 8S3219

Federal ID #

Project Description

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



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

Notes

Non-Federal Funding Source: State Transportation Revenues

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

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



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2102-20A5 **NORTON ROAD PAVEMENT RESURFACING**

Route OR 44

From Various

To Various

Location City of Springfield

Federal Agency FHWA

Project Sponsor MoDOT

Federal Funding Category Advance Construction

MoDOT Funding Category Taking Care of the System

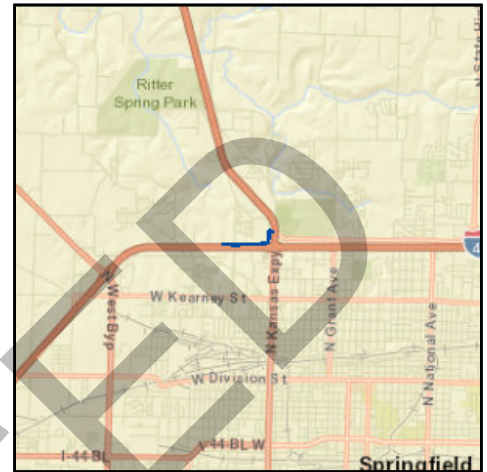
Bike/Ped Plan? EJ?

STIP # 8S3218

Federal ID #

Project Description

Pavement resurfacing on various outer roads locations near Rte. 13 in north Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$1,600	\$5,400	\$0	\$7,000
MoDOT-AC	State	ENG	\$0	\$6,400	\$21,600	\$0	\$28,000
MoDOT	State	CON	\$0	\$0	\$49,862	\$0	\$49,862
MoDOT-AC	State	CON	\$0	\$0	\$199,450	\$0	\$199,450
Totals			\$0	\$8,000	\$276,312	\$0	\$284,312

Notes

Non-Federal Funding Source: State Transportation Revenues

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

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$284,312



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2103-20A5 **I-44 OUTER ROAD PAVEMENT RESURFACING**

Route OR 44

From Various

To Various

Location City of Springfield

Federal Agency None

Project Sponsor MoDOT

Federal Funding Category None

MoDOT Funding Category Taking Care of the System

Bike/Ped Plan? EJ?

STIP # 8S3217

Federal ID #

Project Description

Pavement resurfacing on various outer roads in Springfield and Strafford



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$8,000	\$54,000	\$0	\$62,000
MoDOT	State	CON	\$0	\$0	\$561,216	\$0	\$561,216
Totals			\$0	\$8,000	\$615,216	\$0	\$623,216

Notes

Non-Federal Funding Source: State Transportation Revenues

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$623,216



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2114-20A5 **GALLOWAY STREET IMPROVEMENTS - GOVCS**

Route Galloway Street

From Luster Avenue

To Lone Pine Avenue

Location City of Springfield

Federal Agency None

Project Sponsor City of Springfield

Federal Funding Category None

MoDOT Funding Category Cost Share Program

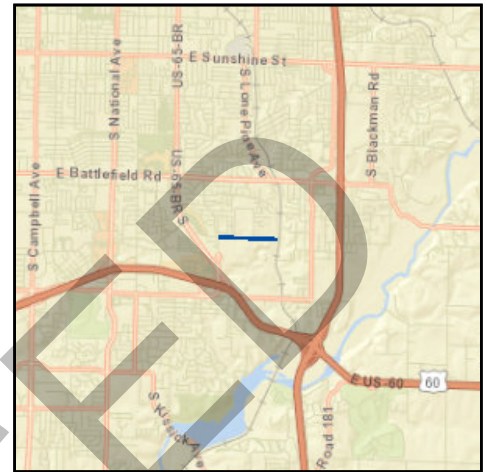
Bike/Ped Plan? EJ?

STIP # GOVCS03

Federal ID #

Project Description

Add center turn lane, multi-use path and roundabouts on Galloway Street from Luster Ave. to Lone Pine Ave.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
MoDOT	State	ENG	\$0	\$2,000	\$0	\$0	\$2,000
LOCAL	Local	CON	\$0	\$3,500,000	\$0	\$0	\$3,500,000
MoDOT	State	CON	\$0	\$1,500,000	\$0	\$0	\$1,500,000
Totals			\$0	\$5,002,000	\$0	\$0	\$5,002,000

Notes

Non-Federal Funding Source: City of Springfield Sales Tax, Governor's Cost Share Program

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$5,002,000



Transportation Improvement Program - FY 2020-2023

Project Detail by Section and Project Number with Map

J) Pending Amendment Section

TIP # SP2202-20A5 **TMC SIGNAL REPLACEMENTS, VARIOUS LOCATIONS**

Route Various

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? EJ?

STIP #

Federal ID #

Project Description

Signal replacements at various locations in the City of Springfield.



Fund Code	Source	Phase	FY2020	FY2021	FY2022	FY2023	Total
FHWA (STBG-U)	Federal	CON	\$0	\$0	\$1,232,000	\$0	\$1,232,000
LOCAL	Local	CON	\$0	\$0	\$308,000	\$0	\$308,000
Totals			\$0	\$0	\$1,540,000	\$0	\$1,540,000

Notes

Non-Federal Funding Source: City of Springfield 1/8-cent sales tax and in-kind labor

FYI: Bike/Ped and EJ Needs Dependent on Locations

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$1,540,000

FINANCIAL SUMMARY

Aviation

YEARLY SUMMARY

	Federal	Local	State	
PROJECT	FAA (AIP)	LOCAL	MoDOT	TOTAL
2020				
NA1206	\$0	\$95,000	\$855,000	\$950,000
NA1300-20A5	\$166,846	\$18,539	\$0	\$185,385
SUBTOTAL	\$166,846	\$113,539	\$855,000	\$1,135,385
2021				
NA1300-20A5	\$787,500	\$87,500	\$0	\$875,000
NA1501-20A5	\$0	\$91,500	\$823,500	\$915,000
NA1603-20A5	\$1,269,000	\$141,000	\$0	\$1,410,000
NA1905-20A5	\$6,445,935	\$716,215	\$0	\$7,162,150
NA1906-20A5	\$652,500	\$72,500	\$0	\$725,000
NA1907-20A5	\$0	\$93,000	\$837,000	\$930,000
SUBTOTAL	\$9,154,935	\$1,201,715	\$1,660,500	\$12,017,150
2022				
NA1301-20A5	\$436,615	\$48,513	\$0	\$485,128
NA1503-20A5	\$1,530,000	\$170,000	\$0	\$1,700,000
NA1903-20A5	\$8,280,000	\$920,000	\$0	\$9,200,000
SUBTOTAL	\$10,246,615	\$1,138,513	\$0	\$11,385,128
2023				
NA1206	\$0	\$75,000	\$675,000	\$750,000
NA2102-20A5	\$3,420,000	\$380,000	\$0	\$3,800,000
NA2301-20A5	\$2,700,000	\$300,000	\$0	\$3,000,000
NA2302-20A5	\$1,260,000	\$140,000	\$0	\$1,400,000
NA20303-20A5	\$4,230,000	\$470,000	\$0	\$4,700,000
SUBTOTAL	\$11,610,000	\$1,365,000	\$675,000	\$13,650,000
GRAND TOTAL	\$31,178,396	\$3,818,767	\$3,190,500	\$38,187,663

FINANCIAL CONSTRAINT

Aviation

	Federal Funding			
	AIP	Local	MoDOT	TOTAL
FY 2020				
Funds Anticipated	\$ 166,846	\$ 113,539	\$ 855,000	\$ 1,135,385
Funds Programmed	(\$166,846)	(\$113,539)	(\$855,000)	(\$1,135,385)
Balance FY 2020	\$0	\$0	\$0	\$0
FY 2021				
Funds Anticipated	\$ 9,154,935	\$ 1,201,715	\$ 1,660,500	\$ 12,017,150
Funds Programmed	(\$9,154,935)	(\$1,201,715)	(\$1,660,500)	(\$12,017,150)
Balance FY 2021	\$0	\$0	\$0	\$0
FY 2022				
Funds Anticipated	\$ 10,246,615	\$ 1,138,513	\$ -	\$ 11,385,128
Funds Programmed	(\$10,246,615)	(\$1,138,513)	\$0	(\$11,385,128)
Balance FY 2022	\$0	\$0	\$0	\$0
FY 2023				
Funds Anticipated	\$ 11,610,000	\$ 1,365,000	\$ 675,000	\$ 13,650,000
Funds Programmed	(\$11,610,000)	(\$1,365,000)	(\$675,000)	(\$13,650,000)
Balance FY 2023	\$0	\$0	\$0	\$0

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2020									
EN1513-19AM1	\$488,494	\$0	\$0	\$0	\$0	\$122,122	\$0	\$0	\$610,616
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$0	\$12,000	\$0	\$3,000	\$0	\$15,000
EN1802-18	\$0	\$0	\$0	\$0	\$333,600	\$0	\$83,400	\$0	\$417,000
EN1803-18A3	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$2,500,000
EN1901-19	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN1902-19A2	\$0	\$193,075	\$0	\$0	\$0	\$48,269	\$0	\$0	\$241,344
EN1903-19A2	\$0	\$155,439	\$0	\$0	\$0	\$42,060	\$0	\$0	\$197,499
EN1904-19A3	\$0	\$272,000	\$0	\$0	\$0	\$68,000	\$0	\$0	\$340,000
EN1905-19A3	\$324,014	\$0	\$0	\$0	\$0	\$81,004	\$0	\$0	\$405,018
EN1906-19A3	\$187,990	\$0	\$0	\$0	\$0	\$46,998	\$0	\$0	\$234,988
EN1907-19A3	\$0	\$139,621	\$0	\$0	\$0	\$34,906	\$0	\$0	\$174,527
EN1908-19A3	\$0	\$297,093	\$0	\$0	\$0	\$74,274	\$0	\$0	\$371,367
EN1909-19A3	\$183,365	\$0	\$0	\$0	\$0	\$45,841	\$0	\$0	\$229,206
EN1910-19A3	\$146,098	\$0	\$0	\$0	\$0	\$36,524	\$0	\$0	\$182,622
EN1911-19A3	\$0	\$72,708	\$0	\$0	\$0	\$18,177	\$0	\$0	\$90,885
EN1912-19A3	\$0	\$85,911	\$0	\$0	\$0	\$21,478	\$0	\$0	\$107,389
EN1913-19A3	\$110,869	\$0	\$0	\$0	\$0	\$27,717	\$0	\$0	\$138,586
EN1914-19AM2	\$0	\$0	\$0	\$0	\$25,600	\$0	\$6,400	\$0	\$32,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$60,000	\$75,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2004-20	\$0	\$0	\$0	\$0	\$1,600	\$0	\$400	\$0	\$2,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$24,000	\$30,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20A3	\$78,000	\$0	\$0	\$0	\$0	\$43,500	\$0	\$0	\$121,500
EN2010-20A5	\$394,214	\$0	\$0	\$0	\$0	\$98,554	\$0	\$0	\$492,768
EN2011-20A3	\$33,603	\$0	\$0	\$0	\$0	\$8,401	\$0	\$0	\$42,004
EN2012-20A3	\$100,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$125,000
SP2001-19A6	\$0	\$0	\$0	\$0	\$125,978	\$0	\$0	\$0	\$125,978
SUBTOTAL	\$4,046,647	\$1,215,847	\$1,600	\$0	\$509,978	\$1,342,825	\$127,400	\$124,000	\$7,368,297

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

	Federal					Local	State		
PROJECT	FHWA (STBG-U)	FHWA (TAP)	FHWA (NHPP)	FHWA (STAP)	FHWA (STBG)	LOCAL	MoDOT	MoDOT-AC	TOTAL
2021									
EN1706	\$0	\$0	\$0	\$0	\$8,000	\$0	\$2,000	\$0	\$10,000
EN1801-18	\$0	\$0	\$0	\$264,000	\$682,400	\$0	\$236,600	\$0	\$1,183,000
EN1802-18	\$0	\$0	\$0	\$0	\$1,639,200	\$0	\$409,800	\$0	\$2,049,000
EN1901-19	\$0	\$0	\$0	\$0	\$244,000	\$0	\$61,000	\$0	\$305,000
EN1914-19AM2	\$0	\$0	\$0	\$0	\$378,400	\$0	\$94,600	\$0	\$473,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$40,000	\$0	\$10,000	\$0	\$50,000
EN2004-20	\$0	\$0	\$0	\$0	\$7,200	\$0	\$1,800	\$0	\$9,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$22,200	\$88,800	\$111,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000	\$268,000	\$335,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2008-20A3	\$792,949	\$0	\$0	\$0	\$0	\$294,000	\$0	\$0	\$1,086,949
EN2009-20A3	\$217,461	\$0	\$0	\$0	\$0	\$54,365	\$0	\$0	\$271,826
EN2010-20A5	\$412,493	\$59,392	\$0	\$0	\$0	\$117,971	\$0	\$0	\$589,856
EN2011-20A3	\$253,283	\$0	\$0	\$0	\$0	\$63,321	\$0	\$0	\$316,604
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$7,690	\$30,760	\$38,450
SUBTOTAL	\$1,676,186	\$59,392	\$1,600	\$264,000	\$2,999,200	\$529,657	\$914,090	\$391,560	\$6,835,685
2022									
EN1901-19	\$0	\$0	\$196,000	\$315,000	\$704,200	\$0	\$303,800	\$0	\$1,519,000
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$152,800	\$0	\$38,200	\$0	\$191,000
EN2004-20	\$0	\$0	\$0	\$0	\$48,000	\$0	\$12,000	\$0	\$60,000
EN2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$184,600	\$738,400	\$923,000
EN2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$290,600	\$1,162,400	\$1,453,000
EN2007-20	\$0	\$0	\$1,600	\$0	\$0	\$0	\$400	\$0	\$2,000
EN2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$49,382	\$199,129	\$248,511
SUBTOTAL	\$0	\$0	\$197,600	\$315,000	\$905,000	\$0	\$879,982	\$2,103,929	\$4,401,511
2023									
EN2002-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
EN2003-20	\$0	\$0	\$0	\$0	\$1,304,000	\$0	\$326,000	\$0	\$1,630,000
EN2007-20	\$0	\$0	\$8,000	\$0	\$0	\$0	\$2,000	\$0	\$10,000
SUBTOTAL	\$0	\$0	\$8,000	\$0	\$1,304,000	\$0	\$329,000	\$4,000	\$1,645,000
GRAND TOTAL	\$5,722,833	\$1,275,239	\$208,800	\$579,000	\$5,718,178	\$1,872,482	\$2,250,472	\$2,623,489	\$20,250,493

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	Federal (FHWA)					Local	MoDOT-AC	MoDOT	TOTAL
	STBG-U	TAP	NHPP	STBG	STAP				
PRIOR YEAR									
Balance		\$ 853,353	\$ -			\$ -	\$ -	\$ -	\$ 853,353
FY 2020									
Funds Anticipated	\$ 4,046,647	\$ 421,887	\$ 1,600	\$509,978.00	\$0.00	\$ 1,342,825	\$ 124,000	\$ 127,400	\$ 6,574,337
Funds Programmed	(\$4,046,647)	(\$1,215,847)	(\$1,600)	(\$509,978)	\$0	(\$1,342,825)	(\$124,000)	(\$127,400)	(\$7,368,297)
Running Balance	\$0.00	\$59,393.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$59,393.38
FY 2021									
Funds Anticipated	\$ 1,676,186	\$430,324.80	\$1,600.00	\$2,999,200.00	\$264,000.00	\$529,657.00	\$391,560.00	\$914,090.00	\$ 7,206,618
Funds Programmed	(\$1,676,186)	(\$59,392)	(\$1,600)	(\$2,999,200)	(\$264,000)	(\$529,657)	(\$391,560)	(\$914,090)	(\$6,835,685)
Running Balance	\$0.00	\$430,326.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$430,326.18
FY 2022									
Funds Anticipated	\$ -	\$438,931.30	\$197,600.00	\$905,000.00	\$315,000.00	\$0.00	\$2,103,929.00	\$879,982.00	\$ 4,840,442
Funds Programmed	\$0	\$0	(\$197,600)	(\$905,000)	(\$315,000)	\$0	(\$2,103,929)	(\$879,982)	(\$4,401,511)
Running Balance	\$0.00	\$869,257.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$869,257.48
FY 2023									
Funds Anticipated	\$ -	\$447,709.92	\$8,000.00	\$1,304,000.00	\$0.00	\$0.00	\$4,000.00	\$329,000.00	\$ 2,092,710
Funds Programmed	\$0	\$0	(\$8,000)	(\$1,304,000)	\$0	\$0	(\$4,000)	(\$329,000)	(\$1,645,000)
Running Balance	\$0.00	\$1,316,967.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,316,967.40

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

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY																					
PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (UM)	FHWA (130)	Federal						Local			State			TOTAL			
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISB)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC		SEMA		
2020																					
BA1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,400	\$0	\$0	\$0	\$517,000
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1501	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$45,200
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$22,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$0	\$0	\$25,000
GR1804-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$537,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,400	\$0	\$0	\$0	\$672,000
GR1901-20A1	\$16,091,664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,603,429	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,695,093
GR1902-20A1	\$2,935,796	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$733,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,669,745
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,400	\$0	\$0	\$0	\$37,000
GR1905-19	\$0	\$0	\$224,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,900	\$0	\$0	\$0	\$249,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$0	\$0	\$95,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$0	\$5,000
GR1908-19	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR1909-19	\$0	\$0	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800	\$0	\$0	\$0	\$34,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$0	\$0	\$49,000
GR2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,400	\$0	\$513,600	\$0	\$642,000
GR2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,000	\$0	\$0	\$0	\$1,060,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$0	\$44,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,800	\$0	\$10,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$44,800	\$0	\$56,000
GR2009-20AM1	\$440,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$20,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1803-18	\$0	\$182,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,300	\$0	\$0	\$0	\$203,000
MO1804-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$416,000
MO1903-19	\$0	\$245,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300	\$0	\$0	\$0	\$273,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
MO2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,900	\$0	\$197,100	\$0	\$219,000
MO2002-20	\$0	\$775,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,200	\$0	\$0	\$0	\$862,000
MO2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$89,200	\$0	\$0	\$0	\$446,000
MO2004-20	\$0	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$8,000
MO2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,200	\$0	\$724,800	\$0	\$906,000
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
MO2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000	\$0	\$104,000	\$0	\$130,000
MO2008-20	\$0	\$900	\$0</																		

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISB)	FEMA	LOCAL	Local-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2020 Continued																			
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$1,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$23,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$0	\$0	\$29,000
SP1801-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1805-18	\$0	\$0	\$0	\$1,467,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$163,000	\$0	\$0	\$0	\$1,630,000
SP1809-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,400	\$0	\$0	\$0	\$1,812,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$0	\$0	\$35,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$58,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,600	\$0	\$0	\$0	\$73,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$0	\$0	\$69,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1907-19	\$0	\$995,000	\$0	\$0	\$0	\$0	\$16,865,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,465,200	\$0	\$0	\$0	\$22,326,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1912-19A5	\$0	\$0	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$52,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504,000	\$0	\$0	\$0	\$0	\$0	\$0	\$126,000	\$0	\$0	\$0	\$630,000
SP2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,221,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$305,400	\$0	\$0	\$0	\$1,527,000
SP2005-20A3	\$0	\$0	\$0	\$0	\$0	\$0	\$807,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,800	\$0	\$0	\$0	\$1,009,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$0	\$40,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$2,373,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$593,400	\$0	\$0	\$0	\$2,967,000
SP2011-20AM5	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
SP2012-20AM3	\$2,392,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$598,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,990,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2014-20AM3	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,800	\$1,682,400	\$0	\$0	\$0	\$0	\$0	\$2,103,000
SP2016-20A5	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$950,000
ST1901-19AM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$53,600	\$0	\$67,000
SUBTOTAL	\$28,107,099	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,916,964	\$5,119,881	\$0	\$10,000	\$740,993	\$11,804,153	\$1,682,400	\$0	\$11,023,948	\$16,000	\$2,990,300	\$123,499	\$99,724,488
2021																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$252,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,200	\$0	\$0	\$0	\$316,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2001-20	\$0	\$0	\$0	\$0	\$0	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$0	\$0	\$0	\$595,000
CC2101-20A5	\$0	\$16,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$18,000
GR1403-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
GR1703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$565,600	\$0	\$0	\$0	\$0	\$0	\$0	\$141,400	\$0	\$0	\$0	\$707,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466,200	\$0	\$0	\$0	\$2,331,000
GR1905-19	\$0	\$0	\$0	\$3,842,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,900	\$0	\$0	\$0	\$4,269,000
GR1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,178,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,600	\$0	\$0	\$0	\$1,473,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$18,400	\$0	\$0	\$23,000
GR1908-19	\$0	\$0	\$237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,400	\$0	\$0	\$0	\$297,000
GR1909-19	\$0	\$1,144,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,200	\$0	\$0	\$0	\$1,431,000
GR1910-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$534,400	\$0	\$0	\$0	\$0	\$0	\$0	\$133,600	\$0	\$0	\$0	\$668,000
GR1912-19	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
GR2005-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,800	\$0	\$559,200	\$0	\$699,000
GR2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$82,200	\$0	\$328,800	\$0	\$411,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
GR2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,000	\$0	\$708,000	\$0	\$885,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$0	\$0	\$0	\$25,500	\$0	\$0	\$51,000
GR2101-20	\$0	\$0	\$0	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$300,000
GR2102-20A5	\$0	\$0	\$0</																

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (VM)	FHWA (130)	Federal FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA(BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	OTHER	MoDOT	MoDOT-GCSA	MoDOT-AC	SEMA	TOTAL
2021 Continued																			
MO2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO2008-20	\$0	\$183,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,400	\$0	\$0	\$0	\$204,000
MO2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$90,000	\$0	\$100,000
MO2101-18	\$332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$415,000
MO2104-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$515,200	\$0	\$0	\$0	\$0	\$0	\$0	\$128,800	\$0	\$0	\$0	\$644,000
MO2105-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,500	\$0	\$202,500	\$0	\$225,000
NX1701-20A2	\$202,270	\$0	\$0	\$0	\$0	\$0	\$5,614,803	\$0	\$0	\$0	\$0	\$99,446	\$0	\$0	\$1,354,822	\$0	\$0	\$0	\$7,271,341
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2101-20A5	\$1,873,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,286	\$0	\$0	\$0	\$0	\$0	\$0	\$2,341,432
NX2102-20A5	\$437,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109,376	\$0	\$0	\$0	\$0	\$0	\$0	\$546,882
OK1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,637,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$409,400	\$0	\$0	\$0	\$2,047,000
OK2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,000	\$0	\$448,000	\$0	\$560,000
OT1901-19A5	\$220,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,125	\$0	\$0	\$0	\$0	\$0	\$0	\$275,625
RG0901-18A1	\$0	\$1,618,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,000	\$0	\$0	\$0	\$1,798,000
RP1701	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
RP1703-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
RP1704-17A3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
RP2001-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$81,600	\$0	\$85,600
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1419-18A1	\$0	\$0	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
SP1708	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$1,600	\$0	\$0	\$0	\$8,000
SP1709	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
SP1710	\$0	\$0	\$0	\$0	\$0	\$0	\$860,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215,000	\$0	\$0	\$0	\$1,075,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1811-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$46,000	\$0	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0	\$0	\$11,500	\$0	\$0	\$18,500	\$0	\$0	\$0	\$150,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000	\$0	\$0	\$0	\$55,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$0	\$0	\$0	\$0	\$14,000	\$0	\$0	\$14,000	\$0	\$0	\$0	\$70,000
SP1818-20A5	\$1,160,800	\$0	\$0	\$0	\$0	\$0	\$1,883,200	\$0	\$0	\$0	\$0	\$573,200	\$0	\$0	\$470,800	\$0	\$0	\$0	\$4,088,000
SP1902-20A5	\$1,120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
SP1903-19	\$0	\$0	\$0	\$0	\$0	\$0	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$0	\$0	\$796,000
SP1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$1,016,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$254,200	\$0	\$0	\$0	\$1,271,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$303,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,800	\$0	\$0	\$0	\$379,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,848,000	\$0	\$0	\$0	\$0	\$0	\$0	\$712,000	\$0	\$0	\$0	\$3,560,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$10,000
SP2007-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$0	\$520,000	\$0	\$650,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$0	\$0	\$14,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$0	\$0	\$7,000
SP2010-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2015-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,278,422	\$0	\$0	\$4,819,600	\$0	\$0	\$0	\$0	\$0	\$0	\$24,098,022
SP2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$0	\$8,000
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$8,000
SP2114-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,502,000	\$0	\$0	\$0	\$5,002,000
SUBTOTAL	\$6,432,222	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,075,203	\$4,556,800	\$19,278,422	\$25,500	\$0	\$10,260,539	\$0	\$0	\$8,435,122	\$135,500	\$3,217,300	\$0	\$76,435,908
2022																			
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$3,104,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$776,200	\$0	\$0	\$0	\$3,881,000
CC1803-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC2101-20A5	\$0	\$238,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,500	\$0	\$0	\$0	\$265,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$3,246,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253,521	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000
GR1907-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$418,000	\$0	\$1,672,000	\$0	\$2,090,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$0	\$0	\$4,000
GR2004-20	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326,800	\$0	\$0	\$0	\$1,634,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
GR2011-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$0	\$0	\$0	\$562,000	\$0	\$0	\$1,124,000

FINANCIAL SUMMARY

Roadways

YEARLY SUMMARY

PROJECT	FHWA (STBG-U)	FHWA (SAFETY)	FHWA (BRIDGE)	FHWA (I/M)	FHWA (130)	Federal						Local			OTHER	State			SEMA	TOTAL
						FHWA (BRO)	FHWA (NHPP)	FHWA (STBG)	FHWA (BUILD)	FRA (CRISI)	FEMA	LOCAL	LOCAL-AC	MoDOT		MoDOT-GCSA	MoDOT-AC			
2022 Continued																				
SP1812-18	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
SP1815-20A5	\$999,803	\$0	\$0	\$0	\$0	\$0	\$0	\$723,397	\$0	\$0	\$0	\$0	\$249,951	\$0	\$0	\$180,849	\$0	\$0	\$0	\$2,154,000
SP1816-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$5,000
SP1817-18A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$0	\$4,000
SP1908-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,782,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$695,600	\$0	\$0	\$0	\$3,478,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2006-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297,800	\$0	\$1,191,200	\$0	\$1,489,000
SP2008-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,423,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$355,800	\$0	\$0	\$0	\$1,779,000
SP2009-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000	\$0	\$0	\$0	\$975,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2101-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000	\$0	\$0	\$0	\$23,000
SP2102-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,262	\$0	\$0	\$0	\$221,050	\$0	\$0	\$276,312
SP2103-20A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615,216	\$0	\$0	\$0	\$615,216
SP2201-20	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$1,000,000
SP2202-20A5	\$1,232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$308,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,540,000
SUBTOTAL	\$7,011,506	\$13,528,000	\$0	\$0	\$800,000	\$0	\$11,000,197	\$619,200	\$0	\$562,000	\$0	\$2,195,778	\$0	\$0	\$0	\$5,993,227	\$782,000	\$3,634,650	\$0	\$46,106,558
2023																				
CC0901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$10,000
CC1102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
CC1802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,268,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,067,200	\$0	\$0	\$0	\$10,336,000
CC1901-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
CC1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$0	\$2,000
GR1502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
GR1707-17A6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
GR1801-18	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$2,000
GR1902-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
GR2003-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$20,000
GR2007-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,984,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$0	\$0	\$2,480,000
GR2010-20A1	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$10,000
MO1405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$15,000
MO1719-18A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1721-18A5	\$0	\$54,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$60,000
MO1722	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1723	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$50,000
MO1904-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,000	\$0	\$2,072,000	\$0	\$2,590,000
MO1905-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
MO2301-20A5	\$344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$0	\$0	\$0	\$0	\$430,000
NX1704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
NX2301-20A5	\$206,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,516	\$0	\$0	\$0	\$0	\$0	\$0	\$257,580
OT1901-19A5	\$243,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,775	\$0	\$0	\$0	\$0	\$0	\$0	\$303,876
SP1401	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$425,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,400	\$0	\$0	\$0	\$532,000
SP1405-18A1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1413-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,200	\$0	\$568,800	\$0	\$711,000
SP1802-18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1906-19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265,400	\$0	\$1,061,600	\$0	\$1,327,000
SP1909-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1910-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP1911-19A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SP2002-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$3,000
SP2013-20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$2,000
SUBTOTAL	\$793,165	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$46,000	\$0	\$0	\$0	\$0	\$5,199,291	\$0	\$0	\$3,670,000	\$0	\$3,705,600	\$0	\$24,270,456
GRAND TOTAL																				
	\$42,343,992	\$20,002,800	\$1,411,200	\$5,551,200	\$1,286,000	\$350,151	\$69,781,964	\$10,343,881	\$10,278,422	\$597,500	\$740,993	\$29,459,761	\$1,682,400	\$0	\$29,122,297	\$913,500	\$13,547,850	\$123,499	\$246,537,410	

FINANCIAL CONSTRAINT

Roadways

	Federal Funding Source												Local Programmed Funds	MoDOT Programmed Funds	Other	State Operations and Maintenance	TOTAL
	STBG-U	Safety	Bridge	I/M	130	BRO	NHPP	STBG	BUILD	CRISI	FEMA	TOTAL Federal Funds					
2020 Funds Programmed	\$28,107,099	\$4,064,200	\$28,800	\$1,700,100	\$46,000	\$350,151	\$31,916,964	\$5,119,881	\$0	\$10,000	\$740,993	\$72,084,188	\$13,486,553	\$14,030,248	\$123,499	\$5,380,129	\$105,104,617
2021 Funds Programmed	\$6,432,222	\$2,345,800	\$1,382,400	\$3,851,100	\$440,000	\$0	\$16,075,203	\$4,556,800	\$19,278,422	\$25,500	\$0	\$54,387,447	\$10,260,539	\$11,787,922	\$0	\$5,476,971	\$81,912,879
2022 Funds Programmed	\$7,011,506	\$13,528,000	\$0	\$0	\$800,000	\$0	\$11,000,197	\$619,200	\$0	\$562,000	\$0	\$33,520,903	\$2,195,778	\$10,389,877	\$0	\$5,575,557	\$51,682,115
2023 Funds Programmed	\$793,165	\$64,800	\$0	\$0	\$0	\$0	\$10,789,600	\$48,000	\$0	\$0	\$0	\$11,695,565	\$5,199,291	\$7,375,600	\$0	\$5,675,917	\$29,946,373
Total	\$42,343,992	\$ 20,002,800	\$ 1,411,200	\$ 5,551,200	\$ 1,286,000	\$ 350,151	\$69,781,964	\$ 10,343,881	\$ 19,278,422	\$ 597,500	\$ 740,993	\$171,688,103	\$ 31,142,161	\$ 43,583,647	\$ 123,499	\$22,108,574	\$268,645,984

	Prior Year	FY 2020	FY 2021	FY 2022	FY 2023	TOTAL
Available State and Federal Funding	\$10,127,993	\$ 52,830,375	\$36,062,864	\$40,377,989	\$ 26,214,000	\$165,613,221
Federal Discretionary Funding	\$0	\$ 20,985,822	\$ -	\$ -	\$ -	\$20,985,822
Available Operations and Maintenance Funding	\$0	\$5,380,129	\$5,476,971	\$5,675,557	\$5,675,917	\$22,108,574
Funds from Other Sources (inc. Local)	\$123,499	\$13,486,553	\$10,260,539	\$2,195,778	\$5,199,291	\$31,265,660
Available Suballocated Funding	\$27,323,332	\$970,267	\$6,826,962	\$6,963,501	\$7,102,771	\$49,186,832
TOTAL AVAILABLE FUNDING	\$37,574,824	\$93,653,146	\$58,627,336	\$55,112,825	\$44,191,979	\$289,160,109
Prior Year Funding	\$37,574,824	\$26,123,352	\$2,837,809	\$6,268,519		--
Programmed State and Federal Funding		(\$105,104,617)	(\$81,912,879)	(\$51,682,115)	(\$29,946,373)	(\$268,645,984)
TOTAL REMAINING	\$37,574,824	\$26,123,352	\$2,837,809	\$6,268,519	\$20,514,125	\$20,514,125

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

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

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

Advertising

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

Utility Ratepayers

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

Human Service Providers

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

PROJECTED REVENUES

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

STATE AND FEDERAL

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

*Includes Engineering and Rail funding

Table H.2	STBG-Urban	TAP	5307	5310	5339
Carryover Balance through FY2019	\$27,323,331.75	\$853,353.32	\$0	\$555,612	\$2,585,441
Anticipated Allocation FY2020	\$6,693,099.69	\$421,887.06	\$2,717,660	\$283,845	\$389,993
Anticipated Allocation FY2021	\$6,826,961.68	\$430,324.80	\$2,772,013	\$289,521	\$396,792
Anticipated Allocation FY2022	\$6,963,500.92	\$438,931.30	\$2,827,453	\$295,312	\$403,728
Anticipated Allocation FY2023	\$7,102,770.93	\$447,709.92	\$2,861,385	\$301,218	\$411,803
Total Anticipated Allocation	\$27,586,333.22	\$1,738,853.08	\$11,178,511	\$1,169,896	\$1,602,316
Programmed through FY2023	(\$48,066,825.00)	(\$1,275,239.00)	(\$9,350,178)	(\$1,042,675)	(\$2,552,742)
Estimated Carryover Balance Through FY 2023	\$6,842,839.97	\$1,316,967.40	\$1,828,333	\$682,833	\$1,635,015

Table H.9 Local Share Financial Capacity	2020	2021	2022	2023
City of Battlefield				
Total Available Revenue	\$380,610.00	\$380,610.00	\$380,610.00	\$380,610.00
Carryover Balance from Prior Year	--	\$159,735.00	\$454,269.66	\$811,715.75
Estimated Operations and Maintenance Expenditures	(\$22,352.00)	(\$22,754.34)	(\$23,163.91)	(\$23,580.86)
Estimated TIP Project Expenditures	(\$198,523.00)	(\$63,321.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$159,735.00	\$454,269.66	\$811,715.75	\$1,168,744.89
City of Nixa				
Total Available Revenue	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00	\$2,137,719.00
Carryover Balance from Prior Year	--	\$1,703,973.64	\$2,850,878.94	\$4,538,585.36
Estimated Operations and Maintenance Expenditures	(\$202,241.36)	(\$205,881.70)	(\$209,587.58)	(\$213,360.15)
Estimated TIP Project Expenditures	(\$231,504.00)	(\$784,932.00)	(\$240,425.00)	(\$51,516.00)
Amount Available for Local Projects	\$1,703,973.64	\$2,850,878.94	\$4,538,585.36	\$6,411,428.21
City of Ozark				
Total Available Revenue	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00	\$1,889,656.00
Carryover Balance from Prior Year	--	\$290,104.16	\$1,860,616.75	\$3,724,676.75
Estimated Operations and Maintenance Expenditures	(\$24,698.84)	(\$25,143.41)	(\$25,596.00)	(\$26,056.72)
Estimated TIP Project Expenditures	(\$1,574,853.00)	(\$294,000.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$290,104.16	\$1,860,616.75	\$3,724,676.75	\$5,588,276.03
City of Republic				
Total Available Revenue	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00	\$2,033,343.00
Carryover Balance from Prior Year	--	\$1,763,962.45	\$3,505,433.03	\$5,361,744.38
Estimated Operations and Maintenance Expenditures	(\$170,826.55)	(\$173,901.42)	(\$177,031.65)	(\$180,218.22)
Estimated TIP Project Expenditures	(\$98,554.00)	(\$117,971.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$1,763,962.45	\$3,505,433.03	\$5,361,744.38	\$7,214,869.16
City of Springfield				
Total Available Revenue	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00	\$25,582,262.00
Carryover Balance from Prior Year	--	\$18,467,749.28	\$29,882,798.08	\$49,650,570.86
Estimated Operations and Maintenance Expenditures	(\$2,575,693.72)	(\$2,622,056.20)	(\$2,669,253.22)	(\$2,717,299.77)
Estimated TIP Project Expenditures	(\$4,538,819.00)	(\$11,545,157.00)	(\$3,145,236.00)	(\$2,828,285.00)
Amount Available for Local Projects	\$18,467,749.28	\$29,882,798.08	\$49,650,570.86	\$69,687,248.09

Table H.9 Local Share Financial Capacity cont.	2020	2021	2022	2023
City of Strafford				
Total Available Revenue	\$115,568.00	\$115,568.00	\$115,568.00	\$115,568.00
Carryover Balance from Prior Year	--	\$63,598.00	\$175,398.39	\$287,130.96
Estimated Operations and Maintenance Expenditures	(\$3,701.00)	(\$3,767.61)	(\$3,835.43)	(\$3,904.47)
Estimated TIP Project Expenditures	(\$48,269.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$63,598.00	\$175,398.39	\$287,130.96	\$398,794.49
City of Willard				
Total Available Revenue	\$484,421.00	\$484,421.00	\$484,421.00	\$484,421.00
Carryover Balance from Prior Year		\$381,887.44	\$804,746.36	\$1,226,497.15
Estimated Operations and Maintenance Expenditures	(\$60,473.56)	(\$61,562.08)	(\$62,670.20)	(\$63,798.27)
Estimated TIP Project Expenditures	(\$42,060.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$381,887.44	\$804,746.36	\$1,226,497.15	\$1,647,119.89
Christian County				
Total Available Revenue	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00	\$5,761,618.00
Carryover Balance from Prior Year	--	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84
Estimated Operations and Maintenance Expenditures	(\$80,527.20)	(\$81,976.69)	(\$83,452.27)	(\$84,954.41)
Estimated TIP Project Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$5,681,090.80	\$11,360,732.11	\$17,038,897.84	\$22,715,561.43
Greene County				
Total Available Revenue	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00	\$24,496,117.00
Carryover Balance from Prior Year	\$1,062,967.00	\$17,564,435.81	\$41,173,241.35	\$63,777,252.28
Estimated Operations and Maintenance Expenditures	(\$615,237.19)	(\$626,311.46)	(\$637,585.07)	(\$649,061.60)
Estimated TIP Project Expenditures	(\$7,379,411.00)	(\$261,000.00)	(\$1,254,521.00)	(\$5,001,000.00)
Amount Available for Local Projects	\$17,564,435.81	\$41,173,241.35	\$63,777,252.28	\$82,623,307.68
City Utilities				
Total Available Revenue	\$8,161,500.00	\$8,850,500.00	\$9,695,500.00	\$10,299,500.00
Estimated Operations and Maintenance Expenditures	(\$5,845,455.00)	(\$5,962,365.00)	(\$6,081,612.00)	(\$6,081,756.00)
Available for TIP Project Expenditures	\$2,316,045.00	\$2,888,135.00	\$3,613,888.00	\$4,217,744.00
Carryover from Prior Year	--	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00
Estimated TIP Project Expenditures	(\$261,483.00)	(\$224,446.00)	(\$358,149.00)	\$0.00
Amount Available for Local Projects	\$2,054,562.00	\$4,718,251.00	\$7,973,990.00	\$12,191,734.00

TAB 7

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.E.

Major Thoroughfare Plan Variance Request

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

AGENDA DESCRIPTION:

The City of Strafford is requesting two variances to the Major Thoroughfare Plan in support of a multi-family residential project on Route 125, just north of Route DD.

The first request is for an exception to the right-of-way requirements. Route 125 is classified as a primary arterial on the OTO Major Thoroughfare Plan. The OTO Design Standards require 55 feet from centerline for a primary arterial. The variance request is to provide only an additional 10 feet of right-of-way, as opposed to the additional 25 feet that would be required. The result would be a right-of-way width of 40 feet from centerline.

The second request is for the driveway access to be full-access, rather than right-in/right-out as required for commercial driveway spacing in the OTO Design Standards.

The combined AADT at this location is 2,742. The capacity of Route 125 at this location is 13,000. Attached is the variance request, as well as the site plan for the proposed project.

Due to traffic volumes and existing development patterns, staff is generally supportive of the variance requests. Staff does agree with the TPC recommendation to only grant this driveway with access to the nearest lane of traffic. The driveway can be allowed function as a full access driveway, but MoDOT will retain then the right to add a median should traffic conditions warrant installation.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At a special meeting on July 31, 2020, the Technical Planning Committee recommended that the Board of Directors approve the Major Thoroughfare Plan variance requests for the City of Strafford, with the understanding that access is only granted to the nearest lane. Committee members had a robust discussion concerning the access variance. They supported staff's interest in preserving the right to build a median along Route 125. They also supported the driveway functioning as full access in the interim. With input from Mr. Humphry, Mr. Juranus, and Mr. Boone, the committee settled on recommending 'access to nearest lane' while not requiring the driveway to be built as such.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to approve the Major Thoroughfare Plan variance requests for the City of Strafford with the understanding that access is only granted to the nearest lane."

OR

"Move to take the following action regarding the Major Thoroughfare Plan variance requests for the City of Strafford..."



E Magnolia Ct

125

N MO-125

N Ivy Ln

710 N IVY LN

708 N IVY LN

706 N IVY LN

704 N IVY LN

702 N IVY LN

700 N IVY LN

N Ivy Ln

Distance: 40 Feet

DD

N Interchange

384 E STATE
HIGHWAY
DD

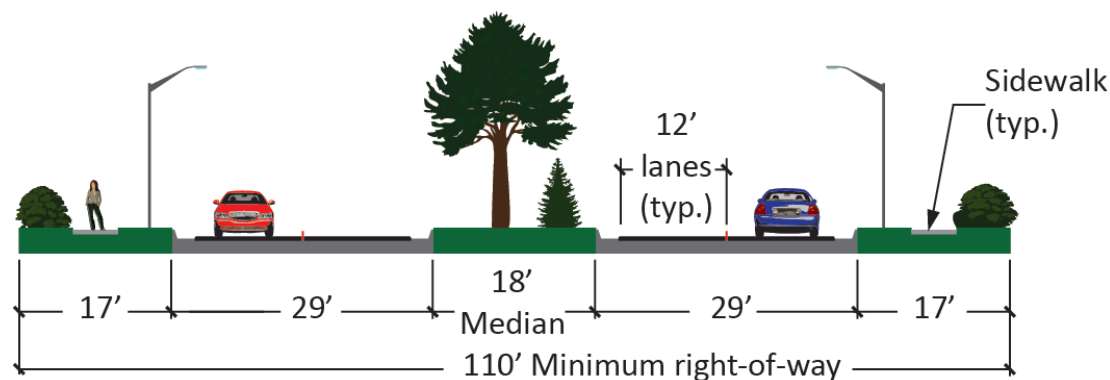
125

E Mo-DD

125

Primary Arterial

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



Description

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

Basics

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

Access

Median	18'
Median Breaks	Allowed at signalized intersections only
Directional Median Break Spacing	660'
Full Access Intersection Spacing	1/4 mile
Intersection	Left and right turn lanes desired
Residential Driveway Spacing	No residential drives permitted
Commercial Driveway Spacing	330' center-to-center (right-in/right-out only). Allowed only if internal circulation, cross access, and minimum driveway radii and grade are provided.

Multi-Modal

On-Street Parking	Not permitted
Pedestrian Provisions	4' - 5' (minimum) sidewalks on both sides
Bicycle Provisions	Bicycle facilities provided according to adopted bicycle plan
Transit Provisions	Scheduled stops every 1/4 mile (where transit service is provided)



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: July 27, 2020

Contact Information

Name: Martha Smartt
Title: City Administrator
Agency: City of Strafford
Street Address: PO Box 66

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

Roadway Data

Roadway Name: Highway 125 – Greene County
Termini of Roadway
 From: Route DD
 To: North
Length (miles): 0.25
Number of Lanes: 2
Lane Width: 11'

Variance Requested and Justification

Current Classification:

Primary Arterial

Requested Variance:

Right of Way Width Dedication and Access Spacing/Use

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:

To allow for new Multifamily Development in the Northeast quadrant of the Route DD and Highway 125 intersection. To allow for a full access driveway to be installed off of Highway 125.

Please describe the history causing need for the variance:

This will allow for a single private driveway access off of Highway 125 into the new multifamily development. This also will allow for the needed space to construct the development with the planned number of housing units.

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

The 10' right of way dedication will allow for future highway improvements to continue onto the north and not adversely impact the existing subdivision. The new private driveway connection onto Highway 125 will be approx. 450' north of the Route DD intersection (greater than 330').

Additional information you would like to include.

This variance will allow for the existing City of Strafford pressure sewer to remain in place in a 20' wide private easement along the east side of the highway. Also, as part of the new development project, the developer will install a right turn/decel lane in advance of the new driveway off of Highway 125.

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:

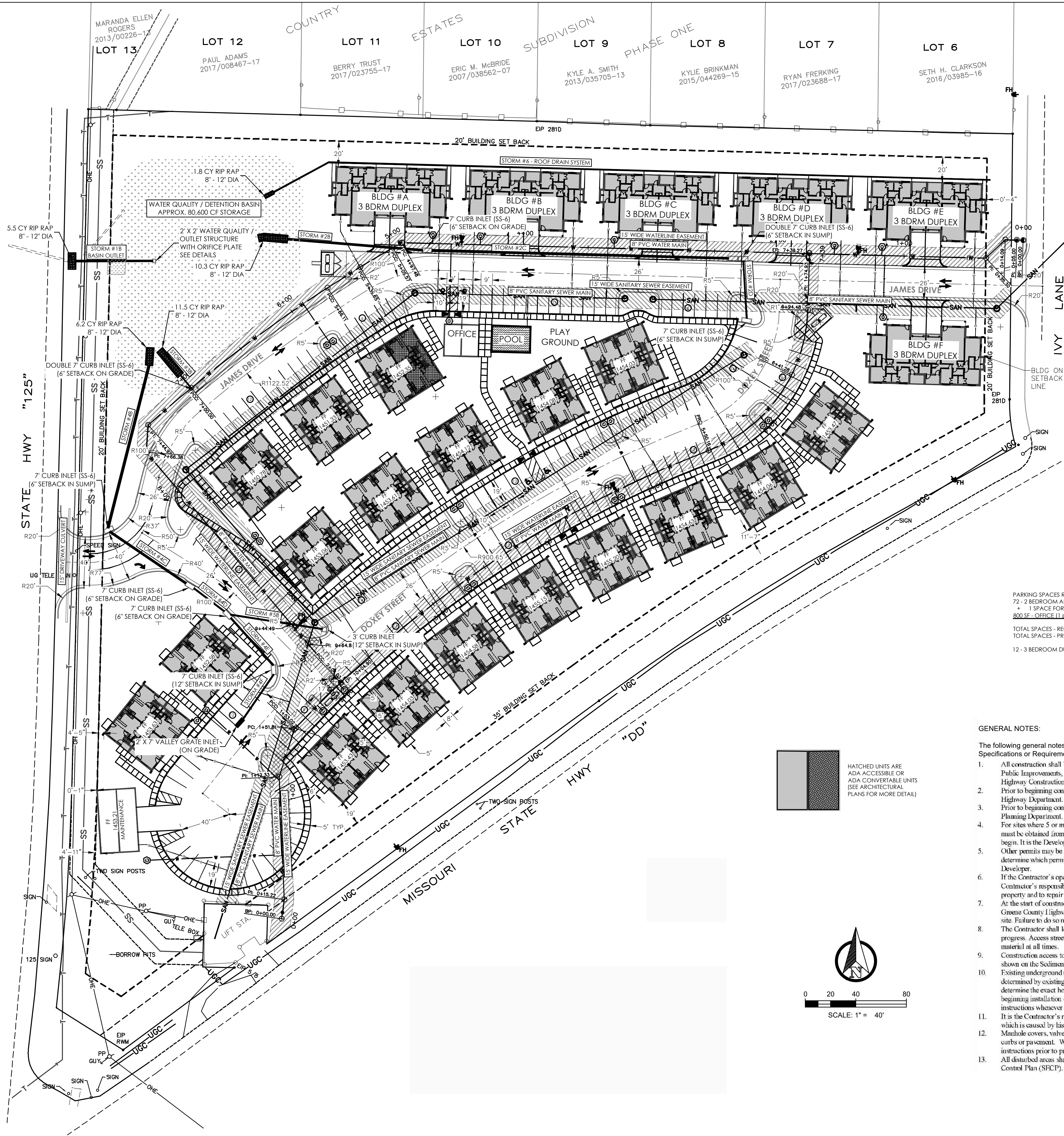
Natasha L. Longpine, AICP

nlongpine@ozarkstransportation.org

417.865.3042 x103

417.862.6013 Fax

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



PARKING SPACES REQ'D	144
72 - 2 BEDROOM APARTMENTS	18
1 SPACE FOR EACH 4 UNITS	18
800 SF - OFFICE (1 per 200 sf)	4
TOTAL SPACES - REQUIRED	166
TOTAL SPACES - PROVIDED	166
12 - 3 BEDROOM DUPLEXES (2 per unit)	24

GENERAL NOTES:

The following general notes shall be applied unless superseded by the City of Strafford Specifications or Requirements.

- All construction shall be done in accordance with the latest addition of the "Design Standards for Public Improvements, Greene County, Missouri" and the "Missouri Standard Specifications for Highway Construction", unless otherwise noted.
- Prior to beginning construction, a pre-construction conference must be held at the Greene County Highway Department. It is the Developer's responsibility to schedule this conference.
- Prior to beginning construction, a grading permit must be obtained from the Greene County Planning Department. It is the Developer's responsibility to obtain this permit.
- For sites where 5 or more acres will be disturbed, a general permit for land disturbance activity must be obtained from the Missouri Department of Natural Resources before construction can begin. It is the Developer's responsibility to obtain this permit.
- Other permits may be required for this construction. It is the Contractor's responsibility to determine which permits are applicable and to obtain any applicable permits not provided by the Developer.
- If the Contractor's operations require work on or access across private property, it is the Contractor's responsibility to obtain written permission from the property owner to enter the property and to repair any damage to private property caused by his operations.
- At the start of construction, or whenever work has been suspended, the Contractor shall contact the Greene County Highway Department (Phone 831-3591) at least 24 hours prior to working at the site. Failure to do so may result in rejection of any work completed prior to contact.
- The Contractor shall keep the subdivision neat and orderly at all times while construction is in progress. Access streets to the development shall be kept clean of mud, debris, paper and waste material at all times.
- Construction access to the site shall be limited to the approved temporary construction entrance(s) shown on the Sediment & Erosion Control Plan (SECP).
- Existing underground utilities have been shown by the Engineer in approximate locations as determined by existing plans and surface observations. It is the Contractor's responsibility to determine the exact horizontal and vertical location of existing underground facilities prior to beginning installation of new facilities. Contractor shall immediately contact the Engineer for instructions whenever any conflicts are discovered.
- It is the Contractor's responsibility to correct any damage to underground utilities or other facilities which is caused by his operations.
- Manhole covers, valve boxes, and other utility appurtenances shall not encroach on sidewalks, curbs or pavement. Where conflicts are discovered, the Contractor shall contact the Engineer for instructions prior to proceeding.
- All disturbed areas shall be stabilized in accordance with the approved Sediment & Erosion Control Plan (SECP).

214 S. MAIN STREET
PO BOX 1538
JOPLIN, MISSOURI 64802
TEL: 417.624.2333
FAX: 417.624.2441
EMAIL: jbolte@small-arrow.com

SMALL ARROW ENGINEERING, LLC.
CERTIFICATES OF AUTHORIZATION:
MISSOURI: E-2010013647
KANSAS: E-1930
ARKANSAS: 2097
OKLAHOMA: 5937

NO.	DATE	DESCRIPTION
1	10/26/19	ISSUE FOR REVIEW & NOTE
2	11/14/20	REVISED PER CITY/HIGHWAY COMMENTS
3	11/14/20	REVISED PER CITY/HIGHWAY COMMENTS
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This drawing and the details on it are the sole property of the Engineer and may be used for this specific project only. It is not to be copied, reproduced or reprinted in whole or in part for any other purpose or project without the written consent of the Engineer.

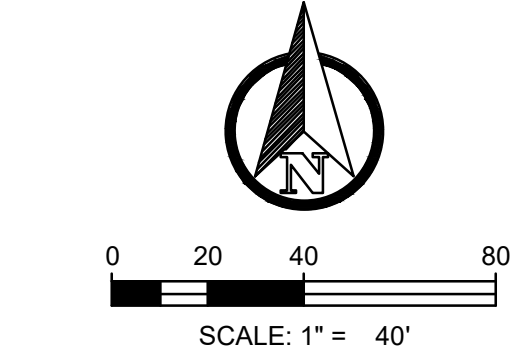
Copyright © 2018 by Small Arrow Engineering, LLC.

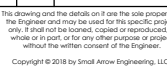
THE WILLOWS - MULTI-FAMILY DEVELOPMENT
BRYANT EDGEMAN
HWY 125 & HWY DD
STRAFFORD, GREENE COUNTY, MISSOURI
SITE PLAN

JOHN H. BOLTE
PROFESSIONAL ENGINEER
MO LIC E22511 OK LIC 18035
KS LIC 14094 AR LIC 14310

SURVEY BY: AMSINGER
DRAWN: JED. CHD: JHB
SCALE: 1"=40'
PROJECT #: 18800
FILE: SITE PLAN 10-18-18.dwg
DATE: 05/13/2019

PROJECT: THE WILLOWS
SHEET DESC: SITE PLAN
SHEET: 3 OF 11





TAB 8

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.F.

Reasonable Progress Extension Request

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

AGENDA DESCRIPTION:

In 2018, projects were solicited for Transportation Alternatives Funding and Federal Omnibus Funding. Each project application included a timeline which demonstrated that funding could be obligated by September 2020. The timeline included project milestones to ensure the project would be on schedule. There were 13 projects awarded. Eight projects are not meeting reasonable progress requirements. Staffing changes, COVID-19, delays associated with adjacent projects, and other causes have resulted in delays.

Federal transportation alternative funding has a four-year timeline and omnibus funding has a three-year timeline for funding to be obligated. Projects must be on schedule to ensure that funds do not lapse. It is for this reason that a reasonable progress policy has been adopted. The 2018 Omnibus funding will be available through September 2021.

If a project does not meet the required timeline per the project application, there are two options.

- 1) Request an extension. The OTO Reasonable Progress Policy allows for a one-time request to change this timeline, with the approval of the OTO Board of Directors. This option requires staff to look at the overall balances to ensure funding is not lost.
- 2) Return funds for use on another project.

Each project sponsor has opted to request an extension that will result in construction funds obligated well before the September 30, 2021 deadline. Staff has coordinated with affected communities to identify suitable dates for each milestone.

- The City of Springfield, while changing interim progress milestones, is expecting to obligate construction funds within the original September 30, 2020 deadline.
- Nixa, Ozark, and Battlefield need to extend project timelines beyond the original deadline.

The table shown on the following page outlines the proposed changes. At this point, providing these projects remain on the new schedules, extending these projects will not cause OTO to lose associated federal funds.

A copy of the OTO Reasonable Progress Policy and the extension request forms are included.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 15, 2020, the Technical Planning Committee recommended that the Board of Directors approve the proposed Reasonable Progress Extensions.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the proposed Reasonable Progress Extensions.”

OR

“Move that the proposed Reasonable Progress Extensions be approved, with these changes...”

[illegible]

City of Battlefield- 3rd/Clabourne/4th

Extension of Reasonable Progress Timeline Request Form

Milestone	Required Schedule	Reasonable Progress Extension
Preliminary & Right-of-Way Plans Submittal	11/30/2019	09/04/2020
Plans, Specifications, & Estimate (PS&E) Submittal	3/30/2020	01/07/2021
Plans, Specifications, & Estimate (PS&E) Approval	5/31/2020	03/12/2021
Construction Contract Award	9/30/2020	07/09/2021

Extension of Reasonable Progress Timeline Request Form

Project	Preliminary & Right-of-Way Plans Submittal		Plans, Specifications, & Estimate (PS&E) Submittal			Plans, Specifications, & Estimate (PS&E) Approval			Construction Contract Award	
	Required Schedule	Date Completed	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Reasonable Progress Extension
Nicholas Phase 1	11/30/2019	1/23/2020	3/30/2020	Missed Milestone	10/15/2020	5/31/2020		10/30/2020	9/30/2020	11/30/2020
Nicholas Phase 2	11/30/2019	3/19/2020	3/30/2020	Missed Milestone	10/15/2020	5/31/2020		10/30/2020	9/30/2020	11/30/2020

Extension of Reasonable Progress Timeline Request Form

Project	Preliminary & Right-of-Way Plans Submittal		Plans, Specifications, & Estimate (PS&E) Submittal			Plans, Specifications, & Estimate (PS&E) Approval			Construction Contract Award	
	Required Schedule	Date Completed	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Reasonable Progress Extension
Ozark N. Fremont	11/30/2019	5/21/2020	3/30/2020	Missed Milestone	10/31/2020	5/31/2020		10/31/2020	9/30/2020	1/18/2021
Ozark South Elementary	11/30/2019	5/21/2020	3/30/2020	Missed Milestone	10/31/2020	5/31/2020		10/31/2020	9/30/2020	1/18/2021
Ozark West Elementary	11/30/2019	5/21/2020	3/30/2020	Missed Milestone	10/31/2020	5/31/2020		10/31/2020	9/30/2020	1/18/2021

Extension of Reasonable Progress Timeline Request Form

Project	Plans, Specifications, & Estimate (PS&E) Submittal			Plans, Specifications, & Estimate (PS&E) Approval			Construction Contract Award	
	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Date Completed	Reasonable Progress Extension	Required Schedule	Reasonable Progress Extension
Fassnacht Creek Greenway Trail	3/30/2020	3/12/2020		5/31/2020	5/18/2020		9/30/2020	
Galloway Trail Reconstruction	3/30/2020	Missed Milestone	8/1/2020	5/31/2020		8/15/2020	9/30/2020	
Harvard Sidewalks	3/30/2020	Missed Milestone	6/2/2020	5/31/2020	6/16/2020	6/16/2020	9/30/2020	
Luster Ave Sidewalks	3/30/2020	3/12/2020		5/31/2020	5/18/2020		9/30/2020	
Sidewalk Connection to Galloway Trail	3/30/2020	Missed Milestone	8/1/2020	5/31/2020		8/15/2020	9/30/2020	

TAB 9

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.G.

OTO 2020 Public Participation Plan

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

AGENDA DESCRIPTION:

The OTO Public Participation Plan (PPP) is intended to provide direction for adequate public notice to review and comment on plans and policies at key decision points in the regional transportation planning process. Included with this plan is an evaluation of current and previous strategies that the OTO employs to elicit feedback and involvement from all interested parties.

The initial OTO PPP was adopted by the OTO Board of Directors in 2009. The Plan was updated in 2013 and revised in 2015 & 2017. The 2020 Plan has been prepared as a standalone plan for compliance with the FAST Act to ensure that it is developed in consultation with all interested parties. Major updates include:

- Text boxes labeled with an “i” or an “o,” for “information” or “objective,” have been included to focus the reader’s attention on important information and add structure to the plan.
- Goals developed by the International Association of Public Participation have been incorporated into the plan, replacing the goals and objectives structure found in the 2017 PPP.
- Web maps and applications have been added as a resource for public engagement in the “Rules and Tools of Engagement” section of the plan.
- Workflow graphics outlining and documenting the processes for informing, consulting, and collaborating with the public and interested parties have been added to the “Public Participation Process” section of the plan.
- Results from the 2020 Interested Parties Public Participation Survey have been added as Appendix A.

TECHNICAL PLANNING COMMITTEE ACTION TAKEN:

At its regularly scheduled meeting on July 15, 2020, the Technical Planning Committee recommended that the Board of Directors approve the proposed Public Participation Plan.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the proposed Public Participation Plan.”

OR

“Move to approve the proposed Public Participation Plan, with these changes...”

PUBLIC PARTICIPATION PLAN 2020



The Ozarks Transportation Organization

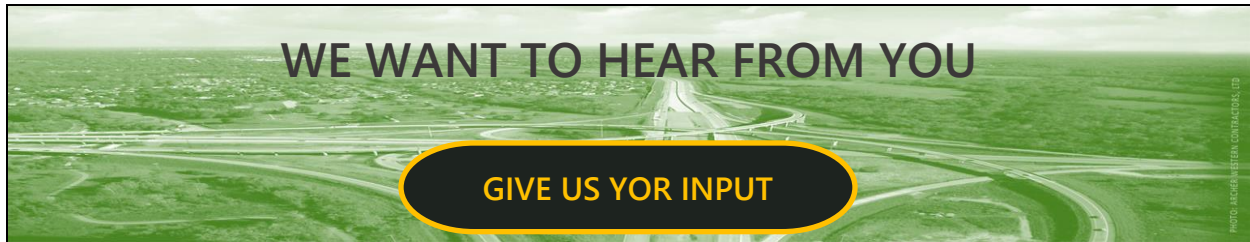
A Metropolitan Planning Organization

DRAFT

July 15, 2020

This report was prepared in cooperation with the USDOT, including FHWA and FTA, as well as the Missouri Department of Transportation

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Our goal is to have significant and ongoing public involvement in the transportation planning process. We encourage you to voice your ideas and opinions about specific actions or transportation issues at any time. All comments received are documented and reviewed by staff, and responses are drafted for consideration by the appropriate committee. Here is how you can join the conversation:

MAP A CONCERN Use our interactive map feature to pin locations and leave a comment LEARN MORE	ATTEND A MEETING Join us in-person or online for a Board of Directors or subcommittee meeting. Dates and times are posted on our calendar LEARN MORE	LEAVE A COMMENT Review and comment on recent plan updates and amendments LEARN MORE
--	---	--

WHAT DO WE DO WITH YOUR INPUT?

A period for public comment is provided for the updates and major amendments to all the primary transportation-planning projects for which Ozarks Transportation Organization is responsible. All comments, opinions, or suggestions are presented to our Board of Directors to consider before they make any final decisions. We believe participation is key to developing a sound and efficient transportation network. Follow us on social media to stay up to date on what we are planning and keep us informed of your ideas and opinions.



Executive Summary

The OTO 2020 Public Participation Plan (PPP) is an update of the 2017 PPP. The OTO updates its PPP every three years to ensure that we are employing the latest techniques and utilizing the most up-to-date resources to keep the public involved in and informed of our planning activities. Several revisions have been made to the PPP that was approved by the OTO Board of Directors on June 17, 2017. Major changes include:

- The plan has been reformatted to highlight information about the OTO and its role as an MPO and emphasize public involvement objectives. Text boxes labelled with an *i* or an *o*, for information or objective, have been included to focus the reader's attention on important information and add structure to the plan
- Goals developed by the International Association of Public Participation have been incorporated into the plan replacing the goals and objectives structure in the 2017 PPP
- Web maps and applications have been added as a resource for public engagement in the "Rules and Tools of Engagement" section of the plan
- Newly developed State of Missouri Sunshine Law guidance has been incorporated into public Involvement guidelines for E-meetings and virtual conferencing when in-person meetings are not possible due to public health emergencies, etc.
- Workflow graphics outlining and documenting the processes for informing, consulting, and collaborating with the public and interested parties have been added to the "Public Participation Process" section of the plan
- Results from the 2020 Interested Parties Public Participation Survey have been added as Appendix A

Ozarks Transportation Organization MPO Study Area

Approved by the Governor of Missouri 2/8/2002

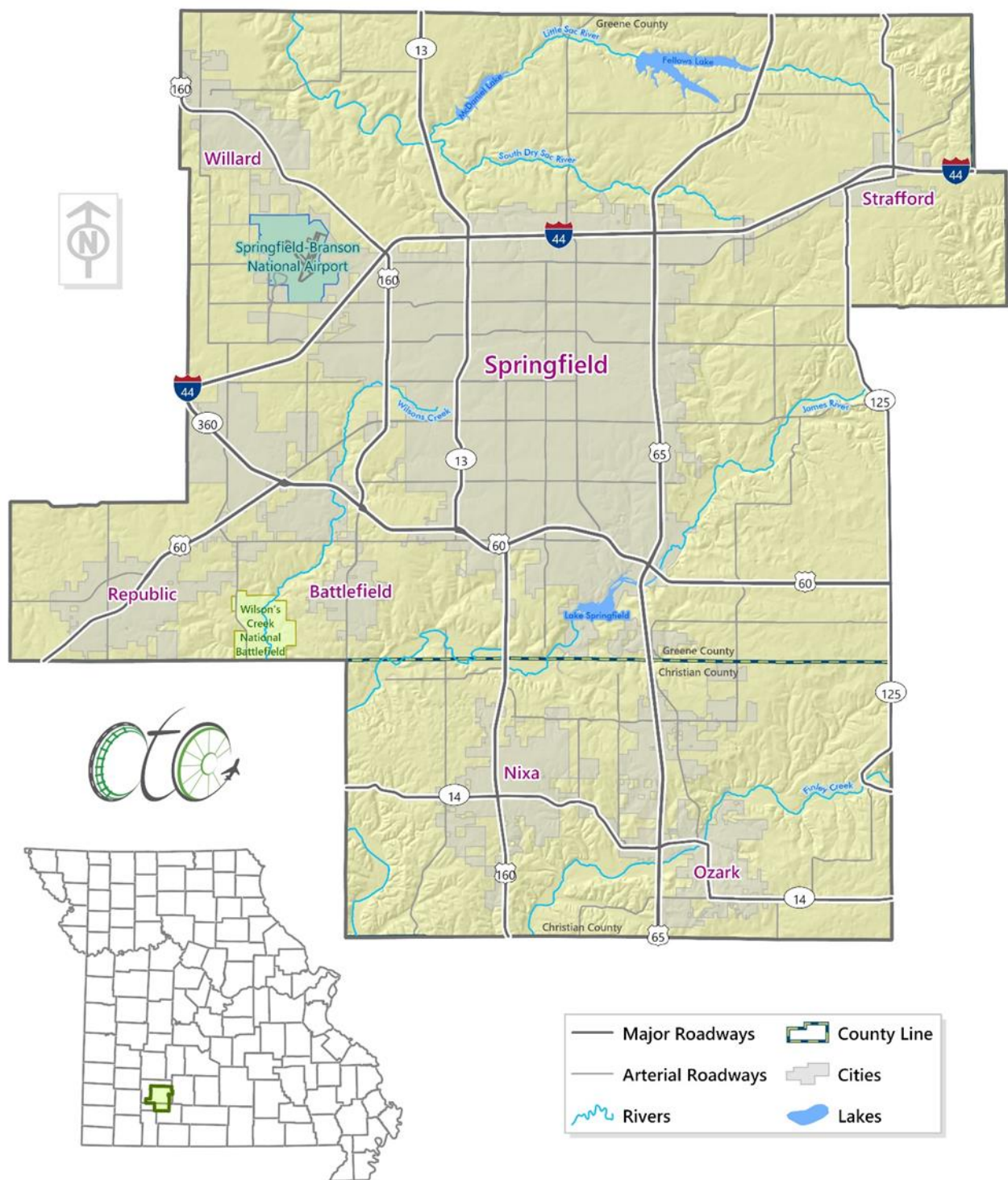


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Introduction

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The Ozarks Transportation Organization (OTO) is the federally designated Metropolitan Planning Organization (MPO) serving several communities in the Springfield, Missouri metro area including unincorporated parts of Christian and Greene counties.

As an MPO, the OTO conducts regional transportation planning and project programming within its study area. The OTO serves as a forum for cooperative transportation decision-making by state and local officials and other interested parties in accordance with a process that is **comprehensive, cooperative, and continuous**. This process covers federal aid surface transportation projects and other regionally significant projects. The OTO Board of Directors includes local elected and appointed representatives from Christian and Greene counties, as well as the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford, and Willard.

The OTO MPO is responsible for four major transportation plans and programs: [Long-Range Transportation Plan](#) (LRTP); [Transportation Improvement Program](#) (TIP); [Unified Planning Work Program](#) (UPWP); and [Public Participation Plan](#) (PPP). In addition, the OTO MPO is responsible for preparing [other transportation plans and studies](#) as needed.

The OTO must adopt an LRTP covering at least 20 years and update it every five years. The TIP selects projects from the LRTP to fund for construction and must also be adopted by the Board of Directors. No federal transportation money can be spent on a project unless it is in the LRTP and the TIP. In addition to the LRTP and TIP, the OTO is required to prepare a Unified Planning Work Program (UPWP), and other plans and studies including a plan for public participation. The Public Participation Plan (PPP) documents policies and processes implemented by the OTO to provide a reasonable opportunity for individuals, public agencies, and other interested parties to be involved in the transportation planning process.

i

The OTO must comply with Federal Highway Administration (FHWA) requirements that MPOs “*Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs*” (23 CFR §450.316)

To achieve full public access, the OTO must adhere to [other regulations](#) that require MPOs be proactive in involving under-represented groups in the planning process and the sharing and provision of information. Title VI of the Civil Rights Act prohibits discrimination based on race, color, national origin. Title VI applies to all organizations that receive federal funding. The Americans with Disabilities Act of 1991 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination based on a disability by public and private sector parties. Additionally, the OTO must comply with Title II of the Americans with Disabilities Act. In 2000, Executive Order 13166 gave Title VI discrimination protection to people with Limited English Proficiency (LEP). In 1994, Executive Order 12898, required federal agencies make environmental justice part of their mission by identifying and addressing, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations.

i


The mission of the OTO MPO is: To provide a forum for cooperative decision-making in support of an excellent regional transportation

We at the OTO believe that it is important to give people the opportunity to have a meaningful impact on the development of plans and programs that affect them. The PPP provides direction and documents the process for inclusive community engagement for the OTO transportation planning activities. In addition, the PPP is how the OTO will maintain compliance with federal regulations and measure the effectiveness of procedures and strategies aimed at supporting early and continuous involvement of the public.



Public Participation Goals

At the OTO MPO, the level of public participation required for activities in the planning process changes according to what is to be accomplished. The International Association for Public Participation developed a spectrum for increasing levels of public impact. The table below describes the spectrum which helps define the public's role and engagement in the transportation planning process.

Increasing Level of Public Impact 					
	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place the final decision-making in the hands of the Public

Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.

The increasing level of public impact applies to the different work products and day-to-day engagement activities at the OTO. These categories and goals are aligned with various planning activities, tools, and workflows to ensure that early and continuous public participation is achieved in support of the OTO mission. More detail is provided in the "Planning Process" section of the plan.



Rules & Tools of Engagement

The Resources listed here are the methods the OTO to uses to engage and communicate with people. Objective statements are included to explain how the tools relate to public participation.

0

The OTO will provide reasonable public access to timely information, plans, reports, and studies and maintain open channels of communication for citizens to comment or report a concern.

[The OTO Website](#)

The OTO website was redesigned in 2019. The new design provides information about upcoming meetings and agendas, recent reports, maps, and information about OTO policies. Work products, such as the PPP, UPWP, TIP, and LRTP are available on the site. The site also features an “About Us” page which contains information regarding “What is an MPO?” The site also serves as the domain for staff email accounts along with a comment email account to collect public input and feedback. The comment email is monitored by the OTO’s planners and administrative staff. The comment account also receives automated notifications when comments are submitted on other web-based public input tools. In addition, the comment account is the primary account for sending press releases, news, announcements, and agendas to the press, interested parties, and committees.

[“Give us your input”](#)

This is a page on the OTO website where the public can map a concern, leave a comment, access surveys, and learn about current planning activities and meeting dates. Notifications are sent to the comment email when comments are submitted. In addition, a discussion board has been embedded on this page where people can leave general comments for discussion moderated by OTO staff.

[News & Updates](#)

This is another component of the “Give us your input” page on the OTO website. News & Updates is a blog post where the OTO staff can post information and announcements to which the public are directed to add a comment or a question.

[Interactive TIP Tool](#)

This is a web-based service that helps individuals find information about transportation projects planned for the next four years in the metropolitan Springfield region. The tool allows users to search for project information and can be accessed from the TIP page on the OTO website. The Report Library provides links to previous and current TIP documents approved by the U.S. Department of Transportation. Using this tool, the TIP can be searched by project name, location or agency, and TIP number. The tool also features a map viewer for projects.

0

The OTO will develop planning material that is easily understood and visually engaging and strive to ensure all citizens have the information necessary to deliver informed input.

[The OTO Logo](#)

The OTO logo is prominently featured on all work products and correspondence. The logo helps the public recognize documents and activities associated with the OTO. This allows individuals to identify OTO work products and become familiar with its role in the region.

[Social Media](#)

[Facebook](#) and [Twitter](#) are used to announce meetings and events. Posts provide the opportunity to share links to pertinent information and survey sites. Social media platforms can also invite public comments and participation on the sites themselves.

O

The OTO will prepare visualizations of transportation issues including charts, graphs, aerial photos, maps, analyses, physical models, and computer simulations with the public in mind.

ArcGIS Online Organization

The OTO publishes interactive web maps and apps through its ArcGIS Online Organization account. A base map consisting of layers for the transportation network, including sidewalks, trails, transit routes, roads is available from the OTO website. Viewers can access roadway attributes for volume, capacity, peak hour travel speeds, etc. Natural features and land use information is also included in the map.

O

The OTO will follow a policy of ensuring that limited English-speaking persons, persons with disabilities, and minority or low-income populations are given an opportunity to participate in the planning process.

OTO Contacts Database

The OTO maintains a master database of businesses, governmental agencies, community-based organizations, and other interested parties. The database includes committee membership, mailing information, phone numbers, email addresses and websites. The database is used for maintaining up-to-date contact information for committee membership, special interest groups, Disadvantage Business Establishments (DBE), as well as minority and low-income groups. The database is used for meeting and survey announcements as well as other project specific notifications.

O

The OTO will give the public a reasonable opportunity to participate in planning activities and allow time for public review and comment at key decision points, including but not limited to, approval of the LRTP, TIP, and other appropriate transportation plans and projects.

Press Releases

Formal press releases are sent to local media contacts to announce upcoming meetings, comment periods for plan documents, and to provide information on specific issues being considered by the OTO or the OTO committees.

Newspaper Ads

Press releases may result in media coverage of the OTO activities but in most cases, they do not guarantee publication of information. Thus, the OTO purchases legal advertisements for announcements of comment periods for some planning documents. These legal ads serve to document compliance with the required comment period length for specific plans and plan/TIP amendments. When seeking public input for LRTP updates and the annual TIP process the OTO has purchased regular ad space in the print editions of the *Springfield Newsleader* and the *Christian County Headliner*.

Surveys

The OTO uses web-based applications to generate electronic surveys. Hyperlinks to the survey are then disseminated via email, social media, press releases, and the OTO website. Hard copies are also produced and distributed at public meetings, community events, and the OTO office. In addition, post card mailings are used to publicize surveys and comment periods and include QR codes for mobile devices.

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The OTO will strive to ensure that when conducting public meetings where matters related to transportation programs are being considered are connected to transit and meet Americans with Disabilities Act requirements.

Public Meetings/Community Events

Public meetings are generally open and informal, with project team members interacting with the public on a one-on-one basis. Brochures and fact sheets may be provided at these meetings. The OTO may coordinate with other local agencies to be on hand to supply information and support. Informational tables at community events where

transportation issues are not the focus are ways to solicit comment from individuals who are not usually involved in the transportation planning process.

Posters and Flyers

Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries, community centers, City Utilities buses and City Utilities bus transfer stations for display. Posters and flyers can be used to reach a larger audience than other notification methods.

o

The OTO will strive to demonstrate that public concerns are addressed, questions are answered, and comments are taken into consideration. Upon receiving public comments, the OTO will respond in a timely manner and provide copies of comments to appropriate boards, committees, and related agencies.

Public participation shapes our planning process and ensures that plans and programs accurately reflect the goals and visions of people in the region. There are many methods employed at the OTO to disseminate information and gather input from the public and other interested parties. While these methods are somewhat generic, the OTO staff are always looking for new and innovative software and apps to enhance and improve public engagement.



Requirements for Planning Activities

There are specific plans that reflect the core functions of the OTO MPO. The LRTP, TIP, UPWP, and PPP comprise the core plans of the OTO. Participation processes are identified for each of these plans. Public participation strategies for other plans and studies are also addressed.

0

The OTO will maintain an up-to-date database of contacts to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products.

This section of the plan defines how the OTO provides for individuals and interested parties to be involved in the planning process. Interested parties are defined in 23 CFR § 450.316. Those that are applicable to the OTO MPO include:

- Elected officials
- Local government staff
- Transportation agencies (airport, transit, etc.)
- Local media (TV, radio, print, etc.)
- Civic groups
- Special interest groups
- Libraries (for public display)
- Federal, state, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, historic preservation, and other environmental issues

- Parties that have an interest in the planning and development of the transportation network including affected public agencies in the OTO planning area
- Private freight shippers
- Representatives of public transportation employees
- Providers of freight transportation services
- Private providers of transportation, including intercity bus operators and employer-based commuting programs
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of people with disabilities
- Members of minority populations
- Representatives of Limited English Proficiency (LEP) populations
- Public school district representatives within the OTO planning area
- Representatives of colleges and universities
- Representatives of large employers

[Long-Range Transportation Plan](#)

The LRTP is essential in the development of a sound transportation network. Although long-range in scope, the plan provides direction and sets policies for day-to-day decision making. The LRTP builds on past transportation planning conducted by the OTO. All transportation modes including passenger air travel and freight movement are discussed in the document. The plan advocates for transportation policies and strategies developed via public involvement and assists in prioritizing transportation improvements over the next 25 to 30 years.

A specific public participation plan will be written to outline the public participation process at the outset of LRTP updates. The process for LRTP updates will use nearly the full range of the participation techniques employed by the OTO. A series of public meetings will be held throughout the region for each complete update. Events will be publicized using display advertisements in the *Springfield News-Leader* and other community newspapers. Opportunities for public involvement do not stop with the adoption of the Long-Range Transportation Plan. Although the LRTP must be completely updated at least every five years while in Environmental Protection Agency (EPA) air quality attainment (four years when in non-attainment), amendments are periodically made to the LRTP as new projects, funding, or programs arise.

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Amendments to the LRTP require a 15-day public notice and comment period prior to consideration by the OTO Board of Directors. Only chapters containing the proposed amendments are presented for public comment and approval.

Revisions to the LRTP Requiring Amendments:

- Addition or deletion of any project (except as noted in the Administrative Modifications section below);
- Substantial changes to the scope of a project (e.g., changing the type of project such as rehabilitation to expansion);
- Moving a project between the unconstrained and constrained lists;
- Changes to the Major Thoroughfare Plan;
- Increases to a project's total cost estimate greater than 15 percent (or any amount greater than \$2,000,000);
- Changes in the termini of a capacity project of any length or any project in which the total length increases by more than ¼-mile.

Notice of Administrative Modifications, which are approved by staff, will be provided to the Board of Directors, MoDOT, and U.S. DOT. An administrative modification is a revision

that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

i

Administrative modification is a minor revision to the LRTP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates.

Revisions to the LRTP Allowed as Administrative Modifications:

- Increases in a project's cost estimate less than 15 percent (up to \$2,000,000);
- Minor changes to the scope of a project;
- Minor increases to the termini of a non-capacity project (no more than ¼-mile);
- Moving a project to another time band, provided fiscal constraint is maintained;
- Adding a project to the unconstrained list.
- Technical corrections

Transportation Improvement Program

The TIP is the short-range capital improvement program for the transportation system within the OTO study area. The TIP is a financially constrained four-year program outlining the most immediate implementation priorities for transportation projects and is updated on a yearly basis. The TIP serves to program the expenditure of federal, state, and local transportation funds. To receive federal highway or transit funds a project must be included in the TIP. The TIP, as approved by the Board of Directors and the Missouri Department of Transportation, constitutes the selection document for project implementation. The first year of projects in the TIP represent the agreed list of projects eligible for implementation.

When developing the TIP, the OTO is required to consult with (1) agencies and officials responsible for other planning activities within the planning area, (2) recipients of assistance under title 49 U.S.C. Chapter 53, (3) government agencies and non-profit

organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services, and (4) recipients of assistance under 23 U.S.C. 204, and this process shall be documented in the intra-agency memorandum of understanding.

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The OTO consults with all city and county governments within its study area during the annual TIP development process. The projects submitted by local governments are all part of their respective Capital Improvement Programs (CIP) where required.

Depending on their area of concern, the following boards hold public hearings on the proposed projects: Airport Board; Park Board; and Planning and Zoning Commission/Board. Other required agencies that are consulted during the TIP development process include:

[City Utilities of Springfield](#) - In January of 2015, CU Transit and the OTO executed a memorandum of understanding (MOU) wherein, CU agreed to rely on the locally adopted public participation process requirements for the TIP as outlined in the PPP in lieu of the process required to develop its Program of Projects (POP). Per the MOU with CU, the OTO public participation process for the TIP satisfies CU's public participation process for the POP and has agreed to the following:

- The OTO will be responsible to conduct the project selection process and to publish the annual Program of Projects for the FTA 5307 and 5339 programs
- The OTO will conduct the public participation process for the Springfield Urbanized Area for the FTA 5307 and 5339 programs
- The OTO's public participation plan should state that the OTO's public participation process satisfies CU's public participation process

- CU will assist the OTO with the public involvement process by allowing notices for public input opportunities to be placed in CU buses and facilities at no charge to the OTO
- CU will rely on the OTO's public involvement process for the TIP and requires public notices be published annually by the OTO. If the proposed POP is not amended, the OTO must include a statement that the proposed program will be the final program, unless amended, and satisfies the requirements regarding the final POP
- The OTO's public notice for the TIP must have an explicit statement that public notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the POP requirements
- CU will rely on the public involvement process for the TIP conducted by the OTO to satisfy Section 5307 and 5339 public involvement requirements for the POP
- CU will report performance measure indicators to the OTO for reporting to the USDOT and informing the public of the improved performance of the transportation system resulting from federal investment

The OTO advertises City Utilities' POP each year in the *Springfield News-Leader*. A public hearing is required prior to implementing either an increase in Transit fares or a significant reduction in service. A significant reduction in service is defined by the following criteria:

- A decrease of 25 percent or more in the revenue miles of route, either at one time or cumulative during any twelve-month period; or
- An increase in headways for a route of more than 15 minutes; or
- A re-routing that will last more than 180 days and decrease the revenue miles of a route by 25 percent or more

[Missouri State University](#) - MSU utilizes the Transit Shuttle Advisory Committee for public involvement in the selection of projects to be included in the TIP. This committee includes representatives of the student body, faculty, administration, and transit operations.

[OATS Transit](#) - OATS uses public involvement procedures to select projects for inclusion in the TIP. The three methods used to solicit and gain public input include:

- A public notice
- Input from an advisory group, and
- Southwest Missouri Office on Aging

[The Missouri Department of Transportation](#) – MoDOT SW District, regional planning commissions (RPCs), MPOs, and city and county officials form partnerships to gather and evaluate local input on transportation needs. Public comments concerning transportation needs are gathered from county-wide public meetings, calls to MoDOT’s customer service center, public surveys, and comments received by local officials from their constituents. The local officials, generally in conjunction with the RPC and MPO, use these comments in their process for identifying and prioritizing transportation needs in this region. Each RPC and MPO develop a prioritized list of needs for MoDOT’s consideration in programming.

The OTO provides annual notice by November 1st of the calendar year to the agencies and groups considered interested parties and to agencies that have previously submitted projects to the MPO. The notice shall include information concerning the transportation issues and processes used in developing a TIP submittal. This notice will provide the information required to propose projects for inclusion in the TIP and the timetable to be followed. The OTO staff will be available to give these agencies and groups any assistance they might require in developing projects for submittal for the TIP.

Agencies submitting projects for inclusion in the TIP will include written documentation of the public involvement procedures used by that agency in selecting projects to include in the TIP and/or for federal funding, e.g. projects for which FTA Section 5307 funding is sought. If written or oral comments that question the need, scope or scheduling of TIP projects or that propose alternative projects are received during the TIP preparation process, the submitting agency will submit a summary analysis report on the disposition of the comments which will be made a part of the approved TIP.

The draft TIP is made available for comment for 30 days prior to Board of Director approval. A legal notice is placed in the *Springfield News-Leader* and/or other community papers. The draft TIP is made available on the OTO website, at the OTO offices, and at the Springfield-Greene County Library, CU Transit office, and the MoDOT SW District office. Any public comment received during this review period will be considered by the OTO staff and will be presented to the Technical Planning Committee and Board of Directors as part of the approval process.

Project sponsors may find it necessary to request revisions to the adopted TIP. TIP amendments and administrative modifications are defined pursuant to 23 CFR § 450.104. TIP Amendments are major revisions which require official approval by the OTO Board of Directors. This is followed by submission to MoDOT for approval by the Governor of Missouri and subsequent approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

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TIP Amendments will require a public comment period of 15 days prior to consideration by the OTO Board of Directors. Notice will be given by press release, Board & TPC meeting agendas, and on the OTO website.

Revisions Requiring TIP Amendments:

1. Addition or deletion of any project (except as noted in the Administrative Modifications section);
2. Substantial changes to the scope of a project (e.g. changing the number of through traffic lanes, changing the type of project such as from rehabilitation to system expansion);
3. Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
4. Moving a project into or out of the first four Federal Fiscal Years of a TIP;
5. Changes in a project's total programmed amount greater than 15% (or any amount greater than \$2,000,000);

6. Changes in a project's fund source(s) from non-Federal to Federal, unless the fund sources(s) change from Advanced Construction to an identified Federal funding source; and
7. Changes in the termini of a capacity project of any length OR any project in which the total length changes more than 1/4 mile.

TIP Administrative Modifications are minor revisions which can simply be made by OTO staff after verification that the change(s) falls into this category. Notification of administrative modifications will be provided to the Technical Committee, Board of Directors, MoDOT and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). TIP Administrative Modifications will require no public comment period.

Revisions Allowed as Administrative Modifications:

1. Changes in a project's programmed amount less than 25% (up to \$2,000,000);
2. Minor changes to the scope of a project;
3. Minor changes to the termini of a non-capacity project (one that increases or decreases the total length of the project by no more than 1/4 mile);
4. Adding or deleting a project development phase of a project (Environmental Assessment, PE Design, ROW, Construction, or other) without major changes to the scope of the project;
5. Moving a project's funds to another fiscal year, provided they are not being moved into or out of the first four fiscal years of the TIP;
6. Minor changes to funding sources between federal funding categories or between state and local sources;
7. Changes in a project's fund source(s) from federal to non-federal with no changes to the project's scope (however, the disposition of the "freed-up" Federal funds remain under the authority of the OTO and are subject to TIP Revisions as appropriate);
8. Changes from Advance Construction to Federal funding or from Federal funding to Advance Construction;

9. Changing a project's lead agency when agreed upon by the two agencies affected;
10. Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;
11. Changes made to an existing project's programmed federal funds, to reflect the actual amount awarded by the federal agency and the corresponding required matching funds (up to 15% or \$2,000,000);
12. Adding a project to the TIP which is split from a "parent project" provided the cumulative total amount of Federal funding in each funding category in the parent and split projects remains intact and the overall scope of work intended to be accomplished does not change;
13. Combining two or more projects already in the TIP provided the cumulative, total amount of federal funding in each funding category of the combined projects remains intact and the overall scope of work intended to be accomplished does not change; and
14. Technical corrections.

Unified Planning Work Program

The UPWP is a description of the proposed activities of the OTO for the upcoming fiscal year. The program is prepared annually and serves as a basis for requesting federal planning funds from the USDOT through MoDOT. All tasks are to be completed by OTO staff unless otherwise identified.

The UPWP serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document is prepared by OTO staff with assistance from various agencies including MoDOT, FHWA, the FTA, CU Transit, and members of the OTO TPC, which is made up of representatives from each of the nine OTO jurisdictions.

The draft of the new UPWP for the coming year is usually completed by September for TPC review. A 15-day public comment period is required for the UPWP. The UPWP draft

document is made available on the OTO website and at the OTO office for public comment. A press release announcing the comment period is sent to media contacts, posted on the OTO website, and posted in full view of the public at the OTO office. An effective means of incorporating public input into the UPWP is to review comments received from the previous year that relate to similar new projects. When developing the work program, the UPWP project manager should take this public comment into consideration.

Public Participation Plan

The PPP provides a framework to guide the public participation process in transportation planning activities at the OTO, such as the UPWP, LRTP, TIP, and a range of programs and special studies, including major investment studies. This plan specifies the OTO's performance objectives and techniques to be considered and employed in improving the public participation process.

Updates to the PPP itself involves an inclusive public participation process. The process shall meet the goals of the currently adopted Public Participation Plan and strive to employ new and/or underused methods for engaging the public, particularly to evaluate and validate the effectiveness of strategies outlined in the current plan.

Once a final draft of an updated PPP is complete, OTO staff will post it to the OTO website and maintain a hard copy at the OTO office. A press release announcing a 45-day public comment and review period will be sent to media contacts and a legal notice will be placed in the *Springfield News-Leader* and other community papers. All comments received by the OTO will be considered in the final review by the Board of Directors prior to its adoption.

Other Plans and Studies

The OTO Transit Coordination Plan (TCP) fulfills the federal requirements of a Human Services Transportation Plan (HSTP) enacted under MAP-21 and the recently adopted FAST Act. The TCP is intended to identify needs and gaps in human service transportation

services for seniors and individuals with disabilities in the OTO study area. The TCP is used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

A draft of the TCP is posted on the OTO website and a paper copy is made available in the OTO office prior to the commencement of a 30-day public comment period. A press release is sent to media contacts providing public notice of the comment period. In addition, a legal notice is placed in the *Springfield News-Leader* and/or other community papers. Figure 2 provides a summary of the public participation process for the OTO's core planning documents.

Several other plans and projects that the OTO develops as needed include but are not limited to the OTO Title VI/ADA program, the Annual Listing of Obligated Projects, the Limited English Proficiency Plan, the Congestion Management Process, and the Performance Measures Report. These other plans and reports require a press release notifying the public of at least a 15-day comment period.

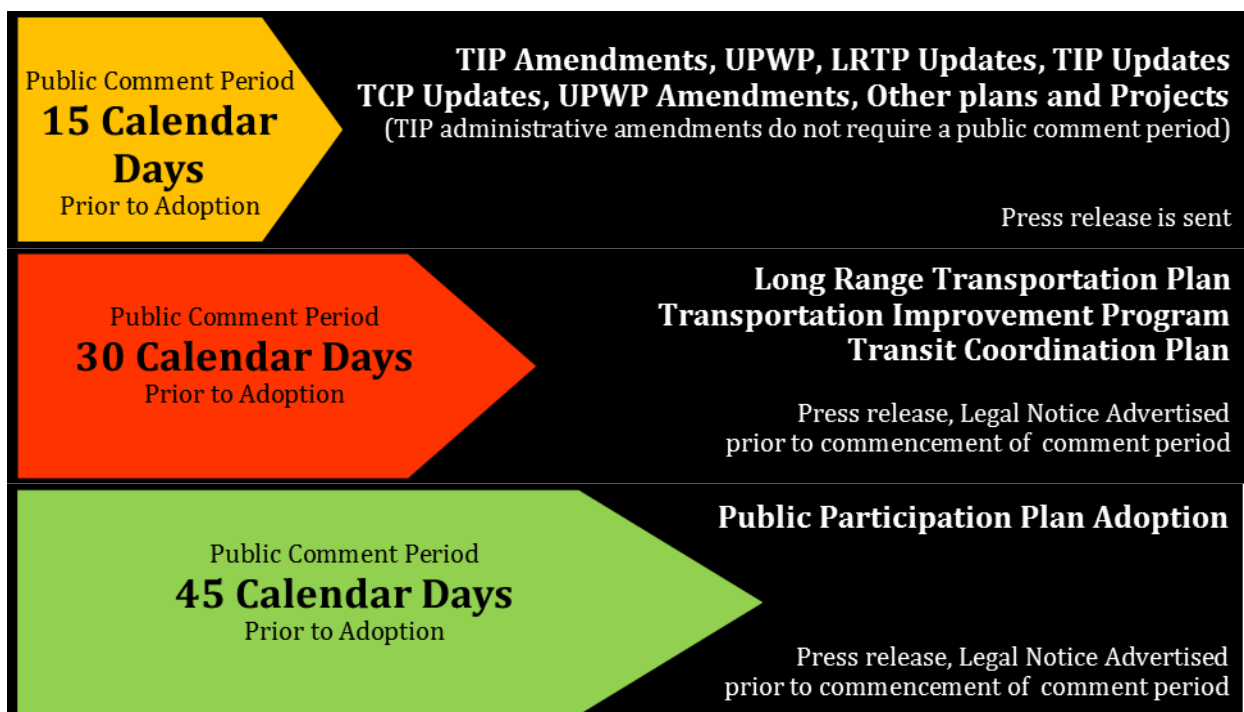


Figure 1 Public Comment Periods for Specific Plans and Purposes

Public Meetings

The [OTO Board of Directors](#) and [Technical Planning Committee](#) meetings are considered public meetings. Other meetings where the OTO leadership conducts business, such as the executive committee meeting are also considered public meetings. Press releases are sent to media contacts and agendas are posted in public spaces, including the OTO office, at least one week prior to the meeting date. The body of the press release is posted to in the News & Updates section of the OTO website where the public can comment on the content. The URL is for the posting is then sent via Facebook and Twitter.

When circumstances arise that prohibit in-person public meetings, such as a public health crisis or other emergencies. The OTO adheres to Missouri Sunshine Law guidance that provides means for public bodies to conduct public meetings in alternative ways, such as online meetings or video conferencing. In these instances, the OTO may conduct an “E-meeting” via email where committee members can motion, second, and vote on agenda action items and takes advantage of our website and social media pages to post recordings or live streams of public meetings.


If the OTO chooses to have an online or E-meeting meeting staff will need to ensure that the meeting notice references the change from the usual method. If the meeting will be held online, “§ 610.020.1, RSMo, requires that the body ‘**post a notice of the meeting on its website in addition to its principal office.**’ Section 610.020.1, RSMo, further requires that the body ‘**shall notify the public how to access that meeting.**’” Staff will still need to provide a meeting agenda in the same manner as the standard in-person meeting notice.

The Sunshine Law does not preclude voice-votes during online or video conferencing, however, roll call voting will be conducted for all action items. Generally, under § 610.015, RSMo, an elected member of a public governmental body can only participate in a roll call vote if they are physically present or participating via video conferencing. This also means that a quorum of the public governmental body must be present in-person or via video conferencing for a roll call vote to be held.

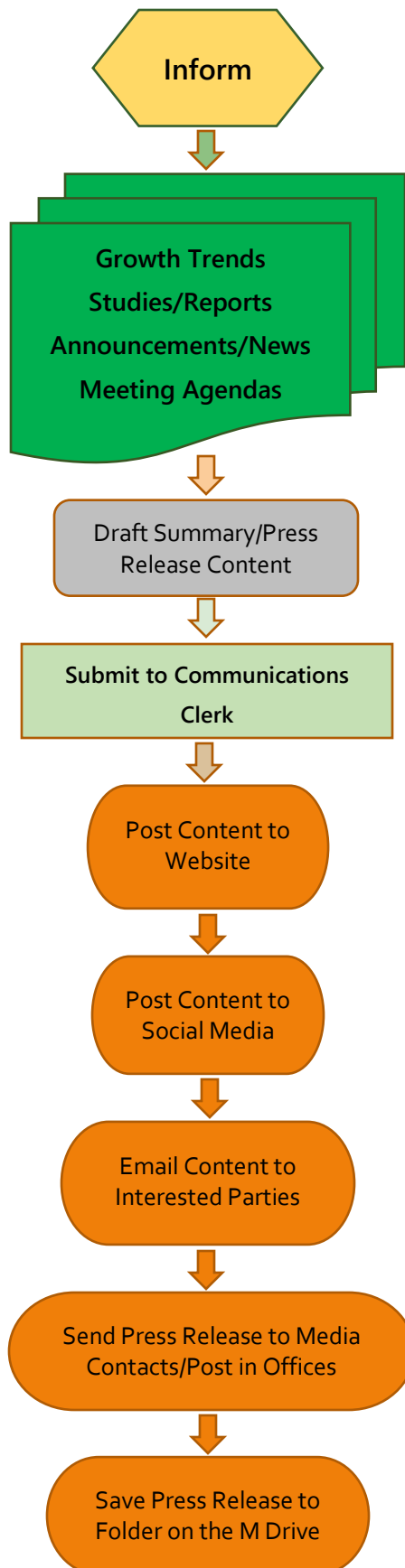


Public Participation Process

The goal of this outline is to provide structure and continuity for public engagement for various activities of transportation planning conducted by the OTO. The level of public participation required for activities in the planning process changes according to what is to be accomplished. The table below describes a spectrum of participation for an increasing level of public impact. This document provides an outline or the public participation process to be followed for each level of participation on the spectrum.

Increasing Level of Public Impact 			
	Inform	Consult	Collaborate
Type of Plan, Study or Activity	Meeting agendas, Announcements/News, Growth Trends, Studies/Reports, CMP	UPWP, DBE Goals, ALOP, LEPP, Title VI, Amendments	TIP, LRTP, PPP, TCP, Other Studies & Plans
Tools	Press Releases, Social Media, Email, Website	Surveys, Public Meetings, Mailer/postcards, Legal Ads, Blog posts	Workshops, Deliberate Polling, Posters/Flyers, Media Ads, Community Events

Source: Adapted from the International Association for Public Participation "Spectrum of Participation" www.iap2.org.



The **inform** level can be a standalone process for **public awareness** and **capacity building**.

The inform process, however, is also a component of higher levels on the participation spectrum.

This process will be used to inform the public of surveys, public meetings, and comment periods for plans and studies that require a higher level of public impact.

The lead OTO staff person responsible for the project or task will **prepare a summary or draft press release** with key information for public consumption. The press release/summary will submit information to the communications clerk.

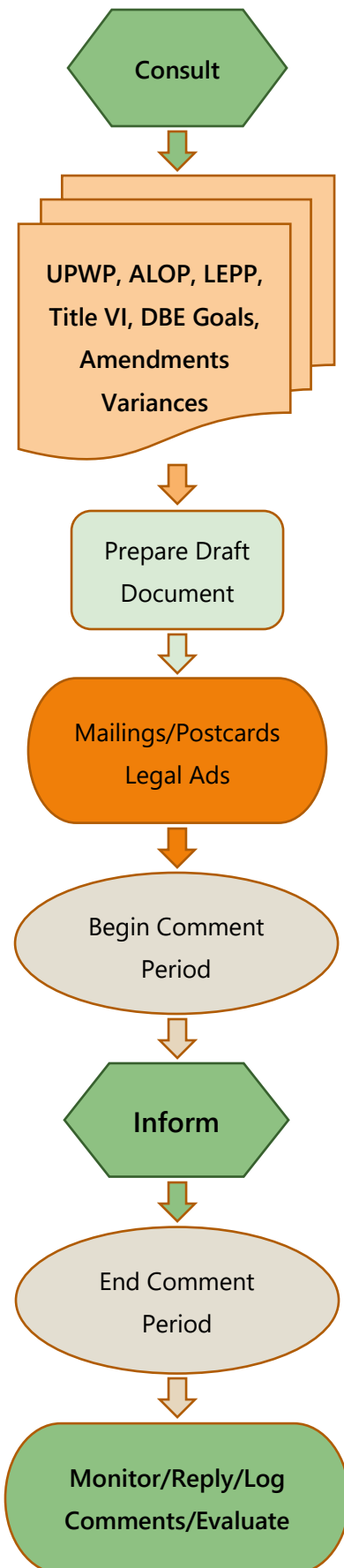
The **communications clerk** is the position at the OTO that will be responsible for the execution of the process.

All announcements and/or reports will be **posted to the OTO website**, in the OTO office, or other public venues (Library, MoDOT office, etc.).

Summary content will be posted on **Facebook and Twitter** accounts with **links to the content at the OTO website**.

An **email** announcing completion of reports or meeting agendas will be sent to **Interested Parties** if applicable

The **press release** will be emailed to **media contacts** and posted in the OTO offices when applicable



The **consult** level on the participation spectrum includes plans and policies where **public comments are being solicited**.

The consult process **includes** the **inform** process to make the public aware of the how, when, and what regarding the requested feedback.

The UPWP, UPWP Amendments, TIP Amendments have **required comment periods** of specified lengths as per the **Code of Federal Regulations** as presented in the OTO **Public Participation Plan**.

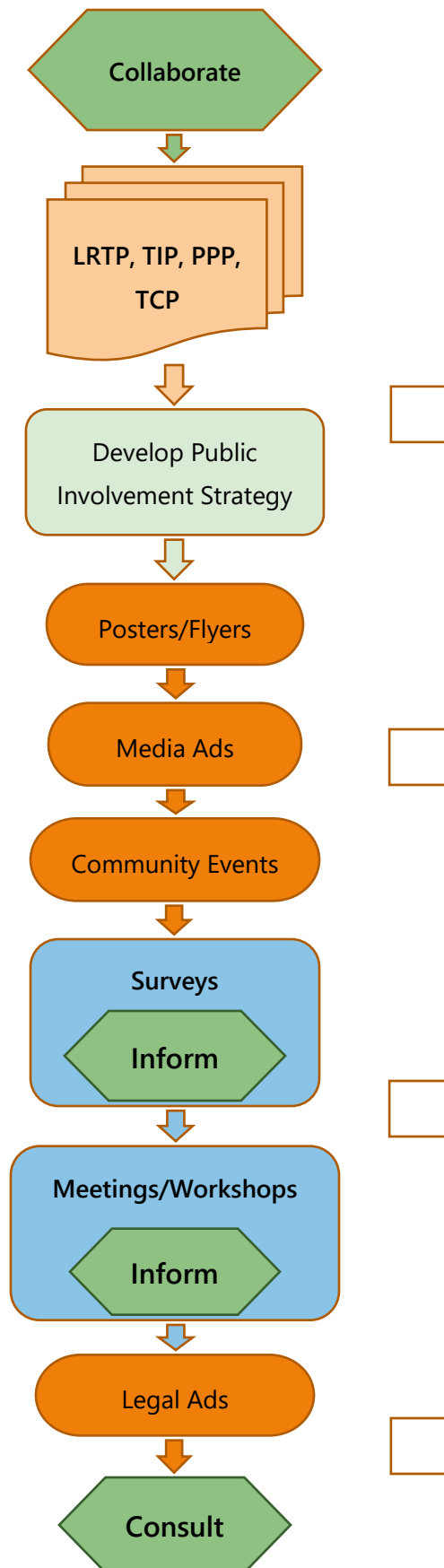
The OTO staff member responsible for the project or task will prepare a **draft document** to be made available **for public comment**.

These tools were not included in the **inform** process. These are **options** to elicit comment from **targeted stakeholder groups** or **document a comment period** which is necessary for some projects in the consult level of participation.

Draft content containing information about **when** the comment period begins and ends, **where** the documents can be accessed, and **how** to comment.

The **inform** process should be initiated as a sub-routine for the consult level of participation. Information should be submitted to the **communications clerk** for **dissemination**

At the end of the comment period, all **comments** will be **logged** into a central location and summarized. An explanation of how they impacted the plan or project will be prepared by the OTO staff member responsible for the project or plan and **included as an appendix** to the document.



Collaboration is the highest level of participation on the spectrum. This level **includes** both lower participation levels, **inform and consult**. At the collaboration level the **public** is actively **engaged** through **surveys** and **meetings** to provide **feedback** and **guide** the direction of the plan.

Most of the **plans** and **studies** at the collaboration level **include** the development of a **strategy** for public involvement. If **surveys** are included, they are created with specific content depending on the plan. Information for **meetings and workshops** must be prepared in advance to frame the issues for discussion. The strategy also must include a **“get the word out”** marketing campaign to make the public aware of planning activities.

The **Long-Range Transportation Plan** requires the highest levels of public engagement at the OTO. Public involvement tools that may be included in the strategy for plans and studies at the collaboration level include **direct marketing** with **promotional ads** as well as **posters and flyers** to **create awareness** of planning activities and **build capacity** for participation.

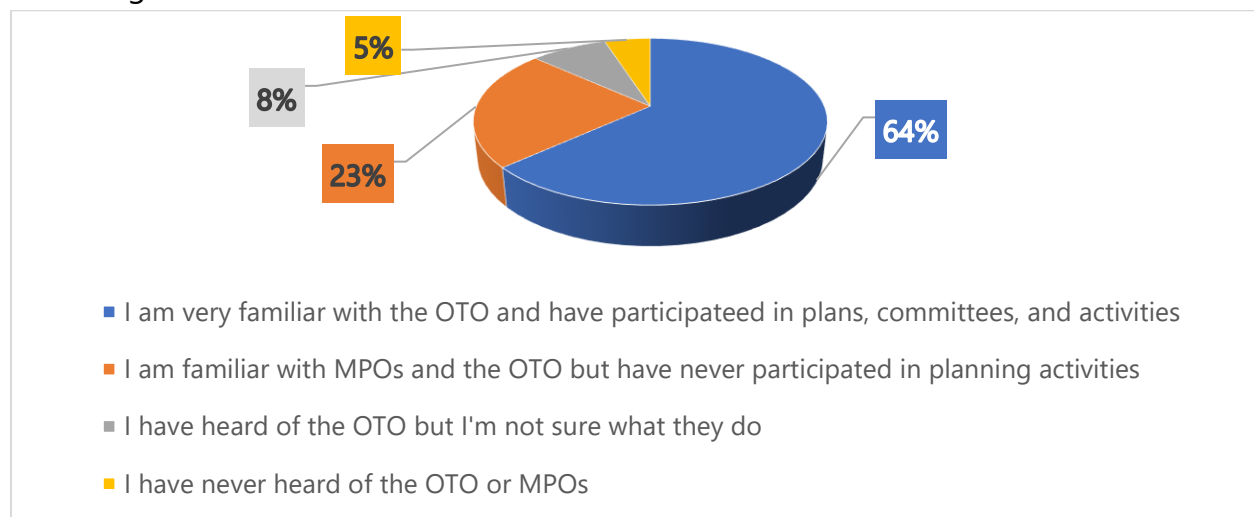
The **inform** process should be initiated for each **meeting, workshop** and/or **survey**. The inform process for these **high-level public involvement mechanisms** can be **enhanced** from its lower level base to include **direct marketing** tools to **“get the word out”** about these opportunities that are **vital** to the collaboration process and **successful plans**.

The **consult** process is initiated **after planning activities** have been completed and a plan document has been drafted to **allow for public comments before plans are adopted** or approved by the BOD. **Legal ads** should be integrated into the process for plans with required comment period lengths set forth in the Code of Federal Regulations as per the PPP.

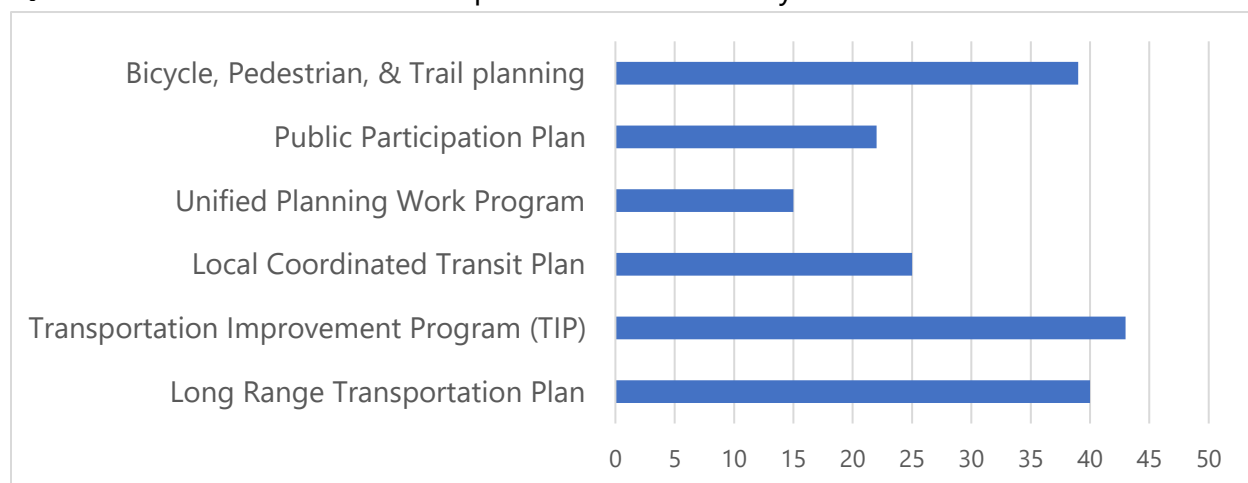
Appendix A: Interested Party Survey Results

Interested parties were consulted during the preparation of the 2020 Public Participation Plan update via an electronic survey. A link to the survey was sent to 125 email accounts representing interested parties as defined in the Code of Federal Regulations and posted to Facebook and Twitter. The 8-question survey was active from April 15 – May 8, 2020 and resulted in 52 completed surveys.

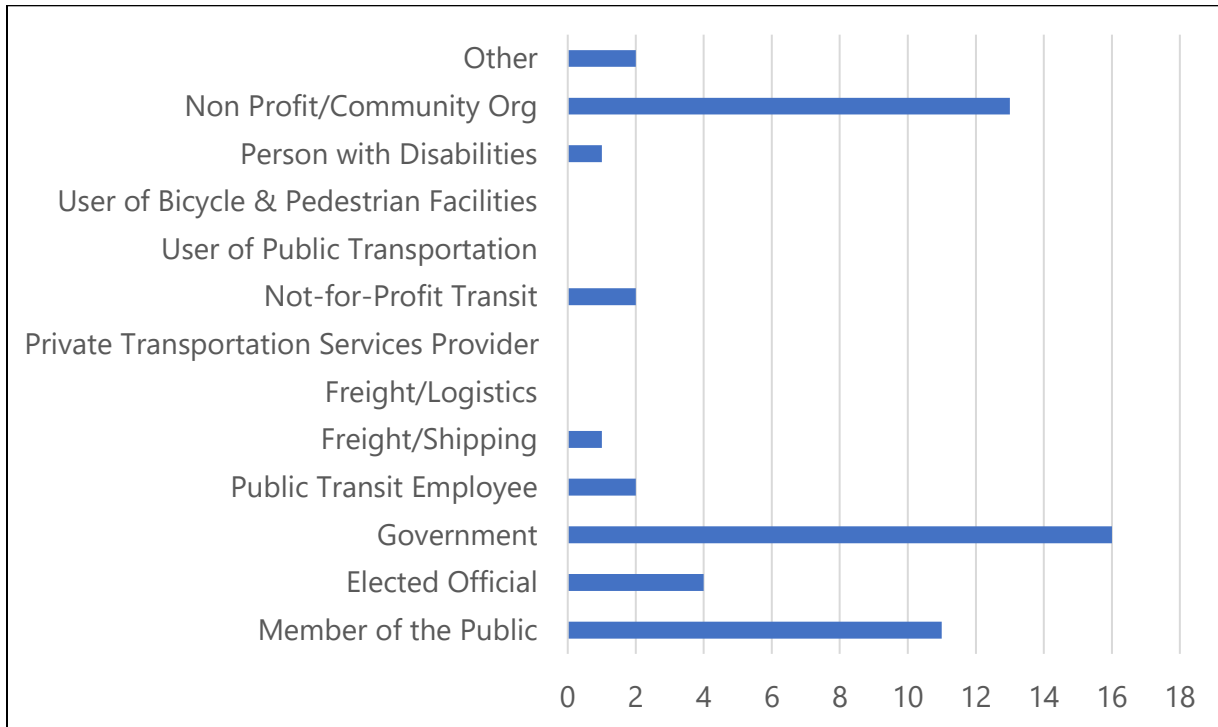
Question 1: How familiar are you with the Ozarks Transportation Organization and its role in the region?



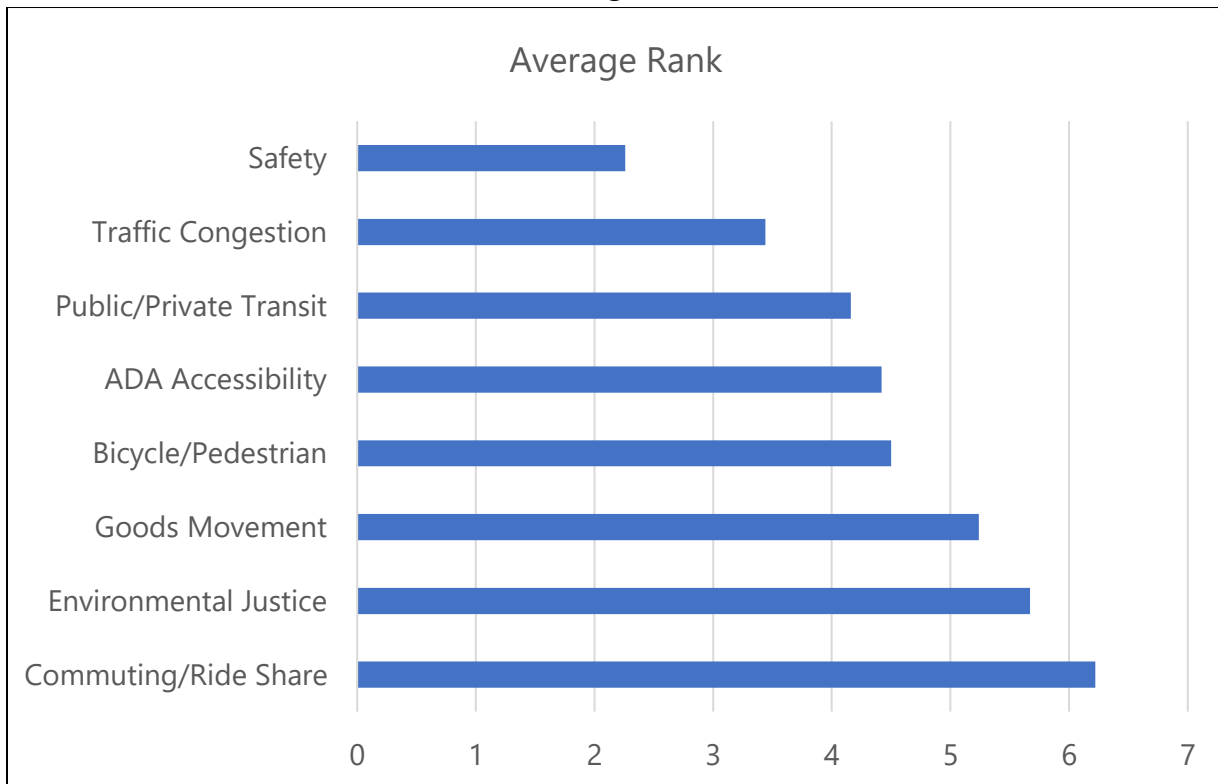
Question 2: Which of these OTO plans or activities are you familiar?



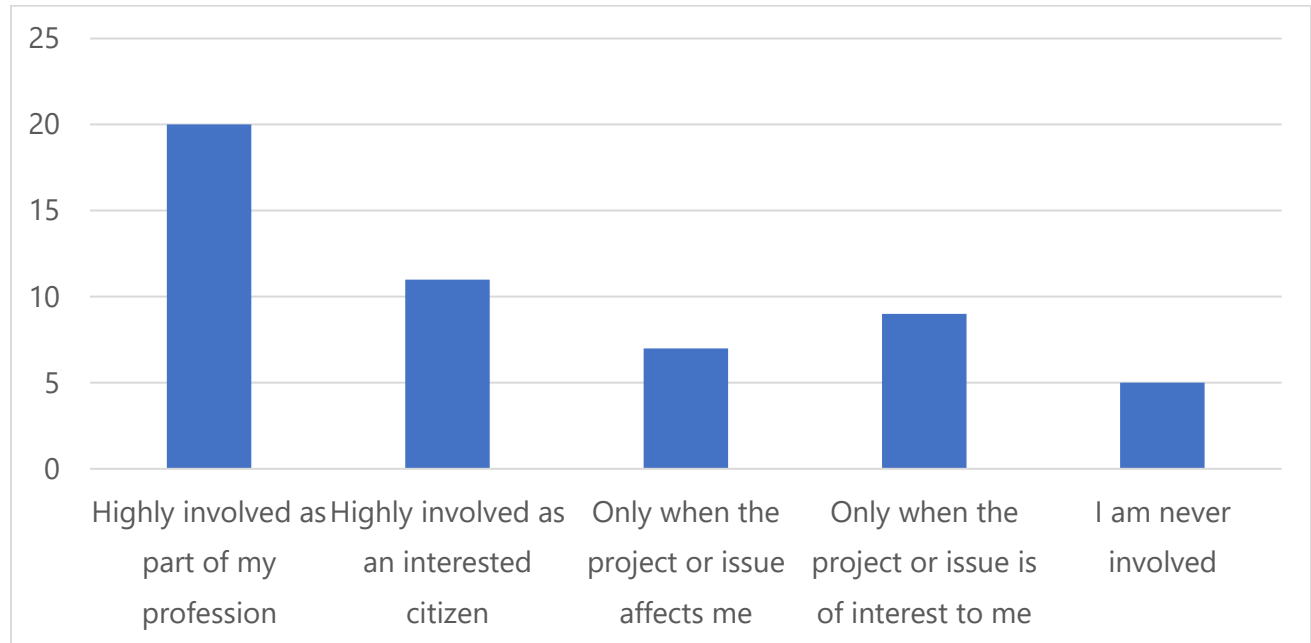
Question 3: Which of the following best describes you?



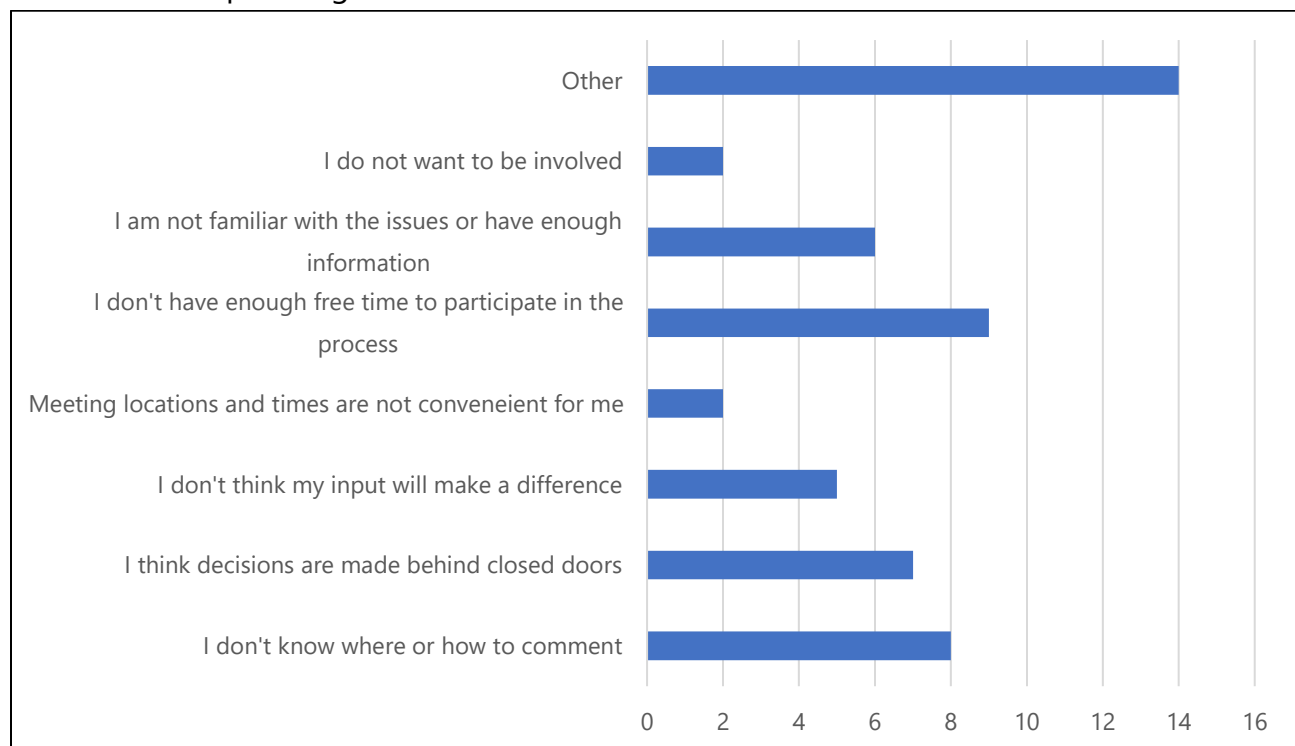
Question 4: Please rank (1 – 7) the following in order of interest



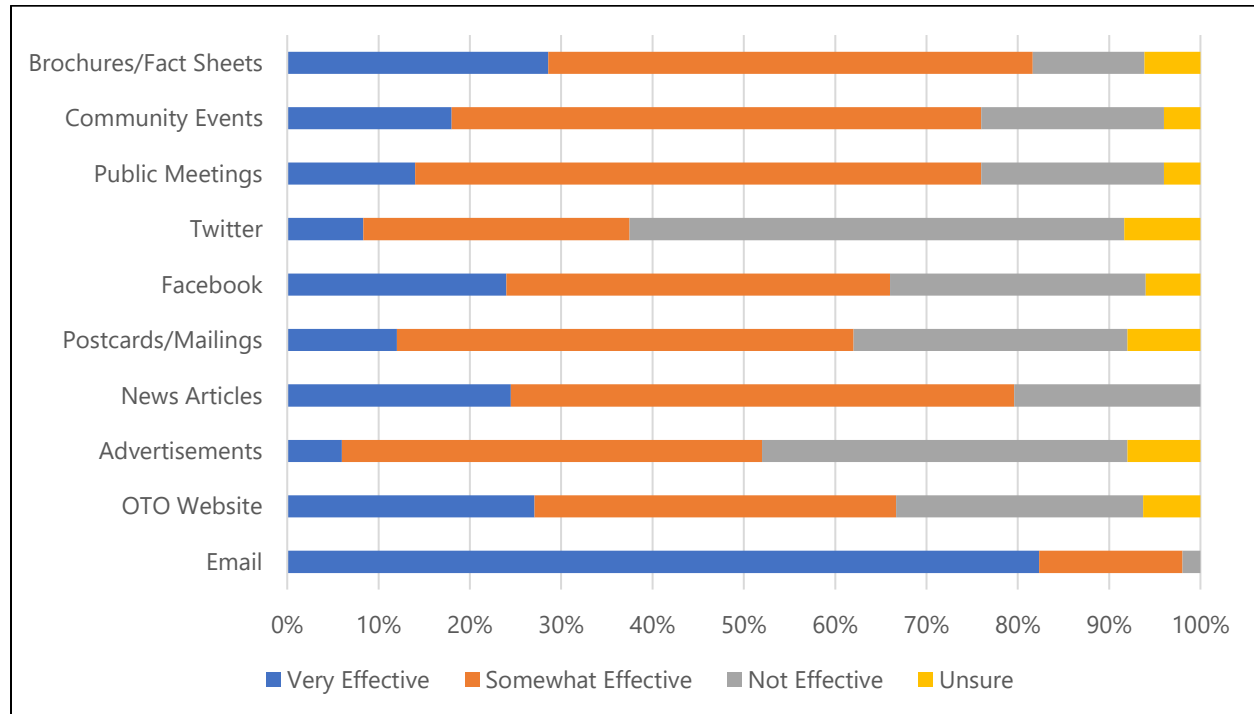
Question 5: How best would you describe your current involvement with the transportation planning process?



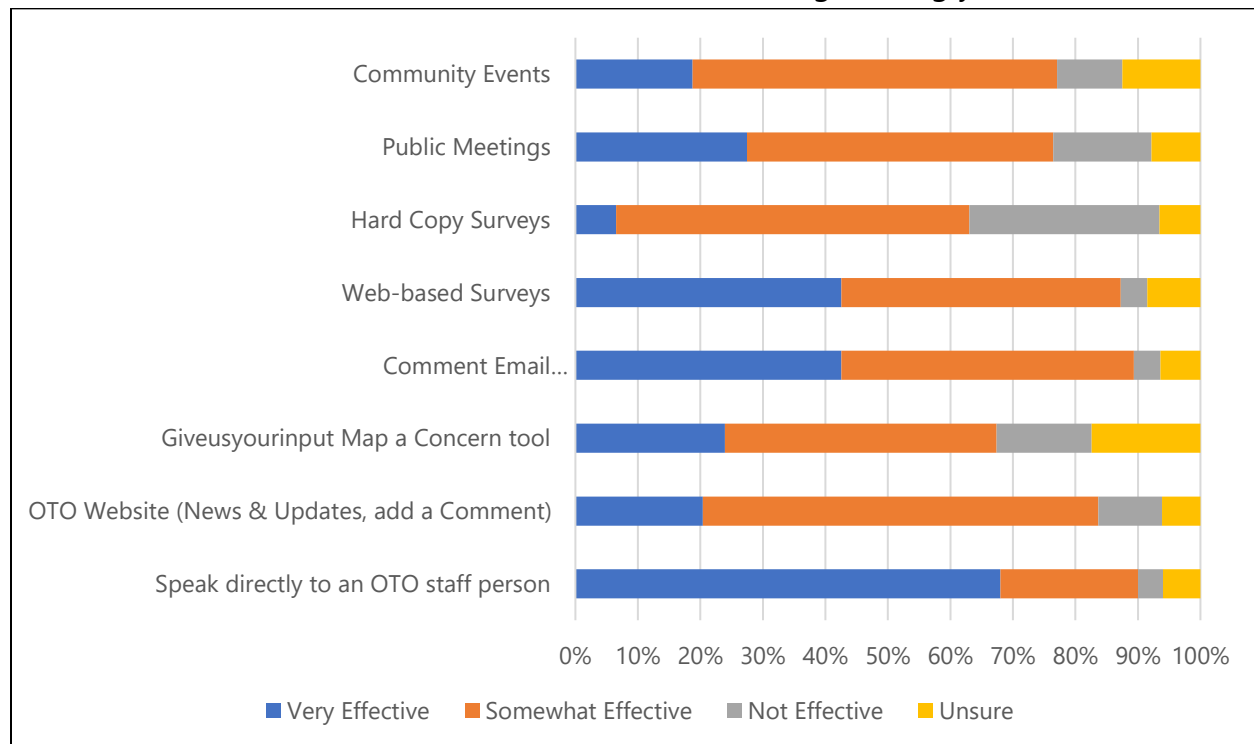
Question 6: What barriers if any prevent you from becoming more involved with the OTO and MPO planning activities?



Question 7: How effective are each of the following methods for getting information to you?



Question 8: How effective are each of these methods for gathering your comments?



TAB 10

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.H.

Year-End Financial Statements 2019-2020 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Included for consideration are the fiscal year-end financial statements for the 2019-2020 Budget Year. This period includes July 1, 2019 through June 30, 2020. The agenda packet is divided into two sections: the OTO Operational Financial Statements and the OTO UPWP Financial Statements.

Expenses were significantly under budget for the fiscal year. Personnel vacancies accounted for approximately 25% of the savings, while services accounted 45% of the savings. Within the services category, the aerial photos were not completed and will need to be added to the current budget. The travel demand model update will also be completed in the current budget year. Beyond those items, there was considerable savings resulting from the stay-at home orders in effect during the third and fourth quarters of the fiscal year.

OTO operates from a reimbursable grant with revenue budgeted based on expenses. Due to lower than budgeted expenses, revenue is also less. OTO is allocated funds annually. Any unused grant funds will carry forward.

Section One – OTO Operational Financial Statements

- **Balance Sheet**
Current Liabilities include the OTO Purchasing card balance on June 30, 2020 and the OTO Health Care FSA reimbursements for OTO staff members.
- **Operating Fund Balance Report**
Balance Fund Report shows a fiscal year-end fund balance of \$493,260.35. The total exceeds the 3-6 month of expenses goal.
- **Profit and Loss Statement**
Revenue Exceeded Expenses by \$87,437.64.
- **Budget vs. Actual**
The OTO budgeted expenses in the amount of \$909,722.00 for the budget year. Actual expenses at the end of the fourth quarter are \$736,701.06 which equals 81% percent of budgeted expenses.

Section Two – OTO UPWP Financial Statements – Informational Only

- **UPWP Profit and Loss Statement, Budget vs. Actual**
The UPWP Financial statements are used to report expenditures to MoDOT for grant reimbursement requests. The In-kind and MoDOT direct-cost revenue and expense are shown

in the UPWP Financial statements. Expenses that cannot be billed to the grant are excluded from these statements.

- *Unified Planning Work Program Progress Report – Year-End*
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 \$65,859.24 of in-kind match income during the fiscal year. The OTO staff would like to thank Board and committee members as well as MoDOT for helping with the in-kind match this year.

During this budget year, in-kind match from meeting attendance and MoDOT Staff Direct Cost allowed the OTO to have an effective federal reimbursement rate of 89.93% percent, whereas without the in-kind match, OTO would only be reimbursed at the 80 percent rate.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the OTO Operational and UPWP Year-End Financial Statements for the 2019-2020 Budget Year.”

OR

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

10:23 AM

07/24/20

Cash Basis

Ozarks Transportation Organization

Balance Sheet

As of June 30, 2020

	Jun 30, 20
ASSETS	
Current Assets	
Checking/Savings	
ICS Depositor Control Account	276,813.73
Southern Bank--Money Market	20,472.86
Southern Bank-Sm Bus Checking	195,973.76
Total Checking/Savings	493,260.35
Total Current Assets	493,260.35
TOTAL ASSETS	493,260.35
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	4,154.51
Total Accounts Payable	4,154.51
Other Current Liabilities	-169.40
Total Current Liabilities	3,985.11
Total Liabilities	3,985.11
Equity	
Unrestricted Net Assets	401,837.60
Net Income	87,437.64
Total Equity	489,275.24
TOTAL LIABILITIES & EQUITY	493,260.35

Ozarks Transportation Organization
Operating Fund Balance Report
FY 2020

Monthly Ending Balance

Date	ICS Balance	Money Market Balance	Checking Balance	Total Balance
7/31/2019	\$105,339.19	\$203,394.33	\$110,080.01	\$418,813.53
8/31/2019	\$182,556.18	\$203,783.01	\$40,418.48	\$426,757.67
9/30/2019	\$152,797.36	\$204,159.87	\$127,174.51	\$484,131.74
10/31/2019	\$193,112.92	\$204,550.01	\$16,717.86	\$414,380.79
11/30/2019	\$188,364.72	\$204,928.29	\$10,289.18	\$403,582.19
12/31/2019	\$224,779.09	\$175,264.42	\$56,681.51	\$456,725.02
1/30/2020	\$225,113.41	\$140,383.57	\$18,390.48	\$383,887.46
2/29/2020	\$225,426.61	\$20,438.29	\$135,344.23	\$381,209.13
3/31/2020	\$225,761.88	\$20,449.91	\$169,487.84	\$415,699.63
4/30/2020	\$226,086.83	\$20,457.47	\$230,395.55	\$476,939.85
5/30/2020	\$226,423.07	\$20,465.29	\$243,631.45	\$490,519.81
6/30/2020	\$276,813.73	\$20,472.86	\$201,900.91	\$499,187.50

Balance After Liabilities

Southern Bank & ICS Balances 06/30/2020	\$499,187.50
Outstanding Withdrawals Southern Bank	-\$5,927.15
Total available Balance 06/31/2020	\$493,260.35

FY 2020 UPWP Budget	\$948,192.00
3 months of expenses	\$237,048.00
6 months of expenses	\$474,096.00

Ozarks Transportation Organization
Operational Profit & Loss
July 2019 through June 2020

	Jul '19 - Jun 20
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	65,859.24
Interest Income	7,320.61
Miscellaneous Revenue	1,962.90
Total Other Types of Income	75,142.75
OTO Revenue	
Consolidated Planning Grant CPG	490,325.68
Local Jurisdiction Match Funds	160,539.51
Surface Trans Block Grant	163,990.00
Total OTO Revenue	814,855.19
Total Income	889,997.94
Gross Profit	889,997.94
Expense	
Bank Fees	21.66
Building	
Building Lease	51,480.00
Common Area Main Exp	16,674.73
Maintenance	195.00
Office Cleaning	4,143.00
Utilities	2,675.15
Total Building	75,167.88
Commodities	
Office Supplies/Furniture	3,658.75
OTO Media/Advertising	300.00
OTO Promotional Items	3,188.59
Publications	940.61
Total Commodities	8,087.95
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	32,481.30
Member Attendance at Meetings	33,377.94
Total In-Kind Match Expense	65,859.24
Information Technology	
Computer Upgrades/Equip Replace	4,539.71
Data Storage/Backup	3,996.00
GIS Licenses	5,050.00
IT Maintenance Contract	8,709.00
Server Upgrade	5,620.68
Software	4,288.02
Webhosting	1,488.12
Total Information Technology	33,691.53
Insurance	
Directors & Officers	2,338.00
Errors & Omissions	2,814.00
Professional Liability	2,605.00
Workers Compensation	1,341.00
Total Insurance	9,098.00

Ozarks Transportation Organization

Operational Profit & Loss

July 2019 through June 2020

	Jul '19 - Jun 20
Operating	
Copy Machine Lease	
Lease Interest Expense	192.00
Lease Principal Expense	1,623.00
Maintenance for Copier	592.00
Toner & Overages	2,248.57
	<hr/>
Total Copy Machine Lease	4,655.57
Dues/Memberships	8,084.51
Education/Training/Travel	9,751.89
Food/Meeting Expense	3,709.23
Legal/Bid Notices	475.50
Postage/Postal Services	644.42
Printing/Mapping Services	1,368.20
Staff Mileage Reimbursement	2,387.15
Telephone/Internet	4,658.55
	<hr/>
Total Operating	35,735.02
Personnel	491,031.93
Reconciliation Discrepancies	0.00
Services	
Audit	3,845.00
Legislative Education	4,758.54
Long Range Plan Update	3,974.01
Professional Services (Legal &	34,199.30
TIP Tool Maintenance	9,600.00
Travel Demand Model Update	25,000.00
Travel Sensing & Time Serv Proj	2,490.24
	<hr/>
Total Services	83,867.09
	<hr/>
Total Expense	802,560.30
	<hr/>
Net Ordinary Income	87,437.64
	<hr/>
Net Income	87,437.64
	<hr/> <hr/>

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2019 through June 2020

	Jul '19 - Jun 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	0.00	0.00	0.00	0.0%
Interest Income	7,320.61	3,200.00	4,120.61	228.8%
Miscellaneous Revenue	1,962.90			
Total Other Types of Income	9,283.51	3,200.00	6,083.51	290.1%
OTO Revenue				
Consolidated Planning Grant CPG	490,325.68	558,554.00	-68,228.32	87.8%
In Kind Match, Meeting Attend	0.00	0.00	0.00	0.0%
Local Jurisdiction Match Funds	160,539.51	135,025.00	25,514.51	118.9%
Surface Trans Block Grant	163,990.00	200,000.00	-36,010.00	82.0%
Total OTO Revenue	814,855.19	893,579.00	-78,723.81	91.2%
Total Income	824,138.70	896,779.00	-72,640.30	91.9%
Gross Profit	824,138.70	896,779.00	-72,640.30	91.9%
Expense				
Bank Fees	21.66	30.00	-8.34	72.2%
Building				
Building Lease	51,480.00	51,480.00	0.00	100.0%
Common Area Main Exp	16,674.73	23,920.00	-7,245.27	69.7%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	195.00	4,000.00	-3,805.00	4.9%
Office Cleaning	4,143.00	4,400.00	-257.00	94.2%
Utilities	2,675.15	3,500.00	-824.85	76.4%
Total Building	75,167.88	89,300.00	-14,132.12	84.2%
Commodities				
Office Supplies/Furniture	3,658.75	7,000.00	-3,341.25	52.3%
OTO Media/Advertising	300.00	2,500.00	-2,200.00	12.0%
OTO Promotional Items	3,188.59	2,000.00	1,188.59	159.4%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	940.61	300.00	640.61	313.5%
RideShare Signs	0.00	0.00	0.00	0.0%
Total Commodities	8,087.95	14,300.00	-6,212.05	56.6%

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2019 through June 2020

	Jul '19 - Jun 20	Budget	\$ Over Budget	% of Budget
Information Technology				
Computer Upgrades/Equip Replace	4,539.71	8,000.00	-3,460.29	56.7%
Data Storage/Backup	3,996.00	4,400.00	-404.00	90.8%
GIS Licenses	5,050.00	5,500.00	-450.00	91.8%
IT Maintenance Contract	8,709.00	12,000.00	-3,291.00	72.6%
Server Upgrade	5,620.68	6,000.00	-379.32	93.7%
Software	4,288.02	4,900.00	-611.98	87.5%
Webhosting	1,488.12	2,300.00	-811.88	64.7%
Total Information Technology	33,691.53	43,100.00	-9,408.47	78.2%
Insurance				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	2,814.00	3,000.00	-186.00	93.8%
Professional Liability	2,605.00	2,700.00	-95.00	96.5%
Workers Compensation	1,341.00	1,700.00	-359.00	78.9%
Total Insurance	9,098.00	10,400.00	-1,302.00	87.5%
Operating				
Copy Machine Lease				
Lease Interest Expense	192.00	1,623.00	-1,431.00	11.8%
Lease Principal Expense	1,623.00	192.00	1,431.00	845.3%
Maintenance for Copier	592.00	624.00	-32.00	94.9%
Toner & Overages	2,248.57	3,261.00	-1,012.43	69.0%
Copy Machine Lease - Other	0.00	0.00	0.00	0.0%
Total Copy Machine Lease	4,655.57	5,700.00	-1,044.43	81.7%
Dues/Memberships	8,084.51	5,500.00	2,584.51	147.0%
Education/Training/Travel	9,751.89	23,000.00	-13,248.11	42.4%
Food/Meeting Expense	3,709.23	4,300.00	-590.77	86.3%
Legal/Bid Notices	475.50	2,500.00	-2,024.50	19.0%
Postage/Postal Services	644.42	1,800.00	-1,155.58	35.8%
Printing/Mapping Services	1,368.20	2,500.00	-1,131.80	54.7%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,387.15	3,500.00	-1,112.85	68.2%
Telephone/Internet	4,658.55	5,000.00	-341.45	93.2%
Total Operating	35,735.02	55,300.00	-19,564.98	64.6%
Personnel	491,031.93	534,092.00	-43,060.07	91.9%
Reconciliation Discrepancies	0.00			

Ozarks Transportation Organization
Operational Profit & Loss Budget vs. Actual
July 2019 through June 2020

	Jul '19 - Jun 20	Budget	\$ Over Budget	% of Budget
Services				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	3,845.00	4,600.00	-755.00	83.6%
Legislative Education	4,758.54	7,000.00	-2,241.46	68.0%
Long Range Plan Update	3,974.01	10,000.00	-6,025.99	39.7%
Professional Services (Legal & TIP Tool Maintenance	34,199.30	24,000.00	10,199.30	142.5%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	30,000.00	-30,000.00	0.0%
Travel Sensing & Time Serv Proj	25,000.00	50,000.00	-25,000.00	50.0%
Website Redesign	2,490.24	3,000.00	-509.76	83.0%
	0.00	0.00	0.00	0.0%
Total Services	83,867.09	163,200.00	-79,332.91	51.4%
Total Expense	736,701.06	909,722.00	-173,020.94	81.0%
Net Ordinary Income	87,437.64	-12,943.00	100,380.64	-675.6%
Net Income	87,437.64	-12,943.00	100,380.64	-675.6%

Ozarks Transportation Organization
UPWP Profit & Loss
July 2019 through June 2020

	Jul '19 - Jun 20
Ordinary Income/Expense	
Income	
Other Types of Income	
In-Kind Match, Donated Direct C	65,859.24
Interest Income	7,265.89
Miscellaneous Revenue	1,614.78
Total Other Types of Income	74,739.91
OTO Revenue	
Consolidated Planning Grant CPG	490,325.68
Local Jurisdiction Match Funds	160,539.51
Surface Trans Block Grant	163,990.00
Total OTO Revenue	814,855.19
Total Income	889,595.10
Gross Profit	889,595.10
Expense	
Building	
Building Lease	51,480.00
Common Area Main Exp	16,674.73
Maintenance	195.00
Office Cleaning	4,143.00
Utilities	2,675.15
Total Building	75,167.88
Commodities	
Office Supplies/Furniture	3,576.21
Publications	940.61
Total Commodities	4,516.82
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	32,481.30
Member Attendance at Meetings	33,377.94
Total In-Kind Match Expense	65,859.24
Information Technology	
Computer Upgrades/Equip Replace	4,539.71
Data Storage/Backup	3,996.00
GIS Licenses	5,050.00
IT Maintenance Contract	8,709.00
Server Upgrade	5,620.68
Software	4,279.62
Webhosting	1,488.12
Total Information Technology	33,683.13
Insurance	
Directors & Officers	2,338.00
Errors & Omissions	2,814.00
Professional Liability	2,605.00
Workers Compensation	1,341.00
Total Insurance	9,098.00
Operating	
Copy Machine Lease	
Lease Interest Expense	192.00
Lease Principal Expense	1,623.00
Maintenance for Copier	592.00
Toner & Overages	2,248.57
Total Copy Machine Lease	4,655.57

Ozarks Transportation Organization

UPWP Profit & Loss

July 2019 through June 2020

	Jul '19 - Jun 20
Dues/Memberships	7,876.33
Education/Training/Travel	
Employee Education	2,735.00
Hotel	3,269.36
Meals	624.51
Registration	475.52
Training	815.77
Transportation	1,581.04
Education/Training/Travel - Other	34.00
Total Education/Training/Travel	9,535.20
Food/Meeting Expense	3,531.62
Legal/Bid Notices	475.50
Postage/Postal Services	560.00
Printing/Mapping Services	1,368.20
Staff Mileage Reimbursement	2,387.15
Telephone/Internet	4,658.55
Total Operating	35,048.12
Personnel	491,031.93
Services	
Audit	3,845.00
Long Range Plan Update	3,894.01
Professional Services (Legal &	34,199.30
TIP Tool Maintenance	9,600.00
Travel Demand Model Update	25,000.00
Travel Sensing & Time Serv Proj	2,490.24
Total Services	79,028.55
Total Expense	793,433.67
Net Ordinary Income	96,161.43
Net Income	96,161.43

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2019 through June 2020

	Jul '19 - Jun 20	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Other Types of Income				
In-Kind Match, Donated Direct C	65,859.24	50,000.00	15,859.24	131.7%
Interest Income	7,265.89	3,200.00	4,065.89	227.1%
Miscellaneous Revenue	1,614.78			
Total Other Types of Income	74,739.91	53,200.00	21,539.91	140.5%
OTO Revenue				
Consolidated Planning Grant CPG	490,325.68	558,554.00	-68,228.32	87.8%
In Kind Match, Meeting Attend	0.00	0.00	0.00	0.0%
Local Jurisdiction Match Funds	160,539.51	135,025.00	25,514.51	118.9%
Surface Trans Block Grant	163,990.00	200,000.00	-36,010.00	82.0%
Total OTO Revenue	814,855.19	893,579.00	-78,723.81	91.2%
Total Income	889,595.10	946,779.00	-57,183.90	94.0%
Gross Profit	889,595.10	946,779.00	-57,183.90	94.0%
Expense				
Bank Fees	0.00	0.00	0.00	0.0%
Building				
Building Lease	51,480.00	51,480.00	0.00	100.0%
Common Area Main Exp	16,674.73	23,920.00	-7,245.27	69.7%
Infill Costs	0.00	2,000.00	-2,000.00	0.0%
Maintenance	195.00	4,000.00	-3,805.00	4.9%
Office Cleaning	4,143.00	4,400.00	-257.00	94.2%
Utilities	2,675.15	3,500.00	-824.85	76.4%
Total Building	75,167.88	89,300.00	-14,132.12	84.2%
Commodities				
Office Supplies/Furniture	3,576.21	7,000.00	-3,423.79	51.1%
OTO Media/Advertising	0.00	0.00	0.00	0.0%
OTO Promotional Items	0.00	0.00	0.00	0.0%
Public Input Promotional Items	0.00	2,500.00	-2,500.00	0.0%
Publications	940.61	300.00	640.61	313.5%
RideShare Signs	0.00	0.00	0.00	0.0%
Total Commodities	4,516.82	9,800.00	-5,283.18	46.1%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	32,481.30	20,000.00	12,481.30	162.4%
Member Attendance at Meetings	33,377.94	30,000.00	3,377.94	111.3%
Total In-Kind Match Expense	65,859.24	50,000.00	15,859.24	131.7%
Information Technology				
Computer Upgrades/Equip Replace	4,539.71	8,000.00	-3,460.29	56.7%
Data Storage/Backup	3,996.00	4,400.00	-404.00	90.8%
GIS Licenses	5,050.00	5,500.00	-450.00	91.8%
IT Maintenance Contract	8,709.00	12,000.00	-3,291.00	72.6%
Server Upgrade	5,620.68	6,000.00	-379.32	93.7%
Software	4,279.62	4,900.00	-620.38	87.3%
Webhosting	1,488.12	2,300.00	-811.88	64.7%
Total Information Technology	33,683.13	43,100.00	-9,416.87	78.2%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2019 through June 2020

	Jul '19 - Jun 20	Budget	\$ Over Budget	% of Budget
Insurance				
Directors & Officers	2,338.00	3,000.00	-662.00	77.9%
Errors & Omissions	2,814.00	3,000.00	-186.00	93.8%
Professional Liability	2,605.00	2,700.00	-95.00	96.5%
Workers Compensation	1,341.00	1,700.00	-359.00	78.9%
Total Insurance	9,098.00	10,400.00	-1,302.00	87.5%
Operating				
Copy Machine Lease				
Lease Interest Expense	192.00	1,623.00	-1,431.00	11.8%
Lease Principal Expense	1,623.00	192.00	1,431.00	845.3%
Maintenance for Copier	592.00	624.00	-32.00	94.9%
Toner & Overages	2,248.57	3,261.00	-1,012.43	69.0%
Copy Machine Lease - Other	0.00	0.00	0.00	0.0%
Total Copy Machine Lease	4,655.57	5,700.00	-1,044.43	81.7%
Dues/Memberships	7,876.33	5,500.00	2,376.33	143.2%
Education/Training/Travel				
Employee Education	2,735.00			
Hotel	3,269.36			
Meals	624.51			
Registration	475.52			
Training	815.77			
Transportation	1,581.04			
Education/Training/Travel - Other	34.00	23,000.00	-22,966.00	0.1%
Total Education/Training/Travel	9,535.20	23,000.00	-13,464.80	41.5%
Food/Meeting Expense	3,531.62	4,300.00	-768.38	82.1%
Legal/Bid Notices	475.50	2,500.00	-2,024.50	19.0%
Postage/Postal Services	560.00	1,800.00	-1,240.00	31.1%
Printing/Mapping Services	1,368.20	2,500.00	-1,131.80	54.7%
Public Input Event Registration	0.00	1,500.00	-1,500.00	0.0%
Staff Mileage Reimbursement	2,387.15	3,500.00	-1,112.85	68.2%
Telephone/Internet	4,658.55	5,000.00	-341.45	93.2%
Total Operating	35,048.12	55,300.00	-20,251.88	63.4%
Personnel				
Mobile Data Plans	2,250.00	3,240.00	-990.00	69.4%
Payroll Services	1,885.50	2,700.00	-814.50	69.8%
Salaries				
Health & Dental Insurance				
Employee Family Contribution	-13,774.00	-14,181.00	407.00	97.1%
Health & Dental Insurance - Other	59,575.22	65,554.00	-5,978.78	90.9%
Total Health & Dental Insurance	45,801.22	51,373.00	-5,571.78	89.2%
Payroll Tax Expense	27,348.27	32,287.00	-4,938.73	84.7%
Pension Expense	40,303.87	40,904.00	-600.13	98.5%
Salaries	373,443.07	403,588.00	-30,144.93	92.5%
SEP-IRA Contribution	0.00	0.00	0.00	0.0%
Total Salaries	486,896.43	528,152.00	-41,255.57	92.2%
Total Personnel	491,031.93	534,092.00	-43,060.07	91.9%

Ozarks Transportation Organization
UPWP Profit & Loss Budget vs. Actual
July 2019 through June 2020

	Jul '19 - Jun 20	Budget	\$ Over Budget	% of Budget
Services				
Aerial Photos	0.00	25,000.00	-25,000.00	0.0%
Audit	3,845.00	4,600.00	-755.00	83.6%
Legislative Education	0.00	0.00	0.00	0.0%
Long Range Plan Update	3,894.01	10,000.00	-6,105.99	38.9%
Professional Services (Legal & TIP Tool Maintenance	34,199.30	24,000.00	10,199.30	142.5%
Trans Consult/Model Services	9,600.00	9,600.00	0.00	100.0%
Travel Demand Model Update	0.00	30,000.00	-30,000.00	0.0%
Travel Sensing & Time Serv Proj	25,000.00	50,000.00	-25,000.00	50.0%
Website Redesign	2,490.24	3,000.00	-509.76	83.0%
	0.00	0.00	0.00	0.0%
Total Services	79,028.55	156,200.00	-77,171.45	50.6%
Total Expense	793,433.67	948,192.00	-154,758.33	83.7%
Net Ordinary Income	96,161.43	-1,413.00	97,574.43	-6,805.5%
Net Income	96,161.43	-1,413.00	97,574.43	-6,805.5%

**Ozarks Transportation Organization
Unified Planning Work Program Year-End Completion Report
Period July 1, 2019 to June 30, 2020**

Task 1 OTO General Administration 100% Complete

1.1 Financial Management

OTO prepared and presented the FY 2019 quarterly and year-end financial reports. Staff prepared and submitted the monthly CPG and STBG reimbursement requests. Biweekly payrolls were prepared and processed. Staff maintained the monthly budget and accounting functions. All remaining 2019 outstanding dues were received. Dues for 2020 were calculated and invoiced.

OTO prepared and submitted the 1st through 3rd Quarter FY 2020 financial reports. The Board reviewed and accepted the 1st through 3rd quarter reports as presented at the relevant meetings. The Board approved participation in the ICMA-RC (457 plan) as an additional retirement option. Open insurance enrollment was held for all eligible employees.

Disadvantaged Business Enterprise report was sent to MoDOT

1.2 Financial Audit

The OTO worked with the Independent Auditor, Cinda Rodgers, CPA, to conduct a Financial Statement Audit of the FY 2019 Financial Statements. Staff reviewed and approved the Audit as presented by the Auditor and was approved in December by the Board of Directors. There were no findings or action items for the OTO as a result of the Audit.

1.3 Unified Planning Work Program (UPWP)

Staff prepared the FY 2019 UPWP Year-End Completion Report. Staff prepared the FY 2020 UPWP 1st, 2nd, and 3rd Quarter Reports, as well as the Year-End Progress Report and developed the Draft FY 2021 Unified Planning Work Program, with approval of the UPWP by the Board of Directors at the June meeting. The CPG contract with MoDOT was executed in June for FY 2021.

1.4 Travel and Training

Staff attended the following training during the Year:

Transportation and General Planning

OCITE Technical Conference 7/18

OCITE Monthly Meetings

American Planning Association Ozark Mountain Section Monthly Meetings

America's Transportation Infrastructure Act - AMPO Policy Webinar 8/19

Walkability Community of Practice Peer Group Web conference 8/20

AMPO Public Involvement Workgroup 9/16

FHWA Virtual Public Involvement Webinar – Extending Our Reach #3 9/26

Rails to Trails Conservancy – America's Transportation Investment 10/15

APBP Estimating Demand 10/16

Future of Street Design 10/22

APA Ethics Case of the Year Panel Discussion 10/25

IAP2 Spectrum for Online Engagement 10/29

Complete Streets Federal Policy Update 11/12

NPMRDS Quarterly Webinar 11/12
FHWA Safe Transportation for Every Pedestrian (STEP) 11/13
US Census Webinar on Release of the 2014 – 2018 ACS 12/10
Association of MPOs National Conference
American Planning Association Quad State Conference
MoDOT Planning Partners Meeting 1/23
Strategic Transportation Planning Methods 1/28
Walkability Community of Practice Peer Group Web conference 2/18
APBP Street Typologies 2/19
Economic Development and Highway Right-Sizing 2/25
The Greenway Imperative: A Virtual Lecture with Chuck Flink 4/15
WAI Community of Practice 4/21
American Planning Association National Planning Conference @Home 4/29-5/1
Walkability and Health: Building Strong, Vibrant, and Resilient Communities 5/11
APA Ethics Case of the Year Panel Discussion 6/11
Public Art and Artists' Property Rights 6/9
Equity and Public Transportation: Current Trends and Recommendations 6/12

GIS

2019 Esri Users Conference 7/8 - 7/12
AMPO GIS Working Group Quarterly Webinar 7/16
Training Seminar – Getting Started with ArcGIS Urban 7/18
Title VI and EJ Workshop – 8/20 - 8/21
KAMPO Conference Overland Park, KS 8/22
NPMRDS Quarterly Webinar 8/27
Navigating a New Site for Census Bureau Data (Webinar) 9/5
NTI ADA Workshop – 9/19
Training Seminar - Engage Your Community with ArcGIS Hub 9/26
Internal Map Training 7/15
AMPO GIS Working Group Quarterly Webinar 10/3
AMPO GIS Webinar 12/18
Esri Meet the New Story Maps Training Seminar 12/26
Esri Basics of Javascript Web Apps Web Course 11/13
Esri Creating and Sharing GIS Content Online Web Course 11/8
NPMRDS Quarterly Webinar 2/13
2020 Decennial Census Webinar 2/18
Esri Training MOOC Spatial Data Science: The New Frontier in Analysis 2/26 - 3/25
Esri Training Seminar – Python Libraries for Spatial Data Science 2/20
FHWA Webinar GIS for Local Agency Data Collection 3/25
NPMRDS Quarterly Webinar 5/5
AMPO GIS Working Group Quarterly Webinar 5/27
Esri Training MOOC Cartography 4/22 - 5/28
Esri Training MOOC The Location Advantage 5/6 - 6/9

Other

Quarterly GFOA-MO meeting
Bi-monthly SAHRA meetings

Monthly Association of Government Accountants Trainings
LAGERS Annual Meeting and LAGERS Lunch and Learn
Microsoft Office C365 Event
Be Tech Savvy: Accessible Information and Communication Technology
National League of Cities Webinar
Clifton Strengths Training

1.5 General Administration and Contract Management

Continued to track and monitor contracts and contract payments. Routine office duties including: responding to requests for information, posting, agendas/notices, preparing and mailing items as required. Reviewed and presented contract with Olsson for Travel Demand Model update to Executive Committee. Executed contract with committee's approval. Completed and mailed 1099 MISC forms to eligible vendors.

1.6 Electronic Support for OTO Operations

Staff continued to maintain the www.ozarkstransportation.org, www.giveusyourinput.org, www.ototrailstudy.com websites and maintained the Twitter and Facebook accounts with online updates. Staff coordinated with IT company to address anti-virus, updates, backups, and other IT support for staff, including the setup of new computers. Staff coordinated with IT company to order a new computer for a staff member on our rotation schedule and ordered/installed a new server for replacement of the outdated current server. Ordered and arranged for installation of replacement monitor in conference room.

Task 2 OTO Committee Support 100% Complete

2.1 OTO Committee Support

Seven Board of Directors and five Technical Planning Committee meetings were conducted. Agendas, minutes and press releases were prepared for all meetings. Staff members attend these meetings to assist in the function of the meetings and offer comments or answer questions directed to their job requirements. New members were added to the Board of Directors committee appointed for vacant positions and replacing retiring committee members. The OTO staff reached out to all the new members with information and welcome. A meeting was held with the new City Administrator for the City of Strafford to explain how the OTO functions, her role on the board, and answering questions she had. Board of Directors Orientation was also held before the February Board of Directors meeting.

The following items were approved:

- Transportation Plan 2040 Amendment 10
- Amendment 7 to FY 2019-2022 Transportation Improvement Program
- FY 2020-2023 Transportation Improvement Program
- 2021-2025 STIP Prioritization Criteria
- Planning Process and Financial Capacity Certification
- Available Transportation Alternatives Program Funding be awarded for Trails and Trail Planning
- FY 2019 Year End Financial Statements
- Sunshine Law Custodian of Records
- Bicycle and Pedestrian Funding Guidelines and Application

- Revised STIP Prioritization Schedule
- Amendment 1 and 2 to the FY 2020-2023 Transportation Improvement Program
- 2021-2025 STIP Priorities
- 2020 Legislative Priorities
- Deferred Benefit Compensation Plan Resolution
- Annual List of Obligated Projects
- Transportation Plan 2040 Amendment 11
- 2020 Safety Performance Targets
- TPC Chairman-elect selected
- Board Officers and Executive Committee appointments
- Independent Audit Report for FY 2019-2020
- Financial Statements for 1st Quarter 2019-2020 Budget Year
- 2nd Quarter Financial Statements
- Transportation Alternative Project Awards
- FY 2020-2023 TIP Amendment 3
- Federal Functional Classification Change for the City of Battlefield
- UPWP Subcommittee
- Amendment to the OTO Articles of Incorporation
- Resolution to Amend the OTO Bylaws
- 2020 Calendar Year Action Items
- FY 2020-2023 TIP Amendment 4
- Allocation of Additional Federal Funding
- Congestion Management Process
- Endorsement of the Ozarks Regional Bicycle Destination Plan
- FY 2020 3rd Quarter Financial Statements
- FY 2021 Operational Budget
- FY 2021 Unified Planning Work Program

The following items were presented and/or reviewed:

- Administrative Modifications 2, 3, & 4 of FY 2019-2022 Transportation Improvement Program
- Bicycle & Pedestrian Funding Update
- Bridge Pavement and System Performance Measures
- Administrative Modifications 1, 2, 3, and 4 to the FY 2020-2023 Transportation Improvement Program
- 2018 State of Transportation Report
- 2020 Legislative Priorities
- City of Springfield transportation issues
- Grant Avenue Connect Parkway Presentation
- September 30 Federal Funds Balance Report
- 2020 Meeting Schedules
- 2021-2025 STIP Development
- OTO Area Online Base Map Demo
- Records to be Destroyed
- March 31 Federal Funds Balance Report
- OTO Growth Trends Report
- Public Participation Plan Annual Evaluation

Eight meetings of the Executive Committee were held. The Committee discussed and approved banking interest rates on current accounts, moving to a consent agenda, STIP prioritization update, 2020 Legislative Priorities, an employer delegate to the annual LAGERS meeting, a contract with Olsson for a Travel Demand Model Update, the 2021-2025 STIP Priorities and 2020 Legislative Priorities, signers on the bank accounts, bylaw amendments, employee manual revisions, FY 2021 operational budget, FY 2021 UPWP, and 2020 Action Items, and the potential allocation of the additional omnibus funding. One was a closed meeting in accordance with Section 610.021 (3) RSMo 2018 to discuss personnel matters and a closed session for Performance Review.

Three Bicycle and Pedestrian Advisory Committee and two Transportation Alternatives Program Committee meetings were held. The committees reviewed the Ozarks Regional Bicycle Destination Plan, Complete Streets Tool Box, Bicycle and Pedestrian Funding Application, Grant Ave, draft regional Trail Priority Map, public facing maps for the Ozarks Regional Bicycle Destination Plan, finalized the CY 2019 Bicycle and Pedestrian Implementation Report, recommended the OTO Board endorse the Ozarks Regional Bicycle Destination Plan, and reviewed an overall strategy for the Bike/Ped component of the Destination 2045 Long Range Transportation Plan.

Six Traffic Incident Management Committee meetings were held. The Route 65 Rebuild Project was discussed at two meetings, including an overview of changes and a revised incident management plan. Traffic Incident Management Self-Assessment results were evaluated, and a single regional score was assigned. The committee discussed a significant incident that occurred on 10/10/19 and briefly discussed actions for a new strategic plan. The committee also held its annual regional TIM exercise on 11/14/19. The exercise served as the location of the First Lady's TIM Awareness Week press conference. The committee discussed Snow Squalls, debriefed an incident on James River Freeway, and adopted a new Strategic Plan. One special meeting was held to coordinate first responder participation in the funeral of a local tow truck operator who was killed in the line of duty. The primary topic of discussion at the fourth quarter meeting was impact of COVID-19 on incident response.

One Transportation Improvement Program Subcommittee was held. The committee reviewed the timeframe, public input, status of prior year projects, aviation, bike/ped, roadways, transit, financial, performance targets, and made a recommendation to the Technical Planning Committee.

Four STIP Prioritization Committee meetings were held. The committee reviewed project scores, created a Top 5 Regional Priority list, discussed adjustments to scoring, prioritized projects, and made a recommendation to Technical Planning Committee.

Three meetings of the Local Coordinating Board for Transit were held. The LCBT heard a presentation from SeniorAge Springfield on their experiences while partnering with CarGo. This new service uses a local on-demand transportation company to provide transportation to area seniors. They also discussed the status of awarded vehicles, organizational updates, and the impacts of COVID-19.

Three Transit/Operations Coordination committee meetings were held to discuss possible improvements for communication and opportunities for constructive operational changes.

OTO attended the MoDOT FAST Act Performance Measure calls, MoDOT LPA On-Call Selection, a workshop of the Missouri Highways and Transportation Commission, and the 2020 Statewide Planning Partners Meeting.

OTO attended the Southwest Coalition for Roadway Safety meetings, MoDOT FAST Act Performance Measure calls, MoDOT LPA On-Call Selection, a workshop of the Missouri Highways and Transportation Commission, and the 2020 Statewide Planning Partners Meeting.

Presentations were made by Consultants for the Planning Study for US60/Rte 413 Corridor between Springfield and Republic. The committee reviewed three presentations and rated and selected the consultant.

MoDOT Coordination Meetings for discussion of MoDOT/OTO projects and issues and an introduction of the new SW District Engineer was held. Participating on the Statewide Planning Partners Meeting Agenda Committee and worked on identifying agenda items and speakers. Participating on MPO Handbook Committee with MoDOT and other MPOs in and around the State of Missouri. Took part in a peer visit with Emerald Coast Regional Council from Florida and other MPOs from southwest Missouri to discuss best practices in MPO functions.

2.2 Community Committee Participation

Staff participated in and attended:

- 160/AA/CC meeting with Christian County and the City of Nixa
- 160/AA/CC MoDOT Core Team
- Chadwick Flyer Trail Committee
- Chamber meetings in Springfield, Ozark, Nixa and Republic
- Christian County Hazard Mitigation Plan
- City of Springfield Transportation Advisory Board Project Tour
- Community Focus Report Release Presentation
- Community Partnership Council of Collaboratives
- First Responders Appreciation breakfast
- Forward SGF comprehensive plan
- Helped prepare for and attended a public meeting for the Route 60 Safety and Planning Study
- Leadership Springfield
- Let's Go Smart: Transportation Collaborative
- MoDOT Planning Partners Meeting Collaboration
- MoDOT Route 60 in Republic Public meeting and the 60/125 Interchange meeting
- MoDOT Route 65 Widening Project Public Meeting
- MPO Handbook: worked with MoDOT and MPOs statewide to provide TIP, ALOP, Federal Certification, and Aviation draft chapters
- MPTA Board
- Nixa State of the Community
- Ozark Greenways Technical Committee
- Ozark State of the Community
- Ozarks Clean Air Alliance
- Railroad Safety
- Republic Comprehensive Plan Update
- Route 60 Safety and Planning Study Public meeting
- Route 60/125 Interchange Public meeting
- Route ZZ/Farm Rd 182 project
- Southwest Missouri Council of Governments Board and TAC meetings

- Springfield Area Chamber Transportation Committee
- Springfield Business Development Council Annual Meeting
- Springfield Chamber Economic Outlook
- State of the State
- TAB ADA Committee
- TAB Operations Committee
- Traffic Advisory Board
- Transit Fixed Route Advisory Committee
- Transit/Operations Coordination

2.3 OTO Policy and Administrative Documents

A review of the Procurement, Financial Controls, and Employee Handbook was held by audit staff in August. Notes were made for suggested updates that will reflect changes to procedures due to technology and services changes. Through the Executive Committee, Employee Manual revisions were made and Bylaw Amendments were prepared. Procedures for press releases were documented for incorporating steps for preparing press releases, emailing to media contacts, posting on the OTO website and social media accounts into the job description for an executive assistant position.

2.4 Public Involvement

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

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

Completed interviews with the Springfield Business Journal and KOLR 10 on the awarding of \$1.6 million in trail funded. Conducted an interview on KSMU regarding the Transportation Chapter of the Community Focus Report and presented about the OTO and upcoming projects at the Springfield Northside Rotary.

Purchased legal ads in the Springfield News-Leader for the draft FY 2020-2023 TIP public comment notice. Updated master contact database to prepare for input solicitation on the FY 2021-2024 TIP.

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

- Long-Range Transportation Plan Amendment 10 and 11
- FY 2019-2022 Transportation Improvement Program Amendment 7
- FY 2020-2023 Transportation Improvement Program
- FY 2020-2023 TIP Amendments 1 through 4
- FY 2021-2024 Transportation Improvement Program
- Annual Listing of Obligated Projects
- Transportation Alternatives Program funding recommendations
- Ozarks Regional Bicycle Destination Plan
- Congestion Management Process
- Public Participation Plan update
- FY 2021 Unified Planning Work Program.

- Press Release: OTO Receives Perfect Audit
- Press Release: Performance Measures

Developed an outline of the public participation process. Drafted the 2020 Public Participation Plan Update. The 45-day comment period closed on 6/30. The 2019 Public Participation Plan Evaluation was completed and presented to the Technical Planning Committee in May and the Board of Directors in June.

2.5 Member Attendance at OTO Meetings

Meeting attendance was documented for In-Kind Match reporting. A total of 711.65 committee member hours were reported.

Task 3 General Planning and Plan Implementation 87% Complete

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

Processed and approved Amendment Number 10 to *Transportation Plan 2040*. This amendment included changes to the Major Thoroughfare Plan and updated the System Performance Report to include the targets that have been adopted to date. Amendment 11 was prepared and adopted in December, incorporating the BUILD Grant for the Grant Avenue Parkway Project into the LRTP. Developed a draft Amendment 12 that was placed on hold pending additional TIP update needs.

Prepared for and participated in the Route 60 Safety and Planning Study and Public Meeting. Reviewed the constrained project list for preparation of the 2021-2024 TIP. Met with the City of Republic to discuss City and OTO coordination.

3.2 Performance Measures

Attended Missouri DOT FAST Act/ MAP-21 Partner Collaboration Webinars. Discussed feedback on FAST Act Collaboration webinars with MoDOT, MARC, and East-West Gateway.

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

Participated on Transportation Safety Planning workshop committee and attended pre-workshop webinar to set workshop discussion items.

Participated in discussion with AMPO Performance Measures group for a meeting to be held in Kansas City.

Compiled majority of data needed for the 2019 State of Transportation Report and started work on the accompanying infographic.

3.3 Congestion Management Process Implementation

Continued coordination between CU Transit and Springfield Public Works staff. Collected intersection LOS data and traffic counts from MoDOT and Springfield. Updated Accident and Intersection LOS mapping and narrative discussion. Completed update of the CMP for 2020. A committee meeting was held in February to review and recommend approval of the revised CMP. The Board of Directors approved the CMP in June 2020.

3.4 Federal Functional Classification Maintenance and Updates

Staff issued the annual call for changes to Federal Functional Classification in October. No applications were received, however in December, staff coordinated with the City of Battlefield on an application for two city streets. FHWA approval letters were shared with Springfield and Battlefield concerning recent Functional Classification change requests.

3.5 Bicycle and Pedestrian Plan Implementation

The Bike/Ped Funding Committee updated and recommended approval of a new guidebook and application. Continued to maintain and update a complete streets toolbox on OTO website to assist community implementation of bike/ped projects. Presented Destination Plan for final comment by the BPAC, which was endorsed by the Board of Directors in June.

The Walkability Action Team presented at the OCITE Technical Conference in July, conducting a virtual walk audit. The Walkability Action Team continued to meet and discuss incorporation of walkability and placemaking in the upcoming Springfield Comprehensive Plan update, Forward SGF.

The OTO issued a call-for-projects for Regional Trail Planning Services and Trail Construction. Five applications were received and were scored at a meeting on 12/5/19. The Board of Directors approved funding applications for 4 trail construction projects and one regional trail planning services project.

BPAC completed the update of the CY 2019 Bicycle and Pedestrian Implementation Report. The committee is also working on developing public facing materials to advertise the routes outlined in the Ozarks Region Bicycle Destination Plan.

Worked on a micromobility/scooter white paper. Participated in Chadwick Flyer Trail visioning meetings, as well as the US Bike Route 51 southwest Missouri Committee meeting and the Walkability Action Team Community of Practice meetings.

The BPAC meet to discuss an update of the region's bicycle and pedestrian plan. The update will include a discussion of funding and support for the region's overall trail network.

Developed and distributed a booklet on the value of a trail, utilizing a variety of research relating to housing values, housing sales, and talent attraction.

Began updating the region's GIS layer for sidewalks based on the 2020 arials.

Staff is also a co-chair of the Community Partnership's Let's Go Smart: Transportation Collaborative. This group has supported Bike, Walk, Wheel Week, a local transit stop design competition, and the City of Springfield BUILD project for Grant Avenue Parkway.

3.6 Freight Planning

Continued participation in the Heartland Freight Technology Plan, including consultant selection, attendance of kick off meeting, monthly project calls, and an in-person meeting.

3.7 Traffic Incident Management Planning

The TIM committee completed its annual FHWA Self-Assessment and worked to educate first responders of the expected impacts resulting from the rolling closures on US 65.

The committee discussed a significant incident that occurred on 10/10/19 and briefly discussed actions for a new strategic plan. The committee also held its annual regional TIM exercise on 11/14/19.

At the regular quarterly meeting in February, the committee discussed Snow Squalls, debriefed an incident on James River Freeway, and adopted a new Strategic Plan. One special meeting was also held in February to coordinate first responder's participation in the funeral of a local tow truck operator who was killed in the line of duty.

The TIM committee discussed the impacts of COVID-19 during the May meeting.

3.8 Air Quality Planning

With the Ozarks Clean Air Alliance, planned and coordinated an Electric Vehicle Car Rally, sponsored and held, in conjunction with MDNR, a VW Trust Funding Workshop, as well as attended monthly OCAA meetings and subcommittee meetings. Monitored air quality readings as reported weekly by MDNR. OTO Continued to participate on the Ozarks Clean Air Alliance and worked with OCAA to host an Electric Vehicle Car Rally in conjunction with 417 Coffee and Cars with the purpose of educating the public on the benefits of electric vehicles.

Discussed upcoming electric lawncare demonstration to be held in the Spring and an EV Car Rally to be held in the Fall. Garnered interest in the Stop at the Click campaign. Reviewed the DERA application requirements with the Springfield Underground. Discussed potential EV Charger Rebate with City Utilities. Compiled emissions data for update to the Clean Air Action Plan and drafted the 2020 Clean Air Action Plan.

3.9 Hazard Environmental Assessment

Updated census GIS layers in the Hazard Environmental Assessment database and added TIP projects from the TIP database and continued to maintain the HEA database.

Updated census GIS layers in the Hazard Environmental Assessment database and added TIP projects from the TIP database.

3.10 Demographics and Future Projections

- Completed model data submitted to Olsson for inclusion in the updated Travel Demand Model.
- Provided an update of service area square miles and population estimate for CU Transit Service NTD reporting
- Retrieved and mapped select 2014 – 2018 ACS Five-Year Estimates data from the US Census data portal
- Finished housing and jobs forecasts and shared data with Olsson for the update to the Travel Demand Model.
- Completed the update of the 2019 Growth Trends Report.

3.11 Geographic Information Systems (GIS)

- Updated the TIP database
- Updated travel speed data files for 2018 & 2019
- Made shapefiles for Capacity Improvement projects for Travel Demand Model Update
- Created Base Map Vector Tiles for use in ArcGIS Online mapping applications
- Transmitted Greene County Parcel files proximate to the Chadwick Flyer Rail Trail to the City of Ozark Community Development Director
- Coordinated with the MoDOT TMS manager to include five-year crash rates and averages in the SS Segment file and planning partner data release
- Transmitted the OTO Regional trail study alignments file to the Missouri Trails Project Coordinator
- Edited the Major Thoroughfare Plan GIS file per amendments and shared with the City of Springfield
- Shared MoDOT Intersection file with the City of Nixa
- Retrieved Commercial Volume by Vehicle type from the MoDOT Central Office
- Updated the TIP SDE database with project amendments
- Continued maintenance and storage of spatial data
- Filled requests for GIS data for Planning & Engineering consultants working on SGF Comprehensive Plan Update
- Shared MoDOT SS Segment Data, Planned Trails, Major Thoroughfare feature classes, and OTO Hillshade layer with the City of Ozark, the City of Republic & Mo. Dept. Of Conservation, and Christian County, and the City of Nixa, respectively
- Retrieved annual updates for Greene and Christian county parcel files
- Updated local roadway and address points to create address locator for 2019 residential construction permit data
- Downloaded 2018 MoDOT planning partner files from central office FTP site
- Updated crash data from MoDOT datazone and geocoded 2019 construction permits for use in ArcGIS Online
- Created a database to store and process Acyclica, INRIX, and HERE travel speed data for travel delay analysis and mapping
- Updated Base Map Vector Tiles with parcel ownership for use in ArcGIS Online mapping applications
- Continued working on conflating geometries of various roadway datasets
- Provided MoDOT consultant with model data for 6-lane and no build scenario and travel speeds for I-44 FIX grant application
- Launched and presented OTO online base map for use by communities and the public.
- Downloaded 2019 MoDOT planning partner State of the System Segment files with 5-yr accident rates from central office FTP site
- Updated crash data from MoDOT datazone for use in ArcGIS Online
- Downloaded Acyclica, INRIX, and HERE travel speed data from 1/1/2020 to 5/31/2020 for travel delay analysis and mapping
- Edited Base Map Vector Tiles with updated Christian County parcel ownership for use in ArcGIS Online mapping applications
- Shared database updates as of 5/2020 with the Southwest Missouri Council of Governments in advance of their work on multiple comprehensive plan updates for OTO member jurisdictions
- Continued project for conflating geometries and transferring attributes between, MoDOT SS Segments, county centerlines, and OTO model roadway feature classes.

3.12 Mapping and Graphics Support for OTO Operations

Created dashboard applications for Performance Measures and Growth Trends in ArcGIS Online. Updated criteria maps for STIP prioritization. Created STIP prioritization Web Map Application. Prepared graphic depicting the Chadwick Flyer Rail Trail alignment for an article in the Springfield Business Journal. Updated Trail Study alignment maps on the OTO website.

Prepared maps of census data and travel demand model projections of employment and housing for the Destination 2045 Long Range Transportation Plan Update

Created maps with travel time data on major arterials at ½ hour intervals for use in an animated GIF depicting typical peak hour congestion periods

Continued work on OTO area base map vector tiles to share transportation and land-use information via web applications.

Updated Growth Trends dashboard in ArcGIS Online. Updated housing unit changes, migration maps, and charts with census data for the OTO 2019 Growth Trends Report. Created an animated GIF depicting travel delay during a typical business day for Spring 2019. Updated the animated GIF depicting housing unit change by decade from 1939 – 2019. Sent Permit Heat Maps to Nixa Planning & Development as requested.

Prepared a custom map for the Greene County Highway Department of MoDOT's rural functional classifications for off-system roads in unincorporated parts of the county within the OTO area. Prepared a 3D scene of 2019 population and median household income aggregated into hex bins for the OTO area and published to ArcGIS Online. Prepared tables of roadway data for the State Highway MM corridor for the City of Republic.

3.13 Support for Jurisdictions' Plans

Participated in public visioning stage of Forward SGF on several occasions.

Met with the City of Republic to discuss SOAR, their comprehensive plan update

Attended the Forward SGF Speaker's Series event featuring Mick Cornett of Oklahoma City

Presented on the OTO Transportation Impact Study Guidelines to the Ozark Board of Alderman in support of the city's efforts to adopt the modified version of the guidelines

Attended the Christian County Natural Hazard Mitigation Plan Meeting in Ozark on 12/11

Participated in meetings for the City of Nixa Comprehensive Plan Update, Forward SGF, and the Grant Avenue Parkway BUILD Stakeholder meetings.

3.14 Studies of Parking, Land Use, and Traffic Circulation

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

3.15 Transportation Consultant/Modeling Services

Executed contract for the update of the OTO's Travel Demand Model with Olsson. Continued to coordinate with Olsson on the development of the update to the Travel Demand Model.

3.16 Civil Rights Compliance

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

3.17 Travel Demand Model Update

Executed contract for the update of the OTO's Travel Demand Model with Olsson. Supplied data necessary for the completion of Task 1. Staff continued to work with Olsson on the update to the Travel Demand Model. Staff revised model forecasts and reviewed multiple versions of project deliverables.

Olsson has completed Tasks 1 and 2 of the travel demand model update.

3.18 Aerial Photography

Aerial photography has been flown and is being processed. Online access has allowed for updating of sidewalk line work throughout the region. Payment is being held pending final deliverable. A UPWP Amendment will be needed to add this item to the next fiscal year.

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

Scoped plan process and public input. Selected new name of *Destination 2045*. Met with the City of Springfield to coordinate public input efforts, as the timing will overlap. Met with area libraries to coordinate public input efforts. Conducted Board of Directors and Technical Planning Committee Visioning Workshops, developed and distributed a survey, registered for area business expos to solicit additional input. All expos were cancelled due to COVID- 19. Shared a Visioning Summary Report with the TPC and BOD.

Bought supplies, printed survey postcards, and distributed materials to area libraries to solicit input for the Plan. Input collection delayed while libraries were closed due to COVID-19.

Public Participation is being revamped to focus on online methods.

Task 4 Project Selection and Programming 90% Complete

4.1 FY 2020-2023 Transportation Improvement Program (TIP)

Completed and finalized draft FY 2020-2023 Transportation Improvement Program. Presented draft TIP to subcommittee for review. Incorporated agency comments into draft TIP. Conducted public comment for draft and presented and received approval at August Board meeting. Received USDOT approval in September.

Adopted Amendments 1 through 4 to the FY 2020-2023 TIP, as well as processed Administrative Modifications 1 through 4. The ALOP was also completed, accepted by the Board of Directors in December, and published ahead of the 12/30 deadline.

Maintained TIP project updates on the OTO website.

4.2 FY 2021-2024 Transportation Improvement Program (TIP)

Updated public input mailing list and reviewed included agencies to ensure inclusion of underserved populations. Revised priorities and project selection process handout, as well as input letters, for distribution to mailing list. Sought initial public input for the FY 2021-2024 TIP. Prepared the TIP tool for new updates. Sent out request for projects to OTO members, which included providing information on current funds balances, prior received public input, and eligible projects from the Long Range Transportation Plan.

Processed TIP project updates into the online TIP tool and began updating the draft TIP text. Further TIP development was put on hold until the next annual update to coincide with MoDOT's decision not to develop an updated STIP.

4.3 Project Programming

Received approval for FY 2019-2022 TIP Amendment 6, processed and submitted and received approval for Amendment 7, and processed Administrative Modification 4. Monitored projects for potential amendments congruent with the changing Federal Fiscal Year.

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

Received approval for FY 2020-2023 Amendments 1 through 3 and staff approved Administrative Modification 3. The Board approved Amendment 4 at the June 2020 meeting, however due to changes from MoDOT, it will not be processed beyond that action.

Coordinated meetings to discuss partnership projects between City Utilities, City of Springfield, Greene County, and MoDOT, as well as between Ozark and MoDOT. Met to discuss coordination between Springfield and OTO. Participated in MoDOT scoping meeting for 160/AA/CC.

4.4 Federal Funds Tracking

Continued to monitor obligations and reasonable performance. Began previewing obligations for use in Federal Funds Balance Report and Annual Listing of Obligated Projects. Updated the Funds Balance Report as of 9/30/19 and 3/31/20.

Continued to monitor obligations and reasonable performance. Developed Scenarios based on moving projects into different fiscal years and to analyze the impact of planned obligations.

4.5 Online TIP Tool Maintenance

The online Transportation Improvement Program tool continues to be used for the Transportation Improvement Program. The annual contract was paid in full for the Online TIP Tool.

4.6 STIP Project Prioritization and Scenarios

STIP Prioritization criteria was reviewed and revised over several subcommittee meetings ahead of the 2021-2025 project prioritization process. The process and priorities were selected and reviewed at the September Technical Planning Committee meeting for Board review in October.

Staff continued to work with the Technical Committee and MoDOT to prioritize projects for programming in the FY 21-25 STIP. The Board of Directors approved the priorities in September. MoDOT is giving updates at committee meetings and OTO continues discussions relating the top priorities and breaking projects into smaller pieces due to limited funding.

Met with all jurisdictions to discuss transportation priorities.

Two STIP development meetings were held in February. Staff worked with MoDOT to prepare materials and work with the committee to propose projects for the 2021-2025 STIP, based on available funds.

Task 5 OTO Transit Planning 80% Complete

5.1 Operational Planning

Maintained a list of transit operators. Updated transit brochure.

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

Held an operations coordination meeting in February.

The LCBT discussed operational challenges associated with COVID-19 at the May LCBT meeting.

5.2 Transit Coordination Plan Implementation

Continued to share relevant news and updates to members of the LCBT, which met three times. The Local Coordinating Board for Transit (LCBT) heard a presentation from SeniorAge Springfield on their experiences while partnering with CarGo. This new service uses a local on-demand transportation company to provide transportation to area seniors.

5.3 Program Management Plan Implementation

Coordinated with MoDOT Transit office on the procurement of vehicles for organizations awarded Section 5310 funding. Staff gave the LCBT an update on the status of vehicles awarded in 2018. Staff worked with MoDOT to provide prior year 5310 funding awards and to track the OTO balance of 5310 funds. A PMP Update is not required until 2022 unless legislation changes.

5.4 Data Collection and Analysis

Collected information on transit services in peer communities and developed a Benchmarking Analysis to compare the City Utilities (CU) Transit System to similar systems.

5.5 Community Support

Provided support to public when contacted regarding access to transit services. Attend the CU Transit Advisory Committee meetings and the Community Partnership Lets Go Smart Committee.

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

5.6 ADA/Title VI Appeal Process

OTO remains available as the appeal board for City Utilities paratransit ADA complaints. None were received.

Developed update for the Title VI/ADA Plan and the Limited English Proficiency Plan.

Task 6 City Utilities Transit Planning (FTA 5307 Funding for City Utilities) 90% Complete

6.1 Operational Planning

CU's Open FTA Grants:

CU's FY 2019 Section 5307 grant **(MO-2019-006)** – As of June 30, 2020, CU's short-range transit planning, operating assistance grant request and preventive maintenance expenses were 100%

complete. CU has not requested reimbursement for our 1% security requirement, however, we have awarded the contract to Springfield Glass for the security capital purchase of bullet resistant glass for our customer service window at the Transit Center. The bid estimate for this project was \$30,000 but the winning bid was \$16,111. The install is planned for summer 2020. We are in the process of planning to spend the remainder of the security funds. Potential projects are completing the Transit Center fence or additional security surveillance equipment.

CU's FY 2017/2018 Section 5339 grant **(MO-2018-012)** – As of June 30, 2020, we have taken delivery of and put into service two 35-foot, fixed route buses. The option to purchase the buses was exercised in February 2019 and delivery of the two busses occurred on December 4th and 6th 2020. CU's 5339 funding was combined with MoDOT's 5339 funding for FY15, FY16, FY17, and FY19. This project was closed out by FTA on 3/27/2020.

CU's FY 2019 Section 5339 grant **(MO-XXXX-XXX)** – CU executed our grant application to FTA for the purchase of two, 35-foot fixed route buses. This grant was be combined with MODOT's Section 5339 funding transferred to CU. However, this grant was deleted in September 2019 due to a 5339 Low or No Emissions grant award in July 2019. The FY2019 Section 5339 grant is anticipated to be utilized for a bus training simulator and small accessible fleet vehicles, however, the funds have not yet been re-obligated. The TIP was voted to be amended September 18th, 2019 to revise the document for the changes to our planned expenditures for the FY2018 Section 5339 grant. We have completed our technology plan for the simulators and are now working through the RFP. In December, we participated in a training opportunity at Prime Trucking. Prime has simulators that are similar in size and functionality to what we anticipate purchasing. This training will allow us to ask questions of Prime's trainers and IT department. We also had L3, a transit simulator company, on-site June 11, 2020. This grant is anticipated to be re-entered into TrAMS during summer 2020, once we determine our small fleet needs.

CU's FY2019 Section 5339 (c) Low or No Emissions Grant **(MO-2020-001)** – This competitive grant was awarded to CU on July 26th, 2019. This grant will allow CU to purchase two, 35-foot electric Gillig fixed route buses and two chargers. In February, we had an on-site visit with Gillig and ChargePoint to discuss charging options. In May, we decided to amend our partnership agreement with Gillig and enter into a new agreement that would replace ChargePoint with ABB for our charging solution. This administrative change should not impact the timeline of our electric bus project. Gillig originally projected a mid-March 2021 delivery date for the electric buses, however, with the COVID-19 pandemic we are anticipating this to be delayed a month or so. In October, we were also awarded a Department of Natural Resources VW Settlement Grant. This grant will be applied towards the local share of the 5339 (c) Low or No Emissions Grant.

CU's FY 2018/2019 Section 5310 grants **(MO-2019-010)** - CU executed our FY2019 FTA Section 5310 grant on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The amendment to add the FY 2020 funds was completed on 4/15/20. The City of Springfield will provide the additional local match, up to a \$600,000 project, from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, the design work was completed in May 2020 and construction is anticipated to start in the fall of 2020.

CU's FY 2017 Section 5310 grant **(MO-2017-012-01)** - The application for the purchase of 19 bus shelters and new bus route signage was completed by September 30, 2017. However, there was an unexpected

cost savings that allowed us to purchase additional shelters. Since the original requisition didn't include any options to purchase additional shelters, we have to issue a new RFP to replace our remaining (5) Phase I shelters, and to order (6) spare shelters and panels. The RFP was put out to bid on 10/14/19 and the contract was awarded on 10/31/19 to Duo Guard. The contractor had a slight delay due to the COVID-19 pandemic, and shelters were delivered April 20, 2020. This project is expected to be complete by Summer of 2020.

CU's FY 2020 Section 5307 grant **(MO-2020-011)** – During the 3rd quarter 2020, Congress released the Annual FY 2020 Federal Apportionment for all FTA funded formula grants. CU executed our FTA Section 5307 grants on 5/13/2020. As of 6/30/2020, CU's short-range planning was 75% complete, since CU's fiscal year begins October 1 to September 30. CU has been able to ask for reimbursement for 100% of our budgeted preventive maintenance expenses and appx 50% of our eligible operating expenses. We have also identified projects for our 1% security projects. We also received CARES Act funding during this time, so it has had an impact on the timing of our requests for operating reimbursement and may result in a budget amendment to move some operating funds to preventive maintenance.

CU's FY 2020 Section 5307 CARES Act grant **(MO-2020-012)** – During the 3rd quarter 2020, Congress awarded CU a CARES Act grant in response to the COVID-19 pandemic. CU executed our FTA Section 5307 CARES Act grant on 5/13/2020. As of 6/30/2020, CU had requested reimbursement for approximately 20% of the award using eligible operating expenses. CU plans to request \$2 million per year in operating expenses, until the grant is complete.

The following grants are in the planning stage and have not yet been approved in TrAMS:

FY2019 Section 5339 – This is still in the planning process.

FY2020 Section 5339 – This is still in the planning process.

6.2 ADA Accessibility

FTA Grant **MO-2017-012-01** for installation of the remaining bus shelters will continue and should be completed by Summer 2020, as mentioned above.

CU's FY 2018/2019/2020 Section 5310 grant was executed on June 3, 2019. This grant was combined with FY18 Section 5310 funds to start the W. Division ADA Sidewalk Project, in coordination with the City of Springfield's storm water improvement project in that area. The City of Springfield will provide the additional local match, up to a \$600,000 project, from their ¼ Cent Capital Improvement Sales Tax. The Division Street sidewalk will be on the south side of Division Street between Kansas Expressway and West Avenue. NEPA approval was received 4/1/2019, design work was completed in spring 2020 and construction is planned to start in the fall of 2020.

6.3 Transit Fixed Route and Regional Service Analysis Implementation

No permanent route modifications have been made in quarter 3. All fixed routes are consistently evaluated to make improvements as needed. However, due to the COVID-19 pandemic and reduced ridership, CU Transit temporarily modified routes beginning March 22, 2020 through May 31, 2020. During this time, we shifted to a Saturday service schedule during the week and reduced hours on the weekends.

6.4 Service Planning

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

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

CU is currently in a NTD survey year. This requires CU staff to do a physical passenger count on 10 randomly selected routes each month in the FY2020. Jim Vandiver is coordinating this effort. We were notified by FTA to discontinue the on-bus surveying as of March 25th, so Jim is pulling video for each trip and counting passengers that way.

6.5 Financial Planning

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

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

6.6 Competitive Contract Planning

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

6.7 Safety, Security and Drug and Alcohol Control Planning

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

CU has notified the State of Missouri that we will be no longer participating in the State PTASP plan but will be writing our own plan. We submitted our draft to the PTASP technical committee and have received feedback and the plan is scheduled to go to CU's Board for approval in June. This will allow us to meet the December 31, 2020 deadline. We also are working with our IT department to develop an online safety management system and safety risk assessment process.

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 participated in Bike, Walk, Wheel Week sponsored by Ozark Greenways. Ridership data was collected.
- CU hosted Communities in Motion Week June 15th-19th. We collected data for the Dump the Pump, free ride day on June 18th. However, participation was down significantly from prior years due to COVID-19.
 - We have submitted our annual National Transit Database report and are awaiting notification of its approval.

Task 7 Special Studies and Projects 100% Complete

7.1 Continued Coordination with entities that are implementing Intelligent Transportation Systems

Worked with MoDOT and the City of Springfield to identify ITS needs that could be prioritized through the STIP. Continued to program the cost share between MoDOT and the City of Springfield to fund the Transportation Management Center.

7.2 Grant Applications

Assisted the City of Springfield and City of Republic in their BUILD Grant applications. Provided guidance to additional OTO members, as well. Assisted in the review of the Governor's cost share application as requested by the City of Springfield. Provided support letters for all grant and cost share applications from the OTO region. Facilitated a meeting with the City of Republic, MoDOT and Wilson's Creek National Battlefield to discuss application for Federal Lands Access Program funding.

Participated in BUILD Grant Webinar and meetings for the Grant Avenue Parkway Project in Springfield. Provided information and support for the development of the I-44 INFRA grant submittal. Wrote support letters for member applications for the Recreational Trails Program.

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

7.4 Travel Sensing & Travel Time Service Project

Coordinated and collected data to store in a database for analysis and mapping.

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

Task 8 Transportation Demand Management 100% Complete

8.1 Coordinate Employer Outreach Activities

Continued distribution of Ozarks Commuter newsletter.

8.2 Collect and Analyze Data to Determine Potential Demand

A Transportation Demand Management Report was completed in the Spring.

Task 9 MoDOT Transportation Studies & Data Collection 100% Complete

MoDOT staff continued to work on transportation planning work in the OTO region that was eligible for MoDOT Direct Cost. A total of 756.50 MoDOT staff hours were completed.

TAB 11

BOARD OF DIRECTORS AGENDA 8/20/2020; ITEM II.I.

OTO Sunshine Law Custodian of Records

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

AGENDA DESCRIPTION:

The Ozarks Transportation Organization is committed to following the Sunshine Law and the Records Retention Schedule to ensure the public is aware of all activities of the Organization. Since its inception, the OTO has maintained a formal Sunshine Law Policy, which also includes the process for requesting records. The OTO's policy mirrors both the Sunshine Law and the Secretary of State's Local Records Retention Schedule.

The Draft Policy has been updated to reflect a change in the Custodian of Records. The Custodian of Records was previously named as the Communications Clerk but will now be known as the Administrative Assistant due to staffing changes.

Staff is requesting the Board of Directors adopt the proposed update to the Sunshine Law/Records Retention Policy and the resolution to appoint the Custodian of Records.

BOARD OF DIRECTORS ACTION REQUESTED:

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

"Move to adopt the resolution to appoint a custodian of records in compliance with the Sunshine Law and the updated Sunshine Law/Records Retention Policy."

OR

"Move to adopt the resolution to appoint a custodian of records and the updated Sunshine Law/Records Retention Policy with the following changes..."

Resolution No. 2020-2
Ozarks Transportation Organization
Missouri Sunshine Law

WHEREAS, Section 610.023.1, RSMo, provides that a public governmental body is to appoint a custodian to maintain that body's records and the identity and location of the custodian is to be made available upon request; and

WHEREAS, Section 610.026, RSMo, sets forth that a public governmental body shall provide access to and, upon request, furnish copies of public records; and

WHEREAS, Section 610.028.2, RSMo, provides that a public governmental body shall provide a reasonable written policy in compliance with sections **610.010** to **610.030**, RSMo, commonly referred to as the Sunshine Law, regarding the release of information on any meeting, record or vote.

NOW, THEREFORE, BE IT RESOLVED:

1. That the Administrative Assistant be and hereby is appointed custodian of the records of Ozarks Transportation Organization and that such custodian is located at 2208 W Chesterfield Blvd, Ste 101, Springfield MO 65807.
2. That said custodian shall respond to all requests for access to or copies of a public record within the time period provided by statute except in those circumstances authorized by statute.
3. That the fees to be charged for access to or furnishing copies of records shall be as hereinafter provided in the Ozarks Transportation Organization Sunshine Law/Records Retention Policy.
4. That it is the public policy of Ozarks Transportation Organization that meetings, records, votes, actions and deliberations of this body shall be open to the public unless otherwise provided by law.
5. That Ozarks Transportation Organization shall comply with sections 610.010 to 610.030, RSMo, the Sunshine Law, as now existing or hereafter amended.

Attest:

Steve Childers, Secretary

Passed pursuant to bylaw voting requirements on _____

Travis Cossey, Chairman

Filed as Resolution: _____



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

OZARKS TRANSPORTATION ORGANIZATION SUNSHINE LAW/RECORDS RETENTION POLICY

Missouri Sunshine Law

Each public governmental body shall provide a reasonable written policy consistent with the Sunshine Law and open to the public regarding access to public records and meetings. (Section 610.028)

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POLICY SUMMARY

Revised August ~~15~~20, 20~~19~~20

- The public can request public records by contacting the Custodian of Records.
- The OTO has appointed the ~~Communications Clerk~~Administrative Assistant as the Custodian of Records.
- The OTO will notify the requestor within 3 days of the cost and length of time to fill the request.
- The OTO will allow the public to come to the OTO to review records through appointment.
- The OTO has an established fee schedule.
- The OTO maintains appropriate records in accordance with the State of Missouri General Records Retention Schedule.
- The OTO can close a record for reasons outlined in this policy. The OTO will cite the RSMo for all such closed or redacted records.
- The OTO publishes meeting notices 24 hours in advance through a press list, the OTO website, and by the OTO door.
- The OTO will publish electronic meeting notices 24 hours in advance through a press list, the OTO website and by the OTO door. The OTO will provide a place for the public to witness the electronic meeting in addition to posting it live on the OTO website.
- The OTO will provide minutes of all its board and committee meetings. It will provide meeting notes of all its subcommittees.
- The OTO can close a meeting for reasons as outlined in this policy. The RSMo will be cited for the closure and an official roll call vote will be kept of the motion.
- The OTO will keep emails in accordance with the State of Missouri General Records Retention Schedule where the number of individuals on the email constitutes a quorum of the board, committee, or subcommittee.

PUBLIC RECORDS

Request for Public Records

A request for records or to inspect public records should be made in writing to the Ozarks Transportation Organization (OTO) Custodian of Records, with sufficient specificity to enable OTO to identify the information sought. These requests may come in through email or regular U.S. mail.

Custodian of Records

The Ozarks Transportation Organization ~~Communications Clerk~~Administrative Assistant is the Custodian of Records. To submit a request for records, please contact us by one of the following:

E-mail: comment@ozarkstransportation.org

Fax: 417-862-6013

Mail: Custodian of Records
2208 W. Chesterfield Blvd., Suite 101
Springfield, MO 65807

Processing Time

The OTO will respond to each request by the end of the third business day following the date the request is received by the custodian. If the record is closed, the custodian will explain in writing why it is closed, including the statute that authorizes the closure. The letter will outline the expected time line and cost to be incurred for each Sunshine request, and the approximate date the records will be available. If the cost for the requested records is significant, a deposit will be requested. If a deposit is requested, the Sunshine request will not be processed until the deposit has been received.

Revised August ~~15~~20, 2019~~20~~

Request for Access to Specific Files

It is the policy of Ozarks Transportation Organization that all records open for public inspection shall be available with the least possible delay and expense to the requesting party. Public records are open to inspection at all times during the office hours of OTO. To permit sufficient time for OTO to compile records for review, an appointment to view the records should be made by the requestor.

Requests to OTO for information which requires analysis or customization is not a request for a record as specified by the Sunshine Law, and is therefore, not subject to the Sunshine Law. These types of requests, in addition to requests for additional study by OTO staff are subject to approval by the Ozarks Transportation Organization Executive Director and/or Board of Directors Executive Committee.

Fee Schedule

The OTO has adopted the following fee schedule for Sunshine Law Requests:

\$.10 cents per copy for 8.5 X 11 pages plus \$16.90 per hour (pro-rated)

\$1.00 per square foot for large-format prints plus \$16.90 per hour (pro-rated)

Time spent to research and locate specific items can be charged at the actual cost to the OTO for staff time. This cost is calculated as salary + benefits = cost.

The fee may be waived at the discretion of the OTO if it is in the public interest and not for commercial purposes.

Record Retention

OTO's policy is to retain records in accordance with the State of Missouri's General Record Retention Schedule. The schedule can be found at <https://www.sos.mo.gov/CMSImages/LocalRecords/General.pdf>. OTO will ensure that these records are available upon request.

CLOSED RECORDS

The OTO officially closes records that are allowed under Section 610.021 to include the following:

- Legal actions, causes of action or litigation (except that votes, minutes and settlement agreements must be opened to the public on final disposition, unless ordered closed by a court).
- Leasing, purchase or sale of real estate where public knowledge might adversely affect the amount paid in the transaction.
- Hiring, firing, disciplining or promoting of a particular employee. The final decision is considered an open record but the information pertaining to the issue is closed.
- Software codes for electronic data processing. The OTO will not disclose passwords to the OTO computer systems or bank accounts.
- Individually identifiable personnel records, performance ratings or records pertaining to employees, etc. This includes all employee social security and HIPAA protected records. The OTO determines that this includes payroll records.

The OTO will keep an employee salary schedule that includes the employees name, hire date and rate of pay that will be provided to the public upon request.

- Records related to existing or proposed security systems.
- Specifications for competitive bidding, until either the specifications are officially approved by the OTO or the specifications are published for bid.
- Sealed bids and related documents, until the bids are opened; and sealed proposals and related documents or related to a negotiated contract until a contract is executed or all proposals are rejected.
- Confidential or privileged communications between the OTO and its auditor, including all auditor work product. However, all final audit reports issued by the auditor will be considered open records.
- Records that are protected from disclosure by other laws.

The OTO may redact portions of a record if that portion is deemed closed under the closed record rule. For example, an employee social security number would be blacked out.

PUBLIC MEETINGS

Public Meeting Notices *(Section 610.010(5))*

All OTO Boards and Committees are subject to the Sunshine Law. A meeting is any meeting where public business is discussed, decided or public policy is formulated. A meeting takes place when a majority or quorum of the OTO's Board, Committee, or Subcommittee gathers to discuss or vote on public business. However, it is important to note without a quorum present, no real decision making may take place. Further, if the public and the full public governmental body are not given proper notice of a surreptitious meeting, the body will not have the benefit of a full discussion and exchange of ideas.

It is the policy of Ozarks Transportation Organization to send out meeting notices at least 24 hours in advance.

OTO sends out public notice of meetings via an e-mailed Press Release to local organizations, officials and media. The Press Release includes the date, time and place of the meeting, along with an attached tentative agenda. (Section 610.020.1) The Agenda is also posted on the following:

- OTO's website: ozarkstransportation.org
- OTO's Facebook Page
- A hard copy posted on a public bulletin board at OTO's main offices at 2208 W. Chesterfield Blvd. Suite 101, Springfield, MO 65807.
- An electronic copy is sent to the City of Springfield City Clerk's Office and to the Greene County Commission office for posting.

Recording Meetings

Citizens may videotape or record the OTO's public meetings. However, OTO's Executive Director may establish guidelines to minimize disruption.

Recording a properly closed meeting without the OTO's permission is not permitted and is a Class C misdemeanor.

Closed Meetings and Records

It is the policy of Ozarks Transportation Organization to have occasional closed meetings. (Section 610.021)

Matters that may be closed under Section 610.011 include:

- Legal actions, causes of action or litigation (except that votes, minutes and settlement agreements must be opened to the public on final disposition, unless ordered closed by a court).

Revised August ~~15~~20, 20~~19~~20

- Leasing, purchase or sale of real estate where public knowledge might adversely affect the amount paid in the transaction.
- Hiring, firing, disciplining or promoting a particular employee.
- Performance rating of an employee.
- Software codes for electronic data processing.
- Individually identifiable personnel records. This includes all employee social security and HIPAA records.
- Records related to existing or proposed security systems.
- Specifications for competitive bidding, until either the specifications are officially approved by the OTO or the specifications are published for bid.
- Sealed bids and related documents, until the bids are opened; and sealed proposals and related documents or related to a negotiated contract until a contract is executed or all proposals are rejected.
- Confidential or privileged communications between the OTO and its auditor, including all auditor work project. However, all final audit reports issued by the auditor will be considered open records.
- Records that are protected from disclosure by other laws.

The OTO will vote to go into closed section (Section 610.02 2.1) and the votes taken during a closed meeting will be a roll-call vote (Section 610.015)

Disciplinary Action Taken Against a Public Employee in a Closed Meeting (Section 610.021(3))

The OTO will close a meeting to consider hiring, firing, disciplining or promoting an employee when personal information about the employee is discussed or recorded. Personal information relates to the performance or merit of that employee. But the vote on any final decision to hire, fire, discipline or promote an employee must be made available to the public within 72 hours after the closed meeting and include a record of how each member voted. The OTO will give the employee notice during the 72-hour period before making it public.

Closed Meeting for the Purpose of Litigation Discussion (Section 610.021(1))

The OTO will close a meeting to discuss legal actions, causes of action or litigation involving the OTO and confidential or privileged communications between the OTO and its attorneys. This includes meetings where the OTO is a potential plaintiff or defendant, even if litigation has not yet commenced.

Closed Meeting for the Purpose of Ranking an Employee (Section 610.021(13))

The OTO will close a meeting to discuss the performance rating for the Executive Director.

Closing the meeting (Section 610.022)

The OTO will only close a meeting for the items outlined above, and will not discuss any other business during the closed meeting, except for the reason for calling the closed meeting. The OTO will allow for space for members of the public to remain during the closed session.

The OTO will follow its normal meeting notification procedure for a planned closed session vote. The OTO will let the public know that it will be a closed meeting and cite the specific exception for the closure. The OTO does not need to attach a tentative agenda for a closed meeting. The OTO must have a public vote to close the meeting by a majority of a quorum of the OTO's Board or Committee members. The reason for the closure must be announced, including the proper statutory section, in open session and entered into the minutes.

Disclosing records from closed session

The OTO will conduct a roll-call vote during a closed session and disclose the vote of each member, not just the vote total or results. The “vote” includes the proposition voted on and matters or material referred to within the proposition.

Public Meeting Minutes

OTO will take minutes of both open and closed meetings. OTO takes minutes of all board and committee meetings. Meeting notes will be kept of all subcommittee meetings. The minutes include the date, time, place, members present, members absent, OTO staff present, along with a sign-in sheet of all attendees. A record of votes is taken and, when a roll call vote is taken, votes are attributed to each member (Section 610.020.7).

It is also the policy of the OTO to record the time the meeting is called to order and all motions to approve and seconds to the motion. Adjournment time is recorded.

Public meeting minutes are available to the public on OTO’s website, www.ozarkstransportation.org, or via a request to OTO’s Custodian of Records.

Draft Minutes

A draft of the minutes is “public record” under Section 610.010(6) and must be provided as soon as possible. The OTO will inform the requestor that the minutes are in draft form and will not be “official” until approved at the next regularly scheduled meeting of the OTO Board or Committee.

E-MAILS AMONG MEMBERS OF PUBLIC BODIES

It is the policy of Ozarks Transportation Organization for OTO’s Custodian of Records to be copied on all e-mail correspondence between OTO and two or more members of the public body, so that counting the sender, a majority of the body’s members are copied on the message.

It is the policy of OTO to maintain records in electronic formats that are accessible to the public (Section 610.029.1) and to provide records in the format requested, if available (Section 610.023.3).

ELECTRONIC MEETINGS

Meetings conducted via the internet are subject to the Sunshine Law (Section 610.010(5)). The OTO will give notice of electronic meetings and explain to the public how they can access the meeting. The OTO will post a notice of the meeting on the OTO website. The OTO will provide a place for members of the public to watch the electronic meeting. The OTO will keep the OTO website current on the status of the meeting.

RECORDS RETENTION

LOCAL RECORDS RETENTION SCHEDULES

Missouri Revised Statutes Chapter 109 (Public and Business Records) Section 255 authorizes the Local Records Board to establish minimum retention periods for the administrative, fiscal and legal records created by local governments.

Retention and disposition of records that are common to many offices are included in the General Schedule. Records unique to particular offices are addressed in individual office schedules.

There are some portions of this Statute that do not apply to the Ozarks Transportation Organization, but much of it does. Therefore, the entire schedule is attached as Appendix A to ensure compliance with and adherence to the Law.

TAB 12

NEWS

Risking 'preventable tragedies', Parson allows motorcyclists to ride without helmets

Austin Huguelet Springfield News-Leader

Published 5:02 p.m. CT Jul. 14, 2020 | Updated 9:56 a.m. CT Jul. 16, 2020

Many Missouri motorcyclists will soon have the option of ditching helmets under legislation signed by Gov. Mike Parson Tuesday.

The idea, one long pushed by Sen. Eric Burlison, R-Battlefield, will allow licensed riders ages 26 and up to go helmet-less starting Aug. 28 provided they have insurance that would cover injuries sustained in an accident. (It does not say much the policy has to cover.)

"It's been a decades-long fight and I'm very honored to be the legislator to finally bring it across the finish line," Burlison said Tuesday. "On Aug. 28, Missourians on motorcycles will have a little more freedom than they did the day before."

The plan was approved along with a number of transportation-related issues tacked onto a single bill late in this year's abbreviated legislative session.

Parson vetoed a similar bill with language from Burlison last year due to concerns on unrelated issues tacked onto the same legislation.

Opinion: Motorcycle helmets affect all of us

Opposing lawmakers, health care providers and other safety experts maintained the idea will lead to more deadly accidents and cost for taxpayers, and they have some evidence behind them.

National Highway Transportation Safety Agency research indicates helmets saved more than 1,800 lives in 2016, and that if all motorcyclists would have worn helmets that year, 802 more people could have been saved.

Researchers in California, Texas and Arkansas have found evidence supporting that conclusion in recent decades.

Following the enactment of a helmet requirement for all riders in 1992, researchers at the University of California-Los Angeles found that the number of deadly motorcycle crashes in that state dropped 37.5 percent compared to the previous year, and that head injuries decreased significantly in both fatal and nonfatal incidents.

More: Nixa man allegedly drank, skipped his seizure meds before causing fatal motorcycle crash

After Texas and Arkansas did roughly the opposite in 1997, stripping the mandate for riders ages 21 and up, researchers contracted by the Department of Transportation saw motorcycle operator deaths increase in the first full year following the changes.

And Missouri legislative research staff are expecting a rise in injuries and costs to the state's Medicaid program as people with private insurance spend down their resources and qualify to have traumatic brain injuries cared for on the taxpayer dime.

"Public health and fiscal sense took a back seat today, " Catherine Chase, president of the Advocates for Highway and Auto Safety said in a statement. "More riders will choose to leave their helmets at home, resulting in more unhelmeted motorcyclist fatalities and injuries. These preventable tragedies will in turn upend the lives of their families and increase health care costs for all Missourians."

More: Motorcyclist killed in crash with semi in Springfield

Supporters like Burlison have pointed out that researchers found no difference in death rates in the 12 months before and after Michigan repealed its requirement in 2012, but researchers still noted a 14 percent increase in head injuries.

Burlison said that for him, the issue is more about personal freedom than anything else, though.

More: Springfield police ID man killed in motorcycle crash

"At the end of the day, it's about individual responsibility and individual freedom," he said. "I want my neighbor to stay safe and healthy, but it's not my business to force those decisions upon my neighbor."

The legislation is House Bill 1963.

Missouri's Buckle Up Phone Down Safety Initiative Gaining National Attention, Momentum

New Starter Kit and Video Explain Program History, How to Participate

JEFFERSON CITY, Mo. - The Missouri Department of Transportation’s Buckle Up Phone Down safety initiative is being recognized nationally for its success in saving lives on Missouri highways, with other states joining the cause and adopting the safety program as their own.

The National Association of Development Organizations, also known as NADO, yesterday gave the Buckle Up Phone Down endeavor an Excellence in Regional Transportation Award, which recognizes noteworthy projects and practices that help meet regional needs through various program areas, including safety.

Krishna Kunapareddy, a planner with the Boonslick Regional Planning Commission, nominated the BUPD effort for the NADO award, stating: “Missouri’s Buckle Up Phone Down Program is helping to save lives at the local level by raising awareness for the dangers associated with distracted driving and not wearing a seat belt. This two-part message has been well received throughout the state and is now gaining attention at the national level as a viable, life-saving strategy.”

In addition, the Toward Zero Deaths consortium selected the Show Me State’s BUPD program as a model case study in improving the state’s safety culture and saving lives. The case study is available on the Toward Zero Deaths website - <https://www.towardzerodeaths.org/traffic-safety-culture/> - which is dedicated to developing a traffic safety culture by showing examples of what state and local departments can and are doing in their home states. In citing the BUPD initiative as a model, the Toward Zero Deaths group noted that MoDOT’s efforts and extraordinary successes will be a resource to help other departments save lives and improve safety culture in meaningful ways.

These recent recognitions help support MoDOT Director Patrick McKenna’s emphasis areas as president of the American Association of State Highways and Transportation Officials: to renew a focus on safety as a national public health crisis and to begin tackling this epidemic by taking Missouri’s successful Buckle Up Phone Down safety initiative to the national level.

As a result, three other states – Wisconsin, Nebraska and Kentucky – are actively promoting the BUPD movement, while 11 states have expressed interest in taking up the cause and spreading the BUPD safety message.

“We are excited to watch the BUPD safety campaign gain national attention and momentum and are grateful to the Toward Zero Deaths consortium and NADO for their recognition of this life-saving effort,” McKenna said. “We have achieved some great results with BUPD in Missouri, including heightened awareness for distracted driving and increased seat belt use. It’s important to note this progress has come despite the fact that Missouri has no primary seat belt law.”

Unfortunately, traffic deaths on Missouri highways so far in 2020 are on the rise when compared to last year, McKenna said.

“The BUPD program is more important now than ever as we are starting to see traffic fatalities in Missouri rise again,” McKenna said. “We must do all we can to stem this unfortunate tide.”

To help continue the initiative’s national momentum, MoDOT has created a BUPD Starter Kit that provides all the tools necessary for other entities interested in implementing the life-saving venture, including a video outlining the history of the program. The Starter Kit is available at <https://www.modot.org/bupd-starter-kit>, and the video can be found online at <https://youtu.be/JX0bL3cxhh8>.

MoDOT implemented the BUPD program in 2017 as a way to combat a growing number of fatalities on state roadways and to promote two of the most effective actions drivers can take to stay safe when getting behind the wheel – fastening their seatbelts and putting down their cell phones.

####

For more information, call MoDOT at 888-ASK-MODOT (275-6636) or visit www.modot.org. To receive the latest statewide news and text alerts, sign up for [e-updates](#).

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Districts Involved

STATEWIDE

Published On: Thu, 07/30/2020 - 08:27

Respect the Load. Share the Road.

Commercial motor vehicle awareness campaign runs through summer.

JEFFERSON CITY – Beginning August 3, a statewide awareness campaign will remind Missouri motorists to drive safely around big trucks and buses. In turn, commercial motor vehicle drivers will be reminded to obey traffic laws, use their seat belts, slow down and pay attention.

Commercial motor vehicles make up 20% of Missouri’s interstate traffic, carry goods from coast to coast, and are essential workers to our nation’s economy. When crashes involving large trucks and buses happen the disproportionate size of the large truck versus a car means those crashes can often involve serious injuries, or worse. Research shows that, in the majority of these crashes, drivers of passenger cars unnecessarily endanger themselves by not paying attention and driving recklessly around large trucks and buses. That’s why it’s so important for all motorists to drive safely around these larger vehicles. Respect the load. Share the road.

There’s no room for taking chances around big trucks and buses – they require big room. “We can all do our part by driving safely around big trucks,” said Jon Nelson, MoDOT assistant to the state highway and traffic engineer. “Be patient, give them room to operate and please put your phone down.”

- Don’t cut off large trucks or buses. Make sure you can see the truck’s cab lights in your rearview mirror before moving back into your original lane.
- Stay out of the “No Zone.” Large trucks and buses have large blind spots on either side and up to 200 feet behind a vehicle. Pass only on the left side.
- Large trucks and buses take longer to stop.
- Watch your following distance. Keep a safety cushion around large trucks and buses. Can you see the truck’s side mirrors? If not, the driver cannot see you.

Sharing the road with commercial motor vehicles is a necessary part of travel. For more information on the Commercial Motor Vehicle Awareness Campaign, visit www.saveMOLives.com.

###

Districts Involved

STATEWIDE

Published On: Mon, 07/27/2020 - 05:59

Missouri Department of Transportation

105 W. Capitol Avenue
Jefferson City, MO 65102
1-888-ASK-MODOT (275-6636)
1-866-831-6277 (Motor Carrier Services)

Our Mission, Values and Tangible Results
Missouri Highways and Transportation Commission

How Do I...

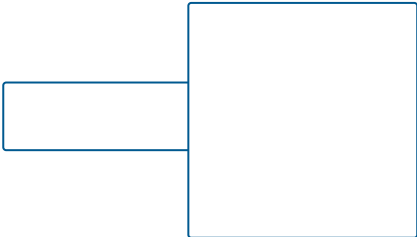
- Report a road concern
- Report a blocked highway-railroad crossing
- Rate a work zone
- Request a highway map
- Request a Speaker
- Adopt a section of highway
- Renew my driver's license
- File a claim

Renew License Plates Online

Missouri State Government

Missouri Amber Alert

Missouri Homeland Security



August 5, 2020

12:59 pm » FAA Issues \$273M in AIP, CARES Act Funds

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

A new 43-page report indicates that the U.S. interstate highway system faces increasing congestion, unprecedented levels of travel – particularly by large trucks – and insufficient funding to make needed repairs and improvements.

[Above photo by the Missouri DOT.]

That report – entitled *Restoring the Interstate Highway System: Meeting America's Transportation Needs with a Reliable, Safe & Well-Maintained National Highway Network* (https://tripnet.org/wp-content/uploads/2020/06/TRIP_Interstate_Report_2020.pdf) and published by the nonprofit transportation research firm TRIP – found that pavements on 11 percent of interstate highways are in poor or mediocre condition, while 27 percent of interstate bridges are in need of repair or replacement.

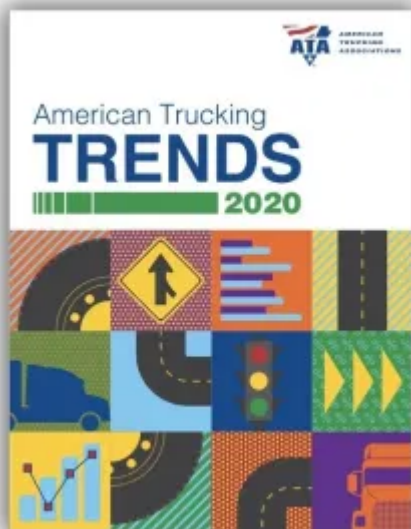
On top of that, TRIP's analysis indicated that, 47 percent of urban interstate highways are considered congested during peak hours.

Concurrently, the report noted that travel by commercial tractor-trailers on the interstate system increased 45 percent from 2000 to 2018, which is nearly double the 25 percent rate of travel growth for all vehicle travel during the same period. TRIP noted in a 37-page report ([https://tripnet.org/wp-](https://tripnet.org/wp-content/uploads/2019/10/Freight_TRIP_Report_October_2019.pdf)

[content/uploads/2019/10/Freight_TRIP_Report_October_2019.pdf](https://tripnet.org/wp-content/uploads/2019/10/Freight_TRIP_Report_October_2019.pdf)) issued in October 2019 (<https://aashtojournal.org/2019/10/04/national-freight-report-highlights-growing-capacity-challenges/>) that freight moved annually in the United States by commercial trucks is expected to increase 91 percent in inflation-adjusted dollar value by 2045 and 44 percent by weight.



Photo by MoDOT



[To give those percentages perspective, a *separate report* (<https://www.trucking.org/news-insights/trucking-moved-1184-billion-tons-freight-2019>) *compiled by the American Trucking Associations* noted that the U.S. trucking industry moved 11.84 billion tons of freight in 2019, generating \$791.7 billion in revenue. Also, according to ATA's data, commercial trucks moved 67.7 percent of all surface freight between the United States and Canada along with 83.1 percent of cross-border trade with Mexico; together totaling of \$772 billion worth of goods.]

TRIP's report also drew upon a consensus study

([https://www8.nationalacademies.org/onpinews/newsitem.aspx?](https://www8.nationalacademies.org/onpinews/newsitem.aspx?RecordID=25334&_ga=2.189867817.384933699.1544119285-1328616783.1544119285)

[RecordID=25334&_ga=2.189867817.384933699.1544119285-1328616783.1544119285](https://www8.nationalacademies.org/onpinews/newsitem.aspx?RecordID=25334&_ga=2.189867817.384933699.1544119285-1328616783.1544119285)) issued by the National Academies of Sciences, Engineering, and Medicine in December 2018

(<https://aashtojournal.org/2018/12/07/interstate-system-report-calls-for-more-funding-tolling-vmt-fees-and-cybersecurity/>) that recommended investment in the nation's interstate system be boosted approximately two-and-a-half times from current levels – from \$23 billion in 2018 to \$57 billion annually over the next 20 years – funded by a near-term increase in federal motor fuel taxes indexed to inflation (*and accounting improvements in vehicle fuel mileage*) alongside a long-term changeover to tolling and vehicle miles traveled or VMT fees.

“The long-term vision that helped establish the current Interstate system nearly 65 years ago is needed again today,” noted Dave Kearby, TRIP’s executive director, in a statement (<https://tripnet.org/reports/national-interstate-trip-news-release-07-14-2020/>).

“In order to rebuild the nation’s economy, maintain personal and commercial mobility, and improve quality of life, adequate transportation investment and a sustainable, long-term funding source for the federal surface transportation program must remain a priority,” he said.

TRP’s report also stressed that the ability of the states to invest in Interstate highway repairs and improvements is being hampered by the tremendous decrease in vehicle travel that has occurred due to the COVID-19 pandemic; a decline that is estimated to reduce state transportation revenues (<https://aashtojournal.org/2020/05/08/transportation-industry-fallout-from-covid-19-pandemic-continues/>) by at least 30 percent – approximately \$50 billion – over the next 18 months.



David Kearby

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[Home](#) / [2020 Press Releases](#), [Economics](#), [Government Affairs](#), [Safety](#) / Transportation Construction Project Workers are Pedestrians and Need Protection Too, ARTBA Reminds Federal Safety Summit

Transportation Construction Project Workers are Pedestrians and Need Protection Too, ARTBA Reminds Federal Safety Summit

WASHINGTON – Transportation construction workers face on-the-job risks that federal officials should address as they focus on the rising tide of pedestrian fatalities on the nation's roadways, the American Road & Transportation Builders Association (ARTBA) July 15 told participants at the [U.S. Department of Transportation \(U.S. DOT\) Summit on Pedestrian Safety](#).

“When policymakers seek to mitigate risks to pedestrians, workers are rarely considered,” said Brad Sant, ARTBA’s senior vice president of safety and education. “Currently, U.S. DOT classifies workers laboring on the side of a roadway as ‘pedestrians.’ As we work together to stem the rise in pedestrian deaths and injuries, we must include roadway workers in those deliberations.”

Sant said the oversight stems from the National Highway Traffic Safety Administration’s (NHTSA) Fatality Analysis Reporting System (FARS), which classifies a roadway vehicle-related crash death of a person outside a vehicle as a “pedestrian” regardless of the activity or work in which the person was engaged.

Sant said independent reviews of worker death data from the U.S. Department of Labor’s (U.S. DOL) Bureau of Labor Statistics (BLS) indicates as many as 200 workers completing tasks on America’s roadways are killed each year. “As a beginning point, the U.S. transportation and labor departments should work together to align their data sets to better understand the risk to these workers,” said Sant.

In 2018, the most current year available, NHTSA data reveals pedestrians accounted for 17 percent of all road deaths, up from 12 percent in 2009, and reportedly reaching the highest number in thirty years. But because U.S. DOT/NHTSA do not track worker deaths separately, there is little data to support industry requests to increase protections.

Congressional mandates calling on the Federal Highway Administration (FHWA) to create new, more protective “positive protection” regulations for workers have not been implemented, ARTBA says.

Sant said the roadway construction industry has long been concerned about the number of worker deaths caused by motor vehicles and has repeatedly called for an increase in the use of positive protective means to separate workers from traffic. At the summit, he made the following recommendations:

- Create a formal, annual alignment between the FARS database and the BLS data so U.S. DOT better understands the number of “pedestrian workers” killed each year from motor vehicle crashes.
- Continue working with state and local enforcement agencies to classify the activity of the pedestrian victim so U.S. DOT has a clearer understanding of pedestrian activity and can create focused mitigation strategies that will effectively protect this vulnerable group.

“I believe once the agency sees the numbers of worker deaths, it will be more likely to respond to industry requests for better positive protective measures. To truly reduce pedestrian fatalities and injuries, we must better understand the nature of the risks and the activity of the pedestrians when they are struck,” Sant concluded.

The American Road & Transportation Builders Association (ARTBA) brings together all facets of the transportation construction industry to responsibly advocate for infrastructure investment and policy that meet the nation’s need for safe and efficient travel. Learn more about the association’s suite of services at artbasafetycenter.org.

August 5, 2020

1:03 pm » FHWA Issues DBE Grants for Highway Contract Help

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

The American Association of State Highway and Transportation Officials urged in a July 20 letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2020/07/2020-07-20-AASHTO-Letter-to-Congress-on-COVID-19-Phase-4-FINAL.pdf>) to Congressional leadership that state departments of transportation across the country need an “immediate infusion” of at least \$37 billion to prevent disruptions to planned transportation projects, keep workers employed, and enable the nation’s mobility network to fully support economic recovery from the COVID-19 pandemic.

[Above photo by the Oregon DOT.]

While AASHTO said the near-term financial need for state DOTs remain the same in fiscal year 2020 – roughly \$16 billion – data compiled over the last three months indicates state transportation revenues will not fall quite as much over the longer-term as initially projected (<https://aashtojournal.org/2020/04/10/aashto-asks-congress-for-50b-fiscal-backstop-for-state-dots/>) at the beginning of the COVID-19 outbreak.

“This change in estimated loss is mainly due to a less severe outlook for FY 2021 from our members compared to earlier this year,” noted Patrick McKenna – director of the Missouri Department of Transportation and AASHTO’s 2019-2020 president – and Jim Tymon, the group’s executive director, in the letter.

“That being said, the recovery period is now expected to be longer than originally anticipated,” they added, pointing out that the requested \$37 billion in emergency funding “will prevent further disruptions to planned transportation projects and allow state DOT employees and transportation construction workers essential to planning and delivering these projects to remain on the job.”



Missouri DOT’s McKenna, center of photo; Gov. Parson at right in photo.



However, overall state transportation revenue losses will still be extremely steep over the next five years, McKenna and Tymon emphasized.

“With millions of Americans following ‘stay-at-home’ orders, many state DOTs are facing severe losses in revenues, including dedicated user fee revenues on which state transportation programs heavily rely,” they

said.

“Projections continue to show decreases in state motor fuel tax and toll receipts as nationwide vehicle traffic reduction bottomed out at about 50 percent during the height of the pandemic,” McKenna and Tymon added. “As a result, the ability of state DOTs to carry out their core functions, including capital construction programs, is threatened.”

AASHTO and 39 other transportation organizations also made a similar appeal to Congressional leaders in a separate letter (<https://policy.transportation.org/wp-content/uploads/sites/59/2020/07/Coalition-State-DOT-Funding-Letter-to-Congressional-Leaders-2020-07-20-FINAL.pdf>) on July 20.

“The need for federal funding for state DOTs remains urgent,” that coalition of groups said in their letter. “[That] funding will also preserve the core capabilities of state DOTs that are critical to implement a robust, bipartisan surface transportation reauthorization bill, which can serve as a platform for national economic recovery and growth.”

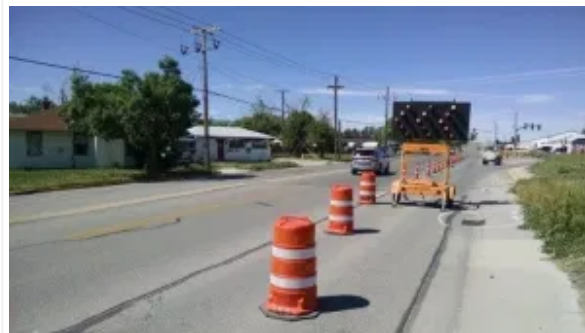


Photo by the Wyoming DOT

For example, on July 16, the Wyoming Department of Transportation announced that it would delay 11 construction projects and review local transportation programs due to “long- and short-term funding issues” caused by reductions in fuel tax revenues, petroleum market revenues, and other fees – with the COVID-19 pandemic creating “additional” budgetary impact.



K. Luke Reiner

According to K. Luke Reiner, Wyoming DOT’s director, that “delay” will reallocate about \$436 million over the next six years from new capacity improvement efforts to asset maintenance projects.

“We are operating in unprecedented times exacerbated by the coronavirus pandemic and we need to look at every avenue to save money,” he said in a statement ([http://www.dot.state.wy.us/news/wydot-to-delay-](http://www.dot.state.wy.us/news/wydot-to-delay-projects-to-balance-revenue-shortfalls)

[projects-to-balance-revenue-shortfalls](http://www.dot.state.wy.us/news/wydot-to-delay-projects-to-balance-revenue-shortfalls)). “WYDOT’s state and federal funding streams also have not kept pace with the needs of the state-owned transportation system for maintenance, construction and improvements or even inflation. The impact of the coronavirus pandemic has further compounded those issues.”

The Oregon Department of Transportation also reported similar fiscal issues resulting from the COVID-19 pandemic, noting that its July revenue forecast now estimates the Oregon’s State Highway Fund will lose \$170 million in revenue for 2020 and 2021.

“Because the state’s projected economic recovery will extend into 2024, the impact will expand as well, increasing to a total of about \$250 million in lost revenue from 2020 to 2024 when compared to the October 2019 forecast,” explained Travis Brouwer, the Oregon DOT’s assistant director, in a July

13 statement


(https://content.govdelivery.com/bulletins/gd/ORDOT-2957150?wgt_ref=ORDOT_WIDGET_8).


“This amount is split between cities, counties and ODOT, so the impact will be felt statewide,” he added. “Certainly we will need to review the plans, projects, and programs we had in place with the previous budget to determine where we need to make adjustments. We’ll be working on specifics in the next few months.”



Travis Brouwer

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August 5, 2020

1:08 pm » Roadmap Released for Revamping Transportation Financial Statistics

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

Legislation introduced in the Senate on July 27 to provide \$1 trillion worth of further COVID-19 relief funding is getting little traction ahead of the chamber's August recess. Meanwhile, the House of Representatives passed a package of six appropriations bill or "minibus" (<https://appropriations.house.gov/news/press-releases/house-to-consider-six-bill-appropriations-minibus-this-week#Transportation-Housing%20and%20Urban%20Development>) on July 31 by a vote of 217 to 197 that would provide a total of \$107.2 billion in budgetary resources for the U.S. Department of Transportation for fiscal year 2021.

While the Senate's latest COVID-19 relief bill – called the Health, Economic Assistance, Liability Protection, and Schools or HEALS Act (<https://www.americanactionforum.org/insight/tax-provisions-in-the-heals-act/>) — provides \$306 billion in supplemental emergency appropriations for FY 2020,

including \$13.4 billion Transportation-Housing and Urban Development or THUD funding, emergency aid for state departments of transportation requested by the American Association of State Highway and Transportation Officials is not included.

In fact, any form of state funding was not expected to be included in this “first draft” of the Senate’s COVID-19 relief bill. However, AASHTO’s policy team noted a provision within the HEALS Act would allow for more “flexible use” of the \$150 billion provided to states in the \$2 trillion Coronavirus Aid, Relief, and Economic Security or CARES Act



(<https://www.appropriations.senate.gov/imo/media/doc/FINAL%20FINAL%20CARES%20ACT.pdf>) signed into law in March (<https://aashtojournal.org/2020/03/27/federal-coronavirus-rescue-bill-includes-transportation-funding/>).

AASHTO’s policy team added that current negotiations between the House, Senate, and White House is the next “critical step” in the process to develop further COVID-19 relief legislation and that there is “a good chance” that some form of state and local funding relief will eventually be included in the final bill.

It remains to be seen how large the overall funding in this latest rescue package will be, but it is expected to be less than the \$3 trillion offered by the Health and Economic Recovery Omnibus Emergency Solutions (<https://docs.house.gov/billsthisweek/20200511/BILLS-116hr6800ih.pdf>) or HEROES Act passed by the House in mid-May (<https://aashtojournal.org/2020/05/15/proposed-phase-4-covid-19-relief-bill-contains-15b-for-state-dots/>).

In the meantime, the House passed its six-bill FY 2021 minibuss, which included a THUD measure that is much larger compared to recent years as it includes additional COVID-19 relief for FY 2021.

Coming in at \$107.2 billion in total USDOT funding, key aspects include \$62.9 billion for the Federal Highway Administration, \$18.9 billion for the Federal Transit Administration, \$18.1 billion for the Federal Aviation Administration, and \$3 billion for the Federal Railroad Administration.



Specific funding provisions within the House's THUD appropriations bill also include:

\$1 billion for national infrastructure investments via the USDOT's Better Utilizing Investments to Leverage Development or BUILD discretionary grants program.

\$500 million for the FAA's discretionary Airport Improvement Grants or AIP program.

\$1 billion for discretionary Highway Infrastructure Programs.

\$500 million for the FRA's Consolidated Rail Infrastructure and Safety Improvements or CRISI grant program.


\$2.05 billion for Amtrak.


\$2.2 billion for the FTA's Capital Investment Grants or CIG program.

\$510 million for Transit Infrastructure Grants.

In addition, to support the economic recovery from the COVID-19 pandemic, the House's THUD appropriations bill provides – via emergency funding not subject to budget caps – an additional \$26 billion for the USDOT infrastructure programs, including: a further \$3 billion for the BUILD program; \$2.5 billion extra for FAA Grants-in-Aid for Airports; another \$5 billion for the FRA's CRISI program; a further \$5 billion for Amtrak Northeast Corridor Grants and \$3 billion for Amtrak National Network Grants.

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Reeling from the loss of gas tax revenue during pandemic, states are deferring billions of dollars of transportation projects

By **Ian Duncan**

July 10, 2020 at 7:00 a.m. CDT

Leaders of state transportation departments across the nation say the coronavirus pandemic has left them facing an estimated \$50 billion shortfall in funding needed to repave rutted and pockmarked roads, maintain bridges and otherwise prop up already shaky infrastructure.

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The budget gap is in large part the result of the lockdown the country entered in the spring to slow the spread of the novel coronavirus. That sent demand for gasoline falling by hundreds of millions of gallons each day. And as gas stopped flowing into the tanks of Americans' cars and trucks, the tax revenue from that fuel stopped flowing to state transportation departments.

More than \$8.5 billion of work planned in 14 states and 19 localities — from major highway projects to local street repairs — has been canceled or delayed, according to the American Road and Transportation Builders Association.

AD

The organization is urging Congress to step in and provide state transportation agencies a \$50 billion rescue package, after they were left out of the last round of stimulus funding that Congress approved in late March.

“There really is an urgency about finding direct assistance for state DOTs so they can continue to move forward with the projects they had planned for this summer,” said Jim Tymon, the executive director of the American Association of State Highway and Transportation Officials (AASHTO).

In recent weeks, demand for gas has rebounded as people take to the roads again, according to the U.S. Energy Information Administration, but demand remains well below where it stood last summer. Officials expect the recovery to be slow and unsteady as a surge of cases of covid-19, the disease caused by the coronavirus, leads governors to retrench on reopening plans and the deep economic pain from the first round of stay-at-home orders lingers.

AD

Jack Marchbanks, director of the Ohio Department of Transportation, saw trouble coming early. In February, he was sitting with U.S. Transportation Secretary Elaine Chao at a conference in Washington when she mentioned that roads were empty in Wuhan, the Chinese city where the virus was first detected.

“That hit me like a ton of bricks,” Marchbanks said.

Initially, some states used the traffic-free roads as an opportunity to speed up construction projects. But for Marchbanks, the looming math was simple: No cars, no gas sold, no money.

When he got home, Marchbanks had his financial team sketch out what might be coming and quickly moved to push back the timeline for a pair of major highway projects. His department announced the step just two days after the state’s stay-at-home order went into effect in March.

AD

Marchbanks said the projects are necessary to improve safety and ease congestion.

One of them, where Interstates 70 and 71 meet in Columbus, is tackling a section of

road that is among the state's most dangerous — with some 900 crashes a year — and one of the most snarled junctions in the country.

“We do need these improvements, and we are hoping for a rebound in the economy or a stimulus package that will allow us to restart,” he said.

But the idea of “infrastructure week” has become a stock joke in Washington, with officials promising to deliver billions or even trillions of rejuvenating dollars only for plans to evaporate.

Even now, when the Treasury has pumped out money to battle the economic impact of the pandemic, the prospects for aid from Washington are uncertain. And they're complicated by Congress's needing to extend the federal highway funding program before it lapses in September. But AASHTO's Tymon and the road builders association say they remain optimistic about getting at least some form of help.

A five-year highway bill passed by House Democrats last week would give states a cushion by freeing them from their obligation to spend a dollar on transportation to get four more from the federal government, and would pump in extra cash, too.

AD

Rep. Peter A. DeFazio (D-Ore.), the chairman of the House Transportation Committee and chief architect of the bill, called it “exactly the kind of investment we need to help our economy recover from the current pandemic.”

But House Republicans stridently opposed the legislation, which includes sweeping policy changes to bend resources toward supporting transit and reducing the environmental impact of the transportation system. Rep. Sam Graves (Mo.), the ranking Republican on the Transportation Committee, said the Democrats’ proposal was too radical to adopt in the midst of the pandemic.

“What our transportation businesses and workers need right now is stability, but this partisan process and seismic upheaval of our federal transportation programs robs them of that,” Graves said on the House floor.

AD

The Senate, which Republicans control, has yet to finalize its own version of a five-year transportation bill. And though President Trump tweeted about the idea of a

\$2 trillion infrastructure package as a form of coronavirus relief no proposal on

\$2 trillion infrastructure package as a form of coronavirus relief, no proposal on
that scale has emerged.

That fits a pattern of almost four years of unfulfilled pledges by the president and congressional leaders alike to set the country's transportation networks on a new course with a massive infusion of money. Instead, the virus left officials on the front lines scrambling to hold their aging systems together.

The transportation network is vital to the national economy and supporters of more federal spending say that investing now not only could avert the crisis but also could promote growth in the long run.

AD

Alison Black, chief economist at the American Road and Transportation Builders Association, said that spending now would help put people to work in construction at a time when millions are jobless and would make the economy more productive.

"The more you invest in infrastructure, it helps business productivity," said Black, who has been compiling weekly reports on where states are cutting projects.

"Otherwise, we will pay for it in terms of the rising costs of goods."

The stay-at-home orders issued by many governors dealt the states a deep, if fairly

short-lived, setback in revenue.

In April, Americans drove about 40 percent fewer miles than they did at the same time last year, according to the Federal Highway Administration. In May, the most recent month for which figures are available, the decline was still more than 25 percent.

AD

Demand for gasoline likewise plunged, from 407 million gallons per day in mid-March to 212 million gallons per day in the first week of April, according to the Energy Information Administration — the lowest figure in almost 30 years of the agency's data.

Figures compiled by private companies analyzing cellphone location data indicate that travel is returning to near where it was in late winter. But the demand for gas at the end of June was still down 10 percent from the same point last year.

“The impacts of what we’re seeing with covid-19 are going to be long-lasting,” Tymon said. “Who knows what next month brings? This is such an evolving situation week to week, day-to-day, it’s hard for anybody to be able to plan.”

Black’s reports have noted not only the \$7 billion of delayed projects but also about a dozen proposals to increase funding that have been canceled or pulled from

ballots as politicians worry about imposing new taxes on their constituents. That could ultimately mean transportation agencies losing out on billions more, according to Black.

AD

In the District, the D.C. Council gave preliminary approval to a 10-cent gas tax increase this week. But Mayor Muriel E. Bowser pushed back against any effort to raise taxes in the middle of the crisis, calling the idea “foolhardy,” although she said after the council vote that the impact of a gas tax increase probably would be small because so many District residents buy fuel in Maryland and Virginia.

The crisis has hit some states much harder than others, especially those that haven’t raised their gas taxes in several decades, leaving them precariously reliant on federal funding.

In North Carolina, the transportation department’s cash reserves fell so low in May that it tripped a legal provision barring the department from entering into new contracts. The state had already announced that it was delaying more than 100 projects, including a half-billion-dollar plan to widen a section of Interstate 95 to eight lanes.

Missouri transportation director Patrick McKenna wrote to members of his state’s congressional delegation in mid-April with a dire warning: The state might not be

congressional delegation in mid-April with a little warning. The state might not be

able to scrounge up enough money to match federal funds it was due.

“To put this into perspective, that would equate to approximately 400 bridges and 20,000 lane miles of Missouri roadways NOT being repaired that are in our current plan,” McKenna wrote.

While experts say no state has ever had to forgo the federal money because of an inability to provide matching funds, McKenna’s warning shows how sharply some states are feeling the pinch.

Carved up by rivers and sitting on major cross-country highways, Missouri has an outsize network of roads and bridges, yet it has not increased its own gas tax since 1996. McKenna, who is president of AASHTO, the state highway officials group, said in an interview that he’s forced to look after Missouri’s transportation infrastructure in a way that amounts to plugging holes.

“What we’ve been doing is managing the decline of the infrastructure,” he said.

One of his biggest concerns is not being able to move forward with work to replace the 3,018-foot Rocheport Bridge, which carries Interstate 70 across the Missouri River and, among its functions, is a vital link between plants where Ford makes engines for F-150 trucks and assembles finished pickups. Should work pause, McKenna said, the bridge would have to be reduced to one lane each way, causing 25-mile backups.

“That’s just one example of the economic dislocation,” he said.

Other states have been able to juggle, at least for now. In Oklahoma, lawmakers raided a transportation fund to give \$200 million to schools, which were facing their own budget crisis, but authorized the state transportation department to issue

bonds to make up the shortfall.

The Virginia Department of Transportation has been evaluating its spending plans as part of a statewide review ordered by Gov. Ralph Northam (D). Emily Wade, a spokeswoman for the department, said the impact of the pandemic on VDOT's finances would become clearer over time as the state actually collects the revenue from taxes charged at gas pumps.

In Maryland, where one agency oversees airports, a major transit system and highways, officials were able to use federal rescue funds to prop up the airport and transit budgets and then divert state money to roads. That filled a \$500 million hole for the last budget year, but the state expects to have to find another \$500 million for the fiscal year that began July 1.

Maryland Transportation Secretary Greg Slater is a veteran of the 2008 financial crisis and the recession that followed and has been tapping into the wisdom of the team he worked with back then to navigate the present crisis.

"This is a much different shock because it was just so drastic," he said.

While shuffling money has worked for now, Slater said he doesn't think he'll be able to pull it off for a second year. That has left him looking to the federal government.

"We're hopeful we'll get some congressional action," he said.

Fenit Nirappil contributed to this report.

Coronavirus: What you need to read

The Washington Post is providing some coronavirus coverage free, including:

Updated July 10, 2020

August 5, 2020

1:08 pm » Roadmap Released for Revamping Transportation Financial Statistics

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

The 11th annual Mineta Transportation Institute (MTI) national transportation tax survey found that 54 percent of the 2,515 adults living in the United States it polled support a “business road-use fee” assessed on the miles driven by delivery and freight trucks, with 52 percent supporting such a fee on either taxis or ridesharing vehicles as well.

[Above photo by the Washington State DOT.]

Concurrently, MTI found 75 percent of its survey respondents support a 10-cent increase in the federal motor fuels tax if the revenue raised is dedicated to highway maintenance projects. However, that support drops to 44 percent if that increase in fuel tax money is used “more generally” to maintain and improve the transportation system, the group noted in a statement (<https://transweb.sjsu.edu/press/Half-Americans-Support-Idea-Mileage-Fees/>).

MTI's survey – entitled *What Do Americans Think about Federal Tax* (<https://transweb.sjsu.edu/research/2007-Public-Opinion-Federal-Tax-Options-Transportation>) *Options to Support Transportation? Results from Year Eleven of a National Survey* (<https://transweb.sjsu.edu/research/2007-Public-Opinion-Federal-Tax-Options-Transportation>) – also found that support for raising the federal motor fuel tax has risen slowly but steadily since 2010 for all of the tax variants that tested throughout this annual series, with increased support ranging from 8 to 20 percentage points.



The group also noted that just 3 percent of respondents knew that the federal motor fuel tax rate had not been raised in more than 20 years, while only 25 percent knew approximately when their state had last raised its gas tax rate.

Other findings from MTI's 2020 survey include:

Some 45 percent of respondents supported replacing the motor fuel tax with a flat-rate mileage fee of one cent per mile, while 49 percent supported a “green” version for which the average rate would be one cent per mile.

About 57 percent of respondents thought mileage fee rates should be half as much or zero for electric vehicles when compared to gasoline- and diesel-powered vehicles, while 43 percent thought that EVs should pay the same rate as gasoline and diesel vehicles.

If Congress were to adopt a federal mileage fee to replace the motor fuel tax, three-quarters of people would prefer to pay monthly or at the time they buy fuel or charge a vehicle. Only 23 percent would prefer to pay an annual bill.

However, 55 percent of respondents who expressed concern about being tracked for a mileage fee program were considerably less likely to support any of the mileage fee options.

The lack of enthusiasm was particularly stark for a “flat-rate” mileage fee on all travel. Only 25 percent of those 55 percent of respondents concerned about tracking supported this fee, compared to 69 percent support among respondents who were not concerned about being tracked.

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Hyperloop gets regulatory clarity. Could Missouri still lure its testing site? 🔑

By Jacob Kim — Economic Development Editor, St. Louis Business Journal
Jul 24, 2020, 1:37pm CDT

The U.S. Department of Transportation on Thursday provided guidance that Virgin Group sees as key to advancing its Hyperloop project. St. Louis is vying for a testing center for the magnetic tube technology.

The department and the Non-Traditional and Emerging Transportation Technology Council issued a federal regulatory framework for the Hyperloop and other emerging forms of transportation, putting them under the Federal Railroad Administration.

"Except for self-contained urban rapid transit systems, FRA's statutory jurisdiction extends to all entities that provide nonhighway ground transportation over rails or electromagnetic guideways, and extends to future railroads using technologies not yet in use," the document said.

[Diana Zhou](#), Virgin Hyperloop's director of product strategy, said the announcement represents a key step forward.

"When we started the process a year ago of finding a home for the Hyperloop certification center, we didn't know who our regulatory counterpart would be at the federal level," she said. "Now we have a clear point of contact for developing testing processes and procedures, satisfying the regulator and making a product that is safe for passengers."

St. Louis and Kansas City have vied for Virgin's 12- to 15-mile test track and research center. The test track could cost \$30 million to \$40 million per mile. And a route from St. Louis to Kansas City could cost more than \$10 billion, though a route from St. Louis to Chicago is even a possibility, [Andrew Smith](#), who's leading the push to put the center in St. Louis, [has said](#).

Zhou said Virgin would pick a location for the certification center and test track "in the second half of this year, probably even sooner than that." The company, which is based in Los Angeles and has a smaller testing site outside Las Vegas, hasn't said how many sites are in play.

But she said local buy-in, including through public or other private financing, would prove "very important."

"We want to do this in a place where there's a lot of local support," Zhou said.

Missouri lawmakers this year [made the Hyperloop eligible for state grants](#).

The company envisions moving passengers via tube at up to 640 mph, cutting a commute significantly between St. Louis and Kansas City, for example. Smith has said a commercial route of that length is likely seven to 10 years from being built.

"Imagine the transformative power of that," Zhou said. "Two very different economies operating in silos today across the state being able to function as one economy."

U.S. Department of Transportation Posts Hyperloop Framework

BY: Ed Blazina, Pittsburgh Post-Gazette | July 27, 2020

(TNS) — Proposed hyperloop transportation systems, which developers say can move pods with passengers or freight through low-pressure tubes at more than 500 miles an hour, have received a key endorsement: validation by the U.S. Department of Transportation.

Transportation Secretary Elaine Chao released a 22-page document Thursday called [Pathways to the Future of Transportation](#) that's designed to encourage innovation and place new transportation concepts under a specific regulatory agency. The document was developed by the Non-Traditional and Emerging Transportation Technology Council that Ms. Chao appointed about 18 months ago.

For hyperloop advocates, the important step was placing hyperloop proposals under the Federal Railroad Administration and making hyperloop projects eligible for federal grants to help fund projects.

"This is a turning point for the industry," said Ryan Kelly, vice president of Virgin Hyperloop One, one of two developers proposing systems to link Pittsburgh with Chicago.

"It gives confidence to stakeholders that this is a priority. This is not a pipe dream."

Virgin is working with the Mid-Ohio Regional Planning Commission on a system that would connect Pittsburgh to Chicago via Columbus in about 56 minutes at a cost of about \$93. The agency has completed environmental and feasibility studies for the system, which likely would be built in sections from west to east and take about 30 years to complete.

"Just the Federal Railroad Administration alignment for hyperloop is a big announcement," said Thea Ewing, director of transportation for the Mid-Ohio group. "That alone is a pretty significant message from the U.S. Department of Transportation."

"Once you get to this point and you don't have an answer for who regulates you, you don't know what to do. [The proposal] becomes a non-starter for whoever you're talking to."

Mr. Kelly said the other important component to Thursday's announcement is making hyperloop projects eligible for federal funding. The Pittsburgh-to-Chicago proposal always has been pitched as a public-private partnership, but at a cost of more than \$20 billion it would be difficult for local agencies to pay for the public share by themselves.

The report said that once the technology is proven, hyperloop projects could be eligible under four different funding categories that have a combined \$2 billion available in the current fiscal year.

"This is an opportunity to compete," Mr. Kelly said. "We are at the point where we want to get safety certified. We feel confident in our technology."

The company operates a facility with a [500-meter test track near Las Vegas](#).

The other proposed hyperloop project with a Pittsburgh component is being developed by the Northeast Ohio Areawide Coordinating Agency in Cleveland and would connect Pittsburgh to Chicago on a path through Cleveland and along the Great Lakes. That group is working with another technology firm, Hyperloop Transportation Technologies Inc.

Rob Miller, chief marketing officer for Hyperloop TT, said the DOT decision shows hyperloop technology "has moved into the mainstream in the government's eyes."

"The first thing is it shows the work that has been done [on the Cleveland project] really left an impression on them," he said. That project has completed a feasibility study and soon will begin an environmental impact statement.

Mr. Kelly said the next step is moving ahead with the selection of a site for government testing and certification. Virgin is reviewing proposals for possible locations for the several hundred million dollar center — including a site in central Ohio pushed by Ms. Ewing’s agency and one in West Virginia working with West Virginia University — and expects to pick a site by the fall, six months earlier than originally anticipated.

“We’ve seen some really strong proposals and we want to get started,” Mr. Kelly said.

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This article was printed from: <https://www.govtech.com/transportation/US-Department-of-Transportation-Posts-Hyperloop-Framework.html>

Covid-19

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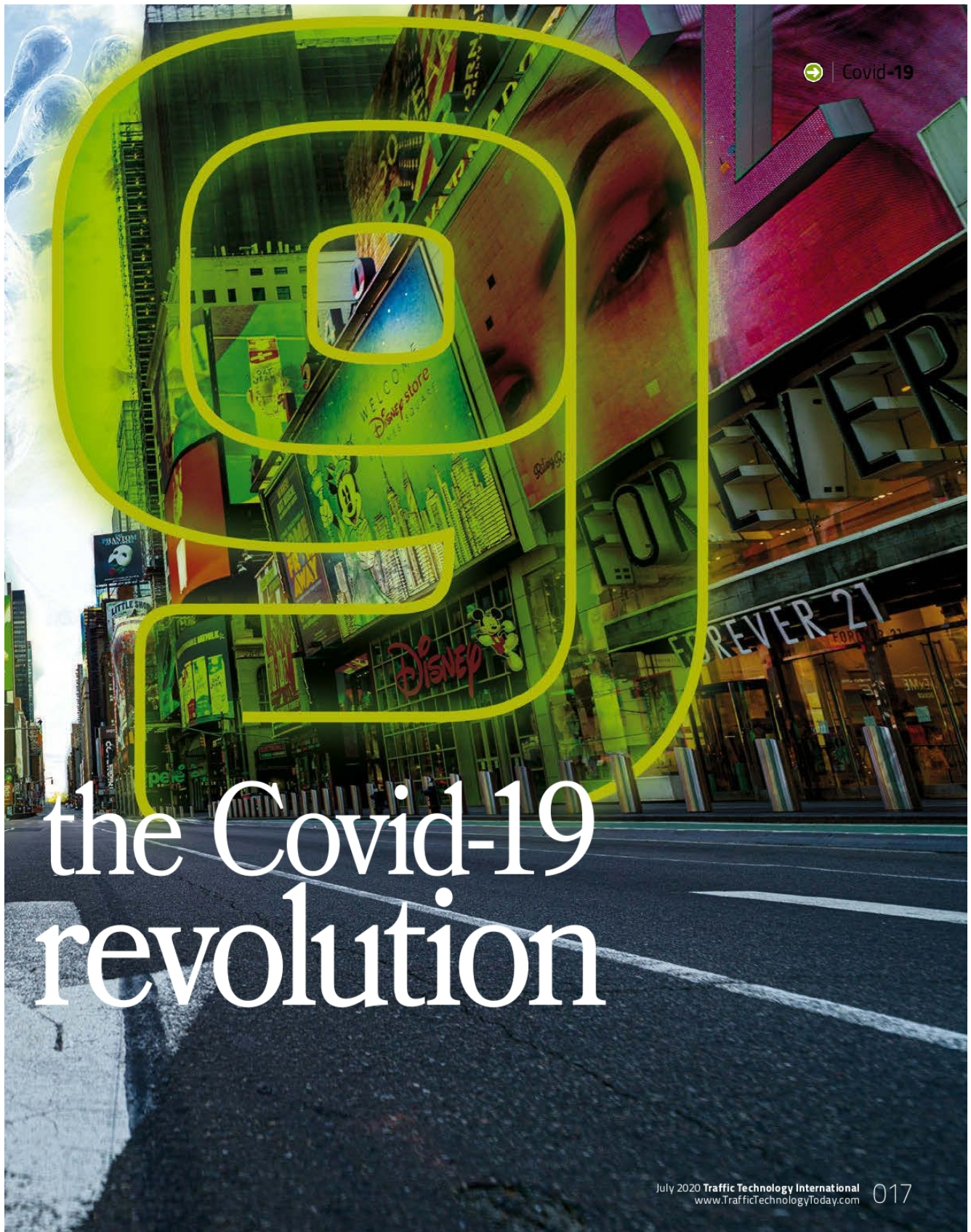
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ways to start transport

While the coronavirus pandemic has undoubtedly brought misery to millions, there have also been unexpected positives – not least clear, uncongested highways, associated dramatic drops in CO₂ emissions and a boom in active transport. But how can we now learn from and preserve some of these outcomes as we redefine transportation in the 'new normal'? Here international industry thought leaders seize the opportunity to create a roadmap to a better future

016 Traffic Technology International July 2020
www.TrafficTechnologyToday.com



Covid-19 | 

Seize the opportunity

1 We now have an opportunity to help shape what our future communities will look like, by making smart investment choices that can have a positive impact on mobility and commuting patterns. When we arrive on the other side, the new normal must not include the negative outcomes that defined the pre-Covid-19 America: 37,000 roadway fatalities each year, 100 or more hours a year sitting in traffic congestion, lack of access for all users of the system, which translates to a lack of equity, and the transportation sector being responsible for 28% of the country's greenhouse gas emissions.



Shailen Bhatt, president and CEO, ITS America

Collaborate

2 The Covid-19 pandemic creates needs that did not exist before. Municipalities will need to efficiently design a cross-modal ecosystem of urban mobility within the social distancing context. On-demand solutions will help meet different users' needs. In the medium-term, the need to reduce the use of private transport through the adoption of innovative vehicle technologies will mean MaaS will prevail.



Solidarity and togetherness are essential for transport to continue being a pillar of growth worldwide. Strong collaborative networks to exchange knowledge and best practices will help all transport actors operate seamlessly together, and take advantage of new opportunities. Connected and together we can re-learn, re-shape, re-construct our business activities and find new business models, new methods and paradigms.

ERTICO's vision for safer, smarter and cleaner mobility definitely falls now becomes more important than ever. Our tools enable us to be leaders of this effort to stay on track, continue the roadmap of change and prepare for new intelligent mobility schemes, ensuring safety conditions, transport digitalization, traffic and congestion management, security, testing limits of services and sustainable policies for the free movement of people and goods across borders.

Angelos Amditis, chairman, ERTICO-ITS Europe

Integrate services

3 Travel restrictions to mitigate spreading Covid-19 pandemic have forced us to reevaluate fundamental values of mobility in our businesses and daily life. We must think carefully about how to source essentials, such as food and other supplies, and how to effectively communicate with business partners. While internet shopping and web meetings are now used more than ever, we have also come to realize which activities cannot be replaced virtually. Nevertheless fundamental societal changes, which had already started slowly, decades ago, are now being accelerated. Consequently transportation services will have to cope with a greater diversity of more unique travel demands. At the same time, efficiency in energy and other resources will have to be enhanced to ensure the sustainability. For situation awareness and strategic management of transportation network, we have to make more concentrated efforts to create data collection and open-access platforms so we can integrate mobility services across all modes of transportation.



Hajime Amano, secretary general, ITS Asia-Pacific

Embrace telework

4 No one knows how many people will succumb this year to Covid-19. But here's a pretty safe bet on the number who will die in vehicle crashes: Likely not as many as last year. Call it an unintended benefit of widespread shelter-in-place orders designed to fight the spread of the pandemic. When people stay at home, whether they're working or not, their cars and trucks stay at home, too. Consequently, drivers and passengers don't end up in hospital trauma centres (or worse).



That's a simple truth that we should apply to our road safety agenda long after the current public health crisis is behind us. If organizations embrace telework, we can reduce the number of roadway crashes, with the by-product of also relieving traffic congestion. Reduced congestion from teleworking also benefits those who can't telework. Commuters can expect shorter travel times. Shippers of medical supplies, groceries and other goods enjoy a more unobstructed delivery path. First responders can handle emergencies more quickly and efficiently. And we waste less fuel when vehicles aren't creeping along, bumper to bumper, while also enjoying improved air quality. All legitimate arguments for extending practical telework protocols after our global emergency is behind us.

Greg Winfree, agency director, Texas A&M Transportation Institute

Embrace road user charging

5 With Covid-19 causing such a massive shock to the economy, our businesses, and communities, there is a very real opportunity to implement positive changes that could only be considered in times of major change. ITS Australia therefore strongly supports ongoing federal investment in infrastructure projects, and we also consider it is timely for governments to consider the opportunity to move to a broader user-pays system for transport services, removing some of the burden from the taxpayer to the user. Transport technology developments have ensured that there are many suitable pathways to achieve this change.

Susan Harris, chief executive officer, ITS Australia



Cut operational overheads

6 In the wake of Covid-19, transportation providers must embrace the power of mobility technologies and refocus their energies to address a new normal if they want to guarantee the survival of their business. Amid widespread public concern over contagion, public transportation companies will have to invest in technologies that help them ensure passengers feel safe whether by meeting fundamental hygiene standards or providing more controlled environments.

Business efficiency, too, has never been more important for transportation providers, as many find themselves facing new and long-term operational and financial challenges due to the pandemic. Now more than ever, transportation networks must adopt mobility solutions that offer them unparalleled efficiency by cutting operational overheads, optimizing routes and mileage, and more. Technologies like Here Mobility's are helping transportation providers meet these two crucial goals to ensure they stay afloat during this global pandemic and beyond.

Liad Itzhak, head, Here Mobility



Improve cybersecurity

7 There have been increased instances of cybersecurity threats since Covid-19.

As a result, security is more important now. I used to say two things kept public agency administrators up at night: a bridge collapse; and a catastrophic weather event. I'm adding a third: a cybersecurity attack. We require complex, strategic, and well-planned preparations to protect against and respond effectively.

Kirk Steudle, senior vice president, Econolite Transportation Systems. Taken from Steudle's column Connecting the DOTs, which you can read on page 39.



Develop grand visions

8 A 'new normal'? I believe the sense that normality exists for transport systems is a delusion – they are constantly evolving.

As in nature, that evolution is accelerated by radical changes; whether that is the development of new technologies (e.g. connected and automated vehicles, micromobility, app-based transport services) or the direct and indirect impacts of a global pandemic. Whilst CAVs do not yet play as significant a role in our everyday lives as was anticipated five years ago, the radical changes they promise have had an impact. It has given licence to planners, developers and policymakers to conceive grander visions for our transport futures.

My tip for adapting transportation to a Covid-19 world is therefore that, in the context that we must also tackle climate breakdown and the requirement to massively decarbonise our transport systems, we must collaboratively and inclusively develop grand, positive and evolving visions of our future transport networks that ethically, sustainably and equitably meet the needs of the broadest range of stakeholders; that we must recognise and reinforce the positive behaviours that have emerged from Covid-19 that push us towards these visions and we should act swiftly to deter the return of negative behaviours that conflict with them.

Nick Reed, director, Reed Mobility





Use data to deliver hygienic ride sharing

9

The post-Covid world will bring many questions and uncertainty surrounding ride-sharing and transit safety. However, there is both tremendous opportunity and spotlight on ride-sharing and

public transit to bring value to customers and communities while adhering to public health regulations. As restrictions begin to lift, the great challenge will not only be sorting out logistics around safe, efficient shared rides and shuttles, but also communicating service changes and commitment to public safety standards to customers and partners.

It's critical to make the rider and driver experience safe yet cost-efficient. Adapting the user experience to align with sanitisation best-practices will be most critical and challenging. This may involve routing algorithms, which account for capacity limitations and cleaning time between rides. To deal with increased costs and reduced demand on fixed routes, transit authorities are likely to offer on-demand shuttle and bus services to make a more appropriate and convenient offering. These services can fill in gaps or alleviate rider congestion where train or bus routes are no longer feasible. In addition, another way transport may adapt to this new normal will be to use technology to match particular Covid positive/negative drivers and riders with each other.

James Cox, COO, Routable AI



Keep talking...



Think long term

10 We need to work harder to provide oversight, change our mind sets and move away from five- or 10-year target goals. Think about setting long-term goals while developing short-term action plans that keep everyone accountable with measurable changes through competition

JJ Eden, executive director, North Carolina Turnpike

Taken from Eden's column Driving Revenue, which you can read on page 43



Embrace active transport and micromobility

11 In the last few months we have experienced record levels of reduced CO2 emissions. People have really felt the benefits of a reduced carbon environment. But it's worrying to think that now, people's concern about using public transport could lead to a huge spike in car usage. And that won't be shared car usage. We will therefore unpick all the benefits we've experienced in terms of CO2 reduction. So we need investment in cycle lanes and active travel, whether that is walking or cycling or running, along with the support micromobility can provide. These enablers will ensure we do not totally lose the environmental

benefits that we have seen and are able to make them instead part of the 'new normal'.

Francesca Lavey, mobility programme director, Plexal

Make saving lives the 'new normal'

12 The loss of life in Covid, which here in the United States is in excess of 100,000 has brought into focus things such as the lives lost in transportation. In surface transportation that's between 35 and 40,000 a year in the USA. We're devoting trillions of dollars to the Covid issue, whereas we've just become numb to the idea of transportation killing all these people. And so that's a comparison that I think should be drawn as we recover and come out of Covid.

Bryan Mulligan, president, Applied Information



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Take the opportunity to decarbonize

In June the Westminster Energy, Environment & Transport Forum virtual conference sought to find ways to preserve Covid-19 CO₂ reductions

STOP PUTTING CARS FIRST

13 Covid does potentially give us an opportunity, because we've learned what can change in a very short amount of time, in how we travel and how we live. We know that transport emissions have gone down because we're monitoring this at six urban observatories across the UK. And this gives us an opportunity to trial and test different measures. So we can do something for a month and see how people are responding to that and then see what works across the country to change emissions.

We need to stop putting cars at the centre of our cities and towns because that tends to be what drives transport operators at the moment. If we put people at the heart and say, 'How do we get these people around?' And make it easy for people to move around by foot and by bike then you're going to shift demand much more easily. **Dr Danielle Densley Tingley**, senior lecturer, architectural engineering, University of Sheffield, UK



Find more virtual conferences at www.westminsterforumprojects.co.uk

CHANGE TRAVEL RATIONALE

14 Mass transit is facing a monumental challenge from C-19. What happens next? We're talking quite a lot about the end of the lockdowns and restarting our lives. But I'm not hearing anything that makes me confident that social distancing is going to go away quickly. And I can't see how mass transit running at less than 25% capacity is going to work. We have to think about the whole range of possible scenarios. One of them is a worst case where mass transit isn't going to work, and we need to think laterally. Could single person vehicles have a role to play alongside, as is often said, walking, cycling, electrically boosted vehicles and so on? But we shouldn't focus solely on transport systems, we've got to look at the bigger picture. Transport is a derived demand, we need to think about the rationale for the trips we make. And for logistics it's all about the data. We need a further increase capability for home deliveries, because every van delivering six households' is shopping, six supermarket car trips that won't happen.

Steve Gooding, Director, RAC Foundation



LOCK IN LOWER EMISSIONS

15 The changes that we've seen in recent weeks have given us a glimpse of the good stuff, and how good this really could be, especially around cycling, walking. And, and it's I think it's given a bit of a boost to those who were who were thinking that it might be impossible to just step away from just the growth of car journeys and the growth in car use. Globally, we're looking forward to seeing some really substantial cuts in greenhouse gas emissions this year. And transport is a huge contributor to that, we know. As we rebuild and recover from coronavirus, then we need to keep in these benefits. We need to keep this momentum going and create lasting change essentially to the way that we get around. There is a huge opportunity for e-bikes and e-scooters, and some of these changes that they will really will help make our country a greener and healthier place to live. And we can do that at the same time as driving clean economic growth. **Bob Moran**, deputy director, head of environment strategy, Department for Transport, UK



Harness the power of open data

16 Trying to minimise the effect of the pandemic forced us to make changes in days which we had in some cases debated for years and even decades. Motorised traffic was drastically reduced and air quality and noise problems benefitted accordingly. Cycling and walking showed a marked increase. The challenge now is to keep hold of the beneficial changes. We have opportunities to apply technology to support this. Public transport operators will need to use passenger counting, booking systems and pricing mechanisms to ensure those who really need to travel, can do so safely and comfortably. In urban areas, roads should be at the service of key groups: freight, essential car journeys and cyclists. Those are disparate interests and serving all of them well will be a challenge. The most important thing to help us build on the unprecedented situation we have been through, to create better transport services, will be data. For all modes, comprehensive, trustworthy and easily reusable.

Jennie Martin, secretary general, ITS (UK)



Covid-19



Redefine cities

17 This is the ideal time to accelerate the digital transition. When people travel by public transport they will want to be able to reserve their seat online, and it will be necessary. Cities therefore have the responsibility to organize mobility in a different way. Covid-19 has helped people to understand the importance of not all travelling at the same time, so the movement of people will be more spread out more than ever and trips will only be made when they are necessary. Cities should start working on redefining their transport, and they are already doing this

by creating more bicycle lanes and footpaths. Cities are there for us, not for optimizing mobility. They should be sustainable and enjoyable to live in. And the future will teach us that we will enjoy them more and more by foot, bicycle or small electrical vehicle. Let's focus on what certain example cities are already showing us – it doesn't kill our business to block cars.

Richard Butter, director of traffic technology, Intertraffic



Invest in the future

18 What we are working on at The Ray is solutions that we believe can be a part of a federal Covid aid package. And that includes infrastructure projects that are more easily funded, because they bring in partners from the private sector in robust P3s. So that can include preparing the infrastructure for connected and autonomous vehicles, with signage, and with data infrastructure, and cloud infrastructure to manage data streams. That is absolutely what needs to happen and as quickly as possible. We believe that we're going to have millions of connected cars on the roads over the next two to three years, so we need to be able to manage the data streams for the highest value and the most utility as quickly as possible and that requires

that we've built a 'brain' capable of managing the data.

Also we've got so many acres of real estate on the interstate system that is not in pavement, on the roadside. We spend a lot of money maintaining it. It's basically a cost centre for the DOTs and we would like to see more state DOTs re-imagine, where appropriate, that interstate roadside property for renewable energy generation with solar with wind, also to imagine how those roadsides might be more productive for certain agricultural products.

Allie Kelly, executive director, The Ray



Accept the possibility of alternatives

19

Perhaps one thing we can learn from this time, is that the stories we tell ourselves about why we do the things we do, have turned out to have only a loose relationship to reality in some cases.

For instance, office workers have long explained that working from the office is more productive... We used to tell ourselves that leisure and shopping require us to get in the car... a key lesson from this crisis is that we will not be able to tell ourselves any more that there are no alternatives, or that there are not costs associated with our choices.

Let us beware of the biggest, most misleading story of all: that there can only be one answer and that an average is the same as an optimum.

During recent weeks we have learned that many people cannot work from home and that many of the jobs (and the people doing them) that really matter to our lives, are not the glamorous well-paid jobs that have, in the past, gained all the headlines. We have also learned that relatively small changes in the habits of those who can work from home (often the better-off anyway) can make big differences to those who have no choice but to travel every day, and whose contribution to society is bigger than we have been telling ourselves, up to now.

So let us learn this: we can think of new, and maybe better futures for transport that truly benefit our societies and help prevent a climate disaster. We have the chance to tell ourselves new stories, and new stories can lead to very different outcomes. ○

Paul Campion, CEO of the TRL (Transport Research Laboratory), UK
To read Paul Campion's full Covid-19 opinion piece log onto www.trafficechnologytoday.com/opinion



NEWS



Infrastructure Investment – What Is Your Vision?

MPO NEWS

Norman Anderson, Contributor, Forbes

A critical question: when you picture infrastructure, what do you see? The answer points to what we invest in, who we invest for – and even how we fund that investment. The question matters because infrastructure is in the midst of a revolution, and our thinking needs a big, digital, jolt. Investment in traditional infrastructure is important – the bridges and highways, power plants and tunnels of the twentieth century – but it doesn't take into account what we know is coming, and what we can already begin to see, 21st century infrastructure – structures and services that are more responsive, more creative, faster, updatable and *ours*.

We can easily describe traditional infrastructure, but we don't even have much of a language to describe the infrastructure that is coming. Like most of our politicians, our minds default to bridges and highways. This happens in revolutions: in a world of bits and bytes, our minds have trouble getting past what is, and getting to what will be.

Think of the hodgepodge of connectable dots in your mind: driverless vehicles, million mile batteries, drone delivery, big data, artificial intelligence, blockchain, smart cities, electric vehicles, 3D printing, BIM – just the tip of the iceberg in terms of technology. The idea of spending anywhere from \$1 trillion to \$3 trillion on


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Our vision has to prioritize digital principles: speed, responsiveness, better performance (upgraded annually), and – likely – more local control. This race to create our new world is going to be messy, and that is exactly what happens when an old model dies, and a new model is busy being born.

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Invest in Innovation. This revolution is going to transform everything, period. The challenge is to revitalize old infrastructure, while creating the marvels that we see in our mind's eye. Four examples: two brownfield, two greenfield, to help you see where we should invest. Imagine 5G-enabled driverless vehicle lanes transforming our interstate highway system into a state of the art digital platform for electric trucks. Instantly we would go from a 1950's network to a 21st century platform of 'anytime, anywhere, any size' deliveries controlled by data centers and algorithms. Byproducts? We would have the world's most competitive 5G technology, creating thousands of new jobs, and we would – critically – quickly spread broadband throughout the U.S., creating livable place everywhere. This is being designed now by the Autonomy Institute at the University of Texas – Austin.

Or imagine a city – a smart city – with millions of sensors that produce not just valuable data, but 'data as a resource' funding new, adaptive, and upgraded infrastructure. This is exactly what is being created in California through the 21st Century Smart City Data Exchange. Strategic data collected by cities is producing not just better public safety, greater efficiency, and the data that is the creative clay for entrepreneurial businesses, but better and cheaper high speed broadband – and a mighty new *public* revenue source?

Two new greenfield projects, one from the sea, and one from space, give us another glimpse into the future. Anbaric, a company owned by Canadian pension funds, is building state of the art wind energy off the Atlantic Coast, with transmission bringing clean electrons to a newly resilient eastern United States. Theia, a civilian satellite company, is building a system that images the earth twice per second, transforming everything from the insurance, the mining and the health industries worldwide, creating enormous new pools of information for creative minds to use in public and private value creation.

Leading with Technology. Bits and bytes, not steel and assembly lines, will lead the transformation of everything about our infrastructure. Creating an ecosystem that doesn't just foster this transformation, but turbocharges it, is a national security priority. This new infrastructure will be greener than what we have now, of course, because it is largely electric. It will also be profoundly strategic – moving fast, cutting through the fog, and pouring resources into areas of highest productivity and value.

This is how the U.S. leapfrogs competitor countries by making sure that technology leads.

Four Big Problems to Be Solved. As we look at our future there are four initial infrastructure problems that need to be addressed.

1. Institutions. All that we have talked about above brings together transportation, energy, communications and the environment, demanding rapid decision-making so that revolutionary projects quickly see the light of day. Our current decision-making structure of siloed cabinet departments doesn't work – we need to either decentralize decision-making, or create an agile corps of visionary public and private sector risk-takers that are mission driven and technically qualified (think early NASA). Again, this is a priority.

2. People. Revolutions tend to be seen as threatening, precisely because the unknown is threatening. But the opportunities, as in all revolutions – think of the horse business that Henry Ford put out of work – are enormous. The job of retraining workers for technology jobs – everything from 3D printing, to data


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3. Technologies . Nothing is more important than rapid innovation, on the back of intensive basic research and swift procurement – mostly public, but increasingly private. The public sector is going to have to be much more creative, assertive, and adaptive in supporting new ideas and technologies. Risk-taking and the huge investment goes with it has always been a public sector function, and we need to bring *that* public sector back – while creating the kind of private public partnership that drives innovation forward!

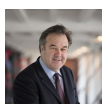
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4. Ownership. The bedrock of the U.S., of the middle class and of the market system is ownership. That is who we are, and so if there is going to be a revolution we need to think clearly about how to distribute ownership opportunities as widely as possible. The coming opportunities are extraordinary, driven by public *and* private capital. Think in terms of three ownership categories: owning and benefiting from our data, like the smart city above; investing our pension funds in revitalizing older projects, given low risk and extraordinary returns; and – investing directly – in new businesses, and even new, innovative projects, as these products of infrastructure's technology revolution take flight.

This is what Thomas Kuhn, the author of the famous book on the Structure of Scientific Revolutions meant when he said that the “before” and “after” ways of thinking were *incommensurable* – like two different languages. “Before” means big, public ownership (or at least control), highly regulated and extraordinarily non-adaptive structures, that *we* must adapt to, rather than the other way around; “after”, what is coming – and in many cases is already here – will be extraordinarily different, driven by the creative bits and bytes that Elon Musk uses as smart building blocks for his inventions, rather than the steel, rubber and physical organization of Henry Ford's revolution, giving us control, at the same time that it provides our imaginations with whole new tools to create a physical environment that adapts to *us*.

This revolution is important – and interesting – because it puts large numbers of citizens once again at the center of the creative process. Our infrastructure investment strategy needs to be weighted toward this future, and it needs to make vital – or smart – our legacy infrastructure. This is this the shape of the infrastructure stimulus that we can all get behind, while driving economic recovery as a core objective, we will create a future for all of us.



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Investing

I write about infrastructure, technology, finance and benefits for all

I am the Chairman & CEO of CG/LA Infrastructure, a firm focused on global infrastructure project development, driving productivity across countries, and maximizing the benefits of infrastructure for people in the U.S. and around the world. I'm particularly interested in technology, innovation and long-term private investment. I oversee an advocacy group, Blueprint 2025, that helps public and private entities focus on doubling the size of infrastructure investment in the U.S., and including the group's steering committee, the National Infrastructure Performance Council. I speak four languages, grew up on military bases, lived in Paraguay for 5 years with Guaraní Indians as a Peace Corps Volunteer, and went to UVA and Harvard.

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